

# Cycling and Walking Investment Strategy (CWIS) safety review

## Page 2: Personal details

Q1. We will only use this information if we need to contact you to clarify your response to this call for evidence. If you're happy for us to do this enter your name and email details below.

**Your name** Hannah Dickson  
**Your email address** hannah.dickson@scsn.org.uk

Q2. Enter the first part of your postcode, eg BS25

EH2

Q3. Are you responding:

as an organisation or in a professional capacity eg academic or consultant?

## Page 9: Organisation details

Q15. Name of organisation

Scottish Community Safety Network

Q16. Which of these best describes your organisation?

**Other (please specify):**  
Third sector network organisation

## Page 10: Consultation questions

Q17. 1. Infrastructure and traffic signs - view in consultation document Do you have any suggestions on the way in which the current approach to development and maintenance of road signs and infrastructure impacts the safety of cyclists and other vulnerable road users? How could it be improved?

We welcome this as a theme to consider and think that cycling and pedestrian groups would be best-placed to determine ways to improve this if there is an impact on safety. Researching road signs and infrastructure in other countries would also be a good place to start.

Q18. 2. The laws and rules of the road - view in consultation document Set out any areas where you consider the laws or rules relating to road safety and their enforcement, with particular reference to cyclists and pedestrians, could be used to support the government's aim of improving cycling and walking safety whilst promoting more active travel.

We would welcome ascertaining whether the rules in other countries' highway codes regarding protecting vulnerable road users such as cyclists and pedestrians e.g. giving way to them on junctions etc (as referenced in point 4.9) have an impact upon the safety of these groups. If evidence shows that they do then the UK should act to develop similar rules.

As there is no reference to Scotland under the civil liberties section it is hard to answer this. However, there should be a duty of care between all road users. Research into presumed liability for motorists towards pedestrians and cyclists (and other groups) should be carried out and implemented if there is evidence that safety for these groups is improved as a result.

Regarding speed limit setting, we would support a mandatory review of speed limits within local authorities rather than an 'encouraged to' approach; and clear thresholds under each of the categories after which time a speed limit change would have to be enacted. We would also support the inclusion of an additional category within the Circular (referred to in point 4.14) or equivalent in Scotland which is 'Community opinion' (or similar phrasing). Citizens or communities should be allowed to enact a review and should be considered at this early stage rather than once a decision has been taken to alter the limit.

Q19. 3. Training - view in consultation document Do you have any suggestions for improving the way road users are trained, with specific consideration to protecting cyclists and pedestrians?

We would recommend considering:

- Mandatory driving lessons / hours of lessons with an ADI. The evidence supporting the introduction of graduated driving licenses is strong.
- Driving lessons specifically having modules on vulnerable road users and equipping drivers with the skills to navigate these additional groups
- HGV drivers should have mandatory training on cyclists in particular given the strong evidence of their impact on the safety of this group. Some research could be conducted in relation to the frequency of training for drivers to keep their Certificate of Competence – is every 5 years frequent enough? Or should it be based upon the number of miles travelled etc?
- Evidence and wide public opinion should be sought on the situation for drivers over 70 –should there be a driving test for this age group rather than just an eye test?
- Evidence and wide public opinion should be sought on the situation regarding those convicted of driving offences - (point 5.7) - if someone is banned from driving perhaps re-taking their test or completing a pass plus (or similar advanced driving test) should be compulsory.

Q20. 4. Educating road users - view in consultation document Do you have any suggestions on how we can improve road user education to help support more and safer walking and cycling?

We would support further work to ascertain whether road safety education in schools has a long-term impact on safety and casualty reduction. If it does, consideration should be given to making road safety education in schools mandatory (whether by teachers or road safety officers or equivalent).

- The findings from the review of the efficacy of the speed awareness courses as an alternative to prosecution should inform any changes in this aspect of road user education. Transport Scotland has just published or will soon be publishing a report into this.

Q21. 5. Vehicles and equipment - view in consultation document Do you have any suggestions on how government policy on vehicles and equipment could improve safety of cyclists and pedestrians, whilst continuing to promote more walking and cycling?

- We support any changes to vehicles and equipment that will protect vulnerable road users. A combination of this, infrastructure changes, education and awareness and liability will hopefully all contribute to improved safety and perceptions of safety for the vulnerable road users and encourage more cycling and walking as a result.
- Modifications to HGVs e.g. bigger windscreen panels have proven to improve safety – subsidy schemes could be considered to help get more of these (and measures like these) on the road.

Q22. 6. Attitudes and public awareness - view in consultation document What can government do to support better understanding and awareness of different types of road user in relation to cycle use in particular?

- The consultation highlights a huge lack of understanding and awareness between road users about one another and more resources and efforts should be put into approaches which tackle this issue. Evidence from other countries may be of assistance. A combination of a top down change in the environment and policy landscape with a citizen-led approach is essential if changing attitudes and behaviours is going to work.
- We would welcome further research on the levers and drivers for people's feelings of safety whilst on the road (cycling in particular as this seems to be a bigger issue) - I.e. what would need to change for them to consider cycling as a primary option? There is a likely interdependency / cycle which needs to be broken in order to move forward and achieve the ambitions within the strategy: remove the barriers to cycling and walking, more people will cycle/walk, motorists will have to become more aware of these more vulnerable road users, it will become safer to cycle/walk; ergo more people will begin to cycle/walk. Tipping the balance is the challenge and we support efforts being undertaken to do this.