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# **Analysis of the consultation on new cycling offences**

## **Report**

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# 1 Introduction

## 1.1 Background and objectives

Between 2011 and 2016 there were 2,491 recorded collisions between cyclists and pedestrians, involving no other vehicle, that resulted in a pedestrian casualty. Twenty of these casualties were fatal and 546 resulted in serious injury [Reported Road Casualties Great Britain: 2017 \(publishing.service.gov.uk\)](#). The Department for Transport (DfT) announced an urgent review into cycle safety in September 2017. The review had two phases:

- Phase 1: An analysis of the case for creating a new offence that is equivalent to causing death or serious injury by careless or dangerous driving, to help protect both cyclists and pedestrians.
- Phase 2: A wider consultation on road safety issues relating to cycling.

This report analyses the responses received to a consultation on Phase 1.

Following the announcement, the DfT appointed an independent legal expert, Laura Thomas of Birketts LLP, to gather evidence from a range of sources and report on the case for creating a new offence equivalent to causing death or serious injury by careless or dangerous driving: [Cycle safety review - GOV.UK \(www.gov.uk\)](#). The review report, published on 1<sup>st</sup> February 2018, concluded that there is a persuasive case for legislative change. A consultation was then launched on 12<sup>th</sup> August 2018 by the DfT, to gather views on proposed new offences of causing death or serious injury while cycling, as well as changes to the existing offences of dangerous and careless cycling.

The consultation document explained that supplementary work was being undertaken by a lawyer experienced in Scottish law, to look at the current laws in Scotland which may be applicable if proceedings are brought against a person whose cycling is so dangerous or careless that it causes death or serious injury. That report was published on 31<sup>st</sup> August 2018.

The DfT consultation closed on 5<sup>th</sup> November 2018.

The purpose of the consultation was to:

- a. Understand respondents' views on the new changes in law proposed.
- b. Understand respondents' views on the level of penalty proposed for the new offences.
- c. Seek views on:
  - i. Whether the scope of the proposed new offences and the existing offences of dangerous or careless cycling, explained in the consultation document, should extend to "any public place".

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- ii. Whether the offence of cycling when unfit through drink or drugs should be reviewed with these offences.
- d. See whether there are any differences in the level of support or otherwise based on the following profile categories:
- Whether the individuals or organisations were based in England, Scotland or Wales;
  - Whether the responses were submitted by individuals or by motoring organisations or cycling organisations (the organisations being further subdivided into road safety, local authority, health body, manufacturer, retailer, school/education, transport operator, police, academic/researcher, other); and
  - If individual, whether the responses were provided by cyclists, motorists, walkers or wheelchair and mobility scooter users, or some or all these categories.
- e. Establish if there were any aspects of law in relation to and specific to the introduction of the new offences, and not covered in the consultation, which respondents felt should be considered.

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## 2 Responses received

People and organisations were invited to respond to the consultation either by using the online response form (the 'Smart Survey') or by sending their comments to the Department for Transport by email or letter.

2,365 consultation responses were received via the online Smart Survey: 2285 from individuals and 32 from organisations plus 48 emailed responses from organisations which could be put into the Smart Survey format.

Forty-seven individuals responded directly by email and not through the Smart Survey. Their responses are examined in Section 4.

Twenty-four organisations emailed responses that could not be put into the Smart Survey format. Responses from these organisations are examined in section 5.

Table 1 How respondents fed back their responses

Individuals		Organisations		
Smart Survey	Email response	Smart Survey	Response by email that could be put in the Smart Survey	Other email response
2,285	47	32	48	24

The responses to the Smart Survey, and the direct responses, should not be taken as representative of all cyclists, motorists or pedestrians. They are self-selecting in that they are confined to those who were aware of the consultation and who chose to respond.

Individuals responding to the consultation provided information about the modes of transport that they use. Most indicated that they were pedestrians (87%) and motorists (80%). Over three-quarters (77%) said that they cycled. Many respondents use more than one mode of travel so may appear in two or all three categories. However, whether a respondent cycled or not had the most bearing on their response to questions in the consultation. Therefore, we have examined findings by whether the participant cycled or not, and not by whether they were a motorist or pedestrian. For analysis, wheelchair and mobility scooter users who responded were grouped with pedestrians since their numbers were too low to be looked at individually.

Responses from individuals break down as follows.

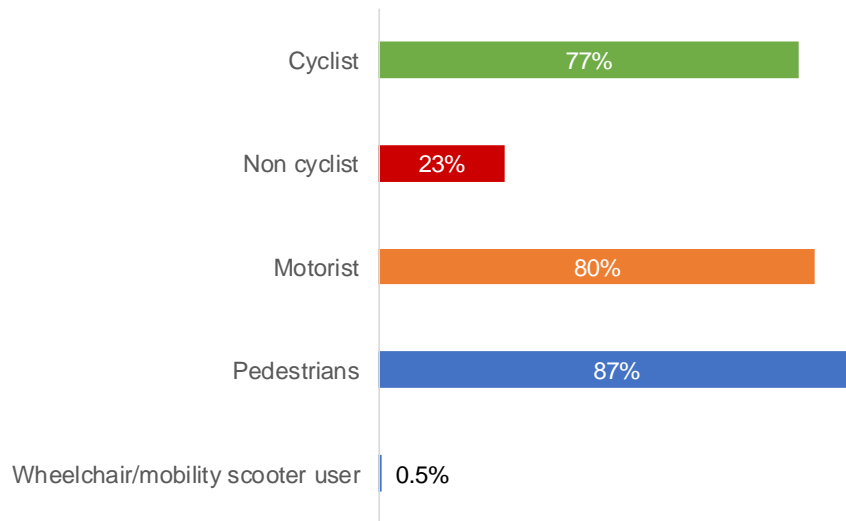
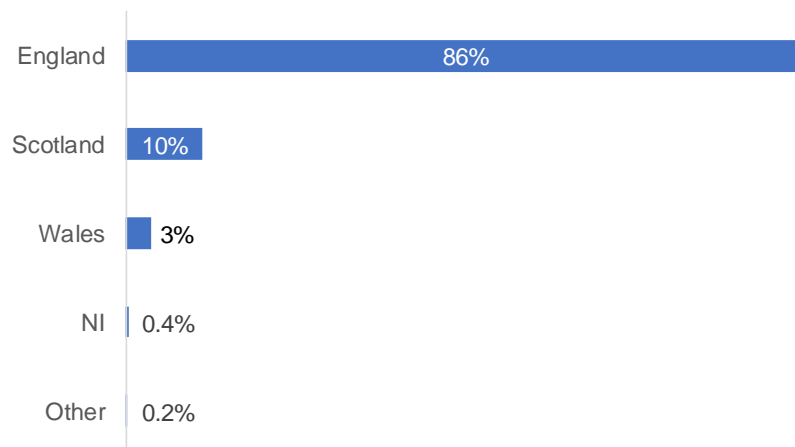


Table 2. Overlap of those who do and do not cycle

People who say they cycle			People who say they do not cycle		
Total	Pedestrian	Motorist	Total	Pedestrian	Motorist
<b>1758</b>	1599	1477	<b>526</b>	389	348

The results were also examined by the stated country of residence, but no significant difference was found in the levels of support or otherwise from consultees from England, Scotland, Wales or Northern Ireland.





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## 3 Individual findings from the Smart survey

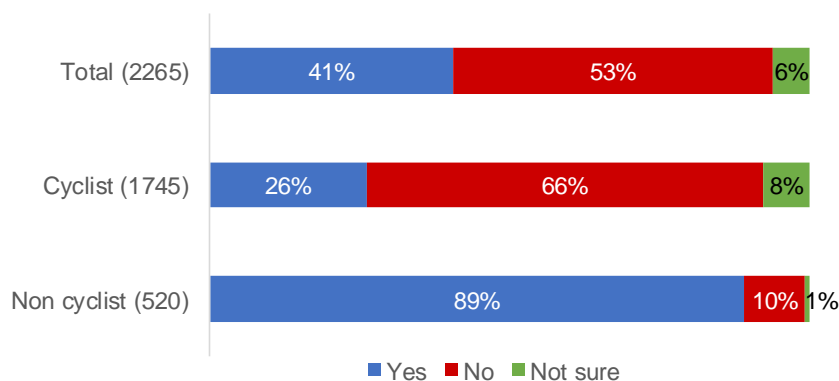
These results are from individual respondents, using the criterion of whether the respondent cycles or not, since that was found to have most bearing on their response to the questions. No differences were found by country. We examine responses from organisations in section 5.

We have used the question numbering in the consultation document (consultation document Q1=Smart Survey Q7, consultation document Q2 = SS Q8 etc).

### 3.1 The need for a change in the law

#### Q1. Our consultation proposes that there should be an offence of causing death by dangerous cycling. Do you agree with this proposal?

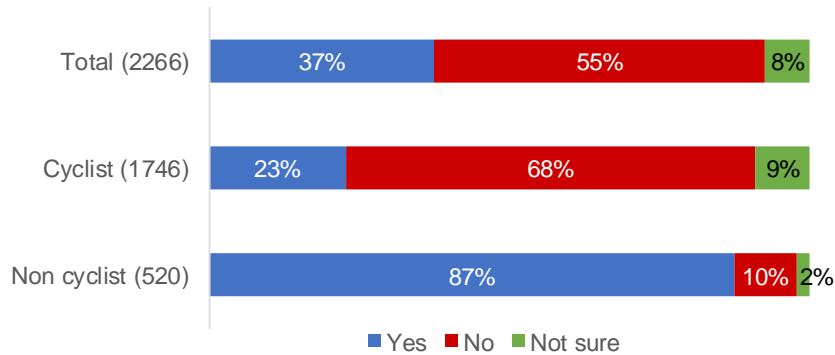
Overall, a majority did not agree with this proposal (53%). 66% of those who said they cycled disagreed with this proposal while 89% of those who do not cycle agreed that this should be an offence. The number of cyclists responding to this consultation exceeds those who do not cycle, but the cyclist group also contains a large number of those who walk and drive as well.



Base: all answering (base numbers in brackets on the chart above)

## Q2. Do you think that there should be an offence of causing death by careless or inconsiderate cycling?

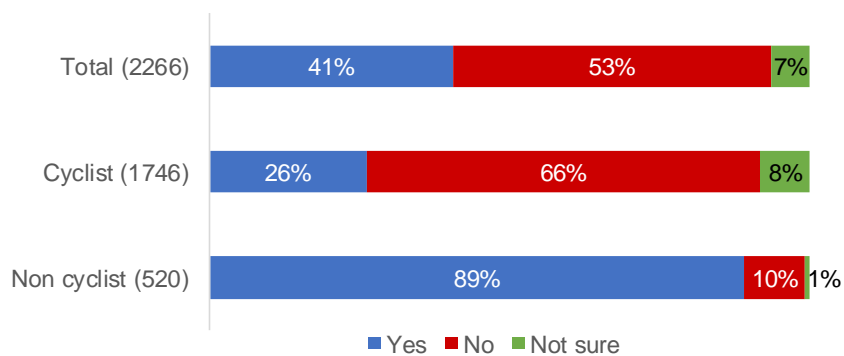
A similar result was found with this question. A majority (55%) said that there should not be an offence of causing death by careless or inconsiderate cycling. A majority of respondents who said they cycled answered it should not be an offence (68%), while a majority of those who do not cycle thought it should be an offence (87%).



Base: all answering

## Q3. The consultation also proposes that there should be an offence of causing serious injury by dangerous cycling. Do you agree with this proposal?

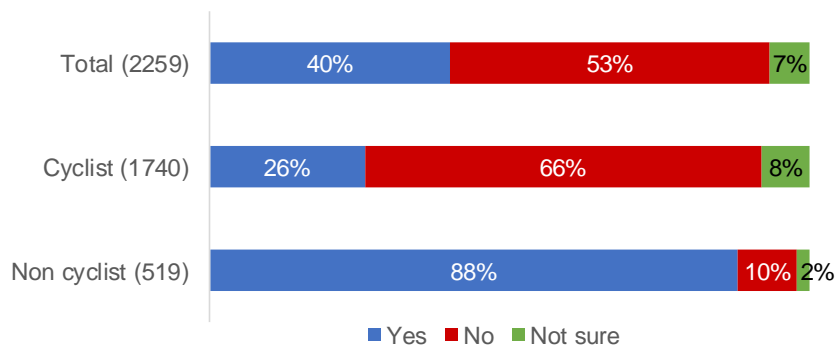
The responses to this question present a similar picture to the answers to question 2. A majority of respondents did not agree that there should be an offence of causing serious injury by dangerous cycling (53%), though a majority of those who said they do not cycle supported the proposal (89%).



Base: all answering

**Q4. The Ministry of Justice consulted on bringing forward a new offence of causing serious injury by careless driving. This consultation proposes that there should be an offence of causing serious injury by careless or inconsiderate cycling. Do you agree with this proposal?**

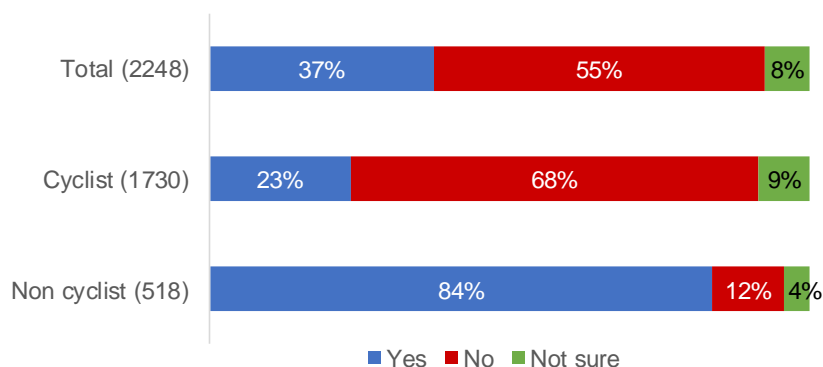
This question also received a similar response to the previous questions. When respondents were asked whether they agreed that there should be an offence of causing serious injury by careless or inconsiderate cycling, two thirds of those who said they cycle answered 'no' (66%) and the majority of who do not cycle answered 'yes' (86%).



Base: all answering

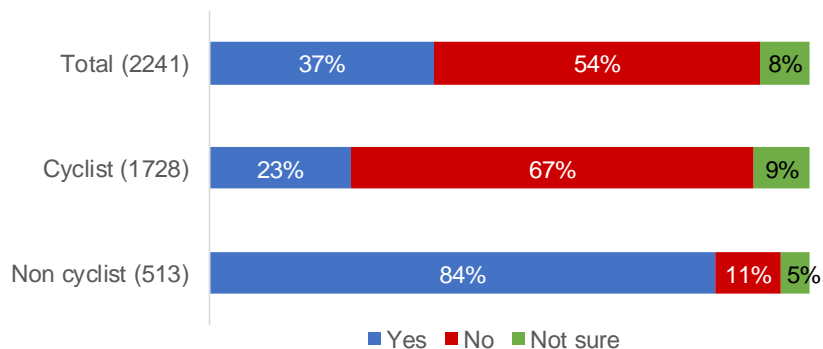
**Q5. If there were a new offence of causing death or serious injury by dangerous or careless cycling, do you think the sentences should match the sentences for causing death or serious injury by dangerous or careless driving?**

The consultation question listed the three proposed new cycling offences of causing death by dangerous cycling, causing death by careless cycling and causing serious injury by dangerous cycling separately. These were set alongside the comparable driving offences. The following charts examine those three proposals. The results are similar to the answers to the previous questions: two thirds of those who said they cycle did not agree that the sentences for new cycling offences should match current sentences for driving offences (66% to 67%), while a majority of respondents who do not cycle agreed that they should (84% in each case). The first chart shows how respondents answered when asked if the sentence for causing death by dangerous cycling should match the driving sentence (currently 14 years).



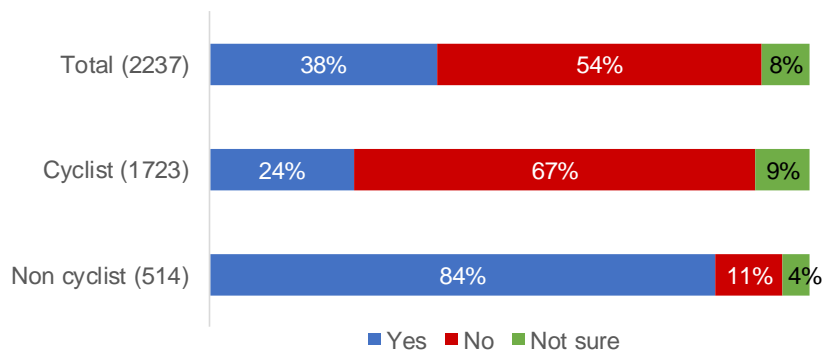
Base: all answering

The second chart shows the responses to the proposal that the sentence for causing death by careless cycling should be five years (currently five years for driving).



Base: all answering

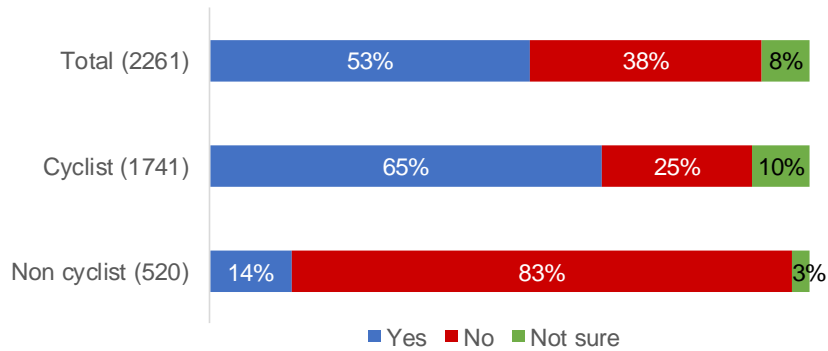
The final chart for this question shows the responses to the proposal that the sentence for causing serious injury by dangerous cycling should be five years (currently five years for driving).



Base: all answering

**Q6. The report from the independent expert concluded that there is a gap in the law regarding dangerous or careless cycling. Do you feel that existing laws adequately cover circumstances where a person's cycling causes harm or injury others?**

Overall, 53% of respondents considered the existing laws to be adequate. Of those who said they cycle, two thirds considered existing laws to be adequate (65%) while a quarter did not (25%). A majority of those who said they do not cycle did not consider existing laws to be adequate (83%).

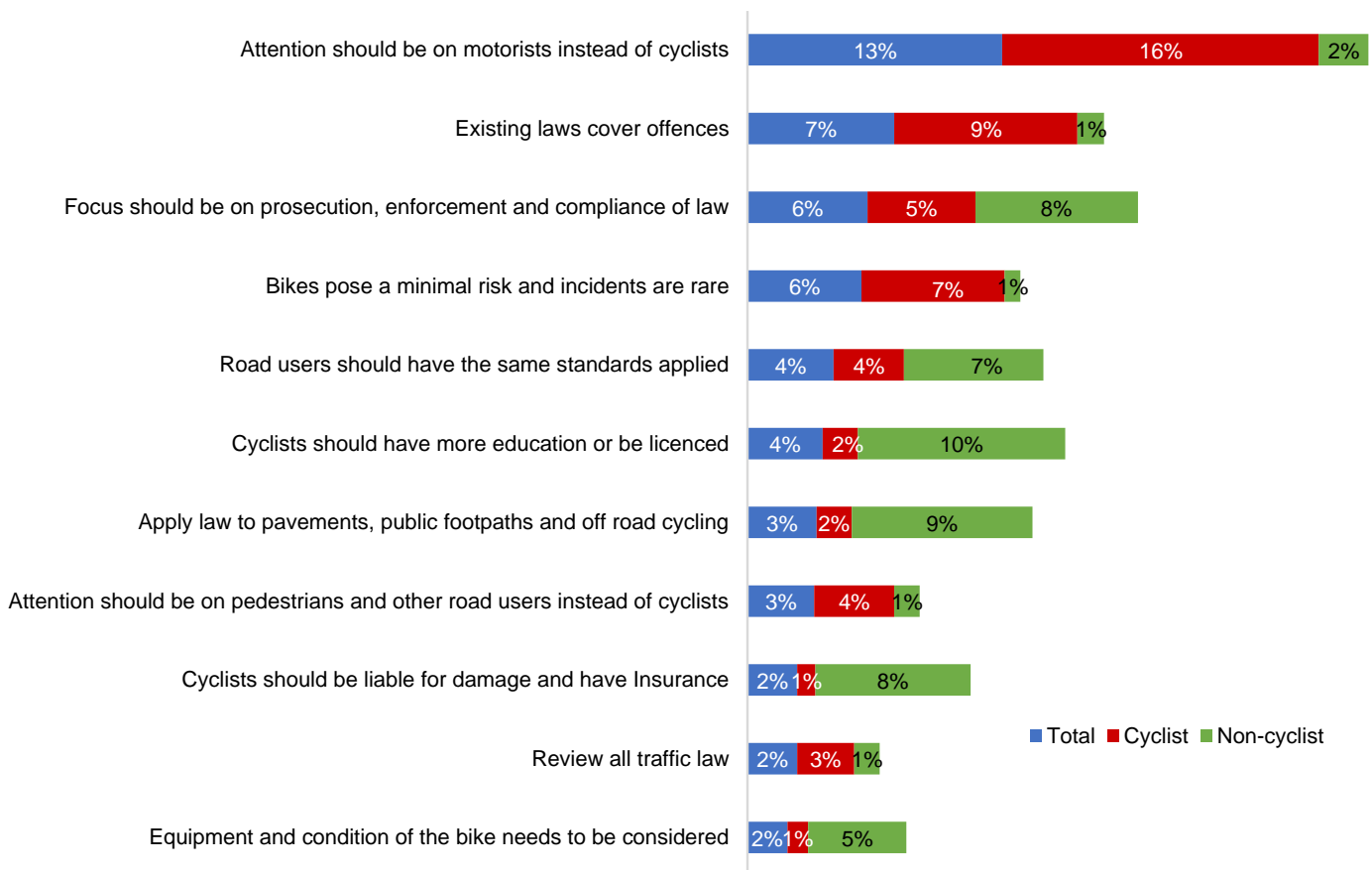


Base: all answering

**Q7. Do you have any comments on any laws not covered in this consultation which could apply when trying to prosecute for this cycling behaviour?**

Half of the respondents provided general comments in response to this question without answering the question directly. Respondents who cycle were the most likely to say that attention should be on motorists instead of cyclists (16%), that existing laws already cover these offences (9%) and that bikes pose minimal risk and incidents are rare (7%).

Respondents who do not cycle were most likely to say that cyclists should have more education or be licenced (10%), that there is a need to apply existing law to pavements, public footpaths and off-road cycling (9%), that cyclists should be liable for damage and have insurance (8%), and that the focus should be on prosecution,



enforcement and compliance with existing laws (8%). Comments made by less than 3% of any group have not been included in this analysis.

Base: all answering (All: 2284, Cyclists: 1758, Non-cyclists: 526)

### Q8. Do you have any other comments that you wish to make in relation to how existing laws apply in Scotland?

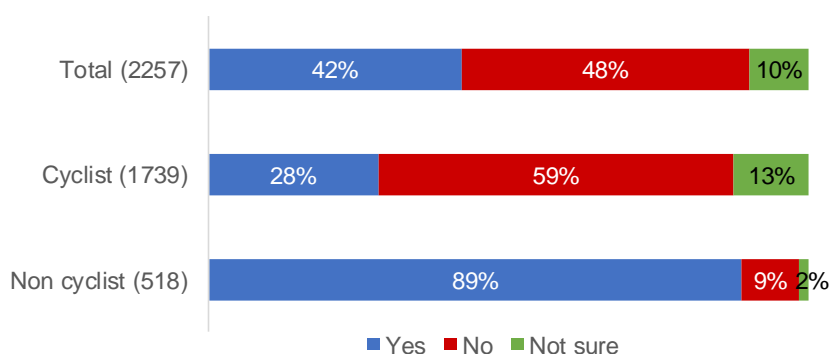
Most respondents did not answer this question and many that did, made comments similar to those in Q7. The specific comments made about the law in Scotland, and the number of people who made them, are shown below. Note these are numbers, not percentages.

	Total	Scotland	England
Same law should apply in Scotland, England and Wales	29	9	20
Laws are a matter for Scotland	6	2	4

## 3.2 Road and public places

### Q9. This consultation proposes that new offences should apply to public places as well as roads. Do you agree with this proposal?

There was no overall majority either in favour of or against the proposal that new offences should apply to public places as well as roads. A majority of respondents who said they cycle (59%) did not agree with the proposal while a majority of those who do not cycle (89%) agreed with it.

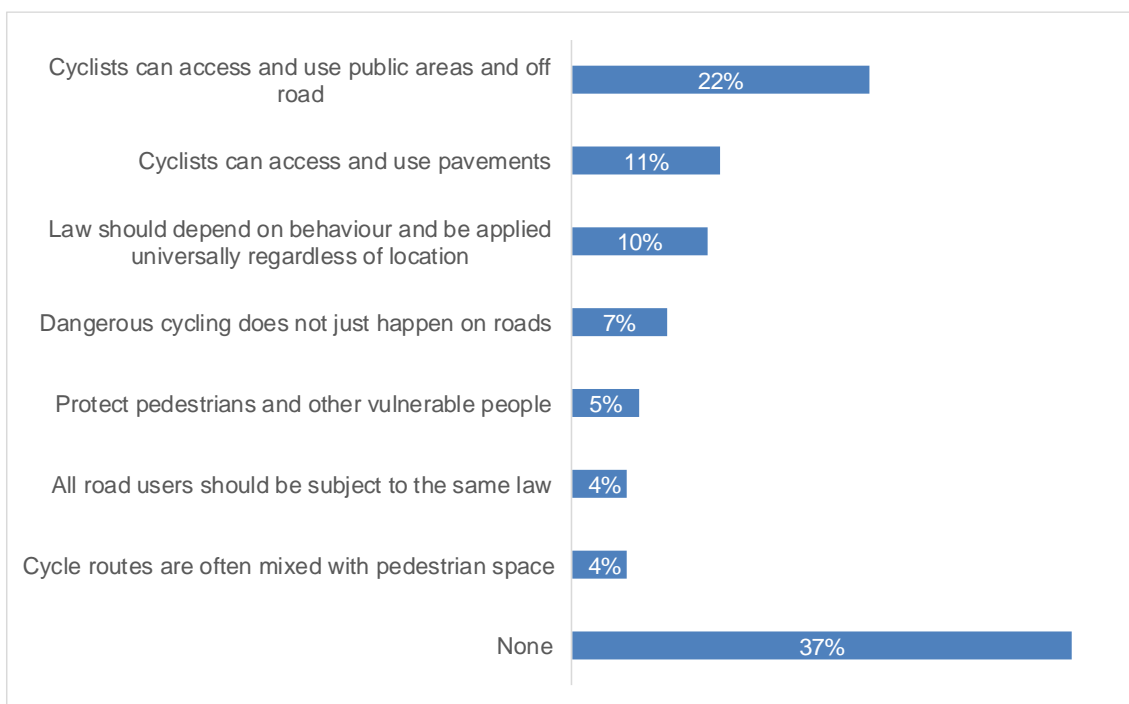


Base: all answering

Respondents to the Smart Survey were asked to explain their answer to this question. We have split the responses by those who said that the new offences should apply to public places, and those who said they should not. Splitting the sample in this way means that we do not have sufficient numbers to further break down the responses down by cyclists and non-cyclists.

Why did respondents answer 'yes' to applying offences to public places?

The chart below, covering those who agreed with the proposal that new offences should be applied to public places as well as roads, shows that the most common comment (22% of respondents) was that cyclists are already able to access public areas, so the new offences ought to be extended to these areas. One in ten answered that cyclists access and use pavements (11%), and a similar proportion said that the law should depend on behaviour and be applied universally wherever it is (10%).

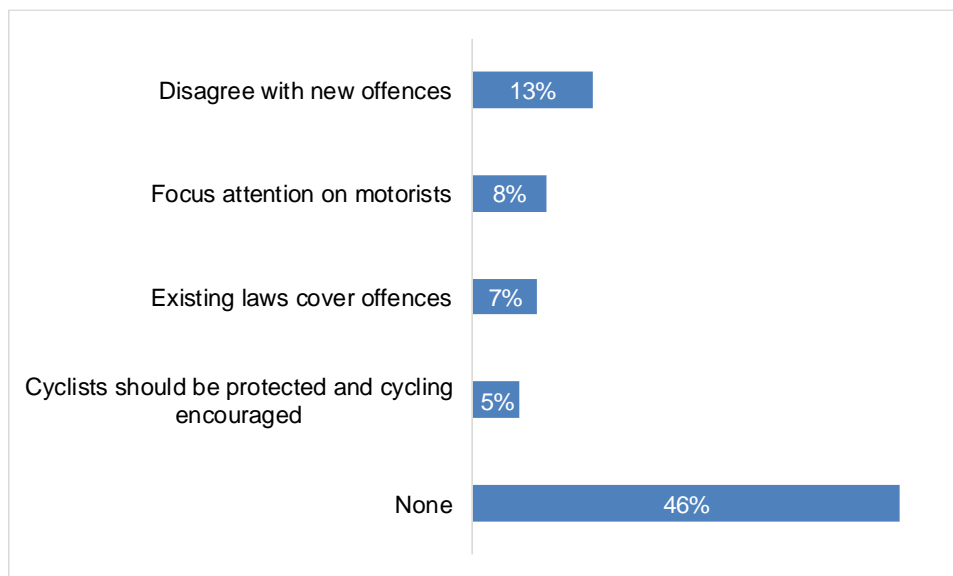


Base: all who agreed that the new offences should be applied to public places (946 of the respondents)



### Why did respondents answer 'no' to applying offences to public places?

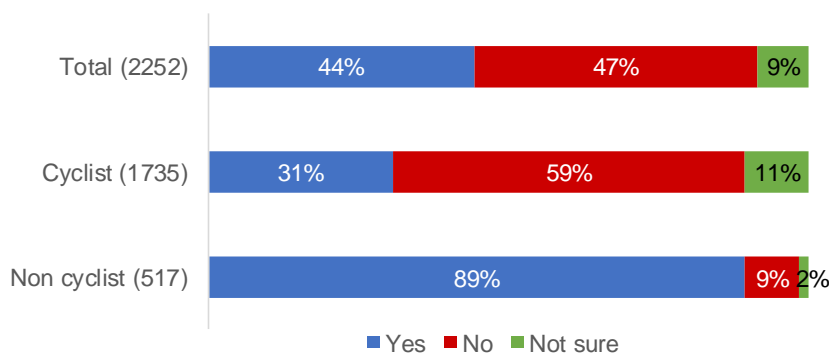
13% of those who disagreed with the proposal to apply the new offences to public places answered that they disagreed with the offences, so do not want them anywhere. 8% answered that the focus should be on motorists and 7% said that existing laws cover offences. Responses made by less than 5% of the respondents have not been shown.



Base: all who disagreed that the new offences should be applied to public places (1076 of the respondents)

### **Q10. The current offences of dangerous or careless cycling apply to the road. This consultation proposes that it should also extend to a public place. Do you agree with this proposal?**

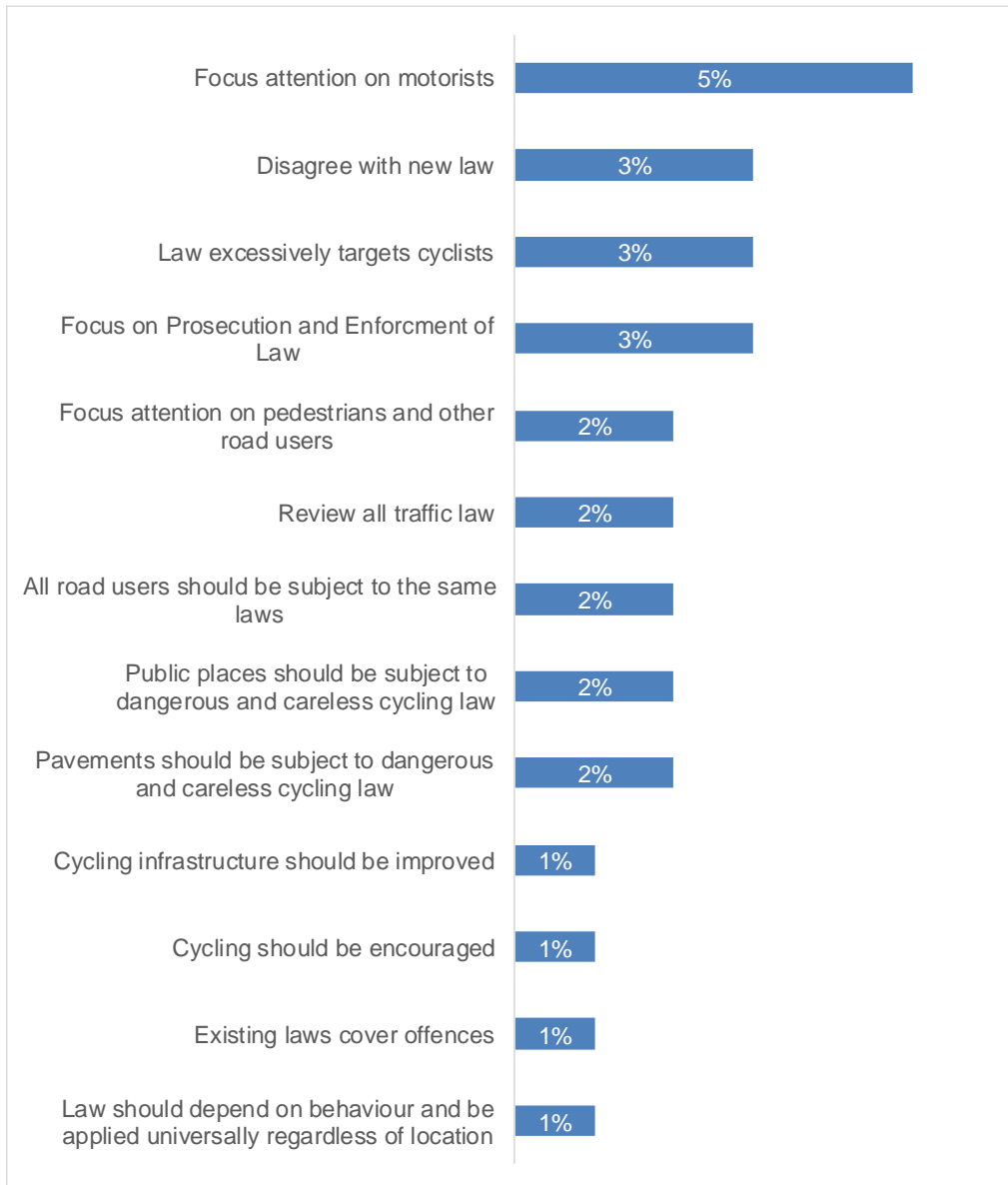
There was no overall majority either in favour of or against the proposal that the current offences of dangerous or careless cycling should apply to public places as well as roads. 59% of respondents who said they cycle were against the proposal, while 89% of those who said they did not cycle were in favour of it.



Base: all answering

### Q11. Are there any other comments that you wish to make about where the laws should apply?

69% of respondents had nothing further to add. From those who answered this question, the most common comments were that the focus should be on motorists rather than cyclists, that the respondent disagreed with the new law and that the law targets cyclists excessively.

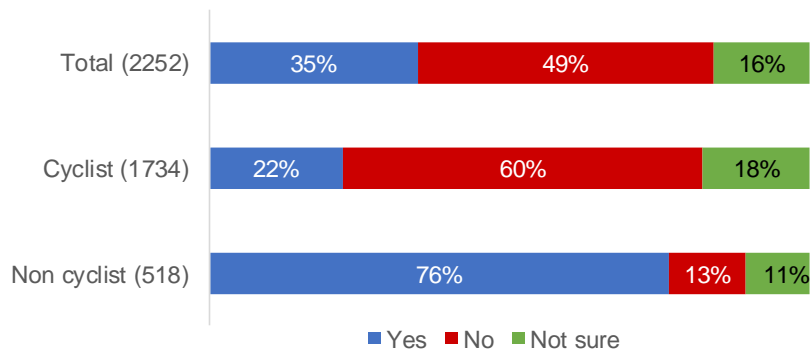


Base: all answering (2271 of the respondents)

### 3.3 Penalty points and disqualification

**Q12. Drivers may be banned from driving for committing a current cycling offence. Minimum driving disqualification periods currently apply under the Road Traffic Offenders Act 1988. For drivers this is currently 2 years for causing death or serious injury, 1 year for causing death by careless driving. Do you think this should also apply to any of the new law offences proposed for this consultation?**

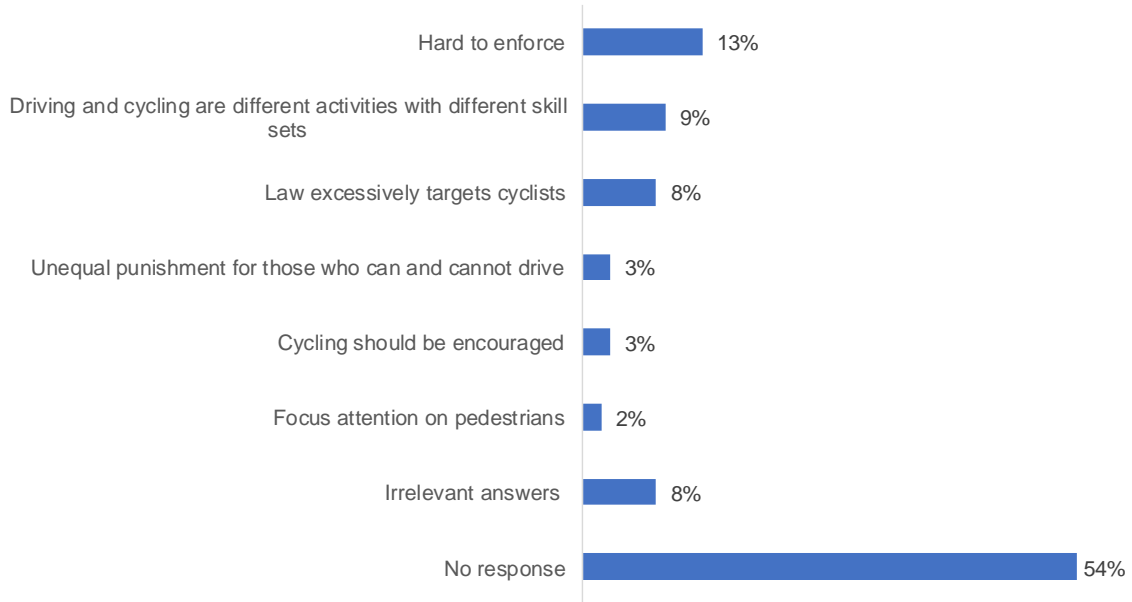
While there was no overall majority against or in favour of the proposal, 60% of respondents who said they cycle considered that a minimum period of disqualification from driving should not apply to cyclists who cause death or serious injury by cycling. More than three-quarters of those who said they do not cycle considered that a minimum period of disqualification from driving should apply (76%).



Base: all answering

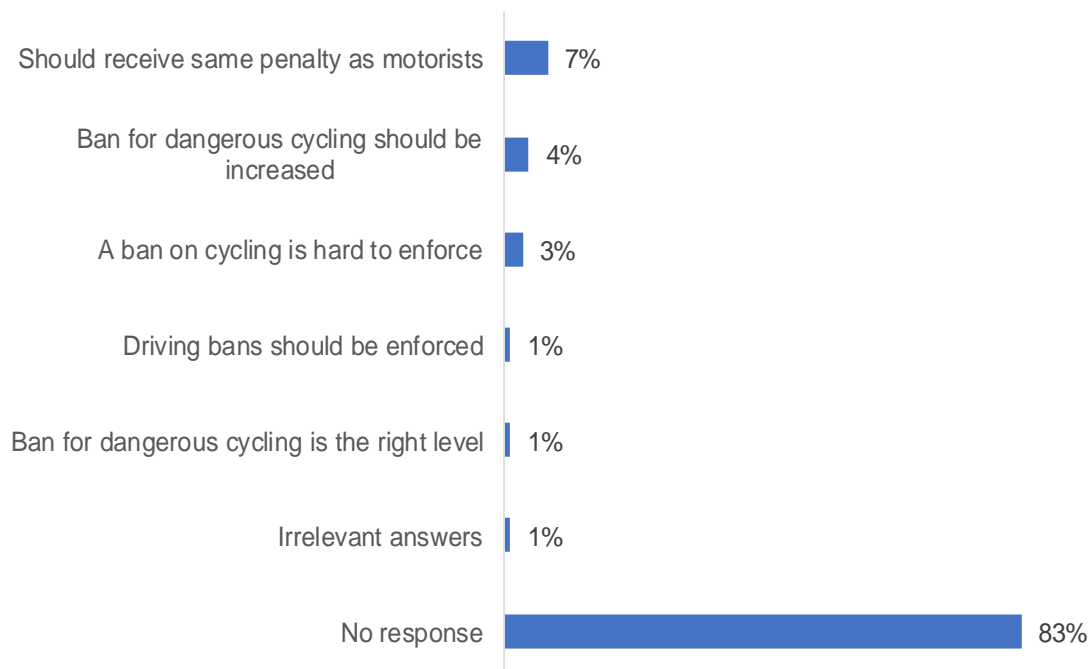
**Q13. If not, please explain why? If so, do you have any views on how long the minimum disqualification period should be?**

Responses from those who said 'No' to Q12 are shown below. Responses from both those who answered 'no' and 'yes' to the previous question indicate that some people may have misunderstood these two questions.



Base: all who said 'no' at Q12 (1,108)

Those who said 'Yes' had the following responses; a majority did not respond.



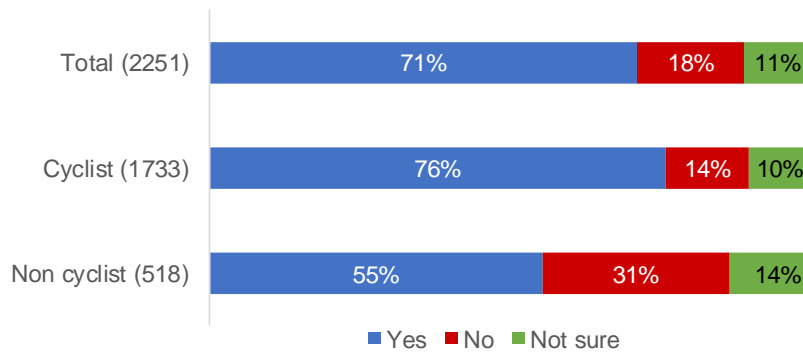
Base: all who said 'yes' at Q12 (781)

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## 3.4 Dangerous and careless cycling

**Q14. There is currently an offence of dangerous cycling (with a fine of £2,500) and for careless cycling (with a fine of £1,000). This consultation proposes that the penalties for these offences should remain unchanged. Do you agree with this proposal?**

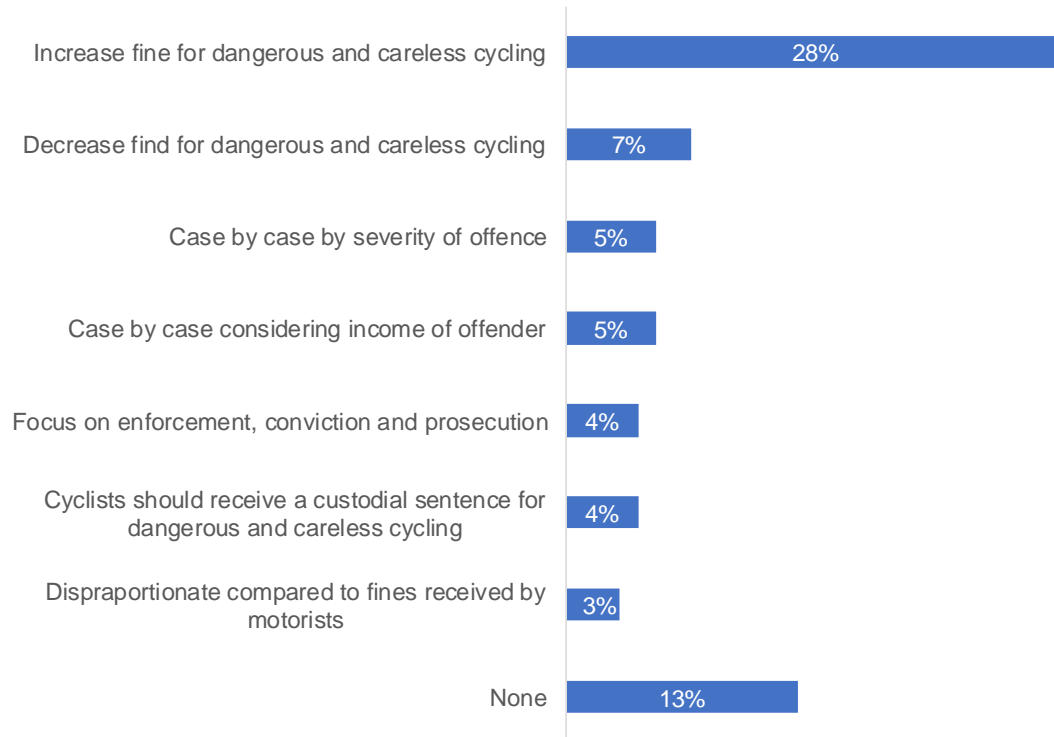
A large proportion overall responded 'yes' to keeping penalties unchanged (71%). The majority of both cyclists (76%) and non-cyclists (55%) agreed with the proposal.



Base: all answering

**Q15. If not, please explain why. Are there any other comments you wish to make on the level of penalty?**

Those who responded 'no' to the proposal to keep the current penalties for careless and dangerous cycling were asked why. The most common response (28%) called for an increase in the fine for dangerous and careless cycling. A much smaller proportion (7%) called for a decrease in the fine.

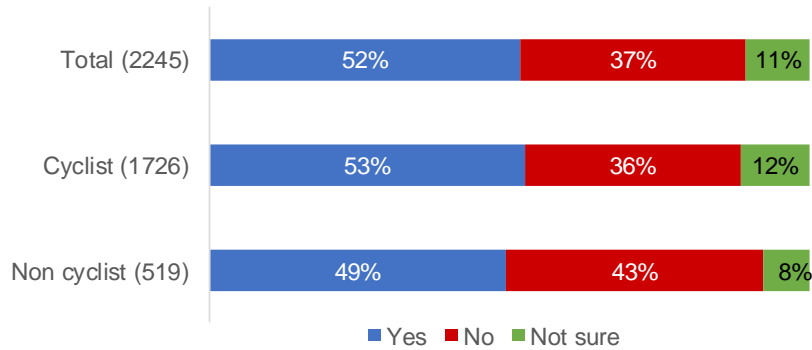


Base: all who said 'no' to the same level of penalties (401 of the respondents)

## 3.5 Drink and drug driving and cycling

**Q16. This consultation proposes that there should not be a new offence of causing death by careless cycling when under the influence of drink or drugs. Do you agree with the proposal?**

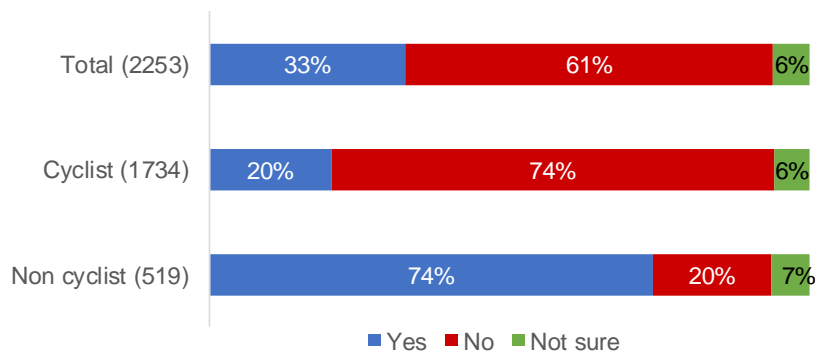
Just over half of respondents (52%) agreed with the proposal. The following chart shows that just over a third (37%) did not agree and around one in ten (11%) were not sure. Respondents who said they do not cycle were slightly less likely than those who do cycle to agree, and more likely to disagree.



Base: all answering

**Q17. The current fine for riding a bicycle when unfit to ride through drink or drugs is £1,000. Do you think we should consider increasing the fine?**

Three quarters of respondents who say they cycle answered 'no' (74%). The same proportion of those who say they do not cycle answered 'yes' (74%).

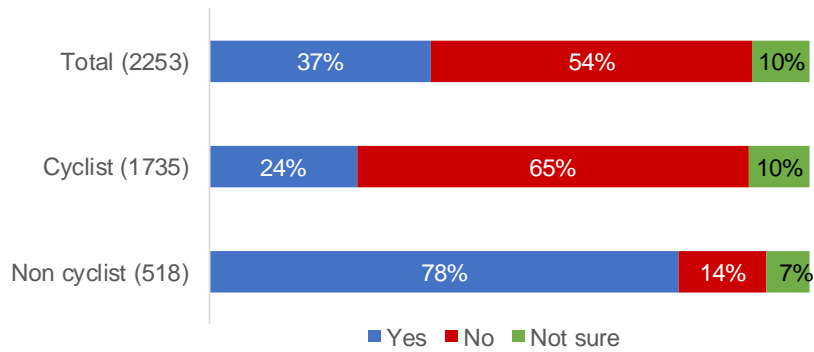


Base: all answering

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**Q18. Do you think we should consider making it an offence to attempt to cycle (as well as actually cycling) when unfit to do so through drink or drugs?**

The final question about drink and drug influenced cycling produced the same pattern with most respondents who say they cycle answering 'no', and most who say they do not cycle answering 'yes'.



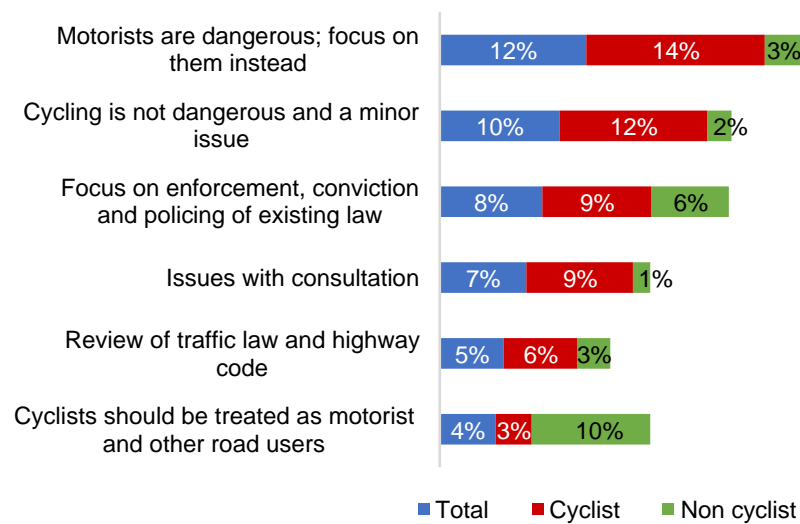
Base: all answering



## 3.6 Final comments

### Q19. Are there any further comments you wish to make?

Half (51%) had no further comment. The most common comments from respondents who said they cycle were 'motorists are dangerous; focus on them instead' (14%) and 'cycling is not dangerous and a minor issue' (12%). 10% of those who said they do not cycle commented 'cyclists should be treated like motorists and other road users'.



Base: All answering: total (2,284), cyclists (1,758), non-cyclists (526)

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## 4 Individual responses by email

As well as the online Smart survey feedback, 47 individual respondents sent email submissions. These were too detailed to code or fit in with the Smart survey responses, so a summary of the responses has been prepared and grouped into the subject of the response.

### **New offences/laws unnecessary**

- A wider review of road traffic law needed. Informal education – friendly warnings to cyclists and drivers equally by the police – may have a huge positive effect in encouraging reflective and considerate cycling without needing to take up police, prosecution and court resources.
- I cannot support the proposed legislation in isolation and request that the Department of Transport conduct a full review of transport legislation as promised in 2014.
- Urgently need a full review of traffic offences.
- Waste of time looking at cyclists when so many are killed by car. A wider review is needed.
- Safe behaviour of motorists should take priority.
- Disagree with proposals - there should be laws affecting all road users.
- The existing laws for drivers are inadequate so the proposal replaces one bad law with another.
- We should use existing law to prosecute those who cause harm wherever it happens.
- Disagree with proposals - existing law and offences fine. There are far more pressing priorities.
- In favour of rules to prevent irresponsible cycling but experts need to analyse the evidence to really see if new laws are needed.
- Other things need more attention but no specific increased penalty for cyclists.
- Badly thought through proposals with little actual evidence. A modern offence of causing serious injury by dangerous cycling, with the same range of penalties as under s. 35 of the 1861 Act may work.
- A flawed consultation lacking any evidence for its conclusions.
- The scope and focus of this consultation is inadequate.
- Populist measure with little evidence.
- Do not agree with change in offences. Review and update the Offences Against the Person Act 1861. Whatever happens, important not to discourage cyclists.
- Putting in new barriers to take-up cycling will increase ill health. This consultation is misguided and misplaced in its focus.

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## **Stop cyclists on the pavement**

- Accidents due to cyclists on the pavement.
- Far too many people cycling on pavements.
- Trying to get criminal nature of pavement cycling recognised and enforced.
- Cyclists on the pavement. Cyclists should have ID and insurance.
- Support proposal but also want to stop pavement cycling.
- Support proposal due to cyclists on footpaths.
- The law needs to be enforced to keep cyclists off pavements.
- Cyclists should not travel on pavements or go through red pedestrian lights.

## **Better cyclist identification**

- We should be able to identify cyclists with a number plate.
- A law should insist that bikes have bells.
- Cyclists need to have identification.
- Cyclists need to be seen and heard - lights and bells to be used when approaching pedestrians.
- Nothing about the proposed offences but call for all cyclists to 1) have a registration plate 2) have insurance 3) compulsory helmet wearing 4) obey speed limits 5) enforce no pavement cycling 6) compulsory maintenance 7) bells by law 8) care of other road users.
- Support proposal and think cyclists should have insurance.
- Scheme to put licence to ride a bike on the driving licence but does not answer the question.
- Equalising penalties could only come into effect if cyclists have 1) a proficiency test 2) a form of registration 3) a bike road worthiness test 4) insurance.

## **Pedestrian involvement**

- No evidence as to whether the pedestrian was at fault in examples quoted.
- If cyclists are to have new fines, then pedestrians should too - who's to blame when a cyclist hits a pedestrian?
- Pedestrians as much to blame for these accidents as cyclists.
- If a pedestrian is considered responsible if they step in the path of a train, why not if they step in the path of a cyclist?

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### **Widen the scope**

- Needs a wider offence for all wheeled vehicles including roller skaters, skate boarders and so on.
- The review process must not in my view limit itself to “cyclists.” It must also include scooters and Segways and I would like it to include mobility scooters.
- Why not the simple offence of 'Causing harm through inconsiderate, reckless or dangerous behaviour' matched with a further offence of potentially causing harm?
- Call for wider review.

### **Support for the proposal**

- There were six messages in support of the proposal for new offences.

### **Other issues**

- Concern over damage to the woodlands and use of footpaths by mountain bikes.

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## 5 Organisational responses

Organisations responded in the same way as individuals, either through the Smart Survey or by emailing their responses. Initially 32 responses were received in the Smart Survey; in addition, 48 of the 72 email responses could be put into the Smart Survey data set, which gives a total of 80 online responses. Twenty-four organisations emailed a response that could not be fitted into the online response format; these are examined in this section.

An analysis of the Smart Survey data shows:

- support for the new offences by a majority.
- a split on whether the sentence should match the sentence for the same offence by motor vehicle.
- most did not think existing laws adequate and thought the offences should include public places as well as roads.
- a majority supported driving bans for new offences, although it was felt by some organisations that this question was not properly understood.
- most thought penalties for careless and dangerous cycling should remain unchanged.
- a majority agreed that there should not be a new offence of cycling under the influence and that the fine for drunk cycling should not be increased.
- a slight majority did not think that cycling when unfit through drink or drugs should be an offence.

We have integrated the Smart Survey responses and the email responses into the following analysis by broad type of organisation.

### National cycling, walking, motoring and road safety organisations

Most of the national groups supported the proposals for new offences to some degree, but in many cases, this was conditional on there being a wider review of traffic law; some organisations also called for a sorting out of the definition of 'careless' and 'dangerous' cycling. A number pointed out that the case for the creation of new offences should remain proportional because the great majority of pedestrian collision deaths involved motor vehicles, not cycles. But the law needed to be consistent in its handling of deaths on the road caused by any type of road user. There was a split in opinion over whether the maximum penalties should match the equivalent driving penalties or not. There was general support for the proposals to extend the scope of the offences to 'any public place' (some suggested the need for a statutory definition), and some went further to advocate the extension of the offences to private property too. But it was important not to interfere with legitimate sporting and leisure activities, and not to undermine the Government's aim of increasing walking and cycling.

#### Campaign letter circulated by Cycling UK

Cycling UK, a member of this group, put a letter on their website for others to use. More than 10,300 did so and a further 250 sent the letter to their MP. The letter called for a wider review of road traffic law, including how the current law deals with irresponsible, careless and dangerous behaviour on the roads and the disqualification of drivers who cause harm, and a review of 'hit and run' laws. The letter is reproduced in Annex A.

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## Police and legal organisations

Thirty-Five Police forces and several legal organisations responded, either individually or as part of a joint response. The police were broadly supportive of the new offences proposed. Their biggest concern was the application of any new laws in the absence of a simple standard of careful and competent cycling, with no licence or test to be passed. Legal organisations were largely supportive.

## Wider stakeholder groups

These included groups representing other road user types, health organisations and some with a wider interest. There was a range of opinions in this group; in particular, health organisations were keen that any measures should not put people off cycling since it is a healthy form of exercise. Some of the wider stakeholder groups called for a wider review of traffic law.

## Local government bodies, local authorities and road safety partnerships

Most local government bodies supported the proposals but pointed out their need to promote cycling and highlighted the comparatively few collisions between cyclists and pedestrians compared with those involving motor vehicles and pedestrians or cyclists. There was a proposal that offences in mandatory cycle lanes and cycle tracks should be decriminalised.

## Local cycling campaigns

This group of 13 was the least likely to support the proposed new offences. Their desire was to ensure that whatever happens it is proportionate, and they called for better facilities for cyclists and a wider review of traffic law.

## Scotland

Most of the organisations based in Scotland considered the proposed offences unnecessary because (apart from the case of prosecuting death or serious injury by careless cycling) they are already covered under Scottish law. The Scottish Law Society stated 'there seems no immediate need for reform as our existing Scottish common law offences seem adequate to allow prosecution to take place where death or serious injury has resulted because of the cyclist's actions and criminal prosecution is justified.'

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# Annex A

**Letter sent to the Department for Transport by over 10,300 people, and to their MPs by more than 250.**

Dear CWIS Cycling Offences team,

I'm writing in response to your consultation on new cycling offences. The consultation invites views on government proposals to introduce new offences of causing death or serious injury while cycling, and other changes to some existing cycling offences.

I note that currently there are no plans to review motoring offences and penalties. Rather the intention appears to be to align cycling offences and the associated penalties more closely with motoring offences, without first asking whether:

1. The legal definitions of 'dangerous' and 'careless' offences enable the delivery of just and safe outcomes, and are fit for purpose;
2. The sentencing framework accompanying these offences is appropriate.

I would strongly submit that the remit of this review needs to be broadened to include a review of how the law:

1. Deals with and defines irresponsible, careless and dangerous behaviour on our roads;
2. Ensures that drivers who injure or endanger others are taken off the roads and disqualified from driving before they cause further harm;
3. Takes hit and run offences seriously.

Accordingly, I support the submissions made by Cycling UK in their executive summary response to this consultation, and the call they, Brake and RoadPeace have made for a wider review of traffic offences and penalties, something the Government promised over four years ago but hasn't yet started.

Since that promise was made, an estimated 1,800 pedestrians have died on Britain's roads, but despite the fact that 99.4% of pedestrian fatalities involve a motor vehicle, the focus appears to be upon the consequences of pedestrian and cyclist collisions rather than the main source of road danger.

I would therefore request that your department takes action to fulfil the promise made four years ago, and conduct a broader review of traffic offences to promote road safety and help ensure that appropriate sanctions are imposed when people are endangered by the behaviour of other road users, something that's sorely needed if we are to move away from the idea that road danger can be tolerated rather than eliminated.

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# Annex B

## Method

The online response Smart Survey had 2,290 responses and it contained 26 questions, 13 of which were either open questions (that is, questions that invited a free text response rather than selecting responses from a list) or had elements of the question open. Codeframes for each question, from the first 300 responses, were compiled by research staff and shared with DfT before the NatCen coding department then used those codeframes to code all responses.

In addition to the Smart Survey responses, some organisations submitted their own responses and where possible these were added to the Smart Survey responses. This brought the total Smart Survey responses to 2,370. In addition, 47 individuals sent emails, some with attachments. It was not possible to integrate these responses with the main Smart survey dataset because they had not responded directly to the consultation document. Such responses were also too long to code so instead our analysis provided a short summary of what the responses were, which is set out in section 4.

The consultation document on gov.uk asked questions 7 to 26 of the Smart Survey questions but numbering from 1. This analysis of the replies uses the consultation document numbering.



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# Annex C

## List of organisations that responded

ACTive Travel Crewe  
Alliance of British Drivers  
Association of Personal Injury Lawyers (APIL)  
Bournemouth Student Cyclists  
Brake  
British Horse Society  
Canal and River Trust  
City of London Police  
City of Westminster  
Cornwall County Council  
Cycle Legal  
Cycling Scotland  
Cycling UK  
Derbyshire Police  
Devon Countryside Access Forum  
Dundee Cycling  
Ecocycle Ltd  
Faculty of Advocates  
Gorebridge Community Development Trust  
Hothouse Ltd  
IAM RoadSmart  
itfl Ltd  
Law Society of England and Wales  
Law Society Scotland  
LB Lewisham  
LB Waltham Forest  
Leicester City Council  
Leicester, Leicestershire and Rutland Road Safety Partnership  
Leicestershire County Council  
Leicestershire Police Road Safety Partnership  
Licenced Taxi Drivers' Association  
Living Streets  
London Cycling Campaign  
London Road Safety Council  
Lower Burytown Farms  
Mobility and Access Committee for Scotland (MACS)  
Magistrates Association  
Metropolitan Police  
MTA Personal Injury Solicitors  
National Royal College of Nursing  
National Rural Crime Network  
Northumbria Police  
National Police Chiefs' Council  
Parliamentary Advisory Council for Transport Safety (PACTS)  
Police and Crime Commissioner for Devon, Cornwall and the Isles of Scilly  
Portsmouth City Council  
Royal Automobile Club  
Road Danger Reduction Forum  
Road Haulage Association  
RoadPeace

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RoSPA  
Royal College of Physicians  
Safer Essex Road Safety Partnership  
South Herts CTC  
South Yorkshire Safer Roads Partnership  
Southend Borough Council  
Sustrans  
Tactran  
Thompsons Solicitors  
Transport and Health Science Group  
Transport for London