

Highway Code changes set to take effect this weekend

- Highway Code set to be updated with fresh guidance in boost to road safety
- government to launch communications campaign ensuring people across the country are aware of how updates will affect them
- changes will include a hierarchy of road users

Changes to [The Highway Code](#) designed to enhance safety for all road-users – particularly those most at risk – are set to come into effect from 29 January 2022, as the government continues to build back safer.

If approved by Parliament, a hierarchy of road-users will be introduced this weekend, ensuring quicker or heavier modes of travel have the greatest responsibility to reduce the danger or threat they may pose to others on the road.

Cyclists will also receive fresh guidance to ride in the centre of a lane on quieter roads, in slower-moving traffic and at the approach to junctions in order to make themselves as clearly visible as possible. They'll also be reminded they can ride 2 abreast – as has always been the case and which can be safer in large groups or with children – but they must be aware of drivers behind them and allow them to overtake if it is safe to do so.

Meanwhile, motorists will be encouraged to adopt the so-called 'Dutch Reach' (as shown), opening the door next to them with the opposite hand so they look over their shoulder, meaning they're less likely to injure passing cyclists and pedestrians.

The government's award-winning [THINK! campaign](#) will soon launch a communications drive, backed by over £500,000 in funding, raising awareness of the changes and ensuring road-users across the country understand their responsibilities. The campaign will run across radio and social media channels, with further campaign activity to follow later in the summer.

The new updates are advisory, so non-compliance will not result in a fine.

Roads Minister Baroness Vere said:

I'm proud to say we have some of the safest roads in the world, but I'm determined to make them safer still for everyone.

These updates to The Highway Code will do just that by bringing the rules into the 21st century, encouraging people to respect and consider the needs of those around them, and ensuring all road-users know the rules of the road.

The government initially [announced the detail of the incoming updates to The Highway Code](#) to national media last summer. They follow a [public consultation where nearly 21,000 people submitted their views](#), with the majority supporting every single one of the changes coming into force this weekend.

The changes seek to improve the safety of those most at risk on our roads. Everyone has an equal right to use the road and, likewise, everyone has a shared responsibility to behave in a safe and considerate manner.

The Department for Transport (DfT) engaged with key stakeholders while developing the changes, and a Highway Code Communications Working Group has been established with industry working alongside government to raise awareness.

The changes will be made to the digital version of The Highway Code this weekend, followed by an update to the printed version which is due to be published in April 2022. See an explanation of [8 of the most significant changes](#).

Active Travel Commissioner for England, Chris Boardman, said:

It shouldn't take bravery to cross a road or ride to school with kids, but sometimes it feels that way. These changes to the Highway Code clarify our responsibility to each other and simply reinforce what good road users already do. This refresh does more than offer guidance though, it makes our towns, cities and villages nicer places to live.

The government recognises the importance of The Highway Code keeping pace with the way in which people get about, as well as with changes to transport infrastructure. For example, the updates recognise new cycle-friendly signals and cycle junctions, so people know how to use modern carriageways. Cyclists are also encouraged to consider training in order to have the skills, knowledge and confidence to ride safely and responsibly on the road.

Last year, the Transport Secretary provided [£18 million for Bikeability cycle training for children and families](#).

Emily Cherry, Chief Executive at The Bikeability Trust, said:

We welcome these changes to The Highway Code because they encourage all road users to share their space, whilst protecting the most vulnerable.

Millions of children in England have been taught how to interact positively with other road users, thanks to Bikeability cycle training. We are pleased the updated Highway Code will now reflect the lessons we already teach children and help the next generation grow up as confident, competent and courteous road users.

RAC Head of Roads Policy, Nicholas Lyes, said:

These major changes to The Highway Code should make the roads safer for the most vulnerable road users, in particular, those walking and cycling, so are to be welcomed. But it's vitally important that all road users – especially drivers – take the time to fully understand what's new as some of the changes are a significant departure from what's gone before. For instance, drivers turning into a road should now give way to any pedestrians waiting to cross.

As we look towards a net zero future, safer roads will encourage more and more people to travel by foot, bike or public transport, helping reduce congestion and emissions. Improvements to road safety measures will also lead to fewer road traffic collisions, not only saving lives but also the billions of pounds spent every year on dealing with such collisions.

As part of their work to improve road safety even further, DfT also recently announced [plans to change the laws around using handheld mobile phones while driving](#). They will be made stricter later this year, making virtually any use of them behind the wheel illegal, with those caught breaking the law potentially facing 6 penalty points and a £200 fine.

Three new £11 million Natural England LIFE projects launched

Three vital nature recovery projects aimed at tackling the climate and biodiversity crisis will receive a funding boost of over £11 million, led by Natural England.

The projects – spanning North East & Scottish Borders, Cumbria and South Yorkshire – will focus on internationally important species and habitats of Special Areas of Conservation (SAC) and Special Protection Areas (SPA) and will be radically rejuvenated over the next five years by partnerships led by Natural England and funded by EU LIFE.

The work will address issues of national and international importance to achieve nature recovery and combat climate change. This includes restoring rivers, coastal and moorland habitats, improving river water quality, and saving critically endangered species such as freshwater pearl mussel, as well as providing more opportunities for people to enjoy high-quality nature.

Natural England Chair, Tony Juniper said:

These innovative partnership projects present highly tangible examples of the efforts being made to protect and restore critically endangered species and habitats.

From the conservation of freshwater pearl mussels in Cumbria to storing carbon in lowland raised bog in South Yorkshire, these new Nature recovery projects are among a series of initiatives through which Natural England is taking the lead in tackling the biodiversity crisis and climate change challenge.

I'm hopeful that these Nature recovery projects will inspire more action across the country, enabling more people to enjoy wildlife-rich natural landscapes into the future

Environment Agency Chair Emma Howard Boyd said:

Preparing for climate impacts and reversing the decline in nature takes partnership. These projects are strong examples of how nature-based solutions can help reduce pollution, support biodiversity and reduce flooding.

By working together with communities, businesses and NGOs, Natural England and the Environment Agency are showing what works on the ground so that we can scale up ambition and investment in the next crucial decade.

In North East England and the Scottish Borders, the [LIFE Water and Disturbance Environmental Restoration \(WADER\)](#) will receive a share of £5.8 million to improve the ecological condition of more than 49,000 hectares of habitat and water quality within the river Tweed catchment, Tweed estuary and the Northumberland Coast.

Delivering "on-the-ground" COP26 conservation pledges, the project will support internationally important over-wintering birds, such as the purple sandpiper and turnstone, as well as Arctic tern breeding colonies, and help control invasive species and enhance visitor management.

In Cumbria, the [LIFE R4ever Kent](#) project aims to increase the critically endangered freshwater pearl mussel population along parts of the River Kent. Freshwater pearl mussels can filter up to 50 litres of water a day. Through their filtration, they can improve water quality for other species such as fish, eels, otters and more.

[LIFE Moor Space](#) will restore and improve 400 hectares of degraded raised bogs and will also trial innovative payment schemes for carbon storage. The Thorne Moor Special Area of Conservation (SAC) in South Yorkshire is the largest area of lowland raised bog in England as well as being one of Western Europe's rarest and most threatened habitats, and part of the last remnants of a large wetland that occupied the Humberhead Levels floodplain thousands of years ago.

Dr Aileen Mill, Director of Expertise for Ecosystems at Newcastle University said:

Researchers within the School of Natural and Environmental Sciences are excited by the opportunity this funding offers to strengthen our existing partnerships across the North East.

The WADER project is a great demonstration of the interdisciplinary expertise we have in the school as the project brings together ecologists, social scientists and modellers. Working alongside practitioners, we will be investigating and evidencing the impact of the planned project work. Participation in WADER will allow students and researchers to have direct input to restoration of ecosystems from farm to coast.

Dr Louise Lavictoire, Freshwater Biological Association's Freshwater Pearl Mussel Reintroductions Research Officer said:

The FBA is delighted to be working with partners to restore and revitalise the River Kent SAC. There are very small remnant populations of the critically endangered freshwater pearl mussel surviving in the River Kent and its tributaries. None are large enough to sustain a population into the future. Captive breeding and population expansion are needed urgently to save these freshwater pearl mussels from local extinction.

The Kent population has suffered a significant decline in recent years due to pollution, degraded habitat conditions, no natural survival of new juvenile pearl mussels and low genetic diversity. This project will reverse this trend and create a self-sustaining population.

Paul Learoyd, Lincolnshire Wildlife Trust Chief Executive, said:

We are delighted that by working with Natural England, we have secured funds for land acquisition and land management advice to landowners in and around the amazing Natura site at Thorne and Crowle Moor.

We are working across the Humberhead Levels with partners to secure the recovery of nature at a landscape-scale. This project particularly focuses on peatlands and we are excited to be working with the IUCN on trialling the peatland code in a lowland context. Excellent news for the new year!

LIFE is the EU's financial instrument supporting environmental, nature conservation and climate action projects throughout the EU. Since 1992, LIFE

has co-financed more than 4500 projects. The projects' sites have seen an increase in visitors during the pandemic, and are popular for those appreciating wildlife, seeking solace in nature, or enjoying outdoor recreation.

Read more about EU LIFE and the partnerships [here](#).

[The Highway Code: 8 changes you need to know from 29 January 2022](#)

The changes follow a [public consultation on a review of The Highway Code to improve road safety for people walking, cycling and riding horses](#). It ran from July to October 2020, and received more than 20,000 responses from the public, businesses and other organisations. Most people who responded were in favour of all the changes.

The changes were made to The Highway Code on Saturday 29 January 2022.

Here are 8 of the changes that you need to know about.

1. Hierarchy of road users

The introduction section of The Highway Code has been updated to include 3 new rules about the new 'hierarchy of road users'.

The hierarchy places those road users most at risk in the event of a collision at the top of the hierarchy. It does not remove the need for everyone to behave responsibly.

It's important that all road users:

- are aware of The Highway Code
- are considerate to other road users
- understand their responsibility for the safety of others

The 3 new rules are numbered H1, H2, and H3.

2. People crossing the road at junctions

The updated code clarifies that:

- when people are crossing or waiting to cross at a junction, other traffic should give way
- if people have started crossing and traffic wants to turn into the road,

the people crossing have priority and the traffic should give way

- people driving, riding a motorcycle or cycling must give way to people on a zebra crossing and people walking and cycling on a parallel crossing

A parallel crossing is similar to a zebra crossing, but includes a cycle route alongside the black and white stripes.

3. Walking, cycling or riding in shared spaces

There is new guidance in the code about routes and spaces which are shared by people walking, cycling and riding horses.

People cycling, riding a horse or driving a horse-drawn vehicle should respect the safety of people walking in these spaces, but people walking should also take care not to obstruct or endanger them.

People cycling are asked to:

- not pass people walking, riding a horse or driving a horse-drawn vehicle closely or at high speed, particularly from behind
- slow down when necessary and let people walking know they are there (for example, by ringing their bell)
- remember that people walking may be deaf, blind or partially sighted
- not pass a horse on the horse's left

4. Positioning in the road when cycling

There is updated guidance for people cycling about positioning themselves which includes:

- riding in the centre of their lane on quiet roads, in slower-moving traffic and at the approach to junctions or road narrowings
- keeping at least 0.5 metres (just over 1.5 feet) away from the kerb edge (and further where it is safer) when riding on busy roads with vehicles moving faster than them

People cycling in groups

The updated code explains that people cycling in groups:

- should be considerate of the needs of other road users when riding in groups
- can ride 2 abreast – and it can be safer to do so, particularly in larger groups or when accompanying children or less experienced riders

People cycling are asked to be aware of people driving behind them and allow them to overtake (for example, by moving into single file or stopping) when it's safe to do so.

People cycling passing parked vehicles

The updated code explains that people cycling should:

- take care when passing parked vehicles, leaving enough room (a door's width or 1 metre) to avoid being hit if a car door is opened
- watch out for people walking into their path

5. Overtaking when driving or cycling

You may cross a double-white line if necessary (provided the road is clear) to overtake someone cycling or riding a horse if they are travelling at 10 mph or less (Rule 129).

There is updated guidance on safe passing distances and speeds for people driving or riding a motorcycle when overtaking vulnerable road users, including:

- leaving at least 1.5 metres (5 feet) when overtaking people cycling at speeds of up to 30mph, and giving them more space when overtaking at higher speeds
- passing people riding horses or driving horse-drawn vehicles at speeds under 10 mph and allowing at least 2 metres (6.5 feet) of space
- allowing at least 2 metres (6.5 feet) of space and keeping to a low speed when passing people walking in the road (for example, where there's no pavement)

Wait behind them and do not overtake if it's unsafe or not possible to meet these clearances.

People cycling passing slower-moving or stationary traffic

The updated code confirms that people cycling may pass slower-moving or stationary traffic on their right or left.

They should proceed with caution as people driving may not be able to see them. This is particularly important:

- on the approach to junctions
- when deciding whether it is safe to pass lorries or other large vehicles

6. People cycling at junctions

The code has been updated to clarify that when turning into or out of a side road, people cycling should give way to people walking who are crossing or waiting to cross.

There is new advice about new special cycle facilities at some junctions.

Some junctions now include small cycle traffic lights at eye-level height, which may allow cyclists to move separately from or before other traffic. People cycling are encouraged to use these facilities where they make their journey safer and easier.

There is also new guidance for people cycling at junctions with no separate facilities.

The code recommends that people cycling should proceed as if they were driving a vehicle where there are no separate cyclist facilities. This includes positioning themselves in the centre of their chosen lane, where they feel able to do this safely. This is to:

- make them as visible as possible
- avoid being overtaken where this would be dangerous

People cycling turning right

The code now includes advice for people cycling using junctions where signs and markings tell them to turn right in 2 stages. These are:

- stage 1 – when the traffic lights turn green, go straight ahead to the location marked by a cycle symbol and turn arrow on the road, and then stop and wait
- stage 2 – when the traffic lights on the far side of the junction (now facing the people cycling) turn green, complete the manoeuvre

People cycling have priority when going straight ahead at junctions

The code clarifies that when people cycling are going straight ahead at a junction, they have priority over traffic waiting to turn into or out of a side road, unless road signs or markings indicate otherwise.

People cycling are asked to watch out for people driving intending to turn across their path, as people driving ahead may not be able to see them.

7. People cycling, riding a horse and driving horse-drawn vehicles on roundabouts

The code has been updated to clarify that people driving or riding a motorcycle should give priority to people cycling on roundabouts. The new guidance will say people driving and or riding a motorcycle should:

- not attempt to overtake people cycling within that person's lane
- allow people cycling to move across their path as they travel around the roundabout

The code already explained that people cycling, riding a horse and driving a horse-drawn vehicle may stay in the left-hand lane of a roundabout when they intend to continue across or around the roundabout.

Guidance has been added to explain that people driving should take extra care when entering a roundabout to make sure they do not cut across people cycling, riding a horse or driving a horse-drawn vehicle who are continuing around the roundabout in the left-hand lane.

8. Parking, charging and leaving vehicles

The code recommends a new technique when leaving vehicles. It's sometimes called the 'Dutch Reach'.

Where people driving or passengers in a vehicle are able to do so, they should open the door using their hand on the opposite side to the door they are opening. For example, using their left hand to open a door on their right-hand side.

This will make them turn their head to look over their shoulder behind them. They're then less likely to cause injury to:

- people cycling or riding a motorcycle passing on the road
- people on the pavement

Using an electric vehicle charge point

For the first time, the code includes guidance about using electric vehicle charging points.

When using one, people should:

- park close to the charge point and avoid creating a trip hazard for people walking from trailing cables
- display a warning sign if you can
- return charging cables and connectors neatly to minimise the danger to other people and avoid creating an obstacle for other road users

Find out about all the changes

In total, 10 sections of The Highway Code have been updated, with 50 rules being added or updated.

You can find a summary of all the changes in [The Highway Code updates list](#) on GOV.UK.

Stay up to date

The Highway Code is essential reading for everyone. It's updated regularly, so it's important that everyone reads it – not just learner drivers.

Many of the rules in the code are legal requirements, and if you disobey these rules you're committing a criminal offence.

If you do not follow the other rules in the code, it can be used in evidence

in court proceedings to establish liability.

The full updated version of [The Highway Code](#) is available, free of charge, on GOV.UK.

You can [pre-order an updated version of The Highway Code book](#) online now, and buy a copy at most high street bookshops from April 2022. It has a new cover design so it's easy to recognise.

You can also download [The Highway Code iOS app](#). An Android version is being developed.

Other ways to stay up to date

To stay up to date, you can also:

Ghana: invitation to tender for printing toners

1. Purpose

The service provider must make provision for the supply and delivery of printing toners at the right quantity, price, time and place.

2. Locations of service delivery and approximate coverage area

The British High Commission (BHC) office in Accra, Ghana.

3. The objective

The objective is to deliver a high quality and properly scheduled supply of printing toners for the office compound, to a mutually agreed standard, and in accordance with the Foreign, Commonwealth & Development Office (FCDO) and other health and safety standards pertaining to the scope of work.

4. Scope of work

The service provider will be responsible for the proper supply of printing toners. The scope of work will include, but not be restricted to the:

- supply the specified printing toners mentioned in Annexure 1
- price including the cost of handling and transportation (where

applicable)

- supply being taken in small lots during the period of the contract, depending on the requirement raised by the respective authority
- delivery, which should be made within 3 working days between 08h00 and 15h00, from the date of receipt of confirmed request from the Authority
- quantities mentioned, which are only for calculation purposes. Authority may or may not take part/ full service provider of any/ all items

It is the responsibility of the service provider to ensure that no deliveries are done without a valid requisition list from the Authority. The service provider must make provision for invoicing as per order and must make provision for the replacement of faulty stationery items within 3 days.

5. Types of Toners

- HP 78A
- HP 410A
- HP 203A
- HP 410A
- HP 130A
- HP 15A
- HP 125A
- HP 125A
- HP 307A
- HP 307A
- HP 49A
- HP 87A
- HP 203A
- HP 508A
- HP 504A
- HP 504X
- HP 410A
- TB FC 30E
- T- 3008E

6. Specific tasks/ activities

The key tasks/ activities will cover the supply of printing toners at The British High Commission, Accra.

7. Methodology

The service provider will apply the following methodology for the supply of printing toners:

- programme and hours of working
- supply and delivery of printing toners at the British High Commission, Accra as and when required by the Authority
- the delivery should be made within 3 working days between 08h00 and 15h00, from the date of receipt of confirmed request from the Authority

8. Reporting

The service provider will:

- report to the BHC's Logistics Officer for major issues and on day-to-day basis issues relating to the services provided
- be required to attend quarterly meetings with the Logistics Officer to review progress to date and resolve any issues arising
- ensure that invoices are sent to the BHC for payment during the first working week of each month, covering the stationery items delivered

9. KPIs and performance measurement

The following KPIs and performance monitoring are applicable to the supply of printing toners service contract. The following table provides a high level overview of the service specific KPIs and performance monitoring.

Ref	Description	Performance Measurement
KPI 1	Suitability and quality of goods	Supply of quality printing toners and good service 99% to 100% Green 80% to 99% Amber Below 80% Red not acceptable
KPI 2	Timeliness	Printing toners to be delivered within 3 working days of placement of order, unless otherwise agreed to by council 99% to 100% Green 90% to 99% Amber Below 90% Red not acceptable
KPI 3	Accuracy of delivery	Ensure correct items are delivered at all times 99% to 100% Green 90% to 99% Amber Below 90% Red not acceptable
KPI 4	Invoice accuracy and timeliness	Correct invoice issued within 3 working days after delivery 99% to 100% Green 95% to 99% Amber Below 95% Red not acceptable

10. The British High Commission's responsibilities

The British High Commission must:

- agree the monitoring service proposed by the service provider

- approve the service provider's service methodologies
- make available and provide any updates on any policies that affect the service, including any government initiatives

11. Special considerations

Supervision: To ensure the smooth running of this contract, it is extremely important that the service provider employs English-speaking staff. The appointed supervisor shall have regular contact with the appointed representative from the British High Commission for this contract and keep them informed on both progress and any problems that arise. All staff must have the appropriate security clearance.

Review meetings: The service provider shall be required to attend quarterly meetings with the British High Commission to review the running of the contract and to resolve any contractual issues.

Citizens' Rights Specialised Committee meeting, 24 January 2022: joint statement

A joint statement by the Specialised Committee on Citizens' Rights between the European Commission and UK government:

The ninth meeting of the Specialised Committee on Citizens' Rights was held on 24 January 2022, co-chaired by officials from the UK government and the European Commission. A number of representatives from EU Member States were also in attendance. The Committee has been established by the Withdrawal Agreement to monitor the implementation and application of the Citizens' Rights part of the Withdrawal Agreement, which protects UK nationals in the EU and EU citizens in the UK, including their family members.

The UK and the EU discussed the implementation and application of the Citizens' Rights part of the Withdrawal Agreement, noting that the final grace periods in constitutive Member States were now closed. The meeting provided an opportunity for both sides to take stock of any outstanding issues.

During the meeting, issues related to residence were discussed. The UK raised concerns relating to evidencing status in declaratory Member States. The UK reiterated concern that UK nationals continue to experience difficulties when seeking to access benefits and services. The UK requested that the EU emphasise the need for clear guidance in declaratory Member States. The UK also expressed concern at the lack of detail around late residency

application policies in constitutive Member States. The UK encouraged the EU to ensure that all constitutive Member States match the UK's pragmatic and flexible approach.

The UK also encouraged the EU to take a more proactive role in resolving cases of mis-application by Member States.

The EU reiterated their concerns as regards the compatibility with the Withdrawal Agreement of 2 aspects of UK implementation: lack of legal clarity to EU citizens, who hold a new UK residence status, as to whether their rights are guaranteed by the Withdrawal Agreement or by the UK immigration law; and loss of residence status if EU citizens do not apply in time from pre-settled to settled status. The EU took note of the UK position on both issues and noted that it will now consider appropriate next steps.

The EU also raised concerns related to the implementation of the UK digital only policy and stressed challenges faced by EU citizens and, in particular, their non-EU family members.

Both the UK and the EU reaffirmed their shared objective of ensuring the correct implementation and application of the Citizens' Rights part of the Withdrawal Agreement in the UK and the EU, for the benefit of their citizens. A sixth Joint Report on Residence was also discussed and both the UK and the EU agreed to its publication.

External representatives from civil society organisations, 'British in Europe' and 'the3million', attended the meeting of the Committee and asked questions about the implementation and application of Part 2 of the Withdrawal Agreement in the UK and the EU, in conformity with the rules of procedure of the Specialised Committee.

The UK's Independent Monitoring Authority, established under Article 159(1) of the Withdrawal Agreement, and the European Commission presented their respective monitoring and complaint handling activities.

The UK and the EU agreed to meet again in mid-2022.