

Mobile Phones and Driving – Proposal for an offence of using a hand-held mobile phone while driving

Consultation 20 August 2002

Dear Consultee

1. The Department is seeking views by 25 November 2002 on the possible introduction of a specific offence to prohibit the use of any hand-held mobile phone or similar device by drivers.
2. The Government's Road Safety Strategy (*Tomorrow's Roads – Safer for Everyone* published March 2000) set tough targets for reducing the number of deaths and injuries on our roads. The Strategy recognised that while mobile phones can be of great assistance to drivers, they are also a real risk to road safety. It also explained that powers already exist to enable the police to prosecute drivers who put themselves and others at risk by using a mobile phone while driving.
3. At present the police may prosecute drivers under Regulation 104 of the Construction and Use Regulations 1986 (C&U Regulations) for failing to have proper control of their vehicle. Offenders may be offered a fixed penalty notice of £30. If not, the fine on conviction is a maximum of £1,000 (or £2,500 for drivers of goods vehicles and vehicles adapted to carry 8 or more passengers). In some circumstances a prosecution for careless or dangerous driving may be justified. The penalties for these offences include endorsement, disqualification and even imprisonment in the most serious cases.
4. The Highway Code also makes it clear that drivers should never use a hand-held mobile phone and that using a hands-free phone is also likely to distract a driver's attention from the road. However, the Strategy recognised that that if drivers continued to use mobile phones, then the case for introducing new legislation would need to be reviewed.
5. The Department has been conducting publicity campaigns to warn drivers of the dangers of using mobile phones since 1998. We have also been undertaking some limited surveys of mobile phone use by drivers since November 2000. The four surveys that have taken place so far have shown a steadily rising trend in use from 1.5% in the first survey to 2.2% in April this year. There has been considerable pressure from safety organisations and many members of the public to take action to ban the use of phones by drivers.

6. The Department is concerned that too many drivers are using their phones while on the move. In these circumstances, it has been decided that further action is needed to send a clearer message to motorists that they should not be used. The Government has already announced¹ its intention to make Regulation 104 of the C&U Regulations an endorsable offence. We are now considering an addition to the C&U Regulations to make it a specific offence to use a hand-held mobile phone while driving.

7. The proposed new regulation is not intended to weaken existing legislation in any way. The police would continue to be able to use a range of options for prosecution under existing legislation appropriate for the circumstances of each case.

8. The Department recognises that research shows that using a hands-free phone is also distracting and increases the risk of having an accident. We have considered whether a specific offence should include hands-free phones but believe that such a provision would be largely unenforceable. We do not therefore believe that it would be practical to include hands-free phones within the scope of the proposed new regulation.

9. The Department has also considered if exemptions should be permitted, eg to enable the police and emergency services to use hand-held phones if necessary in the course of their duties. Our initial view is that as we are not proposing to introduce a specific ban on hands-free phones, there is no justification for permitting exemptions from the requirement not to use hand-held phones. We also consider that there should be no exemption for very short-term use (such as “hang on while I pull over and stop”). Nevertheless, the Department would welcome views on the need for exemptions. Any suggestions for exemptions should set out the reasons why they are considered necessary.

10. If an amendment was made to the C&U Regulations, offenders would be subject to a fixed penalty notice, currently £30 or a fine on conviction of up to £1000 (or £2,500 for drivers of goods vehicles and vehicles adapted to carry 8 or more passengers). New legislation would be needed to apply discretionary disqualification and penalty points to such an offence. You are also invited to say if you consider whether any new offence should be subject to such sanctions.

11. Any amendment in the C&U Regulations would apply throughout Great Britain. The creation of a similar offence in Northern Ireland would be a matter for the Northern Ireland Office in liaison with the Northern Ireland Administration. Any subsequent amendment of the Northern Ireland Construction and Use Regulations would be a matter for the Department of the Environment and the Northern Ireland Assembly.

12. The purpose of this consultation is to invite comments on the content of the proposed new regulation as set out in Annex A and on the partial Regulatory Impact Assessment at Annex B. A copy of this letter has been sent to all those listed in Annex C. Please let us know if any other organisation should be consulted.

¹ Report on the Review of Road Traffic Penalties, published on 24 July 2002, may be viewed at <http://www.homeoffice.gov.uk/ppd/oppu/traffic.pdf>

13. The Department would be grateful for views, in writing, to David Peagam at the address below to arrive no later than **25 November 2002**. It would be helpful if, when replying, you could explain your interest and which organisation, if any, you represent. A reply form is attached at Annex E.

14. All views received will be considered carefully. If the decision is to go ahead with the proposed amendment, a Statutory Instrument would be prepared and laid before Parliament. We would ensure that the new regulation was widely publicised before it was brought into effect, probably in the early part of next year.

15. Please note that we may be asked to make public the contents of replies that we receive. When you send in your reply, would you please say if you do not want us to make a copy of the reply available if we are requested to do so.

16. Attached are:

- Annex A: detail of the proposed new regulation
- Annex B: the partial regulatory impact assessment
- Annex C: list of consultees
- Annex D: Code of Practice on Written Consultation
- Annex E: reply form

17. This document may be freely reproduced and further copies are available on request. It may be viewed on the Department's web-site at www.roads.dft.gov.uk/roadsafety.

Yours sincerely

Sue Faulkner

Sue Faulkner
Road Safety Division, Department for Transport

Address for replies

David Peagam, Department for Transport, Road Safety Division
Zone 2/11, Great Minster House, 76 Marsham Street
London SW1P 4DR
Direct Line: 020 7944 2046, Fax: 020 7944 2029
Or e-mail: roadsafety@dft.gsi.gov.uk

By 25 November 2002

This consultation is undertaken in accordance with the Government's Code of Practice on Written Consultation (November 2000), a copy of which is at Annex D. If you have any concerns about the consultation process, please contact the Department for Transport's consultation co-ordinator: Martin Leppert, Zone 4/12, Great Minster House, 76 Marsham St, London SW1P 4DR (e-mail: martin.leppert@dft.gsi.gov.uk).

HAND-HELD MOBILE PHONES AND DRIVING - PROPOSALS FOR NEW REGULATION

1. Section 41 of the Road Traffic Act 1988 (as amended) allows the Secretary of State to make regulations generally about the use of motor vehicles on roads, their construction and equipment and the conditions under which they may be used.
2. The existing regulations are The Road Vehicles (Construction & Use) Regulations 1986 (SI 1986 No 1078)(as amended). Regulation 104 currently requires a driver to be in a position to maintain control of their vehicle at all times. It states “No person shall drive or cause or permit any other person to drive a motor vehicle on a road if he is in such a position that he cannot have proper control of the vehicle or have a full view of the road and traffic ahead”.
3. The proposal would add a new provision to the Regulations, which would apply to the driver of any motor vehicle. This would specifically prohibit the use of hand-held mobile phones so that the police would be able to prosecute anyone driving a vehicle on a highway or other road to which the public have access while using any type of hand-held mobile telephone or similar device.
4. We propose that the new regulation should apply in all circumstances other than when the vehicle was parked and with the engine off. This would mean that the prohibition would apply even if a vehicle was paused at traffic lights or stopped in a temporary traffic jam or in very slow moving traffic.
5. As with Regulation 104, we consider that the proposed new Regulation should enable the police to take action if anyone ‘causes or permits’ the use of a hand-held mobile phone by a driver. This should make it clear to employers that they cannot expect their employees to use a hand-held phone while driving. We do not propose that a passenger should be prohibited from using a mobile phone but are concerned that a passenger should not hold it for a driver to use in a moving vehicle. There is no intention however to apply any new provision to someone who calls a mobile phone that is answered by a person who is driving at that time.
6. The intention is for the new regulation to prohibit the use of hand-held mobile phones or other similar hand-held devices that permit 2-way communication, whether the medium is speech, text or other forms of data. It would include equipment such as radio microphones. However, there is no intention to prohibit the use of in-vehicle equipment that has been designed to support the driving task. Although the new regulation should apply generally to the drivers of buses and coaches, we would not want to interfere with the provision that allows use of a microphone while driving to make an announcement to passengers in an emergency using the in-vehicle loudspeaker system. This is contained in The Public Service Vehicles (Conduct of drivers, inspectors, conductors and passengers) Regulations 1990 (No. 1020) which generally prohibits the use of microphones by the drivers of these vehicles.

7. We consider that the use of a hand-held mobile phone while driving should have a wide interpretation. We do not consider that it should be necessary for phones to be switched off while the vehicle is on the move because that would be difficult to enforce. But we do consider it is necessary to prevent drivers speaking or listening to a call on a hand-held phone or using a hand-held phone interactively in any way (using the internet) or composing or interrogating a text message, whilst driving.

8. The proposed prohibition would apply to the use of all mobile phones or similar devices that are not hands-free. We do not consider that the phone needs to be physically held in a driver's hand in order to commit an offence. This would prohibit the use of hand-held phones used with an earphone and microphone whether using a wire, or wireless, connection. Even though they can be used 'hands-free' to some extent, these still require the user to hold the phone in order to press buttons or to read a message on the phone's screen. Nor should a driver escape prosecution because a phone was being held to the ear by other means (eg a shoulder).

9. We believe that a hands-free phone would be one that did not require the driver to significantly alter their position in relation to the steering wheel in order to use it. It should be permanently wired into the vehicle and use one or more speakers permanently fixed in the vehicle; or be plugged into a unit in the vehicle (commonly a cradle on the dashboard) thereby directly connecting it to fixed speaker(s) in the vehicle. This would not include those types of car phones that are permanently wired into the vehicle but require hand operation (eg telephone style handset that needs to be held up to the ear/mouth).

10. It may not be necessary to define all the above circumstances in the regulations but the above points indicate the scope of the proposal.

PARTIAL REGULATORY IMPACT ASSESSMENT (RIA)

Mobile Phones and Driving – Proposal for an Offence of using a hand-held mobile phone while driving

Issue

1. The Government's Road Safety Strategy, *Tomorrow's Roads – Safer for Everyone*, set a new target for reducing the number of deaths and serious casualties on British roads by 40% by 2010. The Strategy set out various ways to achieve the target and contained a commitment to review the case for new legislation if drivers continued to use mobile phones whilst on the move.

2. Official road accident statistics do not record accident causation and therefore the number of casualties where a driver was using a mobile phone are not known. However, a recent report commissioned by the Department from RoSPA² summarised 19 cases that had been reported in the national press (between 1988 and 2001) where a death could be attributed to a driver using a mobile phone. Observations by TRL Ltd on behalf of the Department over the past 2 years show a gradual increase in the numbers of drivers using mobile phones while driving from 1.5% in November 2000 to 2.2% in April this year.

3. Ongoing research for the Department into attitudes to using mobile phones while driving indicate that some 70% of drivers consider it unacceptable to use a mobile phone while driving. However, many drivers also admit to using them in some circumstances. Only about a quarter of drivers say they would never answer a call while driving. A recent survey also sought views on whether there should be a ban on drivers using hand-held mobile phones while driving. Nearly 90% agreed that there should be a law to ban such use.

4. The Highway Code and the Department's publicity efforts continue to advise about the dangers. Home Office statistics of motoring offences do not specifically identify those involving mobile phone use. However, the police can, and do, prosecute drivers using their existing powers, under Regulation 104 of the Construction and Use Regulations, for failing to have proper control of their vehicle. Drivers also risk prosecution for careless or dangerous driving. However, with the increase in ownership of mobile phones, the indications are that a significant number of drivers are ignoring the risks. In the circumstances, the Government has decided that a specific prohibition may now be necessary.

5. This RIA represents a partial assessment of the costs of the proposal in the Department's consultation "Mobile Phones and Driving – Proposal for an offence of using a hand-held mobile phone while driving". This assessment will be reviewed in the light of comments received and further developed if the proposal is taken forward.

² The Risk of Using a Mobile Phone While Driving, published by the Royal Society for the Prevention of Accidents, Rospa House, Edgbaston Park, 353 Bristol Road, Birmingham B5 7ST, telephone 0121 248 2000 (fax 2001), or may be accessed at www.rosipa.com/pdfs/road/mobiles/report.pdf

Objectives

6. Although there are no definitive statistics on casualties, prohibiting the use of hand-held mobile phones is expected to reduce the number of road traffic accidents (whether or not they result in casualties) that may occur because drivers are distracted while using a mobile phone. The Department considers that a ban on the use of hands-free mobile phones would be difficult to enforce.

Risk Assessment

7. There is a comprehensive body of research into the effects of mobile phones and driving.

8. There is strong experimental evidence that engaging in a mobile phone conversation impairs the ability to react to potentially hazardous road conditions. Consistent with the experimental evidence, epidemiological research points to an association between mobile phone use while driving and an increased risk of involvement in an accident.

9. For example, the results of research by Redelmeier and Tibshirani (Canada, 1997) suggest that mobile phone use quadruples the risk of a collision during the period of a call and that the enhanced hazard period extends for several minutes afterwards. The authors admitted that it was difficult to compare exposures and that the baseline from which the quadrupling of risk was calculated may not have been stable. However, they revisited their work in 2001 and confirmed their earlier findings.

10. It would be impractical to attempt to summarise all the research here. However, the RoSPA report mentioned in paragraph 2 above includes summaries and references to relevant research. The report of April 2000 by the Independent Expert Group on Mobile Phones³ (the Stewart Report) also contains a summary of researches (paragraphs 5.201 to 5.214, pages 86 to 90) into the risks posed by mobile phones and driving.

Those affected

11. This proposal would apply to the driver of any motor vehicle who used a hand-held mobile phone whilst driving on a road. It would also apply to anyone who "caused or permitted" someone to drive whilst using a mobile phone, such as an employer.

Benefits

12. All road users would benefit from any reduction in accidents arising from the use of hand-held mobile phones by drivers.

³ Mobile Phones and Health (April 2000). The report of the Independent Expert Group on Mobile Phones (Chairman, Sir William Stewart), c/o National Radiological Protection Board, Chilton, Didcot, Oxon OX11 0RQ. The report can be accessed at <http://www.iegmp.org.uk/report/text.htm>

13. The value of preventing a road fatality is calculated at some £1.1m⁴. For a serious injury this figure is some £129,000 and for a slight injury it is nearly £10,000. Preventing a damage only road accident is valued at £1,400.

14. There is no statistical baseline of the numbers of accidents involving use of a mobile phone from which to judge the likely reduction in the number of casualties if the proposed new regulation was introduced. However, the value of preventing, say, 1% of road casualties in Great Britain would be £37.4m for fatalities, £47.73m for serious injuries and £27.25m for slight injuries (a total of £112.38m).

Costs

15. There should be no direct costs on drivers as a result of introducing a prohibition as proposed. Those who currently use hand-held mobile phones while driving would have to use their message service and take or make calls when parked.

16. There would be publicity before the introduction of any new offence. The intention would be to change current behaviour and reduce the number of drivers using hand-held mobile phones. However, there would be increased costs for the police and the courts in dealing with offenders. This would depend upon the level of enforcement as the police already use existing powers to prosecute those who use mobile phones while driving. For example, Gwent Constabulary undertook an enforcement campaign in January 2001, which resulted in 43 fixed penalty notices and 22 cautions. A Norfolk Constabulary campaign over 2 months in 2001 resulted in 132 fixed penalty notices. If each of the 51 police forces in Great Britain carried out a similar level of enforcement this could result in the issue of some 40,000 fixed penalties annually.

17. However, we would expect a higher level of enforcement if new legislation were introduced. Taking the example of prosecutions for seat belt wearing offences, there are some 8,700 prosecutions and 188,500 fixed penalty notices issued in Great Britain annually. We know from observational seat belt wearing surveys that about 8% of front seat occupants do not wear seat belts. This compares to some 2% or more of drivers observed using a mobile phone. A reasonable estimate may be that approximately 100,000 fixed penalty notices could be issued each year and about 5,000 prosecutions in court as a result of the creation of a new offence.

Compliance costs

18. Some individuals or organisations may perceive that there would be a cost due to loss of efficiency if hand-held phones could not be used while driving. This cannot be quantified, particularly as mobile phones should not be used whilst driving at present. However, any costs could be minimised by the use of voicemail and regular stops to make or take phone calls.

19. There may be a cost on personal users and organisations if they choose to install hands-free equipment in their vehicles. This is a separate issue from the

⁴ Highways Economic Note No 1 is available from DfT Free Literature, PO Box 236, Wetherby, LS23 7NB or may be accessed at: www.roads.dft.gov.uk/roadsafety/hen2000/index.htm.

costs of prohibiting the use of hand-held phones, and we have not attempted to make an estimate of these costs because there is no information about the potential numbers. However, we understand that dashboard mounting costs can range from about £100 to £300.

20. Furthermore, the Department does not encourage the use of hands-free mobile phones whilst driving because any mobile phone conversation distracts concentration and therefore it is far safer not to use any phone while on the move. Drivers should find a safe place to stop to make and receive calls.

Competition Assessment

21. The proposed new regulation would apply to all drivers. It would also mirror regulations adopted by over 30 countries worldwide. We therefore see no risk of a substantial detrimental effect on competition.

Social Exclusion issues

22. We do not believe that any social exclusion issues are likely to arise from prohibiting hand-held mobile phone use whilst driving.

Environmental Issues

23. Similarly, we do not consider that the proposal would have any significant environmental impact either directly or indirectly.

Application to the United Kingdom

24. The proposals set out in the consultation letter would apply throughout Great Britain. Any measures to be introduced in Northern Ireland would be the subject of separate consultation there.

Invitation to Comment

25. Your comments are invited on any points raised by this partial Regulatory Impact Assessment.

26. They should be sent to:

David Peagam, Department for Transport, Road Safety Division
Zone 2/11, Great Minster House
76 Marsham Street
LONDON SW1P 4DR
Direct Line: 020 7944 2046
Fax: 020 7944 2029

Or e-mail: roadsafety@dft.gsi.gov.uk

By Monday 25 November 2002

LIST OF ORGANISATIONS CONSULTED

Age Concern
 Ambulance Service Association
 Arriva plc
 Association of British Chambers of Commerce
 Association of British Drivers
 Association of British Insurers
 Association of British Motor Clubs
 Association of Car Fleet Operators Limited
 Association of Chief Police Officers (England, Wales and N. Ireland)
 Association of Chief Police Officers (Scotland)
 Association of County Councils
 Association of Industrial Road Safety Officers
 Association of Local Bus Company Managers
 Association of London Borough Road Safety Officers
 Association of London Government
 Association of Magisterial Officers
 Association of Metropolitan Authorities
 Association of Road Transport Lawyers
 Association of Vehicle Recovery Operators
 Automobile Association
 Brake
 British Association of Removers
 British Medical Association
 British Motorcyclists Federation
 British Road Federation
 British Vehicle Rental and Leasing Association
 BT
 Cabinet Office
 Catherine Kenyon Trust
 Charity Law Association
 Chartered Institute of Transport UK
 Chief and Assistant Chief Fire Officers Association
 Child Accident Prevention Trust
 Community Transport Association
 Community Transport Association (Scotland)
 Community Transport Association in Wales
 Communication Workers Union
 Confederation of British Industry
 Confederation of Passenger Transport UK
 Consignia
 Consumers Association
 Convention of Scottish Local Authorities
 Council for Small Industries in Rural Areas
 Crown Office
 Crown Prosecution Service
 CTC
 Department for Education and Skills
 Department of the Environment (Northern Ireland)
 Department of Health
 Department of Trade and Industry
 Disabled Drivers Association
 Disabled Persons Transport Advisory Committee
 Dispatch Association
 Drive and Survive
 Drivers Action Movement
 Driver and Vehicle Testing Agency
 Driving Instructors Association
 Driving Instructors Scottish Council
 Driving Standards Agency
 European Transport Safety Council
 Federation of Communication Services Ltd
 Federation of the Electronics Industry
 Federation of Small Businesses
 Fire Brigades Union
 First Group plc
 Fleet Driver Training Association
 Freight Transport Association
 Green Flag Ltd
 Go-Ahead Group plc
 Guild of Experienced Motorists
 Health and Safety Executive
 Heavy Transport Association
 Highways Agency
 HM Treasury
 Home Office
 House of Commons Library
 House of Lords Library
 Hutchison 3G UK Ltd
 Institute of Advanced Motorists
 Institute of Directors
 Institute of Logistics and Transport
 Institute of Risk Management
 Institute of Road Safety Officers
 Institute of Road Transport Engineers
 Institute of Transport Administration
 Institution of Electrical Engineers
 Institution of Highways and Transportation
 ITS UK
 Justices' Clerks' Society
 Law Society
 Learn 2 Live
 Learn and Live
 Licensed Taxi Drivers' Association
 Living Streets
 Local Authority Road Safety Officers Association
 Local Government Association
 London Transport Buses
 London Cab Drivers Club Ltd
 London Private Hire Car Association
 London Taxi Board
 Lord Chancellor's Department
 Magistrates' Association
 Ministry of Defence
 MMO2

Motorcycle Action Group
Motorcycle Industry Association
Motorcycle Rider Training Association
Motor Insurers Bureau
Motorists' Forum
National Assembly for Wales
National Association of Citizens Advice Bureau
National Association of Private Hire Licensing and Enforcement Officers
National Council on Inland Transport
National Council of Women of Great Britain
National Express Group plc
National Farmers Union
National Private Hire Association
National Safety Council
National Taxi Association
National Training Federation
National Union of Rail, Maritime and Transport Workers Union
Northern Ireland Office
Office of Deputy Prime Minister
Office of First Minister and Deputy First Minister (NI)
Orange Personal Telecommunications
Pama & Co Ltd
Parliamentary Advisory Council for Transport Safety
Police Federation of England and Wales
Public Carriage Office
RAC
RAC Foundation for Motoring Limited
Radio Communications Agency
Recruitment and Employment Confederation
Retail Motor Industry Federation
Road Danger Reduction Forum
Road Haulage Association Limited
Road Haulage and Distribution Training Council
Road Operators' Safety Council
Roadpeace
Roadsafe
Royal Mail
Royal Scottish Automobile Club
Royal Society for the Prevention of Accidents
Scotland Office
Scottish Accident Prevention Council
Scottish Executive
Scottish Police Federation
Scottish Road Safety Campaign
Scottish Taxi Federation
Small Business Service
Society of Motor Manufacturers and Traders
Stagecoach plc
T Mobile
Trades Union Congress
Traffic Commissioners
Transport 2000
Transport and General Workers Union
Transport for London
Transport Law Services
TRL Ltd
Transport Tribunal
Truckworld
Union of Shop, Distributive and Allied Workers
United Road Transport Union
United Transport Union
Vehicle Inspectorate
Vehicle Systems Installation Board
Virgin Mobile Telecommunications Ltd
Vodafone
Wales Office
Welsh Local Government Association

Department for
Transport

Consultation – Proposal for an offence of using a hand-held mobile phone while driving

The Consultation Criteria

1. Timing of consultation should be built into the planning process for a policy (including legislation) or service from the start, so that it has the best prospect of improving the proposals concerned, and so that sufficient time is left for it at each stage.
2. It should be clear who is being consulted, about what questions, in what timescale and for what purpose.
3. A consultation document should be as simple and concise as possible. It should include a summary, in two pages at most, of the main questions it seeks views on. It should make it as easy as possible for readers to respond, make contact or complain.
4. Documents should be made widely available, with the fullest use of electronic means (though not to the exclusion of others), and effectively drawn to the attention of all interested groups and individuals.
5. Sufficient time should be allowed for considered responses from all groups with an interest. Twelve weeks should be the standard minimum period for a consultation.
6. Responses should be carefully and open-mindedly analysed, and the results made widely available, with an account of the views expressed, and reasons for decisions finally taken.
7. Departments should monitor and evaluate consultations, designating a consultation co-ordinator who will ensure the lessons are disseminated.

Question 2

Do you agree that the proposed offence should not include hands-free phones?

Yes, I agree that the proposed new offence should not include hands-free mobile phones.

No, I consider that further action is required on the use of hands-free phones by drivers.

Please explain your reasons (if you have answered “no” please say what action you think should be taken):

Question 3

Do you agree that there should be no exemptions from the proposed offence?

Yes, I agree that there should be no exemptions.

No, I consider that there should be exemptions.

Please explain your reasons (if you consider that exemptions should be permitted, please say what they are and why you think each one is necessary):

Question 4

Do you agree that the new offence should be subject to penalty points and discretionary disqualification when a suitable opportunity arises?

Yes, I agree that the penalty should be raised in this way.

No, I do not agree that the penalty needs to be raised.

Please explain your reasons:

Question 5

Do you have any comments on the detail of the proposed new regulation set out in Annex A?

Question 6

Do you have any comments on the partial Regulatory Impact Assessment (Annex B)?

Question 7

Do you have any comments to make on the consultation process?

If you have any concerns about the way this consultation has been consulted, you may send them to Martin Leppert, DfT, Zone 4/12, Great Minster House, 76 Marsham St, London SW1P 4DR or e-mail: martin.leppert@dft.gsi.gov.uk

Please return this form by **Monday 25 November 2002** to:

David Peagam
Road Safety Division
Department for Transport
Zone 2/11, Great Minster House
76 Marsham Street
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Direct Line: 020 7944 2046
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