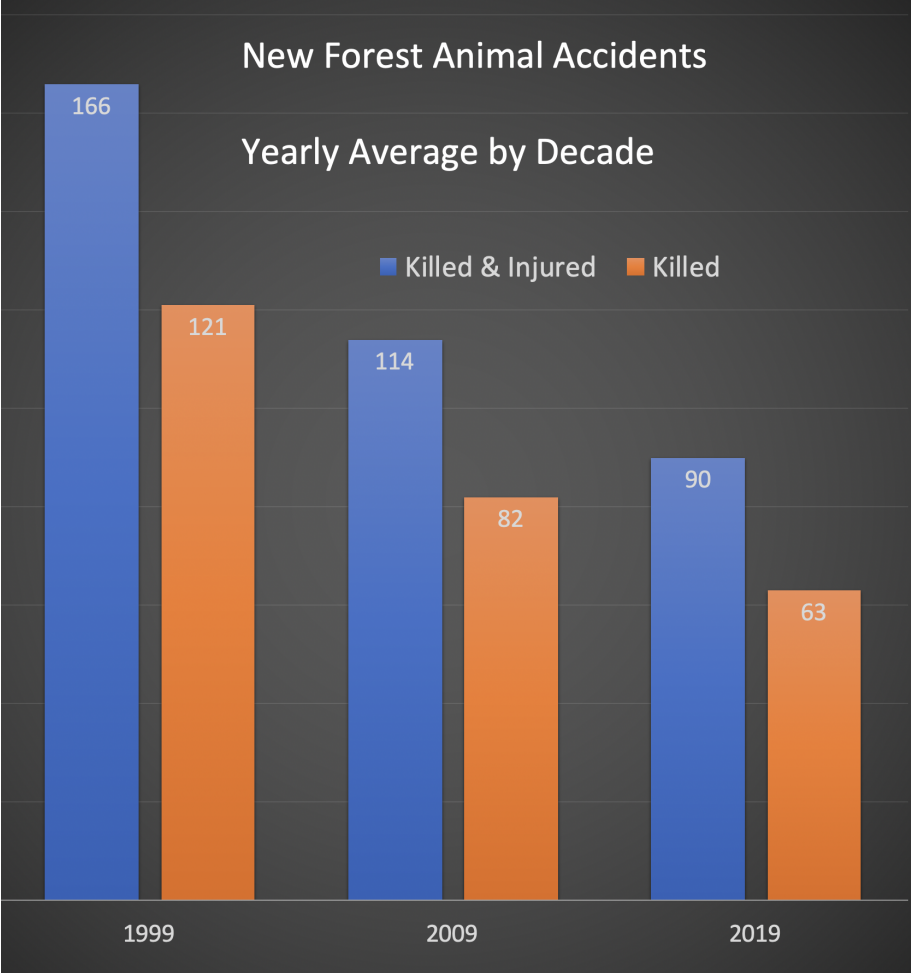


# #RealNewForest

## What are you doing to reduce animal accidents on the roads?

The number of animal accidents has reduced dramatically since the Verderers' records began. We cannot know for sure the reasons why the other Forest organisations to keep up efforts to reduce the number of accidents. In fact the average number of animals killed each year has halved since the 1990s. Despite the success in increasing the number



New Forest, the proportion of those killed in accidents has fallen from 3% in some years in the 1990s to less than 1% today.

Despite the real progress in reducing accidents it is important to understand that each one is a tragedy for the commoner concerned. **Hit-and-run** accidents cause needless additional suffering caused. Failing to report an accident, leaving an animal in unnecessary suffering is an offence under the Animal Welfare Act. Hitting livestock is also an offence under the Road Traffic Act.

The **CDA and Verderers have funded a reward scheme for information that leads to the prosecution of drivers who hit and run**, which we intend to show how seriously we take these incidents.



The Verderers Higher Level Stewardship Scheme provides **reflective collars** suitable for ponies and donkeys free of charge.

Animals successfully caught by their owners or on drifts are fitted with a collar, and lost or dirty ones replaced each year. Because they are designed to be seen at night, they get lost, but the numbers with collars at any point in time is increasing. Evidence suggests that these do help, although they cannot be a complete solution.

accidents requires driving that is appropriate to the conditions, including the presence of livestock on roads, their unpredictable behaviour and the lack of signs to make available **reflective ear tags and reflective collars for cattle** following successful trials.

**Accidents peak around the evening commute and around the Autumn clock change**, when more driving takes place in darkness. Our campaign we try to alert regular drivers to the higher risks they face. As everyone becomes oblivious to signs they see every day, we now have **changing signs for the winter**. In 2018 Hampshire County Council made these winter signs reflective, following the first experiment in 2017.



The biggest change is that all local agencies and organisations are now working around concerted campaigns and

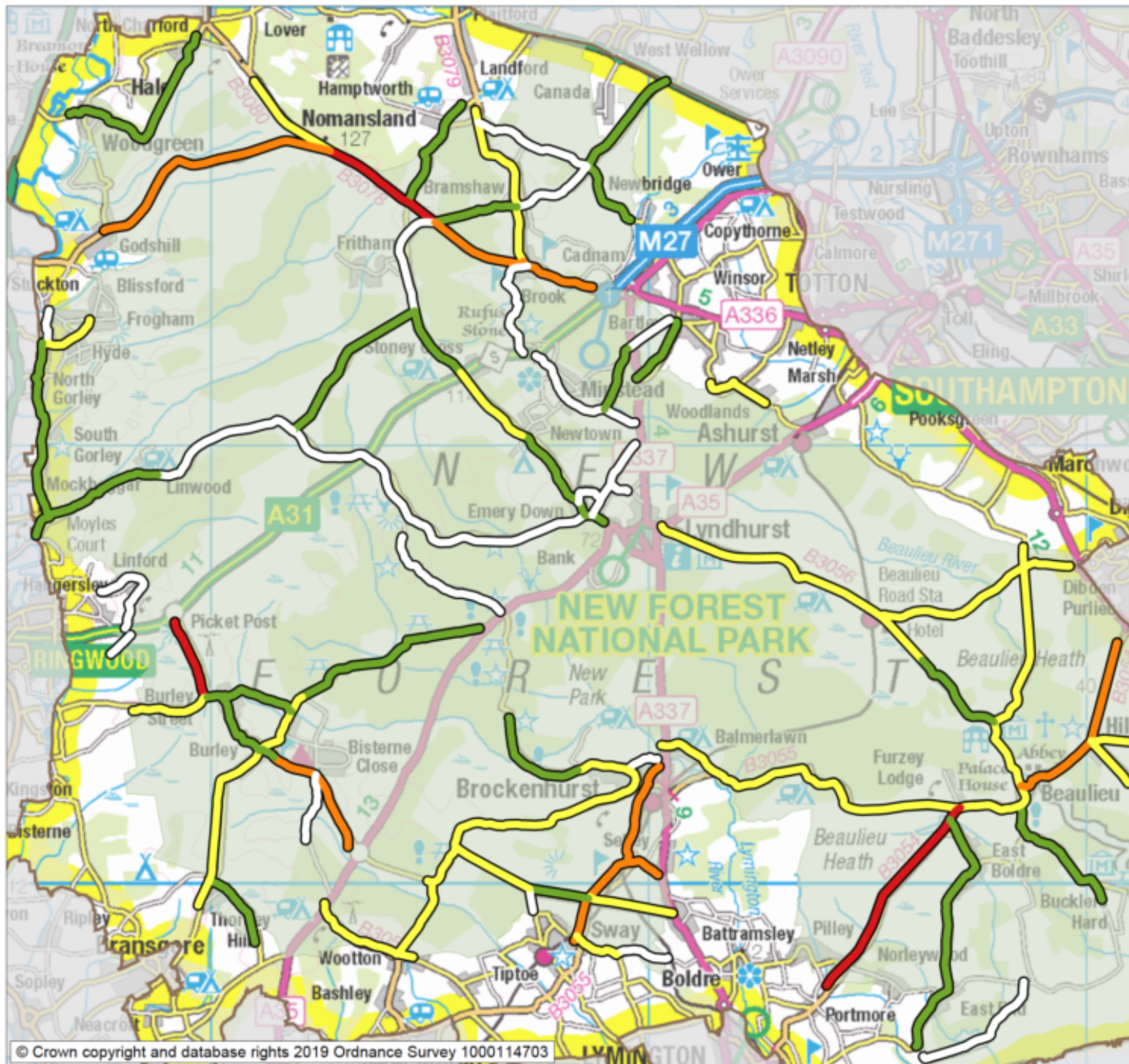
driving appropriately: The thinking behind the **#Add3Minutes** hashtag – the small amount of extra time added to a 7 mile journey across the Forest speed limit.

Since 2011 the CDA has also been pushing for improved signage at access points, and in 2018 Hampshire has extended the use of the **surface-painted** busiest access points at the cattle grids. Hopefully the combination of the unusual signage and the rattle of the grid will remind drivers that they are at an access point and need to pay attention.

There will always be people for whom enforcement is the only deterrent. We are pleased that the Verderers have been working with Hampshire police on a **dedicated enforcement van**, which now works in daylight and darkness. The CDA is also involved with work on the feasibility of the deployment of **average speed cameras** and are now hopeful that funding will become available to prioritise this initiative.

Along with the Verderers we have long supported a **general speed limit of 30mph throughout the Forest**, and not just in the villages as at present. **Community Speedwatch teams** to operate on the 40mph, because Hampshire Constabulary had restricted them to the 30mph roads, thus preventing them from covering the open Forest roads. Data from the [Sway team](#) shows a dramatic increase in the proportion of drivers on Pitmore Lane (A 30mph limit road on the Open Forest) since they began its work. Today around 7 in 10 drivers are travelling at a sensible speed, compared to less than half when the team first recorded speeds. The 40mph routes could be covered by Speedwatch subject to finding safe locations for volunteers to do this reminding drivers of the need to drive safely. For more about volunteering for one of the groups, or forming a new one, [here](#)

**Contrary to popular myth most accidents occur on the 40mph routes heavily used by commuters, where the roads are straight and sightlines are good** is shown by the map of accidents where the highest risk routes are shown in red and orange. Anyone familiar with reports of accidents will recall the 40mph routes where drivers are particularly confident in their safety.



## Thank You

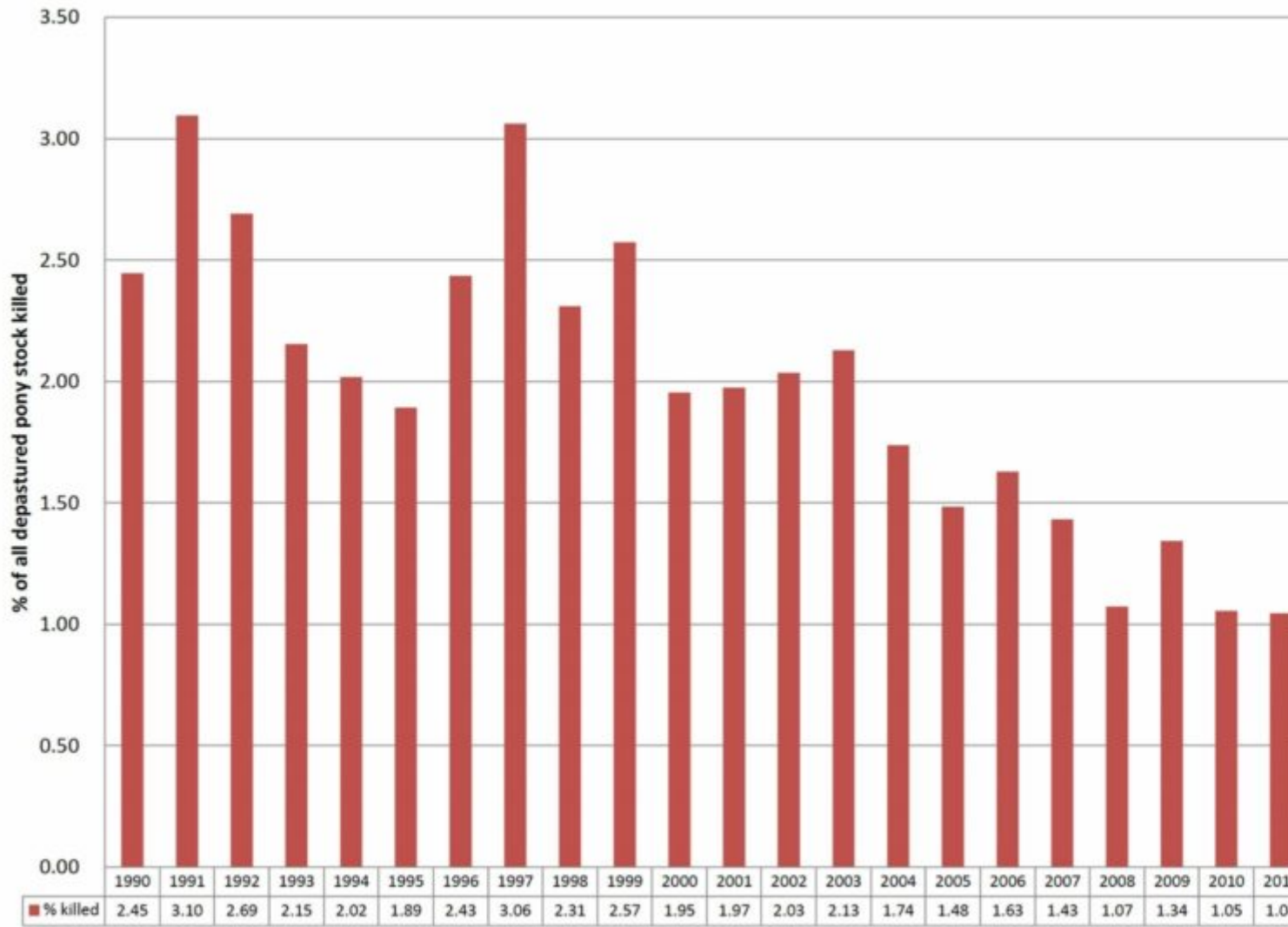
Commoners are very grateful to all those individuals and organisations who are working with us, and welcome new ideas for ways of helping people where grazing animals have right of way on the roads, and whose constant and widespread grazing is essential to keeping the New Forest so special.

## Find out more

More data on animal accidents are available on the National Park Authority [website](#) – A couple are reproduced here.

We also have a [leaflet](#) offering practical advice to New Forest drivers.

% of all depastured pony stock killed 1990 - 2017





No of animals killed and injured in accidents 1990 - 2017

