

**Proposal: A reduction of the Dorney Common Speed Limit (B3026 and other roads) from 60mph to 40mph**



**Calf killed by a car, with its grieving mother.**

**31 fatalities over recent years**

## Executive Summary

1. This issue, faced by Dorney Parish Council and the Dorney Commoners Management Committee, appears to be a unique speed limit challenge in Buckinghamshire, necessitating a specialised assessment by Bucks Council.
2. Dorney Common, designated as common land, has between 150 to 200 cattle freely grazing on it, including on the roads.
3. The cattle are permitted to roam onto highways within the Common without violating the Highways Act, 1980, Section 155.
4. The B3026 traverses the Common, serving as an unfenced commuter road with approximately 2 million vehicles annually and a speed limit of 60mph.
5. This perilous combination leads to numerous collisions between vehicles and cattle, which has resulted in 31 cow and calf fatalities over recent years.
6. Fortunately, other County Councils and Borough Councils, such as Hampshire, Devon, and Richmond, have extensive experience in addressing similar issues over many years and have devised a practical solution to mitigate animal-vehicle collisions – speed limit reductions.
7. Dorney Parish Council approached Hampshire County Council for information on how they had addressed the issue over recent years with the New Forest Verderers. Dorney Common is managed in a similar way as the Verderers by the Dorney Commoners Management Committee.
8. In the New Forest, before 1990, the “stock killed ratio” was between 2% and 4% p.a. of the stock pastured in the New Forest. See Appendix B.
9. In 1990, the speed limit on unfenced roads with grazing animals in the New Forest was reduced to 40mph, resulting in an immediate decrease in the “stock killed ratio”, to 0.3% by 2020, a tenfold reduction compared to pre-40mph speed limit levels.
10. Presently, the annualised “stock killed ratio” on Dorney Common ranges between 1% and 3% each year.
11. Prior to implementing a speed limit change, various potential solutions were explored in the New Forest (and for Dorney Common), such as fencing, day and night corralling, reflective collars, among others, but all were rejected for various reasons.
12. Hampshire County Council attributes the reduction in speed limit to be a significant factor contributing to this remarkably positive outcome.
13. Another critical consequence of the current 60mph speed limit on the relatively straight, open road over Dorney Common is that vehicles tend to accelerate up to 60mph on the Common and then struggle to decelerate when entering the 30mph limits in Dorney Village and Eton Wick.

14. According to a recent parish survey, 78% of Dorney residents expressed their desire for a reduction in the speed limit over Dorney Common.
15. [National Government Guidance](#) on setting speed limits states the following:
1. Paragraph 128) **a speed limit of 40 mph may be considered for roads with a predominantly local, access or recreational function**, for example in national parks or areas of outstanding natural beauty (AONB), or **across, or adjacent to, unenclosed common land; or if they form part of a recommended route for vulnerable road users [including permitted grazing animals]**. It may also be appropriate if there is a particular collision problem.
  2. Paragraph 130: **We [the Government] would welcome applications for zonal rural speed limits, usually 40 mph zones, for example in national parks or AONBs** or on other networks of minor rural roads where speeds are already in line with such a limit. **Such zones would include entry treatment and painted repeater roundels. The Department is keen to consider the effectiveness of such zones in reducing speeds and signing requirements.**
  3. Paragraph 136) **In some circumstances it might be appropriate to consider an intermediate speed limit of 40 mph prior to the 30 mph terminal speed limit signs at the entrance to a village, in particular where there are** outlying houses beyond the village boundary or **roads with high approach speeds.**
16. Dorney Parish Council and the Dorney Commoners Management Committee advocate for reducing the current “stock killed ratio” from 1%/3% to less than 0.5% following a speed limit reduction from 60mph to 40mph. Over ten years, this measure could potentially save the lives of 10-20 animals.
17. **Dorney Parish Council formally requests Bucks Council to lower the speed limit on roads crossing Dorney Common from 60mph to 40mph.** This request is grounded in practical, evidence-based actions taken on similar unfenced common land elsewhere in the country, particularly the New Forest, where clear evidence supports the effectiveness of such measures.
18. This action should be undertaken, akin to Hampshire County Council, with a focus on animal deaths rather than human casualties, as a sensible measure, without the necessity for burdensome bureaucratic processes and costly surveys.
19. Dorney Parish Council is prepared to contribute to the expenses associated with additional signage required for implementing the speed limit reduction.

# **Proposal: A reduction of the Dorney Common Speed Limit (B3026 and other roads) from 60mph to 40mph**

## **1. Introduction**

This proposal presents a critical initiative led by the Dorney Parish Council and the Dorney Commoners Management Committee to address what we believe to be a unique speed limit challenge in Buckinghamshire. The safety of livestock on roads traversing Dorney Common is at stake, necessitating specialised assessment and unique action by the Bucks Council.

### **Significance of the Issue**

Over the past years, records reveal a distressing trend of cattle being killed due to collisions with vehicles on Dorney Common roads. The urgency of intervention is highlighted by the sight of dead and severely injured calves. Similar regions, such as the New Forest, Dartmoor, and Richmond Park, have implemented measures to protect animals, typically through reduced speed limits ranging from 20mph to 40mph. For example, the introduction of a 40mph limit in the New Forest led to a significant reduction in animal-related accidents.

### **Initiative by Dorney Parish Council**

Drawing on successful precedents nationwide, Dorney Parish Council proposes that Buckinghamshire Council undertake necessary legislative actions to amend the speed limit on the roads crossing Dorney Common—specifically, Common Road (B3026), Boveney Road, and Lock Path—from 60mph to 40mph. This mirrors similar actions taken by Hampshire Council in 1990, Devon County Council, and the London Borough of Richmond in 2015.

## **2. Background and Context**

**Description of Dorney Common:** Dorney Common, intersected by the B3026 (Common Road, Boveney Road, and Lock Path), holds historical significance as common land, contributing to England's diverse landscapes. Comprising 3% of England's total land, common land encompasses cherished ecological sites like the New Forest, Dartmoor, the Lake District, Yorkshire Dales and, notably, Dorney Common.

**Commonable Rights and Grazing Animals:** Dorney Common, designated as common land, serves as a grazing ground for approximately 150 to 200 cattle, which freely roam, including onto the roads. Dating back to 1637, these commonable cattle enjoy the right of way on the roads crossing Dorney Common, a privilege which is permitted by the Highways Act, 1980, Section 155. The cattle graze the Common from (approx.) April to October each year. While other commonable rights exist for horses and sheep, they are presently unused.

**Past Efforts to Mitigate Animal-Related Accidents:** Historically, the presence of cattle on Dorney Common roads has posed challenges since the advent of motor vehicles in the early

1900s. Despite concerted efforts by Buckinghamshire Council, Thames Valley Police, Dorney Parish Council, and the Dorney Commoners Management Committee, previous proposals to address animal-related accidents have been examined and dismissed. Strategies such as fencing the Common, creating deep ditches alongside roads, employing reflective head collars, and corralling cattle nightly have all been explored and ultimately deemed impractical or ineffective.

### 3. The Solution: Need for Speed Limit Reduction

**Statistics on Animal-Related Accidents:** Data on animal-related accidents on Dorney Common roads over recent years is provided by the Dorney Commoners Management Committee and shown below:

				Annualised
			7 months	7 months to 12 months
Year	Animals on unfenced Dorney Common (avge)	Fatalities	Stock Killed Ratio %	Stock Killed Ratio %
2009	165	2	1.21%	2.08%
2010	165	5	3.03%	5.19%
2011	165	4	2.42%	4.16%
2012	165	6	3.64%	6.23%
2013	165	1	0.61%	1.04%
2014	165	0	0.00%	0.00%
2015	165	3	1.82%	3.12%
2016	165	2	1.21%	2.08%
2017	165	1	0.61%	1.04%
2018	165	1	0.61%	1.04%
2019	165	1	0.61%	1.04%
2020	0	Covid No Stats		
2021	165	1	0.61%	1.04%
2022	165	1	0.61%	1.04%
2023	165	3	1.82%	3.12%
<b>Total</b>	<b>2310</b>	<b>31</b>	<b>1.34%</b>	<b>2.30%</b>

**Note: In just two months of grazing in 2024 (April and May), 2 additional cows have been killed.**

**Description of Existing Speed Limit (60mph) and Implications:** The B3026 cuts across Dorney Common, functioning as an unfenced commuter route accommodating approximately 2 million vehicles annually, with a speed limit of 60mph. This situation poses significant risks, resulting in collisions between vehicles and animals, often leading to animal fatalities. Currently, the national speed limit for this type of road stands at 60mph. As drivers transition from the 30mph restricted zones of Dorney Village or Eton Wick onto Dorney Common, they encounter a relatively straight 1200m stretch of open road (Common Road). Many drivers accelerate to the permitted speed limit, unaware that cattle graze on the Common without fencing for seven months of the year, and possess right of way.

Especially at night, these animals are difficult to spot until it's too late. Consequently, drivers may maintain speeds of 60mph (or higher) until reaching the 30mph limit within Dorney Village and Eton Wick. Many fail to slow down in the villages for a considerable distance.

**Results from Recent Parish Survey:** In a 2023 parish survey, 78% of residents expressed their desire for a reduction in the speed limit over Dorney Common. Notably, speeding vehicles, both within the 30/40mph zones and across Dorney Common, have consistently ranked as the primary concern voiced by residents in every Parish Questionnaire conducted over the past 40 years.

#### 4. Rationale for Speed Limit Reduction

**Analysis of Similar Situations:** Counties and boroughs such as Hampshire, Devon, and Richmond have demonstrated significant expertise in addressing challenges akin to those faced on Dorney Common. These regions have implemented practical solutions, including speed limit reductions, to mitigate collisions between vehicles and animals. Dorney Parish Council has sought information from Hampshire County Council (HCC) to glean insights from their successful management of similar issues, particularly in collaboration with the New Forest Verderers.

The Hampshire County Council (HCC) information came from a Freedom of Information request in January 2024. The following is the most relevant information from that they kindly provided:

HCC responses to two questions we posed in the FOI request:

- Were the number of deaths to humans in vehicles caused by collisions with loose animals on these roads a factor in the decision-making?
  - **No.**
- Were the number of deaths to animals caused by collisions with vehicles on these roads a factor in the decision-making? If yes, was this a major or minor determinative factor?
  - **Yes – major.** *The focus of the initiative was to reduce animal deaths, and annual accident statistics show a reduction compared to pre-40 mph limit years.*

These two responses immediately provided the reason why our proposal must be considered as unique in Buckinghamshire. Most, if not all, speed limit assessments normally address human deaths and serious injuries resulting from collisions on specific roads. Our issue does not – it addresses deaths and serious injuries to sentient animals that are “vulnerable road users”. In this case, human deaths are not a primary factor in the decision making.

In 2015, whilst HCC was conducting a review into animal/vehicle incidents in the New Forest, the following report was presented to HCC's Economy, Transport and Environment Select Committee. Relevant points are shown by us in bold:

### HAMPSHIRE COUNTY COUNCIL

<b>Report Committee:</b>	<i>Economy, Transport and Environment Select Committee</i>
<b>Date:</b>	<i>30 October 2015</i>
<b>Title:</b>	<i>Animal Casualties on New Forest Roads</i>
<b>Reference:</b>	<i>7014</i>
<b>Report From:</b>	<i>Director of Economy, Transport and Environment</i>

#### **1. Purpose of Report**

1.1. *For many years the death and injury of New Forest livestock and deer has been the cause of concern to the Verderers, Commoners, residents and users of the New Forest. This report seeks to highlight the issues and **sets out the role of the County Council, as Highway and Traffic Authority, in ongoing animal accident reduction**, as well as outline the current approach and future direction.*

#### **2. Contextual Information**

2.1. *The Animal Accident Reduction Group (AARG) was set up in 2007 to improve analysis of the animal accident statistics and promote coordination between the organisations involved with the management of the New Forest with the aim of reducing the number and severity of traffic accidents involving Commoners' stock and Deer.*

2.2. *The organisations represented on the AARG are the Verderers, Forestry Commission, Hampshire County Council, New Forest District Council, New Forest National Park Authority, Hampshire Constabulary, Commoners' Defence Association, British Deer Society, New Forest Trust and a Parish Councils' representative.*

3.3. ***The reduction of animal accidents has always been an important aim within the New Forest.***

3.5. ***A significant reduction in animal accidents was achieved following the introduction of a forest wide 40mph speed limit [in 1990].***

4.3. From [this] map it is clear that the majority of animal accidents occur on just three routes:

B3078, B3054, B3056

[Note: The road crossing Dorney Common is also a B road – B3026]

**5.2 Hampshire County Council contributes to animal accident reduction in a number of ways.** One important area is the general maintenance of the public highway and **in particular the New Forest 40mph zone and the village 30mph speed limits. The speed limits are applied throughout the New Forest through the use of road marking roundels rather than upright repeater signs reflecting the unique character of the New Forest.**

**5.4 Signs warning of animals are an important traffic management feature within the New Forest. There is a challenge in applying this signing in a way that does not detract from the open landscape whilst providing an appropriate level of guidance to drivers.**

**6.2 The existing blanket 40mph speed limit applies to the secondary through routes and to Forest byroads. Its introduction resulted in a significant reduction in animal accidents.**

**The combination of 30 and 40mph speed limits (village environments and rural routes) across the Forest is realistic in terms of meeting driver expectation and consequently achieves a reasonable level of compliance.** The speed limits are applied in a unique way that reflects the unique and environmentally sensitive nature of the Forest. There is a clear distinction between the village environments and rural routes. **Drivers, in the main, appreciate the need for the blanket 40mph speed limit and for this reason it is effective.**

*In many cases the Forest roads would not meet the criteria for a lower level 30mph or 40mph speed limit. The blanket 40mph speed limit represents a departure from Department for Transport criteria to offer special protection that reflects the presence of free roaming livestock.*

*End*

**Effectiveness of Speed Limit Reductions:** In the New Forest, prior to 1990, the annual "stock killed ratio" ranged between 2% and 4% of pastured livestock. However, the introduction of a 40mph speed limit on unfenced roads with grazing animals led to a remarkable decrease in this ratio, plummeting to 0.3% by 2020—a tenfold reduction compared to pre-speed limit levels. Presently, the annualised "stock killed ratio" on Dorney Common fluctuates between 1% and 3% each year, underscoring the potential for significant improvement with a targeted speed limit reduction. [Appendix B]

**Necessity for Special Legislative Actions:** Given the unique circumstances of Dorney Common, characterised by the presence of grazing livestock on unfenced roads, special legislative actions are imperative to address safety concerns effectively. The current



situation warrants tailored measures to safeguard both motorists and animals traversing these roads.

**Government Guidance on Setting Local Speed Limits:** National government guidance provides pertinent insights into addressing localised speed limit challenges. Of particular relevance are Paragraphs 17, 126, 127, 128, and 130, which offer valuable considerations for devising targeted solutions to mitigate risks associated with high-speed roadways, especially in areas with unique characteristics like Dorney Common. Relevant points are shown by us in bold:

[National Government Guidance](#) (Updated 18 January 2013)

*3) Roads should be designed so that mistakes made by road users **do not result in death or serious injury**. Effective speed management is part of creating a safe road environment which is **fit for purpose**.*

*13) **Setting speed limits at the appropriate level for the road**, and ensuring compliance with these limits, play a key part in ensuring greater safety for all road users. **The relationship between speed and likelihood of collision as well as severity of injury is complex, but there is a strong correlation**.*

*17) **achieving local speed limits that better reflect the needs of all road users [including permitted grazing animals], not just motorised vehicles**.*

*17) **improved recognition and understanding by road users of the risks involved on different types of road, the speed limits that apply, and the reasons why**.*

*17) **continued reductions in the number of road traffic collisions, injuries and deaths in which excessive or inappropriate speed is a contributory factor***

#### PRINCIPLES OF LOCAL SPEED LIMITS

*The underlying aim should be to achieve a 'safe' distribution of speeds. The key factors that should be taken into account in any decisions on local speed limits are:*

- ***history of collisions***
- *road geometry and engineering*
- ***road function***
- ***composition of road users (including existing and potential levels of vulnerable road users) [including permitted grazing animals]***
- ***existing traffic speeds***
- *road environment*

30) While these factors need to be considered for all road types, **they may be weighted differently in urban or rural areas.**

The minimum length of a speed limit should generally be not less than 600 metres to avoid too many changes of speed limit along the route.

[Common Road is approx. 1,187 metres, Boveney Road is approx. 1,419 metres]

33) In order to ensure compliance with a new lower local limit, as well as make it legally enforceable, **it is important that the limit is signed correctly and consistently.**

## SECTION 7: RURAL SPEED MANAGEMENT

**In 2011, 66% of road deaths in Britain occurred on rural roads, and 51% of road deaths occurred on single rural carriageway roads subject to the National Speed Limit of 60 mph limit.**

**The reduction in road casualties and especially deaths on rural roads is one of the key road safety challenges.**

### 7.2 SINGLE CARRIAGEWAY RURAL ROADS

123) Roads may have primarily either a **through traffic function** or a local access function.

[Common Road is used by approx. 2,000,000 vehicles p.a., an average of over 5,000 vehicles per day. It is part of a commuter “rat run”.]

126) The choice of speed limits should take account of whether there is substantial roadside development **and whether the road forms part of a recognised route for vulnerable road users [including permitted grazing animals]**, including whether there is a footway.

127) Speed limit (mph) 40

- Where limit should apply: Should be considered where there are many bends, junctions or accesses, substantial development, a strong environmental or landscape reason, **or where there are considerable numbers of vulnerable road users [such as permitted cattle].**

128) a speed limit of 40 mph may be considered for roads with a predominantly local, access or recreational function, for example in national parks or areas of outstanding natural beauty (AONB), **or across**, or adjacent to, **unenclosed common land**; or if they form part of a recommended route for vulnerable road users **[including permitted grazing animals]**. **It may also be appropriate if there is a particular collision problem.**

130) **We would welcome applications for zonal rural speed limits, usually 40 mph zones, for example in national parks or AONBs or on other networks of minor rural roads where speeds are already in line with such a limit. Such zones would include entry treatment and**

*Painted repeater roundels. The Department is keen to consider the effectiveness of such zones in reducing speeds and signing requirements.*

*136) In some circumstances it might be appropriate to consider an intermediate speed limit of 40 mph prior to the 30 mph terminal speed limit signs at the entrance to a village, in particular where there are outlying houses beyond the village boundary or roads with high approach speeds.*

## 5. Proposed Actions

- **We propose that Buckinghamshire Council reduces the speed limit on Dorney Common roads from 60mph to 40mph.**
- This request is grounded in practical, evidence-based actions undertaken on analogous unfenced common land elsewhere in the country, particularly in the New Forest. Clear evidence from these endeavours supports the effectiveness of such measures.
- The Government's Speed Limits Guidance supports our proposal in a number of ways.
- Dorney Parish Council and the Dorney Commoners Management Committee are seeking a significant reduction in the current "stock killed ratio" from 1%/3% to less than 0.5% after a speed limit reduction from 60mph to 40mph. This adjustment could potentially save the lives of 10-20 animals over a decade.
- We advocate for the implementation of this action, modelled after the approach adopted by Hampshire County Council, with a focus on mitigating animal deaths rather than human casualties. This approach represents a pragmatic solution, eliminating the need for burdensome bureaucratic processes and costly surveys.
- Moreover, Dorney Parish Council is willing to contribute to the expenses associated with the installation of additional signage required for the implementation of the speed limit reduction.
- Dorney Parish Council, comprising 300 dwellings, faces financial constraints, and adhering to the standard speed limit change process would incur costs equivalent to approx. 40% of the annual precept, rendering it unaffordable. We contend that the "standard process" would not be suitable for determining this issue, as evidenced by our detailed arguments.

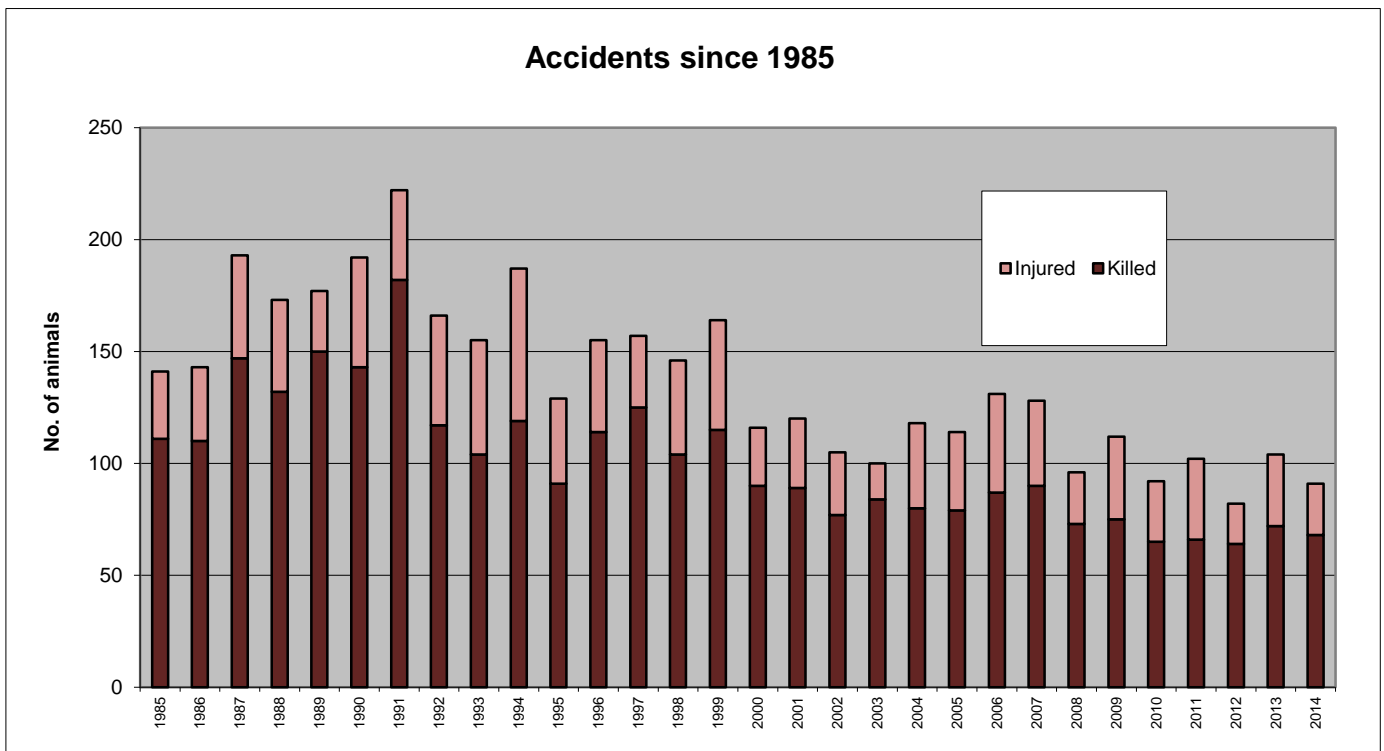
## Appendices:

- **Appendix A: New Forest Animal Deaths 1956-2020 – The Verderers**
- **Appendix B: Full Report on *Animal Casualties on New Forest Roads to Hampshire County Council's Economy, Transport and Environment Select Committee 30 October 2015***
- **Appendix C: Department of Transport Signage Approval – New Forest - 2015**

**Animal Accidents in the New Forest since 1985**

Year	Depastured	Killed	Injured	Killed & injured	% killed
1985	4748	111	30	141	2.34
1986	4603	110	33	143	2.39
1987	5191	147	46	193	2.83
1988	4936	132	41	173	2.67
1989	5586	150	27	177	2.69
1990	5753	143	49	192	2.49
1991	6405	182	40	222	2.84
1992	5667	117	49	166	2.06
1993	6168	104	51	155	1.69
1994	7269	119	68	187	1.64
1995	7185	91	38	129	1.27
1996	6378	114	41	155	1.79
1997	6480	125	32	157	1.93
1998	6808	104	42	146	1.53
1999	7030	115	49	164	1.64
2000	7172	90	26	116	1.25
2001	5615	89	31	120	1.59
2002	5306	77	28	105	1.45
2003	5360	84	16	100	1.57
2004	6419	80	38	118	1.25
2005	7353	79	35	114	1.07
2006	7602	87	44	131	1.14
2007	7452	90	38	128	1.21
2008	7959	73	23	96	0.92
2009	7923	75	37	112	0.95
2010	7954	65	27	92	0.82
2011	7593	66	36	102	0.87
2012	8756	64	18	82	0.73
2013	9228	72	32	104	0.78
2014	9319	68	23	91	0.73

40mph limit introduced (N)  
40mph limit introduced (S)



# ROAD TRAFFIC ACCIDENTS

The following statistics detail the number of commoners' livestock killed in road traffic accidents over the last few decades:

YEAR	PONIES	CATTLE	PIGS	SHEEP	DONKEYS	TOTAL	STOCK KILLED	RATIO
1956	1341	2361	913	-	12	4627	188	4.06
1957	1418	2808	52	-	10	4288	148	3.45
1958	1410	2589	386	-	6	4391	202	4.60
1959	1589	2802	90	-	10	4491	204	4.54
1960	1735	2977	570	-	8	5290	261	4.93
1961	1912	3010	88	-	7	5017	223	4.44
1962	2035	2662	1778	-	9	6484	313	4.82
1963*	2005	2229	410	-	14	4658	289	6.20
1964*	2118	2379	951	-	12	5523	213	3.85
1965	2327	1972	204	-	7	4510	189	4.19
1966	2462	2003	289	-	-	4754	192	4.03
1967*	2536	2345	137	-	5	5023	136	2.70
1968	2727	1988	1046	-	12	5773	126	2.18
1969	2906	1625	316	-	8	4855	142	2.92
1970	2814	1668	622	-	13	5117	133	2.59
1971	2742	1601	849	-	16	5208	173	3.32
1972	2982	1970	100	-	39	5091	155	3.04
1973*	3187	2053	89	25	40	5394	144	2.66
1974	3154	3123	265	122	37	6701	151	2.25
1975*	3503	3184	88	41	53	6869	143	2.08
1976	3589	2371	969	44	66	7039	115	1.63
1977	3595	1827	88	38	108	5656	112	1.98
1978	3748	1660	395	14	137	5954	131	2.20
1979	3466	1944	60	3	128	5601	104	1.85
1980	3430	2014	260	14	117	5835	135	2.31
1981	3071	1682	85	9	100	4947	125	2.52
1982	3006	1606	189	-	86	4887	119	2.43
1983	2997	1761	17	-	88	4863	128	2.63
1984	2912	1937	224	-	102	5175	129	2.49

\* Changes seen in roads around the Forest over this period include:-

Perambulation Fenced	1963
A31 Fenced	1964
A35 Fenced	1967
A337 (South) Fenced	1973
A337 (North) Fenced	1975
Introduction 40 mph (North)	March 1990
Introduction 40 mph (South)	June 1992

The subsequent years, 1985 to present, are further broken down to identify the numbers of each animal killed or injured. In addition, the figures include deer which being classed as 'wildlife', and not commoning stock, are supplied by the Forestry Commission who are responsible for wildlife management in the New Forest.

## TYPES & NUMBERS OF ANIMALS KILLED

Year	Ponies	Cattle	Pigs	Sheep	Donkeys	Total	Deer	Priv Cars	Motor Cycles	Heavy Veh	Acc Night	Not Rep	Local Mot	Ratio Stock Killed
<b>1985</b>														
Animals Turned Out	2957	1534	185	-	72	<b>4748</b>		99	1	10	96	31	83	
Animals Killed	82	17	5	-	7	<b>111</b>	60							2.34
Animals Injured	14	12	-	-	4	<b>30</b>								
<b>1986</b>														
Animals Turned Out	2946	1544	31	-	94	<b>4603</b>		100	2	3	94	40	73	
Animals Killed	81	24	2	-	3	<b>110</b>	76							2.39
Animals Injured	22	10	-	-	1	<b>33</b>								
<b>1987</b>														
Animals Turned Out	3005	1696	400	-	90	<b>5191</b>		1427	7	1	130	43	99	
Animals Killed	121	17	6	-	4	<b>147</b>	87							2.83
Animals Injured	33	11	-	-	2	<b>46</b>								
<b>1988</b>														
Animals Turned Out	3088	1599	172	-	77	<b>4936</b>		130	3	1	106	45	89	
Animals Killed	116	12	2	-	2	<b>132</b>	90							2.67
Animals Injured	28	10	1	-	2	<b>41</b>								
<b>1989</b>														
Animals Turned Out	3248	2006	260	-	72	<b>5586</b>		129	2	7	123	45	76	
Animals Killed	124	17	4	-	5	<b>150</b>	88							2.69
Animals Injured	16	7	1	-	3	<b>27</b>								
<b>1990</b>														
Animals Turned Out	3516	1987	63	106	81	<b>5753</b>		107	3	1	114	33	94	
Animals Killed	86	29	3	23	2	<b>143</b>	81							2.49
Animals Injured	28	17	1	1	2	<b>49</b>								
<b>1991</b>														
Animals Turned Out	3489	2210	450	172	84	<b>6405</b>		146	3	4	121	40	101	
Animals Killed	108	28	2	16	4	<b>182</b>	88							2.84
Animals Injured	30	8	1	-	1	<b>40</b>								
<b>1992</b>														
Animals Turned Out	3567	1846	108	70	76	<b>5667</b>		104	2	4	118	53	80	
Animals Killed	96	8	1	6	4	<b>117</b>	86							2.06
Animals Injured	31	13	1	-	4	<b>49</b>								
<b>1993</b>														
Animals Turned Out	3760	2146	95	74	99	<b>6168</b>		107	1	3	114	45	80	
Animals Killed	81	5	2	9	7	<b>104</b>	86							1.69
Animals Injured	37	10	-	1	3	<b>51</b>								
<b>1994</b>														
Animals Turned Out	4112	2688	89	185	195	<b>7269</b>		133	5	4	104	46	85	
Animals Killed	83	10	1	23	1	<b>119</b>	62							1.64
Animals Injured	51	12	-	4	1	<b>68</b>								

Priv Cars = Private Cars  
Not Rep = Accidents Not Reported

Heavy Veh = Heavy Vehicles  
Local Mot = Local Motorist Involved

Acc Night = Accident Occurred During Hours of Darkness

\* Note: Ponies, cattle, donkeys, pigs and sheep are Commoners Livestock and fall under the jurisdiction of the Verderers.  
Deer are classed as wildlife and therefore fall under the jurisdiction of the Forestry Commission

## TYPES & NUMBERS OF ANIMALS KILLED CONTINUED

Year	Ponies	Cattle	Pigs	Sheep	Donkeys	Total	Deer	Priv Cars	Motor Cycles	Heavy Veh	Acc Night	Not Rep	Local Mot	Ratio Stock Killed
<b>1995</b>														
Animals Turned Out	3805	3059	253	TBC	68	<b>7185</b>		129	5	2	117	36	77	
Animals Killed	72	11	2	3	3	<b>91</b>	83							1.27
Animals Injured	32	5	-	-	1	<b>38</b>								
<b>1996</b>														
Animals Turned Out	3573	2641	79	TBC	85	<b>6378</b>		168	1	4	152	38	102	
Animals Killed	87	20	5	1	1	<b>114</b>	76							1.79
Animals Injured	27	11	3	-	-	<b>41</b>								
<b>1997</b>														
Animals Turned Out	3461	2685	254		80	<b>6480</b>		123	1	-	139	51	100	
Animals Killed	106	13	2	2	2	<b>125</b>	73							1.93
Animals Injured	21	7	-	-	4	<b>32</b>								
<b>1998</b>														
Animals Turned Out	3593	2936	205		74	<b>6808</b>		172	3 + 1	-	132	39	109	
Animals Killed	83	12	2	4	5	<b>104</b>	70		bicycle					1.53
Animals Injured	29	11	-	-	-	<b>42</b>								
<b>1999</b>														
Animals Turned Out	3885	2890	172	-	83	<b>7030</b>		188	1 + 1	-	170	40	117	
Animals Killed	100	13	-	-	2	<b>115</b>	51		bicycle					1.64
Animals Injured	35	11	1	-	2	<b>49</b>								
<b>2000</b>														
Animals Turned Out	3990	2991	107	-	84	<b>7172</b>		135	1	-	104	30	69	
Animals Killed	78	10	-	-	2	<b>90</b>	55							1.25
Animals Injured	16	7	-	-	3	<b>26</b>								
<b>2001</b>														
Animals Turned Out	3799	1658	71	-	87	<b>5615</b>		140	1	3	123	25	99	
Animals Killed	75	13	-	-	1	<b>89</b>	66							1.59
Animals Injured	16	12	-	-	3	<b>31</b>								
<b>2002</b>														
Animals Turned Out	3440	1685	106	-	75	<b>5306</b>		113	2	1	93	33	79	
Animals Killed	70	5	-	-	2	<b>77</b>	82							1.45
Animals Injured	19	8	1	-	0	<b>28</b>								
<b>2003</b>														
Animals Turned Out	3477	1762	52	-	69	<b>5360</b>		101	1	-	78	32	72	
Animals Killed	74	6	3	-	1	<b>84</b>	59							1.57
Animals Injured	8	6	1	-	1	<b>16</b>								
<b>2004</b>														
Animals Turned Out	3913	2175	260	-	71	<b>6419</b>		120	1	5	109	42	88	
Animals Killed	68	9	-	-	3	<b>80</b>								1.25
Animals Injured	31	5	-	-	2	<b>38</b>								

Priv Cars = Private Cars  
Not Rep = Accidents Not Reported

Heavy Veh = Heavy Vehicles  
Local Mot = Local Motorist Involved

Acc Night = Accident Occurred During Hours  
of Darkness

\* Note: Ponies, cattle, donkeys, pigs and sheep are Commoners Livestock and fall under the jurisdiction of the Verderers.  
Deer are classed as wildlife and therefore fall under the jurisdiction of the Forestry Commission.

## TYPES & NUMBERS OF ANIMALS KILLED CONTINUED

Year	Ponies	Cattle	Pigs	Sheep	Donkeys	Total	Deer	Priv Cars	Motor Cycles	Heavy Veh	Acc Night	Not Rep	Local Mot	Ratio Stock Killed
<b>2005</b>														
Animals Turned Out	4314	2745	197	-	97	<b>7353</b>		132	-	3	114	20	84	1.075
Animals Killed	64	8	-	-	7	<b>79</b>								
Animals Injured	28	4	-	-	3	<b>35</b>								
<b>2006</b>														
Animals Turned Out	4235	2586	627	41	113	<b>7602</b>		131	5	2	106	36	87	1.144
Animals Killed	69	13	3	0	2	<b>87</b>								
Animals Injured	28	11	0	1	4	<b>44</b>								
<b>2007</b>														
Animals Turned Out	4536	2536	207	55	118	<b>7452</b>		132	4	0	108	33	97	1.21
Animals Killed	65	15	5	-	5	<b>90</b>								
Animals Injured	23	8	1	-	6	<b>38</b>								
<b>2008</b>														
Animals Turned Out	4752	2568	450	62	127	<b>7959</b>		127	1	4	109	20	92	0.92
Animals Killed	51	12	2	0	8	<b>73</b>								
Animals Injured	11	10	1	0	1	<b>23</b>								
<b>2009</b>														
Animals Turned Out	4841	2539	324	91	128	<b>7923</b>		157	3	1	108	35	100	0.95
Animals Killed	65	5	1	0	4	<b>75</b>								
Animals Injured	26	7	0	0	4	<b>37</b>								
<b>2010</b>														
Animals Turned Out	4836	2254	587	153	119	<b>7954</b>		118	0	1 tractor	119	34	84	0.82
Animals Killed	51	10	1	0	3	<b>65</b>								
Animals Injured	16	8	1	0	2	<b>27</b>								
<b>2011</b>														
Animals Turned Out	4595	2394	341	135	128	<b>7593</b>		117	4	4	128	31	76	0.87
Animals Killed	48	7	3	2	6	<b>66</b>								
Animals Injured	21	9	2	0	4	<b>36</b>								
<b>2012</b>														
Animals Turned Out	4992	3175	293	136	160	<b>8756</b>		108	2	1 tractor	109	24	67	0.73
Animals Killed	51	7	0	0	6	<b>64</b>								
Animals Injured	13	5	0	0	0	<b>18</b>								
<b>2013</b>														
Animals Turned Out	5120	3491	345	113	165	<b>9235</b>		143	2	3 + 1 tractor	103	31	86	0.78
Animals Killed	54	17	0	1	0	<b>72</b>								
Animals Injured	19	9	1	1	2	<b>32</b>								
<b>2014</b>														
Animals Turned Out	5076	3808	174	142	156	<b>9356</b>		105	3	2	87	30	63	0.73
Animals Killed	43	14	0	1	10	<b>68</b>								
Animals Injured	12	8	0	0	3	<b>23</b>								
<b>2015</b>														
Animals Turned Out	5364	4483	435	232	200	<b>10714</b>		81	2	1	79	18	51	0.51
Animals Killed	38	4	2	1	10	<b>55</b>								
Animals Injured	12	5	1	0	3	<b>21</b>								



Priv Cars = Private Cars  
Not Rep = Accidents Not Reported

Heavy Veh = Heavy Vehicles  
Local Mot = Local Motorist Involved

Acc Night = Accident Occurred During Hours  
of Darkness

\* Note: Ponies, cattle, donkeys, pigs and sheep are Commoners Livestock and fall under the jurisdiction of the Verderers.  
Deer are classed as wildlife and therefore fall under the jurisdiction of the Forestry Commission.

## TYPES & NUMBERS OF ANIMALS KILLED CONTINUED

Year	Ponies	Cattle	Pigs	Sheep	Donkeys	Total	Deer	Priv Cars	Motor Cycles	Heavy Veh	Acc Night	Not Rep	Local Mot	Ratio Stock Killed
<b>2016</b>														
Animals Turned Out	5516	5638	376	293	222	<b>12045</b>		79	0	0	102	17	65	0.52
Animals Killed	42	13	0	0	8	<b>63</b>								
Animals Injured	21	8	1	0	5	<b>35</b>								
<b>2017 (updated July 2018)</b>														
Animals Turned Out	5583	6554	540	244	244	<b>13165</b>		64	0	0	82	14	49	0.425
Animals Killed	39	9	2	1	5	<b>56</b>								
Animals Injured	14	3	1	0	4	<b>22</b>								
<b>2018 (updated August 2019)</b>														
Animals turned out	5748	7034	415	213	251	<b>13661</b>		61	1	0	96	30	41	0.461
Animals Killed	38	12	5	3	5	<b>63</b>								
Animals Injured	11	8	1	0	6	<b>26</b>								
<b>2019</b>														
Animals Turned out	5869	8335	618	212	269	<b>15303</b>		77	0	0	101	27	49	0.38
Animals Killed	35	13	0	2	8	<b>58</b>								
Animals Injured	9	11	3	0	9	<b>32</b>								
<b>2020</b>														
Animals Turned out	5918	8390	708	223	285	<b>15524</b>		48	0	0	68	15	28	0.32
Animals Killed	29	8	1	5	7	<b>50</b>								
Animals Injured	9	8	4	0	0	<b>21</b>								

Priv Cars = Private Cars  
Not Rep = Accidents Not Reported

Heavy Veh = Heavy Vehicles  
Local Mot = Local Motorist Involved

Acc Night = Accident Occurred During Hours  
of Darkness

*Vehicle details when no animal is found injured are often not available. For this reason, in recent years the Local Mot figure is not considered accurate.*

\* Note: Ponies, cattle, donkeys, pigs and sheep are Commoners Livestock and fall under the jurisdiction of the Verderers.  
Deer are classed as wildlife and therefore fall under the jurisdiction of the Forestry Commission.

**HAMPSHIRE COUNTY COUNCIL****Report**

<b>Committee:</b>	Economy, Transport and Environment Select Committee
<b>Date:</b>	30 October 2015
<b>Title:</b>	Animal Casualties on New Forest Roads
<b>Reference:</b>	7014
<b>Report From:</b>	Director of Economy, Transport and Environment

**Contact name:** Mandy Ware

**Tel:** 01962 846920

**Email:** mandy.ware@hants.gov.uk

**1. Purpose of Report**

- 1.1. For many years the death and injury of New Forest livestock and deer has been the cause of concern to the Verderers, Commoners, residents and users of the New Forest. This report seeks to highlight the issues and sets out the role of the County Council, as Highway and Traffic Authority, in ongoing animal accident reduction, as well as outline the current approach and future direction.

**2. Contextual Information**

- 2.1. The Animal Accident Reduction Group (AARG) was set up in 2007 to improve analysis of the animal accident statistics and promote coordination between the organisations involved with the management of the New Forest with the aim of reducing the number and severity of traffic accidents involving Commoners' stock and Deer.
- 2.2. The organisations represented on the AARG are the Verderers, Forestry Commission, Hampshire County Council, New Forest District Council, New Forest National Park Authority, Hampshire Constabulary, Commoners' Defence Association, British Deer Society, New Forest Trust and a Parish Councils' representative.
- 2.3. The meetings are held twice a year, in spring and autumn, are chaired by the Clerk to the Verderers, and facilitated by the New Forest National Park Authority.

**3. Background**

- 3.1. The New Forest is nationally important as an area of woodland, pasture, heath and bog. Many of the agricultural practices conceded by the Crown to local people have been retained. This is principally the depasturing of ponies, cattle, pigs, sheep and donkeys in the open forest, known as Commoning which continues today.
- 3.2. The Verderers regulate Commoning and have a wider responsibility to conserve and protect the New Forest and its traditions. Agisters are employed to assist

the Verderers and are responsible for supervising the day to day welfare of the Commoners' livestock.

- 3.3. The reduction of animal accidents has always been an important aim within the New Forest.
- 3.4. Historically measures to reduce animal accidents and improve road safety have included:
  - The provision of unique and conspicuous signs at all forest entrances,
  - Introduction of the New Forest 40mph zone,
  - Wide scale publicity to improve public awareness,
  - Signing at sites with a history of animal accidents and high risk routes,
  - Police enforcement,
  - Encouraging the use of fenced routes for commuter travel,
  - Application of carriageway edge lines,
  - Increased and larger warning signs,
  - Improved roadside visibility.
- 3.5. A significant reduction in animal accidents was achieved following the introduction of a forest wide 40mph speed limit, and many of the above measures continue to be discussed today.
- 3.6. It is notable that the highest risk routes identified in the 1980s remain the highest risk routes today, although the numbers of animal accidents has seen a significant reduction.

#### **4. Animal Accident Reduction**

- 4.1. The numbers of animal accidents have been steadily reducing since 1985. In 2014 there were 91 animal accidents, including 68 deaths representing 0.73% of depastured stock. In comparison the highest numbers of accidents since detailed recording started was in 1991 when a total of 222 accidents occurred, including 182 deaths representing 2.84% of the depastured stock at that time. The number of animal accidents occurring year on year since 1985 is shown as Appendix A.
- 4.2. This data has been used by the New Forest National Park Authority to develop a map which is proving useful in the identification of animal accident clusters and high risk routes. This map is published on the New Forest National Park web site and is attached as Appendix B.
- 4.3. From this map it is clear that the majority of animal accidents occur on just three routes:
  - B3078 Cadnam to Godshill
  - B3054 Hatchet Pond to Portmore
  - B3056 Beaulieu to LyndhurstThere are additionally higher numbers of animal accidents forming cluster sites from Picket Post to Burley Street.

## 5. Current Initiatives

- 5.1. A number of initiatives are ongoing with the aim of increasing driver awareness and reducing animal accidents. These are being taken forward by a number of different organisations represented on or associated with the Animal Accident Reduction Group. Initiatives include emergency hotline cards, publicity such as window stickers and media releases, temporary animal accident marker signs, reflective collars, hit and run reward scheme, funding for mobile camera speed enforcement, country watch exhibitions including interviews with drivers, visitor information, cutting back of roadside vegetation, events for learner and new drivers and Commoner engagement.
- 5.2 Hampshire County Council contributes to animal accident reduction in a number of ways. One important area is the general maintenance of the public highway and in particular the New Forest 40mph zone and the village 30mph speed limits. The speed limits are applied throughout the New Forest through the use of road marking roundels rather than upright repeater signs reflecting the unique character of the New Forest.
- 5.3 Trial Traffic Calming on Burley Road, Brockenhurst

In September 2010 a series of pinch points were installed on a trial basis with the aim of reducing traffic speeds and improving safety for Commoners' animals in an area with a history of animal accidents. The scheme followed a campaign by the South Weirs Action Group and discussion with the local County Council Member, the Police and Brockenhurst Parish Council.

The trial scheme was slightly successful in achieving modest reductions in both animal accidents and human casualties, as well as achieving a small reduction in traffic speeds in both directions of between 1 and 5 miles per hour.

In September 2013, following consultation on the first phase of the trial scheme, recommendations were made for some modifications. This work took place in early October this year. A further review of the continuing trial scheme will take place in 2017/18.

The full cost of applying the original trial scheme and implementing the 2013 recommendations is expected to be in the region of £50,000 - £60,000. This approach is unlikely to be extended widely to high risk animal accidents sites across the New Forest for a number of reasons including site suitability and high delivery costs, as well as the relatively limited impact on animal and human casualties.

### 5.4 Changing Slogan Signs

Signs warning of animals are an important traffic management feature within the New Forest. There is a challenge in applying this signing in a way that does not detract from the open landscape whilst providing an appropriate level of guidance to drivers.

In September 2010 the B3054 between Lymington and Dibden Purlieu was the subject of a sign rationalisation and changing slogan trial scheme where nine animal related information and warning signs were removed, and four replaced with wild ponies warning signs with a changing slogan poster below that are changed on a seasonal basis.

In the years since the schemes implementation animal accidents have seen a modest reduction. Whilst these results are positive, it cannot be proven that this

is entirely due to the signing and it is acknowledged that there may be other contributing factors. However, it does demonstrate that a reduction in signing does not increase the risk of animal accidents occurring.

A further scheme is now being proposed for the B3078, Godshill to Brook, which will extend the changing slogan trial to a site in the north of the Forest. This scheme will take a different direction as it will not seek to significantly reduce the level of signing already in existence but will enhance and update it through a wider use of changing slogans. The reason for this differing approach reflects, the higher numbers of animal accidents that occur, and the reduced take up of reflective pony collars.

This scheme is currently being developed and will retain some static 'WATCH OUT Animals on the road DAY AND NIGHT' signs but will also replace some of those signs with wild ponies warning signs that have changing slogan posters. Included in the 2015/16 County Traffic Management Programme the aim is to complete the works by Spring 2016.

The future of the changing slogan signs are reliant upon a consistent resource being available. Currently these signs are made and deployed on the B3054 by Term Highway Contractor, following orders from the Traffic Management Team who fund the signs. The team are currently exploring alternative options for 2016/17 for the supply and deployment, including the possibility of engaging parish lengthsman or voluntary organisations to deploy the seasonal posters.

#### 5.5 Casualty Reduction

Casualty reduction is embedded in the County Councils' Transport aims and objectives, and meeting road safety targets is a priority. Within this service the County Council routinely monitors road casualty data including site and route assessment. Recently a site has been identified on the B3078 Roger Penny Way, between Longcross Plain and the B3080 junction, and included in the 2015/16 Safety Engineering Routes Assessment Programme. A cluster of accidents has been identified in this area that involves animals, where cars have swerved to avoid them and left the carriageway. Following further investigation a package of measure is proposed that includes refurbishment of road markings and speed limit roundels.

#### 5.6. Road Markings

Road marking that depict the wild ponies warning are being considered for wider use in the New Forest National Park. These require Department for Transport authorisation which is subject to application. Previous authority has been granted for the road marking to be used specifically at Crockford Bridge on the B3054 between Lymington and Beaulieu, but we are now seeking to achieve a New Forest wide authorisation for a larger marking.

Edge lining is being used at many sites to highlight the road edges as well as help to highlight the presence of livestock at the roadside through breaking the continuity of the line. However, the benefits of the measure have to be balanced with the increase in maintenance costs and the potential increase in traffic speeds as drivers have a greater confidence about the road space they may occupy.

## 5.7 Traffic Monitoring

The Verderers are currently funding 80% of a mobile camera unit to carry out traffic speed enforcement, targeted towards high risk animal accident sites. This initiative commenced in October 2014 and the County Council is carrying out some monitoring of traffic speeds at six established monitoring sites to enable early evaluation of the impact this initiative may be having on traffic speeds generally. This has been carried out at the request of the Animal Accident Reduction Group. The monitoring has concluded that there has generally been an increase in traffic volumes and speeds across the sites, but a significant increase in traffic speeds has been noted on the B3078 which is also a high risk animal accident route. The speed enforcement initiative is more likely to have a longer term impact and is not expected to achieve significant results in the short term. The monitoring exercise will realise benefits through informing enforcement activity.

## 6. **Measures Considered and Rejected**

### 6.1. Fencing High Risk Routes

Fencing was carried out on the main primary through routes during the 1960s and 70s, following the fencing and gridding of the Forest perambulation. These routes are as follows and remain fenced today:

A31 (Ringwood to Cadnam Trunk Road)

A35 (Ashurst to Christchurch)

A337 (Lyndhurst to Lymington)

A337 (Cadnam to Lyndhurst)

Animal underpasses exist on all these fenced routes to facilitate the movement of livestock between areas of the Forest.

Whilst fencing would reduce animal accidents it is not considered appropriate to carry out further fencing of Forest roads. This is not only because of additional management and maintenance but because fencing would destroy the unique open nature of the Forest and have a detrimental impact on the commoning tradition. Furthermore, it could have a detrimental impact on the enjoyment of the Forest, its natural beauty, ecological diversity, heritage, economy and communities. Fencing would see the Forest segregated into smaller parcels that will create problems in respect of numbers turned out into areas for grazing purposes.

The fencing of routes would require the amendment of the New Forest Act.

### 6.2 Blanket 30mph Speed Limit

The existing blanket 40mph speed limit applies to the secondary through routes and to Forest byroads. Its introduction resulted in a significant reduction in animal accidents. Recent monitoring of six sites on high risk routes has concluded that whilst there is a general compliance across most of these sites, traffic speeds have increased on the B3078.

The combination of 30 and 40mph speed limits across the Forest is realistic in terms of meeting driver expectation and consequently achieves a reasonable level of compliance. The speed limits are applied in a unique way that reflects the unique and environmentally sensitive nature of the Forest. There is a clear

distinction between the village environments and rural routes. Drivers, in the main, appreciate the need for the blanket 40mph speed limit and for this reason it is effective.

It is worth noting that speed limit assessment criteria takes account of human road casualty history, the degree of development, the presence of amenities that attract a wide range of road user, vulnerable road user activity, traffic volume and speed. In many cases the Forest roads would not meet the criteria for a lower level 30mph or 40mph speed limit. The blanket 40mph speed limit represents a departure from Department for Transport criteria to offer special protection that reflects the presence of free roaming livestock..

The application of a blanket 30mph speed limit cannot be justified for the following reasons:

There will be no clear distinction between the village environment and the rural routes. Drivers react to the surrounding environment and rely on visual cues to justify a change in speed limit, such as visible development, footways or pedestrian activity. Many drivers are unlikely to appreciate the need for the lower speed limit and therefore compliance levels would be likely to drop causing an unmanageable enforcement task. It could cause further road safety problems with expectations of lower speeds not being met and the potential for misjudgement, tailgating and inappropriate overtaking.

Analysis of accident data involves identifying patterns and considering whether treatment can be applied to reduce the likelihood of a similar occurrence. This can be a complex process and unfortunately there is not enough data on animal accidents to make this analysis possible. There are many reasons why road traffic accidents happen and this will similarly be the case with animal accidents. There is no clear evidence to suggest that a 30mph speed limit will have a significant impact on animal accidents.

## **7. Future Direction**

### **7.1. New Forest Signing Strategy**

A New Forest signing strategy would support the draft New Forest Sign Guidance. This could include a rationale on the application of warning signs, road markings, changing slogan posters and static messages. The strategy could consider the treatment of high, medium and low risk routes, and the outcomes of the different sign approaches on the B3054 and B3078. The strategy may also include other aspects of signing such as directional signing.

### **7.2. Average Speed Cameras**

There is an aspiration to investigate the use of Average Speed Cameras. The Police have already given some consideration to their use in the New Forest but their use is currently cost prohibitive. Aside from cost there are also issues in achieving the necessary 3G mobile signal and an electrical supply.

A system would need to include, as a minimum, two cameras to cover entry and exit, which must be positioned on a clear road with no side roads, and with a clear, known, distance between each camera, as well as a back office system for processing.

A basic system is likely to cost in the region of £100,000 and extension to the system may cost around £40,000 for each individual addition. Currently there is

no funding available to provide such a system and this position is unlikely to change in the foreseeable future.

Whilst dummy cameras could be used at a lesser cost they are unlikely to be effective as drivers will need to be convinced that they are operational and therefore enforcement is key to achieving the desired outcome.

It is also important to consider the impact of the cameras themselves on the landscape of the New Forest.

## **8. Conclusions**

- 8.1. The Animal Accident Reduction Group provides a good forum for discussion and information sharing, and provides opportunities to work collaboratively. For this reason the County Council should continue to support the group through Officer attendance at the regular meetings and the provision of advice.
- 8.2. The County Council will continue to monitor road casualty data and investigate locations and routes where treatable accident patterns exist. Although not directly related to animal accident reduction, there may be a casualty history that arises from the animal presence and therefore the treatment of those sites may also support a reduction in animal accidents.
- 8.3. The County Council will continue to progress current initiatives, including exploring the options for ongoing delivery of slogan sign changes, and work towards introducing a New Forest Signing Strategy.
- 8.4. The County Council will further consult the Police on the future investigation of an average speed camera trial on a secondary through Forest route.
- 8.5. Future initiatives and schemes may be developed, subject to relative priority, where resources are available and delivery funding can be secured through County Council budgets and/or through external sources.



**CORPORATE OR LEGAL INFORMATION:****Links to the Corporate Strategy**

<b>Hampshire safer and more secure for all:</b>	yes
Corporate Improvement plan link number (if appropriate):	
<b>Maximising well-being:</b>	no
Corporate Improvement plan link number (if appropriate):	
<b>Enhancing our quality of place:</b>	yes
Corporate Improvement plan link number (if appropriate):	

**Section 100 D - Local Government Act 1972 - background documents**

The following documents discuss facts or matters on which this report, or an important part of it, is based and have been relied upon to a material extent in the preparation of this report. (NB: the list excludes published works and any documents which disclose exempt or confidential information as defined in the Act.)

DocumentLocation

None

## **IMPACT ASSESSMENTS:**

### **1. Equality Duty**

1.1. The County Council has a duty under Section 149 of the Equality Act 2010 ('the Act') to have due regard in the exercise of its functions to the need to:

- Eliminate discrimination, harassment and victimisation and any other conduct prohibited under the Act;
- Advance equality of opportunity between persons who share a relevant protected characteristic (age, disability, gender reassignment, pregnancy and maternity, race, religion or belief, gender and sexual orientation) and those who do not share it;
- Foster good relations between persons who share a relevant protected characteristic and persons who do not share it.

**Due regard in this context involves having due regard in particular to:**

- a) The need to remove or minimise disadvantages suffered by persons sharing a relevant characteristic connected to that characteristic;
- b) Take steps to meet the needs of persons sharing a relevant protected characteristic different from the needs of persons who do not share it;
- c) Encourage persons sharing a relevant protected characteristic to participate in public life or in any other activity which participation by such persons is disproportionately low.

### **1.2. Equalities Impact Assessment:**

Impact assessments are undertaken in advance of any formal executive decision. Information about those impact assessments, including equalities and impact on crime and disorder and on climate change, will be set out in the appendices to the relevant decision making reports. This report is an update to the Select Committee and is not proposing any change or decision, therefore impact assessments have not been undertaken.

### **2. Impact on Crime and Disorder:**

2.1. Impact assessments are undertaken in advance of any formal executive decision. Information about those impact assessments, including equalities and impact on crime and disorder and on climate change, will be set out in the appendices to the relevant decision making reports. This report is an update to the Select Committee and is not proposing any change or decision, therefore impact assessments have not been undertaken.

### **3. Climate Change:**

3.1. How does what is being proposed impact on our carbon footprint / energy consumption?

3.2. How does what is being proposed consider the need to adapt to climate change, and be resilient to its longer term impacts?

Impact assessments are undertaken in advance of any formal executive decision. Information about those impact assessments, including equalities and impact on crime and disorder and on climate change, will be set out in the appendices to the relevant decision making reports. This report is an update to the Select Committee and is not proposing any change or decision, therefore impact assessments have not been undertaken.



**ROAD TRAFFIC REGULATION ACT 1984 – SECTIONS 64 AND 65  
AUTHORISATION OF TRAFFIC SIGNS AND SPECIAL DIRECTIONS**

The Secretary of State for Transport, in exercise of his powers under Sections 64 and 65 of the Road Traffic Regulation Act 1984, and of all other powers enabling him in that behalf, for the purpose of informing drivers of the speed limit on roads in the New Forest in Hampshire, hereby:-

1. authorises the erection at appropriate sites on roads within the area shaded within the red dotted boundary line on the attached plan numbered GT50/050/0027-1 of a traffic sign (hereinafter referred to as “the authorised sign A”) conforming as to size, colour and character with the sign referenced “Type A” shown in the attached set of drawings numbered GT50/050/0027-2; and
2. authorises the erection at the said sites of a traffic sign (hereinafter referred to as “the authorised sign B”) conforming as to size, colour and character with the sign referenced “Type B” shown in the said set of drawings; and
3. authorises the erection at the said sites of a traffic sign (hereinafter referred to as “the authorised sign C”) conforming as to size, colour and character with the sign referenced “Type C” shown in the said set of drawings; and
4. authorises the erection at the said sites of a traffic sign (hereinafter referred to as “the authorised sign D”) conforming as to size, colour and character with the sign referenced “Type D” shown in the said set of drawings, save that in the bottom panel the name of a village may be varied; and
5. authorises the erection of a traffic sign (hereinafter referred to as “the authorised sign F”) conforming as to size, colour and character with the sign referenced “Type F” shown in the said set of drawings; and



6. authorises the placing of a traffic sign consisting of a road marking (hereinafter referred to as "the authorised road marking G") conforming as to size, colour and character with that referenced "RM1" in the said set of drawings; and
7. authorises the placing of a traffic sign consisting of a road marking (hereinafter referred to as "the authorised road marking H") conforming as to size, colour and character with that referenced "RM2" in the said set of drawings; and
8. directs that it is a condition of this authorisation that the authorised signs A to D and F and the authorised road markings G and H may be placed only to indicate the effect of a corresponding Traffic Regulation Order; and
9. directs, without prejudice to any statutory provisions to the like effect, that it is a condition of this authorisation that the placing of the authorised signs A to D and F and the authorised road markings G and H at or near the said site shall continue to have effect only until such day as may be appointed by one month's notice given by the Secretary of State in writing to the traffic authority for the removal or alteration of the authorised signs A to D and F and the authorised road markings G and H and on that day the said authorisation shall, without prejudice to the giving of any further authorisation or direction, cease to have effect.

The provisions of Regulations 12, 18 and 19 of the Traffic Signs Regulations 2002 (Part I of SI 2002/3113, "the 2002 Regulations") shall apply to the authorised signs A to D and F in the same manner as they apply to the sign to diagram 670 in Schedule 2 to those Regulations.

The provisions of Regulations 12 and 31 of the 2002 Regulations shall apply to the authorised markings G and H in the same manner as they apply to the road marking to diagram 1065 in Schedule 6 to those Regulations.



Department  
for Transport

GT50/050/0027

This authorisation replaces those listed in the attached Schedule numbered GT50/050/0027-3 which are hereby revoked.

Dated: 24 November 2015

Signed by authority of the Secretary of State



.....  
A Delegated Official of the Department for Transport



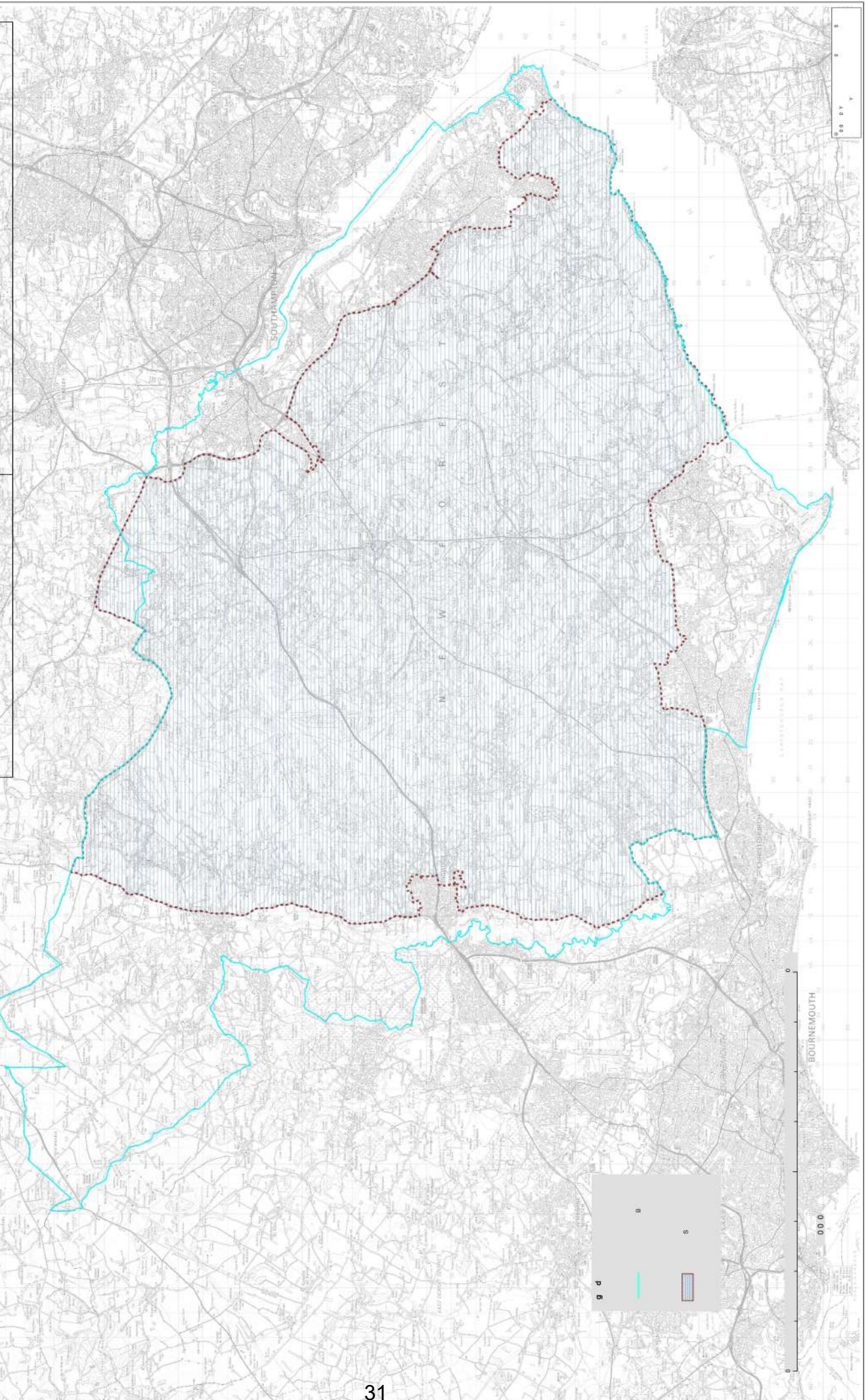


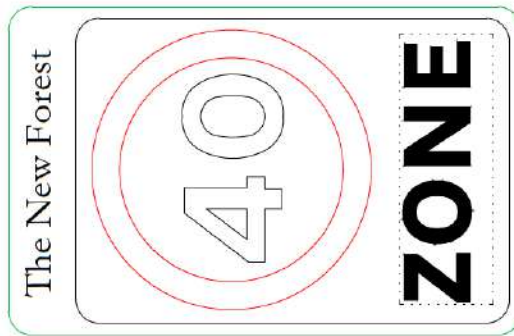
# Hampshire County Council

DATE 23 NOV 5 Dawn AN

SHEET Checked MW

Dwg No MNEW ORES 20\_4\_50 Rev A





Type A



NOTES

1. CONSTRUCTION
  - 1.1. Material: Class RA2 (12899-12007)
2. DIMENSIONS
  - 2.1. Overall height: 1100mm.
  - 2.2. Overall width: 700mm.
  - 2.3. Header Panel: 150mm high.
  - 2.4. Border: 25mm wide.
  - 2.5. Spout limit: 600mm diameter.
  - 2.6. Distance between Header Panel and Speed limit: 40mm.
  - 2.7. \*'The New Forest':  
 Albetus type face, w-ht: 37.5mm,  
 50mm above bottom of Header Panel,  
 Transport Heavy, w-ht: 100mm,  
 85mm above bottom border.
  - 2.8. \*'ZONE':  
 Albetus type face, w-ht: 37.5mm,  
 50mm above bottom of Header Panel,  
 Transport Heavy, w-ht: 100mm,  
 85mm above bottom border.
- 2.9. Area: 0.77 sq.m
3. COLOUR
  - 3.1. Speed limit to TSKGD 2002 (As amended) Diagram 6/90: Brunswick Green.
  - 3.2. Header panel and border: Brunswick Green.
  - 3.3. Background: White.
  - 3.4. \*'The New Forest': White.
  - 3.5. \*'ZONE': Black.

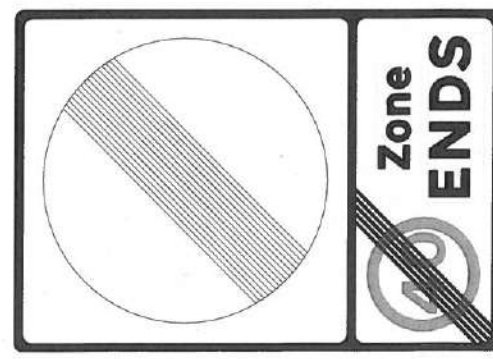
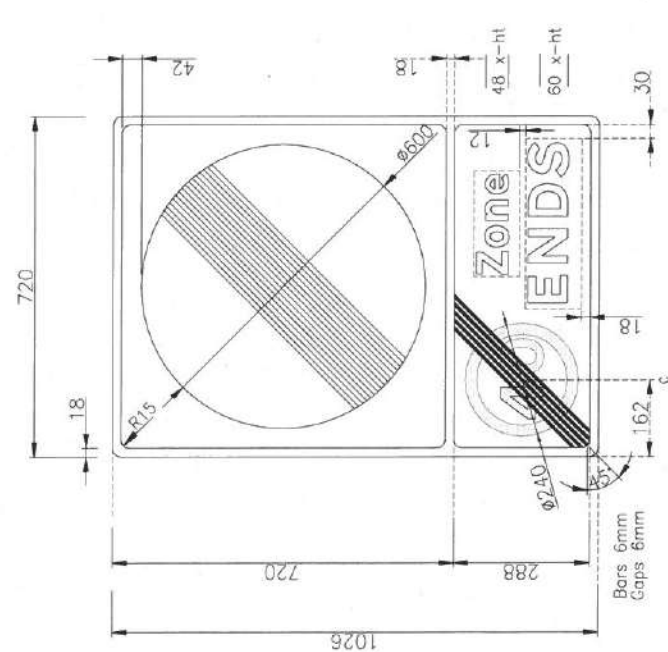
© CROWN COPYRIGHT AND OTHER RIGHTS RESERVED. ALL RIGHTS RESERVED. NCC 100013100

 <b>Hampshire County Council</b> <small>EST. 1965</small>		 <small>Department for Transport</small>		 <b>Hampshire County Council</b> <small>EST. 1965</small>		 <small>Department for Transport</small>	
<b>CONSULTANT</b> HAMPSHIRE COUNTY COUNCIL ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT		<b>CLIENT</b>		<b>CONTRACT</b>		<b>DESIGNER</b> AN	
DATE: 15.10.2014		SHEET NUMBER: 1 - OF - 7		DRAWING TITLE: NEW FOREST SPEED LIMITS (TYPE A)		ZONE ENTRY SIGN	
SCALE: NTS		DATE: 15.10.2014		SHEET NUMBER: 1 - OF - 7		DRAWING NUMBER: TMNEW FOREST/2014_15/02	
APPROVED: MW		CHECKED: BB		DRAWN: AN		REV:	



**NOTES**

- 1 CONSTRUCTION
  - 1.1 Material: Class RA2 (12899 - 1:2007)
- 2 DIMENSIONS
  - 2.1 Overall height: 1026mm.
  - 2.2 Overall width: 720mm.
  - 2.3 Border and Divider: 18mm.
  - 2.4 National Speed Limit: 600mm diameter.
  - 2.5 Distance between Upper Border and National Speed Limit: 42mm.
  - 2.6 Distance between National Speed Limit and Divider: 42mm.
  - 2.7 "40" Rounded: 240mm diameter.
  - 2.8 Distance between "40" Rounded and Lower Border: 24mm.
  - 2.9 "Zone": Transport Heavy 48 x-ht.
  - 2.10 "ENDS": Transport Heavy 60 x-ht.
  - 2.11 Area: 0.74 sqm
- 3 COLOURS
  - 3.1 National Speed Limit to TSRGD 2002 (As amended) Diagram 671: White
  - 3.2 Background: White
  - 3.3 Legend, Cancellation Bars, Border and Divider: Black
  - 3.4 Legend in lower panel: Black
  - 3.5 Numerals and Rounded in lower panel: Grey

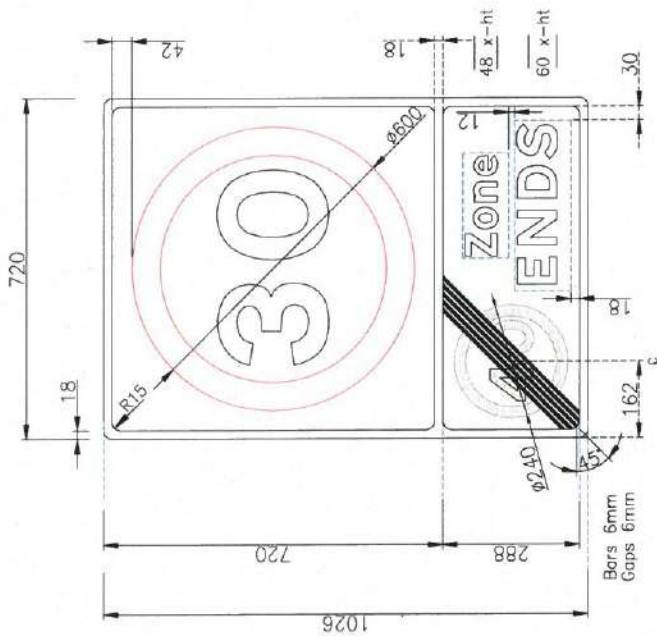
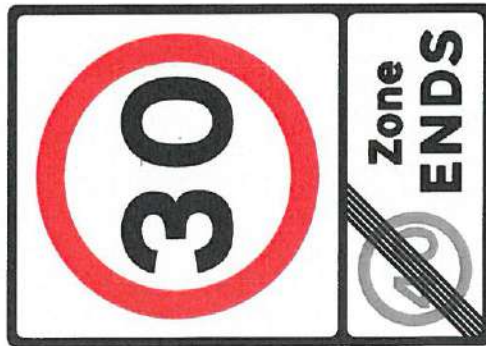


FOR INFORMATION ONLY

Type B

© CROWN COPYRIGHT AND PATENT RIGHTS RESERVED. ALL RIGHTS RESERVED. HCC 10001090

HAMPSHIRE COUNTY COUNCIL ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT		COUNTY COUNCIL HAMPSHIRE COUNTY COUNCIL COUNTY COUNCIL STRATEGIC TRANSPORT & ENVIRONMENT		DESIGNER AN CHECKED AN APPROVED MW DATE 15.10.2014 SHEET NUMBER 1-OF-1		SCALE NEW FOREST SPEED LIMITS (TYPE B)		DRAWING TITLE ZONE EXIT TO DEREGISTERED (TYPE B)	
HCC CAD FILE: M:\Departmental Folders\Highways, LinistTraffic, Management\WISMANNEW FOREST\Water Forest Speed Limits, Signs & Markings.dwg		CONSULTANT HCC		DATE 15.10.2014		SHEET NUMBER 1-OF-1		DRAWING NUMBER TWINNEW FOREST\2014_15\02	
PROJECT NUMBER 151014		PROJECT NAME NEW FOREST SPEED LIMITS		PROJECT LOCATION NEW FOREST		PROJECT STATUS NTS		PROJECT AUTHOR AN	



Type C

NOTES

- 1 CONSTRUCTION
  - 1.1 Material: Class RA2 (12899 - 1.2007)
- 2 DIMENSIONS
  - 2.1 Overall height: 100mm.
  - 2.2 Overall width: 720mm.
  - 2.3 Border and Divider: 18mm.
  - 2.4 Speed Limit Roundel: 600mm diameter.
  - 2.5 Distance between Upper Border and Speed Limit Roundel: 42mm.
  - 2.6 Distance between Speed Limit Roundel and Divider: 42mm.
  - 2.7 "40" Roundel: 240mm diameter.
  - 2.8 Distance between "40" Roundel and Lower Border: 42mm.
  - 2.9 "Zone": 24mm. Transport Heavy 48 x-h. Transport Heavy 60 x-h.
  - 2.10 "ENDS": 60 x-h.
  - 2.11 Area: 0.74 sq.m
- 3 COLOURS
  - 3.1 Speed Limit Roundel to TSRGD 2002 (As amended) Diagram 670. Background: White.
  - 3.2 Legend, Cancellation Bars, Border and Divider: Black.
  - 3.3 Legend in lower panel: Black.
  - 3.4 Legend in lower panel: Black.
  - 3.5 Numerals and Roundel in lower panel: Grey.

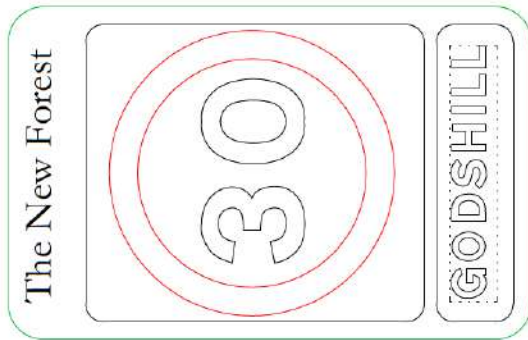
FOR INFORMATION ONLY

© CROWN COPYRIGHT AND BY VARIOUS RIGHT HOLDERS 2014.  
ALL RIGHTS RESERVED. HCC 100001018

 <b>Hampshire County Council</b> <small>STUART JARVIS BSc (CIP) / CHM (MPhil) MPhil (Economic) / TRANSPORT &amp; ENVIRONMENT</small>		<b>HAMPSHIRE COUNTY COUNCIL</b> ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT		PROJECT NEW FOREST SPEED LIMITS (TYPE C)		ZONE EXIT TO 30MPH SPEED LIMIT (TYPE C)	
DESIGNER	AN	DATE	15.10.2014	SHEET NUMBER	1-OF-1	PROJECT NUMBER	TM/NEW FOREST/2014_1502
CHECKED	AN	DATE		SCALE		PROJECT NUMBER	
APPROVED	MW	DATE		SCALE		PROJECT NUMBER	
MS		DATE		SCALE		PROJECT NUMBER	



© CROWN COPYRIGHT AND DESIGN RIGHTS 2014.  
ALL RIGHTS RESERVED. NCD 100019100

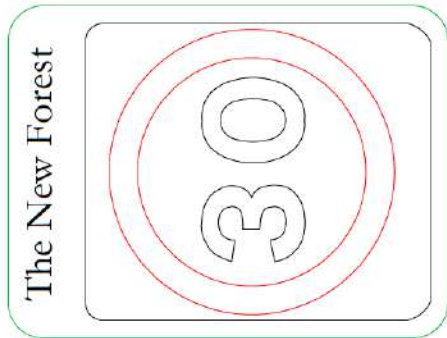


Type D

NOTES

1. CONSTRUCTION
  - 1.1. Material: Class RA2 (12899-12007)
2. DIMENSIONS
  - 2.1. Overall height: 1100mm.
  - 2.2. Overall width: 700mm.
  - 2.3. Header Panel: 150mm high, 600mm diameter.
  - 2.4. Speed Limit Roundel: 70mm.
  - 2.5. Distance between Header Panel and Speed Limit Roundel: 10mm.
  - 2.6. \*The New Forest\*: Albetus type face, 44L 37.5m
  - 2.7. \*The New Forest\*: Transport Heavy, 44L to suit.
  - 2.8. Area: 0.77 sq.m
3. COLOUR
  - 3.1. Speed limit roundel to TSB/CID 2002 (As amended) Diagram 670. Background: Branswick Green.
  - 3.2. Border, Divider and Header Panel: White.
  - 3.3. \*The New Forest\*: White.
  - 3.4. \*The New Forest\*: Black.
  - 3.5. Village Name: Black.

 <b>Hampshire County Council</b> <small>GRANT JAMES BUILDUP WITH THE DIRECTION OF ECONOMY, TRANSPORT &amp; ENVIRONMENT</small>		 <small>Department for Transport</small>	
<b>HAMPSHIRE COUNTY COUNCIL</b> ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT		CONSULTANT	
CLIENT		DESIGNER AN	EDD/USE NEW FOREST
DATE		CHECKED AN	SPEED LIMITS
DRAWING NUMBER		APPROVED BB	WITH VILLAGE NAMEPLATE (TYPE D)
SHEET NUMBER		MW	DRAWING TITLE 30MPH TERMINAL SIGN
DATE		DATE	REV
15.10.2014		4-OF-7	TMNEW FOREST/2014_15/02
NTS		SCALE 0/AS	DRAWING NUMBER
4-OF-7		4-OF-7	TMNEW FOREST/2014_15/02



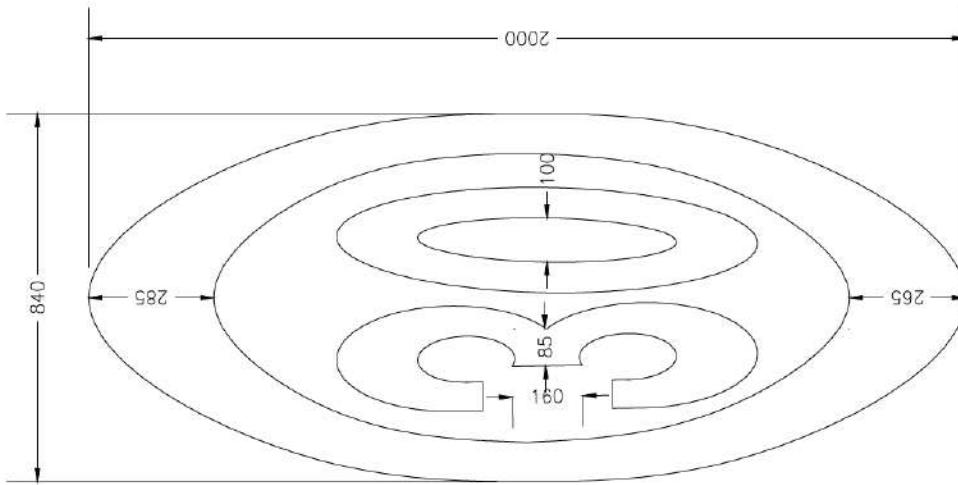
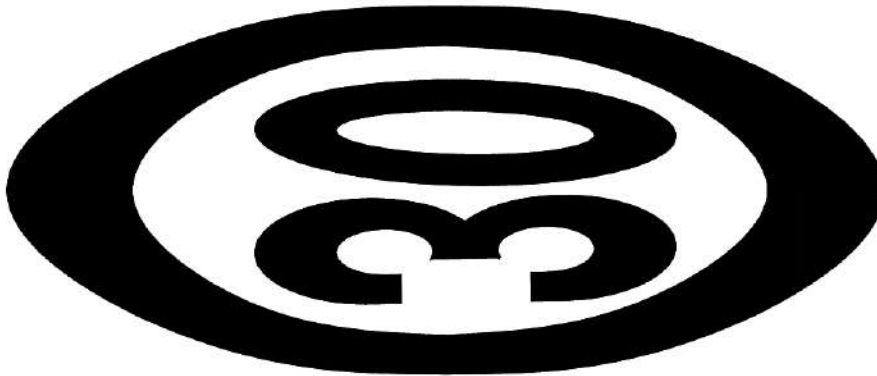
# Type F

© CROWN COPYRIGHT AND OTHER RIGHTS RESERVED. ALL RIGHTS RESERVED. NCC 100013100

### NOTES

- 1 CONSTRUCTION
  - 1.1 Material: Class RA2 (12899-12007)
- 2 DIMENSIONS
  - 2.1 Overall height: 915mm
  - 2.2 Overall width: 700mm
  - 2.3 Header Panel: 150mm high, 600mm diameter.
  - 2.4 Speed Limit Roundel: 70mm.
  - 2.5 Distance between Header Panel and Speed Limit Roundel: \*The New Forest\*.
  - 2.6 \*The New Forest\*:  
Alphabetic type face: sds, 37.5m  
0.65 sq. m
  - 2.7 Area:
- 3 COLOUR
  - 3.1 Speed limit rounded to TSRGD 2002 (As amended) Diagram 670. Brunswick Green.
  - 3.2 Border and Top Panel: White.
  - 3.3 Background: White.
  - 3.4 \*The New Forest\*: White.

 <b>Hampshire County Council</b> <small>EST. 1965</small>		 <small>EST. 1965</small>		DESIGNER AN	ED DATE AN	DRAWING TITLE PROPOSED TERMINAL SIGN	REV
HAMPSHIRE COUNTY COUNCIL ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT		CONSULTANT  <small>EST. 1965</small>		CHECKED AN	NEW FOREST SPEED LIMITS	(TYPE F)	DRAWING NUMBER TMNEW FOREST/2014_15/02
DATE 15.10.2014		SHEET NUMBER 5-OF-7		APPROVED MW	DATE 15.10.2014	SCALE NTS	REV



RMI

**NOTES**

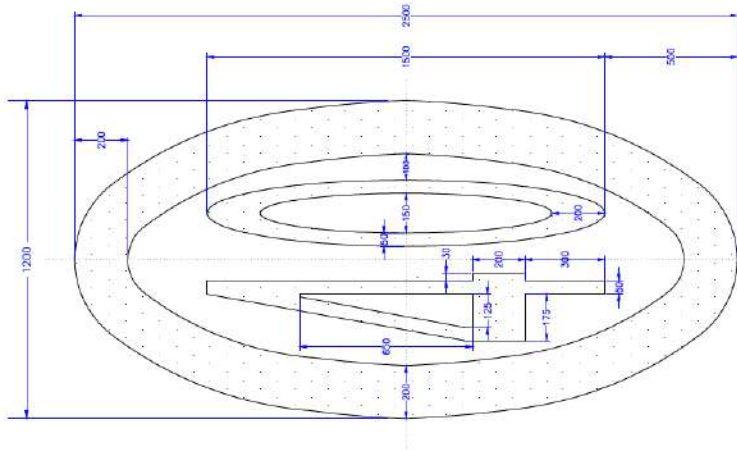
- 1 All dimensions in millimetres.
- 2 Colour of road marking shall be white.
- 3 Road marking shall be Class A thermoplastic material, incorporating synthetic resins only, supplied and laid in accordance with BS EN 1436.

© CROWN COPYRIGHT AND OTHER RIGHTS RESERVED. NCC 100019100

<p><b>CLIENT</b></p> <p>HAMPSHIRE COUNTY COUNCIL ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT</p>		<p><b>CONSULTANT</b></p>  <p>Hampshire County Council COUNCIL CHAMBERS, 100, MARKET STREET, SOUTHAM, HANTS, RG46 2JH</p>		<p><b>DESIGNER</b></p> <p>AN</p>		<p><b>ED/DATE</b></p> <p>NEW FOREST</p>		<p><b>DRAWING TITLE</b></p> <p>30MPH SPEED LIMIT</p>	
<p><b>CHECKED</b></p> <p>BB</p>		<p><b>DATE</b></p> <p>15.10.2014</p>		<p><b>DATE</b></p> <p>15.10.2014</p>		<p><b>DATE</b></p> <p>15.10.2014</p>		<p><b>DATE</b></p> <p>15.10.2014</p>	
<p><b>APPROVED</b></p> <p>MW</p>		<p><b>SCALE</b></p> <p>NTS</p>		<p><b>SHEET NUMBER</b></p> <p>6 OF 7</p>		<p><b>PROJECT NUMBER</b></p> <p>TMNEW FOREST/2014_15/02</p>		<p><b>REV</b></p>	



© CROWN COPYRIGHT AND DESIGNER RIGHTS 2014.  
ALL RIGHTS RESERVED. NCD 100019100



RM2

**NOTES**

- 1 All dimensions in millimetres.
- 2 Colour of road marking to be BS 381C Number 310 (Primrose).
- 3 Road marking shall be Class A thermoplastic material, incorporating synthetic resins only, supplied and laid in accordance with BS EN 1456.

 <b>Hampshire County Council</b> <small>STUART JAMES BUILDING WITH THE DIRECTION OF ECONOMY, TRANSPORT &amp; ENVIRONMENT</small>				DESIGNER AN	ED DATE NEW FOREST	DRAWING TITLE 40MPH SPEED LIMIT
HAMPSHIRE COUNTY COUNCIL ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT		CHECKED BB		SPEED LIMITS	ROAD MARKING	DRAWING NUMBER TMNEW FOREST/2014_15/02
CONSULTANT HAMPSHIRE COUNTY COUNCIL ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT		APPROVED MW		DATE 15.10.2014	SHEET NUMBER 7 - OF - 7	REV
CLIENT HAMPSHIRE COUNTY COUNCIL ECONOMY, TRANSPORT AND ENVIRONMENT DEPARTMENT STRATEGIC TRANSPORT		SCALE NTS		DATE 15.10.2014	SHEET NUMBER 7 - OF - 7	DRAWING NUMBER TMNEW FOREST/2014_15/02