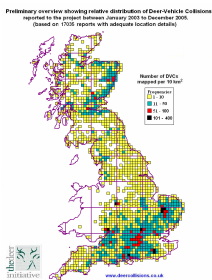




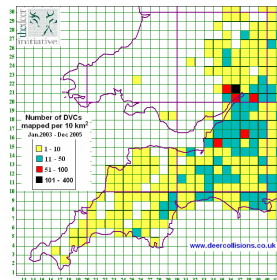
PRELIMINARY MAPS OF DISTRIBUTION AND RELATIVE FREQUENCY OF DEER-VEHICLE COLLISIONS REPORTED FOR THE PERIOD 1/1/2003 TO 31/12/2005.

Thanks to everyone who has supported this [on-going](#) project and submitted records of deer-vehicle-collisions (DVCs) to us. Details are now available on over 31,000 reported incidents overall, providing a good basis for evaluating the distribution and relative frequency of DVCs across Britain, and assist with identification of hot-spots for such accidents.

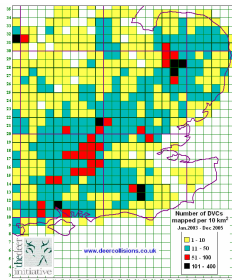
The largest samples of comparable records collated so far relate to the three year period from Jan.2003 – Dec.2005, extending to some 19,500 reports of deer casualties found at the roadside and/or related vehicle accidents. The national overview and closer regional views provided below are based on 17034 of these incidents (i.e. those for which we have sufficient information for mapping to within 10 km or better, and after exclusion of around 500 possible duplicate reports with similar date and location details). Several thousand further incidents have also already been submitted during 2006, and will be added once all outstanding information for that year has been received and collated.



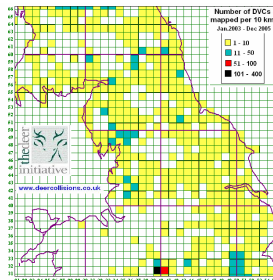
National Overview



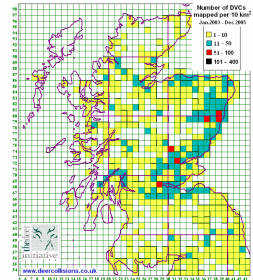
Region 1



Region 2



Region 3



Region 4

Although it is likely that fewer than one in five of all deer collisions are being reported to the study, at least some DVCs reports have been received for the great majority of all different 10km OS grid squares within England and Scotland, as well as in some parts of Wales. In England highest frequencies of DVCs have mostly been recorded in those regions which also have highest traffic volumes, especially in the South-East within a belt of approximately 25 to 50 miles from the centre of London. In Scotland highest frequencies of DVCs have been recorded in the Grampian, Tayside and Central regions; again not necessarily areas with the highest deer abundance overall, but where high deer numbers coincide with some of the highest volumes of road traffic in Scotland. Aside from such general differences between regions, within each region several areas stand out (red and black squares) with significantly higher recorded frequency of DVCs than on surrounding land; rising in some cases to over 100 DVCs recorded per year within individual 10 by 10 km OS grid squares.

FOR FULL PAGE NATIONAL AND REGIONAL MAPS SEE PAGES 3 TO 7 BELOW.

The National Deer/Vehicle Collisions Project has now been running for three years, with the initial aims to build a national inventory of DVC locations and investigate associated factors. The project is administered by The Deer Initiative, with lead funding in England from The Highways Agency and in Scotland by the Scottish Executive.

In England, extension of funding provided to The Deer Initiative by The Highways Agency, will enable DVC data collection to continue at least until early in 2008. Our primary focus for monitoring future changes in DVC occurrence will be to collect comparable information from across the country from: i. all Highways Agency trunk road agents, ii. police records on human injury DVCs, iii. call-outs to deal with injured deer received by RSPCA, wildlife rescue centres, and rangers of major deer forests, and iv. Motor insurance claims arising from DVCs. However, all other DVCs reported by the general public via the on-line website reporting form or sent by email to info@deercollisions.co.uk remain of great value to the study, and will also continue to be collated throughout the coming year.

In Scotland grant funding by Scottish Executive officially came to a close in March 2006 [for a fuller report on findings specifically for Scotland see www.deercollisions.co.uk/pages/latest.html]. However, reports of Scottish DVCs received via our on-line reporting form will also continue to be collected for the time being, to feed into any future monitoring schemes of DVCs by the Deer Commission for Scotland or others.

Aside from collection of information on the scale and distribution of DVCs, the National Deer Collisions project has also already helped to stimulate installation of new deer accident prevention measures by roads authorities in many parts of the country, and a number of supplementary research projects have been set-up to study effectiveness of such mitigation. Several research trials are now underway, both on county roads including in Thetford Forest (Suffolk), Ashridge (Herts/Bucks) and The Quantock Hills (Somerset) supported by local authority funding, as well as on two sections of major trunk roads in Devon and Herefordshire funded by The Highways Agency. Measures for trialling in the differing areas include speed limits, rumble strips, electronic deer warning signage, and several novel types of reflector posts incorporating acoustic as well as optical signals triggered by car headlights. In Scotland several priority sites with high DVC incidence have also been identified - including parts of the A82, A835, A832, and A87, where regional panels have now been set up by the Deer Commission for Scotland to develop strategic plans to minimise DVC risk.

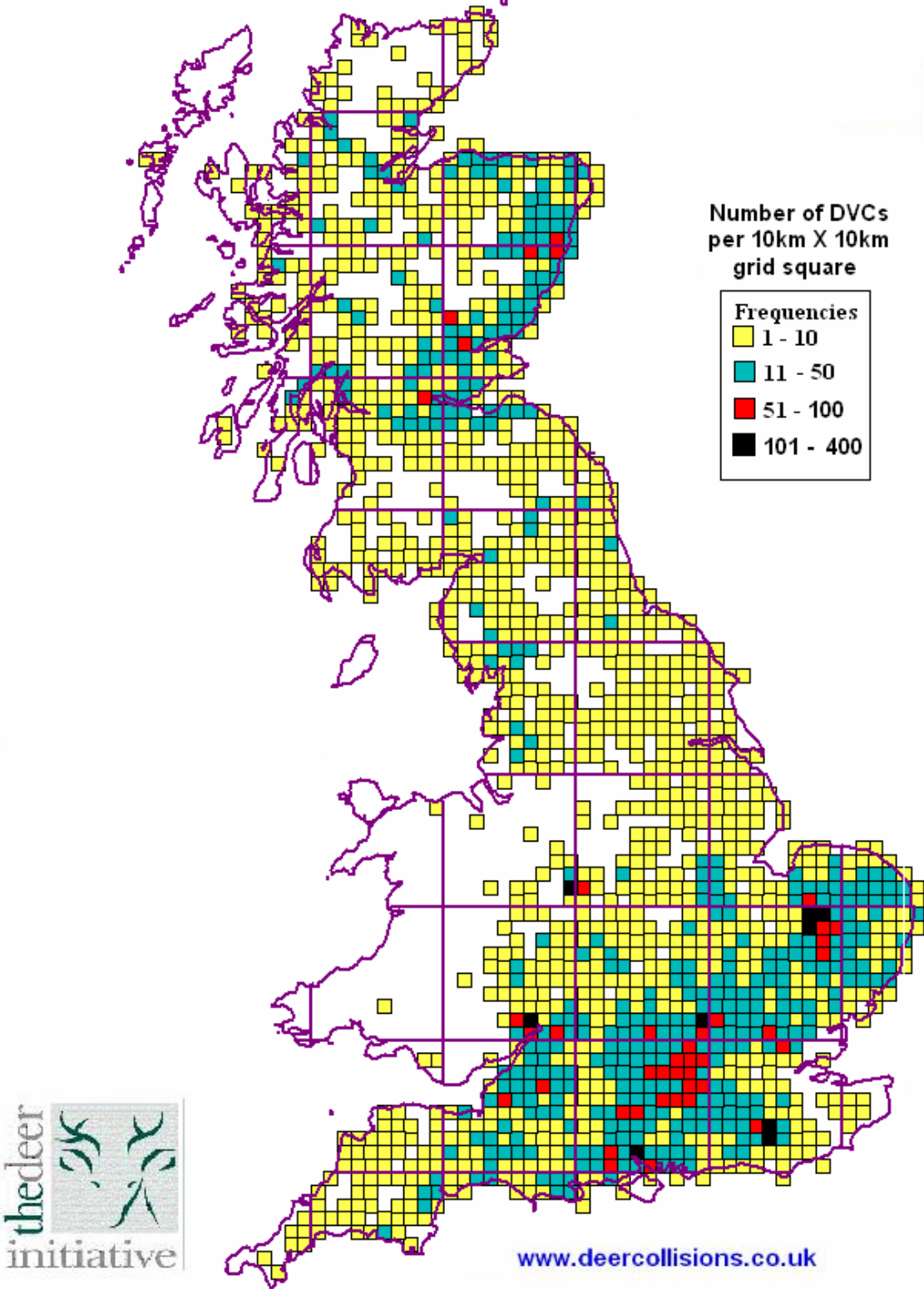
A more extensive article about preliminary findings of the Deer Collisions Database, roadside research trials and discussion of other available preventative measures is available in the July issue of *Deer* (Journal of the British Deer Society). To view a pdf version- click here: <http://www.deercollisions.co.uk/ftp/Deer19-23.pdf>

For any enquiries about this update and the National Deer Vehicle Collision project in general please e-mail info@deercollisions.co.uk , or contact Jochen Langbein or David Hooton via the 'contacts' page at the project web-site.

[J Langbein, December 2006]

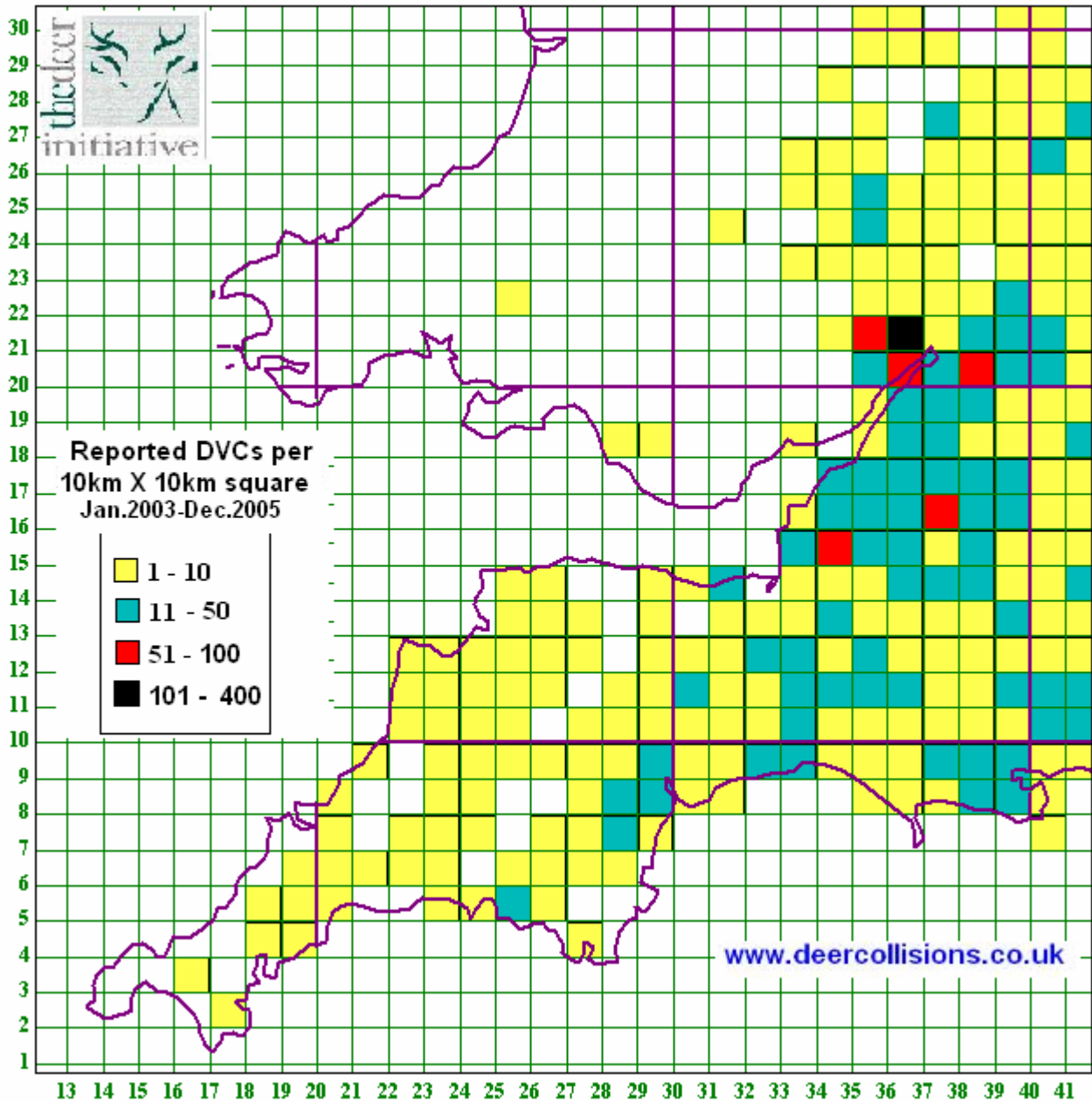
GB National Overview

Preliminary overview showing relative distribution of Deer-Vehicle Collisions reported to the project between January 2003 to December 2005. (based on 17035 reports with adequate location details)

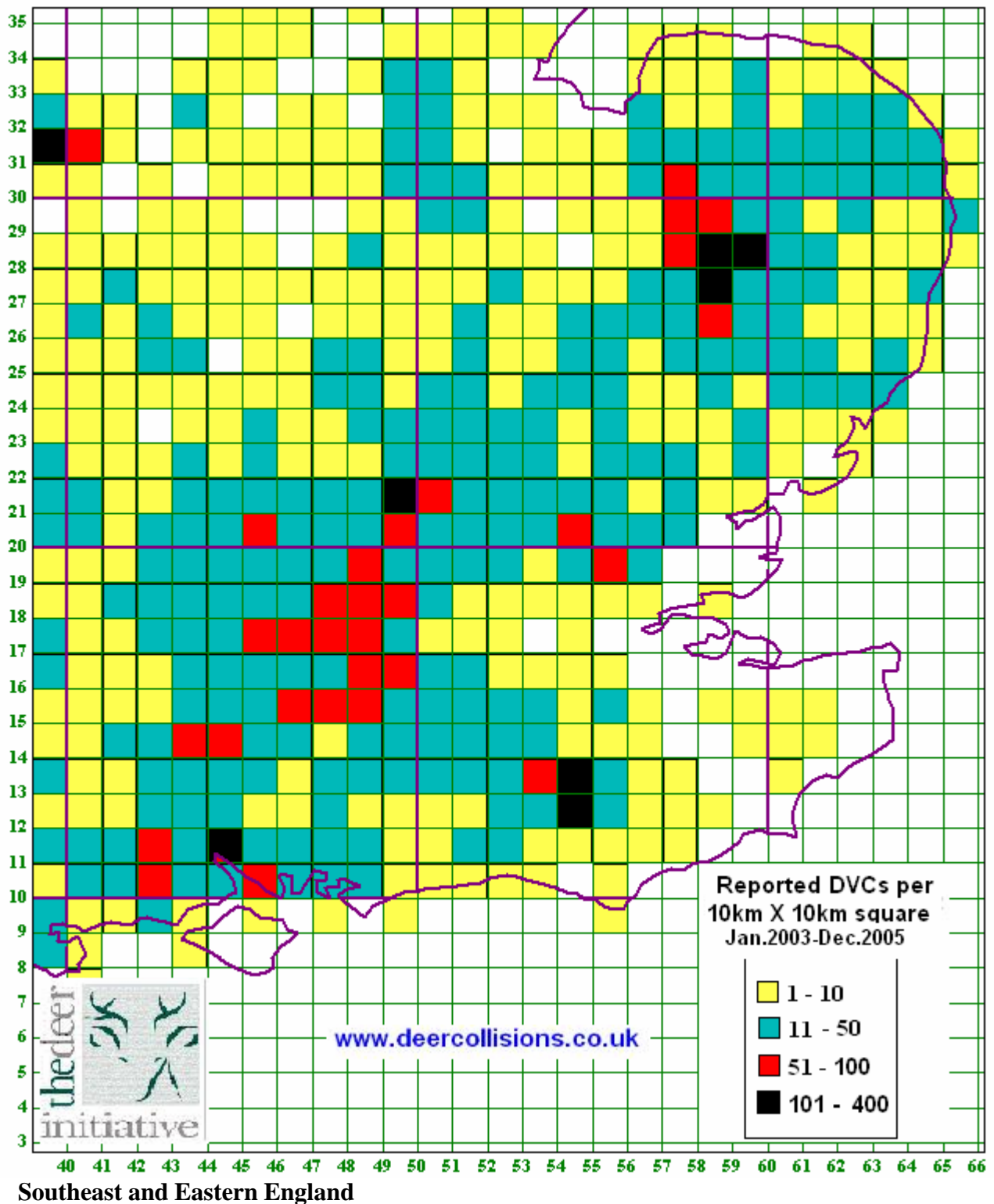


(all maps developed using DMAP distribution software www.dmap.co.uk)

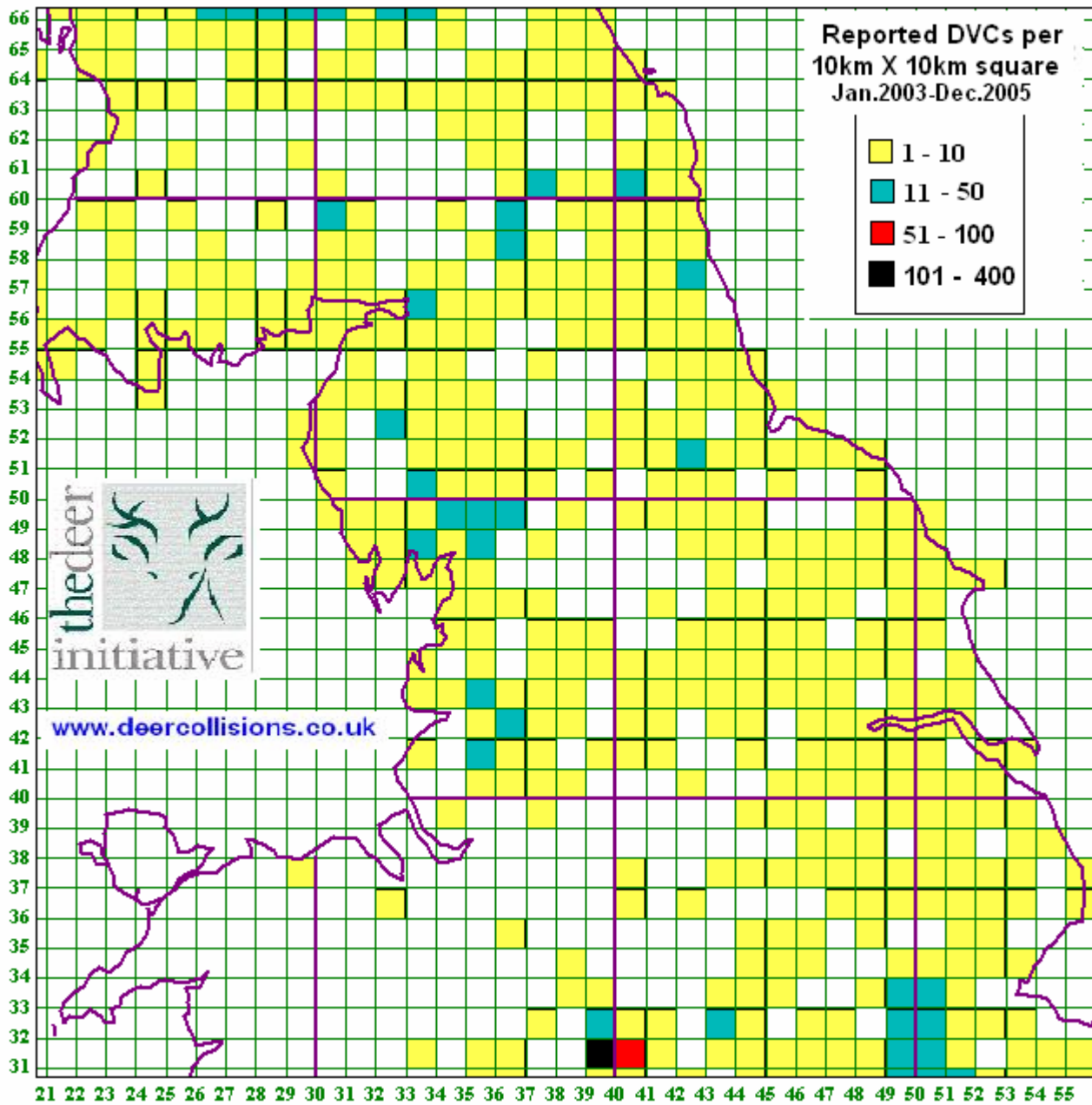
Southwest England and South Wales



(Grid shows 2-fig numeric OS Easting and Northings to identify unique 10 by 10km squares)



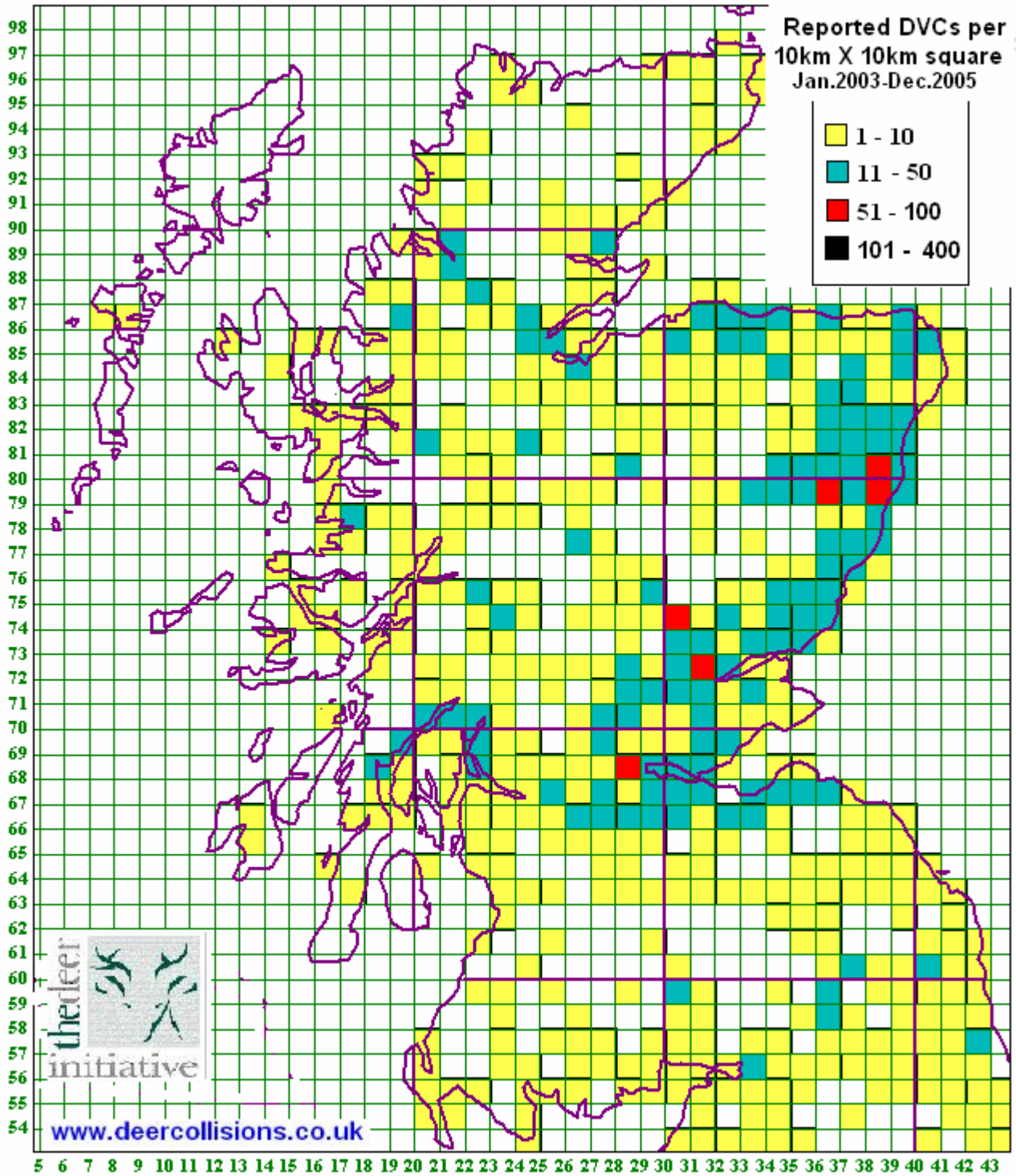
(Grid shows 2-fig numeric OS Easting and Northings to identify unique 10 by 10km squares)



North Wales, Midlands and Northern England

(Grid shows 2-fig numeric OS Easting and Northings to identify unique 10 by 10km squares)

Scotland



(Grid shows 2-fig numeric OS Easting and Northings to identify unique 10 by 10km squares)