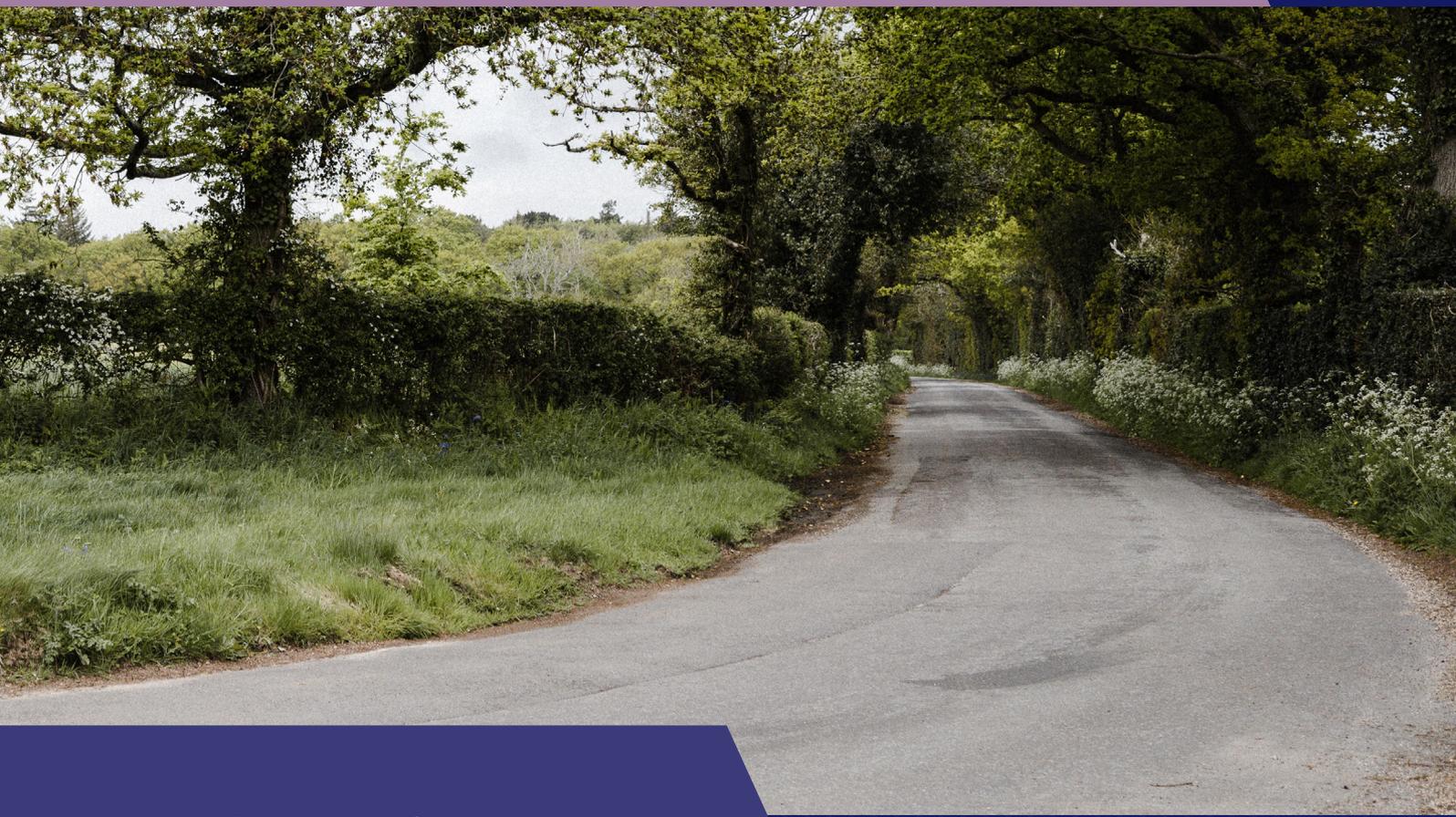


Synthesis title:

Horse Riders

Category: Riders



Other Relevant Topics:

- ▶ Helmets (Riders)
- ▶ Clothing & Equipment (Riders)
- ▶ Rural Roads (Roads)
- ▶ Helmets (Compliance and the Law)

Keywords:

Horse/s, Riders,
Road Safety,
Education,
Training

About the Road Safety Observatory

The Road Safety Observatory aims to provide free and easy access to independent road safety research and information for anyone working in road safety and for members of the public. It provides summaries and reviews of research on a wide range of road safety issues, along with links to original road safety research reports.

The Road Safety Observatory was created as consultations with relevant parties uncovered a strong demand for easier access to road safety research and information in a format that can be understood by both the public and professionals. This is important for identifying the casualty reduction benefits of different interventions, covering engineering programmes on infrastructure and vehicles, educational material, enforcement and the development of new policy measures.

The Road Safety Observatory was designed and developed by an Independent Programme Board consisting of key road safety organisations, including:

- ▶ Department for Transport
- ▶ The Royal Society for the Prevention of Accidents (RoSPA)
- ▶ Road Safety GB
- ▶ Parliamentary Advisory Council for Transport Safety (PACTS)
- ▶ RoadSafe
- ▶ RAC Foundation

By bringing together many of the key road safety governmental and non-governmental organisations, the Observatory hopes to provide one coherent view of key road safety evidence.

The Observatory originally existed as a standalone website, but is now an information hub on the RoSPA website which we hope makes it easy for anyone to access comprehensive reviews of road safety topics.

All of the research reviews produced for the original Road Safety Observatory were submitted to an Evidence Review Panel (which was independent of the programme Board), which reviewed and approved all the research material before it was published to ensure that the Key Facts, Summaries and Research Findings truly reflected the messages in underlying research, including where there may have been contradictions. The Panel also ensured that the papers were free from bias and independent of Government policies or the policies of the individual organisations on the Programme Board.

The Programme Board is not liable for the content of these reviews. The reviews are intended to be free from bias and independent of Government policies and the policies of the individual organisations on the Programme Board. Therefore, they may not always represent the views of all the individual organisations that comprise the Programme Board.

Please be aware that the Road Safety Observatory is not currently being updated; the research and information you will read throughout this paper has not been updated since 2017. If you have any enquiries about the Road Safety Observatory or road safety in general, please contact help@rospa.com or call **0121 248 2000**.

How do I use this paper?

This paper consists of an extensive evidence review of key research and information around a key road safety topic. The paper is split into sections to make it easy to find the level of detail you require. The sections are as follows:

Key Facts	A small number of bullet points providing the key facts about the topic, extracted from the findings of the full research review.
Summary	A short discussion of the key aspects of the topic to be aware of, research findings from the review, and how any pertinent issues can be tackled.
Methodology	A description of how the review was put together, including the dates during which the research was compiled, the search terms used to find relevant research papers, and the selection criteria used.
Key Statistics	A range of the most important figures surrounding the topic.
Research Findings	A large number of summaries of key research findings, split into relevant subtopics.
References	A list of all the research reports on which the review has been based. It includes the title, author(s), date, methodology, objectives and key findings of each report, plus a hyperlink to the report itself on its external website.

The programme board would like to extend its warm thanks and appreciation to the many people who contributed to the development of the project, including the individuals and organisations who participated in the initial consultations in 2010.

Key facts

- Horse riders represent a significant group of vulnerable road users and are involved in a number of accidents and near misses on the road.

(Chapman and Musselwhite, 2011)

- In 2016, there were 96 reported horse rider casualties of all severities on public highways. There were no fatalities. There were 27 seriously injured casualties.

(RRCGB, DfT, 2017)

- Animal-riders or occupants of animal drawn vehicles accounted for 3,619 emergency admissions to NHS hospitals in 2010-2011. This figure rose to 3,825 in the period 2011-2012. However, it is unknown whether those admitted were injured on a public highway.

(HES, 2011; HES, 2012)

- 'Passing too close to cyclist, horse rider or pedestrian' was a reported contributory factor in 1,885 road accidents. Of these, 14 were fatal, 308 were classed as serious and 1,563 were slight accidents.

(RRCGB, DfT, 2017)

- Drivers and horse riders are not always aware of the same hazards in the road, and this may lead drivers to under-estimating the risk when encountering horses.

(Chapman and Musselwhite, 2011)

Summary

This document has been compiled to highlight and summarise current road safety aspects related to horse riders on public roads.

Three different groups must be considered in terms of horse rider safety: the horse riders, the motorist or other road user, and the horses themselves. It is imperative that the safety of these groups is achieved and maintained. The effective use of policies, initiatives and education may prove to be useful tools in carrying out this task.

Relevant statistics are gathered by both the NHS (Hospital Episode Statistics; HES) and the Department for Transport (STATS19 data). The HES data show that there was a small increase in the number of emergency hospital admissions of animal-riders or occupants of animal drawn vehicles in 2012 compared to 2011. However, it is unknown how many of those admitted were injured on public roads and the relevance of this increase to road safety is unclear.

Motorists and horse riders are not always aware of the same hazards on the roads. The perception that riders are always in control of their animals, and drivers are generally well protected in their cars, can be false. This view may lead to a decreased hazard perception by the driver, which may in turn cause them to engage in 'automatic driving' and failure to manoeuvre around horse riders correctly.

Other perception related factors regarding horse rider road safety may include drivers feeling that horse riders are not legitimate road users, and are therefore invading the space of those who have no option but to travel on the roads.

Chapman and Musselwhite (2011) recommend training and education for drivers in terms of skills and knowledge. Although this is available in the updated Highway Code, this information may not reach all road users.

In order to highlight the importance of road safety among its members, the British Horse Society (BHS) has been running the BHS Riding and Road Safety test for over 30 years. In conjunction with this, the BHS also aims to encourage the voluntary reporting of horse riding accidents and 'near misses' in order to increase awareness of the hazards that horse riders face.

In support of this, the Highway Code has been altered to include horse riders and offers some advice to both equestrians and motorists on how to stay safe. Horse riders are also included under rule 215 'Road Users Requiring Extra Care'. The Highway Code mentions laws relating to the use of helmets for children riders under 14; however, no other laws exist relating to the use of Personal Protective Equipment (PPE) whilst horse riding.

Other organisations, such as the British Equestrian Trade Association (BETA) have re-certified various items of PPE in order to ease the confusion of riders who wish to purchase these goods.

Methodology

This synthesis includes studies and findings relevant to the topic of road safety for horse riders. In some studies the word 'horse' may not be specifically used, and the term 'animal' has been used instead.

This synthesis was compiled during November – December 2012.

Note

This review includes statistics from Reported Road Casualties Great Britain 2011, which were the latest available data when the review was written. In December 2017, statistics from Reported Road Casualties Great Britain were updated to [Reported Road Casualties Great Britain 2016](#).

A detailed description of the methodology used to produce this review is provided in the Methodology section of the Observatory website at: <http://www.roadsafetyobservatory.com/Introduction/Methods>

The steps taken to produce this synthesis are outlined below:

- **Identification of relevant research** – searches were carried out on pre-defined research (and data) repositories. As part of the initial search some additional information sources were also consulted, which included <http://www.ingentaconnect.com> and various project archives. Search terms used to identify relevant papers included but were not limited to:
 - 'Horses';
 - 'Horse riders';
 - 'Horse road accidents';
 - 'Equine riders'; and,
 - 'Equine accidents'.

Following the initial review, 10 pieces of research were taken forward to form the basis for this synthesis, all of which were published in the UK.

- **Detailed review of research** – key facts, figures and findings were extracted from the identified research to highlight pertinent road safety issues and interventions.
- **Compilation of Synthesis** – the output of the detailed review was analysed for commonality and a synthesis written in the agreed format. Note that the entire process from identifying research to compiling the synthesis was conducted in a time bound manner.
- **Review** – the draft synthesis was subjected to extensive review by a subject matter expert, proof reader and an independent Evidence Review Panel.

Key statistics

The following sections summarise the key statistics relating to road safety for horse riders.

Horses and Riders on the Road

The most recent British Equestrian Trade Association (BETA) National Equestrian Survey (2010-11) indicated that:

- 3.5 million people (6 per cent of Great Britain's population) have ridden a horse at least once in the past 12 months.
- There are 460 BHS-affiliated Riding Clubs and 40 Riding Club centres with approximately 36,000 members.
(BETA, 2012)
- Horse riders represent a significant group of vulnerable road users and are involved in a number of accidents and near misses on the road.
(Chapman and Musselwhite, 2011)
- Of the 212 voluntarily submitted road accident reports the BHS received in 2011, around 62 per cent claimed that they rode their horses on public highways more than once per week.
(unpublished BHS database, 2012)
- This is supported by an online poll of 1,021 horse riders conducted by 'Horse and Hound' magazine in 2007 which found that 69 per cent rode on public roads more than twice per week.

Road Traffic Incident and Casualty Statistics

- Validated STATS 19 data shows that between 2005 and 2010 (inclusive) there were the following number of incidents where the casualty type was denoted as "Horse Rider":
 - 10 accidents which resulted in fatalities;
 - 138 accidents which resulted in serious injury; and,
 - 562 accidents which resulted in slight injury.
(Sourced via DfT, 2012)
- In 2011, there were 133 reported horse rider casualties of all severities on public highways. Of these, 4 were fatalities and 24 were seriously injured casualties.
- Of the 133 horse rider casualties of all severities, 76 occurred on built-up roads and 57 occurred on non built-up roads (speed limits over 40mph excluding motorways).

(DfT, 2012a)

- Regarding external causes of admittance to an NHS hospital in the financial year 2011-2012:
 - Animal riders, or occupants of animal drawn vehicles, accounted for 4,142 admissions to NHS hospitals, with a mean length of stay of 2.5 days. Of these admissions, 3,825 of them were classed as an emergency. However, it is unknown whether those admitted were injured on a public highway. (HES, 2012)
- Animal riders or occupants of animal drawn vehicles accounted for 3,619 emergency admissions to NHS hospitals in 2010-2011. This figure rose to 3,825 in the period 2011–2012. (HES, 2011; HES,2012)
- In 2011, there were 3,822 hospital emergency admissions for animal riders or occupants of animal drawn vehicles. However, it is not possible to identify whether these admissions were injured in a Road Traffic Incident, and it is likely that the majority of these admissions were injured in accidents that occurred off the public highway. (DfT, 2012a)

Demographics of Casualties

In relation to the gender of animal riders/occupants of animal drawn vehicles admitted to NHS hospitals in the financial year 2011-2012:

- Of the total 4,142 animal rider/occupant of animal drawn vehicle admissions, 686 were male. Female admissions therefore represent around 83 per cent of all hospital admissions for animal rider(s) or occupant(s) of an animal drawn vehicle injured in accidents (although where the accident occurred is not reported).
- 799 of the casualties admitted were between the ages of 0-14, and 3,097 were in the age range of 15-59. The mean age for all hospital admissions was 33 years. (HES, 2012)

Contributory Factors

- 'Passing too close to cyclist, horse rider or pedestrian' was a reported contributory factor in 2,428 reported road accidents. Of these, 24 were fatal accidents, 375 were classed as serious and 2,029 were slight. (DfT, 2012b)
- From voluntary accident reports submitted to the BHS in 2011, 8 horse riders were killed on public highways from accidents where either vehicles were following too closely, or the horse became 'spooked' whilst on the road.
- In the same year 17 horses were killed after collisions with cars, with the main causes of impact being vehicle travelling too close/at speed or the horse becoming spooked (again, the subjective opinion of the voluntary reports should be noted). (unpublished BHS database, 2012)

Statistics Caveat

Statistics from three data sources have been used in this section. The figures presented from the various sources are not always comparable, and therefore it is important to consider the relative strengths and weaknesses of each dataset before using them to justify a particular intervention.

STATS19 statistics (DfT) rely on a member of the police to be present in order to record the incident, or a member of the public reporting the incident to a police station within 30 days. Police attendance may not have occurred for all incidents involving horse riders (especially those resulting in slight injury), and therefore there could be an under reporting of incidents. The STATS19 contributory factor system allows the recording of up to 6 factors in injury road accidents where the police attended the scene of the accident. The contributory factors are largely subjective and dependent upon the skill and experience of the reporting police officer (they are based on the officer's opinion and are not necessarily the result of extensive investigation). Evidence is required to support the officer's opinion, so some contributory factors may be less likely to be reported than others (see DfT, 2012b, for more detail).

There are a large number of people admitted to hospital due to animal related incidents; however it is difficult to determine where and how the incident occurred. The difference between STATS19 and HES data is probably due to many incidents happening off-road. However, it should also be noted that a horse can be killed or a car damaged during a collision, but unless there is personal human injury there is no requirement for it to be reported in STATS19.

The BHS are currently compiling a database of equine accidents (road and otherwise) on the website www.horseaccidents.org.uk, but few specific details are available to the public due to data protection and other issues (however, it is possible to obtain specific information on request). It is also important to note that the information submitted to the BHS regarding horse accidents is voluntarily submitted. These details may have been submitted by a third party, some time after the incident, and are the subjective view of the person submitting the details (and may therefore contain bias).

Research findings

Summaries of key findings from several research reports are given below. Further details of the studies reviewed, including methodology and findings, and links to the reports are given in the References section.

Motorists' perception

The responses of various groups of road users to horse riders have been studied in order to better understand the trends in horse and rider road accidents in the UK.

- It was found that drivers and horse riders are not always aware of the same hazards in the road and that this may lead drivers to underestimate the risk when encountering horses.
- ...drivers who perceive horse riders to have a high degree of control over their animals are likely to think an encounter with a horse is not especially risky.
- Hence, when making an overtaking manoeuvre where the driver has to pull their vehicle onto the opposite carriageway drivers can suddenly acquire a vulnerable status. This in turn can cause the driver to speed-up or cut-back in earlier than was anticipated.
- On the whole, horses and their riders were viewed by drivers as taking part in unimportant discretionary travel which invades space needed by those who have no option but to travel.

(Chapman and Musselwhite, 2011)

Education

There have been several changes made to current documentation, and new documents and initiatives have been produced in order to aid the education of both riders and drivers.

- The BHS developed their riding and road safety test over 30 years ago and this has evolved over that time to take into account the increasing volumes of traffic on all roads. In that time over 200,000 candidates have taken their BHS Riding & Road Safety test...with 120,000 of them reaching the required 80 per cent pass rate.
- The Department for Transport supports and encourages road safety through the Think! Campaign....Further support for learning the correct process comes through the Highway Code which has its own Rules for Horse Riders.

(Hardy, 2007)

It should be noted that the riding and road safety test developed by the BHS is accredited by OfQual as part of the National Qualification Framework (NFQ). However, it is a voluntary test and is not required to ride horses on the roads. If the candidate does not reach the 80 per cent pass rate and 'fails' the test, then they are referred for further training but are not prohibited from riding on the road.

- It is recommended that drivers are provided with more information of what might be considered a hazard to a horse rider.

(Chapman and Musselwhite, 2011)

- The Department [DfT] supports the BHS to conduct road safety tests for horse riders and the development of materials for trainers and examiners, most recently a CD-ROM on the test.

(DfT, 2007)

- Road Safety Scotland worked with the equestrian community in Scotland to revise its publication on horse riding and road safety in 2007.

(DfT, 2007)

There are currently several educational campaigns designed to instruct riders on managing their safety on the roads. There is also guidance for motorists on behaviour around animals and horse riders in the Highway Code paragraphs 214 and 215.

Protective Clothing

In order to prevent accidents, save lives and protect riders, several institutions provide advice on purchasing and wearing adequate protective clothing. Some of these articles adhere to British Standards, and recommendations for use are given in the Highway Code.

- “Children under the age of 14 MUST wear a helmet which complies with the Regulations. It MUST be fastened securely. Other riders should also follow these requirements”.

(Highway code: 2012; Laws H (PHYR) Act 1990, sect 1 &H (PHYR) Regulations 1992, reg 3.)

Appropriate standards for some items of clothing have been produced in order to maintain rider safety and aid purchasers in choosing adequate items.

- The BETA 2000 and 2009 Body Protector Standard meets all the requirements of the European standard (EN 13158:2000). A revised edition of the BETA 2000 and 2009 standard was published and adopted by BETA in April 2009. The BETA 2000 and 2009 version will continue as a current standard for the next 2 years. Under the BETA Standard, garments are additionally re-tested annually for consistency of quality of materials used and manufacture.

(BETA, 2012a;2012b)

HOW EFFECTIVE?

Very little research has been conducted to assess the effectiveness of interventions to improve horse rider safety. The following document makes reference to high visibility clothing:

- Wearing hi-viz clothing gives up to three seconds more for a driver travelling at 30mph to see you and take appropriate avoiding action.

(BHS, 2011)

However the method of research relating to this conclusion is not detailed, and it is unclear under what circumstances this assessment was carried out.

Gaps in the Research

As mentioned above, there are few definitive tests of the efficacy of techniques currently employed to increase horse and rider safety on the roads. Also, there seems to be a lack of research investigating where accidents occur and reasons for horse and rider fatalities.

- Horse riders have received little attention in both terms of academic research and transport policy.
- Through further studies into the interaction between road users, it may be possible to more effectively target safety policies or initiatives.
- Campaigns and training which educate drivers in terms of skills and knowledge should be complemented with measures which also promote positive attitudes, pro-social behaviour and empathy [towards other road users].

(Chapman and Musselwhite, 2011)

References

Title: Reported Road Casualties in Great Britain: 2011 Annual Report. Hospital admissions data on road casualties in England
Author / organisation: DfT Date: 2012a Format: Pdf Link: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/9279/rrcgb2011-06.pdf Free / priced: Free
Objectives: This article describes road casualties admitted to hospital contained in Hospital Episode Statistics (HES), comparing it with serious injuries reported to the police in the STATS19 system. Information contained in HES which is unavailable from STATS19 is also explored.
Methodology: Comparisons between HES and STATS19 datasets. There are many differences between HES and STATS19 data; for example, HES only covers patients admitted to a hospital bed whereas STATS19 casualty records relate to those injured in traffic accidents on the public highway that become known to the police. However, it is possible to filter the HES data so that it is broadly comparable with STATS19.
Key Findings: <ul style="list-style-type: none">• In 2011, there were 3,822 hospital emergency admissions for animal riders or occupants of animal drawn vehicles, of which 84 per cent were female. However, it is not possible to identify whether these admissions were injured in a Road Traffic Incident, and it is likely that the majority of these admissions were injured in accidents that occurred off the public highway.• In 2011, there were 133 reported horse rider casualties of all severities on public highways. Of these, 4 were fatalities and 24 were seriously injured casualties.• Of the 133 horse rider casualties of all severities, 76 occurred on built-up roads and 57 occurred on non built-up roads (speed limits over 40mph excluding motorways).• There are differences in the number of serious road casualties recorded in the STATS19 and HES data sets. Although police and hospital data are not directly comparable, this illustrates the incompleteness of the police data for non-fatal casualties.
Themes: STATS19, HES.
Comments: Although successfully documenting and comparing HES and STATS19 data sets, this report assumes that incidents involving horses primarily do not occur on the roads. Also, there is no distinction between occupants of animal drawn vehicles and animal riders in HES. However, this report is produced annually and provides a reliable comparison of year on year statistics from a variety of sources. Data from tables in annex also included.

<p>Title: Reported Road Casualties in Great Britain: 2011 Annual Report. Contributory factors to reported road accidents</p>
<p>Author / organisation: DfT Date: 2012b Format: Pdf Link: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/9277/rrcgb2011-04.pdf Free / priced: Free</p>
<p>Objectives: This article describes the scope and limitations of the information on contributory factors collected as part of the national road accident reporting system.</p>
<p>Methodology: The contributory factors are largely subjective, reflecting the opinion of the reporting police officer, and are not necessarily the result of extensive investigation. Some factors are less likely to be recorded since evidence may not be available after the event. Both accidents and vehicles can have more than one contributory factor attributed to them.</p>
<p>Key Findings:</p> <ul style="list-style-type: none"> • 'Passing too close to cyclist, horse rider or pedestrian' was recorded as a contributory factor in 2 per cent of all reported accidents. • 'Passing too close to cyclist, horse rider or pedestrian' was also recorded as a contributory factor in 2 per cent of all reported casualties. • The top ten contributory factors have broadly remained unchanged in the past five years. The most frequently reported contributory factor in reported road accidents is 'Failed to look properly'. • 45 per cent of all accidents on A roads reported the contributory factor 'Failed to look properly'.
<p>Themes: Road, accidents, contributory factor, casualties.</p>
<p>Comments: Only reported accidents where a police officer attended the scene and reported at least one contributory factor were considered in this report. While this information is valuable in helping to identify ways of improving safety, care should be taken in its interpretation.</p>

<p>Title: Reported Road Casualties in Great Britain 2013 Annual Report</p> <p>Author / organisation: Department for Transport</p> <p>Date:2014</p> <p>Format: Pdf</p> <p>Link: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/359311/rrcgb-2013.pdf</p> <p>Free / priced: Free</p>
<p>Objectives: To provide statistical data on reported road accidents and casualties in Great Britain in 2013.</p>
<p>Methodology: Analysis of personal injury road accidents that were reported.</p>
<p>Key Findings In 2013:</p> <ul style="list-style-type: none"> • There were 2 fatal reported road accidents involving a ridden horse, 30 serious accidents and 83 slight accidents. • In these accidents, 2 adult horse riders were killed, 29 horse riders, including 1 child, were seriously injured and 69 horse riders, including 10 children, were slightly injured. • Of the 101 horse rider casualties of all severities, 43 occurred on built-up roads and 58 occurred on non built-up roads (speed limits over 40mph excluding motorways). • 'Passing too close to cyclist, horse rider or pedestrian' was recorded as a contributory factor in 2 per cent of all reported accidents. • 'Passing too close to cyclist, horse rider or pedestrian' was also recorded as a contributory factor in 2 per cent of all reported casualties. • The top ten contributory factors have broadly remained unchanged in the past five years. The most frequently reported contributory factor in reported road accidents is 'Failed to look properly'. • 45 per cent of all accidents on A roads reported the contributory factor 'Failed to look properly'.
<p>Themes: STATS19, HES.</p>
<p>Comments: This report is produced annually and provides a reliable comparison of year on year statistics from a variety of sources. Data from tables in annex also included.</p>

Title: Reported Road Casualties in Great Britain 2014 Annual Report
Author / organisation: Department for Transport Date: 2015 Format: Pdf Link: https://www.gov.uk/government/uploads/system/uploads/attachment_data/file/463797/rrcgb-2014.pdf Free / priced: Free
Objectives: To provide statistical data on reported road accidents and casualties in Great Britain in 2014.
Methodology: Analysis of personal injury road accidents that were reported.
Key Findings In 2014: <ul style="list-style-type: none"> • There was 1 fatal reported road accident involving a ridden horse, 30 serious accidents and 92 slight accidents. • In these accidents, 1 adult horse rider was killed, 23 horse riders, including 1 child, were seriously injured and 78 horse riders, including 12 children, were slightly injured. • Of the 104 horse rider casualties of all severities, 48 occurred on built-up roads and 56 occurred on non built-up roads (speed limits over 40mph excluding motorways). • 'Passing too close to cyclist, horse rider or pedestrian' was recorded as a contributory factor in 1 per cent of all reported accidents. • 'Passing too close to cyclist, horse rider or pedestrian' was also recorded as a contributory factor in 1 per cent of all reported casualties.
Themes: STATS19, HES.
Comments: This report is produced annually and provides a reliable comparison of year on year statistics from a variety of sources. Data from tables in annex also included.

Title: Hospital Episode Statistics
Author / organisation: NHS Health and Social Care Information Centre Date: 2011/2012 Format: Excel tables Link: http://www.hesonline.nhs.uk/Ease/servlet/ContentServer?siteID=1937 Free / priced: Free
Objectives: HES aims to collect a detailed record for each 'episode' of admitted patient care delivered in England by NHS hospitals or delivered in the independent sector but commissioned by the NHS.
Methodology: Data covers all NHS trusts in England. Each HES record contains a wide range of information about an individual patient admitted to an NHS hospital.
Key Findings: <ul style="list-style-type: none"> • Regarding external causes of admittance to an NHS hospital in the financial year 2011-2012: <ul style="list-style-type: none"> ○ Animal riders, or occupants of animal drawn vehicles, accounted for 4,142 admissions to NHS hospitals, with a mean length of stay of 2.5 days. Of these admissions, 3,825 of them were classed as an emergency. • Animal riders or occupants of animal drawn vehicles accounted for 3,619 emergency admissions to NHS hospitals in 2010-2011. This figure rose to 3,825 in the period 2011–2012.
Themes: Hospital, admissions.
Comments: Detailed patient records.

<p>Title: Second review of the Government's Road Safety Strategy</p> <p>Author / organisation: DfT</p> <p>Date:2007</p> <p>Format: Pdf</p> <p>Link: http://webarchive.nationalarchives.gov.uk/+http://www.dft.gov.uk/pgr/roadsafety/strategytargetsperformance/2ndreview/screen.pdf</p> <p>Free / priced: Free</p>
<p>Objectives:</p> <p>To set out what steps the Government intend to take to help vulnerable groups of road users, but also to make Britain's roads safer for all road users.</p>
<p>Methodology:</p> <p>This document reports on the second three-year review of the strategy 'Tomorrow's roads - safer for everyone'. It reports against 2010 Public Service Agreement (PSA) targets and makes a general assessment of policy implementation. The report also identifies the priority areas for attention.</p>
<p>Key Findings:</p> <ul style="list-style-type: none"> • Educating drivers is an important element. The Highway Code includes a section for drivers on road users requiring extra care. To make drivers more aware, the theory test question bank contains a large number of questions about vulnerable road users. The screen-based theory test allows the use of digitised video clips to help test hazard perception with moving images, which include cyclists. Over the past few years, Road Safety Scotland has promoted a Mutual Respect poster campaign highlighting the responsibilities of drivers and cyclists towards each other and is currently developing a micro-site to support the campaign. • The Department supports the British Horse Society to conduct road safety tests for horse riders and the development of materials for trainers and examiners, most recently a CD-ROM on the test. Road Safety Scotland is working with the equestrian community in Scotland to revise its publication on horse riding and road safety in 2007. • The strategy to improve the safety of people undertaking these activities, and horse riders, is to: <ul style="list-style-type: none"> ○ Encourage them to protect themselves, through appropriate training and the use of appropriate clothing; ○ Improve conditions for them by educating other road users; and, ○ Improve the road environment.
<p>Themes: Road, safety, development, strategy, review.</p>
<p>Comments: This is primarily a review of current strategy (at the time) and its efficacy. It also puts forward recommendations for the future. It serves as a concise document that gives a good overview of current and future priorities and their effectiveness in real world scenarios. It also gives a timetable for continuing development.</p>

Title: Encouraging education in road safety
Author / organisation: S. Hardy Date: 2007 Format: PDF Link: Not available on line Free / priced: Free
Objectives: To summarise the evidence regarding horse riders and road safety, and describe the BHS riding and road safety test
Methodology: Paper prepared for the 72 nd RoSPA Road Safety Congress
Key Findings: <ul style="list-style-type: none"> • It is essential that all drivers learn how to behave when they meet a ridden horse and that they know what to expect; likewise riders need to know the correct way • to behave when they ride on public roads. The BHS developed their riding and road safety test over 30 years ago and this has evolved over that time to take into account the increasing volumes of traffic on all roads. In that time over 200,000 candidates have taken their BHS Riding & Road Safety test...with 120,000 of them reaching the required 80 per cent pass rate. • The Department for Transport supports and encourages road safety through the Think! Campaign....Further support for learning the correct process comes through the Highway Code which has its own Rules for Horse Riders. • The BHS Riding and Road Safety Test is broken down in to 3 separate sections: The theory test, the simulated road test, and the road route
Themes: Road safety, horses.
Comments: Conference paper.

Title: Road Sense for Riders
Author / organisation: British Horse Society Date: 2011 Format: Leaflet. Link: http://www.bhs.org.uk/safety-and-accidents/free-leaflets Free / priced: Free
Objectives: To help riders understand the need to be safe on today's busy roads. It also explains how to take the BHS Riding and Road Safety Test.
Methodology: N/A
Key Findings: <ul style="list-style-type: none"> • There are more than 4.2 million horse riders in Britain. • Wearing hi-viz clothing gives a driver travelling at 30mph up to three extra seconds to see you and take appropriate avoiding action. • More than half of all road accidents involving horses happen on minor roads. • Riders should be seen to be safe, and say 'thank you' to drivers behaving courteously. • The DfT has issued the following advice to the BHS "As well as setting out the legal requirement, the Highway Code also gives advice to all road users on how to keep themselves, and others, safe. The advice provided in the final bullet of rule 53 is relevant safety advice. The same advice is given to cyclists in rule 66. However, the advice given in rule 53 is not a legal requirement and it does not place any compulsion on riders to ride in single file. It remains their decision whether or not they follow this advice. The distinction between legal requirements and advisory rules is made clear in the Introduction to the Code." • The BHS Riding and Road Test aims to promote safety on the road by recognising riders who can show that they can ride with courtesy and responsibility, demonstrate a high standard of road safety knowledge/skills and follow the rules of the Highway Code and BHS Riding and Roadcraft manual.
Themes: Road, riders, courtesy, safety.
Comments: A concise leaflet detailing the basics of road sense for horse riders. Easy to read and apply to real life, the leaflet also explains how to take the Riding and Road Safety Test.

Title: Hi-Visibility
Author / organisation: British Equestrian Trade Association Date: 2012a Format: Website. Link: http://www.beta-uk.org/pages/safety-equipment/hi-visibility.php Free / priced: Free
Objectives: This page aims to educate riders about the types of hi-visibility clothing available, and the standards their clothing should adhere to.
Methodology: N/A
Key Findings: <ul style="list-style-type: none"> • <i>“The BETA (British Equine Trade Association) has introduced a Visibility Certification Scheme to help bring an end to the confusion surrounding high visibility garments and accessories for riders.”</i> • <i>“BETA’s new certification scheme denotes compliance with the three high visibility standards for equestrian clothing.”</i> • <i>“Only garments certified to a recognised standard will be admitted to the BETA scheme where they will be monitored and checked annually to ensure that they remain compliant.”</i>
Themes: High visibility, certification, garments.
Comments: A comprehensive page with links to other resources enabling equestrians to research the compliance of certain garments before deciding to purchase.

Title: Body protection made easy
Author / organisation: British Equestrian Trade Association Date: 2012b Format: Website. Link: http://www.beta-uk.org/pages/safety-equipment/body-protectors.php Free / priced: Free
Objectives: To give information on the types of body protection available and the standards the items should adhere to.
Methodology: N/A
Key Findings: <ul style="list-style-type: none"> • Body protectors are designed to absorb impact from a fall or kick from a horse. • The BETA 2000 and 2009 body protector standard meets all the requirements of the European standard (EN 13158:2000).
Themes: Body, protection, standards.
Comments: A comprehensive page with links to other resources enabling equestrians to research the compliance of certain garments before deciding to purchase.

Title: Riding and Road Safety Examiners Handbook
Author / organisation: British Horse Society Date: 2009 Format: Book. Link: N/A Free / priced: £6.50
Objectives: To provide guidelines for the Riding and Road Safety examiner. The test recognises responsible, courteous and competent riders, well versed in road craft and road safety.
Methodology: N/A
Key Findings: <ul style="list-style-type: none"> • To help riders to become responsible competent road users, the BHS Safety Department runs a voluntary national scheme of Riding and Road Safety Training and Testing. The Riding and Road Safety Test is available to members and non-members from the age of 12 - 70 years. • The BHS Riding and Road Safety Test is accredited by OfQual as part of the National Qualification Framework (NQF)”
Themes: Riding, Safety, Exam.
Comments: Provides detailed guidance for an examiner of the BHS Riding and Road Safety Test.

Title: Horse Accidents
Author / organisation: British Horse Society Date: 2010 Format: Website (visitors input data to unpublished database) Link: http://www.horseaccidents.org.uk Free / priced: Free
Objectives: Website dedicated to the documenting of equine accidents. Also offers advice for how to prevent accidents.
Methodology: N/A
Key Findings: <ul style="list-style-type: none"> • A variety of triggers can lead to a horse accident. • Numerous accidents can be avoided by following the comprehensive advice given on this website.
Themes: Horse, accident, emergency, incidents.
Comments: This site provides valuable advice and links to all equestrians, and the data collected by the site is allowing the BHS to create a picture of the patterns and trends of horse accidents in the UK. However, no statistics can be seen from this site (increase or decrease in road accidents for example), and due to the map size on the page, clusters of accidents cannot be easily recognised by a member of the public visiting the site.

Title: Equine Road User Safety: Public attitudes, understandings and beliefs from a qualitative study in the United Kingdom
Author / organisation: C. Chapman and C.B.A. Musselwhite Date: Accident Analysis & Prevention, Volume 43, Issue 6, November 2011 Format: Paper. Link: http://www.sciencedirect.com/science/article/pii/S0001457511001758 Free / priced: Priced
Objectives: To provide an exploratory understanding of the socio-psychological processes which may relate to road traffic accidents involving motorists and horse riders and to recommend measurements for policy and practice to improve road safety for all users.
Methodology: Focus groups were chosen, and topic guides were followed within the groups. These topic guides were semi-structured and allowed for conversation within the group. A thematic analysis approach was used to analyse the data taken from these focus groups, and emerging themes became categories for analysis.
Key Findings: <ul style="list-style-type: none"> • Horse riders represent a significant group of vulnerable road users and are involved in a number of accidents and near misses on the road. • Despite this (point above) horse riders have received little attention both in terms of academic research and transport policy. • It was found that drivers and horse riders are not always aware of the same hazards on the road and this may lead drivers to under-estimate the risk when encountering horses.
Themes: Vulnerable road users, attitudes, road safety, driver behaviour, horses.
Comments: This paper represents one of very few pieces of peer reviewed research completed on this topic, and goes some way to explaining the social and psychological responses road users' exhibit when encountering horse riders on the roads.

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