

Place Select Committee

Scrutiny Review of (Unauthorised) Roadside Advertising

[INSERT PICTURE]

MAY 2024

DRAFT

Place Select Committee
Stockton-on-Tees Borough Council
Municipal Buildings
Church Road
Stockton-on-Tees
TS18 1LD

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Select Committee – Membership

Councillor Richard Eglington (Chair)
Councillor Jim Beall (Vice Chair)
Councillor Michelle Bendelow
Councillor Stefan Houghton
Councillor Sufi Mubeen
Councillor Andrew Sherris
Councillor Marilyn Surtees
Councillor Hilary Vickers
Councillor Sylvia Walmsley

ACKNOWLEDGEMENTS

The Select Committee thank the following contributors to this review:

Cllr Katie Weston, former Place Select Committee Vice Chair
Cllr Shakeel Hussain, former Place Select Committee member
Marc Stephenson, Assistant Director - Regulated Services and Transformation
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Anthony Wilton, Principal Engineer,
Officer Traffic Group
Teesside & District Society for the Blind
Guide Dogs for the Blind Association

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Foreword

Cllr Richard Eglington - Chair



**Councillor Richard
Eglington
Chair – Place Select
Committee**



**Councillor Jim Beall
Vice-Chair – Place Select
Committee**

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Original Brief

Which of our strategic corporate objectives does this topic address?

One of the Council's four key policy principles is creating economic prosperity and the appropriate advertising of businesses and events can assist with achieving this aim.

This review will also contribute to the following area of the Council Plan 2023-2026 vision:

A place where people are healthy, safe and protected from harm.

This means the Borough will be a place where:

- People live in cohesive and safe communities
- People are supported and protected from harm

What are the main issues and overall aim of this review?

Over the last few years there has been a notable increase in the amount of unauthorised advertising material being placed on, or adjacent to the highway. This varies from fly posting on the back of road signs, to trailers specifically designed to be left on, or adjacent to the roadside, including on walls and fencing, and has led to increasing concern within the Council, and from the public. The removal of unauthorised signing can be controversial as the removal of signs can generate adverse comments from businesses and event's organisers. The organisers of smaller events, in particular, often feel aggrieved as the display of signs and or flyers in the locality are often the only publicity for their events.

The control of advertising on or adjacent to the highway covers many different service areas (highways, planning, enforcement etc.) and each service tackles the issue as they deem appropriate.

Members of the public tend not to be aware of the legal position regarding advertising signs and can be confused about the process for authorisation and therefore may not be aware they are committing an offence or causing a problem.

Promotion of local events can assist with social inclusion however inappropriate roadside advertising can also be harmful to the local street scene environment.

In certain circumstances the inappropriate siting of roadside advertising can constitute a safety hazard to pedestrians and /or a distraction to motorists.

The proposed outcome of the review would be for the Council to adopt a coordinated approach to the control of roadside advertising allowing, where appropriate and safe to do so, legitimate roadside advertising while controlling, efficiently and effectively, inappropriate roadside advertising.

The Committee will undertake the following key lines of enquiry:

What are the main issues surrounding unauthorised roadside advertising?

How do these issues vary across the Borough? Which area(s) is unauthorised roadside advertising most prevalent?

What are the main methods for reporting unauthorised roadside advertising?

What role do the Council's planning, highways and enforcement teams play in dealing with this issue?

How can a coordinated approach to publicise and encourage authorised roadside advertising be developed?

Provide an initial view as to how this review could lead to efficiencies, improvements and/or transformation:

The control of advertising on or adjacent to the highway covers many different service areas (highways, planning, enforcement etc.) and each service tackles the issue as they deem appropriate. This can lead to different departments tackling issues inconsistently and multi handling the same complaint. A coordinated approach should set out clear responsibilities and avoid double handling issues with any complaint being dealt with efficiently using the appropriate control mechanism.

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1.0 Executive Summary

- 1.1 Concern had previously been raised regarding the amount of unauthorised advertising material being placed on, or adjacent to the highway. This varies from fly posting on the back of road signs, to trailers specifically designed to be left on, or adjacent to the roadside, including on walls and fencing. The control of advertising on or adjacent to the highway covers many different services including highways, planning and enforcement. The review sought to ensure that a coordinated approach to the control of roadside advertising was adopted, with clear responsibilities, allowing, where appropriate and safe to do so, legitimate roadside advertising while controlling, efficiently and effectively, inappropriate roadside advertising.
- 1.2 The Town and Country Planning Act 1990 defines advertising as:
- “any word, letter, model, sign, placard, board, notice, awning, blind, device or representation, whether illuminated or not, in the nature of, and employed wholly or partly for the purposes of, advertisement, announcement or direction, and (without prejudice to the previous provisions of this definition) includes any hoarding or similar structure used or designed, or adapted for use and anything else principally used, or designed or adapted principally for use, for the display of advertisements.”*
- 1.3 The Act divides advertising into three main categories:
- Those permitted without requiring consent from the authority;
 - Those with deemed consent;
 - Those which require the express consent of the local authority.
- 1.4 During the review the Committee found that the powers to enforce the legislation on unauthorised roadside advertisements were held between community safety (enforcement and trading standards) and planning services. The Anti-Social Behaviour Crime and Policing Act has given more powers for enforcement of the issue, including the ability to issue Community Protection Notices (CPN). Permission is needed to remove unauthorised advertising on private land.
- 1.5 There is now a coordinated approach between Stockton-on-Tees Borough Council teams when dealing with complaints regarding roadside advertising. All complaints are initially assessed and recorded by community safety and where possible they are resolved either through education and advice, warnings or enforcement action, including Fixed Penalty Notices for flyposting. Complaints relating to planning consideration are passed to planning service if all methods of resolving without enforcement action are exhausted. Planning services follow the government guidance: *Outdoor advertisements and signs: a guide for advertiser (2007)*. Signage on roundabouts is assessed by road safety.
- 1.6 The Committee was assured that most advertisements placed on the roadside in the Borough follow the guidelines. There had only been 161 request for service from the public since January 2022. This represented only 0.7% of all requests for community safety services during the same period. The main area for complaints were flyposting, linked to commercial areas

such as Portrack Lane, Stockton Town Centre, and Bon Lea Industrial estate, and these sites were monitored. No complaints relating to banners had been received since 2022, with the introduction of a clear planning position, and there had not been any accidents reported where roadside advertising was stated as the cause.

- 1.7 The Committee was therefore satisfied that unauthorised roadside advertising is no longer regarded as a major concern for the Borough and mechanisms were in place to deal with any issues regarding unauthorised roadside advertising efficiently and effectively. The recommendations seek to ensure the public are fully informed of the rules regarding roadside advertising and reporting systems are strengthened. The Committee felt that online reporting could be enhanced through the introduction of mapping layers, similar to the approach currently being used for reporting of flyposting and that the online reporting system should be reviewed to ensure that all relevant information is obtained to enable issues to be directed to the appropriate service for action.

Recommendations

The Committee recommend that:

1. Further information and guidance regarding the planning regulations for roadside advertising be placed on the planning area of the website.
2. The online reporting system is reviewed to make it easier for members of the public to report an issue.

2.0 Introduction

- 2.1. Concern has been raised regarding the amount of unauthorised advertising material being placed on, or adjacent to the highway. This varies from fly posting on the back of road signs, to trailers specifically designed to be left on, or adjacent to the roadside, including on walls and fencing. Members of the public tend not to be aware of the legal position regarding advertising signs and can be confused about the process for authorisation, therefore may not be aware that are committing an offence or causing a problem. The removal of unauthorised advertising signing can also be controversial as the removal of signs can generate adverse comments from businesses and event organisers. The organisers of smaller events particularly feel aggrieved as the display of signs and flyers in the locality are often the only publicity for their events.
- 2.2. The control of advertising on or adjacent to the highway covers many different services including highways, planning and enforcement. The review sought to ensure that a coordinated approach to the control of roadside advertising was adopted, with clear responsibilities, allowing, where appropriate and safe to do so, legitimate roadside advertising while controlling, efficiently and effectively, inappropriate roadside advertising.
- 2.3. The Committee therefore undertook the following key lines of enquiry:
 - What are the main issues surrounding unauthorised roadside advertising?
 - How do these issues vary across the Borough? Which area(s) is unauthorised roadside advertising most prevalent?
 - What are the main methods for reporting unauthorised roadside advertising?
 - What role do the Council's planning, highways and enforcement teams play in dealing with this issue?
 - How can a coordinated approach to publicise and encourage authorised roadside advertising be developed?

3.0 Background

- 3.1. The Town and Country Planning Act 1990 defines advertising as:

“any word, letter, model, sign, placard, board, notice, awning, blind, device or representation, whether illuminated or not, in the nature of, and employed wholly or partly for the purposes of, advertisement, announcement or direction, and (without prejudice to the previous provisions of this definition) includes any hoarding or similar structure used or designed, or adapted for use and anything else principally used, or designed or adapted principally for use, for the display of advertisements.”

- 3.2. The Act divides advertising into three main categories:

- Those permitted without requiring consent from the authority;

- Those with deemed consent;
 - Those which require the express consent of the local authority.
- 3.3. Detailed descriptions of what is permitted in each category can be found in the Government guidelines *Outdoor Advertisements and signs: a guide for advertisers (2007)*, accessible via <https://www.gov.uk/government/publications/outdoor-advertisements-and-signs-a-guide-for-advertisers>

4.0 Evidence

Types of Roadside Advertising

4.1 Banners and event advertising have deemed consent under the advertisement regulation which allow for temporary notices or signs for local events providing they are not for commercial purposes. There are some limitations that must be followed:

- Have a maximum area of 0.6sqm;
- Have no letters, features, or symbols over 0.75m tall;
- Installed at a maximum height of 4.6m or below.
- Be displayed for no more than 28 days before an event and removed 14 days after the event has finished.

4.2 There are different rules for conservation areas which look to protect these areas further. Also, where an event is not on a set date, this would not be covered by deemed consent and express consent would be required through the planning process.

4.3 Overall there were no real issues identified by the service area in terms of demand with banners and event advertising.



4.4 Fly posting, the display of flyers, posters, and stickers often attached to street furniture, fences and buildings, is illegal under s224(3) Town and Country Planning Act 1990 and s. 132 Highways Act 1980. It can be dealt with through fixed penalty notices (£80) or prosecution with maximum penalties of £2,500 at the Magistrate Courts. In addition to being illegal it can also have an impact on road safety for both drivers and pedestrians if displayed around junction or on road signs, and also creates a negative impression of an area. A small number of distribution companies were responsible for flyposting in the Borough.

- 4.5 Roadside trailers, advertisements on vehicles or trailers require express consent if parked in fields, in verges or left in laybys. Advertisements on vehicles that are moving do not usually require express consent, but this is a grey area and there have been issues. Trailers or advertisement boards attached to vehicles which move regularly are dealt with through existing highway regulation.
- 4.6 These types of advertisements are mainly an issue on main arterial routes into and out of town centres with high levels of traffic. Anti-social behaviour powers are used locally to tackle repeat issues which impact on communities.

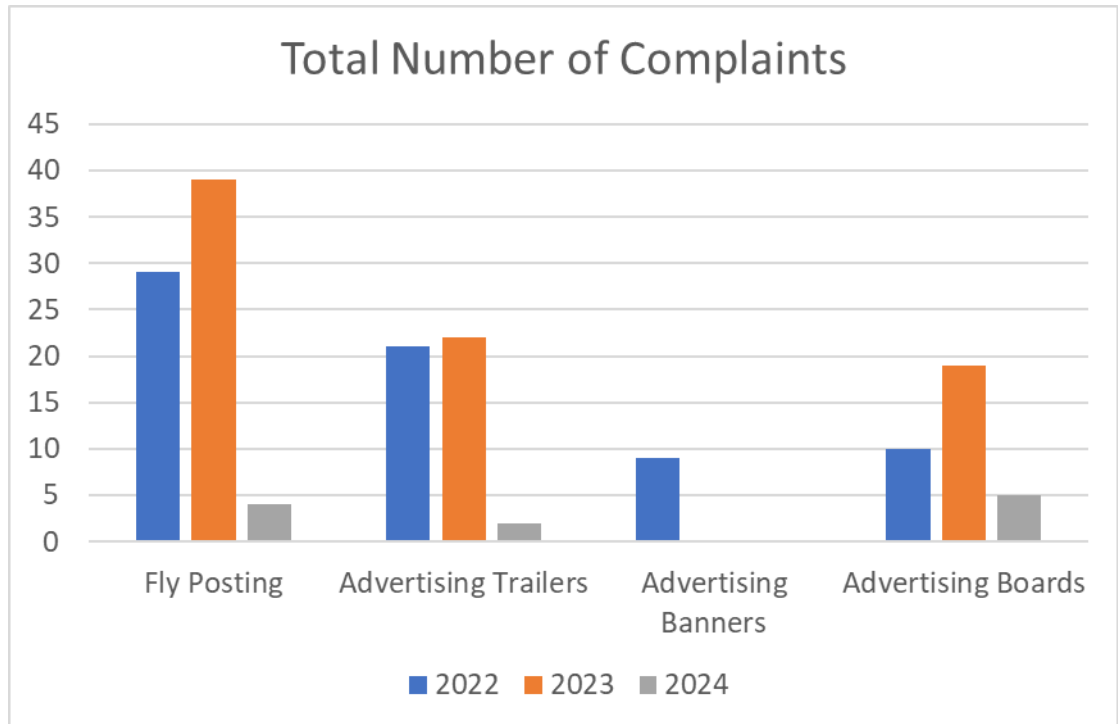


- 4.7 Advertisement boards, or A-boards, require express consent and permission under highway legislation and had previously been a problem. Following a scrutiny review in 2015, a set of guidance on seating, shop displays and advertisements boards was developed to support businesses while also protecting pedestrians. The guidance includes examples of both good and bad practice alongside clear guidance on what can and cannot be done to promote businesses. The guidance has been well received and since its introduction the level of complaints remain low, and compliance high.

Existing Powers and Response

- 4.8 The powers to enforce the legislation on unauthorised roadside advertisements are held between community safety (enforcement and trading standards) and planning services. The Anti-Social Behaviour Crime and Policing Act has given more powers for enforcement of the issue, including the ability to issue Community Protection Notices (CPN). Permission is needed to remove unauthorised advertising on private land.
- 4.9 All complaints are initially assessed and recorded by community safety and where possible they are resolved either through education and advice, warnings or enforcement action, including Fixed Penalty Notices for flyposting. Complaints relating to planning consideration are passed to planning service if all methods of resolving without enforcement action are exhausted. Planning services follow the government guidance: Outdoor advertisements and signs: a guide of advertiser. Signage on roundabouts is assessed by road safety.
- 4.10 Most advertisements placed on the roadside in the Borough follow the guidelines. There have only been 161 requests for service from the public since 1 January 2022 which represents 0.7% when compared to all requests for community safety services during the same period. Flyposting is the main area of concern linked to commercial areas and no complaints relating to

banners have been received since 2022 with the introduction of a clearer planning position.



- 4.11 Officers in community safety and planning services were not aware of any reports or trends of advertisements or signage causing accidents.
- 4.12 Sites where repeated offences have taken place are linked to commercial areas of the borough, such as Portrack Lane, Stockton Town Centre, and Bon Lea Industrial Estate, and these areas are monitored.
- 4.13 Most complaints received over the past two years have been resolved without the need for legal action.

Response from Officer Traffic Group

- 4.14 The Principal Engineer for Stockton on Tees Borough Council was asked on behalf of the Officer Traffic Group what impact unauthorised roadside advertising had, if any, on road safety in Stockton on Tees.
- 4.15 Evidence was provided that confirmed any advertising on the road network could cause the following risks:
- Distraction: Ads that are flashy, overly bright, or constantly changing can divert drivers' attention away from the road, increasing the risk of accidents.
 - Obstruction of Visibility: Placing advertisements in locations where they obstruct important signs, traffic signals, or pedestrians' visibility can create hazards for drivers and pedestrians.

- Hazardous Placement: Ads placed too close to the road or in areas where they obstruct traffic flow, such as on traffic islands, can disrupt the flow of traffic and increase the likelihood of collisions.
 - Illegal advertising is unlikely to consider these issues and therefore could create a higher risk of road safety collisions compared to legal advertising.
- 4.16 He further added that he was not aware of any studies with a direct relationship between illegal advertising and road safety collisions. This was partly due to how the data is captured on the Stats 19 form (which the police complete at the scene of the collision), attached at **Appendix 1**. If a sign was a contributory factor it would be captured under the field “distraction outside the vehicle” or “other”. Illegal signage would be one of a number of reasons that could be captured in either of these fields.
- 4.17 The Principal Engineer was also not aware of any areas in the North East, where there was a trend in collisions caused from illegal signage. This was not to say that there hadn’t been any collisions directly associated with an illegal sign.

Response from Teesside & District Society for the Blind and Guide Dogs for the Blind Association
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- 4.18 Teesside & District Society for the Blind were contacted to gain their views and were asked the following questions; their responses are reproduced under each question:
- What types of roadside advertising are causing issues for those with visual impairment?
When the signage is placed too far on the pavement it makes it very hard to negotiate, also the sandbag is sometimes left out to one side that really a problem.
 - Where on the roadside does placing advertising cause a problem?
When there is not enough gap between the roadworks and the tapped off area, we understand there is a reason for this, but sometimes impossible to walk with a long cane when the gap narrow.
 - Do you know how to report signage that is causing a problem in the Borough?
Yes we call the council and speak to Road and Highway team.
- 4.19 Guide Dogs for the Blind Association were also contacted for their views. They referred to their guidance for local authorities on ensuring regeneration schemes are accessible for people with sight loss “Making the Built Environment Inclusive”.
- 4.20 The guidance notes that people with vision impairment could have difficulties when there are changes to areas they are familiar with e.g. unexpected obstacles in the street or temporary structures are left on pavements. It advises that:
- “Transport operators or local authorities utilise their powers to secure the removal of, and prevent additional, street clutter by businesses (e.g. A-boards) and private individuals (e.g. bikes or e-scooters).”

- “Local authorities should utilise their powers by introducing a licensing scheme for A-boards which in turn would stipulate the volume, size and location where they should be placed to prevent that the benefits of A-boards are maximised while the potential hazards are minimised.”

4.21 In addition, Guide Dogs for the Blind Association stated that they encouraged local authorities to ensure there are both digital and analogue methods, which are accessible, for reporting issues to the council.

5.0 Conclusions

5.1. During the review the Committee found that the Anti-Social Behaviour and Policing Act has given community safety the powers to deal with specific issues relating to unauthorised roadside advertising. There is now a coordinated approach between Stockton-on-Tees Borough Council teams when dealing with complaints, with all complaints being initially assessed and recorded by community safety and, where possible, resolved either through education and advice, warnings or enforcement action. Complaints relating to planning consideration are passed to planning service if all methods of resolving without enforcement action are exhausted. While Planning services followed the government guidance, they exercised a pragmatic approach when considering issues regarding deemed and express consent to ensure the limited resources are used appropriately.

5.2. There were no reported trends in accidents caused by signage and only 0.7% of all requests for community safety services from the public since January 2022 were relating to the issue. The majority of these were complaints for flyposting in commercial areas such as Portrack Lane, Stockton Town centre and Bon Lea Industrial Estate and these areas were monitored.

5.3. The Committee is therefore satisfied that unauthorised roadside advertising is no longer regarded as a major concern for the Borough and mechanisms are in place to deal with any issues efficiently and effectively. The review's recommendations seek to ensure the public are fully informed of the rules regarding roadside advertising and reporting systems are strengthened. The Committee felt that online reporting could be enhanced through the introduction of mapping layers, similar to the approach currently being used for reporting of flyposting and that the online reporting system should be reviewed to ensure that all relevant information is obtained to enable issues to be directed to the appropriate service for action.

Recommendations

The Committee recommend that:

1. Further information and guidance regarding the planning regulations for roadside advertising be placed on the planning area of the website.
2. The online reporting system is reviewed to make it easier for members of the public to report an issue.



MG NSRF/B

VEHICLE RECORD

Sept 2011

2.26 VEHICLE REGISTRATION MARK					2.23 BREATH TEST X					VEHICLE					2.11 SKIDDING AND OVERTURNING X					VEHICLE									
Vehicle 001					Not applicable					0					No skidding, jack-knifing or overturning					0									
Vehicle 002					Positive					1					Skidded					1									
Vehicle 003					Negative					2					Skidded and overturned					2									
Vehicle 004					Not requested					3					Jack - knifed					3									
					Refused to provide					4					Jack - knifed and overturned					4									
					Driver not contacted at time of col					5					Overturned					5									
					Not provided (medical reasons)					6																			
2.35 WAS THE VEHICLE LEFT HAND DRIVE X					VEHICLE					2.24 HIT AND RUN X					2.12 HIT OBJECT IN CARRIAGEWAY X														
No					1					Not hit and run					0					None					00				
Yes					2					Hit and run					1					Previous accident					01				
										Non-stop vehicle, not hit					2					Roadworks					02				
2.5 / 2.5a TYPE OF VEHICLE X										2.21 SEX OF DRIVER X																			
Car					09					Male					1					Parked vehicle					04				
Taxi / Private hire car					08					Female					2					Bridge - roof					05				
Van - Goods vehicle 3.5 tonnes mgw and under					19					Not known					3					Bridge - side					06				
Goods vehicle over 3.5 tonnes mgw and under 7.5 tonnes mgw					20					2.9 VEHICLE LOCATION AT TIME OF ACCIDENT RESTRICTED LANE/AWAY FROM MAIN C'WAY X										Bollard / Refuge					07				
Goods vehicle 7.5 tonnes mgw & over					21					On main carriageway not in restricted lane					00					Open door of vehicle					08				
Goods vehicle - unknown weight					98					Tram / Light rail track					01					Central island of roundabout					09				
M/cycle 50cc and under					02					Bus lane					02					Kerb					10				
M/cycle over 50cc and up to 125cc					03					Busway (inc. guided busway)					03					Any animal (except ridden horse)					12				
M/cycle over 125cc and up to 500cc					04					Cycle lane (on main carriageway)					04					Other object					11				
Motorcycle over 500cc					05					Busway or shared use footway (not part of main carriageway)					05					2.13 VEHICLE LEAVING CARRIAGEWAY X									
Motorcycle - cc unknown					97					On lay-by / hard shoulder					06					Did not leave carriageway					0				
Electric Motorcycle					23					Entering lay-by / hard shoulder					07					Left carriageway nearside					1				
Pedal cycle					01					Leaving lay-by / hard shoulder					08					Left carriageway nearside and rebounded					2				
Bus or coach (17 or more passenger seats)					11					Footway (pavement)					09					Left carriageway straight ahead at junction					3				
Minibus (8-16 passenger seats)					10					2.10 JUNCTION LOCATION OF VEHICLE X										Left carriageway offside onto central reservation					4				
Agricultural vehicle (include diggers etc)					17					Not at or within 20m of junction					0					Left carriageway offside onto central reserve and rebounded					5				
Ridden horse					16					Approaching junction or waiting /parked at junction approach					1					Left carriageway offside and crossed central reservation					6				
Mobility scooter					22					Cleared junction or waiting/ parked at junction exit					2					Left carriageway offside					7				
Tram / Light rail					18					Leaving roundabout					3					Left carriageway offside and rebounded					8				
Other 1					90					Entering roundabout					4					2.14 FIRST OBJECT HIT OFF CARRIAGEWAY X									
vehicle 2					90					Leaving main road					5					None					00				
3					90					Entering main road					6					Road sign / Traffic signal					01				
4					90					Entering from slip road					7					Lamp post					02				
										Mid junction--on roundabout or on main road					8					Telegraph pole / Electricity pole					03				
2.6 TOWING AND ARTICULATION X										2.7 MANOEUVRES X										Tree					04				
No tow or articulation					0					Reversing					01					Bus stop / Bus shelter					05				
Articulated vehicle					1					Parked					02					Central crash barrier					06				
Double or multiple trailer					2					Waiting to go ahead but held up					03					Nearside or offside crash barrier					07				
Caravan					3					Slowing or stopping					04					Submerged in water (completely)					08				
Single trailer					4					Moving off					05					Entered ditch					09				
Other tow					5					U turn					06					Wall or fence					11				
										Turning left					07					Other permanent object					10				
										Waiting to turn left					08					2.16 FIRST POINT OF IMPACT X									
										Turning right					09					Did not impact					0				
										Waiting to turn right					10					Front					1				
										Changing lane to left					11					Back					2				
										Changing lane to right					12					Offside					3				
										O'taking moving veh on its offside					13					Nearside					4				
										O'taking stationary veh on its offside					14					2.29 JOURNEY PURPOSE OF DRIVER/RIDER X									
										Overtaking on nearside					15					Journey as part of work					1				
										Going ahead left hand bend					16					Commuting to / from work					2				
										Going ahead right hand bend					17					Taking school pupil to/from school					3				
										Going ahead other					18					Pupil riding to / from school					4				
																				Other					5				
																				Not known					6				

Subject to local directions, boxes with a grey background need not be completed if already recorded

UNCLASSIFIED

RESTRICTED
CONTRIBUTORY FACTORS

Sept 2011

1. Select up to six factors from the grid, relevant to the accident.
2. Factors may be shown in any order, but an indication must be given of whether each factor is *very likely (A)* or *possible (B)*.
3. Only include factors that you consider contributed to the accident. (i.e. do NOT include "Poor road surface" unless relevant).
4. More than one factor may, if appropriate, be related to the same road user.
5. The same factor may be related to more than one road user.
6. The participant should be identified by the relevant vehicle or casualty ref no. (e.g. 001, 002 etc.), preceded by "V" if the factor applies to a vehicle, driver/rider or the road environment (e.g. V002), or "C" if the factor relates to a pedestrian or passenger casualty (e.g. C001).
7. Enter U000 if the factor relates to an uninjured pedestrian.

Road Environment Contributed	103	102	101	110	108	107	109	104	105	106
	Slippery road (due to weather)	Deposit on road (e.g. oil, mud, chippings)	Poor or defective road surface	Sunken, raised or slippery inspection cover	Road layout (e.g. bend, hill, narrow carriageway)	Temporary road layout (e.g. contraflow)	Animal or object in carriageway	Inadequate or masked signs or road markings	Defective traffic signals	Traffic calming (e.g. speed cushions, road humps, chicanes)
Vehicle Defects	201	202	203	204	205	206				
	Tyres illegal, defective or under-inflated	Defective lights or indicators	Defective brakes	Defective steering or suspension	Defective or missing mirrors	Overloaded or poorly loaded vehicle or trailer				
Injudicious Action	308	306	302	301	307	310	305	304	309	303
	Following too close	Exceeding speed limit	Disobeyed Give Way or Stop sign or markings	Disobeyed automatic traffic signal	Travelling too fast for conditions	Cyclist entering road from pavement	Illegal turn or direction of travel	Disobeyed pedestrian crossing facility	Vehicle travelling along pavement	Disobeyed double white lines
Driver/Rider Error or Reaction	405	406	403	408	409	401	402	404	407	410
	Failed to look properly	Failed to judge other person's path or speed	Poor turn or manoeuvre	Sudden braking	Swerved	Junction overshoot	Junction restart (moving off at junction)	Failed to signal or misleading signal	Too close to cyclist, horse or pedestrian	Loss of control
Impairment or Distraction	501	502	508	503	509	510	505	504	507	506
	Impaired by alcohol	Impaired by drugs (illicit or medicinal)	Driver using mobile phone	Fatigue	Distraction in vehicle	Distraction outside vehicle	Illness or disability, mental or physical	Uncorrected, defective eyesight	Rider wearing dark clothing	Not displaying lights at night or in poor visibility
Behaviour or Inexperience	602	605	601	603	607	606	604			
	Careless, reckless or in a hurry	Leamer or inexperienced driver/rider	Aggressive driving	Nervous, uncertain or panic	Unfamiliar with model of vehicle	Inexperience of driving on the left	Driving too slow for conditions or slow vehicle (e.g. tractor)			
Vision Affected by	701	703	706	707	708	705	710	702	704	709
	Stationary or parked vehicle(s)	Road layout (e.g. bend, winding road, hill crest)	Dazzling sun	Rain, sleet, snow or fog	Spray from other vehicles	Dazzling headlights	Vehicle blind spot	Vegetation	Buildings, road signs, street furniture	Visor or windscreen dirty, scratched or frosted etc.
Pedestrian Only (Casualty or Uninjured)	802	808	803	801	806	807	805	804	809	810
	Failed to look properly	Careless, reckless or in a hurry	Failed to judge vehicle's path or speed	Crossing road masked by stationary or parked vehicle	Impaired by alcohol	Impaired by drugs (illicit or medicinal)	Dangerous action in carriageway (e.g. playing)	Wrong use of pedestrian crossing facility	Pedestrian wearing dark clothing at night	Disability or illness, mental or physical
Special Codes	901	902	903	904						*999
	Stolen vehicle	Vehicle in course of crime	Emergency vehicle on a call	Vehicle door opened or closed negligently						Other – Please specify below

	<i>1st</i>	<i>2nd</i>	<i>3rd</i>	<i>4th</i>	<i>5th</i>	<i>6th</i>
Factor in the accident	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Which participant? (e.g. V001, C001, U000)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
Very likely (A) or Possible (B)	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>

*If 999 Other, give brief details

(Note: Only use if another factor contributed to the accident **and include it in the text description of how the accident occurred**)
These factors reflect the reporting officer's opinion at the time of reporting and may not be the result of extensive investigation

RESTRICTED