

REPORT TO: CITY DEVELOPMENT COMMITTEE - 25 OCTOBER 2010

REPORT ON: ROAD SAFETY PROGRESS REPORT 2010

REPORT BY: DIRECTOR OF CITY DEVELOPMENT

REPORT NO: 596-2010

1 PURPOSE OF REPORT

- 1.1 The purpose of the report is to inform committee of the progress made in reducing road accident casualties in Dundee.

2 RECOMMENDATION

- 2.1 It is recommended that the Committee note:
- a the progress made in reducing road accident casualties towards the 2010 national reduction targets; and
 - b that the Scottish Government has set new road safety targets for 2015 and 2020 through its recently published Road Safety Framework "Go Safe on Scotland's Roads - it's Everyone's Responsibility".

3 FINANCIAL IMPLICATIONS

- 3.1 There are no financial implications as a result of this report.

4 BACKGROUND

4.1 Road Safety Progress - Introduction

The Road Traffic Act 1988 places a statutory duty on the Council as the Roads Authority to carry out a programme of measures to promote road safety and prevent road accidents. This applies to the existing road network and new roads.

The importance of road safety is further emphasised within the Council's Local Transport Strategy (LTS) where safety is given prominence as one of five overarching Higher Level Objectives. The road safety component itself has the objective "to improve the safety of all travellers, giving particular emphasis to the safety of vulnerable road users, particularly children".

4.2 UK Government 2010 Targets

In March 2000 the UK Government set national road accident casualty reduction targets underpinned by a national road safety strategy. These targets are, compared to the average for 1994-1998, by the year 2010 to achieve a:

40% reduction in the number of people killed or seriously injured (KSI);

50% reduction in the number of children killed or seriously injured (KSI);

10% reduction in the slight casualty rate (slight injuries per 100 million vehicles kilometres).

4.3 Road Safety Initiatives

In aiming to achieve the adopted casualty reduction targets a number of organisations are involved. The key organisations involved in road safety in Dundee are the Council's City Development, Education and Social Work Departments, Tayside Police, Tayside Health Board and Tayside Fire and Rescue.

The multidisciplinary and integrated approach involves a number of engineering, enforcement, education and encouragement initiatives.

a Engineering

A mixture of engineering measures and techniques are used to improve safety on our roads, such as – traffic management, traffic calming and accident investigation and prevention (AIP). Each of these disciplines targets different accident types, but combine to reduce overall casualties. In addition, development control procedures and road safety audits are pursued to ensure that new developments and roads infrastructure are designed with safety in mind.

b Enforcement

Enforcement of traffic laws plays a crucial role in maintaining and improving road safety. Significant resources are devoted to enforcing speed limits, the drink driving law and other safety related legislation such as inappropriate parking. The Tayside Road Safety Camera Partnership's safety cameras at 5 sites in Dundee are a further tool in the enforcement strategy that has helped to reduce road casualties.

c Education

In addition to initiatives such as the written theory examination in the National Driving Test and driver awareness training, much emphasis is also placed on the education of children. Safer Routes to School initiatives are encouraged and will be reinforced with engineering measures where appropriate. The 20mph around schools in Dundee is a good example of this. Also the 'Safe Drive Stay Alive' road show is an annual event aimed at raising the Road Safety awareness of 16-17 year olds.

d Encouragement

Initiatives that encourage the use of child car seats and restraints, cycle helmets, lights and bright clothing, etc have a significant part to play in encouraging road users to adopt safe practices.

These specific road safety initiatives, combined with other initiatives that are not directly aimed at casualty reduction, such as pedestrian crossing facilities, pedestrianisation and environmental improvements, have all combined to significantly reduce the number of road related injuries in Dundee over the past few years.

4.4 Road Casualty Reduction Progress – UK Government Targets

The tables and graphs in Appendix A provide a breakdown of casualty reduction by casualty type.

a Number of People Killed or Seriously Injured (KSI)

The number of people killed or seriously injured in Dundee per annum has reduced from an annual average during 1994-1998 of 113.8 to 59 in the year 2009 (table 1). This represents a 48% reduction on the 1994-1998 average by the year 2009 and exceeds the national reduction target of 40% by 2010. Although the number of people killed or seriously injured has increased in 2008 and 2009 compared with 2007, the 5-year moving average (graph 1) however indicates an overall downward trend.

Although the number of motorcyclists killed or seriously injured has dropped slightly from 2008 the number is still higher than any previous year and cognisance of this will be taken when considering future road safety initiatives and measures.

b Number of Children Killed or Seriously Injured (KSI)

The number of children killed or seriously injured in Dundee per annum has reduced from an annual average during 1994-1998 of 33.6 to 13 in the year 2009 (table 2). This represents a 61% reduction on the 1994-1998 average by the year 2009 and exceeds the national reduction target of 50% by 2010. The 5-year moving average (graph 2) also indicates an overall downward trend. It will be a challenge to at least maintain and hopefully better this overall reduction as one child KSI casualty is one too many.

c Slight Casualty Rate (per million vehicle-kilometres)

The slight casualty rate (per 100 million vehicle kilometres) has reduced from an annual average during 1994-1998 of 55 to 35 in the year 2009 (table 3). This represents a reduction of 37% on the 1994-1998 average by the year 2009 and easily exceeds the national reduction target of 10% by 2010. The 5-year moving average (graph 3) also indicates an overall downward trend.

d All Slight Casualties

The number of people slightly injured in Dundee per annum virtually remained constant at an annual average during 1994-1998 of 344 to 345 in the year 2002. In year 2003 there was a reduction in slight casualties and this was sustained during 2004 and 2005. In year 2006 there was an increase however in year 2007 and 2008 the number of slight casualties again fell. In 2009 however there has been an increase in the number of people slightly injured (table 4) although not to the levels in previous years. The 5-year moving average (graph 4) indicates an overall downward trend.

It should be noted that these figures relate only to the local road network within Dundee. The reason for this being that in the past Dundee City Council, through TPU on an agency basis, carried out road safety investigations and made recommendations for ameliorative measures on the Trunk Road network. However, since year 2001, this arrangement has ceased and Dundee City Council now has no input into road safety on the trunk road network in Dundee. Therefore, as the targets

look toward 2010, the trunk road network has been excluded from the Council's road casualty statistics in both the base years 1994-1998 and in later years

4.5 **Cost to Society**

Although significant casualty reduction has been achieved, 59 people killed or seriously injured in Dundee during 2009 is still far too high a figure. The cost to society in economic terms through lost output, medical costs, pain, suffering, emergency service costs and damage to property for these 59 injuries is of the order of £16.7 million. In addition it must be remembered that there is real human grief and suffering experienced not only by those injured but also by friends and families.

Furthermore, the perception of danger given by the occurrence of this number of casualties can provide a barrier to people's mobility and quality of life.

For all these reasons, it is essential that the excellent progress made in reducing casualties to date must be continued.

5 **SCOTLAND'S ROAD SAFETY FRAMEWORK TO 2020 - "GO SAFE ON SCOTLAND'S ROADS IT'S EVERYONE'S RESPONSIBILITY"**

5.1 The Scottish Government last year published "Go Safe on Scotland's Roads its Everyone's Responsibility" and this document describes Scotland's Road Safety Framework to 2020. This framework follows on from the 2010 road accident casualty reduction targets and refocuses and encourages all partners in road safety to work towards the national/local priorities in improving safety on Scotland's Roads.

A Panel of Experts was set up to advise on measures that will contribute to reducing deaths and injuries on the roads of Scotland. In addition, a public consultation was carried out to seek views on what the framework should include. The contributions from the consultation have been considered alongside evidence gained through accident statistics and research in developing this framework.

5.2 **Scotland's Road Safety Vision**

"A steady reduction in the numbers of those killed and seriously injured, with the ultimate vision of a future where no-one is killed on Scotland's roads, and the injury rate is much reduced."

The Scottish Government believes that this is an ambitious vision and one capable of being shared by all. Through the public consultation, expert opinion, research and statistics the government has identified national Scottish priorities for Road Safety. The priorities are not ordered or ranked to allow flexibility for local circumstances and to allow for changing trends and advances in technology. The priorities are:

- leadership;
- sharing intelligence and good practice;
- children;
- drivers aged 17-25
- rural roads
- drink driving
- seatbelts; and

- speed.

5.3 Scottish Road Safety Targets to 2015 and 2020

Dundee City Council had made good progress in achieving the 2010 targets and the Scottish Government's new framework document has retained the principle of having targets and has reviewed road accident casualty reduction targets, given the latest information and evidence. The current 2010 targets are to be retained to maintain alignment with the GB targets and the new Scottish Road Safety Targets commencing after 2010. The new 2020 road safety targets, with key milestones at 2015 are:

Target*	2015 Milestone % Reduction	2020 Milestone % Reduction
People killed	30	40
People seriously injured	43	55
Children (aged < 16) killed	35	50
Children (aged < 16) seriously injured	50	65

*Compared with the average Scottish Figures for 2004/2008.

The above targets have separated road deaths from serious injury as, in recent years, trends have been different for these as serious injuries have fallen steadily while road fatalities have failed to achieve the same rate of decline. The new targets have included a milestone at 2015 and this is to be a key checkpoint for the Framework.

The Framework document highlights five strategic aims that support the National Performance Framework, National Transport Strategy and local outcomes. The strategic themes are:

- helping to Join Up the strands of road safety across the various delivery partners, so as to work more effectively;
- reinforcing, at every opportunity, the message of the responsibility of all road users for their own and other's safety on the roads;
- encouraging a Drive for Life culture;
- reducing the tolerance of risk on the roads; and
- upholding the rights of all road users to expect safe road travel.

There are a series of commitments by the Scottish Government associated with each of the strategic aims within the Framework and these range from investigating the possibility of establishing a strategic Scottish group which is representative of the major road safety disciplines and key partners, to lobbying the UK Government for a reduction in the Drink Drive Limit and for powers for the police to carry out breath tests anytime, anywhere. The full range of commitments and measures can be seen on the Scottish Governments website:

<http://www.scotland.gov.uk/Publications/2009/06/08103221/0>.

As mentioned earlier it can be seen that the Council and its partners has made good progress towards the 2010 targets and it is vitally important to highlight that the new Road Safety Targets will be very challenging for all partners. The targets set by the Scottish Government are ambitious and it will need very significant commitment and resources from all partners for them to be achieved given that the accident rates have been reduced to a much lower baseline over the last few years. The Council remains committed to improving road safety for all residents and visitors to the city.

6 POLICY IMPLICATIONS

6.1 This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management.

a Sustainability

Road safety initiatives promote a safer environment for all road users and encourage walking and cycling which are key principles of Transport and Travel.

b Strategic Environmental Assessment

There are no implications in relation to this report.

c Anti-Poverty

Road safety initiatives promote safety, especially for vulnerable groups such as the elderly and children, thus ensuring that the local road network meets the transport needs of all road users, allowing equal access to all services.

d Equality Impact Assessment

There are no implications in relation to this report.

e Risk Management

The promotion of road safety initiatives helps the Council to manage the accident risk to all users of the local road network and to minimise the consequences that arise from road accidents both in terms of human suffering and financial costs.

7 CONSULTATIONS

- 7.1 The Chief Executive, Depute Chief Executive (Support Services), Director of Finance, Assistant Chief Executive (Community Planning) and the Chief Constable have been consulted and are in agreement with the contents of this report.

8 BACKGROUND PAPERS

- 8.1 Scotland's Road Safety Framework to 2020 - "Go Safe in Scotland's Roads it's Everyone's Responsibility"
<http://www.scotland.gov.uk/Publications/2009/10/01090036/0>
- 8.2 Committee Report 386-2009 - Road Safety Progress Report 2009 - City Development Committee - 24 August 2009

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APPENDIX A

Table 1 Dundee City - Local Road Network, Killed and seriously injured (KSI) casualties, 1994-1998 average to 2009

All KSI Casualties	1994-1998 Average	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	% Change*
Pedestrian	59.2	36	39	31	25	21	32	26	36	20	21	26	-56%
Pedal Cycle	9.4	9	4	5	6	5	6	5	4	3	6	6	-36%
Motorcycle	6.4	4	5	5	4	3	5	7	4	4	11	9	+41%
Car/Taxi	32.8	32	17	36	30	29	15	13	26	16	13	15	-54%
Bus/Goods/Other	6.0	3	4	3	5	0	5	7	1	1	3	3	-50%
All	113.8	84	69	80	70	58	63	58	71	44	54	59	-48%

* Percentage change as compared 2009 to 1994-1998 average

Graph 1 - Dundee City - Local Road Network, Killed and seriously injured (KSI) casualties, 5-year moving average and yearly total

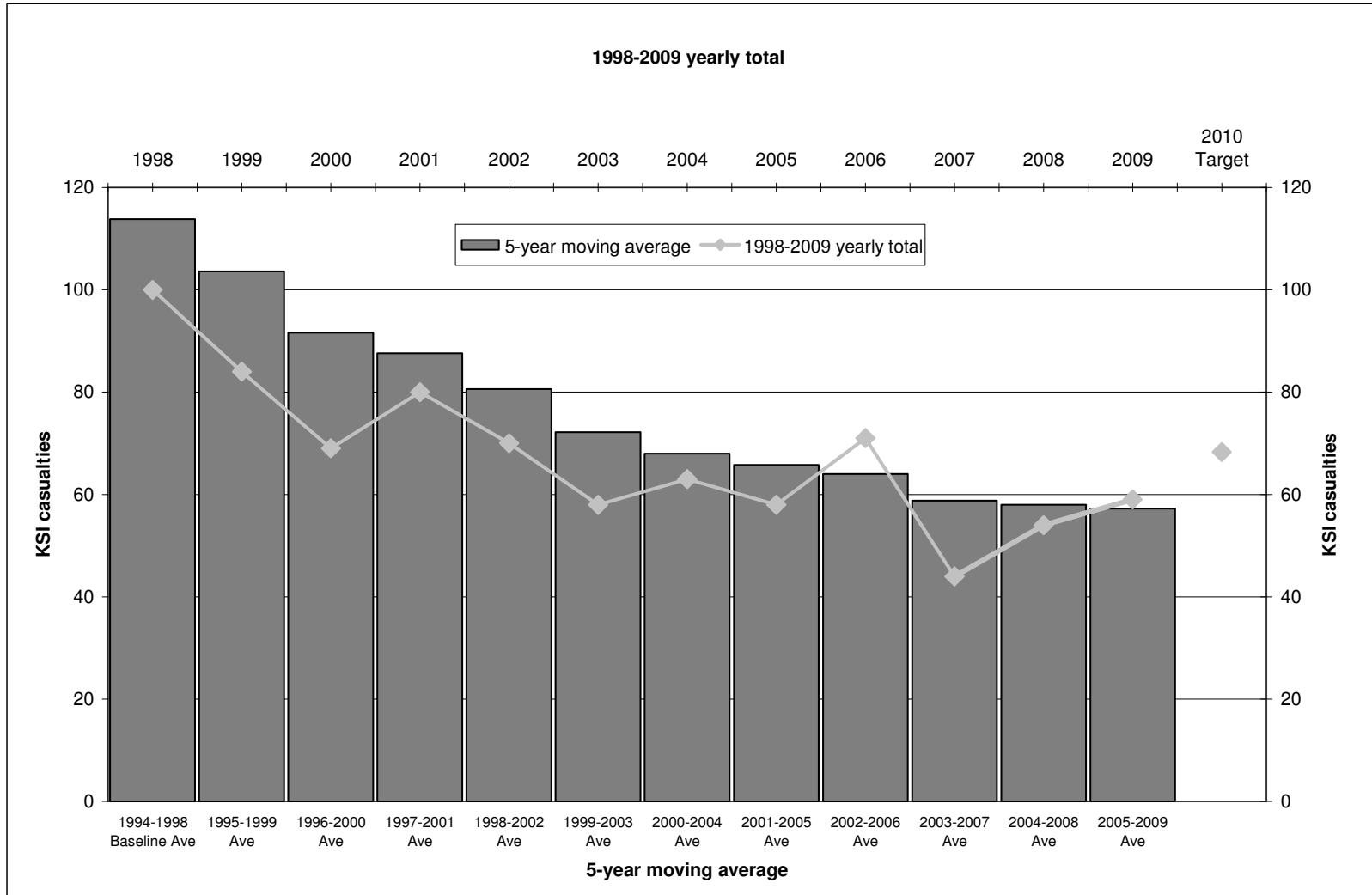


Table 2 Dundee City - Local Road Network, Child killed and seriously injured (KSI) casualties, 1994-1998 average to 2009

Child KSI Casualties	1994-1998 Average	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	% Change*
Pedestrian	26.8	17	13	13	13	9	16	14	13	10	8	10	-63%
Pedal Cycle	2.8	2	1	3	4	0	2	2	1	1	1	0	-100%
Motorcycle	0.0	0	0	0	0	1	0	0	1	0	0	1	∞
Car/Taxi	3.6	2	1	3	1	1	0	0	0	0	0	2	-44%
Bus/Goods/Other	0.4	0	0	0	1	0	0	0	0	0	0	0	-100%
All	33.6	21	15	19	19	11	18	16	15	11	9	13	-61%

* Percentage change as compared 2009 to 1994-1998 average

Graph 2 - Dundee City - Local Road Network, Child killed and seriously injured (KSI) casualties, 5-year moving average and yearly total

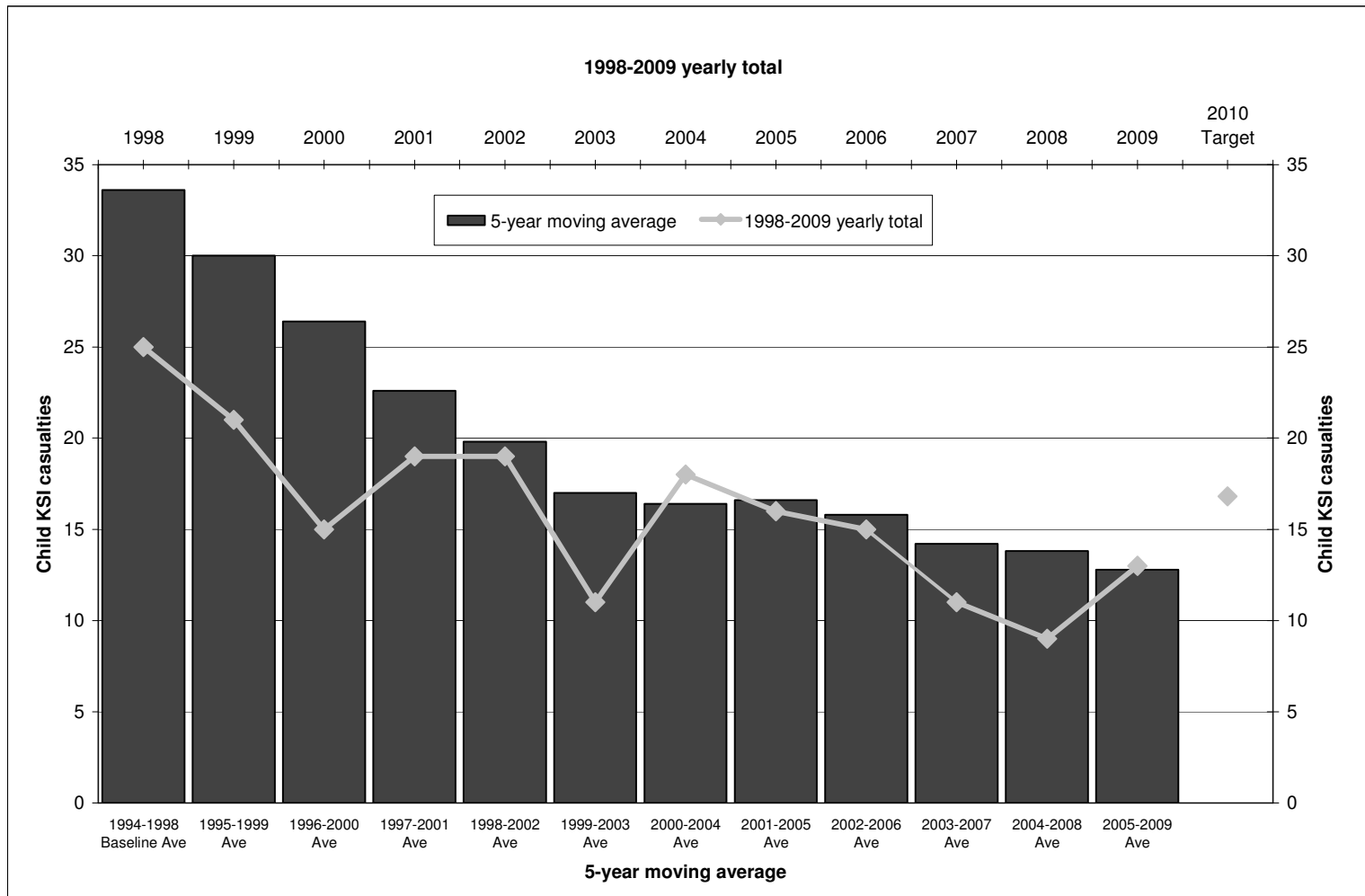


Table 3 Dundee City Local Road Network, Slight casualty rate (per 100m veh-km), 1994-1998 average to 2009

Slight Casualty Rate (per 100m veh-km)	1994-1998 Average	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	% Change*
All	55.0	54.2	52.1	51.6	50.7	43.8	43.9	32.0	38.5	31.2	29.8	34.9	-37%

* Percentage change as compared 2009 to 1994-1998 average

Graph 3 - Dundee City Local Road Network, Slight casualty rate (per 100m veh-km), 5-year moving average and yearly total

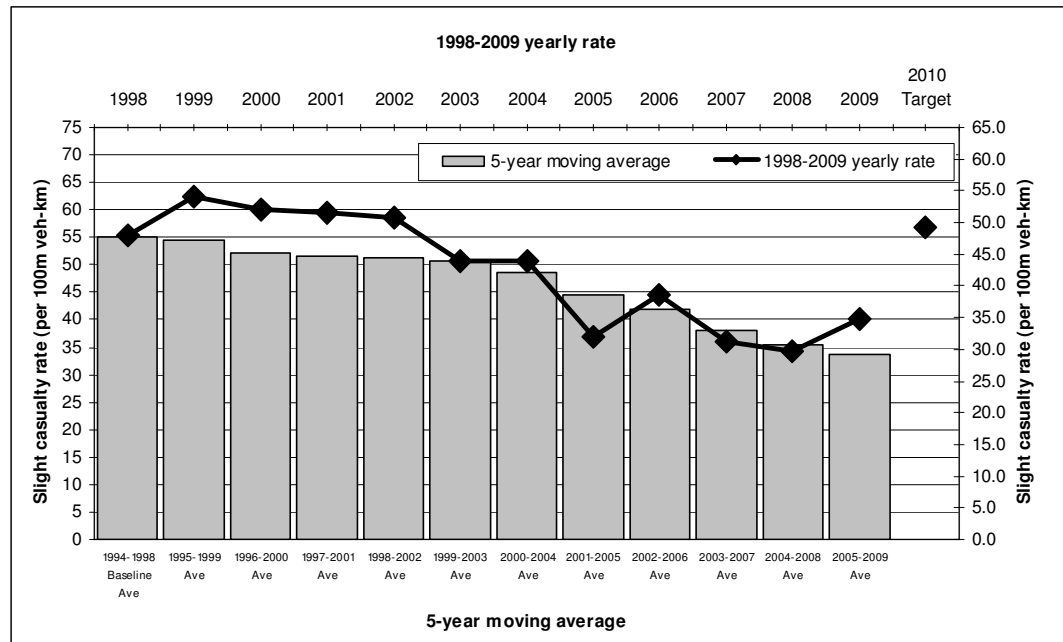


Table 4 Dundee City Local Road Network, Slightly injured casualties, 1994-1998 average to 2009

All Slight Casualties	1994-1998 Average	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	% Change
Pedestrian	99.8	94	87	91	82	69	91	61	70	54	54	56	-44%
Pedal Cycle	25.6	20	19	16	19	21	15	13	24	14	14	16	-38%
Motorcycle	9.8	11	11	19	11	12	10	11	11	13	13	17	+73%
Car/Taxi	188.8	202	206	180	178	181	157	127	149	125	125	160	-15%
Bus/Goods/Other	20.0	26	18	29	55	14	25	7	15	18	11	6	-70%
All	344.0	353	341	335	345	297	298	219	269	224	217	255	-26%

* Percentage change as compared 2009 to 1994-1998 average

Graph 4 - Dundee City Local Road Network, Slightly injured casualties, 5-year moving average and yearly total

