

REPORT TO: CITY DEVELOPMENT COMMITTEE - 27 JUNE 2011

REPORT ON: ROAD SAFETY PROGRESS REPORT 2011

REPORT BY: DIRECTOR OF CITY DEVELOPMENT

REPORT NO: 291-2011

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 that:
- a the progress that has been made in achieving the UK Government 2010 reduction targets for road accident casualties on the local road network; and
 - b the Scottish Government has set new road safety targets for 2015 and 2020 through the 2009 publication 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 UK GOVERNMENT 2010 ROAD CASUALTY REDUCTION TARGETS

4.1 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 Road Casualty Reduction 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 Dundee City Local Road 2010 Road Casualty Reduction

The figures below 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 for the 2010 targets 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.

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 37 in the year 2010 (table 1).

This represents a 67% reduction on the 1994-1998 average by the year 2010 and exceeds the national reduction target of 40%.

The 5-year moving average (graph 1) also indicates an overall downward trend.

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 10 in the year 2010 (table 2).

This represents a 70% reduction on the 1994-1998 average by the year 2010 and exceeds the national reduction target of 50%.

The 5-year moving average (graph 2) also indicates an overall downward trend.

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 26 in the year 2010 (table 3).

This represents a reduction of 53% on the 1994-1998 average by the year 2010 and exceeds the national reduction target of 10%.

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 has reduced from an annual average during 1994-1998 of 344 to 183 in the year 2010 (table 4).

This represents a reduction of 47% on the 1994-1998 average.

The 5-year moving average (graph 4) also indicates an overall downward trend.

e Cost to Society

Although significant casualty reduction has been achieved, 37 people killed or seriously injured in Dundee during 2010 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 37 injuries is of the order of £10.6 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.

4.4 Dundee City Local Road Casualty Reduction Initiatives

In achieving the casualty reduction targets a number of organisations have been 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, wearing of seatbelts and other safety related legislation such as inappropriate parking. The Tayside Road Safety Camera Partnership's safety cameras at five 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 schemes that are not directly aimed at casualty reduction, such as pedestrian crossing facilities, pedestrianisation and environmental improvements, have all contributed to Dundee City achieving the UK Government's 2010 casualty reduction targets for the local road network.

4.5 Summary

The KSI, child KSI and slight casualty rate (per million vehicle-kilometres) reduction targets have been met for the local road network in Dundee.

Since first reported to Committee in June 2002, the Council has committed approximately £1.58 million to the introduction of road safety remedial engineering measures at identified accident cluster sites throughout the local road network in Dundee. In addition to these engineering works the Council has supported the other key organisations involved in delivering road safety in Dundee, for example, part-funding of road safety education material for use by Tayside Police Road Safety Officer, joint funding of radio campaigns to promote road safety messages including the part-time 20mph limits around schools and assisting Tayside Police, through the supply of road accident and traffic speed data, to carry out evidence based enforcement at targeted sites.

While it is not claimed that the casualty reduction achieved in Dundee over the last ten years is solely down to the programme of measures implemented by the Council and its various partners, their contribution, along with providing a safer local environment for all road users, should be acknowledged.

It is essential that the excellent progress and commitment shown from all the key organisations involved in delivering road safety in Dundee must be continued in future years. This will be required if the Council is to meet the casualty reduction targets set by the Scottish Government.

5 **SCOTTISH GOVERNMENT 2015 and 2020 ROAD SAFETY TARGETS**

5.1 Introduction

In 2009 the Scottish Government published "Go Safe on Scotland's Roads it's Everyone's Responsibility" and this document describes Scotland's Road Safety Framework to 2020. This framework follows on from the 2010 UK 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. This document can be seen on the Scottish Government website: <http://www.scotland.gov.uk/Publications/2009/06/08103221/0>.

5.2 Scotland Road Safety Targets to 2015 and 2020

The new Scotland Road Safety Targets for 2015 are, compared to the average for 2004-2008, to achieve a:

- 30% reduction in the number of people killed;
- 43% reduction in the number of people seriously injured;
- 35% reduction in the number of children killed;
- 50% reduction in the number of children seriously injured.

The new Scotland Road Safety Targets for 2020 are, compared to the average for 2004-2008, to achieve a:

- 40% reduction in the number of people killed;
- 55% reduction in the number of people seriously injured;
- 50% reduction in the number of children killed;
- 65% reduction in the number of children seriously injured;
- 10% reduction in the slight casualty rate (slight injuries per million vehicle kilometres).

5.3 Dundee City Road Safety Targets to 2015 and 2020

As mentioned earlier, the Council and its partners have made good progress meeting the 2010 UK targets. It is important to highlight that the new road safety targets will be very challenging for all partners. These targets set by the Scottish Government are ambitious and it will require significant commitment and resources from all partners for them to be achieved, given that the casualty 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.

The major issues identified are:

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 and 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 596-2010 - Road Safety Progress Report 2010 - City Development Committee - 12 September 2010.

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APPENDIX A

Table 1: Dundee City - Local Road Network, Killed and Seriously Injured (KSI) Casualties, 1994-1998 Average to 2010

| All KSI Casualties | 1994-1998 Average | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | % Change* |
|--------------------|-------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------------|
| Pedestrian | 59.2 | 36 | 39 | 31 | 25 | 21 | 32 | 26 | 36 | 20 | 22 | 25 | 23 | -61% |
| Pedal Cycle | 9.4 | 9 | 4 | 5 | 6 | 5 | 6 | 5 | 4 | 3 | 6 | 6 | 4 | -57% |
| Motorcycle | 6.4 | 4 | 5 | 5 | 4 | 3 | 5 | 7 | 4 | 4 | 11 | 9 | 5 | -22% |
| Car/Taxi | 32.8 | 32 | 17 | 36 | 30 | 29 | 15 | 13 | 26 | 16 | 14 | 15 | 2 | -94% |
| Bus/Goods/Other | 6.0 | 3 | 4 | 3 | 5 | 0 | 5 | 7 | 1 | 1 | 3 | 3 | 3 | -50% |
| All | 113.8 | 84 | 69 | 80 | 70 | 58 | 63 | 58 | 71 | 44 | 56 | 58 | 37 | -67% |

*Based on 1994-1998 Average

Graph 1: Dundee City - Local Road Network, Killed and Seriously Injured (KSI) Casualties, 5 Year Moving Average and Yearly Total

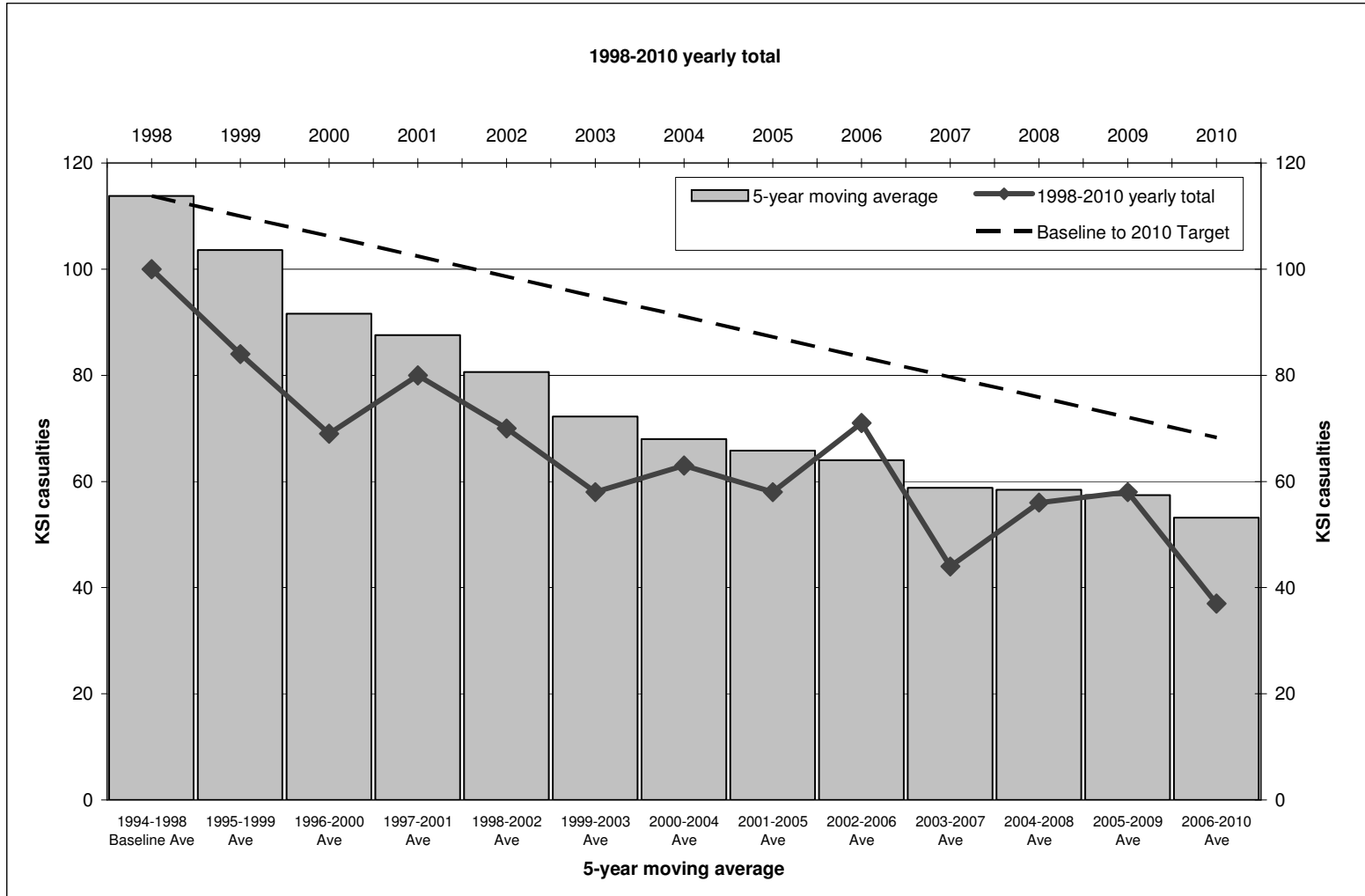


Table 2: Dundee City - Local Road Network, Child Killed and Seriously Injured (KSI) Casualties, 1994-1998 Average to 2010

| Child KSI Casualties | 1994-1998 Average | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | % Change* |
|----------------------|-------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-------------|
| Pedestrian | 26.8 | 17 | 13 | 13 | 13 | 9 | 16 | 14 | 13 | 10 | 8 | 10 | 8 | -70% |
| Pedal Cycle | 2.8 | 2 | 1 | 3 | 4 | 0 | 2 | 2 | 1 | 1 | 1 | 0 | 1 | -64% |
| Motorcycle | 0.0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | ∞ |
| Car/Taxi | 3.6 | 2 | 1 | 3 | 1 | 1 | 0 | 0 | 0 | 0 | 1 | 2 | 0 | -100% |
| Bus/Goods/Other | 0.4 | 0 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | -100% |
| All | 33.6 | 21 | 15 | 19 | 19 | 11 | 18 | 16 | 15 | 11 | 10 | 13 | 10 | -70% |

*Based on 1994-1998 Average

Graph 2: Dundee City - Local Road Network, Child killed and Seriously Injured (KSI) Casualties, 5 Year Moving Average and Yearly Total

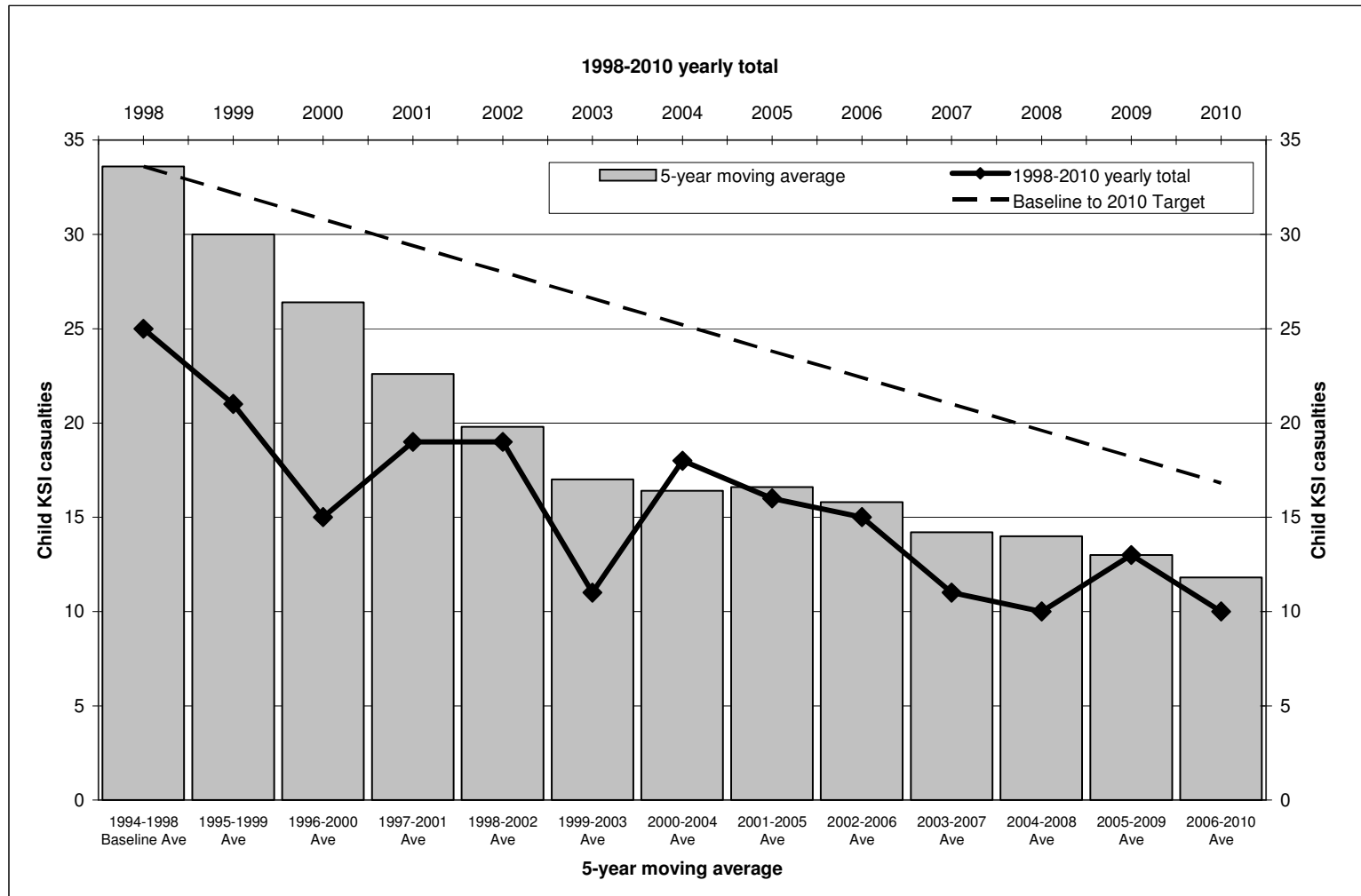


Table 3: Dundee City Local Road Network, Slight Casualty Rate (per 100m veh-km), 1994-1998 Average to 2010

| Slight Casualty Rate (per 100m veh-km) | 1994- 1998 Average | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | % Change* |
|--|--------------------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|--------------|
| All | 55.0 | 54.2 | 52.1 | 51.6 | 50.7 | 43.8 | 43.9 | 32.0 | 38.5 | 31.2 | 30.5 | 35.7 | 26.0 | -53% |

*Based on 1994-1998 Average

Graph 3: Dundee City Local Road Network, Slight Casualty Rate (per 100m veh-km), 5 Year Moving Average and Yearly Total

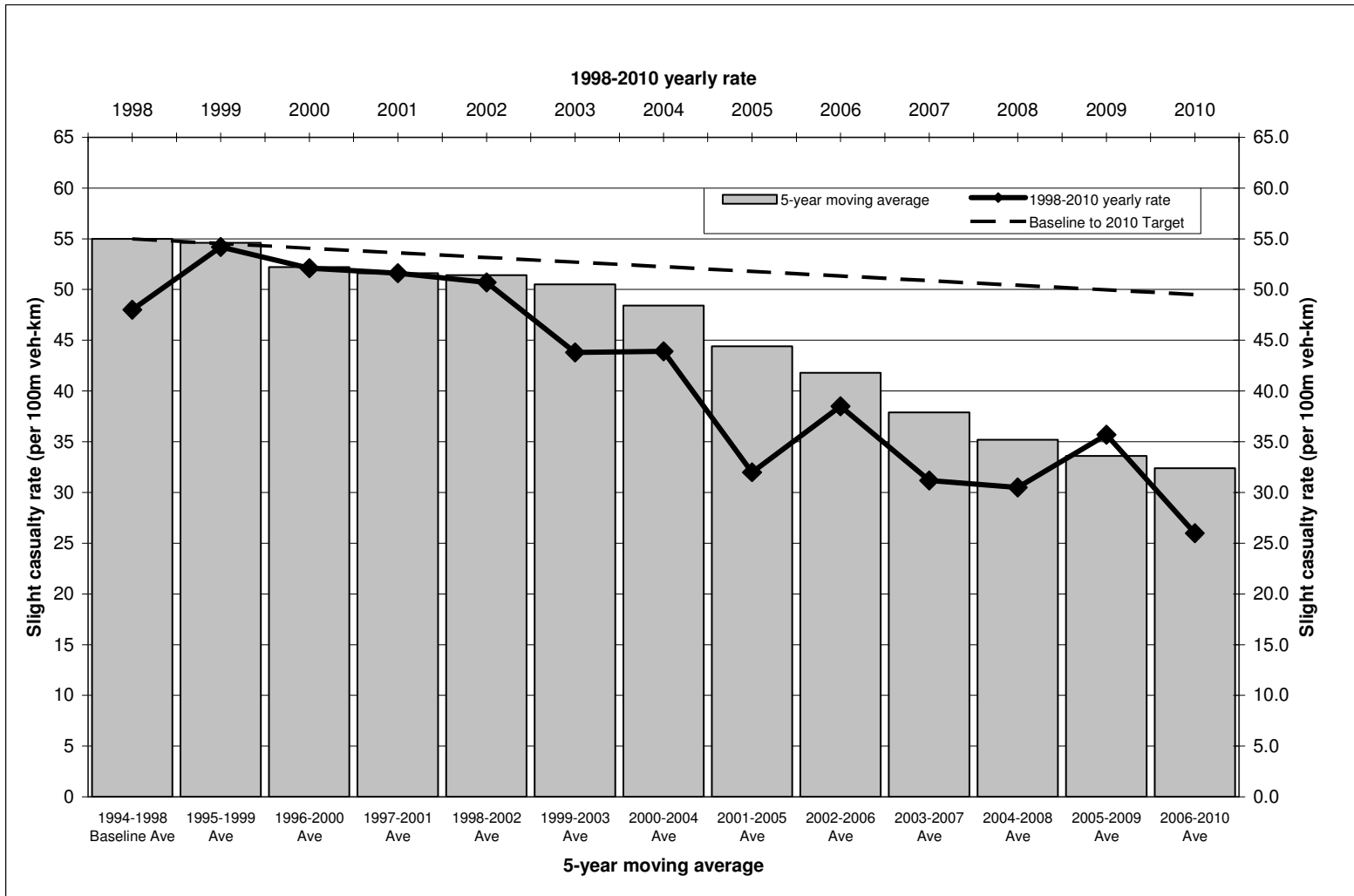


Table 4: Dundee City Local Road Network, Slightly Injured Casualties, 1994-1998 Average to 2010

| All Slight Casualties | 1994-1998 Average | 1999 | 2000 | 2001 | 2002 | 2003 | 2004 | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | % Change* |
|-----------------------|-------------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|-------------|
| Pedestrian | 99.8 | 94 | 87 | 91 | 82 | 69 | 91 | 61 | 70 | 54 | 56 | 56 | 54 | -46% |
| Pedal Cycle | 25.6 | 20 | 19 | 16 | 19 | 21 | 15 | 13 | 24 | 14 | 14 | 16 | 17 | -34% |
| Motorcycle | 9.8 | 11 | 11 | 19 | 11 | 12 | 10 | 11 | 11 | 13 | 13 | 17 | 7 | -29% |
| Car/Taxi | 188.8 | 202 | 206 | 180 | 178 | 181 | 157 | 127 | 149 | 125 | 126 | 156 | 93 | -51% |
| Bus/Goods/Other | 20.0 | 26 | 18 | 29 | 55 | 14 | 25 | 7 | 15 | 18 | 11 | 6 | 12 | -40% |
| All | 344.0 | 353 | 341 | 335 | 345 | 297 | 298 | 219 | 269 | 224 | 220 | 251 | 183 | -47% |

*Based on 1994-1998 Average

Graph 4: Dundee City Local Road Network, Slightly Injured Casualties, 5 Year Moving Average and Yearly Total

