

**REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE
28 APRIL 2003**

REPORT ON: ROAD SAFETY PROGRESS REPORT 2003

REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION

REPORT NO: 301-2003

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 RECOMMENDATIONS

- 2.1 It is recommended that the Committee notes the progress made in reducing road accident casualties; and
- 2.2 Endorses the current policy of the Department in targeting pedestrian injury accidents.

3 FINANCIAL IMPLICATIONS

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

4 LOCAL AGENDA 21 IMPLICATIONS

- 4.1 Road safety initiatives promote a safer environment for all road users and encourage walking and cycling, which are environmentally benign modes of transport.

5 EQUAL OPPORTUNITIES IMPLICATIONS

- 5.1 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.

6 BACKGROUND

- 6.1 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.'

6.2 Government Targets

In March 2000 the Government set national road accident casualty reduction targets underpinned by a national road safety strategy. These targets are, compared to the average for 1994-98, 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 vehicle kilometres).

Dundee City Council has, through the Local Transport Strategy, adopted these targets.

6.3 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 Planning and Transportation, Education and Social Work Departments, Tayside Police and Tayside Health Board. The multidisciplinary and integrated approach involves a number of engineering, enforcement, education and encouragement initiatives.

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. Prominent examples are Mains Loan (DISC) traffic management, Douglas Traffic Calming, West Port Traffic Calming and Strathern Road/ Fairfield Road AIP junction improvements. 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.

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.

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.

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.

6.4 Road Casualty Reduction Progress

At the time of the previous Road Safety Progress Report (193-2002) going to committee in May 2002 the latest road casualty figures available were for year 2000. Casualty data for 2002 is now available. Therefore, the tables below give details of the 1994-98 average, year 2000 and year 2002.

1 Number of People Killed or Seriously Injured (KSI)

Table 1 below provides a breakdown of casualty reduction by casualty type:

	1994-98 Ave	2000	2001	2002	% Change (1994-98 Ave to 2002)
Pedestrian	59.2	39	31	25	-58%
Pedal Cycle	9.4	4	5	6	-36%
Motorcycle	6.4	5	5	4	-38%
Car/Taxi	33	17	37	30	-9%
Bus/Goods/Other	6	4	3	5	-17%
All	114	69	81	70	-39%

Table 1 All KSI Casualties

The number of people killed or seriously injured in Dundee per annum has reduced from an annual average between 1994-98 of 114 to 70 in the year 2002. This represents a 39% reduction and by the year 2002 almost matches the national reduction target of 40% by 2010. **Although the overall number of KSI casualties has increased slightly since 2000 it is particularly encouraging to note that the number of pedestrian KSI has reduced significantly over this period, as improving pedestrian safety has been an area where particular emphasis has been placed over the past few years.**

2 Number of Children Killed or Seriously Injured (KSI)

Table 2 below provides a breakdown of casualty reduction by casualty type:

	1994-98 Ave	2000	2001	2002	% Change (1994-98 Ave to 2002)
Pedestrian	26.8	13	13	13	-51%
Pedal Cycle	2.8	1	3	4	+43%
Motorcycle	0	0	0	0	0%
Car/Taxi	3.6	1	3	1	-72%
Bus/Goods/Other	0.4	0	0	1	+150%
All	33.6	15	19	19	-43%

Table 2 Child KSI Casualties

The number of children killed or seriously injured in Dundee per annum has reduced from an annual average between 1994-98 of 34 to 19 in the year 2002. The overall reduction on the 1994-98 average by the year 2002 is 43%. Again it is noticeable that the largest decrease is in pedestrian casualties. However, there is an increase on the 2000 Child KSI and this indicates that there should be no complacency in delivering the road safety message to children.

The increase in cycle casualties since year 2000 is particularly worrying. However following additional funding being given to the Council by the Scottish Executive specifically for employing a School Travel Plan Co-ordinator it is felt that in conjunction with the Police Road Safety Officer and our own expertise in accident investigation and prevention we can channel our joint efforts in road safety education. Whilst we have almost reached the national Road Casualty Reduction Targets we cannot lessen our efforts in reducing pedestrian injury accidents even further.

The word injury does not fully explain the pain and suffering caused to all those concerned in a road accident. We must do all we can to reduce these figures even further.

3 Slight Casualty Rate

Table 3 below provides a breakdown of casualty reduction by casualty type:

	1994-98 Ave	2000	2001	2002	% Change (1994-98 Ave to 2002)
Pedestrian	99.8	89	91	82	-18%
Pedal Cycle	25.6	19	16	19	-26%
Motorcycle	10	11	19	11	+10%
Car/Taxi	189.2	206	181	176	-7%
Bus/Goods/Other	20	18	29	55	+175%
All	344.6	343	336	343	0%

Table 3 All Slight Casualties

The number of people slightly injured in Dundee per annum has virtually remained the same from an annual average between 1994-98 of 344 to 343 in the year 2002. However, during the same time period it has been estimated that traffic in Dundee has grown by 6%. Therefore this represents a 6% reduction in slight injuries per 100 million vehicle kilometres by the year 2002 towards the national reduction target of 10% by 2010. It is worthwhile noting that the increase in Bus/Goods/Other is almost entirely due to one accident during March 2002 involving a bus which resulted in 5 serious and 31 slight injuries.

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 the 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 1994-98 and in later years.

6.5 Cost to Society

Although significant casualty reduction has been achieved, 70 people killed or seriously injured in Dundee during 2002 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 70 injuries is of the order of £14.5 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 continue.

7 CONSULTATIONS

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

8 BACKGROUND PAPERS

- 8.1 Tomorrow's Roads: Safer for Everyone – The Government's road safety strategy and casualty reduction targets for 2010 – DETR.
- 8.2 Road Accidents Scotland 2001 – Scottish Executive.
- 8.3 Planning and Transportation Committee Report 193-2002 Road Safety Progress Report, 27 May 2002.

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