

**REPORT TO: CITY DEVELOPMENT COMMITTEE – 28 SEPTEMBER 2015**

**REPORT ON: ROAD SAFETY PROGRESS REPORT 2015**

**REPORT BY: EXECUTIVE DIRECTOR OF CITY DEVELOPMENT**

**REPORT NO: 310-2015**

## **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 take note of the progress made in reducing road accident casualties, on the local road network, towards the Scottish Government road safety targets for 2015 and 2020.

## **3 FINANCIAL IMPLICATIONS**

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

## **4 BACKGROUND**

### **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 June 2009 the Scottish Government set national road accident casualty reduction targets underpinned by a national road safety framework. These 2020 road safety targets, with key milestones at 2015 are detailed in the table below.

<b>Target</b>	<b>2015 Milestone Reduction*</b>	<b>2020 Reduction*</b>
People killed	30%	40%
People seriously injured	43%	55%
Children (aged <16) killed	35%	50%
Children (aged <16) seriously injured	50%	65%
Slight Casualty Rate (per 100 million veh-km)	N/A	10%

\*Compared with the average number of casualties for 2004-2008.

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.

#### 4.3 Dundee City Local Road Casualty Reduction Initiatives

In aiming to achieve the 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, Police Scotland, Scottish Fire and Rescue and Tayside NHS Board.

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 have been 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 significantly reduce the number of road related injuries in Dundee over the past few years.

#### 4.4 Road Casualty Reduction Progress – Scottish Government Targets

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 2015 and 2020 targets the trunk road network has been excluded from the Council's road casualty statistics in both the base years 2004-2008 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 On Local Road Network

The number of people killed in Dundee per annum has increased slightly from an annual average during 2004-2008 of 1.8 to 2 in the year 2014 (table 1). The 5-year moving average (graph 1) also indicates a slight upward trend. This represents an 11% increase on the 2004-2008 average by the year 2014. Analysis of the casualties between 2009 and 2014 shows 7 were pedestrians, 3 motor cycle riders and 1 a motor vehicle driver. Cognisance of this will be taken when considering future road safety initiatives and measures.

b Number of People Seriously Injured on local road network

The number of people seriously injured in Dundee per annum has reduced from an annual average during 2004-2008 of 56.6 to 34 in the year 2014 (table 2). The 5-year moving average (graph 2) also indicates an overall downward trend. This represents a 40% reduction on the 2004-2008 average by the year 2014. Analysis of these casualties shows them to primarily involve pedestrians and this will be taken into consideration when developing future road safety initiatives and measures.

c Number of Children Killed On Local Road Network

There have been no children killed on the local road network in Dundee between 2004 and 2008 (baseline years) and 2009 to 2014; therefore there is no table or graph relating to this casualty group within this report.

During the same time period there was one child killed on the trunk road network in the Dundee area. The Council will continue to work with all key stakeholders responsible for road safety throughout Dundee to continue to improve child safety, as one child road death is one too many.

d Number of Children Seriously Injured on local road network

The number of children seriously injured in Dundee per annum has reduced from an annual average during 2004-2008 of 14 to 3 in the year 2014 (table 3). The 5-year moving average (graph 3) also indicates an overall downward trend. This represents a 79% reduction on the 2004-2008 average by the year 2014. Analysis of these casualties shows them to predominantly involve pedestrians and cognisance of this will be taken when considering future road safety initiatives and measures.

e Slight Casualty Rate (Per Million Vehicle-Kilometres) On Local Road Network

The slight casualty rate (per 100 million vehicle kilometres) has reduced from an annual average during 2004-2008 of 35.2 to 20 in the year 2014 (table 4). The 5-year moving average (graph 4) also indicates an overall downward trend. This represents a reduction of 43% on the 2004-2008 average by the year 2014. Analysis of these casualties shows them to predominantly involve an injury to a car driver or passenger and cognisance of this will be taken when considering future road safety initiatives and measures.

f Cost to Society

Although significant casualty reduction has been achieved, 36 people killed or seriously injured in Dundee during 2014 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 36 injuries is of the order of £10.4 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 POLICY IMPLICATIONS**

- 5.1 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 are:
- a 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 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; and
  - c 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.

## **6 CONSULTATIONS**

- 6.1 The Chief Executive, the Executive Director of Corporate Services, Head of Democratic and Legal Services and Police Scotland Dundee Area Commander have been consulted and are in agreement with the contents of this report.

## **7 BACKGROUND PAPERS**

- 7.1 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>.

Mike Galloway  
Executive Director of City Development

Neil Gellatly  
Head of Transportation

NHG/FR/KM

14 August 2015

Dundee City Council  
Dundee House  
Dundee

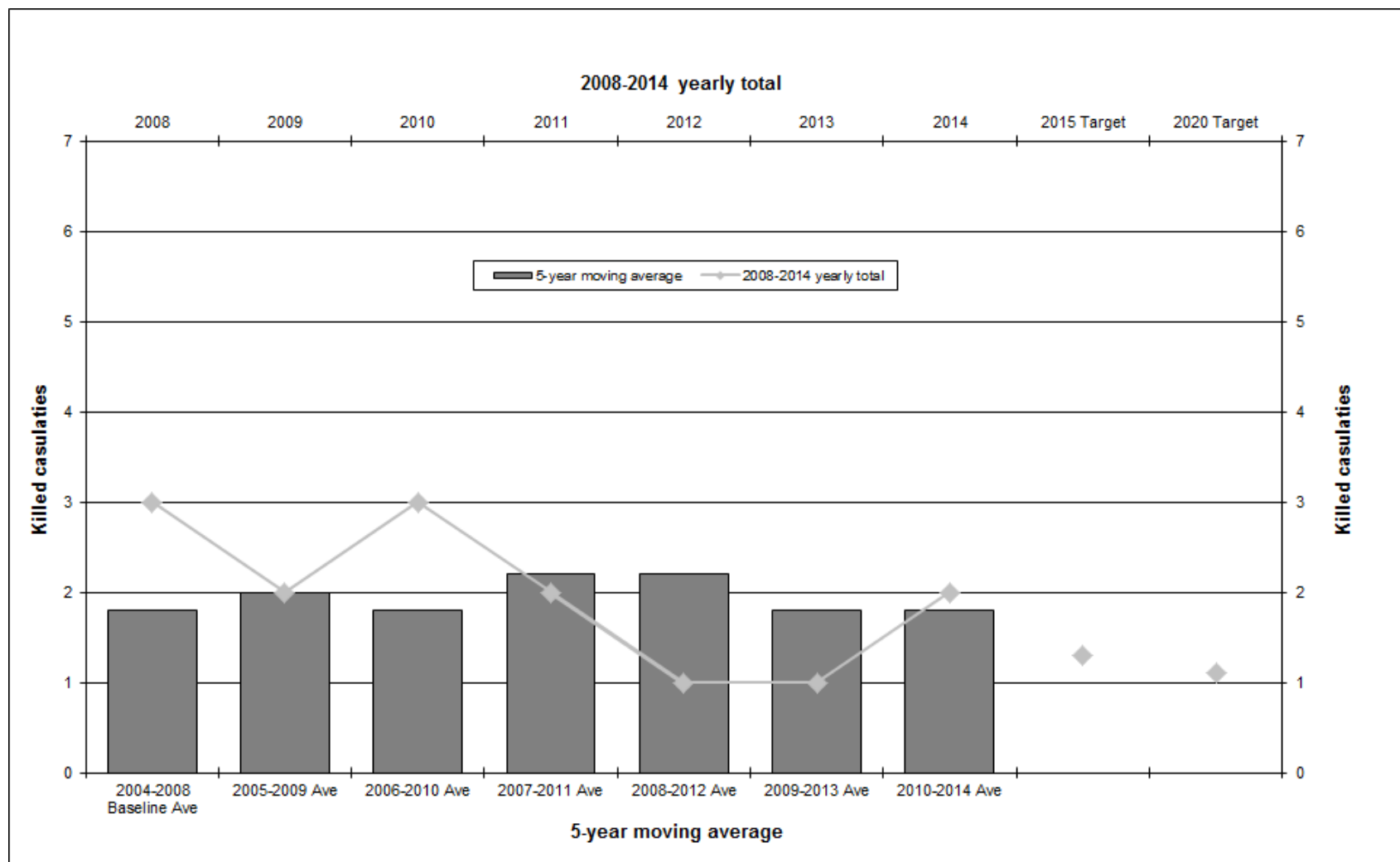
## APPENDIX A

TABLE 1 - DUNDEE CITY: LOCAL ROAD NETWORK, KILLED CASUALTIES, 2004-2008 AVERAGE TO 2014

All Killed Casualties	2004-2008 Average	2009	2010	2011	2012	2013	2014	% Change*		2015 Target	2020 Target
Pedestrian	1.2	0	3	2	1	0	1**				
Pedal Cycle	0	0	0	0	0	0	0				
Motorcycle	0.2	1	0	0	0	1	1				
Car/Taxi	0.4	1	0	0	0	0	0				
Bus/Goods/Other	0	0	0	0	0	0	0				
<b>All</b>	1.8	2	3	2	1	1	2**	<b>+11%</b>		1.3	1.1

\*Percentage change as compared 2014 to 2004-2008 average

\*\*The pedestrian fatality in 2014 occurred on a private section of road and not the local road network

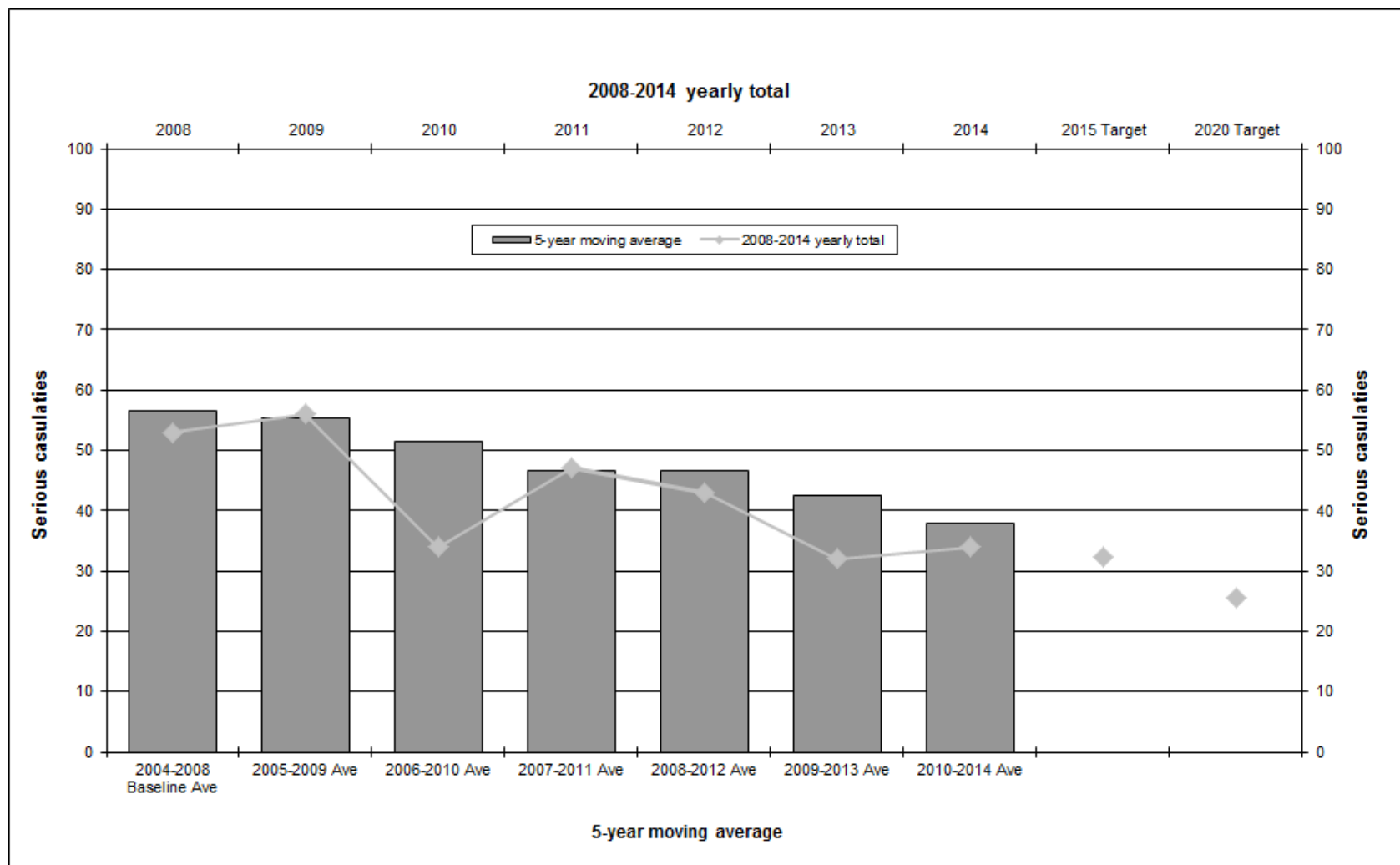
**GRAPH 1 - DUNDEE CITY: LOCAL ROAD NETWORK, KILLED CASUALTIES, 5-YEAR MOVING AVERAGE AND YEARLY TOTAL**

**TABLE 2 - DUNDEE CITY - LOCAL ROAD NETWORK, SERIOUSLY INJURED CASUALTIES, 2004-2008 AVERAGE TO 2014**

<b>All Seriously Injured Casualties</b>	<b>2004-2008 Average</b>	<b>2009</b>	<b>2010</b>	<b>2011</b>	<b>2012</b>	<b>2013</b>	<b>2014</b>	<b>% Change*</b>		<b>2015 Target</b>	<b>2020 Target</b>
Pedestrian	26.0	25	20	26	20	10	13				
Pedal Cycle	4.8	6	4	4	4	8	4				
Motorcycle	6.0	8	5	6	6	6	6				
Car/Taxi	16.4	14	2	9	11	6	11				
Bus/Goods/Other	3.4	3	3	2	2	2	0				
<b>All</b>	<b>56.6</b>	<b>56</b>	<b>34</b>	<b>47</b>	<b>43</b>	<b>32</b>	<b>34</b>	<b>-43%</b>		<b>32.3</b>	<b>25.5</b>

\*Percentage change as compared 2014 to 2004-2008 average

**GRAPH 2 - DUNDEE CITY: LOCAL ROAD NETWORK, SERIOUSLY INJURED CASUALTIES, 5-YEAR MOVING AVERAGE AND YEARLY TOTAL**

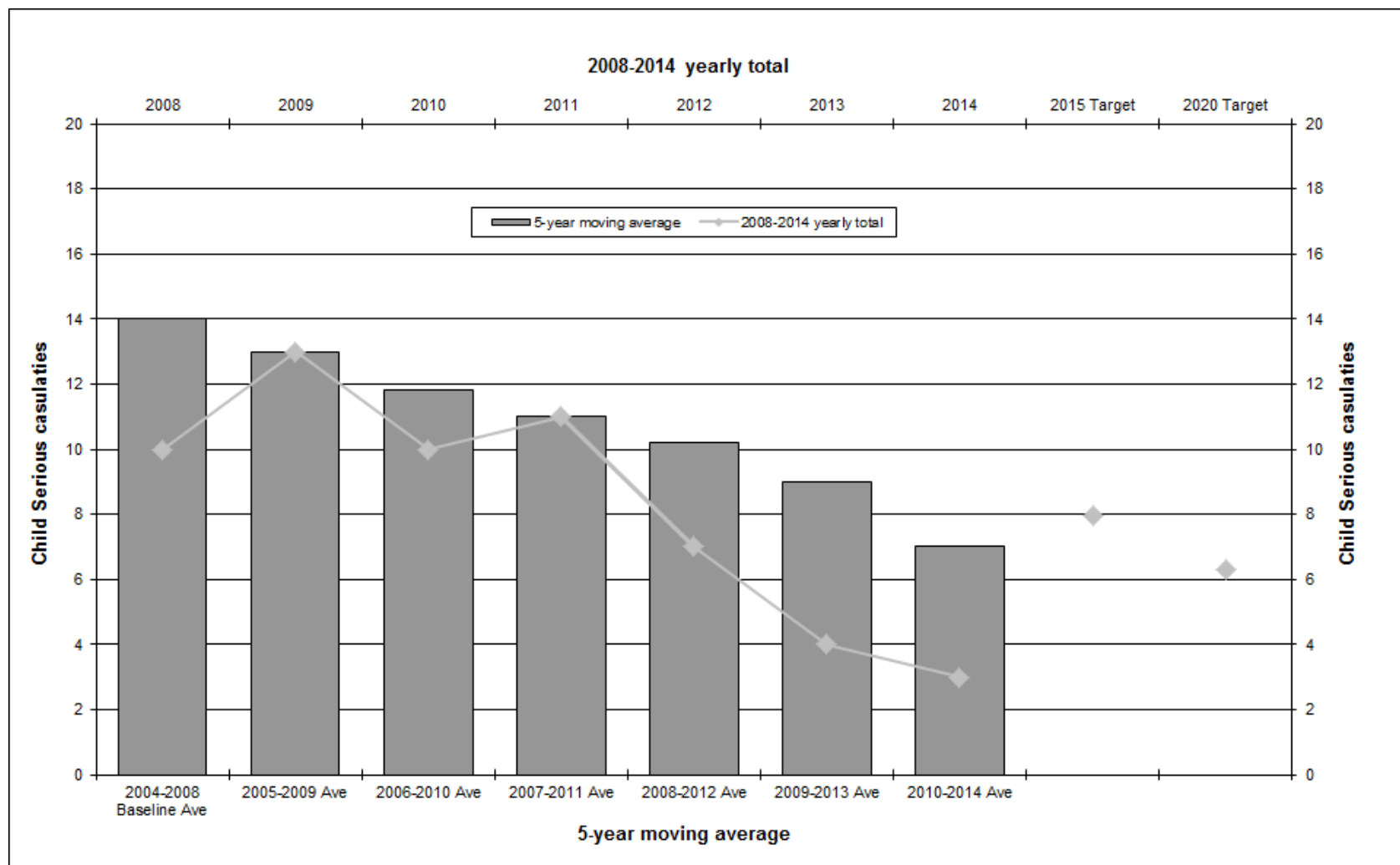




**TABLE 3: DUNDEE CITY - LOCAL ROAD NETWORK, CHILD SERIOUSLY INJURED CASUALTIES, 2004-2008 AVERAGE TO 2014**

All Child Seriously injured casualties	2004-2008 Average	2009	2010	2011	2012	2013	2014	% Change*		2015 Target	2020 Target
Pedestrian	12.2	10	8	9	7	3	3				
Pedal Cycle	1.4	0	1	1	0	0	0				
Motorcycle	0.2	1	1	1	0	0	0				
Car/Taxi	0.2	2	0	0	0	1	0				
Bus/Goods/Other	0.0	0	0	0	0	0	0				
<b>All</b>	14.0	13	10	11	7	4	3	<b>-79%</b>		8	6.3

\*Percentage change as compared 2014 to 2004-2008 average

**GRAPH 3: DUNDEE CITY - LOCAL ROAD NETWORK, CHILD SERIOUSLY INJURED CASUALTIES, 5-YEAR MOVING AVERAGE AND YEARLY TOTAL**

**TABLE 4: DUNDEE CITY - LOCAL ROAD NETWORK, SLIGHT CASUALTY RATE (PER 100M VEH-KM), 2004-2008 AVERAGE TO 2014**

Slight Casualty Rate (per 100m veh-km)	2004-2008 Average	2009	2010	2011	2012	2013	2014	% Change*		2020 Target
All	35.2	35.7	26.6	30.4	28.2	23.7		-33%		31.7

\*Percentage change as compared 2014 to 2004-2008 average

**GRAPH 4: DUNDEE CITY - LOCAL ROAD NETWORK, SLIGHT CASUALTY RATE (PER 100M-VEH-KM), 5-YEAR MOVING AVERAGE AND YEARLY TOTAL**

