

**REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE 11 DECEMBER 2006**

**REPORT ON: UPDATE ON ROAD SAFETY SCHEMES - IMPLEMENTATION 2006-2007**

**REPORT BY: DIRECTOR OF PLANNING & TRANSPORTATION**

**REPORT NO: 674-2006**

## **1 PURPOSE OF REPORT**

1.1 This report seeks Committee approval for a programme of road safety measures to be implemented at locations in the city.

## **2 RECOMMENDATION**

2.1 It is recommended that the Committee:

- a approve the implementation of the Road Safety Schemes as set out in Appendix A; and
- b that the required engineering works will be awarded to Tayside Contracts under the Partnering arrangement.

## **3 FINANCIAL IMPLICATIONS**

3.1 The cost of implementation of the Road Safety Schemes identified in this report will be met from within the Planning and Transportation Department's 2006-2007 Capital Budget of £90,000 for Road Safety Measures.

## **4 SUSTAINABILITY POLICY IMPLICATIONS**

4.1 Road safety initiatives promote a safer environment for all road users and encourage walking and cycling and thus support the Transport and Travel aim for sustainable 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.

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 High Level Objectives. The road safety component itself has the

objective "to improve the safety of all travellers, given 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 unpinning by a national road safety strategy. These targets are, compared to the average for 1994-9998, 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 killer or seriously injured (KSI); and
- 10% reduction in the slight casualty rate (slight injuries per 100 million vehicle kilometres).

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

## 6.3 Progress

Through an integrated partnership approach involving a number of Council Departments, Tayside Policy and Tayside Health Board a range of engineering, enforcement, education and encouragement initiatives have achieved a significant reduction in road casualties in Dundee.

A 49% reduction in all KSI casualties and a 52% reduction in child KSI casualties has been achieved to date compared to the average for 1994-1998. The road safety engineering measures promoted by the Planning and Transportation Department have contributed significantly to this reduction in casualties.

## 6.4 Strategy

Report 288-2002 "Road Safety measures Implementation 2002-2003" approved at Planning and Transportation Committee on 24 June 2002 set out a strategy that concentrated on Pedestrian Injury Prevention and Accident Cluster Sites throughout the city. It is proposed to continue with this strategy in 2006-2007.

## 6.5 Identification and Prioritisation

The Council receives requests for Traffic Calming/Road Safety Measures from various sources: elected members, general public, community councils, etc. These are assessed using a computerised accident database. There were 38 traffic calming requests received. The computerised accident database is also used by the Council to identify sites in need of road safety measures in addition to requests received.

The computerised accident database is used again to prioritise all sites that would benefit from road safety intervention measures (identified by the Council and/or requested). Priority is based predominantly on the scheme's potential to save injury accidents.

## 6.6 Road Safety Schemes

Appendix A shows the locations recommended for road safety intervention, as a result of this prioritisation.

Note this is in addition to the four road safety schemes carried over from 2005-2006 as previous approved in Committee Report no 337-2006.

## **7 CONSULTATIONS**

- 7.1 The Chief Executive, Depute Chief Executive (Support Services), Depute Chief Executive (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 Report No. 488-2002, Road Safety Measures Implementation 2002-2003, Planning and Transportation Committee - 24 June 2002.

Mike Galloway  
Director of Planning & Transportation

Alan Lewis  
Assistant Head of Transportation

AL/FR/JLJ

30 November 2006

Dundee City Council  
Tayside House  
Dundee

**APPENDIX A****LOCATIONS IDENTIFIED FOR ROAD SAFETY INTERVENTION MEASURES**

Arbroath Road at Claypotts Road  
Liff Road near to Buttars Loan  
Arbroath Road at Baldovie Road  
Strathmore Avenue at Brantwood Avenue  
Macalpine Road at Kingsway West  
East Marketgait at King Street  
Baldovie Road at Tom Johnstone Road  
Lochee Road - eastbound approach to Dudhope roundabout  
Old Liff Road at Kingsway West

Please note that the above locations are not listed in priority order. Progress is subject to detailed design.