

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

REPORT ON: ROAD SAFETY PROGRESS REPORT 2006

REPORT BY: DIRECTOR OF PLANNING & TRANSPORTATION

REPORT NO: 676-2006

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 notes the progress made in reducing road accident casualties.

3 FINANCIAL IMPLICATIONS

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

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. 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 components 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 1994-1998, 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).

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. 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. The Tayside Road Safety Camera Partnership's safety cameras at 7 sites in Dundee are a further tool in the enforcement strategy that has helped to reduce road casualties.

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.

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

1 Number of People Killed or Seriously Injured (KSI)

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

Table 1 - All KSI Casualties

	1994-1998 Average	1999	2000	2001	2002	2003	2004	2005	% Change*
Pedestrian	59.2	36	39	31	25	21	32	26	-56%
Pedal Cycle	9.4	9	4	5	6	5	6	5	-47%
Motorcycle	6.4	4	5	5	4	3	5	7	9%
Car/Taxi	32.8	32	17	36	30	29	15	13	-60%
Bus/Goods/Other	6	3	4	3	5	0	5	7	17%
All	113.8	84	69	80	70	58	63	58	-49%

*1994-98 average to 2005.

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 58 in the year 2005. This represents a 49% reduction on the 1994-1998 average by the year 2005 and exceeds the national reduction target of 40% by 2010. It is disappointing that both motorcycle and bus/good/others have increased. Although the numbers are relatively low they have been at around this level for a number of years and cognisance of this will be taken when considering future road safety initiatives and measures.

2 Number of Children Killed or Seriously Injured (KSI)

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

Table 2- Child KSI Casualties

	1994-1998 Average	1999	2000	2001	2002	2003	2004	2005	% Change*
Pedestrian	26.8	17	13	13	13	9	16	14	-48%
Pedal Cycle	2.8	2	1	3	4	0	2	2	-29%
Motorcycle	0	0	0	0	0	1	0	0	0%
Car/Taxi	3.6	2	1	3	1	1	0	0	-100%
Bus/Goods/Other	0.4	0	0	0	1	0	0	0	-100%
All	33.6	21	15	19	19	11	18	16	-52%

*1994-1998 Average to 2005

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 16 in the year 2005. This represents a 52% reduction on the 1994-1998 average by the year 2005 and exceeds the national reduction target of 50% by 2010. It will be a challenge to at least maintain and hopefully better this overall reduction as one child KSI casualty is one too many.

3 All Slight Casualties

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

Table 3 - All Slight Casualties

	1994-1998 Average	1999	2000	2001	2002	2003	2004	2005	% Change*
Pedestrian	99.8	94	87	91	82	69	91	61	-39%
Pedal Cycle	25.6	20	19	16	19	21	15	13	-49%
Motorcycle	9.8	11	11	19	11	12	10	11	12%
Car/Taxi	188.8	202	206	180	178	181	157	127	-33%
Bus/Goods/Other	20	26	18	29	55	14	25	7	-65%
All	344	353	341	335	345	297	298	219	-36%

*1994-98 average to 2005.

The number of people slightly injured in Dundee per annum has virtually remained constant at an annual average during 1994-1998 of 344 to 345 in the year 2002. In the year 2003 there was a reduction in slight casualties and this was sustained during 2004. In year 2005 there has been a further reduction in slight casualties.

4 Slight Casualty Rate

Table 4 below provides a breakdown of casualty reduction by casualty type.

Table 4 - Slight Casualty Rate (per million vehicle-kilometres)

	1994-1998 Average	1999	2000	2001	2002	2003	2004	2005	% Change*
Slight casualty Rate	55	54	52	52	51	44	44	32	-42%

*1994-1998 average to 2005.

The slight casualty rate reduction figure of 42% represents a reduction in slight injuries per 100 million vehicle kilometres by the year 2005 that easily exceeds the national reduction target of 10% by 2010.

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 towards 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.

6.5 Cost to Society

Although significant casualty reduction has been achieved, 58 people killed or seriously injured in Dundee during 2005 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 58 injuries is of the order of £15.8 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 family.

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.

7 CONSULTATIONS

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

8 BACKGROUND PAPERS

- 8.1 None.

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AL/FR/JLJ

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