

**REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE  
27 MAY 2002**

**REPORT ON: ROAD SAFETY PROGRESS REPORT**

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

**REPORT NO: 193-2002**

## **1 PURPOSE OF REPORT**

1.1 The purpose of the report is:

- a to inform committee of the progress made in reducing road accident casualties in Dundee
- b to seek committee approval to set challenging new road casualty reduction targets.

## **2 RECOMMENDATIONS**

2.1 It is recommended that the Committee notes the excellent progress made in reducing road accident casualties and approves the need to set targets to further reduce the number of road casualties in Dundee.

## **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 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. For example, Ancrum Road Primary School is currently progressing an action plan which will provide a framework on which other schools in the city can build their own Safer Routes to School initiative.

### *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

The number of people killed or seriously injured in Dundee per annum has reduced from an annual average between 1994-98 of 114 to 69 in the year 2000. This represents a 39% reduction and by the year 2000 almost matches the national reduction target of 40% by 2010. Table 1 below provides a breakdown of casualty reduction by casualty type.

|                 | 1994-98 Ave | 2000      | % Change    |
|-----------------|-------------|-----------|-------------|
| Pedestrian      | 59.2        | 39        | -34%        |
| Pedal Cycle     | 9.4         | 4         | -57%        |
| Motorcycle      | 6.4         | 5         | -22%        |
| Car/Taxi        | 33          | 17        | -48%        |
| Bus/Goods/Other | 6           | 4         | -33%        |
| <b>All</b>      | <b>114</b>  | <b>69</b> | <b>-39%</b> |

Table 1 All KSI Casualties

##### 2 Number of Children Killed or Seriously Injured

The number of children killed or seriously injured in Dundee per annum has reduced from an annual average between 1994-98 of 34 to 15 in the year 2000. This represents a 55% reduction and by the year 2000 already surpasses the national reduction target of 50% by 2010. Table 2 below provides a breakdown of casualty reduction by casualty type.

|                 | 1994-98 Ave | 2000      | % Change    |
|-----------------|-------------|-----------|-------------|
| Pedestrian      | 26.8        | 13        | -51%        |
| Pedal Cycle     | 2.8         | 1         | -64%        |
| Motorcycle      | 0           | 0         | 0%          |
| Car/Taxi        | 3.6         | 1         | -72%        |
| Bus/Goods/Other | 0.4         | 0         | -100%       |
| <b>All</b>      | <b>33.6</b> | <b>15</b> | <b>-55%</b> |

Table 2 Child KSI Casualties

##### 3 Slight Casualty Rate

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 2000. However, during the same time period it has been estimated that traffic in Dundee has grown by 4%. Therefore this represents a 4% reduction in slight injuries per 100 million vehicle kilometres by the year

2000 towards the national reduction target of 10% by 2010. Table 3 below provides a breakdown of casualty reduction by casualty type.

|                 | 1994-98 Ave  | 2000       | % Change  |
|-----------------|--------------|------------|-----------|
| Pedestrian      | 99.8         | 89         | -11%      |
| Pedal Cycle     | 25.6         | 19         | -26%      |
| Motorcycle      | 10           | 11         | 10%       |
| Car/Taxi        | 189.2        | 206        | 9%        |
| Bus/Goods/Other | 20           | 18         | -10%      |
| <b>All</b>      | <b>344.6</b> | <b>343</b> | <b>0%</b> |

Table 3 All Slight Casualties

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 Review of Casualty Reduction Targets

As can be seen in section 6.4 above, the national reduction target for 2010 for people killed or seriously injured has all but been met and has been surpassed for children killed or seriously injured in Dundee by the year 2000.

However, with just under 70 people killed or seriously injured in Dundee during 2000, this 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 69 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. New challenging, but achievable, casualty reduction targets specifically for Dundee must be set in the coming financial year. Further analysis of the type and severity of accidents occurring in Dundee is required before setting targets. However, it is likely that specific targets will be set for a reduction in pedestrians killed or seriously injured, since in the year 2000 pedestrians accounted for 57% of all KSI casualties and 87% of child KSI casualties.

#### 6.6 Summary

- National road casualty reduction targets to be achieved by 2010 were set by the Government in 2000 based upon 1994-98 average casualty figures.
- Through an integrated partnership approach involving engineering, enforcement, education and encouragement a significant reduction in casualties has been achieved in Dundee (39% reduction in all KSI casualties and 55% reduction in

child KSI) and the national targets for KSI casualties for 2010 have all but been met already.

- Although there have been significant casualty reductions, the number of road casualties in Dundee is still too high and new road casualty reduction targets should be developed to challenge for even further casualty reductions.

## **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 2000 – Scottish Executive.

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