

REPORT TO: CITY DEVELOPMENT COMMITTEE – 5 SEPTEMBER 2022
REPORT ON: ANNUAL ROAD SAFETY AND 20MPH PROGRESS REPORT
REPORT BY: EXECUTIVE DIRECTOR OF CITY DEVELOPMENT
REPORT NO: 210-2022

1 PURPOSE OF REPORT

1.1 This is the Annual Road Safety and 20mph progress report and also seeks to inform Committee of new national road casualty reduction targets to 2030 along with the Council's programme of road safety works for 2022-2023 and ongoing 20mph progress.

2 RECOMMENDATION

2.1 It is recommended that the Committee;

- a note the new Scottish Government Casualty Reduction Targets;
- b approve the programme of road safety works contained in Appendix C; and
- c approve the conversion of areas identified in CL 6.2 to 20mph zones.

3 FINANCIAL IMPLICATIONS

3.1 The funding for the projects shown in Appendices B and C will be met from the Council's 2022/2023 Capital Plan allocation for:

- a Road Safety Measures - £130,000 funded by 2022/2023 and 2023/2024 capital budgets;
- b to support the delivery of measures to help achieve the 2030 and 2050 targets, the Council has bid for additional resources (£214,048) from the Transport Scotland Road Safety Improvement Fund. This fund will help address issues at identified Accident Investigation and Prevention (AIP) sites. A decision on this bid is expected in late August/September from Transport Scotland; and
- c Cycling Walking and Safer Routes - £952,927.

4 BACKGROUND

4.1 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.

4.2 In February 2021 the Scottish Government published its Road Safety Framework to 2030 with a vision for Scotland to have the best road safety performance in the world by 2030:

<https://www.transport.gov.scot/publication/scotland-s-road-safety-framework-to-2030/>

4.3 This new 2030 Road Safety Framework, building on the strength of the 2020 Framework, advocates a vision for Scotland to have the best road safety performance in the world by 2030. To help achieve that vision, the framework sets out 5 strategic outcomes which describe the road safety environment it aims to deliver. The 2030 framework sets out the safe system and is based on five pillars which are:

a Safe Road Use

Achieved from road users who decide the most sustainable way to travel, know and comply with road rules and take responsibility for the safety of themselves and others, especially the vulnerable.

b Safe Vehicles

Well-maintained vehicles, reduce the risk of collisions and, in the event of a collision, reduce the harm to road users, including pedestrians, cyclists, horse riders, motorcyclists and vehicles occupants.

c Safe Speeds

Road users understand and travel at appropriate speeds to the conditions and within the speed limits.

d Safe Roads and Roadsides

They are self-explaining in that their design encourages safe and sustainable travel so that they are predictable and forgiving of errors.

e Post-crash Response

Allows an effective and appropriate response to collisions. Road victims receive appropriate medical care and rehabilitation to minimise the severity and long-term impact of their injuries. Learnings from collisions are captured and acted upon. Families of those killed or seriously injured are appropriately supported.

4.4 The framework identifies the part every one of us must play to ensure the Government's long-term aspiration for Vision Zero (no death and no serious injuries on Scotland's roads by 2050) to become a reality. On this route to 2050 the road casualty reduction targets, for the year 2030, when compared with the average number of casualties for 2014-2018, are:

- 50% reduction in people killed;
- 50% reduction in people seriously injured;
- 60% reduction in children (aged<16) killed; and
- 60% reduction in children (aged<16) seriously injured.

4.5 The key organisations involved in road safety in Dundee are the Council's City Development and Children & Families Services, Police Scotland, Scottish Fire and Rescue, NHS Tayside and the Tayside Road Safety Forum.

4.6 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 20mph zones, accident investigation and prevention (AIP) and traffic management which includes the provision of pedestrian/cycle facilities alongside traffic signs and road markings. Each of these 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 and drug driving laws, wearing of seatbelts and other safety related legislation such as inappropriate parking. Another tool in the enforcement strategy is the targeted deployment of safety cameras. There are currently two safety camera sites on the local road network in Dundee. These cameras are operated by the North Safety Camera Unit and are a further tool that has helped to reduce road casualties.

Pedestrian	1	1	1	0				
Pedal Cycle	0	0	1	0				
Motorcycle	0.2	0	0	0				
Car/Taxi	0	0	1	1				
Bus/Goods/Other	0	0	0	0				
All	1.2	1	3	1	-17%	0.6	0	
* Car passenger fatality in 2020 did not occur on the local road network								
* Percentage change as compared 2021 to 2014-2018 average								

The 2021 casualty data represents a 17% decrease when compared with the 2014-2018 average. The 5-year moving average (Graph 2) is slightly up from the 2014-2018 and 2015-2019 averages.

Analysis of these casualties between 2019 and 2021 shows 2 were pedestrians, 1 motor vehicle driver, 1 motor vehicle passenger and 1 pedal cyclist. Cognisance of this will be taken when considering future road safety initiatives and measures.

b 50% Reduction In People Seriously Injured

Table 3: Dundee City - Local Road Network – Serious Casualties - 2014-2018 Average To 2030

Serious Casualties	2014-2018 Average	2019	2020	2021	% Change*	Scottish Government 2030 Target	Scottish Government 2050 Target	
Pedestrian	10.8	15	19	15				
Pedal Cycle	3.2	4	10	2				
Motorcycle	6.2	5	13	6				
Car/Taxi	5.6	11	7	12				
Bus/Goods/Other	1	4	0	1				
All	26.8	39	49	36	+34%	13.4	0	
* Percentage change as compared 2021 to 2014-2018 average								

The 2021 casualty data represents a 34% increase when compared with the 2014-2018 average. The 5-year moving average (Graph 3) shows a continuing increase from the 2014-2018 average.

Analysis of these casualties between 2019 and 2021 shows that 39% are pedestrians, 24% are car/taxi occupants, 19% are motorcyclists, 13% are pedal cyclists and 5% bus/goods/other. As reported last year, 2020 showed an increase in the number of pedestrian, pedal cycle, and motor cycle serious casualties and changes in travel choices as a consequence of the pandemic may have contributed to this rise. 2021 shows a reduction in the number of these casualty types and cognisance of this will be taken when considering future road safety initiatives and measures.

c 60% Reduction In Children (Aged<16) Killed

Table 4: Dundee City - Local Road Network – Child Killed Casualties - 2014-2018 Average To 2030

Child Killed Casualties	2014-2018 Average	2019	2020	2021	% Change*	Scottish Government	Scottish Government
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						2030 Target	2050 Target	
Pedestrian	0	0	0	0				
Pedal Cycle	0	0	1	0				
Motorcycle	0	0	0	0				
Car/Taxi	0	0	0	0				
Bus/Goods/Other	0	0	0	0				
All	0	0	1	0	0	0	0	
* Percentage change as compared 2021 to 2014-2018 average								

The 5-year moving average (Graph 4) shows an increase from the 2014-2018 average as a result of the pedal cycle fatality that occurred in 2020. Cognisance of this will be taken when considering future road safety initiatives and measures.

d 60% Reduction In Children (Aged<16) Seriously Injured

Table 5: Dundee City - Local Road Network – Child Serious Casualties - 2014-2018 Average To 2030

Serious Casualties	2014-2018 Average	2019	2020	2021	% Change*	Scottish Government 2030 Target	Scottish Government 2050 Target	
Pedestrian	4.4	2	3	5				
Pedal Cycle	0.4	2	1	0				
Motorcycle	0	0	1	0				
Car/Taxi	0.2	0	0	0				
Bus/Goods/Other	0	0	0	0				
All	5	4	5	5	0%	2	0	
* Percentage change as compared 2021 to 2014-2018 average								

The 5-year moving average (Graph 5) shows a downward trend from the 2014-2018 average.

Analysis of these casualties between 2019 and 2021 shows that 72% are pedestrians, 21% pedal cyclists and 7%, that is, 1 was an unlicensed motor cyclist. Cognisance of this will be taken when considering future road safety initiatives and measures.

6 PROGRAMME OF ROAD SAFETY WORKS FOR 2022-2023

6.1 Appendix B details the roll out of 20mph speed limits and Appendix C the AIP sites programmed for the 2022-2023 financial year.

6.2 As part of the Committee agreed roll out of 20mph limits, the 2 remaining advisory 20mph sites in Gowrie Park and Dryburgh have now been converted to 20mph zones. The Mains of Claverhouse area, Craigiebank Sheltered Housing Complex and the Denhead of Gray area are progressing through the Traffic Regulation Order process. It is proposed that the following areas are converted to 20mph zones in 2023/24. These areas are:

- Albany Terrace/The Law;
- Kirkton;

- St Marys;
- Mid Craigie;
- Gotterstone; and
- The Willows/Ormiston Crescent area.

6.3 At present 15% of the road network in Dundee is now within a 20mph zone and this will increase to approximately 30% when the 2023/24 areas are implemented. The remaining roads will be assessed and future 20mph zones will be brought forward subject to resources. These areas can be seen in a drawing contained in Appendix B and can also be viewed online at the following weblink;

https://www.dundee.gov.uk/sites/default/files/20mph_proposals_map.pdf

6.4 These 20mph zones will support the progress towards the 2030 framework targets by reducing vehicle speed. The prioritisation of 20mph areas will be based on a combination of factors which include accident data, existing speed/traffic data, road classification, number of requests, development type (residential, industrial etc) and overall function of road. The Council will look to develop zones in self-contained residential areas that will be easily understood by road users. The council also records the number of 20mph requests and are contained in Appendix C.

6.5 The Accident Investigation and Prevention (AIP) sites are detailed in Appendix C and include schemes carried over from 2021/2022 alongside new sites identified from the review of local road accident cluster site information. Engineering measures are subject to detailed design and priority shall be given to those schemes with the greatest potential to save injury accidents.

7 POLICY IMPLICATIONS

7.1 This report has been subject to an Integrated Impact Assessment to identify impacts on Equality & Diversity, Fairness & Poverty, Environment and Corporate Risk. A positive impact on one or more of these issues was identified. An appropriate Senior Manager has checked and agreed with this assessment. A copy of the Integrated Impact Assessment showing the impacts and accompanying benefits of/mitigating factors for them is attached to this report.

8 CONSULTATIONS

8.1 The Council Leadership Team have been consulted in the preparation of this report and are in agreement with its content.

9 BACKGROUND PAPERS

9.1 None.

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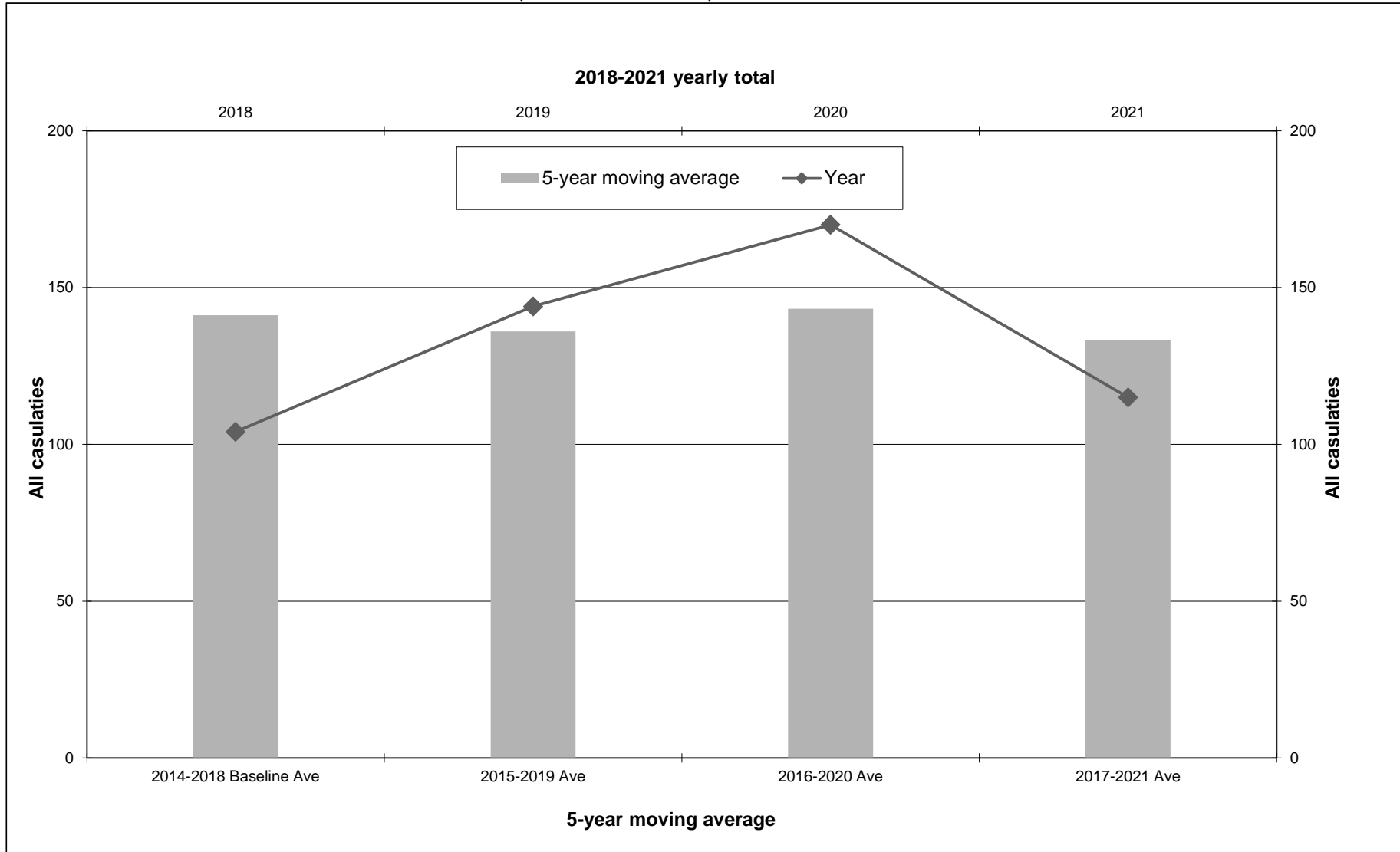
Author: Ewan Gourlay

Robin Presswood
Executive Director of City Development

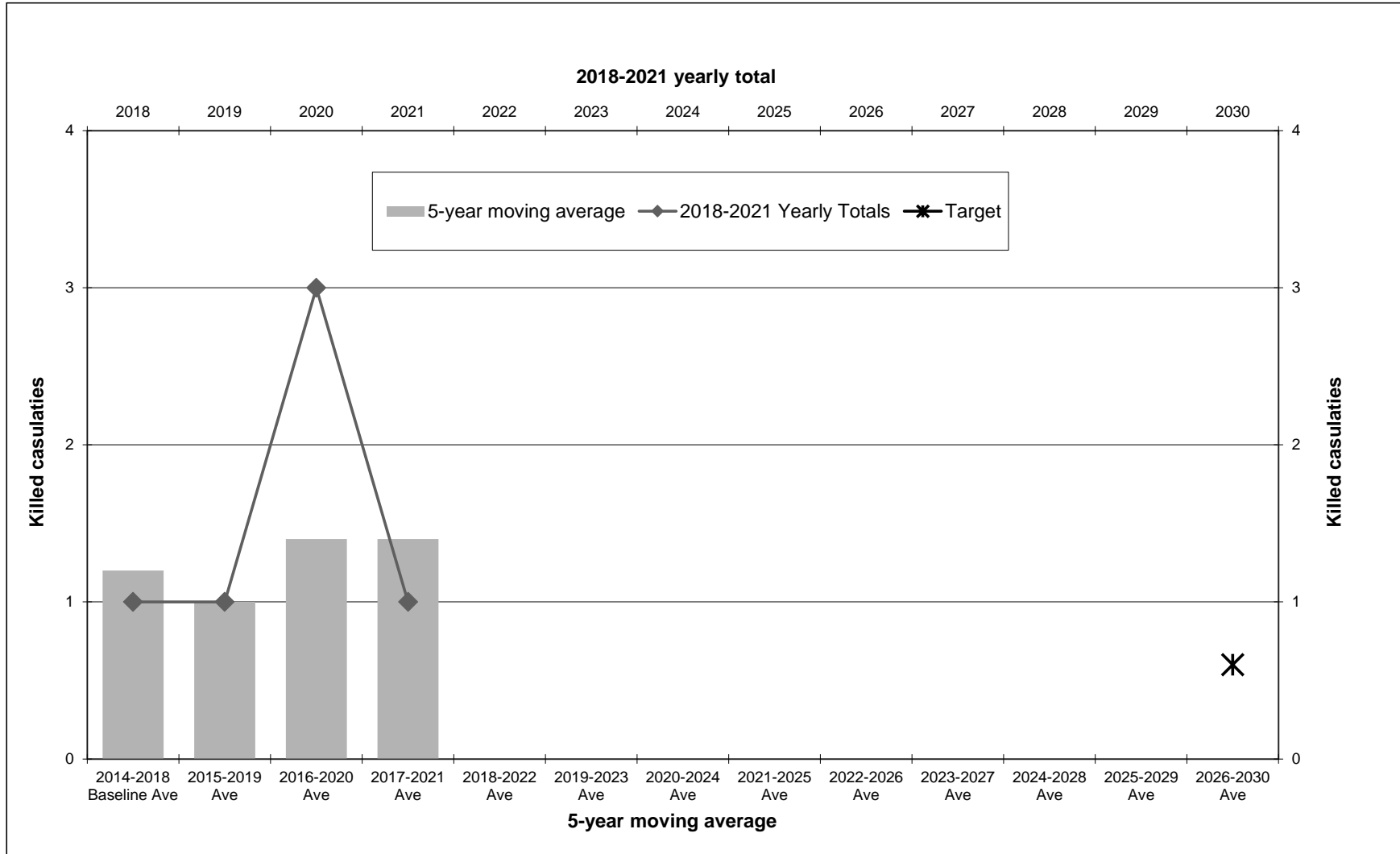
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Dundee House
Dundee

APPENDIX A

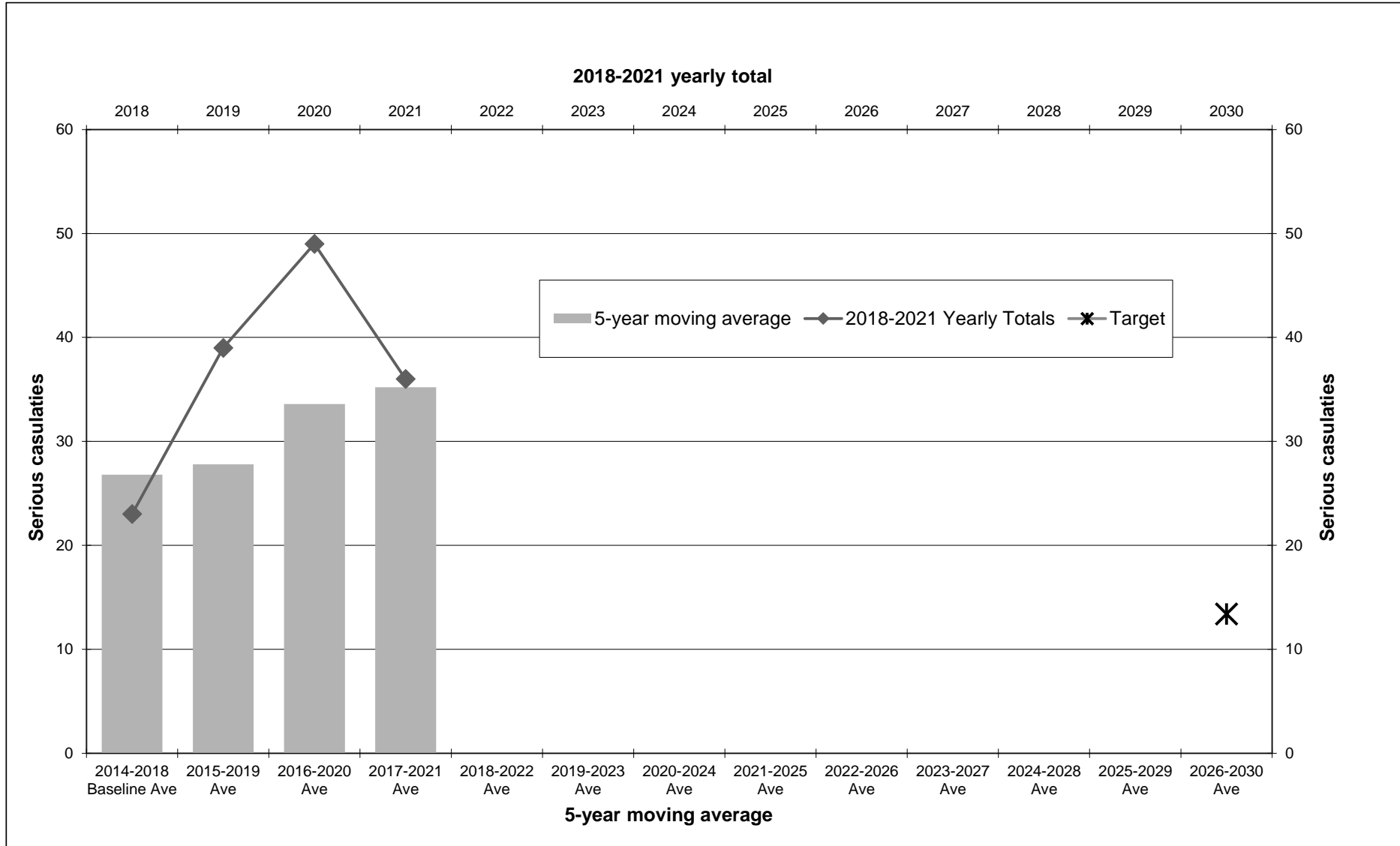
GRAPH 1: DUNDEE CITY - LOCAL ROAD NETWORK, ALL CASUALTIES, 5 YEAR MOVING AVERAGE AND YEARLY TOTAL



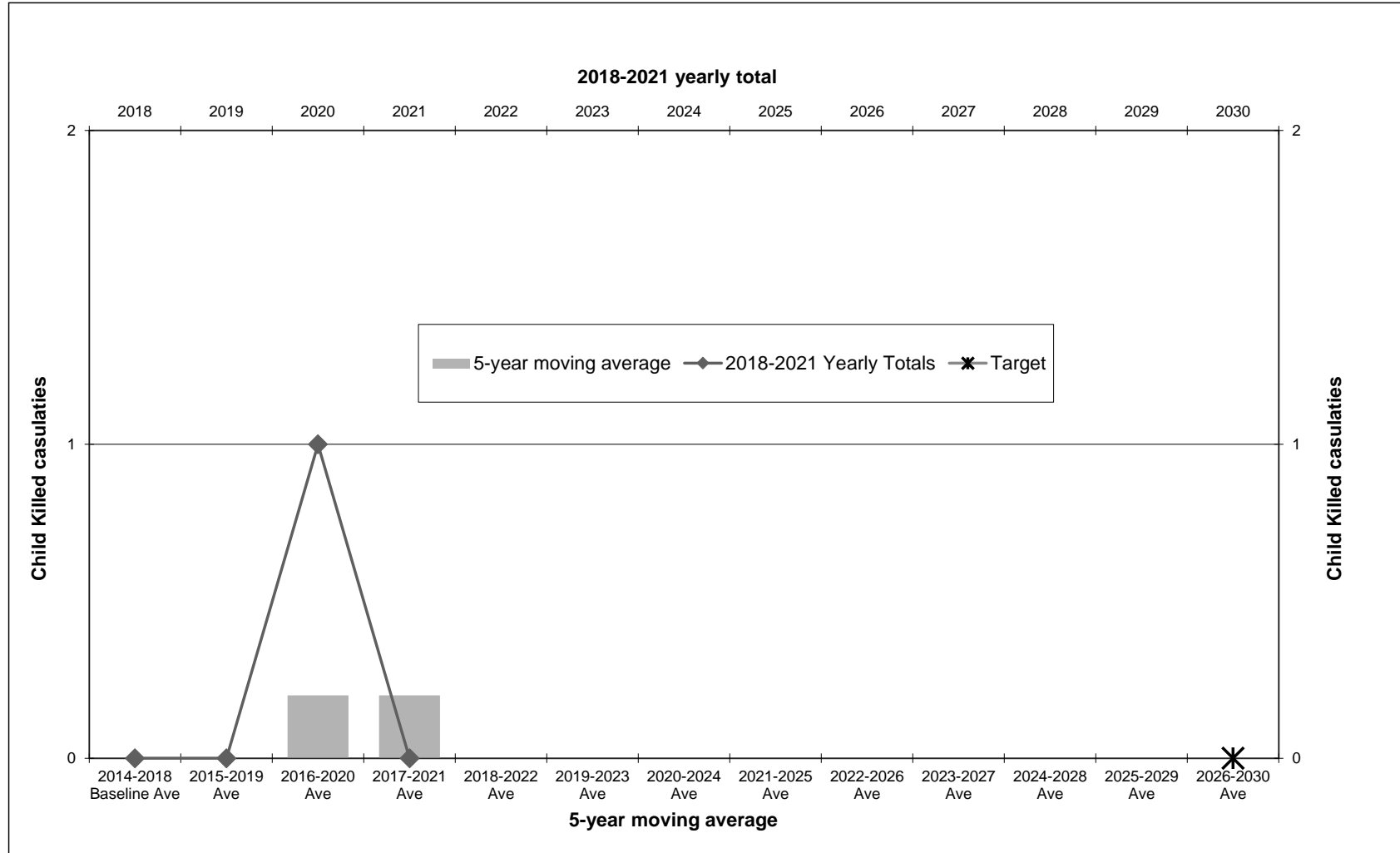
GRAPH 2: DUNDEE CITY - LOCAL ROAD NETWORK, KILLED CASUALTIES, 5 YEAR MOVING AVERAGE AND YEARLY TOTAL



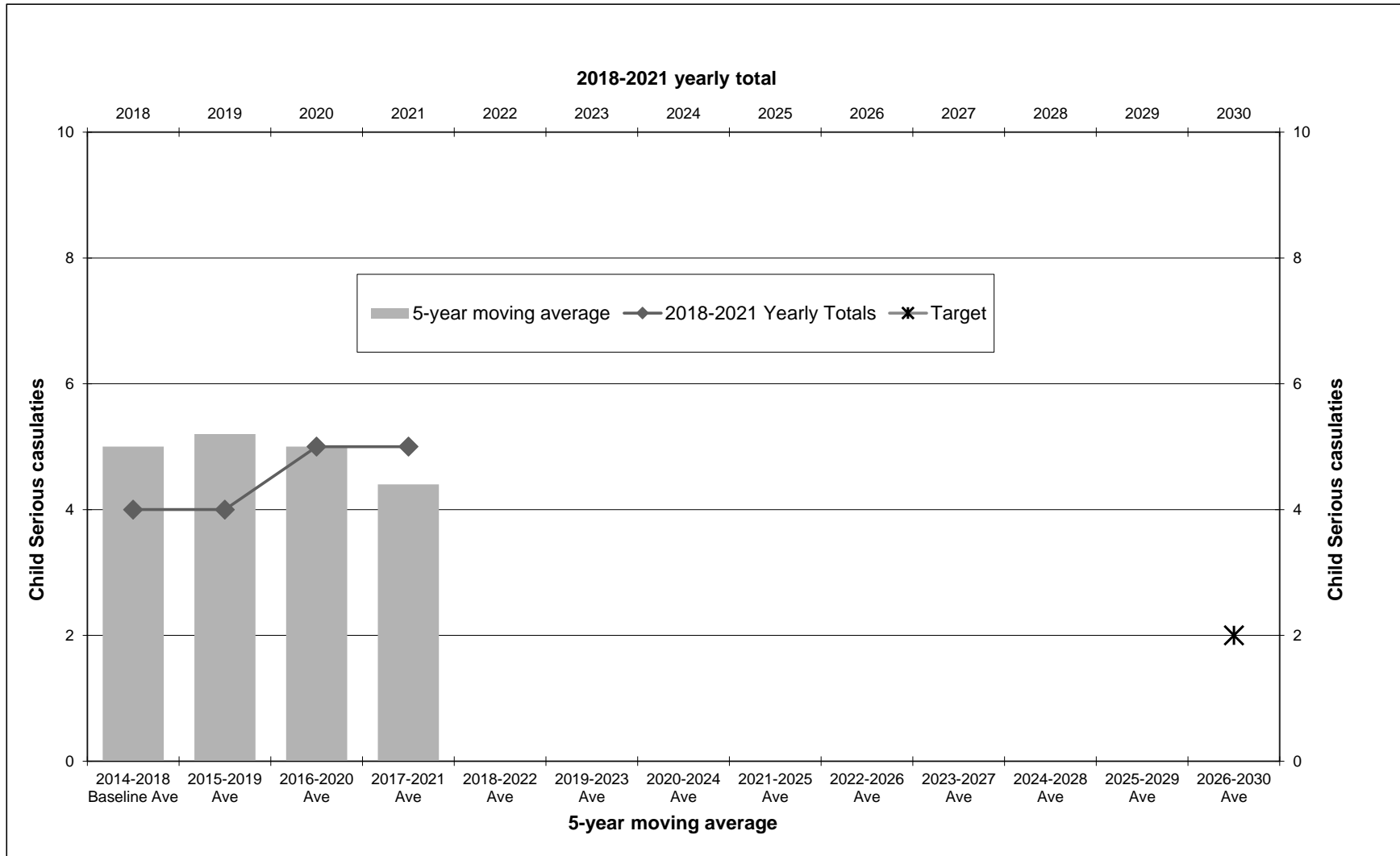
GRAPH 3: DUNDEE CITY - LOCAL ROAD NETWORK, SERIOUS CASUALTIES, 5 YEAR MOVING AVERAGE AND YEARLY TOTAL



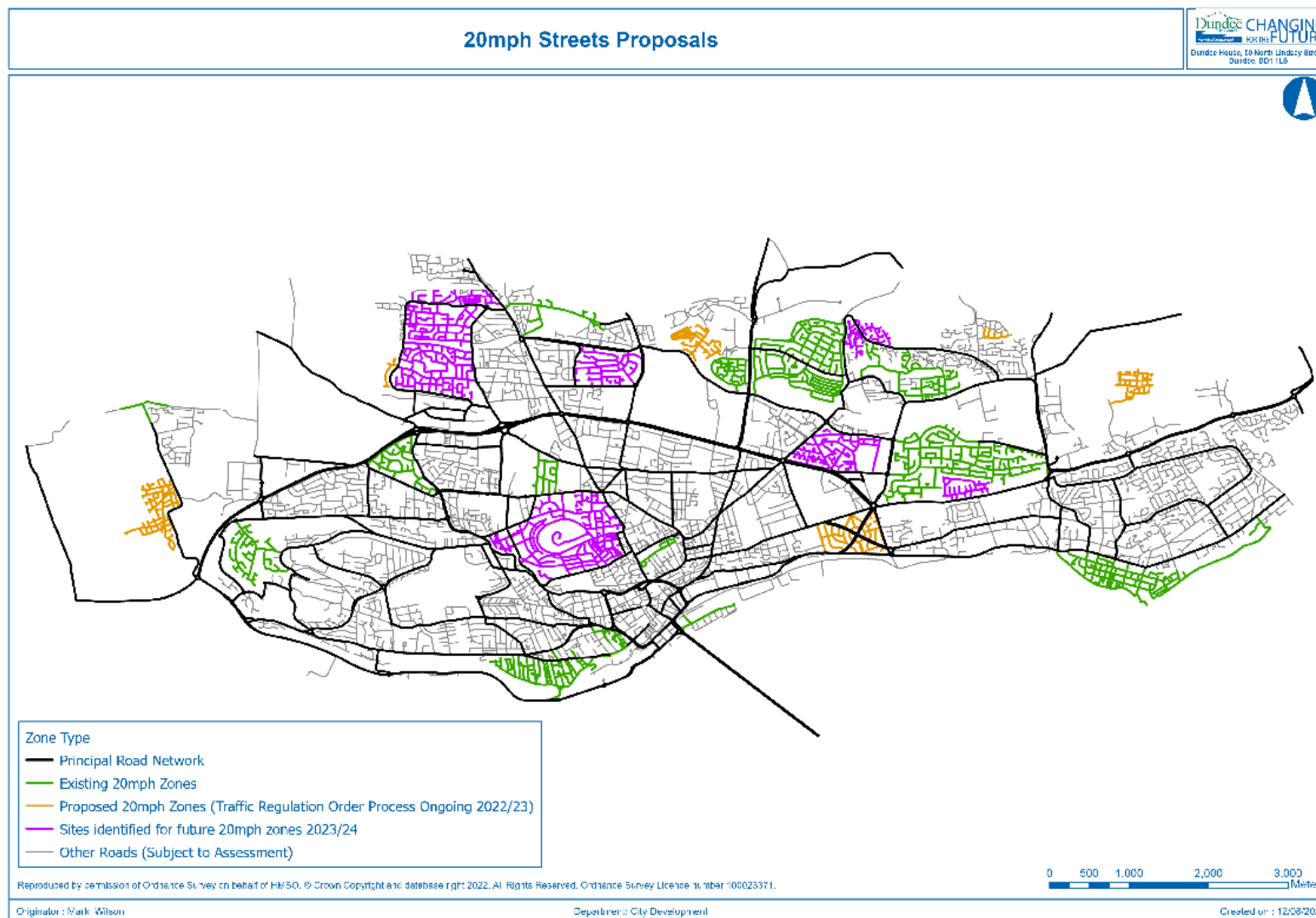
GRAPH 4: DUNDEE CITY - LOCAL ROAD NETWORK, CHILD KILLED CASUALTIES, 5 YEAR MOVING AVERAGE AND YEARLY TOTAL



GRAPH 5: DUNDEE CITY - LOCAL ROAD NETWORK, CHILD SERIOUS CASUALTIES, 5 YEAR MOVING AVERAGE AND YEARLY TOTAL



APPENDIX B



APPENDIX C**ACCIDENT INVESTIGATION AND PREVENTION (AIP) SITES**Schemes Carried Over From 2021/2022

Arbroath Road at Old Craigie Road – Junction Improvements
Arbroath Road East of Balgavies Avenue – Road Markings
Blackness Road at Balgay Road – Junction Improvements, Traffic Signs and Road Markings.
Claverhouse Road at Barns of Claverhouse – Junction Improvements
A923 Coupar Angus Road at Liff Road – Road Markings
Strathern Road at Fairfield Road – Traffic Calming

New AIP Schemes Identified 2022/2023

Albert Street near Lyon Street – Road Markings and Traffic signs
Coupar Angus Road at Templeton Road – Junction Improvements, Traffic signs and Road markings
Dura Street at Harriet Street – Traffic signs and Road Markings
Lochee Road at Tullideph Road – Road Markings and Traffic Signs.
Loons Road at Gardner Street – Junction improvements
North Marketgait at Ladywell Roundabout – Road Markings
Pitkerro Road north of Kingsway – Pedestrian Improvements
Riverside Avenue at Wright Avenue – Junction Improvements

On-going accident investigations may identify additional sites to be implemented this financial year.

20 mph Sites Requested for assessment and consideration in future programmes.

Byron Street
Camphill Road area
Dalkeith Road
Downie Park Place
Elmwood Road
Glamis Drive
Lawers Drive
Logie Estate area
Montague Street
Ormiston, Inveresk, Salton area (note Salton Crescent is part of an existing 20mph zone)
Perth Road (between Blackness and Harris Academy)
Strathyre Avenue
Tofthill, Bright Street, Tofthill Place

