

REPORT TO: CITY DEVELOPMENT COMMITTEE - 24 AUGUST 2009
REPORT ON: ROAD SAFETY SCHEMES - IMPLEMENTATION 2009-2010
REPORT BY: DIRECTOR OF CITY DEVELOPMENT
REPORT NO: 384-2009

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 approve the implementation of the Road Safety Schemes as set out in Appendix A.

3 FINANCIAL IMPLICATIONS

- 3.1 The cost of implementation of the Road Safety Schemes identified in this report will be met from within the City Development Department's 2009-2010 Capital Budget of £150,000 for Road Safety Measures.

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.

The importance of road safety is further emphasised within the Council's Local Transport Strategy (LTS) where safety is given prominence as one of 5 overarching High 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 Government Targets 2010

In March 2000 the UK 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); 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.

4.3 Progress

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

A 53% reduction in all KSI casualties and a 73% reduction in child KSI casualties have been achieved to date compared to the average for 1994-1998. The road safety engineering measures promoted by the City Development Department have contributed significantly to this reduction in casualties.

4.4 Strategy

Report 488-2002 "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 2009-2010.

4.5 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. 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 again used 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.

4.6 Road Safety Schemes

This procedure was undertaken in 2008 and with reference to Committee Reports 401-2008, 16 locations were identified for the introduction of road safety measures during 2008-2009. To date, 13 of these schemes have been substantially completed and it is intended that the remaining works will be implemented this financial year along with the new sites identified.

Appendix A shows the locations recommended for road safety intervention, as a result of this process. Ongoing accident investigations may identify additional sites to be implemented this financial year.

5 POLICY IMPLICATIONS

This Report has been screened for any policy implications in respect of Sustainability, Strategic Environmental Assessment, Anti-Poverty, Equality Impact Assessment and Risk Management.

a Sustainability

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 Strategic Environmental Assessment

There are no implications in relation to this report.

c Anti-Poverty

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.

d Equality Impact Assessment

There are no implications in relation to this report.

e Risk Management

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

7 BACKGROUND PAPERS

- 7.1 Report 488-2002 - Road Safety Measures Implementation 2002-2003 to the Planning and Transportation Committee - 24 June 2002.

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NHG/EG/FR/KM

3 August 2009

Dundee City Council
Tayside House
Dundee

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

Brook Street near Polepark
Coupar Angus Road at Harefield Road
Dens Road near Provost Road
Happyhillock Road/Bridgend Street
Ladywell Roundabout/Victoria Way/Victoria Road
Provost Road at Dens Road
Queen Street Broughty Ferry at Fort Street
Riverside Drive/Tesco Main Access Roundabout
Seagate - Gellatly Street to Peter Street
Tullideph Road at Ancrum Road
Victoria Street at Brown Constable Street
Ward Road
West Marketgait near Ward Road
West Port Roundabout

Please note that the above locations are not listed in priority order. Progress is subject to detailed design and it is likely that all sites will not be progressed in the current year.