

**REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE  
27 SEPTEMBER 2004**

**REPORT ON: ROAD SAFETY PROGRESS REPORT 2004**

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

**REPORT NO: 517-2004**

**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 IMPLICATION**

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 1994-1998, 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 is 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 overleaf provides a breakdown of casualty reduction by casualty type.

Table 1 – All KSI Casualties

	1994-1998 Average	2000	2001	2002	2003	% Change*
Pedestrian	59.2	39	31	25	21	-64%
Pedal Cycle	9.4	4	5	6	5	-47%
Motorcycle	6.4	5	5	4	3	-53%
Car/Taxi	33.0	33	37	30	29	-12%
Bus/Goods/Other	6.0	6	3	5	0	-100%
<b>All</b>	<b>114.0</b>	<b>69</b>	<b>81</b>	<b>70</b>	<b>58</b>	<b>-49%</b>

\*1994-98 Average to 2003

The number of people killed or seriously injured in Dundee per annum has reduced from an annual average between 1994-1998 of 114 to 58 in the year 2003. This represents a 49% reduction and by the year 2002 exceeds the national reduction target of 40% by 2010. It will be a challenge to at least maintain and hopefully better this reduction as one KSI casualty is one too many. **It is particularly encouraging to note that the number of pedestrian KSI has reduced year on year over this period, as improving pedestrian safety has been an area where particular emphasis has been placed over the past few years.**

## 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	2000	2001	2002	2003	% Change*
Pedestrian	26.8	13	13	13	9	-66%
Pedal Cycle	2.8	1	3	4	0	-100%
Motorcycle	0	0	0	0	1	+100%
Car/Taxi	3.6	1	3	1	1	-72%
Bus/Goods/Other	0.4	0	0	1	0	-100%
<b>All</b>	<b>33.6</b>	<b>15</b>	<b>19</b>	<b>19</b>	<b>11</b>	<b>-67%</b>

\*1994-98 Average to 2003

**The number of children killed or seriously injured in Dundee per annum has reduced from an annual average between 1994-1998 of 34 to 11 in the year 2003.** This represents a 67% reduction on the 1994-98 average by the year 2003 which exceeds the 2010 reduction target. Again, it is encouraging that the reduction in pedestrian casualties sustained over the past three years has reduced even further. However, there should be no complacency in delivering the road safety message to children as they are the car drivers of the future.

### 3 Slight Casualty Rate

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

Table 3 – All Slight Casualties

	1994-1998 Average	2000	2001	2002	2003	% Change*
Pedestrian	99.8	89	91	82	69	-31%
Pedal Cycle	25.6	19	16	19	21	-18%
Motorcycle	10	11	19	11	12	+20%
Car/Taxi	189.2	206	181	176	181	-4%
Bus/Goods/Other	0	18	29	55	14	-30%
<b>All</b>	<b>344.6</b>	<b>343</b>	<b>336</b>	<b>343</b>	<b>297</b>	<b>-14%</b>

\*1994-98 Average to 2003

The number of people slightly injured in Dundee per annum has virtually remained constant at an annual average between 1994-1998 of 344 to 343 in the year 2002. However, in year 2003 there appears to be a real reduction in slight casualties, but it will be a further couple of years at least before it is possible to know whether this is likely to be a downward trend or whether it is a one-off reduction. Furthermore, during the same time period it has been estimated that traffic in Dundee has grown by a minimum of 7%. Therefore the slight casualty reduction figure of 14% represents a far greater reduction in slight injuries per 100 million vehicle kilometres by the year 2003 easily exceeding 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 toward 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 2003 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 £12 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 be continued.

**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**

Planning and Transportation Committee Report 301-2003 Road Safety Progress Report 2003, 28 April 2003.

Planning and Transportation Committee Report 193-2002 Road Safety Progress Report, 27 May 2002.

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Mike Galloway  
Director of Planning & Transportation

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Iain Sherriff  
Head of Transportation

IFS/NG/KM

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Dundee City Council  
Tayside House  
Dundee