

**REPORT TO: PLANNING AND TRANSPORTATION COMMITTEE  
12 SEPTEMBER 2005**

**REPORT ON: ROAD SAFETY SCHEMES - IMPLEMENTATION 2005-2006**

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

**REPORT NO: 521-2005**

## **1 PURPOSE OF REPORT**

- 1.1 This report advises committee of all the locations in the city where road safety intervention measures have been requested from various sources; and seeks committee approval for a prioritised programme of road safety initiatives and pedestrian facilities in 2005-2006.

## **2 RECOMMENDATION**

- 2.1 It is recommended that the Committee:
- a approve the implementation of the Road Safety Schemes set out in Appendix A; and
  - b that engineering measures required as a result of prioritisation will be awarded to Tayside Contracts under the agreed Schedule of Rates.

## **3 FINANCIAL IMPLICATION**

- 3.1 The cost of implementation of the road safety initiatives and pedestrian facility identified in this report will be met from within the Planning and Transportation Department's 2005-2006 Capital Budget of £142,000 for Traffic Calming/Provision for pedestrians, Revenue Budget for Accident Investigation and Prevention of £30,000.

## **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.

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 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."

## 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); 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.

## 6.3 Progress

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

A 45% reduction in all KSI casualties and a 46% reduction in child KSI casualties has been achieved to date compared to the average for 1994-1998. The road safety engineering measures promoted by the Planning and Transportation Department have contributed significantly to this reduction in casualties.

## 6.4 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. This strategy continued for years 2003-2004 and 2004-2005 and it is proposed to continue with this strategy in 2005-2006.

## 6.5 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. There were 30 traffic calming requests received. 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 used again 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. Schemes identified in 2004-2005 but not implemented have also been

included. Appendix B shows the locations recommended for road safety intervention as a result of this prioritisation.

## **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**

Report No 488-2002, Road Safety Implementation Measures 2002-2003  
Planning and Transportation Committee - 24 June 2002

Report No 722-2003, Road Safety Implementation Measures 2003-2004  
Planning and Transportation Committee - 1 December 2003

Report No 623-2004, Road Safety Implementation Measures 2004-2005  
Planning and Transportation Committee - 27 September 2004

Mike Galloway  
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IFS/NG/KM

19 August 2005

Dundee City Council  
Tayside House  
Dundee

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

Arklay Street  
Broughty Ferry Road at East Dock Street  
Claverhouse Road at Mains Loan  
Dens Road east of Isla Street  
Gardner Street at loons Road  
Macalpine Road at Staffa Place  
Perth Road at Riverside Drive  
Riverside Avenue at Perth Road  
Riverside Drive west of controlled crossing  
Strathern Road at Grove Road  
South Road at Buttars Loan  
Victoria Road at William Street  
West Marketgait at Dudhope roundabout

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