

REPORT TO: PLANNING & TRANSPORT COMMITTEE - 10 DECEMBER 2007

REPORT ON: UPDATE ON ROAD SAFETY SCHEMES - IMPLEMENTATION 2007-2008

REPORT BY: DIRECTOR OF PLANNING & TRANSPORTATION

REPORT NO: 565-2007

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:

- a approve the implementation of the Road Safety Schemes as set out in Appendix A; and
- b that any engineering measures required will be awarded to Tayside Contracts under the agreed Schedule of Rates.

3 FINANCIAL IMPLICATIONS

3.1 The cost of implementation of the Road Safety Schemes identified in this report will be met from within the Planning and Transportation Department's 2007-2008 Capital Budget of £160,000 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 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."

4.2 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.

4.3 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 38% reduction in all KSI casualties and a 55% 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 Planning and Transportation 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 2007-2008.

4.5 Identification and Prioritisation

Reference is made to Report No 266-2007 "Road Safety Schemes - Implementation 2007-08" approved at Planning and Transport Committee on 11 June 2007. Report 266-2007 approved the implementation of seven Road Safety Schemes carried over from 2006-07. The schemes identified and prioritised in this current report are in addition to those approved in Report 266-2007.

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. At the time of writing Committee Report No 266-2007, 13 traffic calming requests had been received. To date this figure has increased to 19 requests. 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

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

5 POLICY IMPLICATIONS

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

There are no major issues.

6 CONSULTATIONS

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

7 BACKGROUND PAPERS

- 7.1 Report No 488-2002, Road Safety Measures Implementation 2002-2003, Planning and Transportation Committee - 24 June 2002.
- 7.2 Report No 266-2007, Road Safety Schemes - Implementation 2007-2008, Planning and Transport Committee - 11 June 2007.

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AL/FR/KM

14 November 2007

Dundee City Council
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APPENDIX A**LOCATIONS IDENTIFIED FOR ROAD SAFETY INTERVENTION MEASURES**

West Marketgait at Nethergate
Seagate, Gellatly Street to Peter Street
Buttars Loan north of South Road
Strathmartine Road, Haldane Street to Duncan Street
Strathmartine Road at Kingsway
Arbroath Road eastbound approach to Scott Fyffe Roundabout
East Marketgait at East Port Roundabout
Logie Avenue at Ashbank Road
Claypotts Road near Davidson Street

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.