

**REPORT TO:** CITY DEVELOPMENT COMMITTEE – 25 OCTOBER 2010  
**REPORT ON:** ROAD SAFETY SCHEMES - IMPLEMENTATION 2010-2011  
**REPORT BY:** DIRECTOR OF CITY DEVELOPMENT  
**REPORT NO:** 598-2010

## **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 2010-2011 Capital Budget of £150,000 for Road Safety Measures.

## **4 BACKGROUND**

- 4.1 Road Safety and Road Accident Prevention

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 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 48% reduction in all KSI casualties and a 61% 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 2010-2011.

#### 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 2009 and with reference to Committee Reports 384-2009, 13 locations were identified for the introduction of road safety measures during 2009-2010. To date, 10 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 details of last year's schemes and Appendix B the locations recommended for road safety intervention this year. Ongoing accident investigations may identify additional sites to be implemented this financial year.

### 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.

##### 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), Director of Finance, Assistant Chief Executive and Chief Constable 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 384-2009 - Road Safety Schemes - Implementation 2009-2010

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NHG/FR/EB

12 September 2010

Dundee City Council  
Tayside House  
Dundee

## **APPENDIX A**

### **2009/2010 SCHEMES**

Brook Street near Polepark – Surface retexturing, street lighting upgrade and road markings

Coupar Angus Road at Harefield Road – Anti-skid surfacing and road markings

\*Dens Road near Provost Road – Carried over to 2010/2011

Happyhillock Road / Bridgend Street – Anti-skid surfacing and pedestrian barrier works

Ladywell Roundabout / Victoria Way / Victoria Road - Surface retexturing, anti-skid surfacing and road markings

Queen Street Broughty Ferry at Fort Street – Traffic signal works

Riverside Drive / Tesco Main Access Roundabout – Maintenance re-surfacing works

Seagate, Gellatly Street to Peter Street – Controlled pedestrian crossing works

Tullideph Road at Ancrum Road – Kerb build-out, road markings and traffic signs

Victoria Street at Brown Constable Street – Road markings and traffic signs

Ward Road – Street lighting upgrade works

West Marketgait near Ward Road – Survey of pedestrian facilities

West Port Roundabout – Surface retexturing, anti-skid surfacing and road markings

\*Note Dens Road near Provost Road was listed twice

**APPENDIX B****2010/2011 LOCATIONS IDENTIFIED FOR ROAD SAFETY INTERVENTION MEASURES**

Cleington Road near Kingsway Retail Park  
Coupar Angus Road near Camperdown Park North Gate  
Coupar Angus Road at Kingsway  
Dens Road near Provost Road  
Fintry Road near Fintry Drive  
Logie Street at Loons Road  
Loons Road at Balfield Road/Gardner Street  
Strathern Road at Fairfield Road  
Strips of Craigie Road at Craigie Avenue/Craigie Drive

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.