

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

**REPORT ON: TRAFFIC CALMING AND ROAD SAFETY INTERVENTION
MEASURES – IMPLEMENTATION 2004-2005**

REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION

REPORT NO: 623-2004

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 2004-2005.

2 RECOMMENDATIONS

- 2.1 It is recommended that Road Safety schemes as set out in Appendix B are implemented, and
- 2.2 That engineering measures required as a result of prioritisation 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 initiatives and pedestrian facility identified in this report will be met from within the Planning and Transportation Department's 2004-2005 Capital Budget of £160,000 for Traffic Calming/Provision for Pedestrians, Revenue Budget for Accident Investigation and Prevention of £30,000 and Quality of Life Traffic Calming Revenue Budget of £50,000.

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 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); 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 Police and Tayside Health Board a range of engineering, enforcement, education and encouragement initiatives have achieved a significant reduction in road casualties in Dundee.

A 49% reduction in all KSI casualties and a 67% 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 year 2003-2004 and it is proposed to continue with this strategy in 2004-2005.

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. Appendix A lists all the 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. Appendix B shows the locations recommended for road safety intervention measures 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

- 8.1 Report No 488-2002, Road Safety Implementation Measures 2002-2003, Planning and Transportation Committee, 24 June 2002.
- 8.2 Report No 722-2003, Road Safety Implementation Measures 2003-2004, Planning and Transportation Committee, 1 December 2003.

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IFS/NG/EES

20 September 2004

Dundee City Council
Tayside House
Dundee

APPENDIX A**TRAFFIC CALMING REQUESTS**

Abercrombie Street
Abernethy Road
Albany Terrace
Ashmore Street
Balgarthno Road
Baxter Park Terrace
Byron Street
Camphill Road
Charleston Area
Clattowoods Area
Clement Park Area
Cowan Place
Craigowl Estate
Ferdale Drive
Finavon Place
Finella Gardens
Fintry Drive
Gullane Avenue
Hill Street, Broughty Ferry
Law Crescent
Longhaugh Road
Main Road
Mains Loan
Ogilvie Street
Rankine Street
Strathmore Avenue
Tofthill
Vorlich Avenue
Wyvis Avenue, Broughty Ferry

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

Claverhouse Road at Mains Loan
Fintry Road – West of Finavon Place
Gardner Street at Loons Road
Lochee by-pass – South of South Road
Macalpine Road at Staffa Place
Perth Road at Riverside Drive
Riverside Drive – vicinity of Riverside Approach

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