

ITEM No ...3.....

REPORT TO: FAIR WORK, ECONOMIC GROWTH AND INFRASTRUCTURE COMMITTEE – 19 AUGUST 2024

REPORT ON: ANNUAL ROAD SAFETY REPORT AND 20MPH PROGRESS REPORT

REPORT BY: EXECUTIVE DIRECTOR OF CITY DEVELOPMENT

REPORT NO: 204-2024

1 PURPOSE OF REPORT

1.1 The Annual Road Safety and 20mph progress report seeks to inform Committee of the progress made towards the national road casualty reduction targets to 2030 along with the ongoing 20mph progress and the Council's programme of road safety works for 2024-2026. The report also updates the Committee on the monitoring of the School Streets Zones.

2 RECOMMENDATION

2.1 It is recommended that the Committee:

- a notes the road casualty statistics for the local road network, and the Scottish Government road safety targets to 2030 and 2050;
- b approves the conversion of areas identified in Appendix B to 20mph zones;
- c approves the programme of road safety works contained in Appendix D; and
- d notes the monitoring information of the School Street Zones.

3 FINANCIAL IMPLICATIONS

3.1 The funding for the projects shown in Appendices B and D will be met from the Council's 2024/2025 Capital Plan allocation for:

- a Road Safety Measures - £98,000 in 2024/2025 and £90,000 in 2025/2026 funded from capital budgets;
- b Road Safety Improvement Fund 2024/2025 - £223,191; and
- c Tier 1 - Active Travel Infrastructure Fund 2024/25 (formerly known as Cycling Walking and Safer Routes) £1,083,683.

4 BACKGROUND

4.1 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 collisions. This applies to the existing road network and new roads.

4.2 In February 2021 the Scottish Government published its Road Safety Framework to 2030 which sets out the following strategic objectives:

a Safe Road Use

Achieved from road users who decide the most sustainable way to travel, know and comply with road rules and take responsibility for the safety of themselves and others, especially the vulnerable.

b Safe Vehicles

Well maintained vehicles reduce the risk of collisions and, in the event of a collision reduce the harm to road users, including pedestrians, cyclists, horse riders, motorcyclists and vehicles occupants.

c Safe Speeds

Road users understand and travel at appropriate speeds to the conditions and within the speed limits.

d Safe Roads and Roadsides

They are self-explaining in that their design encourages safe and sustainable travel so that they are predictable and forgiving of errors.

e Post-crash Response

Allows an effective and appropriate response to collisions. Road victims receive appropriate medical care and rehabilitation to minimise the severity and long-term impact of their injuries. Learnings from collisions are captured and acted upon. Families of those killed or seriously injured are appropriately supported.

4.3 The framework identifies the part every one of us must play to ensure the Government's long-term aspiration for Vision Zero (no death and no serious injuries on Scotland's roads by 2050) to become a reality. On this route to 2050 the road casualty reduction targets, for the year 2030, when compared with the average number of casualties for 2014-2018, are:

- 50% reduction in people killed;
- 50% reduction in people seriously injured;
- 60% reduction in children (aged<16) killed; and
- 60% reduction in children (aged<16) seriously injured.

4.4 The key organisations involved in road safety in Dundee are the Council's City Development and Children & Family Services Departments, Police Scotland, Scottish Fire and Rescue, NHS Tayside, and the Local Partnership Forum - North.

4.5 The multidisciplinary and integrated approach involves a number of engineering, enforcement, education, and encouragement initiatives:

a Engineering

A mixture of engineering measures and techniques are used to improve safety on our roads such as 20mph zones, collision investigation and prevention, and traffic management which includes the provision of pedestrian/cycle facilities alongside traffic signs and road markings. Each of these 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 road infrastructure are designed with safety in mind.

b 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 and drug driving laws, wearing of seatbelts and other safety related legislation such as inappropriate parking. Another tool in the enforcement strategy is the targeted deployment of safety

cameras. There are currently two mobile safety camera sites on the local road network in Dundee. These cameras are operated by the North Safety Camera Unit and are a further tool that has helped to reduce road casualties.

c 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 are encouraged and will be reinforced with engineering measures where appropriate including 20mph speed limits around schools and the ongoing deployment of the Safer School Streets programme.

d Encouragement

Promoting the use of child car seats and restraints, cycle helmets, lights, and bright clothing have a significant part to play in encouraging road users to adopt safe practices. These safety practices are promoted through national campaigns and also locally through programmes such as bike-ability, walking buses, and confidence building and cycle training for adults.

4.6 These road safety initiatives, combined with other schemes that are not directly aimed at casualty reduction, such as environmental improvements, all contribute to promoting and improving road safety in Dundee.

4.7 Dundee City Council, alongside the other key organisations will look to deliver a multidisciplinary and integrated approach through engineering, enforcement, education and encouragement initiatives to create safer road use, safer speeds, safer roads and safer roadsides.

5 ROAD CASUALTY REDUCTION PROGRESS - SCOTTISH GOVERNMENT TARGETS 2030

5.1 The Council's current casualty reduction progress to 2023 is detailed below and in Appendix A.

a Table 1 - Dundee City - Local Road Network - All Casualties - 2014-2018 Average To 2030

All Casualties	2014-2018 Average	2019	2020 ^x	2021	2022	2023	% Change*
Pedestrian	41.6	39	38	29	47	47	
Pedal Cycle	14.4	14	21	9	13	10	
Motorcycle	11	9	19	13	7	15	
Car/Taxi	67.4	70	86	57	82	66	
Bus/Goods/Other	6.8	12	6	9	10	9	
All	141.2	144	170	117	159	147	4%
* Percentage change as compared 2023 to 2014-2018 average							
^x Car Passenger fatality in 2020 did not occur on the local road network							

The number of road casualties on the local road network in 2023 is an increase of 4% from the baseline average but a reduction of 8% when compared to the previous year. A breakdown of these 2023 casualties shows that 45% were car/taxi occupants, 32% were pedestrians, 10% were motorcycle rider/passenger, 7% pedal cyclists and 6% were bus/goods/other. The 5-year moving average, Graph 1-Appendix A, indicates a slight upward trend from the baseline years.

b Road Safety Framework to 2030 target: 50% Reduction in People KilledTable 2 - Dundee City - Local Road Network - Killed Casualties - 2014-2018 Average To 2030

Killed Casualties	2014-2018 Average	2019	2020*	2021	2022	2023	% Change*	Scottish Government	
								2030 Target	2050 Target
Pedestrian	1	1	1	0	0	0			
Pedal Cycle	0	0	1	0	0	0			
Motorcycle	0.2	0	0	0	0	0			
Car/Taxi	0	0	1*	1	0	1			
Bus/Goods/Other	0	0	0	0	0	0			
All	1.2	1	3	1	0	1	-17%	0.6	0

x Car Passenger fatality in 2020 did not occur on the local road network
* Percentage change as compared 2023 to 2014-2018 average

There was one reported fatality in 2023 on the local road network as a result of a collision between a car and a bus. The 5-year moving average Graph 2 – Appendix A indicates a slight downward trend from previous years.

Analysis of the casualties between 2019 and 2023 shows that 2 were pedestrians, 2 motor vehicle drivers, one motor vehicle passenger and one pedal cyclist. Cognisance of this will be taken when considering future road safety initiatives and measures.

c Road Safety Framework to 2030 target: 50% Reduction in People Seriously injuredTable 3 - Dundee City - Local Road Network - Serious Casualties - 2014-2018 Average To 2030

Serious Casualties	2014-2018 Average	2019	2020	2021	2022	2023	% Change*	Scottish Government	
								2030 Target	2050 Target
Pedestrian	10.8	15	19	16	20	16			
Pedal Cycle	3.2	4	10	2	2	5			
Motorcycle	6.2	5	13	6	3	8			
Car/Taxi	5.6	11	7	12	13	7			
Bus/Goods/Other	1	4	0	1	0	3			
All	26.8	39	49	37	38	39	46%	13.4	0

*Percentage change as compared 2023 to 2014-2018 average

The 2023 casualty data represents a 46% increase when compared with the 2014-2018 average. The 5-year moving average Graph 3 – Appendix A shows a continuing increase from the 2014-2018 average.

Analysis of the casualties between 2019 and 2023 shows that 43% are pedestrians, 25% are car/taxi occupants, 17% are motorcyclists, 11% are pedal cyclists and 4% bus/goods/other.

As reported previously, 2020 showed an increase in the number of pedestrian, pedal cycle and motorcycle serious casualties and changes in travel choices, as a consequence of the pandemic, may have contributed to this rise. 2023 shows a slight rise in the number of pedal cycle and motorcycle serious casualties when compared with 2021 and 2023 and cognisance of this will be taken when considering future road safety initiatives and measures.

d Road Safety Framework to 2030 target: 60% Reduction in Children (Aged <16) Killed

Table 4 - Dundee City - Local Road Network – Child Killed Casualties - 2014-2018 Average To 2030

Child Killed Casualties	2014-2018 Average	2019	2020	2021	2022	2023	% Change*	Scottish Government	
								2030 Target	2050 Target
Pedestrian	0	0	0	0	0	0			
Pedal Cycle	0	0	1	0	0	0			
Motorcycle	0	0	0	0	0	0			
Car/Taxi	0	0	0	0	0	0			
Bus/Goods/Other	0	0	0	0	0	0			
All	0	0	1	0	0	0	0%	0	0

*Percentage change as compared 2023 to 2014-2018 average

e Road Safety Framework to 2030 target: 60% Reduction in Children (Aged <16) Seriously Injured

Table 5 - Dundee City - Local Road Network – Child Serious Casualties - 2014-2018 Average To 2030

Child Serious Casualties	2014-2018 Average	2019	2020	2021	2022	2023	% Change*	Scottish Government	
								2030 Target	2050 Target
Pedestrian	4.4	2	3	5	7	4			
Pedal Cycle	0.4	2	1	0	0	0			
Motorcycle	0	0	1	0	0	0			
Car/Taxi	0.2	0	0	0	1	0			
Bus/Goods/Other	0	0	0	0	0	1			

All	5	4	5	5	8	5	0%	2	0
*Percentage change as compared 2023 to 2014-2018 average									

The 2023 casualty data shows a drop in the number of children seriously injured from the previous year but no change from the 2014-2108 average.

Analysis of these casualties between 2019 and 2023 shows that 78% are pedestrians, 11% are pedal cyclists, 4% are car/taxi occupants, 4% are bus/goods/other occupants and 3% are motorcyclists. Cognisance of this will be taken when considering future road safety initiatives and measures.

6 PROGRAMME OF ROAD SAFETY WORKS FOR 2024/2026

6.1 Appendix B details the roll out of 20mph speed limits and Appendix D the collision investigation sites programmed for the 2024-2026 financial years.

6.2 As part of the Committee agreed roll out of 20mph limits works will be programmed to start this financial year on the Craiggiebank, Albany Terrace/The Law, Kirkton, St Marys, Mid Craigie, Gotterstone, Stobswell (Albert Street area) and the Willows/Ormiston Crescent areas. Camphill Road, Downie Park, Elmwood, Logie, Lawers Drive are progressing through the Traffic Regulation Order (TRO) process and are targeted for implementation in 2025/2026.

6.3 It is proposed to start the TRO process in 2025/2026 for the following areas to be converted to 20mph zones:

- Abercromby Street/Montague Street Area;
- Berwick Drive North Area;
- Berwick Drive South Area;
- Charleston Area;
- Lochee Area, north of South Road;
- Lochee Area, south of South Road;
- Peebles Drive Area;
- Whitfield Avenue/Murrayfield Drive Area;
- Glamis Road South Area;
- Dickson Avenue West End;
- Earn Crescent Area; and
- Charleston Drive North West Area.

6.4 At present 33% of the road network identified for 20mph in Dundee is now within a 20mph zone and this will increase to approximately 45% when the 2025/2026 areas are implemented. The remaining roads will be assessed and future 20mph zones will be brought forward in a phased approach as illustrated by the phasing plan shown in Appendix C. These areas can also be viewed online at the following weblink:

www.dundeeecity.gov.uk/sites/default/files/publications/20mph_zones_2024.pdf.

- 6.5 Detailed proposals for 20mph zones will be subject to statutory consultation, public notice and advertisement as part of the Traffic Regulation Order process.
- 6.6 These 20mph zones will support the progress towards the 2030 framework targets by reducing vehicle speed. The Royal Society for the Prevention of Accidents (ROSPA) report that a reduction of 1mph in average speed can reduce accident frequency by 6% on urban residential roads with low average speeds. The prioritisation of 20mph areas is based on a combination of factors which include accident data, existing speed/traffic data, road classification, number of requests, development type (residential, industrial etc) and overall function of road. The Council will develop zones in self-contained residential areas that will be easily understood by road users.
- 6.7 The Collision Investigation and Prevention sites are detailed in Appendix D and include schemes carried over from 2023/2024 alongside new sites identified from the review of local road accident cluster site information. Engineering measures are subject to detailed design and priority shall be given to those schemes with the greatest potential to reduce injury accidents.

7 PROGRAMME OF ADDITIONAL PEDESTRIAN CROSSING FACILITIES

- 7.1 As reported in last year's annual road safety report (Report 221-2023), five pedestrian crossing locations were identified to be taken forward to design assessment stage to determine the feasibility of installations at these locations.
- 7.2 The five pedestrian crossing locations have been assessed as feasible for installations and surveys undertaken to establish pedestrian crossing demand and desire lines in accordance with design standard guidance for the installation of pedestrian crossings. Table 6 below identifies the planned programme for the introduction of these facilities. The programme years are subject to annual review of funding resources and competing demands which may require reprioritisation within the overall road safety programme.

Table 6 – Pedestrian Crossing Programme

Location	Targeted Programme	
	Technical Design	Construction
Balgillo Road/Forthill Road	Complete	Complete
Kings Cross Road/Dunsinane Avenue	Complete	2024/25
Macalpine Road/St Leonards Place	2024/25	2025/26
Laird Street at Craigowl Primary School	2024/25	2025/26
Craigie Drive/Craigiebarn Road	2025/26	2026/27

- 7.3 Traffic surveys and pedestrian flow counts were commissioned at the following locations in 2023/2024 and the requirement for pedestrian crossing infrastructure was re-evaluated in accordance with the Council's approved pedestrian crossing assessment process (Report 269-2022 refers). All the sites surveyed were significantly below the Council's intervention level for pedestrian crossings to be installed:
- Dalmahoy Drive at Turnberry Avenue;
 - Baldovie Road at Barlow Avenue;
 - Baldovie Road at Mitchell Scotland Innovation Park;

- Baldovie Road at cycle path north of Balunie Drive;
- Buttars Loan at Donalds Lane;
- Old Glamis Road Kingsway to Downie Park Place;
- King Street, Broughty Ferry at Gray Street;
- Glamis Road at Ancrum Road/Charleston Drive;
- Glamis Road at Backhill Road;
- Hilltown at Rosebank Street/Ann Street;
- Balfield Road south of Harefield Road; and
- Strathmartine Road between Balgowan Avenue and Duncan Street.

8 MONITORING OF THE SCHOOL STREET ZONES

8.1 School Street zones have been established at 13 primary school locations in Dundee. Table 7 below notes the average driver non-compliance with traffic restrictions recorded from monitoring exercises, and the percentage of journeys made to school by active travel recorded in the bi-annual hands up survey.

Table 7 – School Streets Monitoring Summary

School Zones	Street	Year Established	Pupil Roll at School 2023	% of Pupils Outwith School Catchment	Vehicles Driving in Zone (Average)	Active Travel Journey Share		
						2019	2023	
Forthill PS		2013/2014	491	45.7%	6	50%	52%	↑ 2%
St Mary's PS		2013/2014	282	27.7%	13	48%	54%	↑ 6%
Fintry PS		2021/2022 (Sep)	368	47.6%	79	69%	62%	↓ 7%
Downfield PS		2022/2023 (Oct)	301	51.8%	97	49%	54%	↑ 5%
St Andrews PS		2022/2023 (Nov)	461	24.7%	94	41%	45%	↑ 4%
Craigiebarns PS		2022/2023 (Nov)	301	55.1%	50	42%	43%	↑ 1%
North East Campus		2022/2023 (Oct)	571	50.2%	65	62%	55%	↓ 7%
Coldside Campus		2022/2023 (Oct)	534	32.1%	105	59%	57%	↓ 2%
Clelington PS		2023/2024 (Sep)	404	30%	102	46%	47%	↑ 1%
Eastern PS		2023/2024 (Oct)	383	59%	75	39%	48%	↑ 9%
Mill O Mains PS		2023/2024 (Nov)	277	31.8%	75	69%	66%	↓ 3%
St Ninians PS		2023/2024 (Feb)	250	30.8%	54	59%	39%	↓ 20%

St Pius PS	2023/2024 (Nov)	156	19.9%	95	66%	58%	↓ 8%
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- 8.2 The Hands Up Scotland Survey 2023 was carried out in early September prior to the implementation of five School Street zones in 2023/2024. Due to this, the comparison with 2019 data for these five zones does not reflect modal change following the School Streets implementation. We will not see evidence of these implementations until future HUSS results are published in 2025.
- 8.3 Of the eight zones implemented since the 2019 hands up survey was conducted, journeys made to school by active travel have increased by 2% with corresponding decreases in pupils being driven to school. Additionally, park and stride numbers have increased by an average of 6%. Schools hosting a School Streets Zone on average have a 10% higher level of journeys made by active travel compared to a school that does not host a School Streets Zone.
- 8.4 Dundee City Council officers meet regularly with Police Scotland to review driver compliance with the traffic order restrictions and undertake a programme of enforcement throughout the year. Further work is planned in conjunction with Police Scotland and the schools including enforcement dates to educate drivers on pupil safety, and silent protests carried out by school pupils to show support for School Street Zones at their schools. Active travel groups have been established within schools to directly support this work and there are future plans to establish Junior Road Safety Officers at each Primary School across Dundee. Police Scotland have been supporting walking buses promoting active travel and Walk to School Week (May 2024) promoting walking to school through materials offered by Living Streets. Clean Air Day campaigns have also been delivered to schools as well as a city-wide banner competition allowing pupils to showcase their artistic talents in support of School Streets. Dundee City Council is currently working with Sustrans and BigDesigns to improve the visual and interactive aspects of School Streets Zones to promote compliance within the zones.

9 POLICY IMPLICATIONS

- 9.1 This report has been subject to the Pre-IIA Screening Tool and does not make any recommendations for change to strategy, policy, procedures, services or funding and so has not been subject to an Integrated Impact Assessment. An appropriate Senior Manager has reviewed and agreed with this assessment.

10 CONSULTATIONS

- 10.1 The Council Leadership Team have been consulted in the preparation of this report and are in agreement with its content.

11 BACKGROUND PAPERS

- 11.1 None.

Ewan Macnaughton
Head of Sustainable Transport and Roads

Author: Fiona Reid

Robin Presswood
Executive Director of City Development

Dundee City Council
Dundee House
Dundee

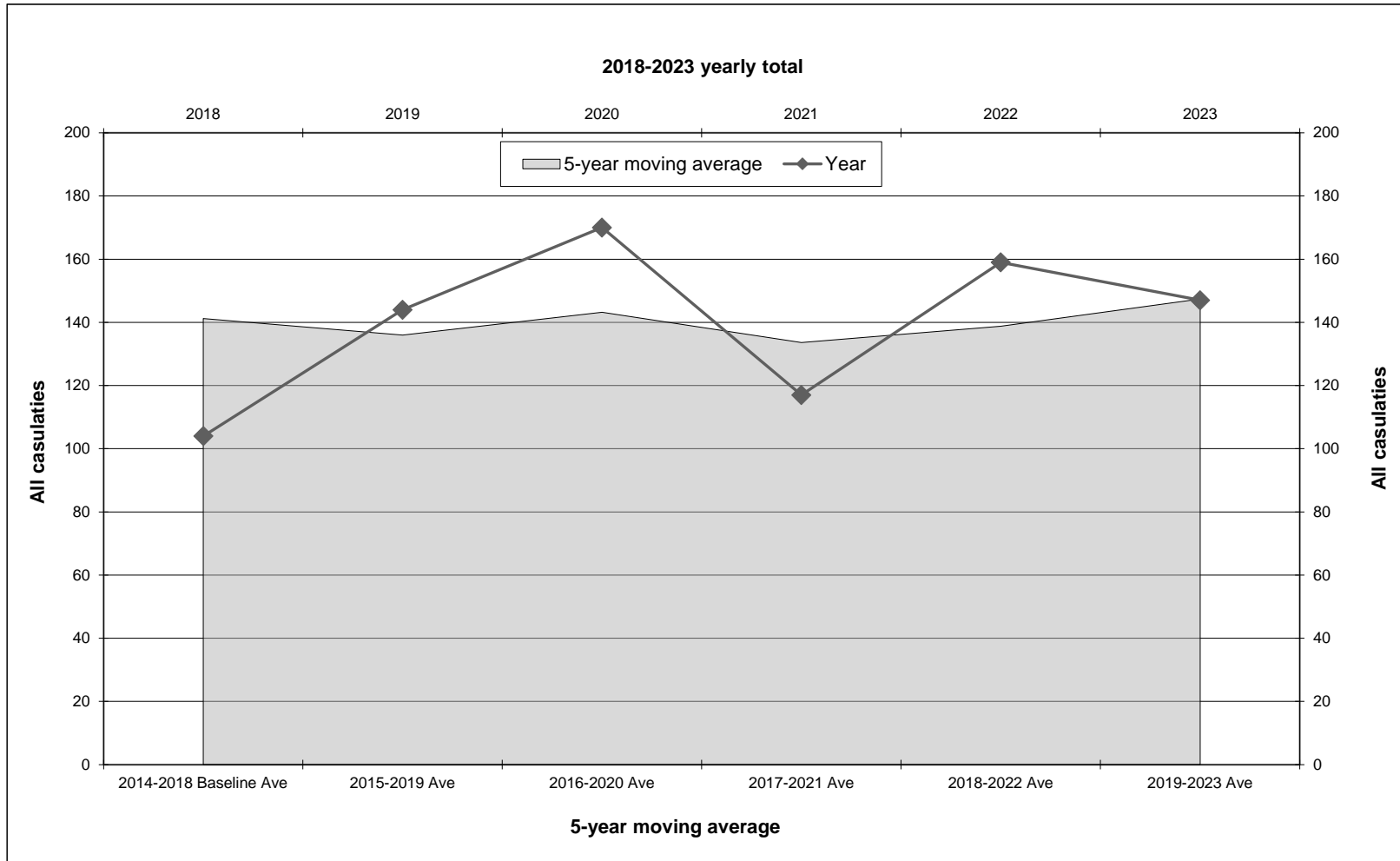
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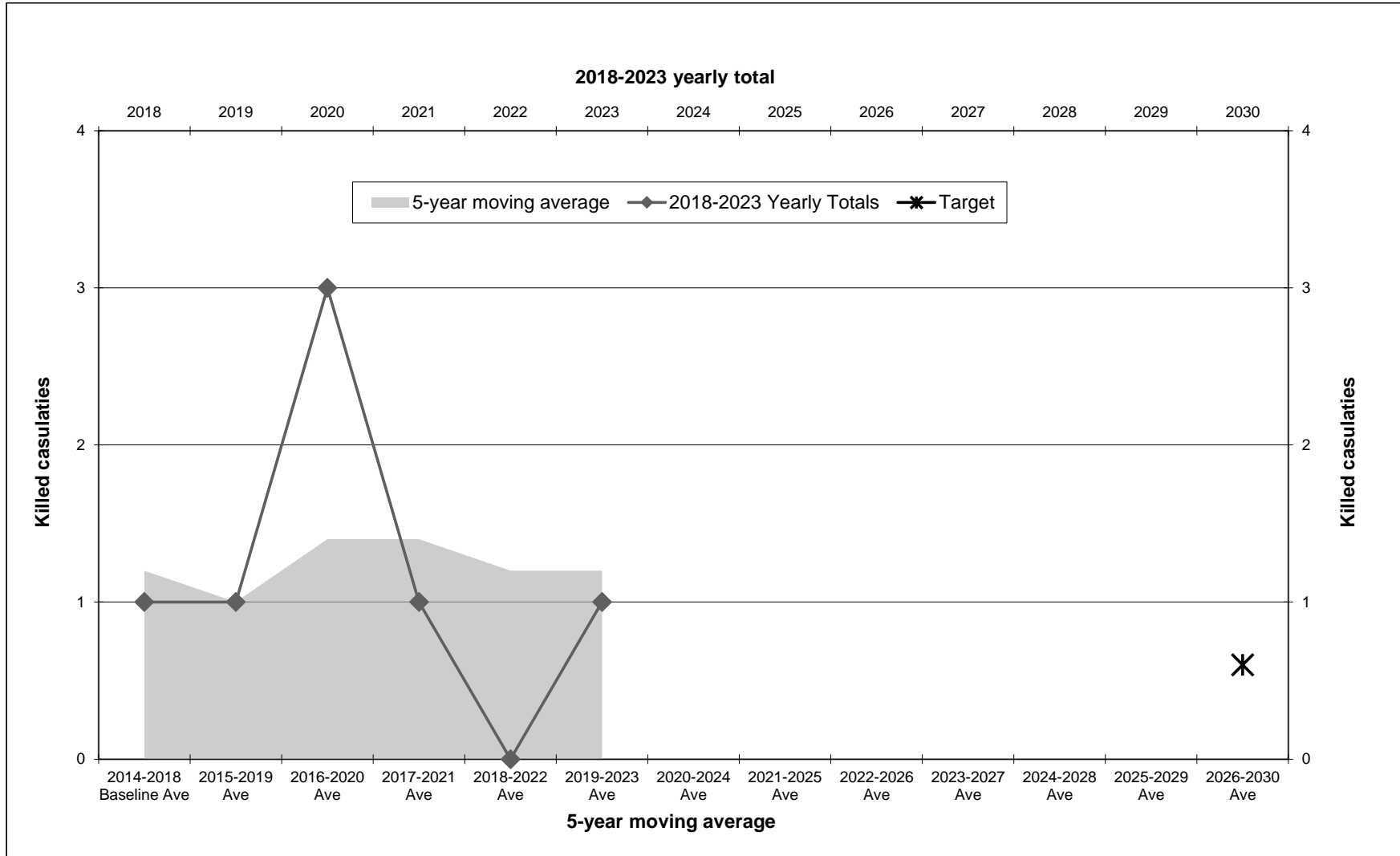
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APPENDIX A

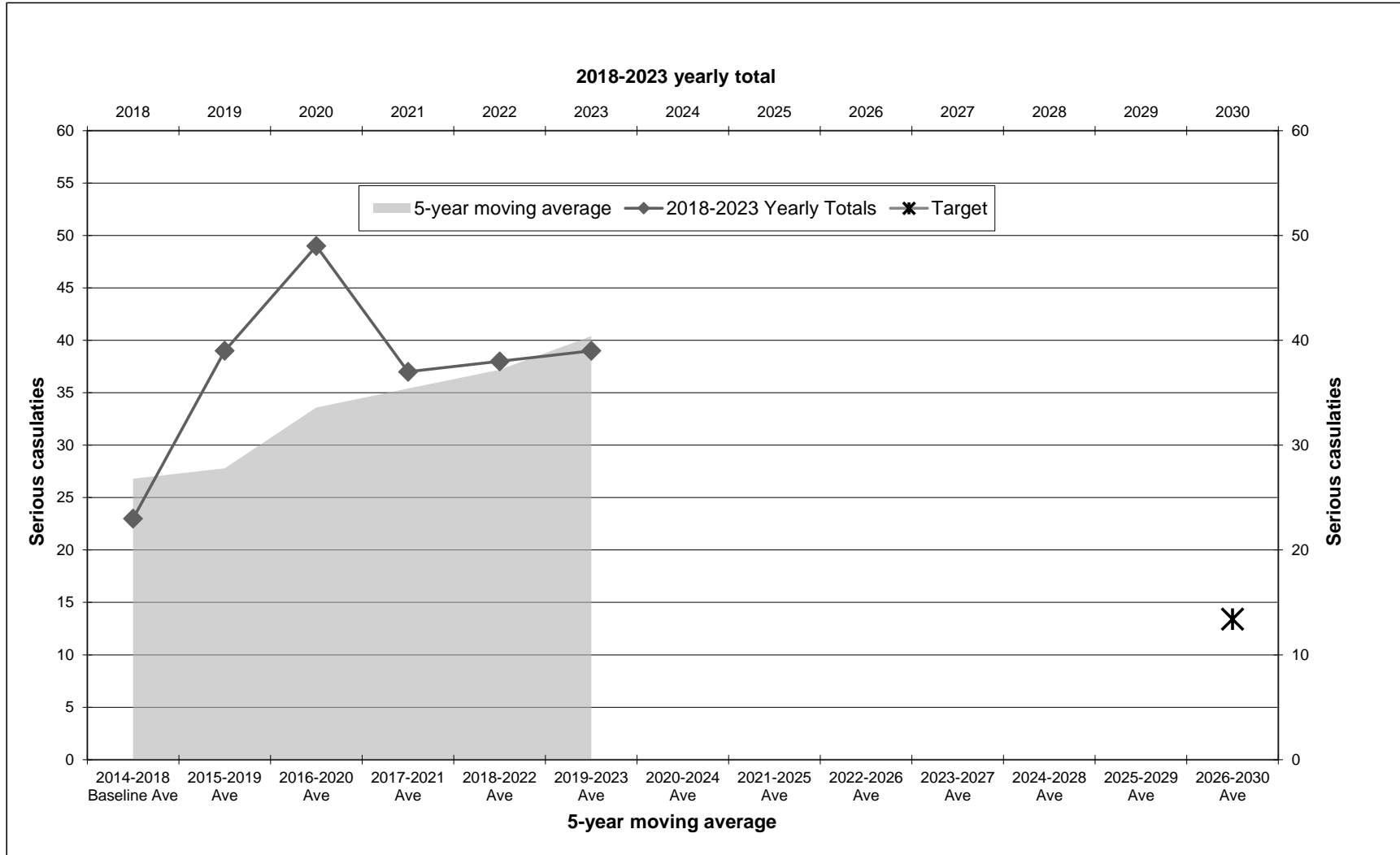
GRAPH 1: DUNDEE CITY - LOCAL ROAD NETWORK - ALL CASUALTIES - 5 YEAR MOVING AVERAGE AND YEARLY TOTAL



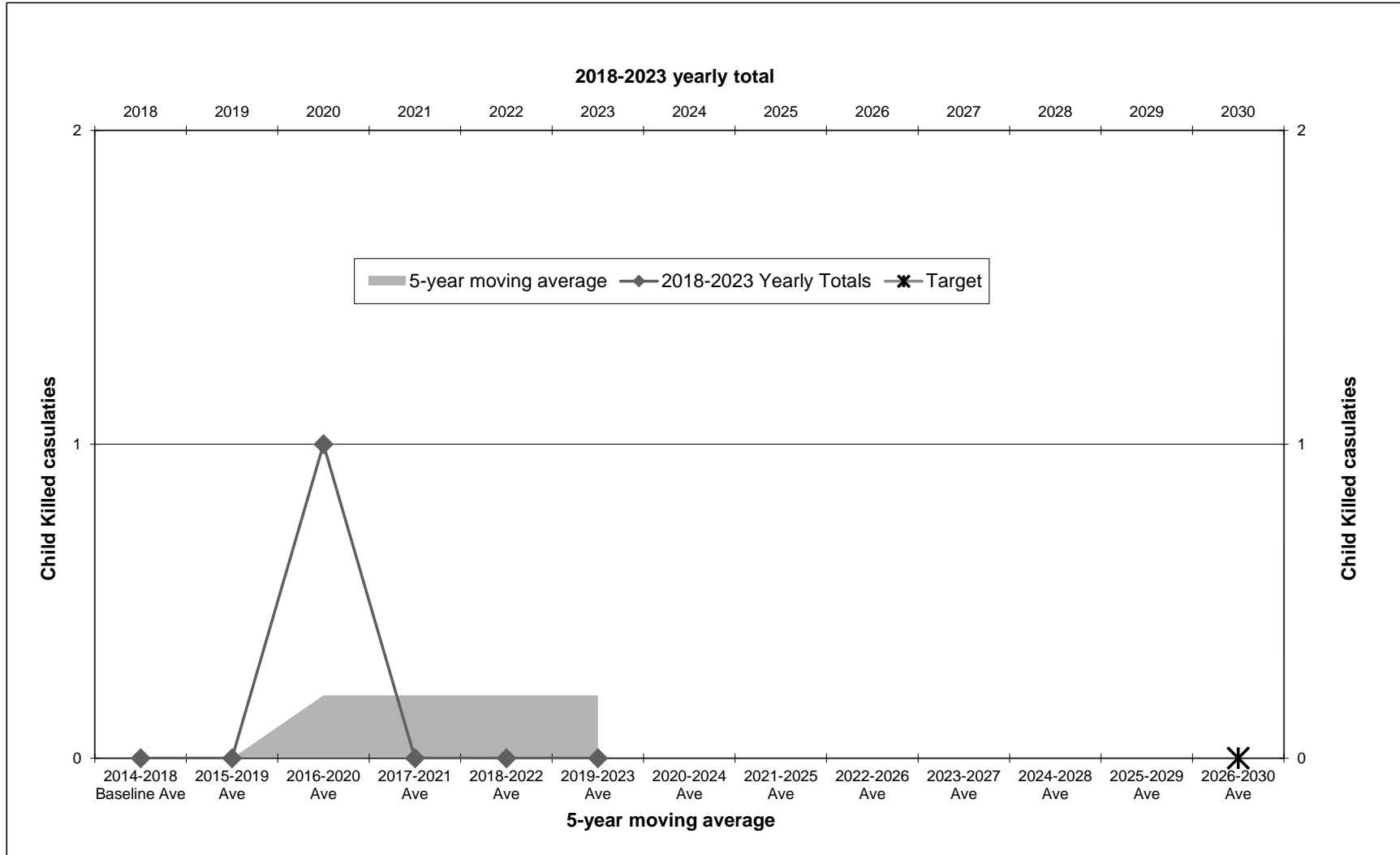
GRAPH 2: DUNDEE CITY - LOCAL ROAD NETWORK, KILLED CASUALTIES, 5 YEAR MOVING AVERAGE AND YEARLY TOTAL



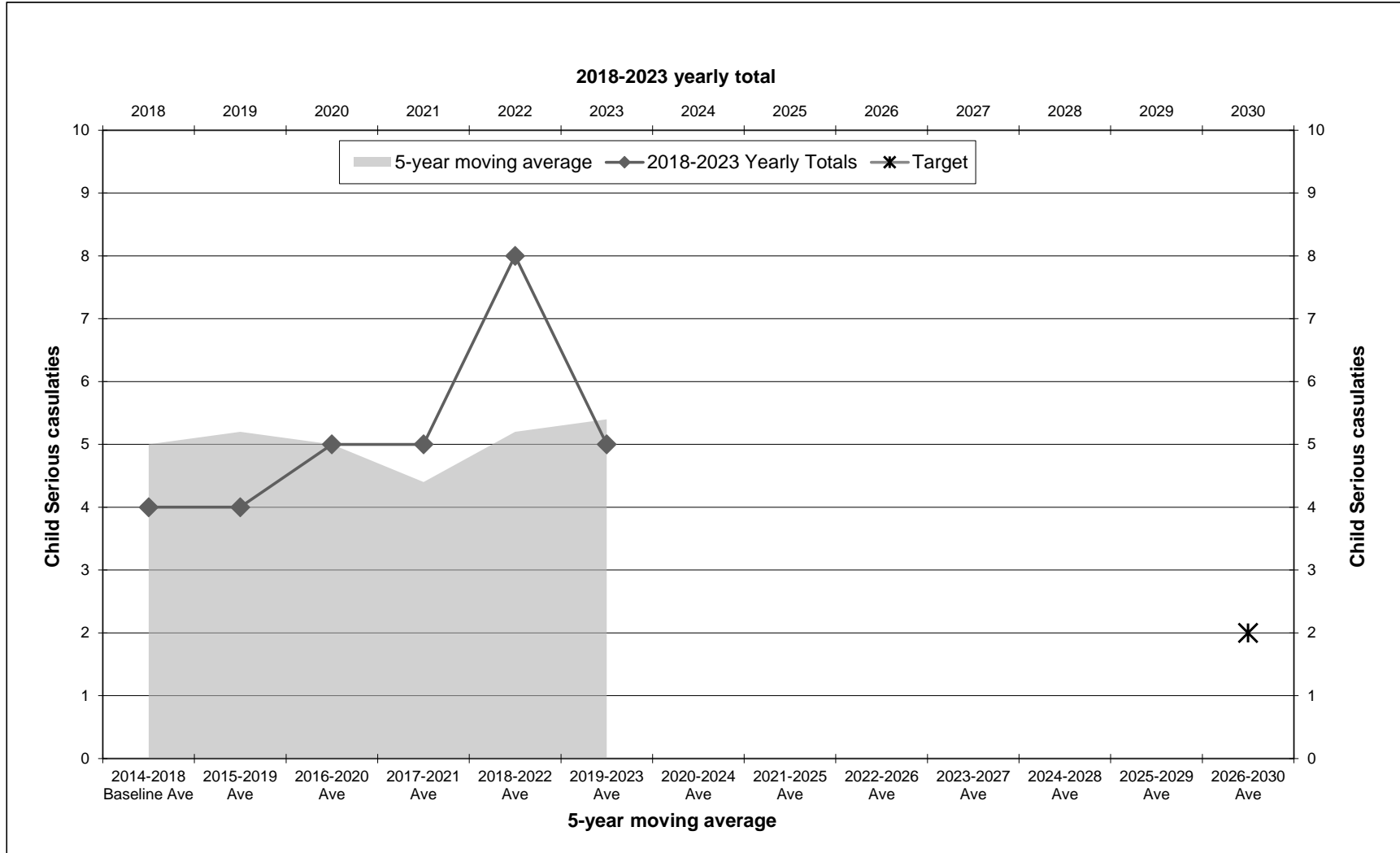
GRAPH 3: DUNDEE CITY - LOCAL ROAD NETWORK, SERIOUS CASUALTIES, 5 YEAR MOVING AVERAGE AND YEARLY TOTAL



GRAPH 4: DUNDEE CITY - LOCAL ROAD NETWORK, CHILD KILLED CASUALTIES, 5 YEAR MOVING AVERAGE AND YEARLY TOTAL



GRAPH 5: DUNDEE CITY - LOCAL ROAD NETWORK, CHILD SERIOUS CASUALTIES, 5 YEAR MOVING AVERAGE AND YEARLY TOTAL



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APPENDIX B – 20MPH PROGRAMME

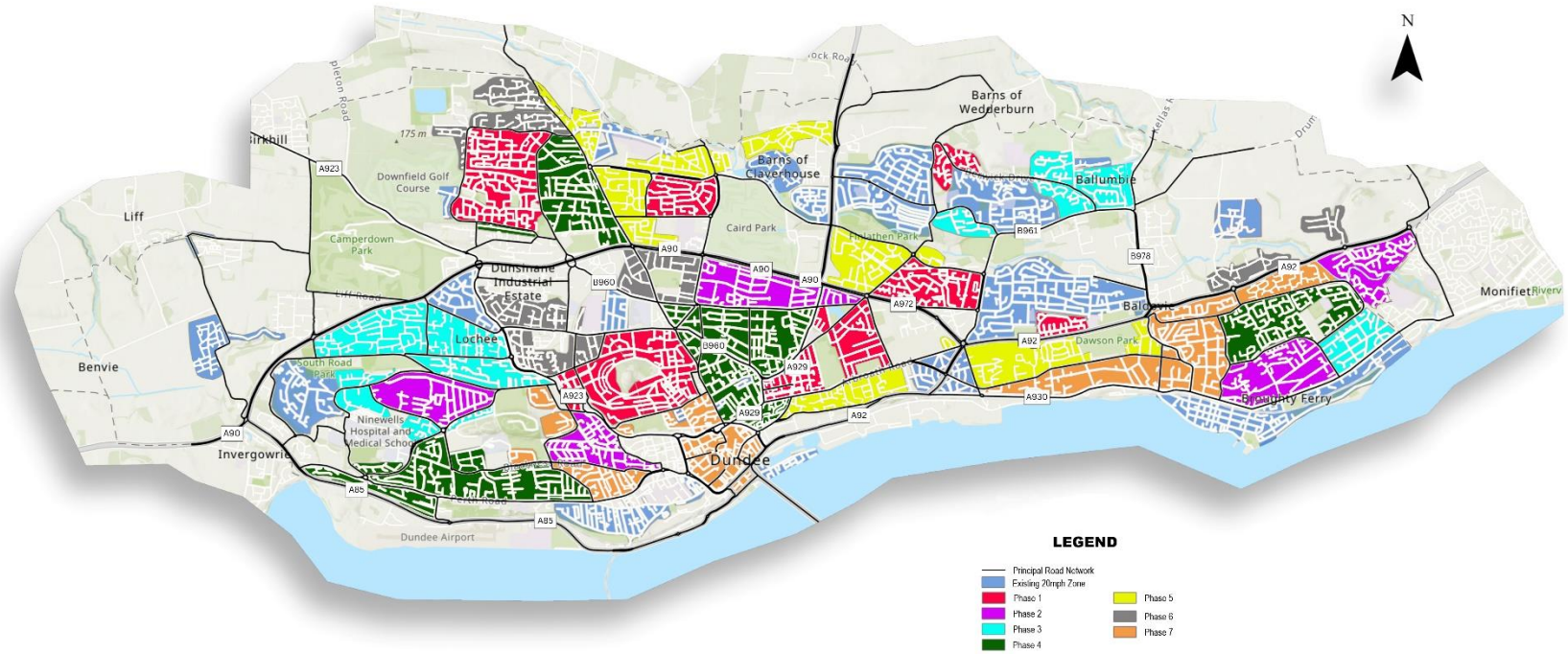
Phase	Targeted Programme	
	TRO Stage	Implementation
Phase 1		
Craigiebank	Complete	2024/2025
Albany Terrace/The Law	Complete	2024/2025
Kirkton	Complete	2024/2025
St Marys/Ardler	Complete	2024/2025
Mid Craigie	Complete	2024/2025
Gotterstone	Complete	2024/2025
Willows/Ormiston Crescent Areas	Complete	2024/2025
Stobswell (Albert Street area)	Complete	2024/2025
Phase 2		
Camphill Road	2024/2025	2025/2026
Downie Park	2024/2025	2025/2026
Elmwood	2024/2025	2025/2026
Logie	2024/2025	2025/2026
Lawers Drive	2024/2025	2025/2026
Phase 3		
Abercromby Street/Montague Street Area	Pending confirmation of resources	
Berwick Drive North Area		
Berwick Drive South Area		
Charleston Area		
Lochee Area, north of South Road		
Lochee Area, south of South Road		
Peebles Drive Area		
Whitfield Avenue/Murrayfield Drive Area		
Glamis Road South Area		
Dickson Avenue East End		
Earn Crescent Area		
Charleston Drive North West Area		

Phase	Targeted Programme	
	TRO Stage	Implementation
Phase 4		
Alexander Street South Section	Pending confirmation of resources	
Alexander Street North Section		
Barnhill Area		
Maryfield/Fleming Gardens Area		
Canning Street Area		
Coldside/Marryat Street Area		
St Leonards/Strathmartine Area		
Blackness Area		
Glamis Drive Area		
Elliot Road Area		
Clayhills Drive Area		
Perth Road South West Section		
Phase 5		
Downfield/Baldrigon Area	Pending confirmation of resources	
Fairfield Road North Area		
Dalkeith Road Area		
Glenconnor Drive Area		
Happyhillock Road North West Section		
Sherbrook Gardens Area		
William Fitzgerald Way Area		
Harestane/Millburn Gardens Area		
Montgomerie Crescent/Avenue		
Phase 6		
Craigowl/Clattowoods Area	Pending confirmation of resources	
Brackens Area		
Muirfield/Lintrathen Area		
Fairmuir Park Area		
Harefield Avenue/Grove		
Clement Park/Foggyley/Beechwood Area		
Lochee Centre Area		
Strathayre Area		
Balmossie Area		
Alpin Road Area		

Phase	Targeted Programme	
	TRO Stage	Implementation
Phase 7		
Corso Street/Abbotsford Area	Pending confirmation of resources	
Kelso Place/Jedburgh Area		
Fairfield Road South Area		
Balgillo Road/Forthill Area		
City Centre Area		
Ancrum Drive/Pentland/Tullideph Area		
St Mary Place/Street		
Constitution Road South/Rosebank Area		
Infirmery Brae Area		

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APPENDIX C – 20MPH PHASED PROGRAMME



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APPENDIX D**PROGRAMME OF ROAD SAFETY WORKS**Schemes To Be Progressed 2024-2026

A923 Coupar Angus Road at Liff Road – road markings
Albert Street near Lyon Street – road markings and traffic signs
Arbroath Road at Old Craigie Road – junction improvements
Arbroath Road East of Balgavies Avenue – road markings
Claverhouse Road at Barns of Claverhouse – junction improvements
Coupar Angus Road at Templeton Road – junction improvements, traffic signs, and road markings
Douglas Road south of Ballindean Road - pedestrian improvements
Dura Street at Harriet Street – traffic signs and road markings
East Marketgait at King Street – traffic signal junction improvements
Fountainbleau Drive at Afton Way/Fintry Road – traffic signal junction improvements
Logie Street at Ancrum Road – road markings
Longtown Road east of Longtown Street - pedestrian and lighting improvements
Loons Road at Gardner Street – vehicle activated junction signs refurbish
North Marketgait at Ladywell roundabout – road markings and road surface improvements
Pitkerro Road north of Kingsway – pedestrian improvements
Princes Street at Arbroath Road - pedestrian improvements
Riverside Avenue at Wright Avenue – junction improvements
Strathmartine Road at Camperdown Road/Gillburn Road – vehicle activated junction signs
Strathmartine Road at Clepington Road – traffic signal junction improvements
Victoria Road at Hilltown – pedestrian and lighting Improvements
Buttars Loan at South Road – junction improvements
Blinshall Street at Douglas Road – road markings
Kings Cross Road at Dunsinane Avenue - pedestrian crossing
Macalpine Road at St Leonards Place - pedestrian crossing
Laird Street at Craigowl Primary School - pedestrian crossing

Ongoing injury collision investigations may identify additional sites to be introduced and prioritised within the programme.

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