

ITEM No ...6.....

REPORT TO: CITY DEVELOPMENT COMMITTEE – 6 SEPTEMBER 2021
REPORT ON: ANNUAL ROAD SAFETY REPORT
REPORT BY: EXECUTIVE DIRECTOR OF CITY DEVELOPMENT
REPORT NO: 222-2021

1 PURPOSE OF REPORT

1.1 The purpose of this report is to inform Committee of the progress made in reducing road casualties on the local road network in Dundee and set out the programme of road safety works for 2021-2022.

2 RECOMMENDATION

2.1 It is recommended that the Committee acknowledges the reductions made in road casualties on the local road network in line with the Scottish Government road safety targets for 2020 and approves the programme of road safety works.

3 FINANCIAL IMPLICATIONS

3.1 The Executive Director of Corporate Service has confirmed that funding for the projects shown in Appendices B and C can be contained within the allowance for the Capital Plan 2021-2026:

- a Community Safety & Justice Road Schemes/Minor Schemes - Road Safety Measures - £150,000; and
- b Cycling Walking and Safer Routes - £654,000.

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

4.2 Road Casualty Reduction Targets

In June 2009 the Scottish Government set national road casualty reduction targets underpinned by a national road safety framework. These national reduction targets, for the year 2020, were, compared with the average number of casualties for 2004-2008, a:

- a 40% reduction in people killed;
- b 55% reduction in people seriously injured;
- c 50% reduction in children killed;
- d 65% reduction in children seriously injured; and
- e 10% reduction in the slight casualty rate (per 100 million veh-km).

4.3 Dundee City Local Road Safety Programme

In aiming to achieve these casualty reduction targets a number of organisations are involved.

4.4 The key organisations involved in road safety in Dundee are the Council's City Development and Children & Families Services Departments, Police Scotland, Scottish Fire and Rescue, Tayside NHS Board and the Tayside Road Safety Forum.

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, accident investigation and prevention (AIP) 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 roads infrastructure are designed with safety in mind. Since the summer of 2020 further improvements to pedestrian and cycle facilities, both permanent and temporary, have been introduced through the Sustrans "Spaces for People" programme in response to the Covid-19 pandemic.

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 driving law, 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 three 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 proposals are encouraged and will be reinforced with engineering measures where appropriate. In Dundee, the 20mph around schools and Safer School Streets initiative are good examples of this. Also the 'Safe Drive Stay Alive' road show is an annual event aimed at raising the Road Safety awareness of 16-17 year olds.

d Encouragement

Promoting the use of child car seats and restraints, cycle helmets, lights and bright clothing, etc have a significant part to play in encouraging road users to adopt safe practices.

4.6 These road safety initiatives, combined with other schemes that are not directly aimed at casualty reduction, such as environmental improvements, have all contributed to significantly reduce the number of road related injuries in Dundee over the past twelve years.

4.7 **Road Casualty Reduction Progress - Scottish Government Targets 2020**

The tables and graphs in Appendix A provide a breakdown of road casualties and the casualty reduction by casualty type in comparison with the National Targets.

a Number Of Road Casualties On Local Road Network

By 2020, compared with the average for 2004-2008, an overall reduction in road casualties of 45% has been achieved on the local road network in Dundee (table 1). The number of pedestrian, car/taxi and bus/good/other casualties have all reduced since 2004-2008 however the number of pedal cycle and motorcycle casualties have seen a slight rise. The 5-year moving average (Graph 1) also indicates an overall downward trend from the baseline years.

b Number Of People Killed On Local Road Network

The number of people killed in Dundee per annum has increased from an annual average during 2004-2008 of 1.8 to 3 in the year 2020 (table 2). This represents a 67% increase when compared with the 2004-2008 average. The 5-year moving average (Graph 2) is slightly up from the previous 4 years but is lower than the 2004 to 2014 averages.

Analysis of these casualties between 2009 and 2020 shows 13 were pedestrians, 3 motor cycle riders, 1 motor vehicle driver, 1 motor vehicle passenger and 1 pedal cyclist. The car fatality recorded in 2020 occurred in Camperdown Park which doesn't form part of Dundee's list of public roads. This accident statistic has been encompassed in this report for consistency with the corresponding Police Scotland national statistics. Cognisance of these accidents will be taken when considering future road safety initiatives and measures.

c Number Of People Seriously Injured On Local Road Network

The number of people seriously injured in Dundee per annum has decreased from an annual average during 2004-2008 of 56.6 to 49 in the year 2020 (table 3). This represents a 13% reduction when compared with the 2004-2008 average. The 5-year moving average (Graph 3) is slightly up from the previous 4 years but is lower than the 2004-2015 averages.

Analysis of these casualties between 2009 and 2020 shows them to primarily involve pedestrians, however in 2020 the number of pedestrian, pedal cyclists, and motor cyclists have risen. Changes in travel choices as a consequence of the ongoing pandemic may have contributed to this rise and cognisance of this will be taken when considering future road safety initiatives and measures.

d Number Of Children Killed On Local Road Network

There were no children killed on the local road network in Dundee between 2004 and 2008 (baseline years) and the period 2009 to 2019. However, in 2020 there was a child pedal cycle fatality.

e Number Of Children Seriously Injured On The Local Road Network

The number of children seriously injured in Dundee per annum has reduced from an annual average during 2004-2008 of 14 to 5 in the year 2020 (table 4). This represents a 64% reduction when compared with the 2004-2008 average. The 5-year moving average (Graph 4) indicates an overall downward trend from the baseline years.

Analysis of these casualties shows them to predominantly involve pedestrians and cognisance of this will be taken when considering future road safety initiatives and measures.

f Slight Casualty Rate (Per Million Vehicle-Kilometres) On Local Road Network

The slight casualty rate (per 100 million vehicle kilometres) has reduced from an annual average during 2004-2008 of 35.2 to 17.9 in the year 2020 (table 5). This represents a 49% reduction when compared with the 2004-2008 average. The 5-year moving average (Graph 5) also indicates an overall downward trend from the baseline years.

Analysis of these casualties shows them to primarily involve an injury to an adult car driver or passenger and cognisance of this will be taken when considering future road safety initiatives and measures.

Since 2018 when the number of reported casualties in Dundee was at its lowest recorded level there has been an increase in road casualties in 2019 and again in 2020. This has meant that whilst the national reduction targets for the number of children seriously injured (65%) and the slight casualty rate (10%) have been met, the reduction in the number of people killed, children killed and adults seriously injured have not been achieved.

Analysis of the 2020 casualty statistics for those killed or serious injured identifies that approximately two thirds of casualties were either pedestrians or cyclists, with double the average number of seriously injured motorcyclist casualties also recorded. These statistics reflect the travel behaviour change observed during the 2020 Covid-19 pandemic which saw reduced traffic volumes and corresponding increases in active forms of travel. A series of measures were delivered through the 'Spaces for People' programme to assist active travel and improve road safety which included introduction of 20mph zones in Broughty Ferry, Douglas, Fintry and the Perth Road area, alongside enhanced pedestrian and cycle facilities.

4.8 Road Safety Programme 2021-2022

Appendix B lists both the 20mph and AIP sites programmed for the 2021-22 financial year.

As part of the Committee agreed roll out of 20mph limits, the two remaining advisory 20mph sites in Gowrie Park and Dryburgh are to be converted to 20mph zones alongside the Mains of Claverhouse area, Craigiebank Sheltered Housing Complex and the Denhead of Gray area, both of which were requested in 2019/2020. Additional requests for 20mph limits have been received and the sites assessed as suitable for 20mph speed limits are listed in Appendix C of this report. These sites shall be progressed in future financial year programmes to correspond with the Capital Plan funding allocations.

The AIP sites include schemes carried over from 2019/2020 alongside new sites identified from review of accident cluster site information. Engineering measures are subject to detailed design and priority shall be given to those schemes with the greatest potential to save injury accidents. It is estimated that completion of the works should be 31st March 2022.

5 **POLICY IMPLICATIONS**

- 5.1 This report has been subject to an assessment of any impacts on Equality and Diversity, Fairness and Poverty, Environment and Corporate Risk. There are no major issues.

6 **CONSULTATIONS**

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

7 **BACKGROUND PAPERS**

- 7.1 None.

Ewan Macnaughton
Head of Roads and Transportation

Author: Fiona Reid

Robin Presswood
Executive Director of City Development

Dundee City Council
Dundee House
Dundee

EM/FR/KM

25 August 2021

APPENDIX A

Table 1: Dundee City - Local Road Network - All Casualties - 2004-2008 Average to 2020

All Casualties	2004-2008 Average	2009	2010	2011	2012	2013	2014 ⁺	2015	2016	2017	2018	2019	2020 ^x	% Change*
Pedestrian	93.6	81	77	81	72	49	47	38	50	39	34	39	38	
Pedal Cycle	20.8	22	21	23	20	25	21	13	15	14	9	14	21	
Motorcycle	17.8	26	12	16	17	13	10	10	12	11	12	9	18	
Car/Taxi	154.6	170	95	123	118	96	90	68	73	60	46	68	84	
Bus/Goods/Other	18.6	9	15	17	10	13	2	5	15	9	3	12	6	
All	305.4	308	220	260	237	196	170	134	165	133	104	142	168	-45%
<p>* Percentage change as compared 2020 to 2004-2008 average</p> <p>+ Pedestrian fatality in 2014 did not occur on the local road network</p> <p>x Car passenger fatality in 2020 did not occur on the local road network</p>														

Graph 1: Dundee City - Local Road Network, All Casualties, 5 Year Moving Average and Yearly Total

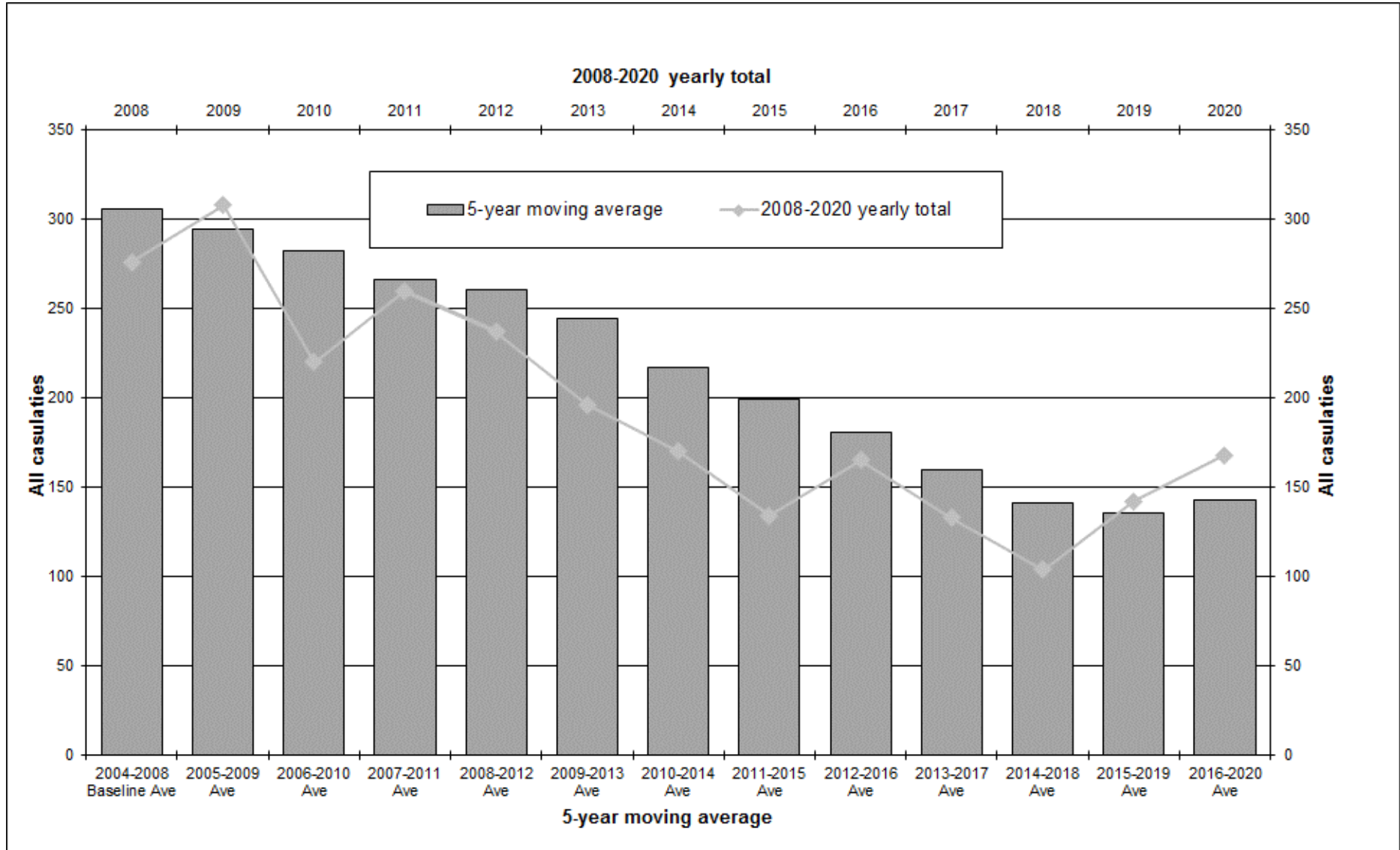


Table 2: Dundee City - Local Road Network, Killed casualties - 2004-2008 Average to 2020

All Killed Casualties	2004-2008 Average	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	% Change*	2020 Target
Pedestrian	1.2	0	3	2	1	0	1 ⁺	1	1	1	1	1	1		
Pedal Cycle	0	0	0	0	0	0	0	0	0	0	0	0	1		
Motorcycle	0.2	1	0	0	0	1	1	0	0	0	0	0	0		
Car/Taxi	0.4	1	0	0	0	0	0	0	0	0	0	0	1 ^x		
Bus/Goods/Other	0	0	0	0	0	0	0	0	0	0	0	0	0		
All	1.8	2	3	2	1	1	2 ⁺	1	1	1	1	1	3 ^x	+67%	1.1
<p>* Percentage change as compared 2020 to 2004-2008 average</p> <p>⁺ The pedestrian fatality in 2014 did not occur on the local road network</p> <p>^x The car passenger fatality in 2020 did not occur on the local road network</p>															

Graph 2: Dundee City - Local Road Network - Killed Casualties - 5 Year Moving Average and Yearly Total

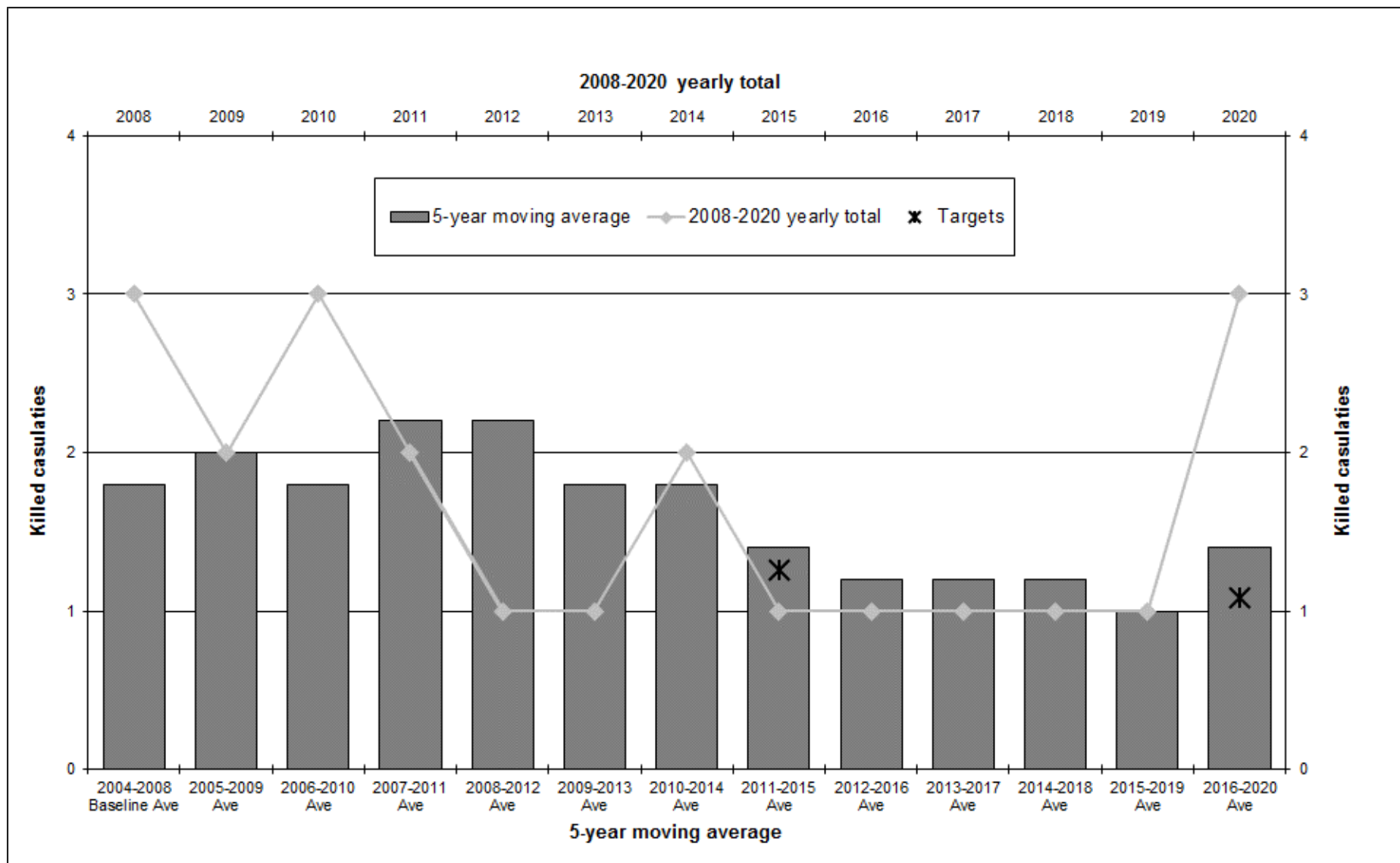


Table 3: Dundee City - Local Road Network - Seriously Injured Casualties - 2004-2008 Average to 2020

All Seriously Injured Casualties	2004-2008 Average	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	% Change*	2020 Target
Pedestrian	26.0	25	20	26	20	10	13	9	12	11	9	15	20		
Pedal Cycle	4.8	6	4	4	4	8	4	3	3	3	3	4	10		
Motorcycle	6.0	8	5	6	6	6	6	5	7	8	5	5	12		
Car/Taxi	16.4	14	2	9	11	6	11	1	6	4	6	12	6		
Bus/Goods/Other	3.4	3	3	2	2	2	0	2	0	3	0	4	0		
All	56.6	56	34	47	43	32	34	20	28	29	23	40	49	-13%	25.5
* Percentage change as compared 2020 to 2004-2008 average															

Graph 3: Dundee City - Local Road Network - Seriously Injured Casualties - 5 Year Moving Average and Yearly Total

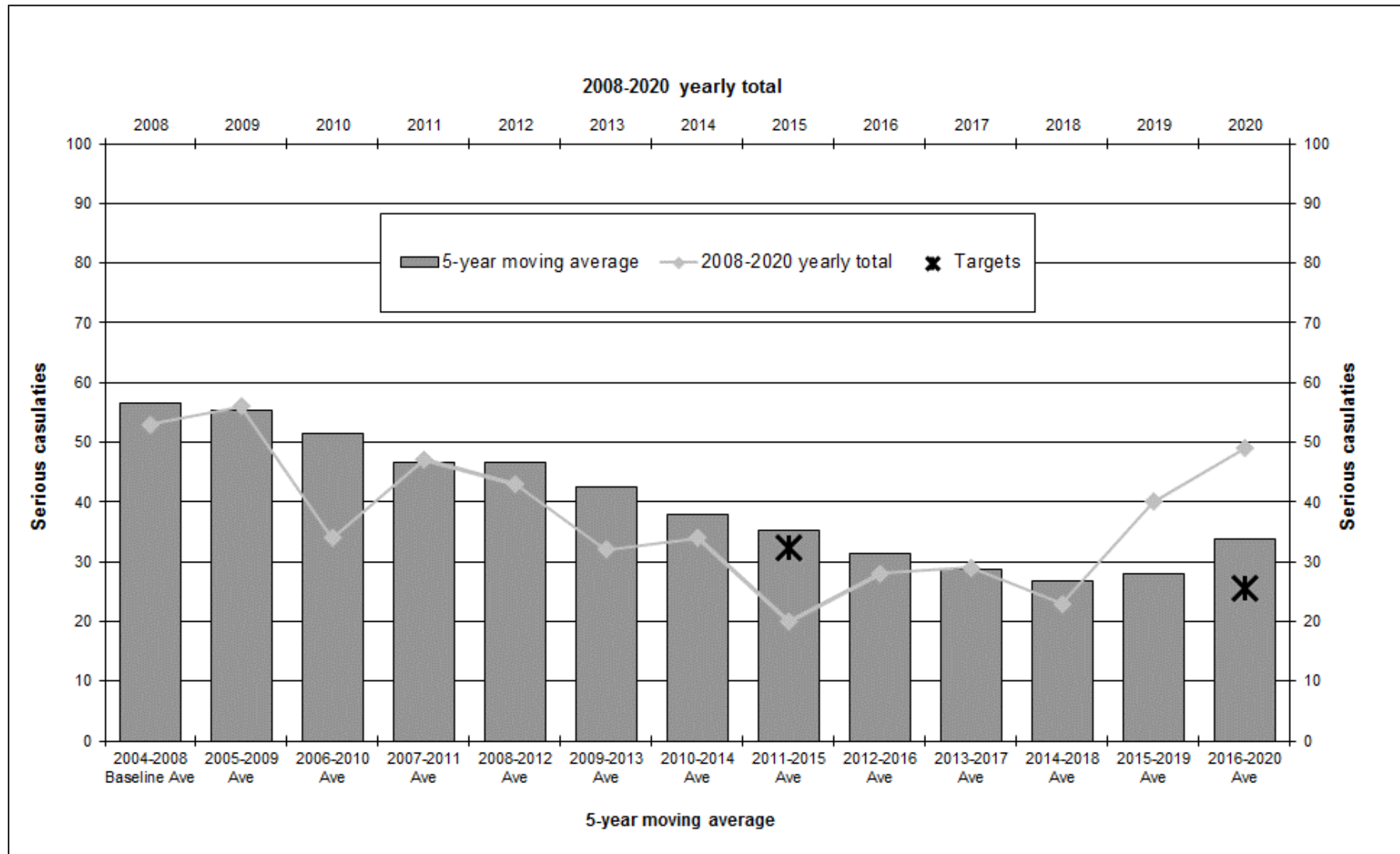


Table 4: Dundee City - Local Road Network - Child Seriously Injured Casualties - 2004-2008 Average to 2020

All Child Seriously Injured Casualties	2004-2008 Average	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	% Change*	2020 Target
Pedestrian	12.2	10	8	9	7	3	3	5	8	4	2	2	3		
Pedal Cycle	1.4	0	1	1	0	0	0	1	0	0	1	2	1		
Motorcycle	0.2	1	1	1	0	0	0	0	0	0	0	0	1		
Car/Taxi	0.2	2	0	0	0	1	0	0	0	0	1	0	0		
Bus/Goods/Other	0.0	0	0	0	0	0	0	0	0	0	0	0	0		
All	14.0	13	10	11	7	4	3	6	8	4	4	4	5	-64%	6.3
* Percentage change as compared 2020 to 2004-2008 average															

Graph 4: Dundee City - Local Road Network - Child Seriously Injured Casualties - 5 Year Moving Average and Yearly Totals

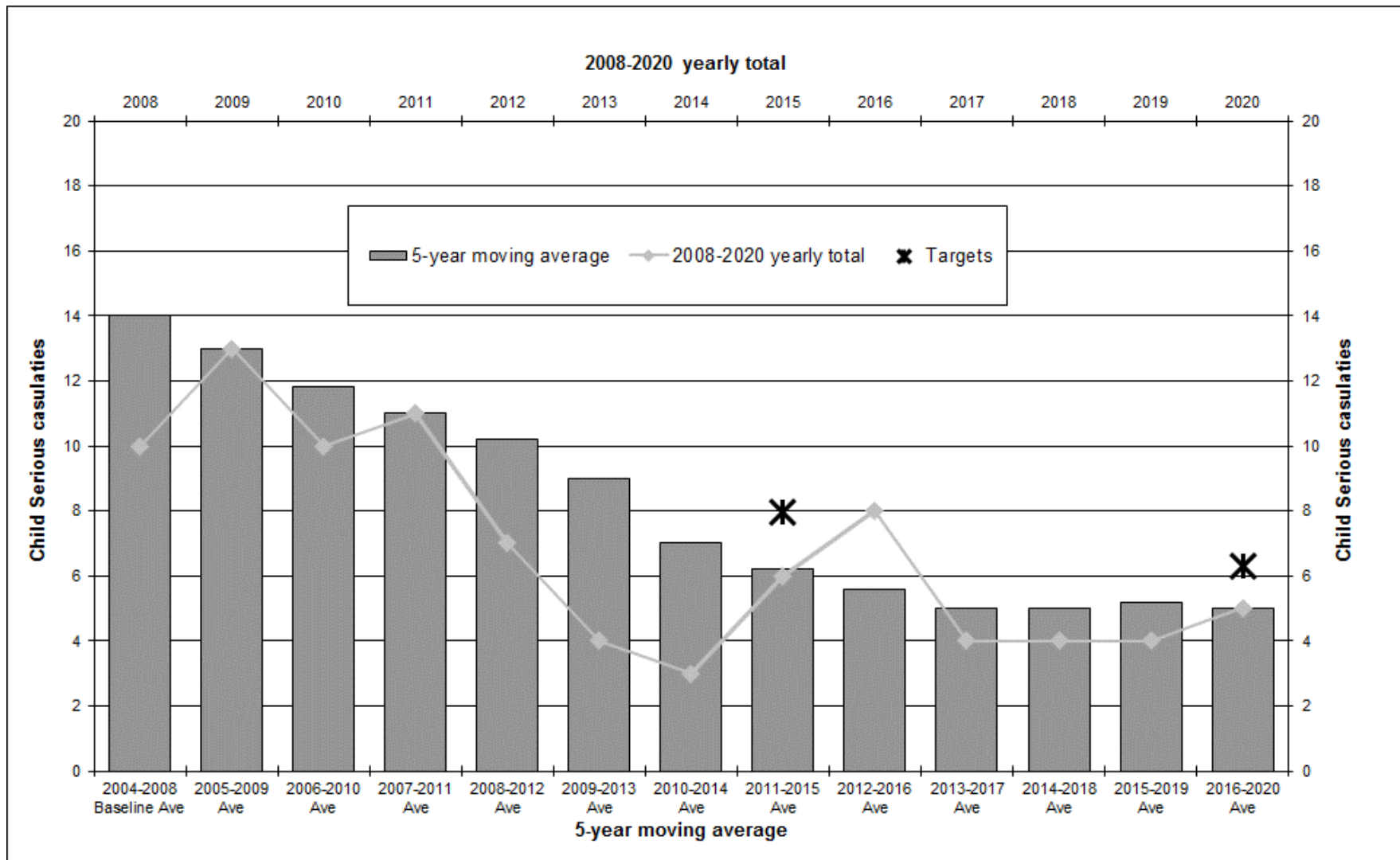


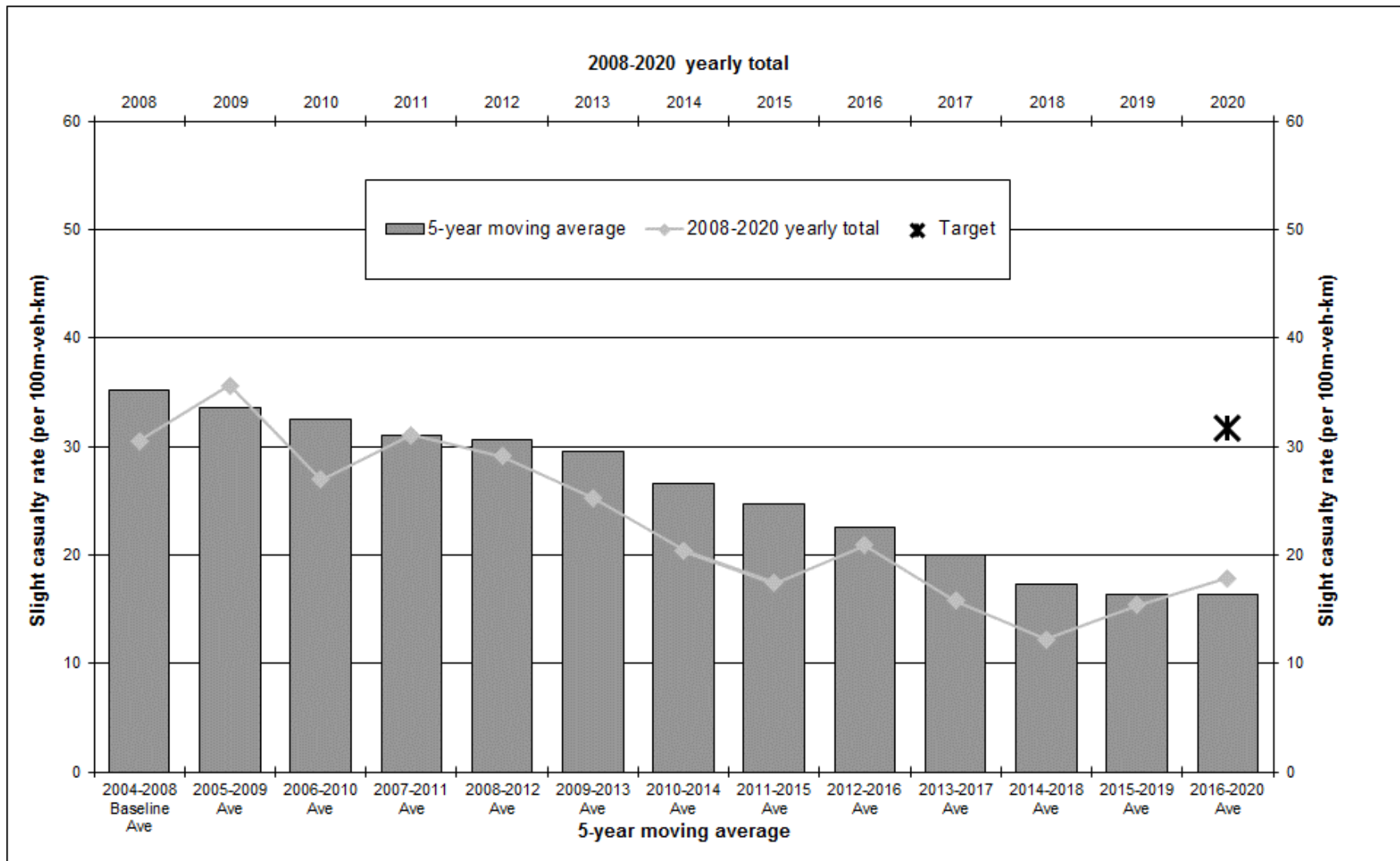
Table 5: Dundee City - Local Road Network - Slight Casualty Rate (Per 100m Veh-Km) - 2004-2008 Average to 2020

Slight Casualty Rate (per 100m veh-km)	2004-2008 Average	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	2019	2020	% Change*	2020 Target
All	35.2	35.6	27.0	31.1	29.1	25.2	20.4	17.4	20.9	15.8	12.2	15.3	17.9	-49%	31.7

* Percentage change as compared 2020 to 2004-2008 average

Note that estimates for traffic volume for the period since 2010 have been revised to take into account the minor road benchmarking exercise. Scottish Transport Statistics No. 39 2020 edition Table 5.5

Graph 5: Dundee City Local Road Network - Slight Casualty Rate (Per 100m-Veh-Km) - 5 Year Moving Average and Yearly Total



APPENDIX B ROAD SAFETY PROGRAMME 2021-202220mph Areas Ongoing/Programmed

Dryburgh
Gowrie Park

AIP Sites Ongoing/Programmed

A923 Lochee Road at Cleghorn Street – Central traffic island
C204 Ward Road at North Lindsay Street – Kerbing, traffic signs and road markings
C210 City Road, Blyth Street to Scott Street – Road surfacing, traffic signs and road markings
C229 Whitfield Drive at Whitfield Gardens - Road surfacing, traffic signs and road markings

20mph Area Design Works Ongoing/Programmed

Claverhouse
Craigiebank Sheltered Housing Complex
Denhead of Gray area

AIP Sites Design Works Ongoing/Programmed

B961 Drumgeith Road at Ballumbie Road – Traffic signs and road markings
C204 Meadowside at Panmure Street – Road markings
C219 Strathern Road at Fairfield Road – Traffic calming
Arklay Street at Tannadice Street – Traffic signs and road markings
Dock Street near Castle Street – Traffic signs and road markings

New AIP Sites

A923 at Harefield Road/Liff Road – Road markings
B959 Arbroath Road at Old Craigie Road – Road markings
B959 Arbroath Road east of Balgavies Avenue – Junction improvements
C236 Claverhouse Road at Barns of Claverhouse Road – Junction improvements
On-going accident investigations may identify additional sites to be implemented this financial year.

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.

APPENDIX C - SITES IDENTIFIED FOR 20MPH LIMITS 2022-2027

Albany Terrace area
Gotterstone area
Ambleside Avenue area
The Willows areas
Pitairlie Road area
Cobden Street area
St Fillans Road area
St Martins Avenue area

Please note the above list is not in priority order and new interventions may be added. All sites will be subject to detailed assessment before progressing. This List is the 20mph programme for 2022 -2027.

