

ITEM No ...4.....

REPORT TO: FAIR WORK, ECONOMIC GROWTH AND INFRASTRUCTURE
COMMITTEE – 18 AUGUST 2025

REPORT ON: ANNUAL ROAD SAFETY AND 20MPH PROGRESS REPORT

REPORT BY: EXECUTIVE DIRECTOR OF CITY DEVELOPMENT

REPORT NO: 226-2025

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 2025-2027. 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 and active travel works contained in Appendix D; and
 - d notes the monitoring information of the School Street Zones.

3 FINANCIAL IMPLICATIONS

- 3.1 The Executive Director of Corporate Services has confirmed that funding for the projects shown in Appendices B and D can be met from the approved Capital Plan 2025/2026 allocation for:
- a Road Safety Measures - £202,000 in 2025/2026 and £150,000 in 2026/2027 funded from the Dundee City Council Capital Budget;
 - b Transport Scotland Road Safety Improvement Fund 2025/2026 - £288,619 (pending Grant Award Offer); and
 - c Transport Scotland Tier 1 - Active Travel Infrastructure Fund 2025/2026 (formerly known as Cycling, Walking and Safer Routes) - £1,172,000.
- 3.2 There are no further revenue cost implications associated with this expenditure.

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, outlining five strategic objectives aimed at eliminating death and serious road casualties. These include Safe Road Use, which promotes responsible and sustainable travel behaviour, especially for protecting vulnerable users; Safe Vehicles, ensuring that well-maintained vehicles help prevent and reduce the severity of collisions; Safe Speeds, encouraging road users to travel at speeds appropriate to conditions and within legal limits; Safe Roads and

Roadsides, advocating for road designs that naturally guide safe behaviour and forgive human error; and Post-Crash Response, which focuses on effective emergency care, rehabilitation, and support for victims and families, while learning from incidents to improve future safety outcomes.

- 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:
- a 50% reduction in people killed;
 - b 50% reduction in people seriously injured;
 - c 60% reduction in children (aged<16) killed; and
 - d 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, Police Scotland, Scottish Fire and Rescue, NHS Tayside, Tayside Road Safety Forum and the Local Partnership Forum - North.
- 4.5 The multidisciplinary approach to road safety combines engineering, enforcement, education, and encouragement initiatives to reduce casualties and promote safer travel. Engineering measures such as 20mph zones, collision prevention, and pedestrian/cycle facilities are implemented to address various collision types, while development control and road safety audits ensure new infrastructure is designed with safety in mind. Enforcement focuses on upholding traffic laws, including speed limits and impaired driving, supported by mobile safety cameras. Education efforts target both drivers and children, with initiatives like Safer Routes to School and School Streets. Encouragement campaigns promote safe behaviours such as using child restraints, cycle helmets, and visibility aids, supported by local programmes like Bikeability Scotland and adult cycle training.
- 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*	2021	2022	2023	2024	% Change*
Pedestrian	41.6	39	38	29	47	47	40	N/A
Pedal Cycle	14.4	14	21	9	13	10	9	
Motorcycle	11	9	19	13	7	15	8	
Car/Taxi	67.4	70	86	57	82	66	71	

All Casualties	2014 - 2018 Average	2019	2020 ^x	2021	2022	2023	2024	% Change*
Bus/Goods/Other	6.8	12	6	9	10	9	8	
All	141.2	144	170	117	159	147	136	-4%
* Percentage change as compared 2024 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 2024 is a decrease of 4% from the baseline average. A breakdown of these 2024 casualties shows that 52% were car/taxi occupants, 29% were pedestrians, 6% 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 Killed

Table 2 - Dundee City - Local Road Network - Killed Casualties - 2014-2018 Average To 2030

Killed Casualties	2014 - 2018 Average	2019	2020 ^x	2021	2022	2023	2024	% Change*	Scottish Government	
									2030 Target	2050 Target
Pedestrian	1	1	1	0	0	0	1	N/A	N/A	N/A
Pedal Cycle	0	0	1	0	0	0	0			
Motorcycle	0.2	0	0	0	0	0	0			
Car/Taxi	0	0	1 ^x	1	0	1	0			
Bus/Goods/Other	0	0	0	0	0	0	0			
All	1.2	1	3	1	0	1	1	-17%	0.6	0
^x Car Passenger fatality in 2020 did not occur on the local road network										
* Percentage change as compared 2024 to 2014-2018 average										

There was 1 reported fatality in 2024 on the local road network involving a collision between a car and a pedestrian. The 5-year moving average Graph 2 – Appendix A indicates a slight downward trend from previous years.

Analysis of the casualties between 2019 and 2024 shows that 3 were pedestrians, 2 motor vehicle drivers, 1 motor vehicle passenger and 1 pedal cyclist.

c Road Safety Framework to 2030 target: 50% Reduction in People Seriously Injured

Table 3 - Dundee City - Local Road Network - Serious Casualties - 2014-2018 Average To 2030

Serious Casualties	2014-18 Average	2019	2020	2021	2022	2023	2024	% Change*	Scottish Government	
									2030 Target	2050 Target
Pedestrian	10.8	15	19	16	20	16	23	N/A	N/A	N/A
Pedal Cycle	3.2	4	10	2	2	5	3			

Serious Casualties	2014-18 Average	2019	2020	2021	2022	2023	2024	% Change*	Scottish Government	
									2030 Target	2050 Target
Motorcycle	6.2	5	13	6	3	8	5			
Car/Taxi	5.6	11	7	12	13	7	21			
Bus/Goods/Other	1	4	0	1	0	3	5			
All	26.8	39	49	37	38	39	57	113%	13.4	0
*Percentage change as compared 2023 to 2014-2018 average										

The 2024 casualty data represent a significant increase and 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 2024 shows that 40% are pedestrians, 37% are car/taxi occupants, 9% are motorcyclists, 5% are pedal cyclists and 9% bus/goods/other.

Since 2020 when the number of serious vulnerable road user casualties increased, both the number of pedal cyclists and motorcyclists have returned to pre-pandemic levels. However, the number of pedestrians seriously injured remains high whilst the number of car drivers and passengers shows a significant increase in 2024 from previous years.

Further analysis of these casualty numbers will be undertaken to support 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	2024	% Change*	Scottish Government	
									2030 Target	2050 Target
Pedestrian	0	0	0	0	0	0	0	N/A	N/A	N/A
Pedal Cycle	0	0	1	0	0	0	0			
Motorcycle	0	0	0	0	0	0	0			
Car/Taxi	0	0	0	0	0	0	0			
Bus/Goods/Other	0	0	0	0	0	0	0			
All	0	0	1	0	0	0	0	0%	0	0
*Percentage change as compared 2023 to 2014-2018 average										

The pedal cycle collision in 2020 remains the only child fatality on the local road network in Dundee between 2014 and 2024.

- 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	2024	% Change*	Scottish Government	
									2030 Target	2050 Target
Pedestrian	4.4	2	3	5	7	4	8	N/A	N/A	N/A
Pedal Cycle	0.4	2	1	0	0	0	0			
Motorcycle	0	0	1	0	0	0	0			
Car/Taxi	0.2	0	0	0	1	0	0			
Bus/Goods/Other	0	0	0	0	0	1	1			
All	5	4	5	5	8	5	9	80%	2	0
*Percentage change as compared 2023 to 2014-2018 average										

As with 2022, the 2024 casualty data shows an increase in the number of children seriously injured from previous years. The 5-year moving average Graph 5 – Appendix A shows an upward trend from the 2014-2018 baseline average.

Analysis of these casualties between 2019 and 2024 shows that 81% are pedestrians, 8% are pedal cyclists, 3% are car/taxi occupants, 5% are bus/goods/other occupants and 3% are motorcyclists.

6 PROGRAMME OF ROAD SAFETY WORKS FOR 2025/2027

- 6.1 Appendix B details the roll out of 20mph speed limits. At present 38% of the road network identified for 20mph in Dundee is now within a 20mph zone and this will increase to approximately 50% when the 2025/2026 areas are implemented. The remaining roads will be assessed and future 20mph zones will be brought forward subject to resources. These areas can be seen in a drawing contained in Appendix C and can also be viewed online at the following weblink: www.dundee.gov.uk/sites/default/files/20mph_areas_2025.pdf
- 6.2 Detailed proposals for 20mph zones will be subject to statutory consultation, public notice and advertisement as part of the Traffic Regulation Order process.
- 6.3 These 20mph zones will support the progress towards the 2030 framework targets by reducing vehicle speed. The prioritisation of 20mph areas is based on a combination of factors which include collision 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.
- 6.4 The Collision Investigation and Prevention sites are detailed in Appendix D and include existing schemes 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 FACILITIES

- 7.1 As reported in last year's annual road safety report (Report 204-2024), no new sites were taken forward for the consideration of additional pedestrian facilities. Of the five locations identified in 2023, three pedestrian crossings have been installed, and works are scheduled to start at a further site later this year. Due to the pedestrian desire line at Macalpine Road being in close proximity to two side road junctions, a build out is the preferred facility at this location rather than a signalised crossing.

Table 6 – Pedestrian Crossing Programme

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

- 7.2 Traffic surveys and pedestrian flow counts were commissioned at the following locations in 2024/2025 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:

- Willison Street at Barrack Street;
- Bank Street at Barrack Street;
- Craigie Drive between Southampton Road and Craigie Place;
- Old Craigie Road, South of Kingsway;
- Claverhouse Road, west of Trottick Mains;
- Balgowan Avenue, west of Balgowan Drive;
- Strathmartine Road between Park Road and Muirfield Road;
- Blackness Road West of Blackness Avenue;
- Blackness Road East of Blackness Avenue;
- Nursery Road at Corran Gardens;
- City Road North of Scott Street (at Queen Anne Pub);
- Balgillo Road East at Balgillo Road;
- Balgillo Road East at Arbroath Road;
- Hawkhill East of Anfield Road;
- Hawkhill West of Bellfield Road;

- Perth Road near Thompson Street;
- Blackness Road at Glenagnes Road; and
- Blackness Road at bend west of Glenagnes Road.

7.3 Pedestrian guardrails are a common feature on many streets in Dundee, designed to guide pedestrians to cross at designated locations with lowered kerbs and improved visibility. These guardrails do not offer vehicle containment protection and are typically passively safe, engineered to detach upon impact. Changes in design philosophy, reflected in the current guidance LTN 2/09, recommend reassessing the necessity of these guardrails when replacement is required and an assessment will be conducted to determine whether they should remain or be removed. Removal may be appropriate in some cases to reduce street clutter, increase footway widths, and create a more open streetscape.

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 annual hands up survey.

Table 7 – School Streets Monitoring Summary

School Street Zones	Year Established	Pupil Roll at School 2024	% of Pupils Outwith School Catchment	Vehicles Driving in Zone (Average)	Active Travel Journey Share		
					2023	2024	
Forthill PS	2013/2014	458	26.0%	0	52%	45%	↓ 7%
St Mary's PS	2013/2014	286	24.5%	0	54%	53%	↓ 1%
Fintry PS	2021/2022 (Sep)	359	49.5%	162	62%	64%	↑ 2%
Downfield PS	2022/2023 (Oct)	292	51.3%	97	54%	44%	↓ 10%
St Andrews PS	2022/2023 (Nov)	462	21.0%	101	45%	37%	↓ 8%
Craigiebarns PS	2022/2023 (Nov)	284	56.0%	108	43%	44%	↑ 1%
North East Campus	2022/2023 (Oct)	567	50.2%	142	55%	56%	↑ 1%
Coldside Campus	2022/2023 (Oct)	539	32.1%	102	57%	56%	↓ 1%
Clelington PS	2023/2024 (Sep)	414	31.2%	108	47%	63%	↑ 16%
Eastern PS	2023/2024 (Oct)	366	59.6%	81	48%	41%	↓ 7%
Mill O Mains PS	2023/2024 (Nov)	281	29.2%	94	66%	68%	↑ 2%
St Ninians PS	2023/2024 (Feb)	255	30.6%	123	39%	71%	↑ 32%
St Pius PS	2023/2024 (Nov)	162	19.1%	96	58%	57%	↓ 1%

- 8.2 Active travel journeys have increased by 2% with a decrease of 3% in pupils being driven to school. Additionally, park and stride numbers have increased by an average of 4%. Schools hosting a School Streets Zone on average have an 8% higher level of journeys made by active travel compared to a school that does not host a School Streets Zone.
- 8.3 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 and Walk to School Week (May 2025) promoting walking to school through materials offered by Living Streets. Clean Air Day campaigns have also been delivered to schools, promoting the need to stop engine idling as well as a city-wide revamp of safer routes to school information alongside a Park Safe campaign. Dundee City Council is currently working with Sustrans to improve the visual and interactive aspects of School Streets Zones to promote compliance within the zones at Forthill Primary School and the North East Campus. Designs are expected to be ready late 2025.

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.

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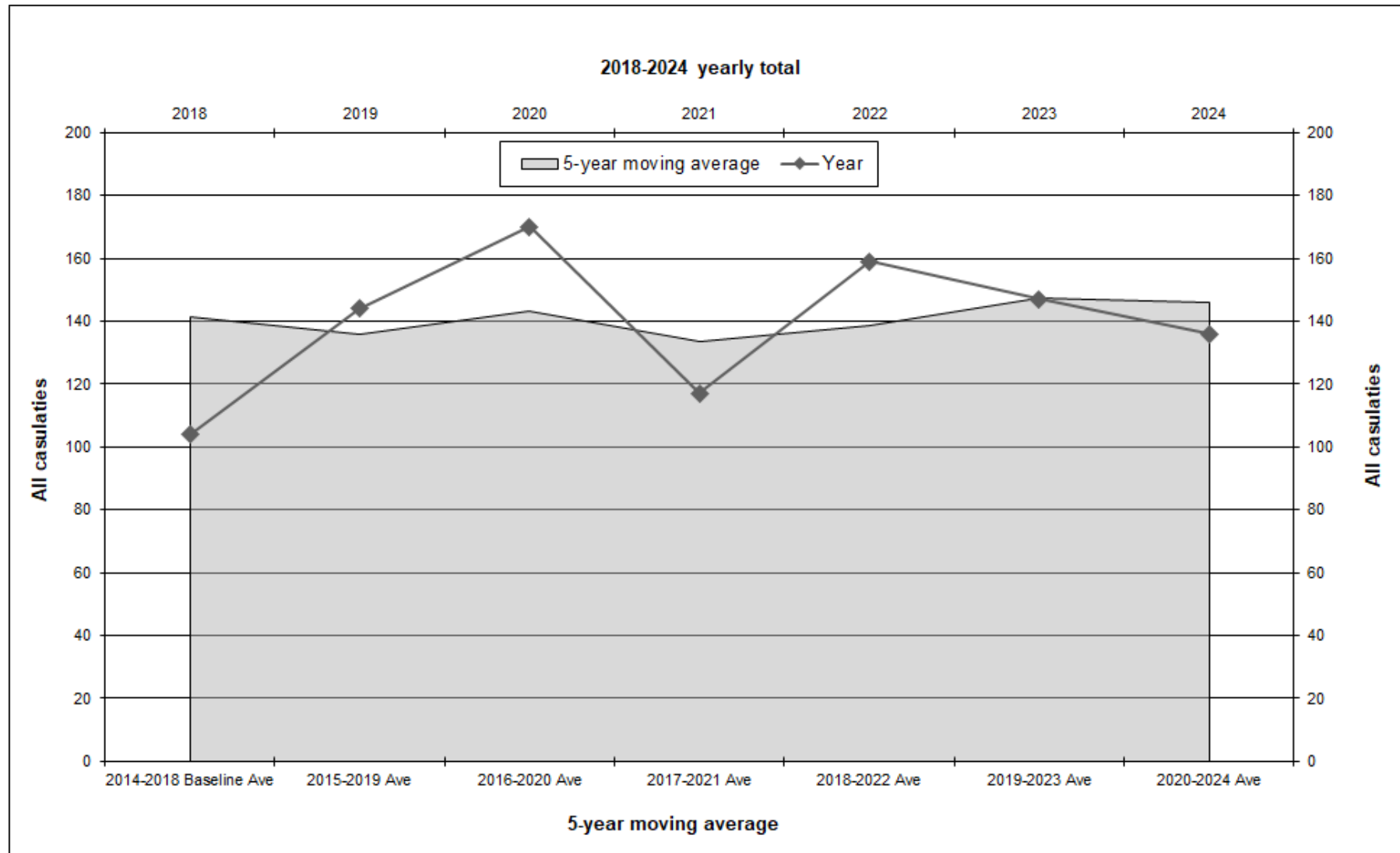
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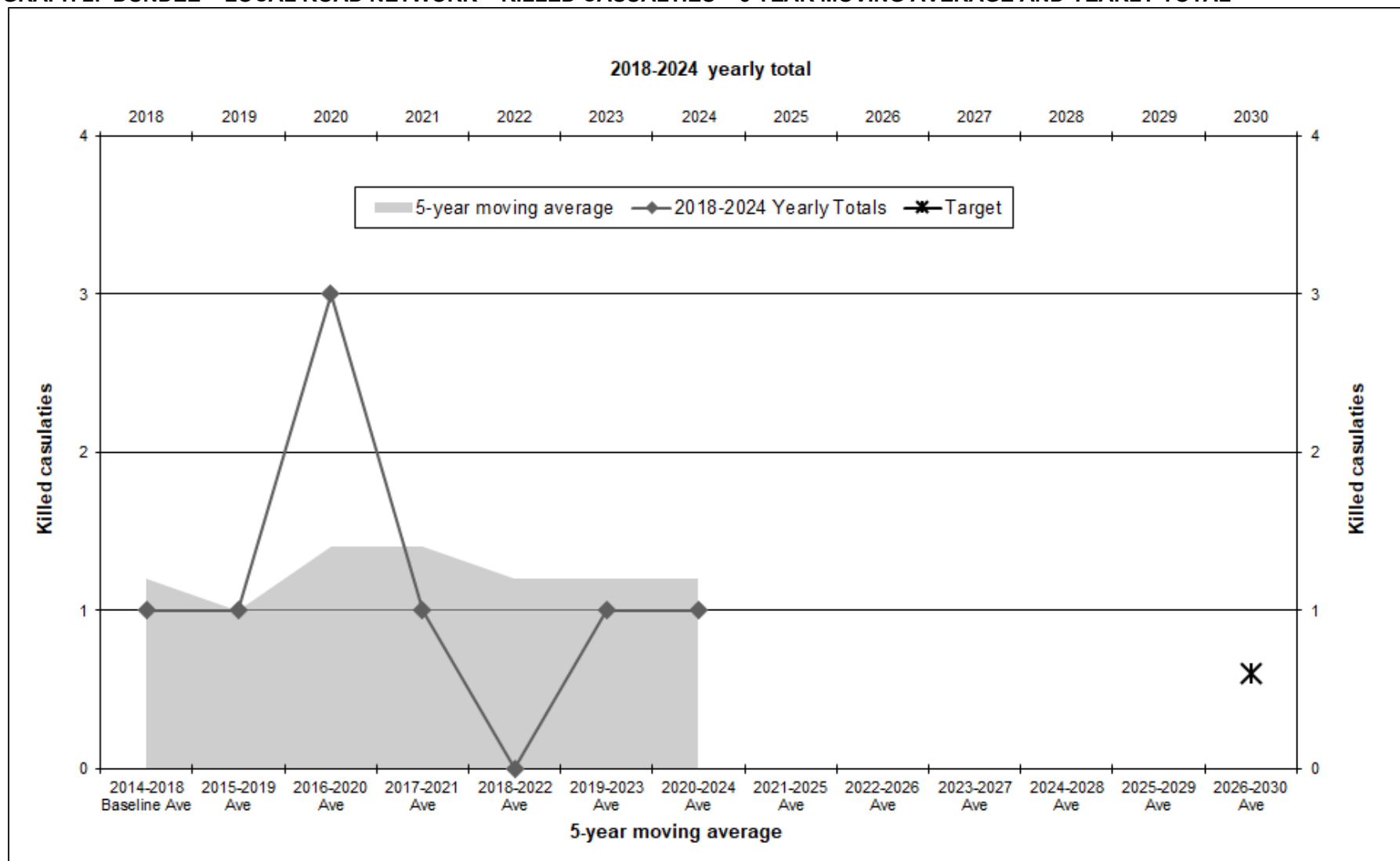
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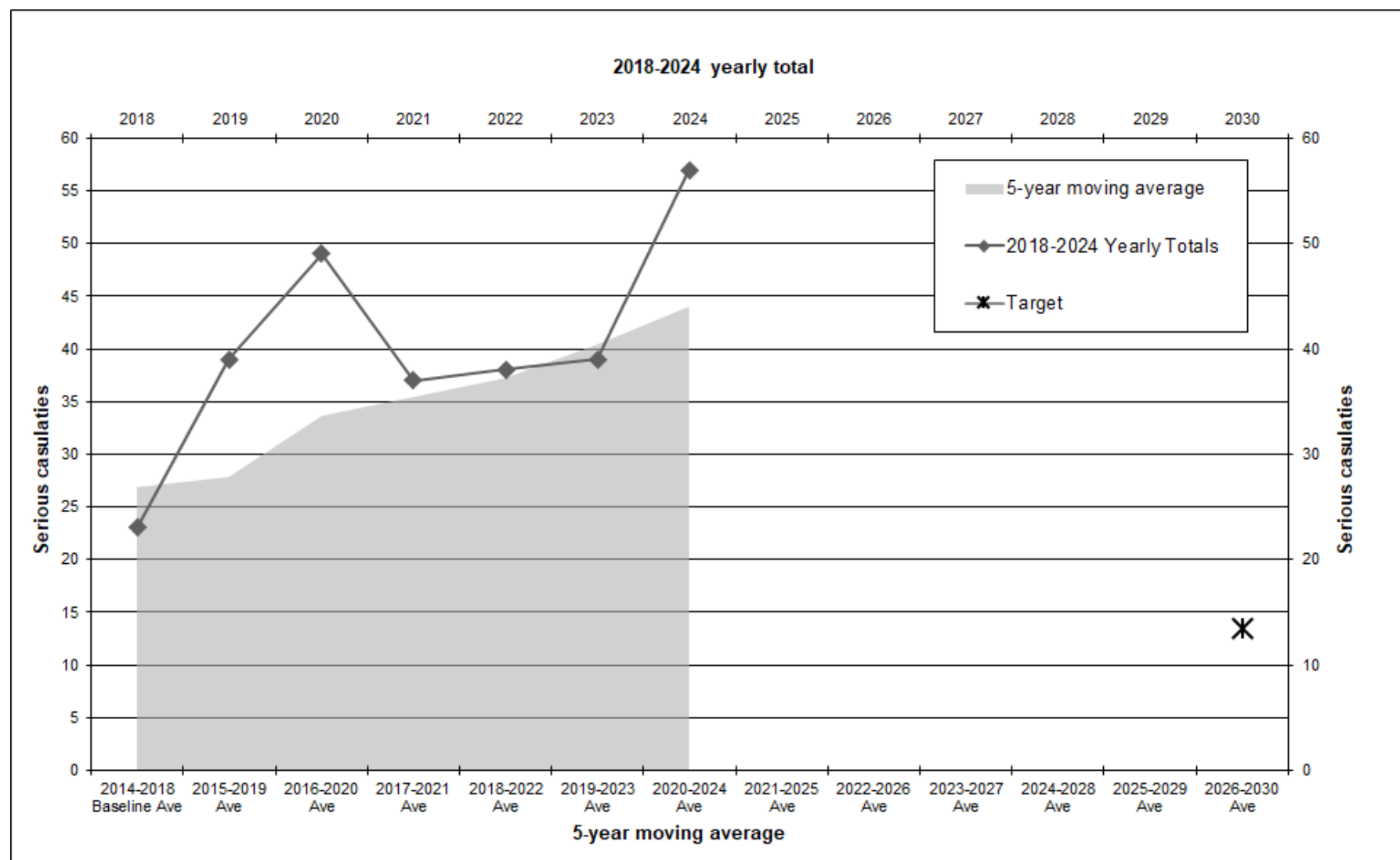
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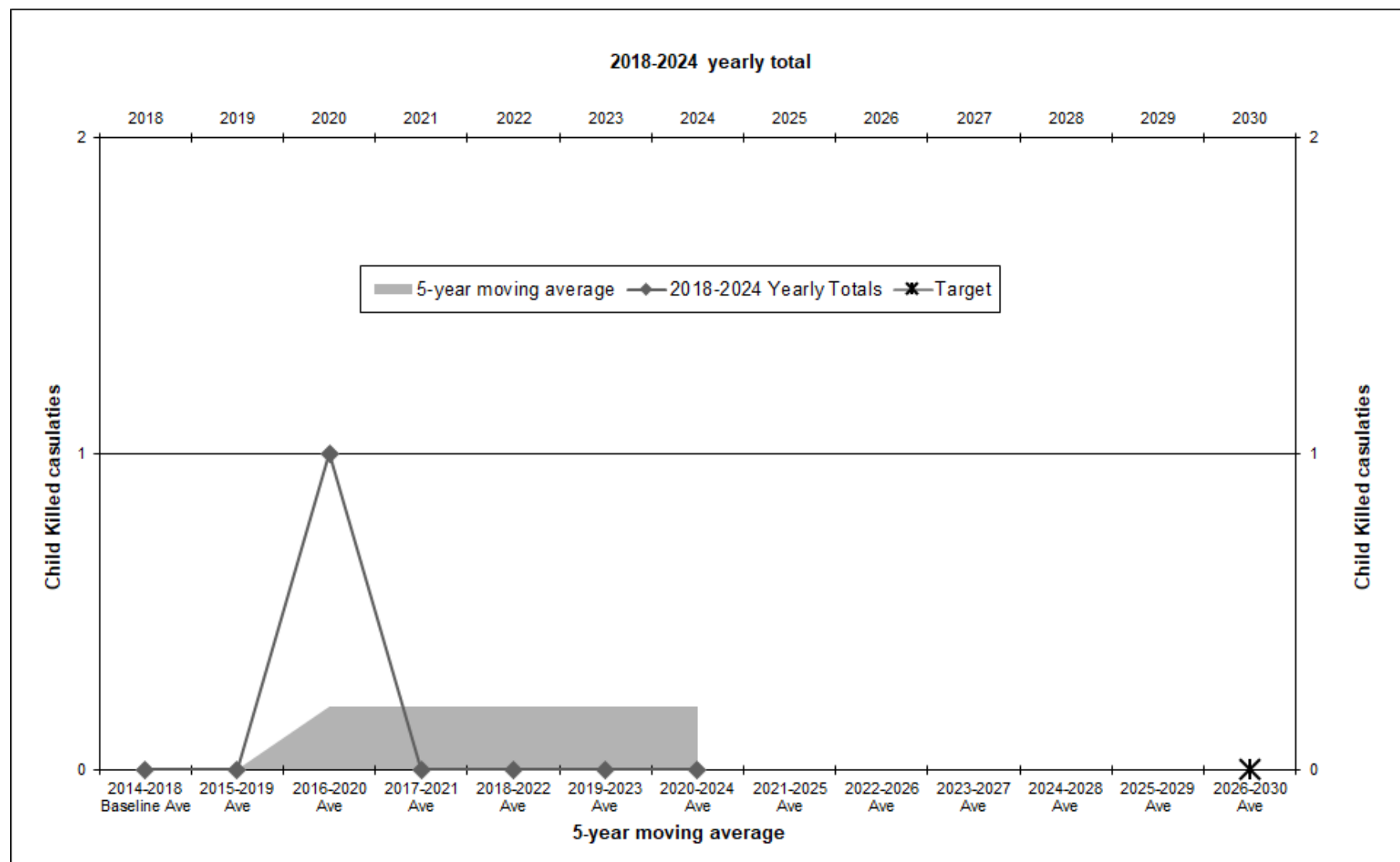
APPENDIX A

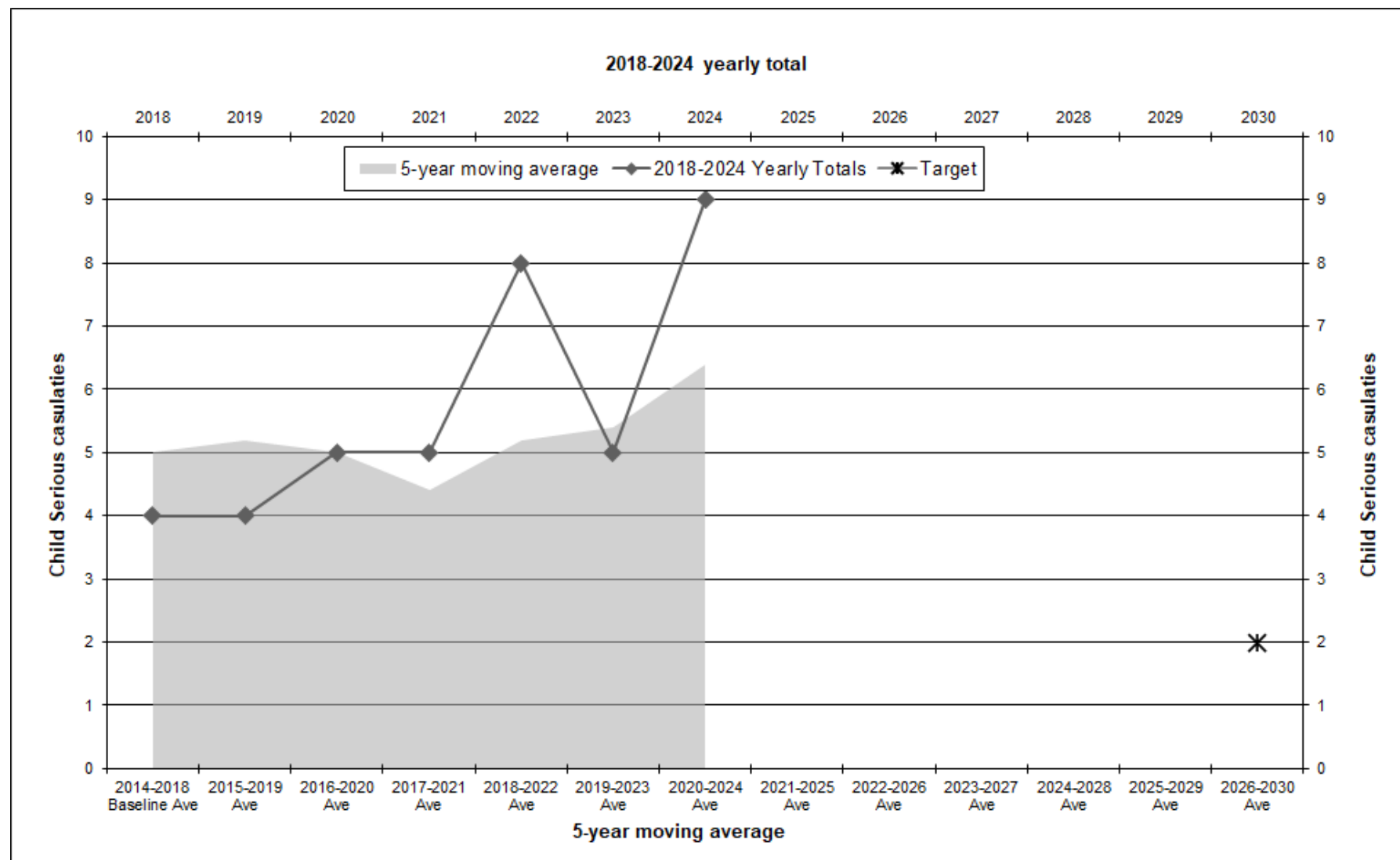
GRAPH 1: DUNDEE – LOCAL ROAD NETWORK – ALL CASUALTIES – 5 YEAR MOVING AVERAGE AND YEARLY TOTAL



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

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

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

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

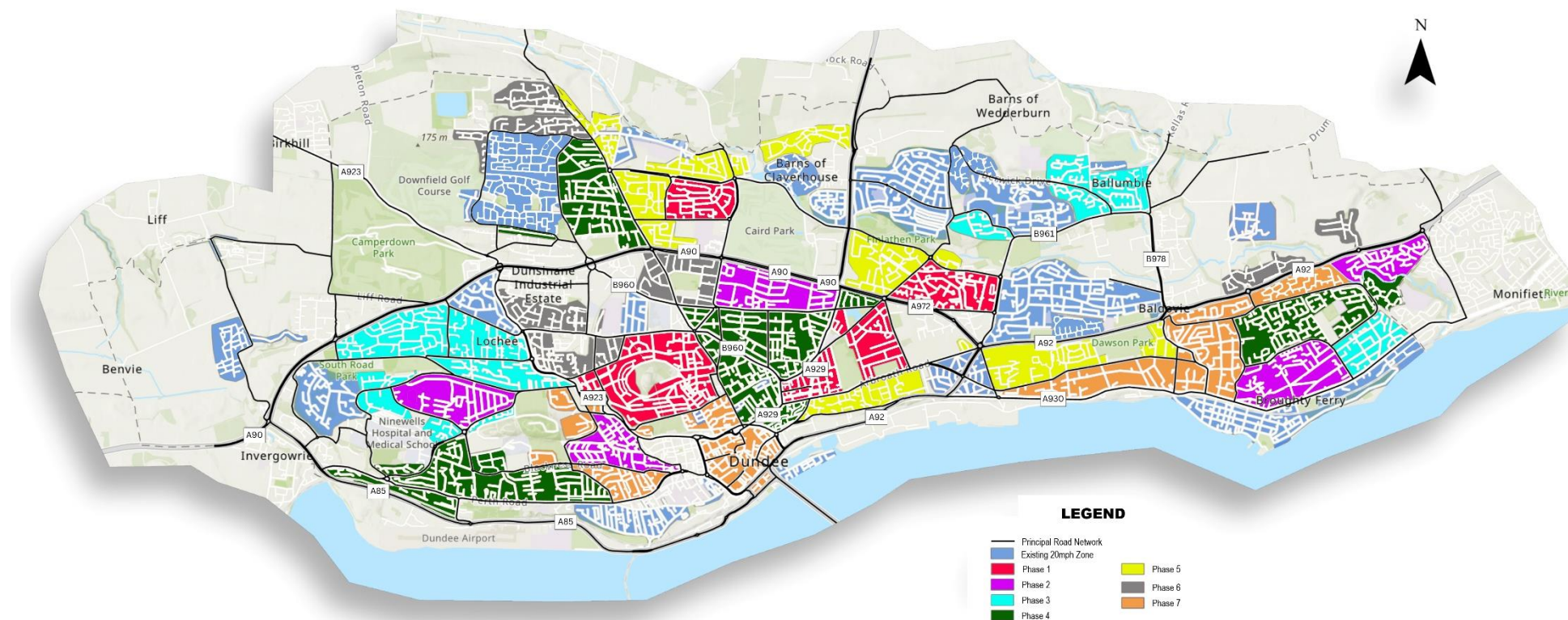
APPENDIX B – 20MPH PROGRAMME

Phase	Targeted Programme	
	TRO Stage	Implementation
Phase 1		
Craigiebank	Complete	Complete
Albany Terrace/The Law	Complete	In Progress
Kirkton	Complete	In Progress
St Marys/Ardler	Complete	Complete
Mid Craigie	Complete	In Progress
Gotterstone	Complete	Complete
Willows/Ormiston Crescent Areas	Complete	Complete
Stobswell (Albert Street area)	Complete	In Progress
Phase 2		
Camphill Road	Complete	2025/2026
Downie Park	Complete	2025/2026
Elmwood	Complete	2025/2026
Logie	Complete	2025/2026
Lawers Drive	Complete	2025/2026
Phase 3		
Abercromby Street/Montague Street Area	In Progress	2026/2027
Berwick Drive North Area	In Progress	2026/2027
Berwick Drive South Area	Complete	2026/2027
Charleston Area	Complete	2026/2027
Lochee Area, north of South Road	Complete	2026/2027
Lochee Area, south of South Road	Complete	2026/2027
Peebles Drive Area	In Progress	2026/2027
Whitfield Avenue/Murrayfield Drive Area	Complete	2026/2027
Glamis Road South Area	Complete	2026/2027
Dickson Avenue East End	Complete	2026/2027
Earn Crescent Area	Complete	2026/2027
Charleston Drive North West Area	Complete	2026/2027

Phase	Targeted Programme	
	TRO Stage	Implementation
Phase 4		
Alexander Street South Section	2026/2027	2027/2028
Alexander Street North Section	2026/2027	2027/2028
Barnhill Area	2026/2027	2027/2028
Maryfield/Fleming Gardens Area	2026/2027	2027/2028
Canning Street Area	2026/2027	2027/2028
Coldside/Marryat Street Area	2026/2027	2027/2028
St Leonards/Strathmartine Area	2026/2027	2027/2028
Blackness Area	2026/2027	2027/2028
Glamis Drive Area	2026/2027	2027/2028
Elliot Road Area	2026/2027	2027/2028
Clayhills Drive Area	2026/2027	2027/2028
Perth Road South West Section	2026/2027	2027/2028
Phase 5		
Downfield/Baldragon 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		
Murifield/Lintrathen Area		
Fairmuir Park Area		
Harefield Avenue/Grove		
Clement Park/Foggyley/Beechwood Area		
Lochee Centre Area		
Strathyre 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		

APPENDIX C – 20MPH PHASED PROGRAMME



APPENDIX D**PROGRAMME OF ROAD SAFETY WORKS**Schemes To Be Progressed 2025 - 2027

Albert Street near Lyon Street –kerb realignment, traffic signs and road markings

Arbroath Road at Old Craigie Road – improvement of road markings

Arbroath Road East of Balgavies Avenue – buildout at pedestrian crossing and alterations to road markings

Claverhouse Road at Barns of Claverhouse – replacement of existing Vehicle Activated Signs (VAS)

Coupar Angus Road at Templeton Road – improvements to traffic signs and road markings

Douglas Road south of Ballindean Road - pedestrian refuge island

Dura Street at Harriet Street – improvements to 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

Pitkerro Road north of Kingsway – pedestrian improvements and traffic calming

Princes Street at Arbroath Road - refurbishment of pedestrian facilities at signalised junction

Riverside Avenue at Wright Avenue – improvement of road markings

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

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

PROGRAMME OF TIER 1 - ACTIVE TRAVEL INFRASTRUCTURE WORKS 2025 - 2027

Citywide enhancements including minor active travel improvements, installation of new dropped kerbs, and the removal of restrictive barriers and unnecessary street clutter. These measures will be designed to improve accessibility for both pedestrians and cyclists.

Citywide Cycle Parking and Storage

Laird Street at Craigowl Primary School – controlled pedestrian/cyclist crossing

Macalpine Road at St Leonards Place – pedestrian buildout crossing point

Marketgait/Ward Road and Dura Street/Pitkerro Road – pedestrian crossing refurbishment

Finlathen Viaduct North – footpath step removal and improvements

Riverside Pavillion to Riverside Approach – shared cycleway

Kirk and Atholl Street Phase 1 – shared footway/path widening

East Balgillo Road – green circular improvements

Pitairlie Road – new pedestrian footpath

Dykes of Gray Road – core path improvements

Kilspindie Phase 2 – shared footway/path

Fountainbleau Drive – shared footway/cycleway

Phase 2 – 20mph Speed Limits

The above programme has been developed based on estimated costs and may not be fully delivered within this financial year if cumulative tender prices exceed the overall project budget. Any projects not completed this year will be deferred to next year's programme, subject to the availability of external grant funding.

Following preparation of the project design, Ward members will be notified of the project proposals, and affected residents informed by letter.

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