

ITEM No ...10.....

REPORT TO: CITY DEVELOPMENT COMMITTEE – 21 AUGUST 2017
REPORT ON: ROAD SAFETY PROGRESS REPORT FOR 2015 AND 2016
REPORT BY: EXECUTIVE DIRECTOR OF CITY DEVELOPMENT
REPORT NO: 245-2017

1 PURPOSE OF REPORT

1.1 The purpose of the report is to inform Committee of the progress made in reducing road accident casualties on the local road network in Dundee during calendar years 2015 and 2016

2 RECOMMENDATION

2.1 It is recommended that the Committee take note that the Council has met the Scottish Government's road casualty 2015 milestone reduction targets and continues to make progress towards reducing road accident casualties in line with the road safety targets for 2020.

3 FINANCIAL IMPLICATIONS

3.1 There are no financial implications as a result of this report.

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.

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".

4.2 Road Casualty Reduction Targets

In June 2009 the Scottish Government set national road accident casualty reduction targets underpinned by a national road safety framework. These 2020 road safety targets, with key milestone at 2015 are detailed below alongside the casualty reductions for 2015 for the local road network in Dundee.

Target	2015 Milestone Reduction *	2015 Dundee Local Roads Casualty Reduction*	2020 Reduction *
People killed	30%	44%	40%
People seriously injured	43%	65%	55%
Children (aged <16) killed	35%	N/A**	50%
Children (aged <16) seriously injured	50%	57%	65%
Slight Casualty Rate (per 100 million veh-km)	N/A	N/A	10%

*Compared with the average number of casualties for 2004-2008.

**There have been no children killed on the local road network in Dundee between 2004 and 2008 (baseline years) and 2009 to 2015

It is important to highlight that the 2020 targets set by the Scottish Government are ambitious and it will require significant commitment and resources from all partners for them to be achieved, given that the casualty rates have been reduced to a much lower baseline over the last few years. The Council remains committed to improving road safety for all residents and visitors to the city.

4.3 Dundee City Local Road Casualty Reduction Initiatives

In aiming to achieve the casualty reduction targets a number of organisations are involved. The key organisations involved in road safety in Dundee are the Council's City Development, Children & Families Service, Health & Social Care Partnership, Police Scotland and Scottish Fire and Rescue.

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

Engineering

A mixture of engineering measures and techniques are used to improve safety on our roads, such as - traffic management, traffic calming and accident investigation and prevention (AIP). Each of these disciplines 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.

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.

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 initiatives are encouraged and will be reinforced with engineering measures where appropriate. The 20mph around schools in Dundee is a good example 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.

Encouragement

Initiatives that encourage 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.

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

4.4 Road Casualty Reduction Progress – Scottish Government Targets

The figures below relate only to the local road network within Dundee. The reason for this being that in the past Dundee City Council, through TPU on an agency basis, carried out road safety investigations and made recommendations for ameliorative measures on the Trunk Road network. However, since year 2001, this arrangement has ceased and Dundee City Council now has no input into road safety on the trunk road network in Dundee. Therefore for the 2015 and 2020 targets the trunk road network has been excluded from the Council's road casualty statistics in both the base years 2004-2008 and in later years.

The tables and graphs in Appendix A provide a breakdown of casualty reduction by casualty type.

a) Number of People Killed on local road network.

The number of people killed in Dundee per annum has decreased slightly from an annual average during 2004-2008 of 1.8 to 1 in the year 2015. This represents a 44% reduction on the 2004-2008 average thus meeting the 2015 milestone target (30%). There was 1 person killed on the local road network in 2016 (table 1). The 5-year moving average (graph 1) also indicates a slight downward trend. Analysis of the casualties between 2009 and 2016 shows 9 were pedestrians, 3 motor cycle riders and 1 a motor vehicle driver. Cognisance of this will be taken when considering future road safety initiatives and measures.

b) Number of People Seriously Injured on local road network

The number of people seriously injured in Dundee per annum has reduced from an annual average during 2004-2008 of 56.6 to 20 in the year 2015. This represents a 65% reduction on the 2004-2008 average thus meeting the 2015 milestone target (43%). In 2016 there has been a slight increase in the number of serious casualties with 28 occurring on the local road network (table 2). However the 5-year moving average (graph 2) indicates an overall downward trend. Analysis of these casualties shows them to primarily involve pedestrians and this will be taken into consideration when developing future road safety initiatives and measures.

c) Number of Children Killed on local road network

There have been no children killed on the local road network in Dundee between 2004 and 2008 (baseline years) and 2009 to 2016; therefore there is no table or graph relating to this casualty group within this report.

During the same time period there was one child killed on the trunk road network in the Dundee area. The Council will continue to work with all key stakeholders responsible for road safety throughout Dundee to continue to improve child safety, as one child road death is one too many.

d) Number of Children Seriously Injured on 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 6 in the year 2015. This represents a 57% reduction on the 2004-2008 average thus meeting the 2015 milestone target (43%) There has been a rise in the number of children seriously injured in 2016; from 6 to 8 (table 3). However the 5-year moving average (graph 3) indicates an overall downward trend. 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.

e) 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 19.6 in the year 2016 (table 4). The 5-year moving average (graph 4) also indicates an overall downward trend. This represents a reduction of 44% on the 2004-2008 average by the year 2016. 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.

f) Cost to Society

Although significant casualty reduction has been achieved, 1 person killed and 28 people seriously injured in Dundee during 2016 is still too high a figure. The cost to society in economic terms through lost output, medical costs, pain, suffering, emergency service costs and damage to property for these 29 injuries is of the order of £7.5 million. In addition it must be remembered that there is real human grief and suffering experienced not only by those injured but also by friends and families. Furthermore, the perception of danger given by the occurrence of this number of casualties can provide a barrier to people's mobility and quality of life. For all these reasons, it is essential that the excellent progress made in reducing casualties to date must be continued

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. The major issues are:

- a 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 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.
- c 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 All members of the Council Management Team have been consulted and are in agreement with the contents of this report.

7 BACKGROUND PAPERS

- 7.1 Scotland's Road Safety Framework to 2020 - "Go Safe in Scotland's Roads it's Everyone's Responsibility

<http://www.scotland.gov.uk/Publications/2009/10/01090036/0>

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8 August 2017

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APPENDIX A

Table 1. Dundee City - Local Road Network, Killed casualties, 2004-2008 average to 2016

All Killed Casualties	2004-2008 Average	2009	2010	2011	2012	2013	2014	2015	2016	% Change*	2020 Target
Pedestrian	1.2	0	3	2	1	0	1**	1	1		
Pedal Cycle	0	0	0	0	0	0	0	0	0		
Motorcycle	0.2	1	0	0	0	1	1	0	0		
Car/Taxi	0.4	1	0	0	0	0	0	0	0		
Bus/Goods/Other	0	0	0	0	0	0	0	0	0		
All	1.8	2	3	2	1	1	2**	1 (1.3)	1	-44%	1.1

* Percentage change as compared 2016 to 2004-2008 average

** The pedestrian fatality in 2014 occurred on a private section of road and not the local road network

() The 2015 Milestone Target

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

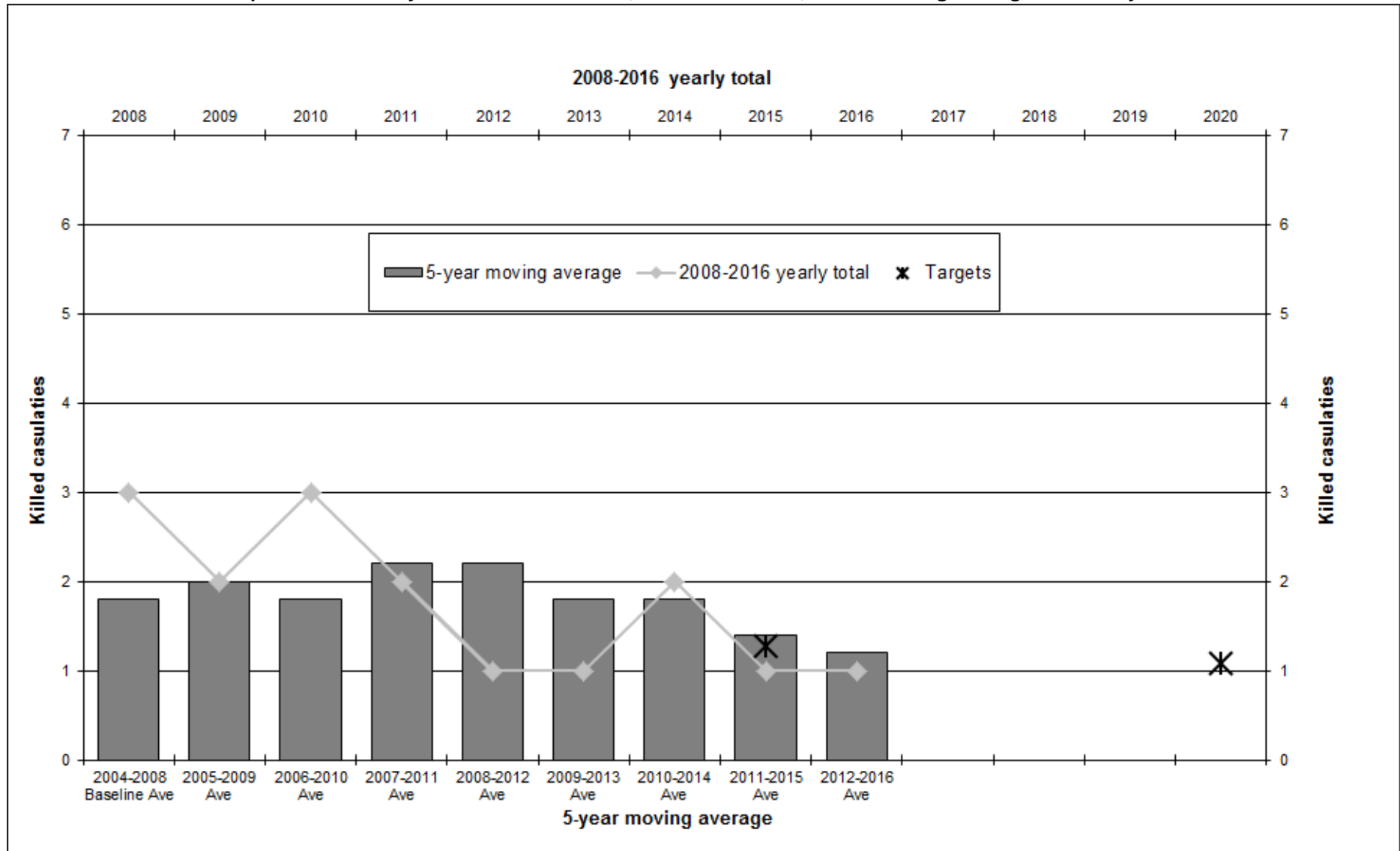


Table 2. Dundee City - Local Road Network, Seriously Injured Casualties, 2004-2008 Average to 2016

All Seriously Injured Casualties	2004-2008 Average	2009	2010	2011	2012	2013	2014	2015	2016	% Change*	2020 Target
Pedestrian	26.0	25	20	26	20	10	13	9	12		
Pedal Cycle	4.8	6	4	4	4	8	4	3	3		
Motorcycle	6.0	8	5	6	6	6	6	5	7		
Car/Taxi	16.4	14	2	9	11	6	11	1	6		
Bus/Goods/Other	3.4	3	3	2	2	2	0	2	0		
All	56.6	56	34	47	43	32	34	20 (32.3)	28	-51%	25.5

* Percentage change as compared 2016 to 2004-2008 average

() The 2015 Milestone Target

Graph 2. Dundee City - Local Road Network, Seriously Injured Casualties, 5-Year Moving Average and Yearly Total

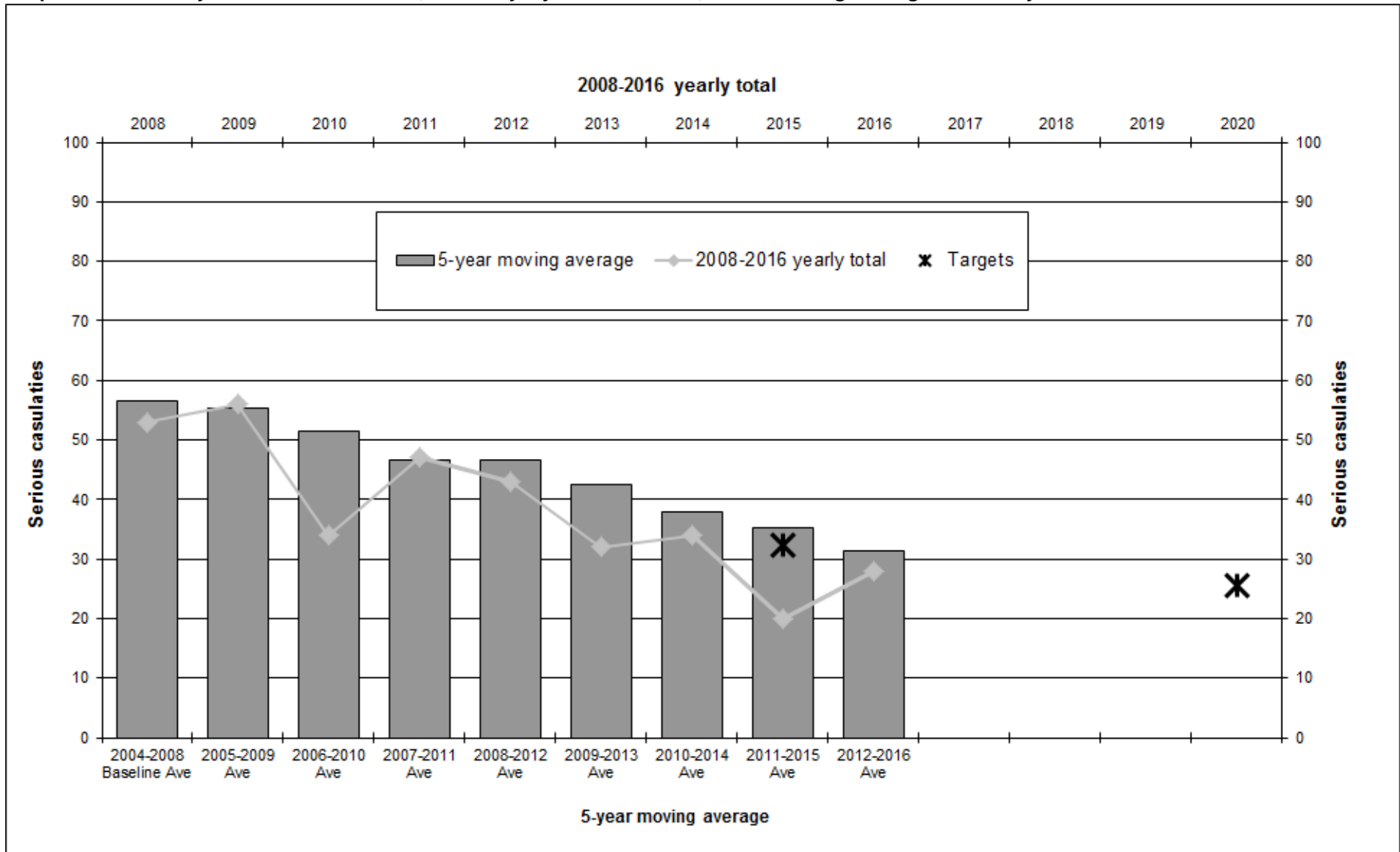


Table 3. Dundee City - Local Road Network, Child Seriously Injured Casualties, 2004-2008 Average to 2016

All Child Seriously injured casualties	2004-2008 Average	2009	2010	2011	2012	2013	2014	2015	2016	% Change*	2020 Target
Pedestrian	12.2	10	8	9	7	3	3	5	8		
Pedal Cycle	1.4	0	1	1	0	0	0	1	0		
Motorcycle	0.2	1	1	1	0	0	0	0	0		
Car/Taxi	0.2	2	0	0	0	1	0	0	0		
Bus/Goods/Other	0.0	0	0	0	0	0	0	0	0		
All	14.0	13	10	11	7	4	3	6 (8)	8	-43%	6.3

* Percentage change as compared 2016 to 2004-2008 average

() The 2015 Milestone Target

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

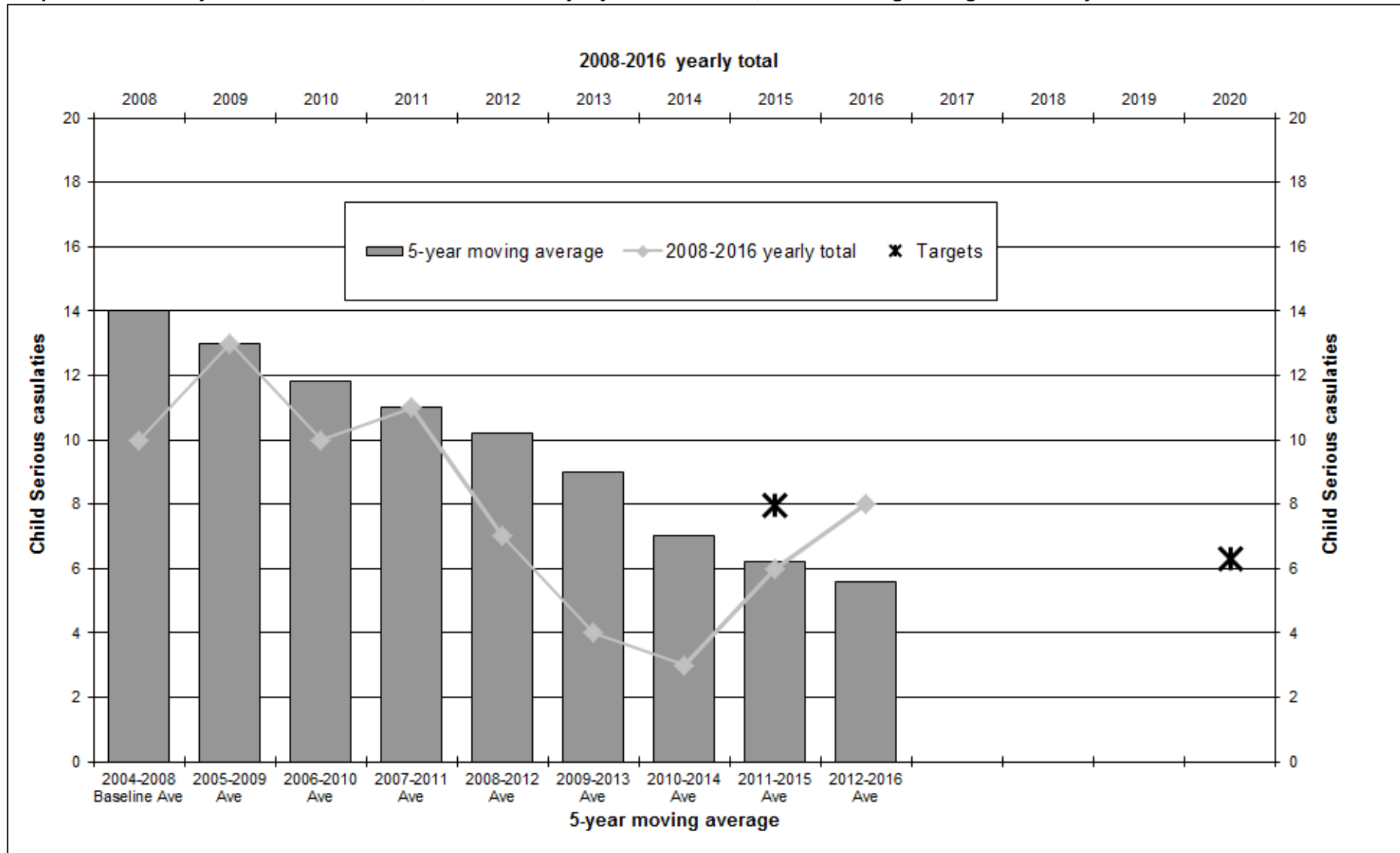


Table 4. Dundee City - Local Road Network, Slight Casualty Rate (per 100m veh-km), 2004-2008 Average to 2016

Slight Casualty Rate (per 100m veh-km)	2004-2008 Average	2009	2010	2011	2012	2013	2014	2015	2016	% Change*	2020 Target
All	35.2	35.7	26.6	30.4	28.2	23.7	19.3	16.9	19.6	-44%	31.7

* Percentage change as compared 2016 to 2004-2008 average

Graph 4. Dundee City Local Road Network, Slight Casualty Rate (per 100m-veh-km), 5-Year Moving Average and Yearly Total

