

REPORT TO: PLANNING & TRANSPORTATION COMMITTEE – 24 JUNE 2002

REPORT ON: ROAD SAFETY MEASURES IMPLEMENTATION 2002-03

REPORT BY: DIRECTOR OF PLANNING AND TRANSPORTATION

REPORT NO: 488-2002

1 PURPOSE OF REPORT

1.1 The purpose of the report is:

- a to advise committee of all the locations in the city where road safety intervention measures have been requested from various sources.
- b to inform committee of locations where it is considered conditions warrant action and to prioritise those locations in order.
- c To seek committee approval for a programme of road safety initiatives in 2002-03 based on these priorities and the financial resources available.

2 RECOMMENDATIONS

- 2.1 It is recommended that Road Safety schemes are implemented in priority order as set out in Appendix A.
- 2.2 It is recommended that two portable Speed Indicator Display Signs are purchased and utilised in Dundee in partnership with Tayside Police.

3 FINANCIAL IMPLICATIONS

- 3.1 The cost of implementation of the road safety initiatives identified in this report will be met from within the Planning and Transportation Department's 2002-03 Capital Budget of £160,000 for Traffic Calming and £100,000 for pedestrian injury prevention.

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

- a 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.
- b 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

- a 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 1994-98, 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);
 - 10% reduction in the slight casualty rate (slight injuries per 100 million vehicle kilometres).
- b Dundee City Council through the Local Transport Strategy adopted these targets.

6.3 Progress

- a 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.
- b A 39% reduction in all KSI casualties and a 55% reduction in child KSI casualties has been achieved to date compared to the average for 1994-98. The road safety engineering measures promoted by the Planning and Transportation Department have contributed significantly to this reduction in casualties.

6.4 Strategy

- a In the past three main methods of identifying and treating road safety sites have been utilised by the Planning and Transportation Department. These were:
 - Accident Cluster Sites – Identifies junctions where the most accidents occur and low cost remedial measures are implemented to reduce the likelihood of accidents.
 - Pedestrian Injury Prevention Sites – Identifies short lengths of road where there is pedestrian/vehicle conflict and pedestrian casualties' history. Road

safety engineering measures are used to calm traffic and/or enhance pedestrian safety.

- Traffic Calming Area Action Plan – A network of local roads in residential areas with poor accident records are identified and extensive traffic calming measures such as road humps, speed cushions and chicanes are introduced throughout the area.
- b However, the most recent review of traffic calming reported to Committee in December 2000 (Report 546-2000) marked a change in this strategy. It was noted that the implementation of area action plans could not continue to be justified as the areas with the poorest accident history and most hazardous roads had now been treated and there were no longer housing areas with serious wide spread accident problems. Therefore, it was proposed to implement Route Action Plans in place of Area Action Plans.
- Route Action Plan – Application of specific remedies which can be used on lengths of roads which have above average accidents for that type of road.
- c The Route Action Plans identified within Report 546-2000 are Hilltown and Lochee High Street and they have still to be fully implemented.
- d An assessment of historical data showing the number of casualties saved per annum per £50,000 spent on road safety schemes implemented in Dundee since 1996 supports a change in strategy:

Scheme Type	Number of Casualties Saved		
	KSI	Slight	Total
Cluster Site	3.28	4.04	7.32
Pedestrian Injury Prevention Sites	2.13	2.86	4.99
Area Action Plan	0.55	0.81	1.36

Table 1 – Casualties Saved per Annum per £50,000 Spent

From Table 1 above, it can be seen that further extensive traffic calming area action plans would not be best value.

- e No historical data is available for Route Action Plans within the city, but investigation by the AIP team has revealed that other than the Hilltown, Lochee High Street and routes on the North East Arterial Corridor, such as Albert Street, there are no routes within the city that have a significant accident history along the length of their route. Road safety is being addressed on the North East and North West Arterial Routes as part of the corridor improvements.
- f Therefore, the strategy proposed is to concentrate on Pedestrian Injury Prevention (PIP) Sites and Cluster Sites throughout the city. The PIP sites will be at locations where there is a local focus such as shops, post offices, etc resulting in pedestrian activity, thus inducing a high pedestrian/vehicle conflict.

6.5 Identification and Prioritisation

- a 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 B lists all the 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.

- b 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). The priority ranking is based predominantly on the scheme's potential to save injury accidents.
- c The £100,000 Pedestrian Injury Prevention budget for year 2002-03 will be targeted at PIP sites where there is a significant pedestrian/vehicle conflict and a history of pedestrian injury accidents occurring.
- d The £160,000 Traffic Calming budget for year 2002-03 will be targeted initially at completing the Hilltown and Lochee High Street Route Action Plans. Thereafter any remaining finance will be targeted at PIP sites and Cluster Sites aimed at achieving the greatest reduction in all injury accidents.
- e Appendix B shows the prioritised list. It is intended to implement as many of the schemes listed in Appendix A as possible within the current financial year's budget starting with the top priority. Schemes not implemented during the current financial year will be reassessed for the following year.

6.6 Integrated Partnerships

- a As stated earlier in this report, much of the progress made in reducing road casualties in Dundee has been achieved through a partnership approach with a number of organisations involved. The Planning and Transportation Department has recently identified a new product that can be used to deter speeding. A highly portable Speed Indicator Display Sign (SIDS) that can be used to give feedback to drivers who are driving at inappropriate speeds for the surrounding conditions. The most obvious example being inappropriate driving outside schools. A leaflet describing this product will be displayed in the members' lounge prior to Committee.
- b It is proposed to purchase two SIDS at a cost of approximately £5,500 and these will be utilised various locations in partnership with Tayside Police.

7 **CONSULTATIONS**

- 7.1 The Chief Executive, Director of Finance, Director of Support Services, Director of Corporate Planning and the Chief Constable have been consulted and are in agreement with the contents of this report.

8 **BACKGROUND PAPERS**

- 8.1 Traffic Calming – Annual Review, Planning and Transportation Committee, 4 December 2000.

Mike Galloway
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13 June 2002

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Appendix A**ROAD SAFETY PRIORITIES****Route Action Plans – (to be completed) – Traffic Calming £160,000**

- Hilltown
- Lochee High Street

Pedestrian Injury Prevention/Cluster SitesPriority – 2002/03

- Strathmore Avenue/Harefield Road – Brantwood Avenue to Glenesk Avenue
- Clepington Road at Caird Avenue
- Fintry Road at Fintry Crescent
- Blackness Road – Forest Park Road to Glenagnes Road

Reserve Schemes – 2002/03 (Future Years)

- Perth Road – Shepherds Loan to Seafield Road
- West Port – South Tay Street to Park Place
- Strathmartine Road – Coldside Road to Strathmore Avenue
- Clepington Road at Arklay Street

Appendix B**Traffic Calming/Road Safety Requests**

Abernethy Road
Albanay Terrace
Balgarthno Road
Charleston Drive
Court Street
Dee Gardens
Dochart Terrace
Earn Crescent
Elmwood Road/Denoon Terrace/Yarrow Terrace/Tweed Crescent
Fairfield Road
Finlaggin Crescent
Glenconnor Drive
Glenesk Avenue
Gotterstone Drive
Haldane Avenue
Kellyfield Housing Area
Kerrystone Court
Laird Street
Lauderdale Avenue
Laurelbank
Liddel Road
Lintrathen Street
Maitland Street
Mallaig Avenue/Spey Drive
Molison Street/Eliza Street (Cleington Ps)
Napier Drive/Langshaw Road
Old Craigie Road
Osborne Street
Perth Road at Harris Academy
Roseangle
Step Row
William Fitzgerald Way