

## ITEM No ...13...

**REPORT TO:** CITY DEVELOPMENT COMMITTEE – 9 SEPTEMBER 2019

**REPORT ON:** ROAD SAFETY PROGRESS REPORT 2019 AND 20MPH SPEED LIMIT AREAS

**REPORT BY:** EXECUTIVE DIRECTOR OF CITY DEVELOPMENT

**REPORT NO:** 280-2019

### **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 and sets out the principles for introducing 20mph speed limits areas within the city.

### **2 RECOMMENDATION**

2.1 It is recommended that the Committee

- a acknowledges the progress made in reducing road accident casualties, on the local road network, towards the Scottish Government road safety targets for 2020.
- b agrees the principles for introducing 20mph speed limit areas in the city as set out in the report.

### **3 FINANCIAL IMPLICATIONS**

3.1 There are no direct financial implications in this report although future capital will be required for introducing new 20mph speed limits.

### **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 national reduction targets, for the year 2020, are set out in the table below.

<b>Target</b>	<b>2020 Reduction*</b>
People killed	40%
People seriously injured	55%
Children (aged <16) killed	50%

Children (aged <16) seriously injured	65%
Slight casualty rate (per 100 million veh – km)	10%

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

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 and , Children & Families Services, Police Scotland, Scottish Fire and Rescue and Tayside NHS Board.

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 is currently one safety camera site 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 as AIP works on the trunk road area the remit of Transport Scotland and their term operating contractor. Dundee City Council will continue to work in partnership with all those responsible for the trunk road network to ensure safer travel for all road users throughout the city. 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 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 following tables and graphs provide a breakdown of casualty reduction by casualty type.

#### 4.5 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 2018 (Table 1). The 5-year moving average (Graph 1) also indicates a slight downward trend from the baseline years. Analysis of the casualties between 2009 and 2018 shows 11 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.

Table 1: Dundee City - Local Road Network, Killed casualties, 2004-2008 Average to 2018

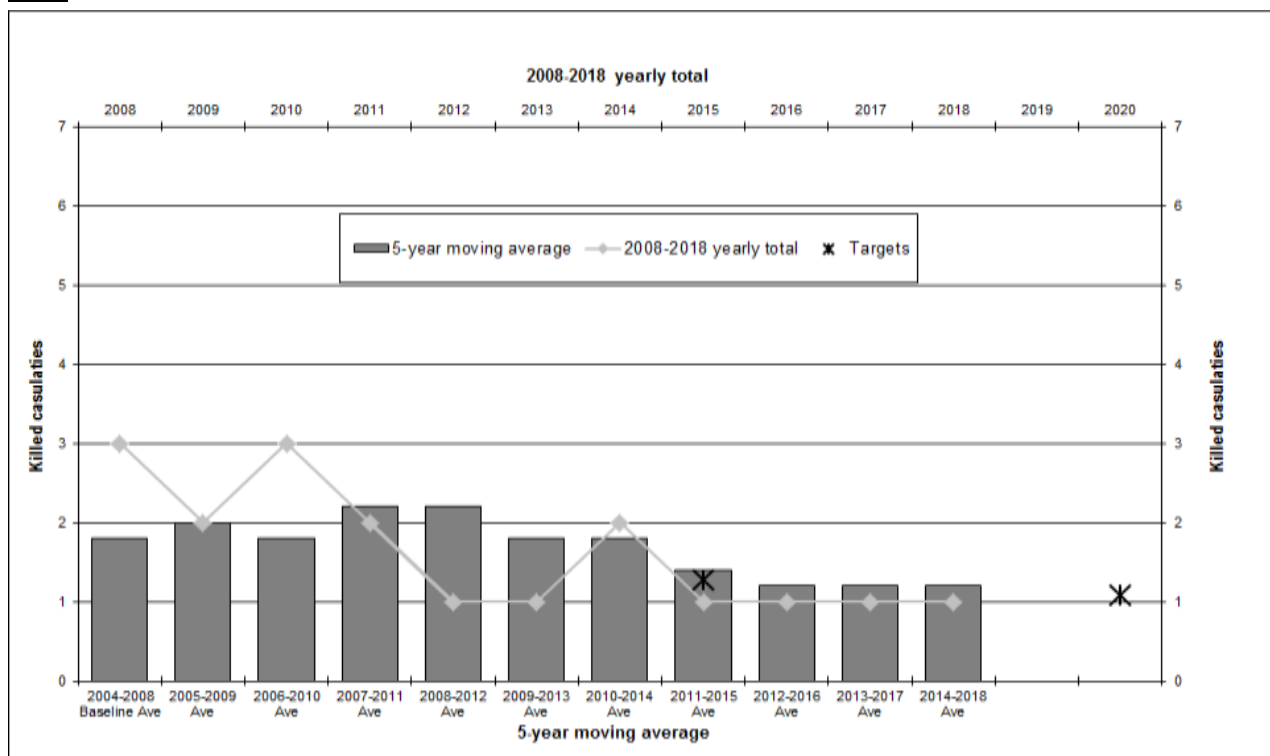
All Killed Casualties	2004-2008 Average	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	% Change*	2020 Target
Pedestrian	1.2	0	3	2	1	0	1**	1	1	1	1		
Pedal Cycle	0	0	0	0	0	0	0	0	0	0	0		
Motorcycle	0.2	1	0	0	0	1	1	0	0	0	0		
Car/Taxi	0.4	1	0	0	0	0	0	0	0	0	0		
Bus/Goods/Other	0	0	0	0	0	0	0	0	0	0	0		
<b>All</b>	<b>1.8</b>	<b>2</b>	<b>3</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>2**</b>	<b>1</b> <b>(1.3)</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>-44%</b>	<b>1.1</b>

\* Percentage change as compared 2018 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



#### 4.6 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 23 in the year 2018 (Table 2). 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.

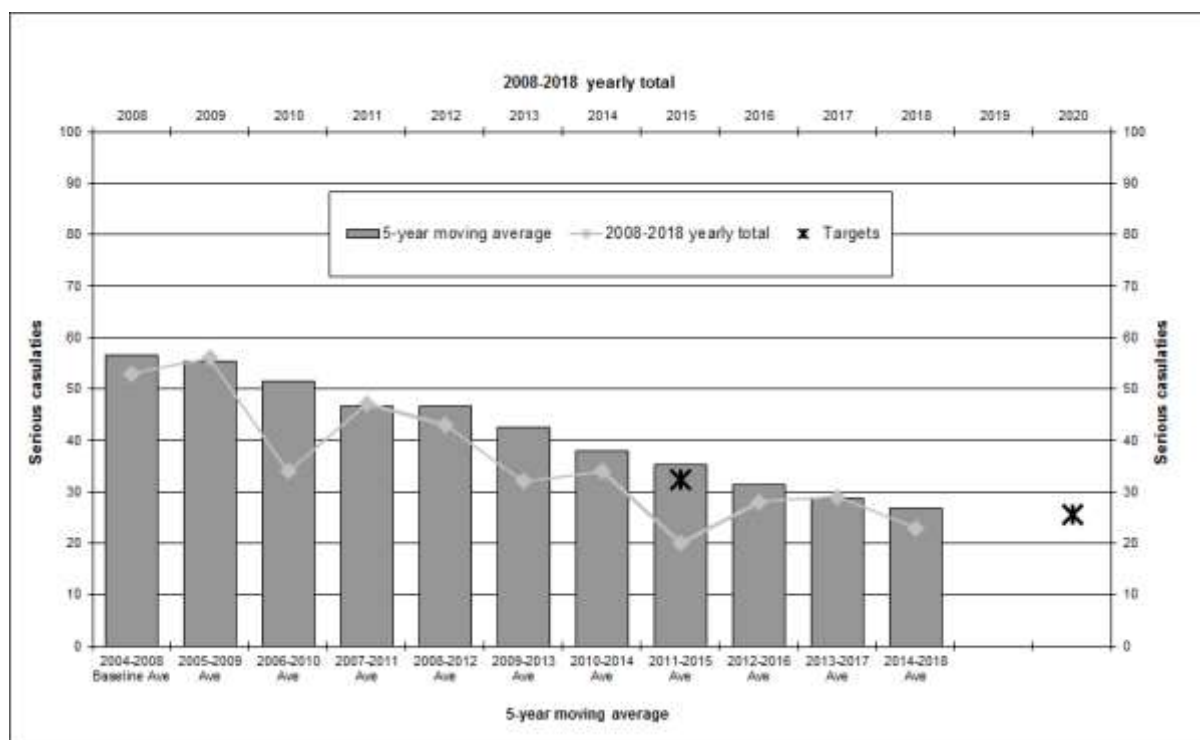
Table 2: Dundee City - Local Road Network, Seriously Injured Casualties, 2004-2008 Average to 2018

All Seriously Injured Casualties	2004-2008 Average	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	% Change*	2020 Target
Pedestrian	26.0	25	20	26	20	10	13	9	12	11	9		
Pedal Cycle	4.8	6	4	4	4	8	4	3	3	3	3		
Motorcycle	6.0	8	5	6	6	6	6	5	7	8	5		
Car/Taxi	16.4	14	2	9	11	6	11	1	6	4	6		
Bus/Goods/Other	3.4	3	3	2	2	2	0	2	0	3	0		
<b>All</b>	<b>56.6</b>	<b>56</b>	<b>34</b>	<b>47</b>	<b>43</b>	<b>32</b>	<b>34</b>	<b>20 (32.3)</b>	<b>28</b>	<b>29</b>	<b>23</b>	<b>-59%</b>	<b>25.5</b>

\* Percentage change as compared 2018 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

#### **4.7 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 2018; 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.

#### 4.8 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 4 in the year 2018 (Table 3). The 5-year moving average (Graph 3) 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.

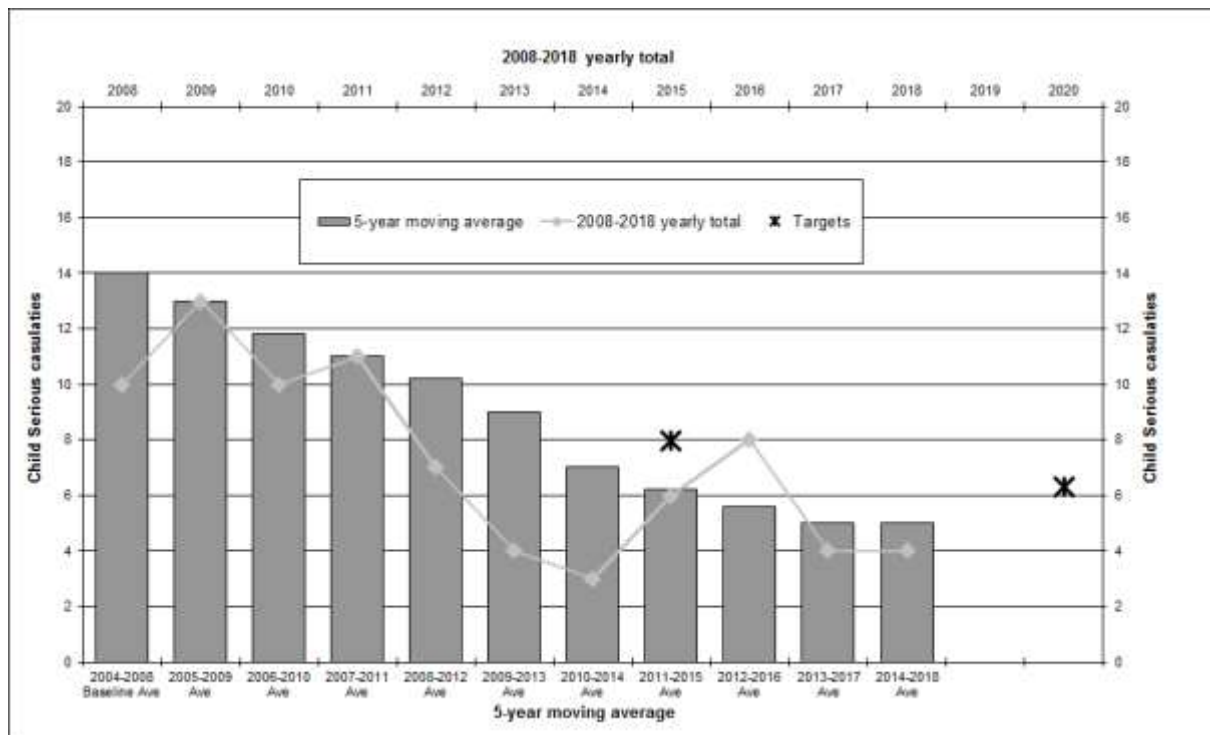
**Table 3: Dundee City - Local Road Network, Child Seriously Injured Casualties, 2004-2008 Average To 2018**

All Child Seriously injured casualties	2004-2008 Average	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	% Change*	2020 Target
Pedestrian	12.2	10	8	9	7	3	3	5	8	4	2		6.3
Pedal Cycle	1.4	0	1	1	0	0	0	1	0	0	1		
Motorcycle	0.2	1	1	1	0	0	0	0	0	0	0		
Car/Taxi	0.2	2	0	0	0	1	0	0	0	0	1		
Bus/Goods/Other	0.0	0	0	0	0	0	0	0	0	0	0		
<b>All</b>	<b>14.0</b>	<b>13</b>	<b>10</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>6 (8)</b>	<b>8</b>	<b>4</b>	<b>4</b>	<b>-71%</b>	

\* Percentage change as compared 2018 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

#### 4.9 Slight Casualty Rate (per million vehicle-kilometres) on Local Road Network

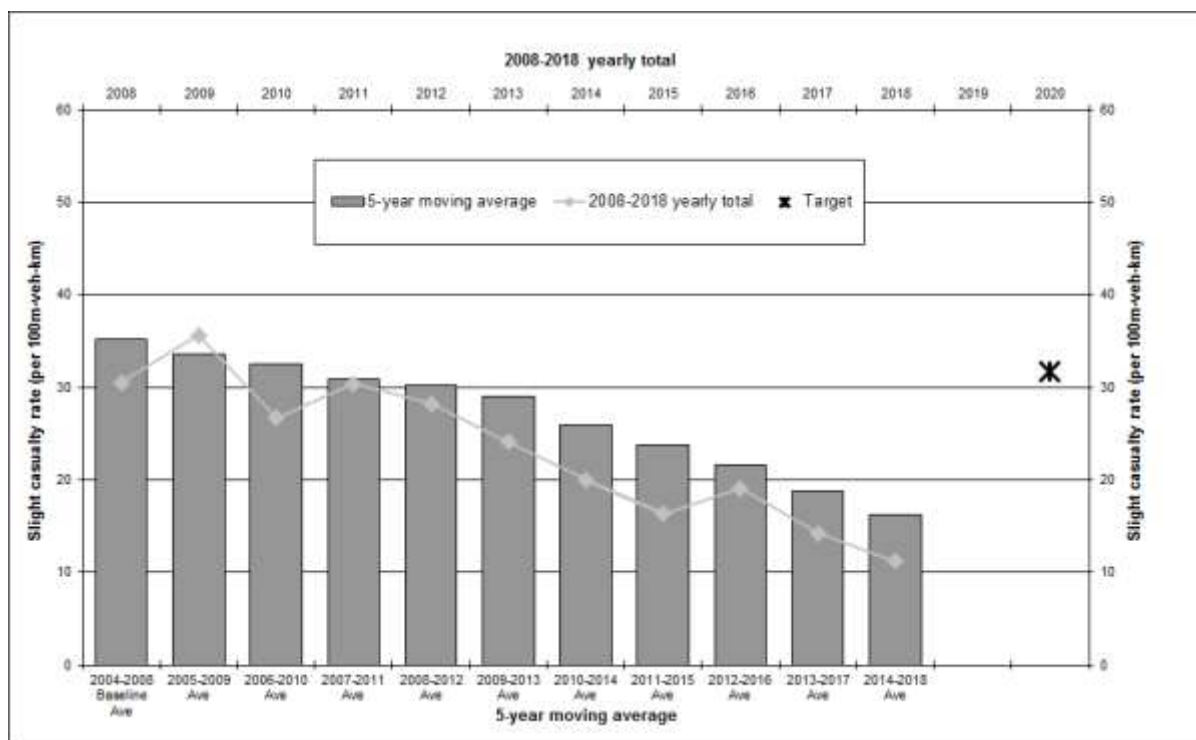
The slight casualty rate (per 100 million vehicle kilometres) has reduced from an annual average during 2004-2008 of 35.2 to 11.2 in the year 2018 (Table 4). The 5-year moving average (Graph 4) also indicates an overall downward trend. Analysis of these casualties shows them to primarily involve an injury to an adult car driver or passenger and cognisance of this will be taken when considering future road safety initiatives and measures.

Table 4: Dundee City - Local Road Network, Slight Casualty Rate (Per 100m Veh-Km), 2004-2008 Average To 2018

Slight Casualty Rate (per 100m veh-km)	2004-2008 Average	2009	2010	2011	2012	2013	2014	2015	2016	2017	2018	% Change*	2020 Target
All	35.2	35.6	26.6	30.4	28.2	24.1	20.0	16.3	19.1	14.2	11.2	-68%	31.7

\* Percentage change as compared 2018 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



#### 4.10 Cost to Society

Although significant casualty reduction has been achieved, 1 person killed and 23 people seriously injured in Dundee during 2018 are still too high. The cost to society in economic terms through lost output, medical costs, pain, suffering, emergency service costs and damage to property for these 24 casualties is of the order of £7.7 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.

#### **4.11 Introduction of 20mph Speed Limit Areas**

Following on from the 2016 citywide consultation to introduce 20mph limits on a signage only basis, a trial 20mph speed limit was introduced in the Glens area of Dundee. The outcome of this trial recommended identifying other suitable areas where the existing road geometry would essentially ensure a self-enforcing 20mph speed limit with no requirement for extensive traffic calming measures or reliance upon extensive police enforcement. This may require future capital funding.

To reduce the requirement for large numbers of signs, suitable sites shall be small, self-contained areas where the average speed on the majority of the roads is 24mph or less. Priority will be given to those where there is an identified injury accident record, areas of community concerns and where there are high numbers of vulnerable road users.

In 1999, three advisory 20mph speed limit zones were introduced in Dundee; these zones were Dryburgh, Gowrie Park and Mill O'Mains. The Mill O'Mains area has already been converted to a 20mph zone as a result of an ongoing housing regeneration scheme. It is therefore proposed to convert the remaining two schemes, Dryburgh and Gowrie Park into 20mph speed limit zones through low cost measures including signing and lining.

In addition to this, the Council will continue to promote 20mph zones in new and regeneration housing areas through the Development Control process.

### **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 were consulted in the preparation of this report.

### **7 BACKGROUND PAPERS**

- 7.1 None.

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