

## ITEM No ...14...

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

**REPORT ON:** ACCIDENT INVESTIGATION AND PREVENTION SCHEMES - IMPLEMENTATION 2019-2020

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

**REPORT NO:** 281-2019

### 1 PURPOSE OF REPORT

- 1.1 This report seeks Committee approval for a programme of **engineering remedial** measures to be implemented at locations in the city.

### 2 RECOMMENDATION

- 2.1 It is recommended that the Committee approve the implementation of **engineering remedial measures** as set out in Appendix B.

### 3 FINANCIAL IMPLICATIONS

- 3.1 The cost of implementation of the **Accident Investigation and Prevention Schemes** identified in this report will be met from within the City Development Department's 2019-2020 Capital Budget of £150,000 for Road Safety Measures.

### 4 BACKGROUND

#### 4.1 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. This applies to the existing road network and new roads.
- 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 High 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 Scottish Government Targets 2020

- a 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.

| Target  | 2020 Reduction* |
|---|-----------------|
| 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

### **4.3 Progress**

- a Through an integrated partnership approach involving a number of Council Departments, Police Scotland, Scottish Fire and Rescue and Tayside NHS Board a range of engineering, enforcement, education and encouragement initiatives achieved a significant reduction in road casualties in Dundee.
- b By 2018, compared with the average for 2004-2008, an overall reduction in road casualties of 66% has been achieved on the local road network in Dundee. The road safety engineering measures promoted by the City Development Department have contributed towards this reduction in casualties.

### **4.4 Accident Investigation and Prevention (AIP)**

Accident Investigation and Prevention is an ongoing assessment process that involves the detailed analysis of injury accident data provided by Police Scotland.

Experienced staff undertake formal investigations to determine patterns in the location, cause and contributory factors of these accidents and to identify suitable low cost engineering remedial measures for implementation.

Priority is predominantly given to schemes with the highest potential to save injury accidents.

### **4.5 AIP Schemes**

Reference is made to Article IX of the Minute of Meeting of this Committee on 10 September 2018 (Report No 254-2018 refers) when 8 new sites were identified through the AIP process. In addition, 3 sites were carried over from the previous year and a further 3 were possible trial sites for a red light running camera.

As detailed in Appendix A, 3 of these sites have been completed, 3 partially completed along with 4 programmed for completion and 4 carried over for inclusion in this year's assessment process. The company responsible for the red light running camera trial chose not to progress the 3 sites in Dundee and therefore they will reviewed as part of the ongoing AIP process.

Appendix B lists the 5 sites identified through this year's assessment process along with the sites carried over from last year. Engineering remedial measures are subject to detailed design and priority is given to those schemes with the greatest potential to save injury accidents.

## **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.

Ewan Gourlay  
Team Leader Traffic and Transport

Author: Fiona Reid

Robin Presswood  
Executive Director of City Development

Dundee City Council  
Dundee House  
Dundee

EG/FR/KM

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## APPENDIX A

### ROAD SAFETY INTERVENTION MEASURES

#### Completed

A923 Coupar Angus Road at High Street Lochee – road surfacing works, alterations to position of “STOP” line, rationalisation of existing signing, removal of some street furniture and laying of road markings.

B960 Five Ways Roundabout – red coloured surfacing, alterations to road markings and renewal of existing road markings.

B978 Claypotts Road at Davidson Street - road resurfaced, road markings renewed, additional “Slow” markings, new give way and bend/junction traffic signs and give way triangle road marking.

#### Partial Completed

A92 Arbroath Road at Claypotts Road – alterations made to the traffic signals to always show the right turn filter into Claypotts Road during this stage.

A923 Lochee Road at Cleghorn Street/Rankine Street – video survey works completed.

C217 South Road between Gray Street and A923 – controlled pedestrian crossing installed under Community Infrastructure Fund (CIF).

#### Programmed for Completion

B960 Clepington Road at Johnston Avenue – ghost hatching with red surfacing, footway to be resurfaced, new dropped kerbs, traffic bollards, additional right turn arrow and all road markings to be renewed.

C211 Pitkerro Road at Anstruther Road – carriageway to be resurfaced, kerb build-out, ghost build-out, dropped kerbs, new junction give way traffic signs and all road markings realigned or renewed.

C242 Brook Street at St Vincent Street - carriageway to be resurfaced, kerb build-outs, dropped kerbs and all road markings realigned or renewed.

Byron Street at Lawton Road - carriageway to be resurfaced, lay-by to be extended, new crossroad and give way traffic signs, all existing road markings renewed with additional “Slow” markings provided and new reflectors for existing concrete bollards.



**APPENDIX B****2019/2020 LOCATIONS CURRENTLY IDENTIFIED FOR ROAD SAFETY INTERVENTION MEASURES**For Completion

A92 Arbroath Road at Claypotts Road – feasibility design works to be programmed to consider providing a separate right turn lane.

A923 Lochee Road at Cleghorn Street/Rankine Street – feasibility design works to be programmed.

C217 South Road between Gray Street and A923 – additional kerb alterations, traffic island and road marking works to be programmed.

Carried Over

C204 Meadowside at Panmure Street – design works to be programmed.

C204 Ward Road at North Lindsay Street – kerb buildout with dropped kerb, alterations to kerb line and road markings on Courthouse Square approach, new traffic signs and road markings renewed.

C258 Albert Street near Lyon Street - feasibility design works to be programmed.

Arklay Street at Tannadice Street - design works to be programmed.

New Sites

B961 Drumgeith Road at Ballumbie Road

C210 City Road, Blyth Street to Scott Street

C219 Strathern Road at Fairfield Road

C229 Whitfield Drive at Whitfield Gardens

Dock Street near Castle Street

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.

