

62776 Road Traffic Collisions involving Pedestrians, Cyclists and Children - Liberton & Gilmerton Ward

Requesting the following information in relation to the Liberton & Gilmerton Ward:

Does the Council maintain any system, database, spreadsheet, case management process or other mechanism for categorising concerns relating to pedestrian safety, cyclist safety or child road safety?

The Council's Data Analysis and Collision Investigation Protocol (CIP) is undertaken using a collision investigation software package; this enables a collision database of information collated by Police Scotland from injury collisions they attend or record to be analysed and information therein to be presented in a variety of formats. If concerns are identified, a process of recording and assessing those is then undertaken.

Are concerns relating to vulnerable road users, including children, recorded in a manner that allows recurring themes, trends or locations of concern to be identified?

The CIP focuses on vulnerable road users being pedestrians, children and young persons (under 18), elderly (66 and over), cyclists and motorcyclists. The collision data is collected and presented in the validated STATS19 format, which is acknowledged as an established tool for predicting the likelihood of an injury collision over time. If concerns are identified, a process of recording and assessing those is then undertaken, which can include recurring themes, trends or locations.

Does the Council maintain records identifying streets, developments, school routes, pedestrian routes or locations within the Liberton & Gilmerton Ward where recurring concerns relating to pedestrian safety, cyclist safety or child safety have been raised?

The Council does not maintain records identifying such concerns at ward level.

Other than recorded collision data supplied by Police Scotland, what information sources are considered when assessing risks to pedestrians, cyclists and children?

The Council is investigating use of a Road Risk assessment tool, but a suitable system has yet to be identified. However, Road Risk assessment tools are being developed with the use of Artificial Intelligence also being considered. A new School Travel Audit Process has also been agreed to address concerns and enhance road safety near our schools, focusing on key areas including pedestrian space, crossings, cycle facilities and traffic congestion at school gates.

How does the Council identify locations that may require further investigation, assessment or intervention before serious injury collisions occur?

As above, the Council is investigating use of a Road Risk assessment tool, but a suitable system has yet to be identified.

Where multiple residents raise concerns relating to pedestrian safety, cyclist safety or child safety within a particular street, development, school route or locality, what process exists for identifying, monitoring and assessing those recurring concerns?

The Council has introduced a Safer Streets Prioritisation Process, with the aim of improving safety, ensuring fairness and opportunity for all, enhancing the physical environment and quality of life, and to encourage healthy travel.

This process can be used to consider interventions at a single site, or length of a street, or an area comprising several streets. The single site or street approach will normally be taken, although a clear understanding of the likely area affected by traffic diverting from the proposed scheme will be assessed. Where the effects on surrounding streets are likely to prove significant, the area-based approach may be more appropriate. The process provides a common basis for assessment, and uses criteria such as recorded injury accidents, vehicle speeds, traffic flow, road length and geometry, frontage development, footway widths, pedestrian generators such as parks and shops, proximity to health provision and educational establishments and the Scottish Index of Multiple Deprivation. Officers are developing this prioritisation process and implementing this as a common basis for general road safety scheme assessment from early 2026.