

63659 Road Safety

Follow-up request in response to request 63659 in regard to the works at the Davidson Mains roundabout:

Who in The City of Edinburgh Council decided a 3-year period is the most suitable period to use for assessing safety risk in the road network?

There is no named individual recorded.

As the circumstances which initiated the Accident Investigation and Prevention (AIP) programme response at Davidson's Mains roundabout arose in 2016 and before, we no longer hold documents / information in relation to this.

To provide you with advice and assistance, we have provided the following information:

The current Collision Investigation and Prevention Protocol was approved by the Transport and Environment Committee on 13 November 2025. The committee paper is published on our website at:

<https://democracy.edinburgh.gov.uk/documents/s90545/7.6%20-%20Road%20Safety%20Delivery%20Plan%202025%2026%20-%20Six%20month%20update%20v2.pdf>

This infers a similar decision would have been taken to establish the AIP protocol used in 2016 and before.

Which 3-year periods to be used to analyse road safety selected?

As above, there is no recorded information held.

Referring to the advice provided in A1, if you go to Appendix 4, points 3.6 and 3.7 on Page 44 of 62 of this committee paper, there is reference to a three-year period.

How are the 3-year periods established?

Guidance from the Royal Society for Prevention of Accidents (RoSPA), in their Road Safety Engineering Course, is generally adopted in setting Accident Investigation Prevention protocols and advises that a period for investigating and defining 'accident problems' is set at 3, 4 or 5 years. This provides a compromise between statistical and practical factors.

How does the Council ensure statistical risk analysis data accuracy of road infrastructure when only using a 3-year data window for roads which have existed in excess of 100 years?

Collision data held by the Council is shared from the information collated by Police Scotland when they attend or record a reported injury collision.

Ensuring statistical risk analysis data accuracy in UK road collisions requires managing under-reporting, transitioning police forces to injury-based reporting systems, and applying severity adjustments. Analysts use the Department for Transport's 'Reported road casualty statistics: background quality report' to account for non-sampling errors and data gaps and that is encompassed into validity testing of police systems.

This report is published at:

<https://www.gov.uk/government/publications/reported-road-casualty-statistics-background-quality-report/reported-road-casualty-statistics-background-quality-report>

In which policy or procedural document/s is the 3-year criteria set out?

As above, there is no recorded information held.

Referring to the advice provided in A1, if you go to Appendix 4, points 3.6 and 3.7 on Page 44 of 62 of this committee paper, there is reference to a three-year period.