## Addendum item 1

Table 18 as it stands in the NIHR report has a column missing and some of the figures in that Table were meant to be under forementioned (missing) column. Additionally, some of the values in the last column in the Table in the report were meant to be in the column preceding the last column. We're also requesting to remove the last five rows in this table as we are not able to verify the validity of the denominator used in these calculations. The denominator in this case would reflect the number of years for which the casualties data for vulnerable groups was obtained. We are certain of the number of years for which the other casualty subgroups (level of severity) were obtained.

Table 18 should be replaced by the following table:
Table 18: Edinburgh citywide average annual casualty severity rates (note that the denominator for the post-20mph rates for the Fatal, Serious and Slight casualties is 0.83)

| Aggregation | Pre-20mph (count) | Post-20mph (count) | Difference in pre- and post20mph counts | Pre-20mph rate | Post-20mph rate | Difference in pre- and post20mph rates | \% <br> Difference <br> in pre- and post20mph rates | Secular trend |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Citywide | 3105 | 1146 | 1959 | 1035 | 626 | -409 | -39\% | -4(-2) |
| Fatal | 14 | 3 | 11 | 5 | 4 | -1 | -23\% |  |
| Serious | 365 | 68 | 297 | 122 | 82 | -40 | -33\% |  |
| Slight | 2726 | 474 | 2252 | 909 | 571 | -338 | -37\% |  |

Further explanation for this request is provided in red in the table below.

| Aggregation | Pre-20mph <br> (count) | Post-20mph <br> (count) | Difference in <br> pre- and <br> post-20mph <br> counts (this <br> column is | Pre-20mph <br> rate <br> (these <br> values were <br> erroneously | Post-20mph <br> rate (these <br> values were <br> erroneously <br> reported in | Difference in <br> pre-and <br> post-20mph <br> rates | \% Difference <br> in pre- and <br> post-20mph <br> rates |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- | :--- |


|  |  |  | missing in Table 18) | reported under the column for the Post20mph rates) | the column for difference in rates) |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Fatal | 14 | 3 | 11 | $14 / 3=4.67$ (rounded to 5) | $3 / 0.83=3.61$ (rounded to 4) | $4-5=-1$ | $\begin{array}{\|l\|} \hline 100 *[(3.61- \\ 4.67) / 4.67]=- \\ 23 \% \\ \hline \end{array}$ |
| Serious | 365 | 68 | 297 | $\begin{array}{\|l\|} \hline 365 / 3= \\ 121.67 \\ \text { (rounded to } \\ 122 \text { ) } \\ \hline \end{array}$ | $\begin{array}{\|l\|} \hline 68 / 0.83= \\ 81.93 \\ \text { (rounded to } \\ \text { 82) } \\ \hline \end{array}$ | $82-122=-40$ | $\begin{array}{\|l\|} \hline 100^{*}[(81.93- \\ 121.67) / 121.67] \\ -\quad 330 \end{array}$ |
| Slight | 2726 | 474 | 2252 | $\begin{array}{\|l} \hline 2726 / 3= \\ 908.67 \\ \text { (rounded to } \\ 909 \text { ) } \\ \hline \end{array}$ | $\begin{aligned} & 474 / 0.83= \\ & 571.08 \\ & \text { (rounded to } \\ & 571 \text { ) } \\ & \hline \end{aligned}$ | $\begin{aligned} & \text { 571-909=- } \\ & 338 \end{aligned}$ | $\begin{aligned} & 100 *[(571.08- \\ & 908.67) / 908.67] \\ & =-37 \% \end{aligned}$ |

The original table (in the NIHR report) is shown below.

TABLE 18 Edinburgh citywide average annual casualty severity rates ${ }^{\text {a }}$

| Aggregation | Casualties ( $n$ ) |  | Rate |  | Difference rates | \% difference rates | Secular trend | Adjusted difference in rates |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Pre implementation | Post implementation | Pre implementation | Post implementation |  |  |  |  |
| Citywide | 3105 | 1146 | 1035 | 626 | -409 | -39 (-29) | -4 (-2) | -35 (-27) |
| Fatal | 14 | 3 | 11 | 5 | 4 | -1 |  | -23 |
| Serious | 365 | 68 | 297 | 122 | 82 | -40 |  | -33 |
| Slight | 2726 | 474 | 2252 | 909 | 571 | -338 |  | -37 |
| Children | 287 | 89 | 96 | 49 | -47 | -49 |  |  |
| Elderly | 368 | 108 | 123 | 59 | -64 | -52 |  |  |
| Driver/rider | 1620 | 404 | 540 | 221 | -319 | -59 |  |  |
| Passenger | 657 | 213 | 219 | 116 | -103 | -47 |  |  |
| Pedestrian | 828 | 237 | 276 | 130 | -146 | -53 |  |  |

a Figures in brackets relate to the aggregated geographic control zones.

## Addendum item 2

Table 12 should be replaced by:
Table 12: Summary of average speed (mph) overall and by 20-mph implementation zone

| Category | Before | After | Difference | SD | C.I.Iwr | C.I.upr | p |
| :--- | ---: | ---: | ---: | ---: | ---: | ---: | ---: |
| all zones | 23.63 | 22.29 | -1.34 | 1.57 | -1.72 | -0.95 | $<0.01$ |
| zone 1a | 24.14 | 22.07 | -2.07 | 1.58 | -3.54 | -0.61 | 0.01 |
| zone 1b | 23.84 | 21.43 | -2.41 | 1.00 | -3.46 | -1.36 | $<0.01$ |
| zone 2 | 23.53 | 22.2 | -1.33 | 1.57 | -2.11 | -0.55 | $<0.01$ |
| zone 3 | 25.4 | 23.89 | -1.51 | 1.32 | -2.28 | -0.75 | $<0.01$ |
| zone 4 | 26.54 | 25.75 | -0.79 | 1.15 | -1.86 | 0.28 | 0.12 |
| zone 5 | 20.14 | 18.97 | -1.18 | 1.39 | -2.24 | -0.11 | 0.03 |
| zone 6 | 20.25 | 20.66 | 0.41 | 2.4 | -2.57 | 3.39 | 0.72 |
| Main | 24.26 | 22.68 | -1.59 | 1.46 | -2.02 | -1.16 | $<0.01$ |
| Residential | 23.61 | 22.23 | -1.38 | 1.60 | -1.78 | -0.98 | $<0.01$ |

The reason for this request is that some of the $p$ values reported in that table (the last two numbers) are actually street counts divided by 10 for the zones under consideration. The erroneous numbers in the Table are illustrated by the red circle on the Table below. The numbers in the red circle need to be replaced with actual $p$ numbers.

TABLE 12 Summary of average speed ( mph ) overall and by $20-\mathrm{mph}$ implementation zone

| Category | Before | After | Difference | SD | $95 \% \mathrm{Cl}$ | $\boldsymbol{p}$-value |
| :--- | :--- | :--- | :--- | :--- | :--- | :--- |
| All zones | 23.63 | 22.29 | -1.34 | 1.57 | -1.72 to -0.95 | 0.00 |
| Zone 1a | 24.14 | 22.07 | -2.07 | 1.58 | -3.54 to -0.61 | 0.01 |
| Zone 1b | 23.84 | 21.43 | -2.41 | 1.00 | -3.46 to -1.36 | 0.00 |
| Zone 2 | 23.53 | 22.20 | -1.33 | 1.57 | -2.11 to -0.55 | 0.00 |
| Zone 3 | 25.40 | 23.89 | -1.51 | 1.32 | -2.28 to -0.75 | 0.00 |
| Zone 4 | 26.54 | 25.75 | -0.79 | 1.15 | -1.86 to 0.28 | 0.12 |
| Zone 5 | 20.14 | 18.97 | -1.18 | 1.39 | -2.24 to -0.11 | 0.03 |
| Zone 6 | 20.25 | 20.66 | 0.41 | 2.40 | -2.57 to 3.39 | 0.72 |
| Main | 24.26 | 22.68 | -1.59 | -1.16 | -2.02 to -1.16 | 0.47 |
| Residential | 23.61 | 22.23 | -1.38 | -0.98 | -1.78 to -0.98 | 0.19 |

## Addendum item 3

The sentence on p. 65 in the last paragraph should read as "Rate calculations were performed to compare collision rates overall and at various aggregations, such as implementation zones and road categories. For casualties, rate calculations were performed by level of casualty severity".
The sentence on p. 69 in the second paragraph should read as "Reductions in casualty rates were observed citywide and at each casualty severity level".

These abovementioned requests are to adjust the text in the main body to the changes in the Tables 18 and 12.

