

| | | | missing in Table 18) | reported under the column for the Post- 20mph 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) | $4-5 = -1$ | $100*[(3.61-4.67)/4.67] = -23\%$ |
| Serious | 365 | 68 | 297 | $365/3 = 121.67$ (rounded to 122) | $68/0.83 = 81.93$ (rounded to 82) | $82-122 = -40$ | $100*[(81.93-121.67)/121.67] = -33\%$ |
| Slight | 2726 | 474 | 2252 | $2726/3 = 908.67$ (rounded to 909) | $474/0.83 = 571.08$ (rounded to 571) | $571-909 = -338$ | $100*[(571.08-908.67)/908.67] = -37\%$ |

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

TABLE 18 Edinburgh citywide average annual casualty severity rates^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.lwr | 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-mph implementation zone

| Category | Before | After | Difference | SD | 95% CI | 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.