Department for Transport

# Child Road Safety

# Achieving the 2010 Target

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An action plan prepared in consultation with the Child Road Safety Sub-group of the Road Safety Advisory Panel.

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**Annexes**

# Child Road Safety – an Action Plan for Delivering the 2010 Targets

## Section 1: Introduction

1.1 When the Government's Road Safety Strategy, *Tomorrow's Roads – Safer for Everyone*, was published in March 2000, it included targets to reduce the number of people killed or seriously injured (KSI) in Great Britain as a result of road traffic accidents by 40%, and a more stringent target for children (under 16 years of age). **The child target is a 50% reduction compared with the average for 1994-98**. Both targets to be achieved by 2010.

1.2 The *Safer for Children* chapter of the strategy included a discussion of the problem and described the actions necessary to help achieve those targets. The Road Safety Advisory Panel (RSAP), chaired by the Road Safety Minister, was established to discuss and monitor the progress being made in implementing the strategy. It concluded that, to help achieve the more stringent target applied to the reduction in deaths and serious injuries for children, a RSAP sub-group should be set up to periodically review both the progress being made in saving child casualties and the activities being pursued both within and outside government.

1.3 The sub-group has been set up (membership at Annex A) and at its first meeting in October 2000 it was agreed that it should consider an overall action plan. This document, consistent with the remit given to the sub-group, reviews progress so far, considers developments, and brings up to date the action necessary to deliver the target.

1.4 Section 2 focuses on what the **casualty data** tells us; section 3 reviews **strategy progress** so far; section 4 outlines the Department's **research** programme; section 5 refers to our **demonstration projects**; section 6 describes **publicity** initiatives; and section 7 sets out how all road safety partners can contribute in **taking the strategy forward**.

# Section 2: Casualties – What the Data tells us

2.1 The Strategy recognised that in comparison with other European countries Britain's safety record for children is on the whole very good. The latest data shows that in 2000 our rate of child fatalities, at 1.5 per 100,000 population, compares well to the European average of 2.5. Our record on child pedestrian casualties is not so good, but has improved. The strategy recorded the 1997 fatality rate as 1.21. By 2000 this was down to 0.9. But many European countries continue to have a better record.

2.2 Despite increasing traffic levels, since 1994 the trend for KSI casualties for both sexes has shown a consistent decline(Annexes B, C, D). We continue to make good progress towards the target. The 1994 -1998 baseline is 6,860 KSI. In 2001 the number of children killed and seriously injured had come down to 4988. **A reduction of 27% compared to the baseline and more than half way towards the target**. The chart at Annex T illustrates this progress and shows a trajectory for the rate of reduction required to achieve the 2010 target.

## Child Pedestrians

2.3 **Child pedestrian casualties continue to be our most significant problem**. In 2001 deaths and serious injuries were 63% of the total for all child KSI. However, as mentioned earlier, we are improving. Since 1996 there has been a decline in KSI and by 2001 the reduction was 24%. However, in 2001 the figures for the 8-15 age group have gone up on built-up roads (Annexes E, F, G).

2.4 A feature is the difference between the sexes. Male KSI is regularly running at not far off twice the female level and the explanation is not exposure. Boys appear to be more at risk when walking, as shown by the data on rates (Annexes H, I, J). For both sexes, the number of casualties increases with age. There is a greater problem in the 8-15 age group compared to younger children. Within that age range, the figures are higher for 12-15 year old girls, but interestingly not boys, where in recent years KSI casualties are higher for the 8-11 year olds. The vast majority of casualties occur on built-up roads.

## Child Cyclists

2.5 Child cyclists killed or seriously injured are fewer in number than child pedestrians. In 2001 they represented 14% of child KSI. There has been a marked decline in KSI since 1996 (apart from an overall counter trend rise in 1999, which has now evened out). Over the period, there has been a 45% decline in KSI (Annexes K, L, M). The difference between the sexes is even more marked than for child pedestrians. Female KSI is consistently close to a fifth of male. Boys do cycle more (about $3^1/_2$ times as much in the 8-15 age range). But the rate of casualties for boys is much higher (Annexes N,O,P). The age distribution is similar to child pedestrians, with the same focus on the older children. KSIs are higher in built-up areas, but this is not quite so marked as for child pedestrians.

## In-car

2.6 The remaining major problem area for children killed or seriously injured is when travelling as passengers in cars. These represent a greater proportion of child KSI than cyclists. In 2001 they amounted to 19% of child KSI. However, there is improvement here as well. In 2001 KSI were 29% lower than in 1996 (Annexes Q, R, S). It is worth noting that in 2001 **child fatalities** increased to 75 compared to 49 in 2000. However, the 2000 figures were very low compared to previous years. There is no significant trend for differences in the sex of casualties, but as for other categories, a higher proportion of casualties in the 12-15 age group. However, another significant difference is that KSI in the under 4s is consistently higher than the 5-7s. Unlike the situation for child pedestrians and cyclists, there are more KSI on non built-up roads. On all roads, KSI is significantly higher for rear seat occupants.

## Trend

2.7 Casualty rates increase steadily for children as they get older. For example, in 1998 the 12-15 age group had an annual fatality rate over twice that of the 0-4 age group and over three times the casualty rate for serious and slight injuries.

2.8 Almost twice as many boys as girls are killed or seriously injured in road accidents, with the highest casualty rates being for boys aged 12-15. This may be due to an increase in exposure to **higher risk situations** for the oldest age group, and the 12-15 years old age group are more likely to walk or cycle than the other age groups. The highest rate of accidents for both sexes and all age groups occur on built-up roads and are more likely to occur close to the child's home rather than the school.

2.9 Research shows that children in the lowest socio-economic group are five times more likely to die in a pedestrian road accident than children in the highest social class. A link has been identified between material deprivation and an increase in casualty rates for all road user types and all age groups. While significant relationships were identified in the current data between casualty rates and multiple deprivation, the poor resolution of casualty information suggests that more detailed research is required.

2.10 Research in Great Britain has also raised the suggestion that children from some ethnic minority backgrounds, whether new to Britain or born here, are more at risk than their majority-culture peers, even in the same areas, for reasons that are not yet fully understood. A literature review highlighting this issue was published in March 2001. Further work needs be done.

## When Accidents are most likely to happen

2.11 The importance of journeys to and from school with respect to child casualties increases with the age of the children. School journeys contribute 14.6% of all 5-7 year old casualties, 21.0% of all 8-11 year old casualties and nearly 1 in 4 (23.9%) of all 12-15 year old casualties. The accident rate for children peaks between 8am and 9am, when they are travelling to school, and again at 3pm when they leave.

2.12 Casualty numbers for children are highest on Fridays and Saturdays, mainly due to an increase in exposure to traffic. Pedestrian casualty numbers are highest on Fridays and lowest on Sundays, with casualty numbers on Sundays less than 50% of the number of pedestrian casualties on Fridays.

2.13 Casualty numbers increase during the summer months when more accidents occur in the evenings. The time of year, and whether or not the children are on holiday from school, influence the contribution of early morning accidents to the casualty numbers. A significantly lower proportion of child casualties are injured between 8.00am and 9.00am during school holidays.

## Comparisons between Great Britain and Europe

2.14 Research suggests that about half the differences in child pedestrian fatality rates between three countries studied, Britain, France and the Netherlands can be accounted for by exposure. Although the total time children spend out walking is broadly similar, in Britain fewer crossings are made using designated crossings, and compared to their French and Dutch counterparts children in Britain spend more time on busy main roads, and are less likely to be accompanied by an adult.

# Section 3: Strategy Progress

3.1 This section reviews progress with the Road Safety Strategy in England, Scotland and Wales.

3.2 The strategy was published in March 2000. Since then very significant progress has been made in what were identified as the priorities for action at that time. Annex U details progress for actions in England. Some of the more striking examples are noted here.

3.3 The Department is providing £3.5 million to local authorities over 2001/02 and 2002/03 for projects designed to improve safety for children on local roads, including 20mph zones. £10 million is being made available over 5 years for local authorities who bid successfully to pilot child pedestrian training. The first tranche of successful bidders was announced in September 2001 and the second tranche was announced in September 2002. In order to accelerate the growth of the programme of Home Zones in England, a £30 million Home Zones Challenge was launched in July 2001. Over 230 bids were received and 61 schemes have been selected for Challenge funding. Legislation was taken under the Transport Act 2000 providing flexibility for the hours which school crossing patrols can operate and clarifying that they can legally help adults and below school age children to cross the road.

3.4 A range of guidance material has been published by the Department, some in hard copy and some on the website aimed at children, parents, teachers and road safety professionals within local authorities. This includes:

- *On the Safe Side*, which provides teaching ideas for primary and secondary school children, and is on the website.
- *lesson plans* to be used by primary and secondary school teachers are on the website.
- *One Step Ahead*, which was launched before the strategy, aimed at parents and promoting safety for babies and toddlers. It is published in hard copy.
- the *Making Choices* resource pack, which is aimed at children in their last year of primary school, their parents and teachers, is in hard copy.

3.5 Specific strategy actions which remain to be concluded include whether or not the Department needs to supplement advice provided by LARSOA on child road safety audit; the Department to commission an improved child road safety database; child restraint fittings to be standardised; improved in-car design.

## Post Strategy Initiatives

3.6 Road safety policy is continually evolving as we seek to improve the tools available to us to meet the strategy targets. We also develop new initiatives to reflect emerging data trends, research findings, changing priorities and to address fresh issues as they arise. There have been a number of developments since the strategy was published.

### *i) Yellow School buses*

In February 2002 *First* (the public transport operator) launched the first pilots of its scheme to introduce US-style yellow school buses to the UK. The pilots are in Calderdale, Yorkshire and Runnymede, Surrey. A further pilot was launched in Wrexham, Wales at the beginning of June 2002. Features of the scheme include pick-up points at or close to home, a seat for every child, seatbelts and regular drivers specially trained in customer care, safety, security and child behaviour. *First* believes its scheme will cut the number of car journeys to school, and reduce pollution, congestion and road accidents. The Department will evaluate the pilots. This will look at success in reducing car journeys to school, the attitude of parents and pupils to the features of the scheme, the design of the vehicles, their safety record compared to that of vehicles traditionally used for the school run, the accessibility of the vehicles and the cost to local authorities of running the *First* vehicles compared to that of running traditional school contract vehicles.

### *ii) Local Public Service Agreements (LPSAs)*

The Government has devised the concept of LPSAs to link reward to improved performance by local authorities. If authorities achieve agreed targets they are rewarded with a grant the level of which reflects the difference between performance with the LPSA, compared to the targets without that LPSA.

The LPSA agreement between the Authority and Government must contain 12 targets, which have to reflect government priorities. A transport target has been mandatory, although this is under review.

Many authorities have chosen road safety for their transport target and significant stretch (the difference between targets without LPSA and with LPSA) has been agreed, which should lead to marked additional savings in KSI casualties by the end of the LPSA period (typically 2004 or 2005). So far few have opted for specific child KSI casualties as a target, which may be due to the risk in being able to achieve that target when child KSI casualties in individual authority areas are few in absolute number.

### *iii) Social Exclusion*

In spring 2001 the Prime Minister asked the Social Exclusion Unit (SEU) to undertake a study to examine the links between transport and social exclusion. The SEU has been discussing relevant issues with government departments and others, and published its interim report, *Making the Connections*, in May 2002. The report covers casualties as a

result of road traffic accidents, and specifically seizes on the fact that deprived communities suffer disproportionately from pedestrian deaths. Furthermore, the report recognised that children from the lowest social class are 5 times more likely to die as pedestrians in road accidents than those from the highest social class.

The report highlights some known examples of what can be done and sets out initial thoughts on potential improvements that could be made, such as reducing the inequalities in child pedestrian accidents between deprived communities and the national average.

The SEU has continued its work, in consultation with key partners, and its final report is intended for publication later in 2002.

Meanwhile, in July 2002 the Government announced a revised Public Service Agreement (PSA) for the Department for Transport, which now includes that our Road Safety Strategy targets should be pursued "tackling the significantly higher incidence in disadvantaged communities". Although the PSA does not specifically refer to children, the problem is more prevalent in child pedestrians, so it implicitly confirms the Department's focus in addressing child KSI.

### *iv) Car design*

In 2001 the European Commission published a proposal for a negotiated agreement with car manufacturers to improve the design of cars to reduce the injury to pedestrians in the event of a collision. The agreement was described in two phases: phase 1 covering interim requirements for new car designs introduced from 2005 and phase 2 covering more demanding requirements for car designs introduced from 2010. It is estimated that phase 1 would eventually save around 3% of all pedestrian fatalities and 13% of serious injuries, and phase 2 would save about 10% of pedestrian fatalities and 20% of serious injuries.

The Commission has now indicated that it intends to support the delivery of the design improvements through "framework" legislation. Its proposals are expected later this year.

## Scotland

3.7 The Scottish Executive has been taking forward strategy in Scotland. The initiatives they have pursued are described in full at Annex V. A summary is set out below.

3.8 The Executive has conducted research on road safety education (RSE) in the Scottish curriculum. A strategy document was produced which sets out recommendations for a more equitable and consistent promotion and delivery of RSE in Scottish schools. The strategy, which is being developed by the Scottish Road Safety Campaign (SRSC), covers road safety education during all stages of a child's formal education, including pre-school and special needs. The main aim is to ensure that there is a "core" of road safety taught to all children, linking to national educational guidelines. The recommendations are being taken forward and a number of resources have been developed.

3.9 The findings of research in upper secondary schools were that very little RSE was being taught to this age group. Teachers and pupils suggested resources drama, videos, advertisements, campaigns, speakers, witness testimony and ICT (Information Communication Technology). The infrastructure of the Scottish education system was commented upon. It was also suggested that RSE should be renamed. This research will help to inform the SRSC on how to take the strategy forward in upper secondary schools.

3.10 With funding from the Scottish Executive the Children's Traffic Club in Scotland (CTCS) offers free road safety training to all 3 and 4 year old children, providing the foundation on which RSE and training in later years can build. The CTCS was relaunched in February 2001. The changes were aimed at increasing the uptake of Club membership and use of the materials, particularly by children in low-income families. In November 2001 a new Nursery and Playgroup Pack was launched. This takes into account pre-school national guidelines and overall learning focus. To support this parent cards and stickers were produced to help consolidate partnership working with the nurseries. The SRSC is seeking to increase uptake. Postcode data is now provided every six months to help identify low uptake areas. An advertising campaign took place over December 2001-February 2002. In May 2002 the SRSC launched a Superbus to tour for six months, targeting low uptake areas.

3.11 The SRSC launched www.streetwiseguys.co.uk website in February 2002. It is designed to give road safety messages to children in a fun way. The site will continue to be developed and expanded.

3.12 A play aimed at upper primary pupils (10-11 year olds) pupils was developed and piloted in schools in Spring 2001 and is now part of the SRSC's Theatre in Education programme. A number of plays aimed at different age groups tour schools throughout Scotland each year.

3.13 New child cycle training material was issued in 2000, together with a booklet, *Safer Cycling – A Guide for Parents* and a resource for Road Safety Officers (RSOs) to use in training volunteer trainers was issued in Spring 2001. Cycle safety advertising was conducted in June 2002. Between 2000 and 2004 over £21 million will have been made available by the Executive to local authorities in Scotland specifically to take forward work on cycling, walking and safer streets projects. These resources can be used to implement a range of measures, which could include safer routes to school schemes, crossings for pedestrians and cyclists, pedestrian footpaths and cycle lanes, 20 mph schemes and home zones. In particular, advice on 20 mph speed limits was issued in August 2001.

3.14 Guidance on community based road safety initiatives has been developed as a result of research on road safety activities in Scotland's most deprived neighbourhoods and socially excluded groups. Previous research by the Executive confirmed that there is a link between road accident casualties and socio-economic factors. The guidance contains advice for community organisations, road safety professionals and others on ways to develop local road safety strategies and projects. It was published in August 2002.

3.15 Anecdotal evidence suggests that a significant proportion of child pedestrian accidents may occur just before or just after a child has boarded or alighted from a bus while travelling to or from school. The Scottish Executive commissioned research to determine the extent of such accidents, ascertain whether more accidents happen to children alighting or about to board a contract compared with a public service bus, and establish if there is any pattern in the nature of such accidents. The results were published in August 2002. The main findings include that children aged 11-14 accounted for about two-thirds of all accidents where a bus was involved, the majority being boys aged 12 or 13; the majority of casualties occurred on the journey home from school as children got off the bus; and most children were running at the time of the accident. The results of the research will be used by the SRSC to help develop appropriate new RSE resources for use in schools.

3.16 Scotland has pursued action on child pedestrian training, home zones and school crossing patrols, as in England. A pilot child pedestrian scheme is being taken forward. In September 2001 the Scottish Executive announced funding of £810,000 over six years. Selected local authorities will receive funding to run schemes for three years. The first three successful authorities were announced in January 2002 and the training of children is expected to commence in September 2002. The second bidding round was launched in June 2002. In all, nine local authority schemes will be funded during the pilot. The Transport (Scotland) Act 2001 introduced powers for local authorities to establish home zones in their areas. Regulations setting out the procedure to be followed by local authorities in designating a home zone came into effect on 1 July 2002. Guidance on implementing a home zone in Scotland was issued to local authorities on 15 August 2002. The Transport (Scotland) Act 2001 amended the provisions with regard to school crossing patrols. As in England and Wales, the changes mean that local authorities have greater flexibility in relation to the hours during which patrols can operate, and that patrols can legally help adults as well as children of all ages to cross the road.

## Wales

3.17 The Welsh Assembly has been taking forward strategy in Wales. Their initiatives are set out at Annex W, with a summary below.

3.18 Since 1999 the Assembly has provided Transport Grant funding to local authorities to undertake Safe Routes to School schemes – £7.6 million to date. Works have included crossings and traffic calming measures, improved school entrances, construction of cycle and footpaths, secure cycle facilities, lockers and changing facilities. Modal shift is occurring with reduction in traffic speeds at many locations. Pupils are extremely positive.

3.19 Since 2000 the Assembly has provided local authorities with ring fenced Road Safety Special Grant to address safety problems. Authorities were asked to concentrate on engineering, education, publicity and training schemes that helped vulnerable road users – children in particular. £11.7 million has been allocated to date and an indicative allocation of £6 million has been made for 2003/04.

3.20 In parallel with the initiative in England, funding is being provided to all local authorities in Wales to appoint and retain a Child Pedestrian Training Co-ordinator – the funding will cover a 3-year period starting this year. All co-ordinators have been appointed and trained.

3.21 Funding is given to the Road Safety Council of Wales to undertake projects across Wales (with the local authorities) – projects include Walk to school week, Megadrive, Drink Drive Poster competition etc.

3.22 Bilingual versions (and sometimes Welsh only) of Department for Transport publicity materials are produced, and the Assembly has funded the production of Children's Traffic Club literature in Welsh and is working directly with the safety consultancy DBDA over the management of the scheme in Wales. The Assembly is also now producing its own publicity items (pencils, erasers, bookmarks and duffel bags) with bilingual road safety slogans.

3.23 The Assembly is providing £180,000 over three years towards the cost of a Sustrans office in Wales. Sustrans' objectives include a further 350 kilometres of the National Cycle network which will allow children to walk and cycle safely as well as encouraging healthier lifestyle habits.

# Section 4: Research

4.1 The Department funds and directs a carefully targeted comprehensive research programme. The funds made available each year are in the region of £4.5 million for road safety and £8 million for vehicle safety. The results of this fundamental and applied research provide valuable evidence to underpin much of the Department's policy development and inform publicity programmes.

4.2 There are a large number of completed, ongoing and new projects. Details of most of these are given in the Department's published research compendia – *Road Safety Research, Compendium of Research Projects 2001/2002*; *Vehicle Standards and Engineering Research, Compendium of Research Projects 2001/2002*. However, brief summaries of those projects with the most direct relevance to child road safety are given below.

## Completed Projects

4.3 **Social, economic and environmental factors in child pedestrian accidents:** the Department commissioned research in response to the over-representation of children from lower socio-economic backgrounds in pedestrian fatalities to account for this pattern. Information was collected and compared from a sample of injured and non-injured children on: activity patterns, their local environment, accident circumstances, parental attitudes and household profile. The main predictors of accident group membership related to exposure were playing in the street "everyday" and not being accompanied. The main predictors of accident group membership related to social factors were: atypical marital status, not attending clubs, 'non-white' parent, aged under 11, a disabled family member, large family, and where a parent had a 'poor' responsibility score. The main predictors of accident group membership related to the environment were: no obstructive on-street parking, living in pre-1914 housing, and living on a through road. The results show that the problem of child pedestrian accidents is multi-faceted and a number of factors influence accident involvement, some of which are highly correlated with socio-economic status. **The Department will be addressing these findings in its approach to the revised PSA.**

4.4 **Child perception Phase I:** six projects throughout the UK aimed at establishing and explaining child (5-15) pedestrian behaviour. The programme of basic research on child development identified the key skills required to be a safe pedestrian and assessed children's capabilities at different ages/stages of development. This research has led to more realistic expectations of road safety training for children and the development of effective skills based, as opposed to rule based, training for younger children. It was found that rigid rules such as the Green Cross Code were not fully understood until children were aged around 8-9 years old. Young children learn from a bottom-up process i.e. from concrete experiences to conceptual understanding. For road safety training this means that practical roadside training is the most effective approach. Research found that in general skills develop with age and that children as young as five years of age can acquire basic pedestrian safety skills and understanding

if taught at the roadside in small groups by trained adult volunteers. Such basic skills include awareness of danger, recognition of safer places and routes, visual timing and co-ordination of decision making with physical actions. The research also highlighted particular groups whose behaviour may contribute to greater risk of road accident. This included boys, who were found to be more impulsive than girls, and children with behavioural difficulties. Although skills are considered necessary for safer road use they were not always sufficient alone in helping reduce casualties. Safer road use also requires the ability and motivation to deploy skills appropriately. It was felt that for older children motivation, or lack of it, could be an important factor in their relatively high accident involvement. Results also indicated that specific pedestrian skills taught using computer simulations could be transferred to the roadside. **This research has led to the development of various practical child pedestrian training resources by the Department and local authorities e.g. *Kerbcraft* (see para 4.5 below), *Let's Decide Walkwise* and *Footsteps*.**

4.5 **Child pedestrian training (Drumchapel) project:** a multi-agency project involving Strathclyde Regional Council, the Drumchapel Community Council and the Department, which was developed as a result of our better understanding of children's behaviour. Set in Drumchapel, a housing estate on the edge of Glasgow with high unemployment, social deprivation and a high level of child pedestrian accidents (7 times higher than the national average), the project established that trained volunteers could improve the roadside safety skills of 5-7 year olds if they were taught at the roadside in small groups using an interactive approach. The *Kerbcraft* manual (comprising modules finding a safe place to cross and selecting safe routes, crossing between parked cars and crossing at junctions) was developed based on the results of this project. **This research has led to the child pedestrian training project which is seeking to extend this model across England. It is also being implemented in Scotland and Wales.**

4.6 **Training parents:** this project concerned training parents of children up to 5 years old to keep their children safe both in the home and when out and about. It developed and evaluated the *One Step Ahead* resource targeting particular groups at relatively high risk of home and road accidents and alerting them to such risks as well as addressing their safety concerns. Three quarters of those surveyed liked the pack a lot and before and after surveys showed significant gains in knowledge of safety and accident prevention. ***One Step Ahead* continues to be published to provide guidance to parents.**

4.7 **Child cycle training:** the Department has funded the evaluation of the effectiveness of child cycle training schemes. These are typically provided to children aged around 10 years old. The evaluation found that children who had undertaken cycle training were significantly safer in on-road tests and road and safety knowledge quizzes than their untrained peers up to two years after training. The study also identified which training schemes were most effective; they included those that took a problem-solving approach, those that had an on-road element and those that were conducted over several weeks. **These results were fed into RoSPA guidelines for practical cycle training.**

4.8 **Guidelines for safer journeys to school:** over the last 10 years journeys to school by car have nearly doubled from 16% to 29%. Only one in eleven primary pupils goes to school unaccompanied and the average length of journey by secondary school children has increased by a third. **The project developed a guide, based on practical experience with a range of local examples, to help local authorities to work with schools to develop school travel plans aimed at improving safety and reducing car use. There is a separate complementary guide for schools prepared by Transport 2000.**

4.9 **Computer-based child pedestrian training:** this project was aimed at realising the potential offered by simulation based training for children aged 5-11. The skills covered were: safe place finding; visual gap timing; and perception of others' intentions. It involved an adult trainer with 3 children using a problem solving approach. It was evaluated in two areas in Glasgow. One with high accident rate and low socio-economic status and another with a lower accident rate and socially mixed. The results of evaluation were almost uniformly positive. They revealed that there were substantial improvements in the skills and understanding of children trained using the computer resource and also that these children performed better at the roadside than their untrained peers. This established that for all but the youngest children skills taught at the computer can, under certain conditions, lead to improvements in roadside skills. An additional benefit of the training was the reported improvement in the verbal skills of the trained group from the poorer area. A caveat is that it is not a substitute for roadside training. **It is now for the Department to consider how to make use of this resource.**

4.10 **Comparative study of European child pedestrian exposure and accidents (aged 5-15):** in the early 1990s the number of child pedestrian fatalities in Britain relative to child population was considerably larger than the EU average. The study compared child pedestrian exposure and accidents in Britain with France and the Netherlands. It concluded that there was very little difference in the time spent walking near roads – in fact British children crossed roads less frequently – but that the nature of the children's exposure was different in each country. In all three countries the accident risk was substantially greater for boys than girls, the gap being largest for the youngest children. In particular, children in Britain spent more time than their French and Dutch peers, near and crossing more major roads, wider roads and roads with higher traffic flows and speeds. The analysis suggests that this difference in distribution of exposure across road type accounts for about half of the difference in fatality rates between the countries. The remainder appears to be accounted for by behavioural differences. For example, British children make a smaller proportion of their crossings using designated /marked crossings compared to French and Dutch children; children in France are more likely to be accompanied by an adult and children in Britain are more likely to accompanied by other children. **Further analysis has recently been commissioned to investigate differences both within countries and between countries.**

4.11 **Review of literature on the involvement of children from ethnic minority origin in child pedestrian accidents:** the review shows that in almost all countries children of ethnic minority background suffer disproportionately increased risk of pedestrian injury compared to majority culture peers. In the UK children of Asian origin appear disproportionately vulnerable but no data was available on other ethnic minority groups so it cannot be said that others are not equally affected. Cultural differences seem to be factors influencing exposure, supervision and educational opportunities over and above those that follow from the minorities' socio-economic status. For example, where parents or caregivers were unfamiliar with UK traffic conditions that would affect how they viewed the safety of child exposure, or where there may be poorer supervisory and learning conditions in some ethnic minority families that could affect risk and skills. **The review concluded that further research was needed to clarify the issues and this is proposed.**

4.12 **Cycle helmet wearing rates III:** this report includes a review of initiatives promoting helmet wearing and reports the results of an observational wearing rate survey conducted in autumn 1999. International experience has been that significant increases in helmet wearing required large scale, multi-agency, community based schemes. These often included helmet subsidy schemes. Schemes have been less successful amongst older children, low-income groups and ethnic minorities, even with helmet subsidy. The observational survey found that wearing rates on built-up minor roads were reported to be 8.2%. **On built-up major roads rates there had been a small but significant increase in wearing rates to 21.8% from 17.6% in 1996. This increase was largely due to more adults wearing helmets rather than children. Publicity continues to encourage helmet wearing.**

4.13 **Developing and evaluating booklets for parents to train children (aged 5-8) to be safer pedestrians:** based on research into child development this project developed a booklet for parents to use on everyday type walks to assess the competence of their child as a pedestrian, to train them to develop the skills, understanding and attitudes required to be a safer and more responsible pedestrian and to encourage the use of those skills at the roadside. It used the child perspective and employed a problem solving approach. The evaluation of the booklet involved surveys of parents and children which revealed a general lack of desire, for many different reasons, to participate in a study of traffic skills. However, the evaluation demonstrated that participation in the evaluation i.e. using the booklet to test and train their child, led to a significant improvement in children's traffic skills and hazard awareness. The improvement was greatest amongst younger children compared to older children. The differences in skills displayed by children of different age before the scheme were eradicated by the end of the scheme, with the youngest children making the most progress. The analysis showed no significant differences for gender, socio-economic group or location on skills development, although differences were shown between urban and rural children in their understanding of the effect of behaviour on the likelihood to have accidents; and older children in rural locations being less likely to remember to stop at the kerb than urban children. Feedback from parents was generally positive with most appreciating the interactive nature of the booklet. **The results of this research will be published later this year and be used by the Department to help develop support materials for parents.**

4.14 The following projects are recently completed. An early review of results is presented below; final results will published later in 2002.

4.15 **Child road safety in rural areas:** this report presents the findings of a literature review, consultations with a number of local authorities and analysis of data. It found that there is limited literature on road safety measures for children living in rural areas. Analysis of police accident statistics indicates that there were considerably fewer accidents to children in non built-up areas compared with built-up areas and that the majority of child casualties in non built-up areas were car passengers, perhaps because of greater car dependency. There was little difference in the accident rate amongst children in the front and rear seats of vehicles. Pedestrian and cyclist casualties in non built-up areas were much fewer by comparison. Danger spots for child pedestrians and cyclists in non built-up areas are T, Y or staggered junctions, and there is an apparent tendency for children to walk along the carriageway with their backs to the traffic, which is hazardous in high-speed traffic. Child pedal cyclists appear to be at some risk near driveways. Accidents in rural areas tend to be fewer and more scattered making remedial interventions more difficult. A number of relevant initiatives which could have an effect on this were identified including Government policy on rural road safety, which is included in the Rural White Paper *Our Countryside: The Future: A Fair Deal for Rural England*. And the Ten Year Transport Plan identifies measures to minimise the impact of traffic in rural areas, improve travel choice (including safer cycling and walking) and reduce reliance on the car. The Countryside Agency, through the Rural Transport Partnerships, is aiming to bring together local community interests to develop new ideas for transport co-operation and fund schemes which meet local transport needs. Furthermore, guidelines have been developed by the Institute of Highways and Transportation for the safety management of rural roads.

4.16 **Road safety of children with disabilities:** this recently completed review provides a summary and review of the information available on the road safety of children and adults with disabilities. Data on the prevalence of various disabilities among children and adults, their accident involvement and their exposure are largely unavailable. It is, therefore, difficult to quantify the extent to which people with various disabilities are at risk of road accident involvement compared with their non-disabled peers. However, there is some evidence to suggest that children with hearing or vision impairments are at increased risk of involvement in road accidents. One study, for example, found that vision-impaired children had over four times the risk of injury in pedestrian accidents as children with normal vision. Children with Attention Deficit Hyperactivity Disorder (ADHD) have also been found to be over-represented among child pedestrian and cycling casualties. Road safety education measures have been developed by a number of researchers and organisations although very few are systematically evaluated. Most of these are designed for children and/or adults with learning difficulties. Studies have shown that roadside training is generally more effective than classroom tuition alone for this group. Training for people with learning difficulties can be very resource intensive. Engineering measures to increase the road safety of people with disabilities are in widespread use. These include the use of dropped kerbs, tactile paving to provide essential safety information (e.g. the blister surface which warns vision-impaired people of the presence of dropped kerbs), and audible signals at pedestrian crossings.

4.17 **Cycle helmets – a review of their efficacy:** this review considered bicycle helmet standards; case control studies; evaluated intervention studies related to the promotion of and legislation for cycle helmets; and considered barriers and facilitators to helmet use and opinion pieces examining the arguments employed in the cycle helmet debate. Overall the evidence suggests that bicycle helmets have been found to be effective at reducing head, brain and upper facial injury – both incidence and severity – for all ages, but especially children. While most case control studies indicate that helmets offer protection from head injury, the relative risk of helmeted and unhelmeted cyclists has varied in different studies. There is equivocal evidence relating to the link between helmet use and neck injury and helmet use and riding style. With regard to cycle helmet legislation the report concludes that it has been associated with head injury reductions. When combined with educational activities it is an effective means of increasing observed helmet use but it may discourage cycling.

4.18 **Training children in the use of designated crossings:** this project involved a task analysis of the safe use of designated crossings (pelicans/puffins/toucans, zebras, and junction traffic lights with pedestrian phases). This was then used to develop a computer-based training module to improve the safety skills of children aged between 5 and 10 years old in this specific task. The training module was evaluated in two areas by assessing the skills of trained and untrained children at the roadside pre and post training.

4.19 The training software was designed for use by groups of three children working with an adult trainer. It consisted of four sets of simulated traffic problems presented on a standard PC, one set to be used in each of four training sessions. Each set took the form of a route in which children helped an on-screen character to navigate, traversing as they did so four or five designated crossings, starting with basic instances of each, and then moving on to variations on these. All instances were based on photographs of real sites to ensure that training related to crossings that children could reasonably be expected to encounter in real life.

4.20 Overall, the results of the evaluation are very positive, and confirm the potential for computer-based training of children in safe use of designated crossings, provided this training follows the appropriate format. They showed that at pre-test performance was at far from ceiling levels, even amongst the oldest group, though there were clear progressions with age in the extent to which children showed appropriate behaviours on each crossing type. On pelicans and junctions in particular, use of effective looking strategies (a crucial element) was very poor amongst 6 and 8 year-olds, and it was still comparatively low amongst 10-year-olds. Adult performance, though far from ideal, was notably better. Conceptual understanding broadly reflected these trends, and conceptual and behavioural performance were found to be only weakly correlated. At post-test, around 2 months after training, the picture had altered substantially, all ages showing significant improvements on pre-test performance in all areas, including looking behaviours. These improvements, especially perceptual strategies and conceptual understanding, were found to be significantly greater amongst the trained children. Importantly, not only did behavioural performance and conceptual grasp both

improve, but in two out of the three crossing types they became more highly correlated. This suggests that understanding and action had become more co-ordinated as a result of training – a central requirement for flexible deployment of what has been learnt, and for future learning. Whilst training by no means brought children to ceiling levels of performance, the improvements they exhibited were based solely on two hours' activity and were robust enough to remain evident two months later.

4.21 Computer based training materials have already been shown to be effective at improving generic pedestrian skills and may be particularly well suited to this form of training because of the need to cover a diverse range of sites. The Department is considering how to take this resource forward.

## Ongoing Projects

4.22 **Effects of road traffic calming on child pedestrian skills development:** research suggests that children in traffic calmed areas are more likely to travel alone, with less adult accompaniment and are allowed to play in the street more. This project is a feasibility study which will assess whether differences exist in the skills levels of children living in different environments and whether such differences can be measured. It is due for completion in October 2002.

4.23 **Evaluation methods in Road Safety Education:** the quality and cost effectiveness of the Department's research and of interventions carried out at a local level depends critically on the outcome of evaluation and is therefore influenced by the techniques to undertake such evaluation. This project has reviewed methods for evaluating educational interventions and is now applying these techniques to a range of local interventions. Good practice guidelines for evaluations of road safety education interventions will be prepared based on practical examples. The project should be completed by the end of 2002.

4.24 **The protection of child vehicle occupants:** this project will further the Department's aim of improving the protection offered to children travelling in cars and thus reduce the number of child casualties. It will highlight how child restraints may be improved to reduce further the likelihood and severity of injuries. This project is due for completion early in 2003.

4.25 **The evaluation of a new series of child crash test dummies:** child restraint design is very variable due to the different design configurations and the wide range of child ages and size for which they will be used. The restraints should be assessed for performance rather than design where this is possible. To achieve this aim with confidence, it is necessary that the test dummies are sufficiently human-like and reliable so that poor designs of child restraint can be detected. This project focuses on the evaluation of a new series of dummies, in particular, that typical of a 3 year-old, with the aim of determining if it could be used satisfactorily to assess advanced child restraints under a variety of impact conditions. This project is due for completion in autumn 2002.

4.26 **Seatbelt requirements for minibuses and coaches:** there have been discussions at European level concerning the extension of mandatory wearing requirements to all bus and coach seats where belts are fitted. While such measures would have obvious benefits for adults, the benefits are less clear for children. This project seeks to evaluate the suitability of adult restraints for children, and to offer technical solutions if adult belts are deemed to represent an increased risk to any particular age group. It is due for completion in summer 2005.

4.27 **Airbag interaction with children:** the interaction problems of front firing airbags with children in the front passenger seating position are well established. However, little is currently known about the potential interaction problems associated with side firing airbags and children. This research shall provide an evaluation of the interaction of side airbags with children in child restraints and adult belts, considering not only the potential for injury but also implications for future amendments to regulations. It is due for completion in autumn 2004.

4.28 **Pedestrian protection:** pedestrian casualties form a large proportion of road user casualties in most developed countries. Car design measures could reduce the severity of pedestrian injuries and will benefit many pedal cyclists. This project continues to support the development of suitable test methods and supports the UK negotiations concerning future European and international measures to improve vehicle design with regard to pedestrian protection. This project is due to complete early in 2003.

## New Research

4.29 **Child development Phase III – adolescent programme:** following the preliminary statistical analyses two projects have been commissioned as part of this fundamental programme of research:

Study 1, by TRL: consists of three elements addressing the following areas:

- assessing the nature and characteristics of adolescent pedestrian and cyclist fatal accidents using in-depth study of police files;
- quantify reported road behaviour of adolescent pedestrians and cyclists and identify key behaviours, attitudes and beliefs that could contribute to the development and targeting of effective countermeasures; and
- investigate adolescent group behaviour and its relationship to accident risk.

Study 2, by Strathclyde University: aims to

- investigate the influence of skills, both perceived and actual, and motivations on the pedestrian behaviour of adolescents;

- quantify the changes in the relationship between skills and motivational factors in child pedestrian behaviour from the move up from primary to secondary school through to mid adolescence; and

- identify the importance of the following factors in accounting for behaviour and accident involvement of adolescent pedestrians – attitudes, perceived social norms, self-identity, perceived behavioural control and actual skill, and assess whether they are amenable to modification.

4.30 **Evaluation of national pilot of child pedestrian schemes:** as referred to earlier, the *Kerbcraft* practical child pedestrian training scheme is being implemented in some 100 areas over the next five years throughout England, as a pilot. This project will systematically evaluate the pilot over a period of 4 years to assess the impact on children's pedestrian safety and identify the most effective ways of establishing and sustaining practical child pedestrian training schemes at a local level. The findings will be used to advise local authorities on whether it is cost effective to fund practical child pedestrian training schemes and, if so, the most cost effective method for establishing and maintaining such schemes, including how best to sustain funding. The skills and accident involvement of trained and untrained children will be measured. In addition the impact on schools, parents, children, local authorities and others will be assessed.

4.31 **International survey of child road safety:** traffic accident deaths are the leading cause of accidental death to children in the OECD region, accounting for 41% of all child deaths by injury (UNICEF – Innocenti Report Card Issue No2 2001) and there is much to be learned from international experience. The OECD's Road Transport Research Programme is currently undertaking a study of child road safety which aims to reduce road trauma to children through the identification of trends and factors affecting their safety, and by the collection, dissemination, and promotion of the best road safety practices, programmes, policies, and counter measures available in OECD Member countries. This project will support that work and through an international survey identify good practice in child road safety. The aim of this survey is to provide basic data, on a consistent basis, from OECD Member countries that identify and account for current patterns of child road safety, and identify current best practices and counter-measures in place to improve child road safety.

4.32 **Cycle helmets wearing rates 2002:** the Department commissioned TRL (the Transport Research Laboratory) contract to repeat earlier observational surveys of wearing rates on major and minor built up roads in September and October 2002. The aim is to record and assess the current patterns and compare them with trends in wearing rates over time.

4.33 **Database of road safety education linked materials:** following a review of the use of the existing *Rosalind* database, and the success of the more recent database for school travel education linked resources, it has been agreed to commission a new more user friendly database of road safety education resources available on the Department's website. The purpose is to give road safety and educational professionals access to up to date resources for road safety education. This project will be let by competitive tender later in 2002.

4.34 **Child parent interactions:** parents play an important role in protecting and training their children to behave safely on the roads and also in setting them an example. This project will complement the work being undertaken with parents in the evaluation of the child pedestrian training pilot to try and determine how best to encourage parents to engage in effective road safety training with their children. This research will be commissioned in 2003.

4.35 **Child injury led design (CHILD):** this project will partially sponsor the UK's involvement in the EC 5th Framework CHILD project. This will address many issues that are already researched in relation to adult vehicle occupants such as biomechanics, injury tolerances, human and dummy modelling and simulation, but specifically investigating how these factors relate to child occupants. This will enable recommendations to be made regarding the content and context of child seat standards and testing methods, but equally important, methods will be developed and evaluated for future virtual evaluation, restraint system development and testing.

4.36 **New programme for the assessment of child seats (NPACS):** research indicates variations in the protection that child restraints offer children despite the fact that they all meet the minimum regulatory standards. This is due to a number of factors such as the type of vehicle in which the seat is fitted, the seating position, ease of use and their performance in protecting the child occupant in a variety of crash conditions. This project aims to develop protocols/approvals so that important consumer information can be provided to parents on the performance of child restraints in front, rear and side impacts in a similar manner to the successful pan-European EuroNCAP programme.

# Section 5: Demonstration Projects

5.1 From time to time the Department undertakes research demonstration projects to test what can be achieved in practice and as a result of these, develop good practice guidance.

## Gloucester Safer City

5.2 The Gloucester Safer City project began in April 1996 and ran for five years until March 2001. Its main aim was to reduce casualties by at least one third by April 2002 (compared to the baseline average for 1991-95). The interim results were encouraging. The programmes introduced by the Gloucester Safer City Team contributed to improvements across a range of indicators, including that adult pedestrian casualties fell by 22 per cent and child pedestrian casualties by 13 per cent.

## Mixed Priority Routes

5.3 The Road Safety Strategy identified main roads with mixed frontage as being among the least safe of urban roads. These "Mixed Priority Routes" often carry high volumes of traffic but also support high levels of pedestrian activity. In addition to having higher casualty rates and scattered casualty patterns, these roads can create poor quality environments where communities are severed. Pedestrians and cyclists, including children, feel threatened by the dominance of traffic and are particularly at risk.

5.4 The project aims to develop and test the effectiveness of practical solutions, in partnership with local highway authorities. We will monitor the effects of the schemes and use the knowledge gained to produce good practice guidance which we will make available to authorities wishing to develop schemes of their own.

## Inner City Demonstration Project

5.5 Less affluent "Inner City" areas, with dense housing and high traffic flows, present a unique combination of safety problems. We know, for example, that child pedestrians from the lowest socio-economic group are up to five times more likely to be killed in road accidents than those who live in more affluent areas. Inequalities in health and access to facilities are also key issues for residents of these socially disadvantaged urban areas.

5.6 We have begun the selection process for an Inner City Demonstration Project to show how an integrated, partnership approach to the management of deprived inner city areas can reduce casualties and improve the quality of life for local people. Grant funding of the order of £6 million will be made available to the successful authority over the six year life of the project, beginning in 2003.

5.7 The project will build upon the experiences from *Gloucester Safer City*, but will go further, building partnerships for delivery from a range of local authority services such as education, health, and social care. Effective community involvement will also be key in the development and delivery of the strategy. Lessons learnt from the project will form the basis of best practice guidance.

# Section 6: Publicity

6.1 The Department's national child road safety publicity programme is devised to contribute to the reduction in the number of deaths and serious injuries to children by 50% by 2010. Its key objective is to raise awareness of road safety and influence positively road traffic behaviours to help prevent death and injury on the roads, through the strategic use of a range of communication.

6.2 The programme for 2002/03 is well underway. Some of the fundamental objectives of the 2002/03 programme are discussed below.

## Parents/Children

6.3 **Teaching Children Road Safety:** over 5,000 children aged between 0-4 years old were killed or injured in 2000. At such a young age it is unlikely that the children will be unaccompanied. It is up to parents and guardians to both be responsible for and to instil in their children a sense of road safety. The Department has previously produced a publication, *Teaching Children Road Safety*, aimed at parents to communicate road safety to their children. The effectiveness of this publication has recently been researched and work is now underway to update and refine its content with consideration being given to how it can be used in a more fun and interactive way between parents and their children.

6.4 **After school/holiday clubs:** in 2001 research was carried out by the Child Accident Prevention Trust to assess whether there was a role for road safety in after school clubs and whether any had contact with local authority Road Safety Officers (RSOs). The clubs have the potential to be a good forum to raise issues like safety and it was evident from the research (though small in scale) that there is potential to build the relationship between RSOs and the clubs. Recent figures from TRL which indicate that children not living with their parents are overly represented in fatal casualty samples from 1987- 1995 (ages 9-15) support the view these clubs may represent another channel to communicate important road safety messages. The Department is in discussion with the Scottish Road Safety Campaign about developing materials which could be used by both administrations in this area.

6.5 **Cycling:** the road safety strategy records that a child cycling on the road is thought to be 30 times more at risk of injury than a child travelling in a car and 3 times more at risk than walking. In 2000, nearly 2500 children aged between 5 and 11 suffered injuries due to cycling on the road (we do not have figures for off-road accidents). Whilst the majority of these injuries may not be serious they could be avoided through promoting safer cycling, traffic knowledge and helmet wearing. In 2001 there was a successful collaboration with Disney's *Recess Gang*, producing a comic that was distributed to all schools. This is to be re-examined to establish continued resonance for 2002/03.

6.6 The Department will also review whether its cycling messages are conveyed satisfactorily across the range of its publicity, and consider scope for greater partnership initiatives, such as with the Bicycle Helmet Initiative Trust.

6.7 **Hedgehogs:** the Hedgehog campaign, dating from 1997, remains a popular and effective form of advertising simple road safety messages to young children. Again, research is being undertaken to assess how useful these are at communicating messages five years later with a view to refreshing the material.

6.8 **Child Road Safety Website:** the website is being improved so that it can be used more intuitively, and is easier to navigate.

## Teenagers

**(focusing predominantly on 12-16 yrs)**

6.9 **'Traffic is the biggest single killer' campaign:** a new cinema film aired from February to May 2002 , which is being followed by posters and radio advertising for use by RSOs and other interested parties. Pre and post tracking has been set up to monitor the response to the film, which will help inform future work. The key to which will be maintaining the credibility of the communication.

6.10 **Cycling for this age group:** young people between 12 and 15 years sustained a much higher number of injuries than their younger counterparts – nearly 3000 in 2001 – which is maybe reflective of the greater independence they have at this age. TRL research points to the majority of incidents occurring because of collisions with cars, due to factors such as turning right, wobbling and not looking behind on the part of the cyclist and not being visible to the driver or vehicles overtaking them. Focusing on publicity for this age group with cycle safety messages is a new initiative for the Department. Creative development research will shortly be commissioned to assess the reactions of older children to cycle safety messages.

## Inclusive audiences

**Socially disadvantaged children**
**Children from ethnic minorities**
**Children with disabilities**

6.11 As mentioned earlier, research has shown that children from socially disadvantaged areas and ethnic minorities are more likely to be involved in traffic accidents. More research is required to gain a better understanding, and that is proposed. But likely attributions over and above the environment include education, time spent playing unsupervised, unfamiliarity with traffic/road planning, communication difficulties and so on. All our work should appeal to all audiences but greater effort is to be made through more precise targeting and distribution to reach children from these backgrounds.

6.12 In respect to ethnic minority audiences, the only publication that we produce in other languages is *Teaching Road Safety for Children* (Bengali, Gujarati, Punjabi and Urdu). Research from focus groups examining the *Teaching Children Road Safety* leaflet suggested that bi-lingual versions, including English and the specific language are preferable as this may work better across different generational groups. We need to assess what the need is for alternative languages and how best this need could be met. Contact with outreach groups, using community notice boards on the internet and use of ethnic media are just some ways that this could be achieved.

6.13 In terms of blind and deaf audiences, specific material such as Braille or BSL (British Sign Language) videos have not previously been produced. This is to be considered.

## Specialist audiences

6.14 **Teachers/Education:** primary and secondary school lesson plans have been developed in partnership with RoSPA which use national curriculum subjects to disseminate road safety messages. These are available on the schools website and the number of hits so far have been encouraging. However, the Department is looking at what more could be done to advertise their existence.

6.15 **RSOs:** materials are being developed for RSOs to complement the Department's campaigns locally. Fresh initiatives being developed will pay full attention to how we can improve the service we offer to RSOs both in terms of receiving their input at the beginning of the planning process and to help with evaluation.

# Section 7: Taking the Strategy Forward – an Action Plan for Delivery

7.1 Improvements in child road safety are not deliverable by central government alone. In many respects the role of central government is to set the framework and act as a catalyst for delivery by others at the local level. Many of the measures we envisaged as necessary to achieve the child road safety target are already well underway. But continued commitment to delivery of current and future programmes will be essential to meet the target. This section sets out what we and our key partners must do to help deliver initiatives so that the strategy casualty reduction target is achieved over the next 8 years.

7.2 **The schedule sets out targets for delivery of known actions – and these are categorised as to be achieved in the short-term (1-2 years), medium-term (2-5 years), long-term (over 5 years), and those which are ongoing. It also identifies those responsible for action. Progress in meeting these targets will be monitored.**

## Central Government

7.3 We must continue to develop the strategy, and that will principally reflect how we respond to trends emerging from casualty statistics and the results of research undertaken by the Department. As mentioned earlier, there are residual road safety initiatives for the Department to action. These are to:

i) consider whether the Department needs to issue further advice to local authorities about child road safety audits. The Department will consult with the local authority associations about how well authorities understand the concept.

ii) let a contract to deliver a computerised road safety education linked database for use by road safety practitioners as a successor to the existing *Rosalind* database, so that the material is up to date and relevant, the website is appealing and designed so that it is intuitive and easy to navigate.

iii) Complete the research underway to investigate any interaction between children and side airbags, and the standardisation of child restraint fittings.

7.4 Paragraph 3.6 above discussed some of the higher profile initiatives, which have emerged since the strategy was published. These will be taken forward as below:

i) **Yellow school buses.** The *First* pilot projects are expected to run for varying periods of time. The Department's independent evaluation of the pilots is expected to be completed by Autumn 2003.

ii) **Local Public Service Agreements.** LPSAs will be rolled out to all upper tier authorities in England over the coming two years. Once they are in place, a significant proportion will have road safety targets. The nature of the reward system, allied to relatively small child KSI numbers in each Authority area, militates against the likelihood of specific child KSI targets in many LPSAs. However, road safety LPSAs can nevertheless be expected to have benefits for child road safety.

iii) **Social Exclusion.** The Department's response to the new emphasis in its PSA objectives, requiring the tackling of the casualty problem in disadvantaged areas, will lead to a greater focus on child pedestrian safety. Monitoring of benefits will focus on disadvantaged areas and vulnerable road users.

7.5 The Department will continue to liaise with the Department for Education and Skills to ensure that appropriate emphasis is given to road safety education in the schools curriculum. It will also reflect on the approach in Scotland and Wales for central funding of resources for Children's Traffic Clubs and consider whether it would be appropriate to consider pursuing similar initiatives in England.

## Research

7.6 Our research priorities are driven both by casualty trends and issues raised through the results of existing research. Casualty trends suggest that we should look critically at how the future research programme addresses problems with boy behaviour and the vulnerability of young adolescents. This illustrates the importance of continuing research to improve child protection in cars. The 2001 increase in in-car fatalities may not be large enough to be of great statistical significance. But in-car casualties are second only to child pedestrian KSI in number, and this merits a close look at why that should be. We should also consider more research on cycle helmet wearing by child cyclists. It is of concern that the encouragement to wear helmets does not appear to be affecting wearing rates for children, and in particular older children, low-income groups and ethnic minorities. Another identified priority is encouraging parents to be more responsible for the explicit training of their children in road safety.

7.7 It is important that research which requires assessment is properly evaluated. Our major project requiring evaluation is child pedestrian training. A contract to evaluate impact has been let. This project does not end until 2006, so full results will not be available for several years. But interim results will be available earlier and progress will be reviewed regularly.

7.8 Issues which the Department needs to follow up as a result of the existing programme are to:

i) consider how to disseminate the computer-based child pedestrian training resource (includes basic skills and designated crossing training).

ii) undertake research to improve understanding of high risk groups eg ethnic minority child pedestrians, socio-economically deprived children, children with disabilities, boys, children with behavioural problems.

iii) consider how to engage parents more in training their children to be safer road users at key life stages – post birth, pre-school and early primary school, and the transition from primary to secondary school.

iv) develop effective measures targeting the road safety behaviour of adolescents.

v) improve our understanding of road safety risks faced by children in rural areas and develop targeted countermeasures.

vi) consider the impact of traffic calming on children's behaviour and their skill development.

vii) consider how best to disseminate guidelines to local authority Road Safety Officers on the evaluation of road safety education initiatives.

viii) keep up to date and promote the road safety education database.

ix) ensure road safety elements of education and training resources are well targeted and effective – eg elements of school travel plans, independent mobility training programmes and personal safety programmes.

7.9 The Department will also revisit Single/Double Summertime from time to time (clocks set an hour forward from the current practice of Greenwich Mean Time from the end of October to March and an hour forward of GMT from March to October). Research undertaken for the Department by TRL in 1998 suggested that this might save over 100 road traffic accident deaths per year. This would however have wide-ranging implications for Britain and the various issues would need to be reviewed across Government.

## Demonstration Projects

### *Mixed Priority Routes*

7.10 In November 2001 we announced the first five schemes in the "Mixed Priority Route" programme, in Lambeth, Manchester, Crewe, Norwich and Leamington Spa. We are making up to £1million available per scheme to cover development, implementation and monitoring of schemes. These schemes are currently being developed and will be implemented in 2003 and 2004. We will be announcing another series of schemes later in 2002, focused specifically on shopping streets.

7.11 Schemes in the first phase of the project should be completed by spring 2004. We will be monitoring the casualty reductions over a three year period after scheme completion to assess results, but we will aim to issue some interim results and guidance as soon as appropriate.

## Inner City Demonstration Project

7.12 We plan to announce the local Highway Authority chosen for the Inner City Demonstration Project in February 2003. Work on development of the strategy will then start in earnest, with schemes and initiatives being rolled out once this is complete. The Project will run for six years until 2009 and we will monitor and publish the results. Again we will aim to publish interim results and regular progress reports during the life of the project.

## Publicity/Communication

7.13 The Department's publicity programme must remain as flexible as possible so that it reflects developing policy.

7.14 The recent new initiatives to better reach young adolescents is an important development. These will be fully evaluated to assess their success. The Department will continue to develop ideas on how to promote road safety with this audience.

7.15 The Department has published a good deal of guidance material in recent years. This includes *Arrive Alive, On the Safe Side, Making Choices and One Step Ahead*. The effectiveness of this material needs to be evaluated, and unless there are good reasons for not doing so the text should be reviewed annually to maintain accuracy and keep it fresh. There will also be repeat evaluation so that the Department can establish when publicity is beginning to lose its appeal.

7.16 Publicity must be distributed effectively to reach the relevant audiences. The Department relies on direct relationships with the media for its national publicity, and works in partnership with local authority RSOs and local police forces for supplementing national publicity locally. However, the Department will review whether there might be opportunities for further partnerships with the private sector to improve distribution.

7.17 Immediate publicity actions are:

i) to revise *Teaching Children Road Safety*.

ii) to review the continued effectiveness of the hedgehog campaign and use of Disney's *Recess Gang*.

iii) to develop cycling publicity for young adolescents.

iv) to better target socially disadvantaged/ethnic minority/disabled audiences.

v) to review the continued effectiveness of the teen pedestrian campaign.

## Department for Education and Skills (DfES)

7.18 DfES supports the road safety organisation, BRAKE (as does the Department for Transport). Their Road Safety Week is a national, annual event (usually held in September) promoting the importance of road safety. DfES provides financial support to the BRAKE free Road Safety Week action packs to schools to enable them to run road safety events during the Week and throughout the year. The packs provide information, including establishing a road safety policy for schools; road safety topics to teach; tips and ideas for lessons; and how to get free road safety resources for parents and pupils.

7.19 The Child Accident Prevention Trust (CAPT), which is the UK's only charity devoted to preventing accidents among children, receives financial assistance from DfES (as well as DoH and DfT, among others). A wide range of information materials on injury prevention are available, an information service to answer questions from the public and professionals and tailor-made training sessions for multi-disciplinary and specialist groups. The Trust also runs Child Safety Week, an annual awareness raising week promoting safety messages to parents, carers, children and young people.

7.20 DfES has funded the development of software, which will allow pupils and teachers to "map" safer, healthier and more sustainable routes to school. The software can be used both administratively and as a curriculum resource. It has also funded the production of "Green To School" software. As well as enabling schools to identify parents who are prepared to share the car journey to school, it will also enable schools to identify parents who are willing to escort pupils on foot, by bicycle or on public transport.

7.21 DfES's three-part supplement to Health and Safety of Pupils on Educational Visits is now available on http://www.teachernet.gov.uk/visits/. This aims to make teachers more confident when taking pupils on visits by increasing their competence where that is necessary. It is good practice for schools to have an educational visits co-ordinator (EVC) and the Department is considering whether it will be possible to provide "catch-up" funding for LEAs to ensure the training of EVCs. DfES has no evidence that pupils are significantly more at risk when in the charge of teachers on the street but raising the risk awareness of teachers will be a result of EVC-training. Additionally, the supplement draws attention to the Code of Practice produced by RoSPA jointly with others including DfES on Minibus Safety. DfES might expect this to increase road safety awareness amongst teachers. For example, it flags up the fact that the driver of the minibus should not normally be included in teacher:pupil ratios on school visits since the driver, in driving and tending the vehicle, cannot also supervise the pupils.

## Department of Health (DoH)

7.22 The DoH continues to support several schemes that test innovative approaches to teach 11 year old children how to avoid risks from accidents, including risks to them as pedestrians or as cyclists. One new scheme to be launched shortly in partnership with the private sector (called *Smartrisk*) uses a Canadian approach to expose teenage children to road safety risks in a very dramatic way that has been shown to have a lasting impact. A strong focus of all current schemes is on children and young people in the lowest socio-economic groups.

7.23 The Department is currently preparing a new National Service Framework for children. The Framework will set out for the NHS the actions it must take to protect children's health. It is expected to mention the need to support local plans and initiatives to make the road environment safer, and to teach road safety to children, particularly economically disadvantaged children.

## The Scottish Executive

7.24 Section 3 gives an account of initiatives undertaken by the Scottish Executive in support of their strategy. Their future programme includes:

- development of a new primary resource linked to levels A-E of the Health Education 5-14 curricular guidelines. This resource will be piloted August – December 2002 and is expected to be launched in August 2003.

- the development of support materials for the upper primary play, linking to attainment targets in the Expressive Arts (Drama) 5-14 curricular guidelines.

- devising a strategy to address the image of road safety amongst older secondary pupils and teachers.

- for the Children's Traffic Club: including a series of gym activity cards to support the nine themes given in the Nursery and Playgroup Pack; developing a RSO training resource; investigating the targeting of adult literacy groups; and support towards a national newsletter and updated website. Research has been commissioned to evaluate the Superbus, and the new CTCS materials.

- a national Junior Road Safety Officers Scheme, supported by a resource being developed by the SRSC, will be launched in September 2002, with a website intended to go live in March 2003. The information pack will include the CD-ROM "Safety Street".

- the development of a resource to be used in out of school clubs.

## The Welsh Assembly

7.25 Section 3 also sets out initiatives undertaken by the Welsh Assembly. It is now in the process of developing a Road Safety Strategy for Wales and hopes to publish the finalised document in the autumn. One of the chapters will look specifically at "Safety for Children". The objectives will be:

- to reduce all child casualties – especially for pedestrians and cyclists.
- to analyse the causes of child casualties in Wales.
- to treat children as partners in the improvement of road safety – not merely as objects to be discussed.
- to encourage much greater walking and cycling activity by children as part of personal and social development.
- to address the specific road safety needs of children in different age groups.
- to address the behaviour of other road users that increases the risk to children.

7.26 Various actions are being proposed and the main ones can be summarised as follows:

- to conduct research to investigate the links between child pedestrian casualties and social deprivation and the causes of collisions, and based on the results, identification and implementation of road safety projects in deprived areas.
- to undertake a research study of child casualty patterns focusing on journey purpose.
- a database of good practice for school travel and road safety initiatives to be established.
- a review of road safety education to be undertaken.
- to consider the possibility of making road safety education compulsory in the school curriculum.
- child road safety audits to be undertaken on all schemes.

## The Highways Agency (HA)

7.27 The HA has undertaken a review of accident data to consider developing and implementing child friendly areas on trunk roads near schools and residential areas. Through this review it has established that extensive use of "child friendly areas" would not be the most effective way of contributing to reducing child casualties on the trunk road network. In 2000 91% of child casualties on the trunk road network were motor vehicle passengers. Child accidents are thinly spread without obvious clustering. The Agency is therefore also looking to achieve its contribution towards the target by improving the non-motorised user facilities on the network, bringing in lower speed limits, and introducing traffic calming schemes where appropriate. It also continues to support the *Safe Routes to School* initiative.

## The Driving Standards Agency (DSA)

7.28 The DSA, together with the Department, has produced the *Road Code* – a document based on the Highway Code specifically written and designed for younger road users. For example, it contains advice and guidance on cycling proficiency, the *Green Cross Code*, and general information on staying safe on the road, both as young pedestrians and cyclists.

7.29 Whilst this action plan is about meeting the casualty reduction target for children, meaning young people under 16 years of age, it is worth mentioning here that the focus on the vulnerability of younger inexperienced people does not end at 16. The DSA's *Arrive Alive Road Safety Programme* is a good example. It is in response to the road safety strategy's expanded remit for the Agency, requiring a contribution to improvements for young and novice drivers by establishing, developing and disseminating high standards and best practice in driving and riding on the road.

7.30 Examiners give free presentations to 16-19 year olds in a wide range of organisations including schools, colleges, young offender units and the armed forces. These events are on occasion broadened to include the opportunity for others to provide road safety presentations, including RSOs and the police. Presentations include guidance on:

- vulnerable road users;
- adopting the correct attitude;
- speed;
- drink and drugs;
- choosing a driving instructor; and
- the practical and theory (including hazard perception) driving tests.

## Local Government

7.31 Local authorities should devote appropriate resources to ensure that they can deliver their local casualty reduction targets, which support the national targets. They should conduct child road safety audits so that they know what their child road safety problems are, take appropriate action and monitor the results. The nature of the problem will determine the treatment. However, whether the primary solution is a local safety scheme (such as 20mph zone with associated traffic calming), Education, Training and Publicity, or a combination, it is important that engineers and RSOs interact so that their local initiatives are complementary. Liaison with planning departments will help to guard against future problems arising due to planning which does not properly take account of the safety of children. RSOs will wish to liaise with Local Education Authorities so that they are able to pursue schools initiatives to best effect.

7.32 In deciding what action to take, local authorities should be informed by and actively consider the results of research and best practice before deciding what they need to do, so that evidence and measures proven to be effective can be embraced nationally.

7.33 Local authorities will be experiencing locally the problems we know of concerning all children, especially in respect of young adolescents, ethnic minorities, and those suffering from deprivation. The Department is keen to share information with authorities over how to get the road safety message to these difficult to reach audiences, and would like to know when authorities have achieved success, so that innovation can be established as best practice for others to consider.

7.34 The Department welcomes the support given by many authorities to its national publicity by local complementary initiatives.

## The Police

7.35 The principal role of the police is to enforce the law. However, they accept that there is much to be gained from giving children regular road safety advice throughout their early school days. In their support of the Road Safety Strategy they will help by targeting identified areas to ensure that speed limits are observed, and, for example, cracking down on local problems such as disregard of the law applying to school crossing patrols and other poor driving offences. Child seat belt wearing and parents' use of mobile phones while transporting children are other particular offences to be targeted. Many forces are proactive in the area of education, entering into partnership and working with local authority RSOs, liaising with schools over road safety, and conducting their own publicity campaigns.

7.36 The Department welcomes the example set by those forces which contribute locally in this way.

## Voluntary Bodies

7.37 The support of voluntary bodies who carry out initiatives complementary to the road safety strategy is helpful to government. Voluntary bodies can fulfil a role, for example single issue focus, which would be difficult for government. The Department welcomes applications for small grant towards the cost of such initiatives.

7.38 Voluntary bodies should liaise with national and local government over initiatives, and especially publicity. It is also important for bodies to liaise with each other so that their activities are complementary. It is wasteful if the limited resources available to the private sector are devoted to initiatives which duplicate each other.

# Annex A:

## Road Safety Advisory Panel: Child Road Safety Sub-group Membership

Sandy Bishop – chairman (DfT)

David Padfield – DfT

Tony Allsworth – DfT

Valerie Davies – DfT

Deirdre O'Reilly – DfT

Margaret Longes – DfT

Miranda Carter – DfT

## Secretariat

Charlotte Bradford – DfT

Mandy Jutsum – DfT

Wendy Broome – LARSOA

Kevin Clinton – RoSPA

Paul Everitt – SMMT

Andrew Howard – AA

John Partridge – TAG

Mary Williams – BRAKE

Meryl James – Welsh Assembly

Katrina Phillips – Child Accident Prevention Trust

Keith Bailey – ACPO

Anne Diack – Scottish Road Safety Campaign

Gordon Brown – DoH

Hugh Jackson – DfES

# Annex B:

## Child casualty data: All road users, by severity: GB 1990-2001

| Age | Severity | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0-4 | Fatal | 86 | 78 | 66 | 62 | 57 | 54 | 46 | 39 | 48 | 34 | 33 | 37 |
| | Serious | 1,277 | 1,133 | 1,075 | 948 | 936 | 914 | 785 | 787 | 775 | 684 | 567 | 494 |
| | KSI | 1,363 | 1,211 | 1,141 | 1,010 | 993 | 968 | 831 | 826 | 823 | 718 | 600 | 531 |
| | Slight | 6,473 | 6,094 | 6,084 | 5,914 | 5,839 | 5,611 | 5,595 | 5,780 | 5,353 | 5,086 | 4,716 | 4,707 |
| | TOTAL | 7,836 | 7,305 | 7,225 | 6,924 | 6,832 | 6,579 | 6,426 | 6,606 | 6,176 | 5,804 | 5,316 | 5,238 |
| 5-7 | Fatal | 73 | 61 | 42 | 47 | 45 | 43 | 32 | 32 | 22 | 34 | 26 | 30 |
| | Serious | 1,740 | 1,466 | 1,465 | 1,164 | 1,311 | 1,175 | 1,164 | 1,053 | 1,026 | 943 | 808 | 708 |
| | KSI | 1,813 | 1,527 | 1,507 | 1,211 | 1,356 | 1,218 | 1,196 | 1,085 | 1,048 | 977 | 834 | 738 |
| | Slight | 7,230 | 6,796 | 6,603 | 6,350 | 6,671 | 6,251 | 6,568 | 6,713 | 6,552 | 6,123 | 5,531 | 5,205 |
| | TOTAL | 9,043 | 8,323 | 8,110 | 7,561 | 8,027 | 7,469 | 7,764 | 7,798 | 7,600 | 7,100 | 6,365 | 5,943 |
| 8-11 | Fatal | 110 | 103 | 77 | 78 | 74 | 61 | 51 | 74 | 50 | 54 | 46 | 44 |
| | Serious | 2,715 | 2,335 | 2,231 | 1,921 | 2,155 | 2,096 | 2,062 | 1,929 | 1,794 | 1,703 | 1,540 | 1,494 |
| | KSI | 2,825 | 2,438 | 2,308 | 1,999 | 2,229 | 2,157 | 2,113 | 2,003 | 1,844 | 1,757 | 1,586 | 1,538 |
| | Slight | 11,941 | 11,202 | 11,086 | 10,545 | 11,389 | 11,124 | 11,726 | 11,935 | 11,955 | 11,789 | 11,259 | 10,565 |
| | TOTAL | 14,766 | 13,640 | 13,394 | 12,544 | 13,618 | 13,281 | 13,839 | 13,938 | 13,799 | 13,546 | 12,845 | 12,103 |
| 12-15 | Fatal | 148 | 135 | 125 | 119 | 123 | 112 | 141 | 110 | 86 | 99 | 86 | 108 |
| | Serious | 3,138 | 2,750 | 2,663 | 2,637 | 2,824 | 2,798 | 2,708 | 2,428 | 2,278 | 2,148 | 2,096 | 2,073 |
| | KSI | 3,286 | 2,885 | 2,788 | 2,756 | 2,947 | 2,910 | 2,849 | 2,538 | 2,364 | 2,247 | 2,182 | 2,181 |
| | Slight | 13,709 | 12,257 | 12,670 | 12,808 | 13,728 | 13,550 | 13,959 | 13,666 | 13,506 | 13,354 | 13,007 | 12,804 |
| | TOTAL | 16,995 | 15,142 | 15,458 | 15,564 | 16,675 | 16,460 | 16,808 | 16,204 | 15,870 | 15,601 | 15,189 | 14,985 |
| All Children | Fatal | 417 | 377 | 310 | 306 | 299 | 270 | 270 | 255 | 206 | 221 | 191 | 219 |
| | Serious | 8,870 | 7,684 | 7,434 | 6,670 | 7,226 | 6,983 | 6,719 | 6,197 | 5,873 | 5,478 | 5,011 | 4,769 |
| | KSI | 9,287 | 8,061 | 7,744 | 6,976 | 7,525 | 7,253 | 6,989 | 6,452 | 6,079 | 5,699 | 5,202 | 4,988 |
| | Slight | 39,353 | 36,349 | 36,443 | 35,617 | 37,627 | 36,536 | 37,848 | 38,094 | 37,366 | 36,352 | 34,513 | 33,281 |
| | TOTAL | 48,640 | 44,410 | 44,187 | 42,593 | 45,152 | 43,789 | 44,837 | 44,546 | 43,445 | 42,051 | 39,715 | 38,269 |

**Child casualty data: All (Male) road users, by severity: GB 1990 - 2001**

| Age | Severity | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Age | Severity | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
| 0-4 | Fatal | 60 | 47 | 40 | 43 | 28 | 31 | 24 | 23 | 23 | 15 | 19 | 20 |
| | Serious | 797 | 706 | 664 | 564 | 567 | 574 | 499 | 479 | 473 | 416 | 352 | 321 |
| | KSI | 857 | 753 | 704 | 607 | 595 | 605 | 523 | 502 | 496 | 431 | 371 | 341 |
| | Slight | 3,660 | 3,338 | 3,434 | 3,203 | 3,196 | 3,086 | 3,086 | 3,202 | 2,901 | 2,779 | 2,589 | 2,619 |
| | TOTAL | 4,517 | 4,091 | 4,138 | 3,810 | 3,791 | 3,691 | 3,609 | 3,704 | 3,397 | 3,210 | 2,960 | 2,960 |
| 5-7 | Fatal | 51 | 48 | 32 | 30 | 30 | 29 | 21 | 21 | 11 | 25 | 20 | 22 |
| | Serious | 1,203 | 1,010 | 1,012 | 787 | 892 | 781 | 795 | 719 | 700 | 645 | 534 | 477 |
| | KSI | 1,254 | 1,058 | 1,044 | 817 | 922 | 810 | 816 | 740 | 711 | 670 | 554 | 499 |
| | Slight | 4,423 | 4,296 | 4,045 | 3,847 | 3,994 | 3,791 | 4,018 | 4,012 | 3,951 | 3,584 | 3,238 | 3,018 |
| | TOTAL | 5,677 | 5,354 | 5,089 | 4,664 | 4,916 | 4,601 | 4,834 | 4,752 | 4,662 | 4,254 | 3,792 | 3,517 |
| 8-11 | Fatal | 73 | 71 | 50 | 51 | 48 | 42 | 34 | 51 | 28 | 35 | 35 | 29 |
| | Serious | 1,777 | 1,533 | 1,422 | 1,239 | 1,411 | 1,387 | 1,328 | 1,293 | 1,165 | 1,073 | 986 | 1,010 |
| | KSI | 1,850 | 1,604 | 1,472 | 1,290 | 1,459 | 1,429 | 1,362 | 1,344 | 1,193 | 1,108 | 1,021 | 1,039 |
| | Slight | 7,127 | 6,850 | 6,654 | 6,277 | 6,788 | 6,641 | 6,916 | 7,060 | 6,866 | 6,917 | 6,634 | 6,125 |
| | TOTAL | 8,977 | 8,454 | 8,126 | 7,567 | 8,247 | 8,070 | 8,278 | 8,404 | 8,059 | 8,025 | 7,655 | 7,164 |
| 12-15 | Fatal | 91 | 89 | 74 | 66 | 81 | 86 | 94 | 61 | 51 | 60 | 59 | 74 |
| | Serious | 1,910 | 1,687 | 1,632 | 1,653 | 1,727 | 1,735 | 1,698 | 1,574 | 1,398 | 1,352 | 1,333 | 1,315 |
| | KSI | 2,001 | 1,776 | 1,706 | 1,719 | 1,808 | 1,821 | 1,792 | 1,635 | 1,449 | 1,412 | 1,392 | 1,389 |
| | Slight | 7,994 | 7,071 | 7,310 | 7,175 | 7,791 | 7,765 | 7,824 | 7,748 | 7,458 | 7,474 | 7,300 | 7,147 |
| | TOTAL | 9,995 | 8,847 | 9,016 | 8,894 | 9,599 | 9,586 | 9,616 | 9,383 | 8,907 | 8,886 | 8,692 | 8,536 |
| All Children | Fatal | 275 | 255 | 196 | 190 | 187 | 188 | 173 | 156 | 113 | 135 | 133 | 145 |
| | Serious | 5,687 | 4,936 | 4,730 | 4,243 | 4,597 | 4,477 | 4,320 | 4,065 | 3,736 | 3,486 | 3,205 | 3,123 |
| | KSI | 5,962 | 5,191 | 4,926 | 4,433 | 4,784 | 4,665 | 4,493 | 4,221 | 3,849 | 3,621 | 3,338 | 3,268 |
| | Slight | 23,204 | 21,555 | 21,443 | 20,502 | 21,769 | 21,283 | 21,844 | 22,022 | 21,176 | 20,754 | 19,761 | 18,909 |
| | TOTAL | 29,166 | 26,746 | 26,369 | 24,935 | 26,553 | 25,948 | 26,337 | 26,243 | 25,025 | 24,375 | 23,099 | 22,177 |

Annex D:

**Child casualty data: All (Female) road users, by severity: GB 1990-2001**

| Age | Severity | 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| 0-4 | Fatal | 26 | 31 | 26 | 19 | 29 | 23 | 22 | 16 | 25 | 19 | 14 | 17 |
| | Serious | 480 | 427 | 410 | 384 | 369 | 340 | 286 | 308 | 302 | 268 | 215 | 173 |
| | KSI | 506 | 458 | 436 | 403 | 398 | 363 | 308 | 324 | 327 | 287 | 229 | 190 |
| | Slight | 2,810 | 2,752 | 2,648 | 2,707 | 2,639 | 2,522 | 2,503 | 2,570 | 2,452 | 2,301 | 2,122 | 2,080 |
| | TOTAL | 3,316 | 3,210 | 3,084 | 3,110 | 3,037 | 2,885 | 2,811 | 2,894 | 2,779 | 2,588 | 2,351 | 2,270 |
| 5-7 | Fatal | 22 | 13 | 10 | 17 | 15 | 14 | 11 | 11 | 11 | 9 | 6 | 8 |
| | Serious | 537 | 456 | 453 | 377 | 419 | 394 | 369 | 334 | 326 | 298 | 274 | 230 |
| | KSI | 559 | 469 | 463 | 394 | 434 | 408 | 380 | 345 | 337 | 307 | 280 | 238 |
| | Slight | 2,802 | 2,498 | 2,558 | 2,501 | 2,673 | 2,460 | 2,549 | 2,697 | 2,600 | 2,536 | 2,291 | 2,184 |
| | TOTAL | 3,361 | 2,967 | 3,021 | 2,895 | 3,107 | 2,868 | 2,929 | 3,042 | 2,937 | 2,843 | 2,571 | 2,422 |
| 8-11 | Fatal | 37 | 32 | 27 | 27 | 26 | 19 | 17 | 23 | 22 | 19 | 11 | 15 |
| | Serious | 938 | 802 | 809 | 682 | 744 | 709 | 734 | 636 | 629 | 630 | 554 | 483 |
| | KSI | 975 | 834 | 836 | 709 | 770 | 728 | 751 | 659 | 651 | 649 | 565 | 498 |
| | Slight | 4,813 | 4,347 | 4,427 | 4,265 | 4,600 | 4,482 | 4,806 | 4,866 | 5,085 | 4,866 | 4,616 | 4,426 |
| | TOTAL | 5,788 | 5,181 | 5,263 | 4,974 | 5,370 | 5,210 | 5,557 | 5,525 | 5,736 | 5,515 | 5,181 | 4,924 |
| 12-15 | Fatal | 57 | 46 | 51 | 53 | 42 | 26 | 47 | 49 | 35 | 39 | 27 | 34 |
| | Serious | 1,228 | 1,063 | 1,031 | 984 | 1,097 | 1,063 | 1,010 | 854 | 880 | 796 | 763 | 758 |
| | KSI | 1,285 | 1,109 | 1,082 | 1,037 | 1,139 | 1,089 | 1,057 | 903 | 915 | 835 | 790 | 792 |
| | Slight | 5,709 | 5,184 | 5,358 | 5,632 | 5,935 | 5,782 | 6,132 | 5,916 | 6,046 | 5,878 | 5,696 | 5,647 |
| | TOTAL | 6994 | 6293 | 6440 | 6669 | 7074 | 6871 | 7189 | 6819 | 6961 | 6713 | 6486 | 6439 |
| All Children | Fatal | 142 | 122 | 114 | 116 | 112 | 82 | 97 | 99 | 93 | 86 | 58 | 74 |
| | Serious | 3,183 | 2,748 | 2,703 | 2,427 | 2,629 | 2,506 | 2,399 | 2,132 | 2,137 | 1,992 | 1,806 | 1,644 |
| | KSI | 3,325 | 2,870 | 2,817 | 2,543 | 2,741 | 2,588 | 2,496 | 2,231 | 2,230 | 2,078 | 1,864 | 1,718 |
| | Slight | 16,134 | 14,781 | 14,991 | 15,105 | 15,847 | 15,246 | 15,990 | 16,049 | 16,183 | 15,581 | 14,725 | 14,337 |
| | TOTAL | 19,459 | 17,651 | 17,808 | 17,648 | 18,588 | 17,834 | 18,486 | 18,280 | 18,413 | 17,659 | 16,589 | 16,055 |

# Annex E

**Child casualty data: 1996-2001**
**Child Pedestrians, by age, gender (Total) and road speed limit**

| Road Type | Age | Severity | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|---|---|
| BU | 0-4 | Fatal | 26 | 18 | 24 | 10 | 21 | 16 |
| | | Serious | 485 | 507 | 466 | 436 | 359 | 299 |
| | | KSI | 511 | 525 | 490 | 446 | 380 | 315 |
| | | Slight | 1,820 | 1,827 | 1,627 | 1,530 | 1,372 | 1,369 |
| | | TOTAL | 2,331 | 2,352 | 2,117 | 1,976 | 1,752 | 1,684 |
| | 5-7 | Fatal | 14 | 18 | 12 | 17 | 16 | 15 |
| | | Serious | 814 | 703 | 701 | 643 | 563 | 520 |
| | | KSI | 828 | 721 | 713 | 660 | 579 | 535 |
| | | Slight | 2,724 | 2,662 | 2,692 | 2,393 | 2,128 | 2,052 |
| | | TOTAL | 3,552 | 3,383 | 3,405 | 3,053 | 2,707 | 2,587 |
| | 8-11 | Fatal | 27 | 40 | 19 | 30 | 27 | 27 |
| | | Serious | 1,253 | 1,237 | 1,170 | 1,107 | 1,010 | 1,022 |
| | | KSI | 1,280 | 1,277 | 1,189 | 1,137 | 1,037 | 1,049 |
| | | Slight | 4,855 | 4,915 | 4,909 | 4,704 | 4,594 | 4,380 |
| | | TOTAL | 6,135 | 6,192 | 6,098 | 5,841 | 5,631 | 5,429 |
| | 12-15 | Fatal | 35 | 34 | 22 | 28 | 27 | 41 |
| | | Serious | 1,267 | 1,214 | 1,174 | 1,049 | 1,091 | 1,103 |
| | | KSI | 1,302 | 1,248 | 1,196 | 1,077 | 1,118 | 1,144 |
| | | Slight | 4,740 | 4,801 | 4,776 | 4,608 | 4,672 | 4,709 |
| | | TOTAL | 6,042 | 6,049 | 5,972 | 5,685 | 5,790 | 5,853 |
| NBU | 0-4 | Fatal | 1 | 1 | 3 | 1 | 0 | 0 |
| | | Serious | 15 | 9 | 10 | 8 | 2 | 1 |
| | | KSI | 16 | 10 | 13 | 9 | 2 | 1 |
| | | Slight | 24 | 15 | 10 | 14 | 12 | 14 |
| | | TOTAL | 40 | 25 | 23 | 23 | 14 | 15 |
| | 5-7 | Fatal | 2 | 2 | 3 | 5 | 2 | 1 |
| | | Serious | 23 | 11 | 9 | 12 | 7 | 9 |
| | | KSI | 25 | 13 | 12 | 17 | 9 | 10 |
| | | Slight | 26 | 28 | 28 | 12 | 12 | 11 |
| | | TOTAL | 51 | 41 | 40 | 29 | 21 | 21 |
| | 8-11 | Fatal | 4 | 10 | 8 | 2 | 4 | 1 |
| | | Serious | 48 | 35 | 36 | 26 | 33 | 23 |
| | | KSI | 52 | 45 | 44 | 28 | 37 | 24 |
| | | Slight | 59 | 57 | 74 | 53 | 49 | 30 |
| | | TOTAL | 111 | 102 | 118 | 81 | 86 | 54 |
| | 12-15 | Fatal | 22 | 15 | 12 | 14 | 10 | 6 |
| | | Serious | 96 | 100 | 68 | 69 | 54 | 60 |
| | | KSI | 118 | 115 | 80 | 83 | 64 | 66 |
| | | Slight | 130 | 148 | 118 | 105 | 119 | 110 |
| | | TOTAL | 248 | 263 | 198 | 188 | 183 | 176 |

# Annex E *(continued)*

**Child casualty data: 1996-2001**
**Child Pedestrians, by age, gender (Total) and road speed limit**

| Road Type | Age | Severity | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|---|---|
| All | 0-4 | Fatal | 27 | 19 | 27 | 11 | 21 | 16 |
| | | Serious | 500 | 516 | 476 | 444 | 361 | 300 |
| | | KSI | 527 | 535 | 503 | 455 | 382 | 316 |
| | | Slight | 1,844 | 1,842 | 1,637 | 1,544 | 1,384 | 1,383 |
| | | TOTAL | 2,371 | 2,377 | 2,140 | 1,999 | 1,766 | 1,699 |
| | 5-7 | Fatal | 16 | 20 | 15 | 22 | 18 | 16 |
| | | Serious | 837 | 714 | 710 | 655 | 570 | 529 |
| | | KSI | 853 | 734 | 725 | 677 | 588 | 545 |
| | | Slight | 2,750 | 2,690 | 2,720 | 2,405 | 2,140 | 2,063 |
| | | TOTAL | 3,603 | 3,424 | 3,445 | 3,082 | 2,728 | 2,608 |
| | 8-11 | Fatal | 31 | 50 | 27 | 32 | 31 | 28 |
| | | Serious | 1,301 | 1,272 | 1,206 | 1,133 | 1,043 | 1,045 |
| | | KSI | 1,332 | 1,322 | 1,233 | 1,165 | 1,074 | 1,073 |
| | | Slight | 4,914 | 4,972 | 4,983 | 4,757 | 4,643 | 4,410 |
| | | TOTAL | 6,246 | 6,294 | 6,216 | 5,922 | 5,717 | 5,483 |
| | 12-15 | Fatal | 57 | 49 | 34 | 42 | 37 | 47 |
| | | Serious | 1,363 | 1,314 | 1,242 | 1,118 | 1,145 | 1,163 |
| | | KSI | 1,420 | 1,363 | 1,276 | 1,160 | 1,182 | 1,210 |
| | | Slight | 4,870 | 4,949 | 4,894 | 4,713 | 4,791 | 4,819 |
| | | TOTAL | 6,290 | 6,312 | 6,170 | 5,873 | 5,973 | 6,029 |
| BU | All Children | Fatal | 102 | 110 | 77 | 85 | 91 | 99 |
| | | Serious | 3,819 | 3,661 | 3,511 | 3,235 | 3,023 | 2,944 |
| | | KSI | 3,921 | 3,771 | 3,588 | 3,320 | 3,114 | 3,043 |
| | | Slight | 14,139 | 14,205 | 14,004 | 13,235 | 12,766 | 12,510 |
| | | TOTAL | 18,060 | 17,976 | 17,592 | 16,555 | 15,880 | 15,553 |
| NBU | All Children | Fatal | 29 | 28 | 26 | 22 | 16 | 8 |
| | | Serious | 182 | 155 | 123 | 115 | 96 | 93 |
| | | KSI | 211 | 183 | 149 | 137 | 112 | 101 |
| | | Slight | 239 | 248 | 230 | 184 | 192 | 165 |
| | | TOTAL | 450 | 431 | 379 | 321 | 304 | 266 |
| Total | All Children | Fatal | 131 | 138 | 103 | 107 | 107 | 107 |
| | | Serious | 4,001 | 3,816 | 3,634 | 3,350 | 3,119 | 3,037 |
| | | KSI | 4,132 | 3,954 | 3,737 | 3,457 | 3,226 | 3,144 |
| | | Slight | 14,378 | 14,453 | 14,234 | 13,419 | 12,958 | 12,675 |
| | | TOTAL | 18,510 | 18,407 | 17,971 | 16,876 | 16,184 | 15,819 |

# Annex F

**Child casualty data: 1996-2001**
**Child Pedestrians, by age, gender (Male) and road speed limit**

| Road Type | Age | Severity | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|---|---|
| BU | 0-4 | Fatal | 14 | 11 | 13 | 6 | 11 | 9 |
| | | Serious | 333 | 317 | 313 | 296 | 241 | 210 |
| | | KSI | 347 | 328 | 326 | 302 | 252 | 219 |
| | | Slight | 1,159 | 1,127 | 1,021 | 954 | 858 | 882 |
| | | TOTAL | 1,506 | 1,455 | 1,347 | 1,256 | 1,110 | 1,101 |
| | 5-7 | Fatal | 8 | 15 | 6 | 13 | 14 | 11 |
| | | Serious | 578 | 489 | 491 | 447 | 385 | 364 |
| | | KSI | 586 | 504 | 497 | 460 | 399 | 375 |
| | | Slight | 1,815 | 1,786 | 1,784 | 1,538 | 1,433 | 1,344 |
| | | TOTAL | 2,401 | 2,290 | 2,281 | 1,998 | 1,832 | 1,719 |
| | 8-11 | Fatal | 16 | 28 | 7 | 16 | 17 | 18 |
| | | Serious | 798 | 826 | 761 | 695 | 654 | 690 |
| | | KSI | 814 | 854 | 768 | 711 | 671 | 708 |
| | | Slight | 2,953 | 3,077 | 3,002 | 2,910 | 2,907 | 2,675 |
| | | TOTAL | 3,767 | 3,931 | 3,770 | 3,621 | 3,578 | 3,383 |
| | 12-15 | Fatal | 23 | 18 | 13 | 16 | 20 | 27 |
| | | Serious | 734 | 755 | 685 | 628 | 652 | 654 |
| | | KSI | 757 | 773 | 698 | 644 | 672 | 681 |
| | | Slight | 2,500 | 2,591 | 2,598 | 2,465 | 2,538 | 2,529 |
| | | TOTAL | 3,257 | 3,364 | 3,296 | 3,109 | 3,210 | 3,210 |
| NBU | 0-4 | Fatal | 1 | 1 | 2 | 1 | 0 | 0 |
| | | Serious | 6 | 8 | 8 | 6 | 2 | 0 |
| | | KSI | 7 | 9 | 10 | 7 | 2 | 0 |
| | | Slight | 16 | 8 | 3 | 11 | 6 | 10 |
| | | TOTAL | 23 | 17 | 13 | 18 | 8 | 10 |
| | 5-7 | Fatal | 0 | 2 | 1 | 4 | 0 | 1 |
| | | Serious | 17 | 10 | 7 | 7 | 5 | 7 |
| | | KSI | 17 | 12 | 8 | 11 | 5 | 8 |
| | | Slight | 18 | 11 | 24 | 7 | 7 | 8 |
| | | TOTAL | 35 | 23 | 32 | 18 | 12 | 16 |
| | 8-11 | Fatal | 4 | 8 | 3 | 2 | 4 | 0 |
| | | Serious | 32 | 19 | 23 | 18 | 19 | 14 |
| | | KSI | 36 | 27 | 26 | 20 | 23 | 14 |
| | | Slight | 37 | 36 | 49 | 35 | 30 | 16 |
| | | TOTAL | 73 | 63 | 75 | 55 | 53 | 30 |
| | 12-15 | Fatal | 14 | 9 | 9 | 8 | 4 | 4 |
| | | Serious | 62 | 66 | 41 | 38 | 28 | 35 |
| | | KSI | 76 | 75 | 50 | 46 | 32 | 39 |
| | | Slight | 78 | 79 | 65 | 53 | 68 | 67 |
| | | TOTAL | 154 | 154 | 115 | 99 | 100 | 106 |

# Annex F *(continued)*

**Child casualty data: 1996-2001**
**Child Pedestrians, by age, gender (Male) and road speed limit**

| Road Type | Age | Severity | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|---|---|
| All | 0-4 | Fatal | 15 | 12 | 15 | 7 | 11 | 9 |
| | | Serious | 339 | 325 | 321 | 302 | 243 | 210 |
| | | KSI | 354 | 337 | 336 | 309 | 254 | 219 |
| | | Slight | 1,175 | 1,135 | 1,024 | 965 | 864 | 892 |
| | | TOTAL | 1,529 | 1,472 | 1,360 | 1,274 | 1,118 | 1,111 |
| | 5-7 | Fatal | 8 | 17 | 7 | 17 | 14 | 12 |
| | | Serious | 595 | 499 | 498 | 454 | 390 | 371 |
| | | KSI | 603 | 516 | 505 | 471 | 404 | 383 |
| | | Slight | 1,833 | 1,797 | 1,808 | 1,545 | 1,440 | 1,352 |
| | | TOTAL | 2,436 | 2,313 | 2,313 | 2,016 | 1,844 | 1,735 |
| | 8-11 | Fatal | 20 | 36 | 10 | 18 | 21 | 18 |
| | | Serious | 830 | 845 | 784 | 713 | 673 | 704 |
| | | KSI | 850 | 881 | 794 | 731 | 694 | 722 |
| | | Slight | 2,990 | 3,113 | 3,051 | 2,945 | 2,937 | 2,691 |
| | | TOTAL | 3,840 | 3,994 | 3,845 | 3,676 | 3,631 | 3,413 |
| | 12-15 | Fatal | 37 | 27 | 22 | 24 | 24 | 31 |
| | | Serious | 796 | 821 | 726 | 666 | 680 | 689 |
| | | KSI | 833 | 848 | 748 | 690 | 704 | 720 |
| | | Slight | 2,578 | 2,670 | 2,663 | 2,518 | 2,606 | 2,596 |
| | | TOTAL | 3,411 | 3,518 | 3,411 | 3,208 | 3,310 | 3,316 |
| BU | All Children | Fatal | 61 | 72 | 39 | 51 | 62 | 65 |
| | | Serious | 2,443 | 2,387 | 2,250 | 2,066 | 1,932 | 1,918 |
| | | KSI | 2,504 | 2,459 | 2,289 | 2,117 | 1,994 | 1,983 |
| | | Slight | 8,427 | 8,581 | 8,405 | 7,867 | 7,736 | 7,430 |
| | | TOTAL | 10,931 | 11,040 | 10,694 | 9,984 | 9,730 | 9,413 |
| NBU | All Children | Fatal | 19 | 20 | 15 | 15 | 8 | 5 |
| | | Serious | 117 | 103 | 79 | 69 | 54 | 56 |
| | | KSI | 136 | 123 | 94 | 84 | 62 | 61 |
| | | Slight | 149 | 134 | 141 | 106 | 111 | 101 |
| | | TOTAL | 285 | 257 | 235 | 190 | 173 | 162 |
| Total | All Children | Fatal | 80 | 92 | 54 | 66 | 70 | 70 |
| | | Serious | 2,560 | 2,490 | 2,329 | 2,135 | 1,986 | 1,974 |
| | | KSI | 2,640 | 2,582 | 2,383 | 2,201 | 2,056 | 2,044 |
| | | Slight | 8,576 | 8,715 | 8,546 | 7,973 | 7,847 | 7,531 |
| | | TOTAL | 11,216 | 11,297 | 10,929 | 10,174 | 9,903 | 9,575 |

# Annex G

**Child casualty data: 1996-2001**
**Child Pedestrians, by age, gender (Female) and road speed limit**

| Road Type | Age | Severity | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|---|---|
| BU | 0-4 | Fatal | 12 | 7 | 11 | 4 | 10 | 7 |
| | | Serious | 152 | 190 | 153 | 140 | 118 | 89 |
| | | KSI | 164 | 197 | 164 | 144 | 128 | 96 |
| | | Slight | 659 | 696 | 606 | 575 | 512 | 484 |
| | | TOTAL | 823 | 893 | 770 | 719 | 640 | 580 |
| | 5-7 | Fatal | 6 | 3 | 6 | 4 | 2 | 4 |
| | | Serious | 236 | 214 | 210 | 196 | 178 | 156 |
| | | KSI | 242 | 217 | 216 | 200 | 180 | 160 |
| | | Slight | 908 | 873 | 907 | 853 | 693 | 708 |
| | | TOTAL | 1,150 | 1,090 | 1,123 | 1,053 | 873 | 868 |
| | 8-11 | Fatal | 11 | 12 | 12 | 14 | 10 | 9 |
| | | Serious | 455 | 411 | 409 | 412 | 356 | 331 |
| | | KSI | 466 | 423 | 421 | 426 | 366 | 340 |
| | | Slight | 1,901 | 1,835 | 1,906 | 1,790 | 1,683 | 1,699 |
| | | TOTAL | 2,367 | 2,258 | 2,327 | 2,216 | 2,049 | 2,039 |
| | 12-15 | Fatal | 12 | 16 | 9 | 12 | 7 | 14 |
| | | Serious | 533 | 459 | 489 | 421 | 439 | 449 |
| | | KSI | 545 | 475 | 498 | 433 | 446 | 463 |
| | | Slight | 2,240 | 2,209 | 2,178 | 2,143 | 2,132 | 2,176 |
| | | TOTAL | 2,785 | 2,684 | 2,676 | 2,576 | 2,578 | 2,639 |
| NBU | 0-4 | Fatal | 0 | 0 | 1 | 0 | 0 | 0 |
| | | Serious | 9 | 1 | 2 | 2 | 0 | 1 |
| | | KSI | 9 | 1 | 3 | 2 | 0 | 1 |
| | | Slight | 8 | 7 | 7 | 3 | 6 | 4 |
| | | TOTAL | 17 | 8 | 10 | 5 | 6 | 5 |
| | 5-7 | Fatal | 2 | 0 | 2 | 1 | 2 | 0 |
| | | Serious | 6 | 1 | 2 | 5 | 2 | 1 |
| | | KSI | 8 | 1 | 4 | 6 | 4 | 1 |
| | | Slight | 8 | 16 | 4 | 5 | 5 | 3 |
| | | TOTAL | 16 | 17 | 8 | 11 | 9 | 4 |
| | 8-11 | Fatal | 0 | 2 | 5 | 0 | 0 | 1 |
| | | Serious | 16 | 16 | 13 | 8 | 14 | 9 |
| | | KSI | 16 | 18 | 18 | 8 | 14 | 10 |
| | | Slight | 22 | 21 | 25 | 18 | 19 | 14 |
| | | TOTAL | 38 | 39 | 43 | 26 | 33 | 24 |
| | 12-15 | Fatal | 8 | 6 | 3 | 6 | 6 | 2 |
| | | Serious | 34 | 34 | 27 | 31 | 26 | 25 |
| | | KSI | 42 | 40 | 30 | 37 | 32 | 27 |
| | | Slight | 52 | 69 | 53 | 51 | 51 | 43 |
| | | TOTAL | 94 | 109 | 83 | 88 | 83 | 70 |

# Annex G *(continued)*

**Child casualty data: 1996-2001**
**Child Pedestrians, by age, gender (Female) and road speed limit**

| Road Type | Age | Severity | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|---|---|
| All | 0-4 | Fatal | 12 | 7 | 12 | 4 | 10 | 7 |
| | | Serious | 161 | 191 | 155 | 142 | 118 | 90 |
| | | KSI | 173 | 198 | 167 | 146 | 128 | 97 |
| | | Slight | 667 | 703 | 613 | 578 | 518 | 488 |
| | | TOTAL | 840 | 901 | 780 | 724 | 646 | 585 |
| | 5-7 | Fatal | 8 | 3 | 8 | 5 | 4 | 4 |
| | | Serious | 242 | 215 | 212 | 201 | 180 | 157 |
| | | KSI | 250 | 218 | 220 | 206 | 184 | 161 |
| | | Slight | 916 | 889 | 911 | 858 | 698 | 711 |
| | | TOTAL | 1,166 | 1,107 | 1,131 | 1,064 | 882 | 872 |
| | 8-11 | Fatal | 11 | 14 | 17 | 14 | 10 | 10 |
| | | Serious | 471 | 427 | 422 | 420 | 370 | 340 |
| | | KSI | 482 | 441 | 439 | 434 | 380 | 350 |
| | | Slight | 1,923 | 1,856 | 1,931 | 1,808 | 1,702 | 1,713 |
| | | TOTAL | 2,405 | 2,297 | 2,370 | 2,242 | 2,082 | 2,063 |
| | 12-15 | Fatal | 20 | 22 | 12 | 18 | 13 | 16 |
| | | Serious | 567 | 493 | 516 | 452 | 465 | 474 |
| | | KSI | 587 | 515 | 528 | 470 | 478 | 490 |
| | | Slight | 2,292 | 2,278 | 2,231 | 2,194 | 2,183 | 2,219 |
| | | TOTAL | 2,879 | 2,793 | 2,759 | 2,664 | 2,661 | 2,709 |
| BU | All Children | Fatal | 41 | 38 | 38 | 34 | 29 | 34 |
| | | Serious | 1,376 | 1,274 | 1,261 | 1,169 | 1,091 | 1,025 |
| | | KSI | 1,417 | 1,312 | 1,299 | 1,203 | 1,120 | 1,059 |
| | | Slight | 5,708 | 5,613 | 5,597 | 5,361 | 5,020 | 5,067 |
| | | TOTAL | 7,125 | 6,925 | 6,896 | 6,564 | 6,140 | 6,126 |
| NBU | All Children | Fatal | 10 | 8 | 11 | 7 | 8 | 3 |
| | | Serious | 65 | 52 | 44 | 46 | 42 | 36 |
| | | KSI | 75 | 60 | 55 | 53 | 50 | 39 |
| | | Slight | 90 | 113 | 89 | 77 | 81 | 64 |
| | | TOTAL | 165 | 173 | 144 | 130 | 131 | 103 |
| Total | All Children | Fatal | 51 | 46 | 49 | 41 | 37 | 37 |
| | | Serious | 1,441 | 1,326 | 1,305 | 1,215 | 1,133 | 1,061 |
| | | KSI | 1,492 | 1,372 | 1,354 | 1,256 | 1,170 | 1,098 |
| | | Slight | 5,798 | 5,726 | 5,686 | 5,438 | 5,101 | 5,131 |
| | | TOTAL | 7,290 | 7,098 | 7,040 | 6,694 | 6,271 | 6,229 |

# Annex H

**Child casualty data: 1996-2000**
**Child Pedestrians Rates, by age, gender (Total) and road speed limit**

*rates: per 100,000 population*

| Road Type | Age | Severity | 1996 | 1997 | 1998 | 1999 | 2000 |
|---|---|---|---|---|---|---|---|
| BU | 0-4 | Fatal | 0.71 | 0.50 | 0.68 | 0.29 | 0.61 |
| | | Serious | 13.33 | 14.12 | 13.13 | 12.44 | 10.39 |
| | | KSI | 14.04 | 14.63 | 13.81 | 12.73 | 10.99 |
| | | Slight | 50.02 | 50.90 | 45.84 | 43.66 | 39.69 |
| | | TOTAL | 64.06 | 65.53 | 59.65 | 56.39 | 50.69 |
| | 5-7 | Fatal | 0.62 | 0.79 | 0.53 | 0.76 | 0.73 |
| | | Serious | 35.79 | 30.69 | 30.82 | 28.63 | 25.67 |
| | | KSI | 36.40 | 31.48 | 31.34 | 29.39 | 26.39 |
| | | Slight | 119.75 | 116.23 | 118.34 | 106.55 | 97.01 |
| | | TOTAL | 156.15 | 147.71 | 149.68 | 135.94 | 123.40 |
| | 8-11 | Fatal | 0.91 | 1.34 | 0.63 | 0.98 | 0.88 |
| | | Serious | 42.40 | 41.49 | 38.89 | 36.32 | 33.09 |
| | | KSI | 43.32 | 42.83 | 39.52 | 37.30 | 33.98 |
| | | Slight | 164.30 | 164.84 | 163.18 | 154.33 | 150.52 |
| | | TOTAL | 207.62 | 207.67 | 202.70 | 191.63 | 184.50 |
| | 12-15 | Fatal | 1.24 | 1.20 | 0.77 | 0.96 | 0.91 |
| | | Serious | 45.02 | 42.88 | 40.99 | 36.12 | 36.78 |
| | | KSI | 46.26 | 44.08 | 41.76 | 37.08 | 37.69 |
| | | Slight | 168.42 | 169.59 | 166.76 | 158.66 | 157.50 |
| | | TOTAL | 214.68 | 213.68 | 208.52 | 195.74 | 195.19 |
| NBU | 0-4 | Fatal | 0.03 | 0.03 | 0.08 | 0.03 | 0.00 |
| | | Serious | 0.41 | 0.25 | 0.28 | 0.23 | 0.06 |
| | | KSI | 0.44 | 0.28 | 0.37 | 0.26 | 0.06 |
| | | Slight | 0.66 | 0.42 | 0.28 | 0.40 | 0.35 |
| | | TOTAL | 1.10 | 0.70 | 0.65 | 0.66 | 0.41 |
| | 5-7 | Fatal | 0.09 | 0.09 | 0.13 | 0.22 | 0.09 |
| | | Serious | 1.01 | 0.48 | 0.40 | 0.53 | 0.32 |
| | | KSI | 1.10 | 0.57 | 0.53 | 0.76 | 0.41 |
| | | Slight | 1.14 | 1.22 | 1.23 | 0.53 | 0.55 |
| | | TOTAL | 2.24 | 1.79 | 1.76 | 1.29 | 0.96 |
| | 8-11 | Fatal | 0.14 | 0.34 | 0.27 | 0.07 | 0.13 |
| | | Serious | 1.62 | 1.17 | 1.20 | 0.85 | 1.08 |
| | | KSI | 1.76 | 1.51 | 1.46 | 0.92 | 1.21 |
| | | Slight | 2.00 | 1.91 | 2.46 | 1.74 | 1.61 |
| | | TOTAL | 3.76 | 3.42 | 3.92 | 2.66 | 2.82 |
| | 12-15 | Fatal | 0.78 | 0.53 | 0.42 | 0.48 | 0.34 |
| | | Serious | 3.41 | 3.53 | 2.37 | 2.38 | 1.82 |
| | | KSI | 4.19 | 4.06 | 2.79 | 2.86 | 2.16 |
| | | Slight | 4.62 | 5.23 | 4.12 | 3.62 | 4.01 |
| | | TOTAL | 8.81 | 9.29 | 6.91 | 6.47 | 6.17 |

# Annex H *(continued)*

**Child casualty data: 1996–2001**
**Child Pedestrians Rates, by age, gender (Total) and road speed limit**

| Road Type | Age | Severity | 1996 | 1997 | 1998 | 1999 | 2000 |
|---|---|---|---|---|---|---|---|
| All | 0-4 | Fatal | 0.74 | 0.53 | 0.76 | 0.31 | 0.61 |
| | | Serious | 13.74 | 14.38 | 13.41 | 12.67 | 10.44 |
| | | KSI | 14.48 | 14.90 | 14.17 | 12.98 | 11.05 |
| | | Slight | 50.68 | 51.32 | 46.13 | 44.06 | 40.04 |
| | | TOTAL | 65.16 | 66.22 | 60.30 | 57.05 | 51.09 |
| | 5-7 | Fatal | 0.70 | 0.87 | 0.66 | 0.98 | 0.82 |
| | | Serious | 36.80 | 31.17 | 31.21 | 29.16 | 25.98 |
| | | KSI | 37.50 | 32.05 | 31.87 | 30.14 | 26.81 |
| | | Slight | 120.90 | 117.45 | 119.57 | 107.09 | 97.56 |
| | | TOTAL | 158.40 | 149.50 | 151.44 | 137.23 | 124.36 |
| | 8-11 | Fatal | 1.05 | 1.68 | 0.90 | 1.05 | 1.02 |
| | | Serious | 44.03 | 42.66 | 40.09 | 37.17 | 34.17 |
| | | KSI | 45.08 | 44.34 | 40.99 | 38.22 | 35.19 |
| | | Slight | 166.30 | 166.75 | 165.64 | 156.07 | 152.13 |
| | | TOTAL | 211.37 | 211.09 | 206.62 | 194.29 | 187.32 |
| | 12-15 | Fatal | 2.03 | 1.73 | 1.19 | 1.45 | 1.25 |
| | | Serious | 48.43 | 46.42 | 43.37 | 38.49 | 38.60 |
| | | KSI | 50.45 | 48.15 | 44.55 | 39.94 | 39.85 |
| | | Slight | 173.04 | 174.82 | 170.88 | 162.28 | 161.51 |
| | | TOTAL | 223.49 | 222.97 | 215.43 | 202.22 | 201.36 |
| BU | All Children | Fatal | 0.87 | 0.94 | 0.66 | 0.73 | 0.78 |
| | | Serious | 32.69 | 31.31 | 30.02 | 27.64 | 25.91 |
| | | KSI | 33.56 | 32.25 | 30.68 | 28.37 | 26.69 |
| | | Slight | 121.03 | 121.49 | 119.73 | 113.10 | 109.41 |
| | | TOTAL | 154.59 | 153.74 | 150.41 | 141.47 | 136.09 |
| NBU | All Children | Fatal | 0.25 | 0.24 | 0.22 | 0.19 | 0.14 |
| | | Serious | 1.56 | 1.33 | 1.05 | 0.98 | 0.82 |
| | | KSI | 1.81 | 1.57 | 1.27 | 1.17 | 0.96 |
| | | Slight | 2.05 | 2.12 | 1.97 | 1.57 | 1.65 |
| | | TOTAL | 3.85 | 3.69 | 3.24 | 2.74 | 2.61 |
| Total | All Children | Fatal | 1.12 | 1.18 | 0.88 | 0.91 | 0.92 |
| | | Serious | 34.25 | 32.64 | 31.07 | 28.63 | 26.73 |
| | | KSI | 35.37 | 33.82 | 31.95 | 29.54 | 27.65 |
| | | Slight | 123.07 | 123.61 | 121.70 | 114.67 | 111.05 |
| | | TOTAL | 158.44 | 157.43 | 153.65 | 144.21 | 138.70 |

# Annex I

**Child casualty data: 1996-2000**
**Child Pedestrians Rates, by age, gender (Male) and road speed limit**

*rates: per 100,000 population*

| Road Type | Age | Severity | 1996 | 1997 | 1998 | 1999 | 2000 |
|---|---|---|---|---|---|---|---|
| BU | 0-4 | Fatal | 0.38 | 0.31 | 0.37 | 0.17 | 0.32 |
| | | Serious | 9.15 | 8.83 | 8.82 | 8.45 | 6.97 |
| | | KSI | 9.54 | 9.14 | 9.19 | 8.62 | 7.29 |
| | | Slight | 31.85 | 31.40 | 28.77 | 27.22 | 24.82 |
| | | TOTAL | 41.39 | 40.54 | 37.95 | 35.84 | 32.11 |
| | 5-7 | Fatal | 0.35 | 0.65 | 0.26 | 0.58 | 0.64 |
| | | Serious | 25.41 | 21.35 | 21.58 | 19.90 | 17.55 |
| | | KSI | 25.76 | 22.01 | 21.85 | 20.48 | 18.19 |
| | | Slight | 79.79 | 77.98 | 78.42 | 68.48 | 65.33 |
| | | TOTAL | 105.55 | 99.99 | 100.27 | 88.96 | 83.52 |
| | 8-11 | Fatal | 0.54 | 0.94 | 0.23 | 0.52 | 0.56 |
| | | Serious | 27.01 | 27.70 | 25.30 | 22.80 | 21.43 |
| | | KSI | 27.55 | 28.64 | 25.53 | 23.33 | 21.99 |
| | | Slight | 99.93 | 103.20 | 99.79 | 95.47 | 95.25 |
| | | TOTAL | 127.48 | 131.84 | 125.32 | 118.80 | 117.23 |
| | 12-15 | Fatal | 0.82 | 0.64 | 0.45 | 0.55 | 0.67 |
| | | Serious | 26.08 | 26.67 | 23.92 | 21.62 | 21.98 |
| | | KSI | 26.90 | 27.31 | 24.37 | 22.17 | 22.65 |
| | | Slight | 88.83 | 91.53 | 90.71 | 84.87 | 85.56 |
| | | TOTAL | 115.73 | 118.83 | 115.08 | 107.05 | 108.22 |
| NBU | 0-4 | Fatal | 0.03 | 0.03 | 0.06 | 0.03 | 0.00 |
| | | Serious | 0.16 | 0.22 | 0.23 | 0.17 | 0.06 |
| | | KSI | 0.19 | 0.25 | 0.28 | 0.20 | 0.06 |
| | | Slight | 0.44 | 0.22 | 0.08 | 0.31 | 0.17 |
| | | TOTAL | 0.63 | 0.47 | 0.37 | 0.51 | 0.23 |
| | 5-7 | Fatal | 0.00 | 0.09 | 0.04 | 0.18 | 0.00 |
| | | Serious | 0.75 | 0.44 | 0.31 | 0.31 | 0.23 |
| | | KSI | 0.75 | 0.52 | 0.35 | 0.49 | 0.23 |
| | | Slight | 0.79 | 0.48 | 1.06 | 0.31 | 0.32 |
| | | TOTAL | 1.54 | 1.00 | 1.41 | 0.80 | 0.55 |
| | 8-11 | Fatal | 0.14 | 0.27 | 0.10 | 0.07 | 0.13 |
| | | Serious | 1.08 | 0.64 | 0.76 | 0.59 | 0.62 |
| | | KSI | 1.22 | 0.91 | 0.86 | 0.66 | 0.75 |
| | | Slight | 1.25 | 1.21 | 1.63 | 1.15 | 0.98 |
| | | TOTAL | 2.47 | 2.11 | 2.49 | 1.80 | 1.74 |
| | 12-15 | Fatal | 0.50 | 0.32 | 0.31 | 0.28 | 0.13 |
| | | Serious | 2.20 | 2.33 | 1.43 | 1.31 | 0.94 |
| | | KSI | 2.70 | 2.65 | 1.75 | 1.58 | 1.08 |
| | | Slight | 2.77 | 2.79 | 2.27 | 1.82 | 2.29 |
| | | TOTAL | 5.47 | 5.44 | 4.02 | 3.41 | 3.37 |

# Annex I *(continued)*

**Child casualty data: 1996-2000**
**Child Pedestrians Rates, by age, gender (Male) and road speed limit**

*rates: per 100,000 population*

| Road Type | Age | Severity | 1996 | 1997 | 1998 | 1999 | 2000 |
|---|---|---|---|---|---|---|---|
| All | 0-4 | Fatal | 0.41 | 0.33 | 0.42 | 0.20 | 0.32 |
| | | Serious | 9.32 | 9.05 | 9.04 | 8.62 | 7.03 |
| | | KSI | 9.73 | 9.39 | 9.47 | 8.82 | 7.35 |
| | | Slight | 32.29 | 31.62 | 28.85 | 27.54 | 25.00 |
| | | TOTAL | 42.02 | 41.01 | 38.32 | 36.36 | 32.34 |
| | 5-7 | Fatal | 0.35 | 0.74 | 0.31 | 0.76 | 0.64 |
| | | Serious | 26.16 | 21.79 | 21.89 | 20.21 | 17.78 |
| | | KSI | 26.51 | 22.53 | 22.20 | 20.97 | 18.42 |
| | | Slight | 80.58 | 78.46 | 79.48 | 68.79 | 65.65 |
| | | TOTAL | 107.09 | 100.99 | 101.68 | 89.76 | 84.06 |
| | 8-11 | Fatal | 0.68 | 1.21 | 0.33 | 0.59 | 0.69 |
| | | Serious | 28.09 | 28.34 | 26.06 | 23.39 | 22.05 |
| | | KSI | 28.77 | 29.55 | 26.39 | 23.98 | 22.74 |
| | | Slight | 101.19 | 104.40 | 101.42 | 96.62 | 96.23 |
| | | TOTAL | 129.95 | 133.95 | 127.81 | 120.60 | 118.97 |
| | 12-15 | Fatal | 1.31 | 0.95 | 0.77 | 0.83 | 0.81 |
| | | Serious | 28.28 | 29.00 | 25.35 | 22.93 | 22.92 |
| | | KSI | 29.60 | 29.96 | 26.12 | 23.76 | 23.73 |
| | | Slight | 91.60 | 94.32 | 92.98 | 86.70 | 87.85 |
| | | TOTAL | 121.20 | 124.27 | 119.10 | 110.46 | 111.59 |
| BU | All Children | Fatal | 1.02 | 1.20 | 0.65 | 0.85 | 1.04 |
| | | Serious | 40.77 | 39.80 | 37.51 | 34.43 | 32.29 |
| | | KSI | 41.79 | 41.00 | 38.16 | 35.28 | 33.33 |
| | | Slight | 140.63 | 143.07 | 140.12 | 131.12 | 129.30 |
| | | TOTAL | 182.41 | 184.07 | 178.28 | 166.40 | 162.63 |
| NBU | All Children | Fatal | 0.32 | 0.33 | 0.25 | 0.25 | 0.13 |
| | | Serious | 1.95 | 1.72 | 1.32 | 1.15 | 0.90 |
| | | KSI | 2.27 | 2.05 | 1.57 | 1.40 | 1.04 |
| | | Slight | 2.49 | 2.23 | 2.35 | 1.77 | 1.86 |
| | | TOTAL | 4.76 | 4.28 | 3.92 | 3.17 | 2.89 |
| Total | All Children | Fatal | 1.34 | 1.53 | 0.90 | 1.10 | 1.17 |
| | | Serious | 42.72 | 41.52 | 38.83 | 35.58 | 33.19 |
| | | KSI | 44.06 | 43.05 | 39.73 | 36.68 | 34.36 |
| | | Slight | 143.11 | 145.31 | 142.47 | 132.89 | 131.15 |
| | | TOTAL | 187.17 | 188.35 | 182.20 | 169.57 | 165.52 |

# Annex J

**Child casualty data: 1996-2000**
**Child Pedestrians Rates, by age, gender (Female) and road speed limit**

*rates: per 100,000 population*

| Road Type | Age | Severity | 1996 | 1997 | 1998 | 1999 | 2000 |
|---|---|---|---|---|---|---|---|
| BU | 0-4 | Fatal | 0.33 | 0.20 | 0.31 | 0.11 | 0.29 |
| | | Serious | 4.18 | 5.29 | 4.31 | 4.00 | 3.41 |
| | | KSI | 4.51 | 5.49 | 4.62 | 4.11 | 3.70 |
| | | Slight | 18.11 | 19.39 | 17.08 | 16.41 | 14.81 |
| | | TOTAL | 22.62 | 24.88 | 21.70 | 20.52 | 18.52 |
| | 5-7 | Fatal | 0.26 | 0.13 | 0.26 | 0.18 | 0.09 |
| | | Serious | 10.38 | 9.34 | 9.23 | 8.73 | 8.11 |
| | | KSI | 10.64 | 9.47 | 9.50 | 8.91 | 8.21 |
| | | Slight | 39.92 | 38.12 | 39.87 | 37.98 | 31.59 |
| | | TOTAL | 50.56 | 47.59 | 49.37 | 46.89 | 39.80 |
| | 8-11 | Fatal | 0.37 | 0.40 | 0.40 | 0.46 | 0.33 |
| | | Serious | 15.40 | 13.78 | 13.60 | 13.52 | 11.66 |
| | | KSI | 15.77 | 14.19 | 13.99 | 13.98 | 11.99 |
| | | Slight | 64.33 | 61.54 | 63.36 | 58.73 | 55.14 |
| | | TOTAL | 80.10 | 75.73 | 77.35 | 72.70 | 67.14 |
| | 12-15 | Fatal | 0.43 | 0.57 | 0.31 | 0.41 | 0.24 |
| | | Serious | 18.94 | 16.21 | 17.07 | 14.50 | 14.80 |
| | | KSI | 19.36 | 16.78 | 17.39 | 14.91 | 15.04 |
| | | Slight | 79.59 | 78.03 | 76.05 | 73.79 | 71.87 |
| | | TOTAL | 98.96 | 94.81 | 93.44 | 88.70 | 86.91 |
| NBU | 0-4 | Fatal | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 |
| | | Serious | 0.25 | 0.03 | 0.06 | 0.06 | 0.00 |
| | | KSI | 0.25 | 0.03 | 0.08 | 0.06 | 0.00 |
| | | Slight | 0.22 | 0.20 | 0.20 | 0.09 | 0.17 |
| | | TOTAL | 0.47 | 0.22 | 0.28 | 0.14 | 0.17 |
| | 5-7 | Fatal | 0.09 | 0.00 | 0.09 | 0.04 | 0.09 |
| | | Serious | 0.26 | 0.04 | 0.09 | 0.22 | 0.09 |
| | | KSI | 0.35 | 0.04 | 0.18 | 0.27 | 0.18 |
| | | Slight | 0.35 | 0.70 | 0.18 | 0.22 | 0.23 |
| | | TOTAL | 0.70 | 0.74 | 0.35 | 0.49 | 0.41 |
| | 8-11 | Fatal | 0.00 | 0.07 | 0.17 | 0.00 | 0.00 |
| | | Serious | 0.54 | 0.54 | 0.43 | 0.26 | 0.46 |
| | | KSI | 0.54 | 0.60 | 0.60 | 0.26 | 0.46 |
| | | Slight | 0.74 | 0.70 | 0.83 | 0.59 | 0.62 |
| | | TOTAL | 1.29 | 1.31 | 1.43 | 0.85 | 1.08 |
| | 12-15 | Fatal | 0.28 | 0.21 | 0.10 | 0.21 | 0.20 |
| | | Serious | 1.21 | 1.20 | 0.94 | 1.07 | 0.88 |
| | | KSI | 1.49 | 1.41 | 1.05 | 1.27 | 1.08 |
| | | Slight | 1.85 | 2.44 | 1.85 | 1.76 | 1.72 |
| | | TOTAL | 3.34 | 3.85 | 2.90 | 3.03 | 2.80 |

# Annex J *(continued)*

**Child casualty data: 1996-2000**
**Child Pedestrians Rates, by age, gender (Female) and road speed limit**

*rates: per 100,000 population*

| Road Type | Age | Severity | 1996 | 1997 | 1998 | 1999 | 2000 |
|---|---|---|---|---|---|---|---|
| All | 0-4 | Fatal | 0.33 | 0.20 | 0.34 | 0.11 | 0.29 |
| | | Serious | 4.42 | 5.32 | 4.37 | 4.05 | 3.41 |
| | | KSI | 4.75 | 5.52 | 4.71 | 4.17 | 3.70 |
| | | Slight | 18.33 | 19.59 | 17.27 | 16.49 | 14.99 |
| | | TOTAL | 23.09 | 25.10 | 21.98 | 20.66 | 18.69 |
| | 5-7 | Fatal | 0.35 | 0.13 | 0.35 | 0.22 | 0.18 |
| | | Serious | 10.64 | 9.39 | 9.32 | 8.95 | 8.21 |
| | | KSI | 10.99 | 9.52 | 9.67 | 9.17 | 8.39 |
| | | Slight | 40.27 | 38.82 | 40.05 | 38.20 | 31.82 |
| | | TOTAL | 51.26 | 48.33 | 49.72 | 47.38 | 40.21 |
| | 8-11 | Fatal | 0.37 | 0.47 | 0.57 | 0.46 | 0.33 |
| | | Serious | 15.94 | 14.32 | 14.03 | 13.78 | 12.12 |
| | | KSI | 16.31 | 14.79 | 14.59 | 14.24 | 12.45 |
| | | Slight | 65.08 | 62.25 | 64.19 | 59.32 | 55.77 |
| | | TOTAL | 81.39 | 77.04 | 78.78 | 73.56 | 68.22 |
| | 12-15 | Fatal | 0.71 | 0.78 | 0.42 | 0.62 | 0.44 |
| | | Serious | 20.15 | 17.41 | 18.02 | 15.56 | 15.68 |
| | | KSI | 20.86 | 18.19 | 18.44 | 16.18 | 16.11 |
| | | Slight | 81.44 | 80.47 | 77.90 | 75.54 | 73.59 |
| | | TOTAL | 102.30 | 98.66 | 96.33 | 91.73 | 89.71 |
| BU | All Children | Fatal | 0.72 | 0.67 | 0.67 | 0.60 | 0.51 |
| | | Serious | 24.18 | 22.37 | 22.13 | 20.50 | 19.19 |
| | | KSI | 24.90 | 23.04 | 22.80 | 21.10 | 19.70 |
| | | Slight | 100.31 | 98.57 | 98.23 | 94.01 | 88.30 |
| | | TOTAL | 125.22 | 121.61 | 121.03 | 115.11 | 108.00 |
| NBU | All Children | Fatal | 0.18 | 0.14 | 0.19 | 0.12 | 0.14 |
| | | Serious | 1.14 | 0.91 | 0.77 | 0.81 | 0.74 |
| | | KSI | 1.32 | 1.05 | 0.97 | 0.93 | 0.88 |
| | | Slight | 1.58 | 1.98 | 1.56 | 1.35 | 1.42 |
| | | TOTAL | 2.90 | 3.04 | 2.53 | 2.28 | 2.30 |
| Total | All Children | Fatal | 0.90 | 0.81 | 0.86 | 0.72 | 0.65 |
| | | Serious | 25.32 | 23.29 | 22.90 | 21.31 | 19.93 |
| | | KSI | 26.22 | 24.09 | 23.76 | 22.03 | 20.58 |
| | | Slight | 101.89 | 100.55 | 99.79 | 95.36 | 89.72 |
| | | TOTAL | 128.12 | 124.64 | 123.55 | 117.39 | 110.30 |

# Annex K

**Child casualty data: 1996-2001**
**Child cyclist, by age, gender (Total) and road speed limit**

| Road Type | Age | Severity | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|---|---|
| BU | 0-4 | Fatal | 0 | 1 | 2 | 2 | 1 | 1 |
| | | Serious | 21 | 14 | 15 | 19 | 8 | 7 |
| | | KSI | 21 | 15 | 17 | 21 | 9 | 8 |
| | | Slight | 122 | 130 | 106 | 95 | 86 | 70 |
| | | TOTAL | 143 | 145 | 123 | 116 | 95 | 78 |
| | 5-7 | Fatal | 6 | 4 | 1 | 3 | 2 | 2 |
| | | Serious | 134 | 126 | 113 | 130 | 76 | 63 |
| | | KSI | 140 | 130 | 114 | 133 | 78 | 65 |
| | | Slight | 883 | 915 | 780 | 792 | 660 | 544 |
| | | TOTAL | 1,023 | 1,045 | 894 | 925 | 738 | 609 |
| | 8-11 | Fatal | 9 | 10 | 7 | 7 | 6 | 3 |
| | | Serious | 374 | 327 | 255 | 277 | 228 | 196 |
| | | KSI | 383 | 337 | 262 | 284 | 234 | 199 |
| | | Slight | 2,320 | 2,272 | 2,036 | 2,187 | 1,923 | 1,571 |
| | | TOTAL | 2,701 | 2,605 | 2,296 | 2,470 | 2,156 | 1,768 |
| | 12-15 | Fatal | 22 | 9 | 12 | 11 | 11 | 17 |
| | | Serious | 525 | 429 | 420 | 410 | 360 | 334 |
| | | KSI | 541 | 436 | 430 | 421 | 369 | 347 |
| | | Slight | 3,310 | 3,235 | 2,816 | 3,026 | 2,633 | 2,407 |
| | | TOTAL | 3,851 | 3,671 | 3,246 | 3,447 | 3,002 | 2,754 |
| NBU | 0-4 | Fatal | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Serious | 0 | 0 | 1 | 0 | 0 | 0 |
| | | KSI | 0 | 0 | 1 | 0 | 0 | 0 |
| | | Slight | 8 | 4 | 3 | 2 | 2 | 3 |
| | | TOTAL | 8 | 4 | 4 | 2 | 2 | 3 |
| | 5-7 | Fatal | 2 | 0 | 0 | 2 | 0 | 0 |
| | | Serious | 6 | 6 | 6 | 2 | 3 | 1 |
| | | KSI | 8 | 6 | 6 | 4 | 3 | 1 |
| | | Slight | 11 | 21 | 15 | 6 | 11 | 10 |
| | | TOTAL | 19 | 27 | 21 | 10 | 14 | 11 |
| | 8-11 | Fatal | 4 | 1 | 2 | 4 | 2 | 0 |
| | | Serious | 38 | 20 | 19 | 15 | 19 | 15 |
| | | KSI | 42 | 21 | 21 | 19 | 21 | 15 |
| | | Slight | 77 | 77 | 64 | 62 | 51 | 49 |
| | | TOTAL | 119 | 98 | 85 | 81 | 72 | 64 |
| | 12-15 | Fatal | 14 | 9 | 9 | 7 | 6 | 4 |
| | | Serious | 84 | 66 | 57 | 62 | 39 | 37 |
| | | KSI | 98 | 75 | 66 | 69 | 45 | 41 |
| | | Slight | 250 | 224 | 192 | 169 | 134 | 119 |
| | | TOTAL | 348 | 299 | 258 | 238 | 179 | 160 |

# Annex K *(continued)*

**Child casualty data: 1996-2001**
**Child cyclist, by age, gender (Total) and road speed limit**

| Road Type | Age | Severity | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|---|---|
| All | 0-4 | Fatal | 0 | 1 | 2 | 2 | 1 | 1 |
| | | Serious | 21 | 14 | 16 | 19 | 8 | 7 |
| | | KSI | 21 | 15 | 18 | 21 | 9 | 8 |
| | | Slight | 130 | 134 | 109 | 97 | 88 | 73 |
| | | TOTAL | 151 | 149 | 127 | 118 | 97 | 81 |
| | 5-7 | Fatal | 8 | 4 | 1 | 5 | 2 | 2 |
| | | Serious | 140 | 132 | 119 | 132 | 79 | 64 |
| | | KSI | 148 | 136 | 120 | 137 | 81 | 66 |
| | | Slight | 894 | 936 | 795 | 798 | 671 | 554 |
| | | TOTAL | 1,042 | 1,072 | 915 | 935 | 752 | 620 |
| | 8-11 | Fatal | 13 | 11 | 9 | 11 | 8 | 3 |
| | | Serious | 412 | 347 | 274 | 292 | 247 | 211 |
| | | KSI | 425 | 358 | 283 | 303 | 255 | 214 |
| | | Slight | 2,397 | 2,349 | 2,100 | 2,249 | 1,974 | 1,620 |
| | | TOTAL | 2,820 | 2,703 | 2,381 | 2,551 | 2,228 | 1,832 |
| | 12-15 | Fatal | 36 | 18 | 21 | 18 | 17 | 21 |
| | | Serious | 609 | 495 | 477 | 472 | 399 | 371 |
| | | KSI | 639 | 511 | 496 | 490 | 414 | 388 |
| | | Slight | 3,560 | 3,459 | 3,008 | 3,195 | 2,767 | 2,526 |
| | | TOTAL | 4,199 | 3,970 | 3,504 | 3,685 | 3,181 | 2,914 |
| BU | All Children | Fatal | 37 | 24 | 22 | 23 | 20 | 23 |
| | | Serious | 1,054 | 896 | 803 | 836 | 672 | 600 |
| | | KSI | 1,085 | 918 | 823 | 859 | 690 | 619 |
| | | Slight | 6,635 | 6,552 | 5,738 | 6,100 | 5,302 | 4,592 |
| | | TOTAL | 7,718 | 7,466 | 6,559 | 6,958 | 5,991 | 5,209 |
| NBU | All Children | Fatal | 20 | 10 | 11 | 13 | 8 | 4 |
| | | Serious | 128 | 92 | 83 | 79 | 61 | 53 |
| | | KSI | 148 | 102 | 94 | 92 | 69 | 57 |
| | | Slight | 346 | 326 | 274 | 239 | 198 | 181 |
| | | TOTAL | 494 | 428 | 368 | 331 | 267 | 238 |
| Total | All Children | Fatal | 57 | 34 | 33 | 36 | 28 | 27 |
| | | Serious | 1,182 | 988 | 886 | 915 | 733 | 653 |
| | | KSI | 1,233 | 1,020 | 917 | 951 | 759 | 676 |
| | | Slight | 6,981 | 6,878 | 6,012 | 6,339 | 5,500 | 4,773 |
| | | TOTAL | 8,212 | 7,894 | 6,927 | 7,289 | 6,258 | 5,447 |

# Annex L

**Child casualty data: 1996-2001**
**Child cyclist, by age, gender (Male) and road speed limit**

| Road Type | Age | Severity | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|---|---|
| BU | 0-4 | Fatal | 0 | 1 | 1 | 1 | 0 | 1 |
| | | Serious | 20 | 14 | 14 | 17 | 8 | 6 |
| | | KSI | 20 | 15 | 15 | 18 | 8 | 7 |
| | | Slight | 95 | 105 | 80 | 66 | 67 | 54 |
| | | TOTAL | 115 | 120 | 95 | 84 | 75 | 61 |
| | 5-7 | Fatal | 6 | 1 | 1 | 3 | 2 | 2 |
| | | Serious | 104 | 109 | 96 | 109 | 64 | 52 |
| | | KSI | 110 | 110 | 97 | 112 | 66 | 54 |
| | | Slight | 714 | 740 | 622 | 639 | 532 | 442 |
| | | TOTAL | 824 | 850 | 719 | 751 | 598 | 496 |
| | 8-11 | Fatal | 8 | 6 | 6 | 7 | 6 | 2 |
| | | Serious | 302 | 258 | 200 | 211 | 174 | 157 |
| | | KSI | 310 | 264 | 206 | 218 | 180 | 159 |
| | | Slight | 1,847 | 1,791 | 1,596 | 1,687 | 1,490 | 1,264 |
| | | TOTAL | 2,157 | 2,055 | 1,802 | 1,905 | 1,670 | 1,423 |
| | 12-15 | Fatal | 19 | 4 | 10 | 9 | 6 | 14 |
| | | Serious | 455 | 356 | 355 | 341 | 313 | 288 |
| | | KSI | 474 | 360 | 365 | 350 | 319 | 302 |
| | | Slight | 2,748 | 2,701 | 2,331 | 2,554 | 2,227 | 2,079 |
| | | TOTAL | 3,222 | 3,061 | 2,696 | 2,904 | 2,546 | 2,381 |
| NBU | 0-4 | Fatal | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Serious | 0 | 0 | 1 | 0 | 0 | 0 |
| | | KSI | 0 | 0 | 1 | 0 | 0 | 0 |
| | | Slight | 6 | 2 | 2 | 1 | 1 | 1 |
| | | TOTAL | 6 | 2 | 3 | 1 | 1 | 1 |
| | 5-7 | Fatal | 1 | 0 | 0 | 1 | 0 | 0 |
| | | Serious | 5 | 5 | 4 | 1 | 2 | 1 |
| | | KSI | 6 | 5 | 4 | 2 | 2 | 1 |
| | | Slight | 9 | 16 | 12 | 3 | 8 | 7 |
| | | TOTAL | 15 | 21 | 16 | 5 | 10 | 8 |
| | 8-11 | Fatal | 2 | 1 | 2 | 4 | 1 | 0 |
| | | Serious | 27 | 18 | 15 | 11 | 15 | 12 |
| | | KSI | 29 | 19 | 17 | 15 | 16 | 12 |
| | | Slight | 58 | 60 | 48 | 49 | 37 | 34 |
| | | TOTAL | 87 | 79 | 65 | 64 | 53 | 46 |
| | 12-15 | Fatal | 10 | 4 | 4 | 7 | 6 | 4 |
| | | Serious | 68 | 51 | 45 | 48 | 36 | 32 |
| | | KSI | 78 | 55 | 49 | 55 | 42 | 36 |
| | | Slight | 201 | 187 | 158 | 144 | 115 | 99 |
| | | TOTAL | 279 | 242 | 207 | 199 | 157 | 135 |

# Annex L *(continued)*

**Child casualty data: 1996-2001**
**Child cyclist, by age, gender (Male) and road speed limit**

| Road Type | Age | Severity | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|---|---|
| All | 0-4 | Fatal | 0 | 1 | 1 | 1 | 0 | 1 |
| | | Serious | 20 | 14 | 15 | 17 | 8 | 6 |
| | | KSI | 20 | 15 | 16 | 18 | 8 | 7 |
| | | Slight | 101 | 107 | 82 | 67 | 68 | 55 |
| | | TOTAL | 121 | 122 | 98 | 85 | 76 | 62 |
| | 5-7 | Fatal | 7 | 1 | 1 | 4 | 2 | 2 |
| | | Serious | 109 | 114 | 100 | 110 | 66 | 53 |
| | | KSI | 116 | 115 | 101 | 114 | 68 | 55 |
| | | Slight | 723 | 756 | 634 | 642 | 540 | 449 |
| | | TOTAL | 839 | 871 | 735 | 756 | 608 | 504 |
| | 8-11 | Fatal | 10 | 7 | 8 | 11 | 7 | 2 |
| | | Serious | 329 | 276 | 215 | 222 | 189 | 169 |
| | | KSI | 339 | 283 | 223 | 233 | 196 | 171 |
| | | Slight | 1,905 | 1,851 | 1,644 | 1,736 | 1,527 | 1,298 |
| | | TOTAL | 2,244 | 2,134 | 1,867 | 1,969 | 1,723 | 1,469 |
| | 12-15 | Fatal | 29 | 8 | 14 | 16 | 12 | 18 |
| | | Serious | 523 | 407 | 400 | 389 | 349 | 320 |
| | | KSI | 552 | 415 | 414 | 405 | 361 | 338 |
| | | Slight | 2,949 | 2,888 | 2,489 | 2,698 | 2,342 | 2,178 |
| | | TOTAL | 3,501 | 3,303 | 2,903 | 3,103 | 2,703 | 2,516 |
| BU | All Children | Fatal | 33 | 12 | 18 | 20 | 14 | 19 |
| | | Serious | 881 | 737 | 665 | 678 | 559 | 503 |
| | | KSI | 914 | 749 | 683 | 698 | 573 | 522 |
| | | Slight | 5,404 | 5,337 | 4,629 | 4,946 | 4,316 | 3,839 |
| | | TOTAL | 6,318 | 6,086 | 5,312 | 5,644 | 4,889 | 4,361 |
| NBU | All Children | Fatal | 13 | 5 | 6 | 12 | 7 | 4 |
| | | Serious | 100 | 74 | 65 | 60 | 53 | 45 |
| | | KSI | 113 | 79 | 71 | 72 | 60 | 49 |
| | | Slight | 274 | 265 | 220 | 197 | 161 | 141 |
| | | TOTAL | 387 | 344 | 291 | 269 | 221 | 190 |
| Total | All Children | Fatal | 46 | 17 | 24 | 32 | 21 | 23 |
| | | Serious | 981 | 811 | 730 | 738 | 612 | 548 |
| | | KSI | 1,027 | 828 | 754 | 770 | 633 | 571 |
| | | Slight | 5,678 | 5,602 | 4,849 | 5,143 | 4,477 | 3,980 |
| | | TOTAL | 6,705 | 6,430 | 5,603 | 5,913 | 5,110 | 4,551 |

# Annex M

**Child casualty data: 1996-2001**
**Child cyclist, by age, gender (Female) and road speed limit**

| Road Type | Age | Severity | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|---|---|
| BU | 0-4 | Fatal | 0 | 0 | 1 | 1 | 1 | 0 |
| | | Serious | 1 | 0 | 1 | 2 | 0 | 1 |
| | | KSI | 1 | 0 | 2 | 3 | 1 | 1 |
| | | Slight | 26 | 25 | 26 | 29 | 19 | 16 |
| | | TOTAL | 27 | 25 | 28 | 32 | 20 | 17 |
| | 5-7 | Fatal | 0 | 3 | 0 | 0 | 0 | 0 |
| | | Serious | 30 | 17 | 17 | 21 | 12 | 11 |
| | | KSI | 30 | 20 | 17 | 21 | 12 | 11 |
| | | Slight | 169 | 175 | 158 | 153 | 128 | 102 |
| | | TOTAL | 199 | 195 | 175 | 174 | 140 | 113 |
| | 8-11 | Fatal | 1 | 4 | 1 | 0 | 0 | 1 |
| | | Serious | 70 | 65 | 53 | 65 | 53 | 37 |
| | | KSI | 71 | 69 | 54 | 65 | 53 | 38 |
| | | Slight | 473 | 481 | 440 | 500 | 433 | 307 |
| | | TOTAL | 544 | 550 | 494 | 565 | 486 | 345 |
| | 12-15 | Fatal | 0 | 4 | 1 | 2 | 4 | 1 |
| | | Serious | 67 | 72 | 64 | 69 | 46 | 44 |
| | | KSI | 67 | 76 | 65 | 71 | 50 | 45 |
| | | Slight | 562 | 534 | 485 | 472 | 406 | 328 |
| | | TOTAL | 629 | 610 | 550 | 543 | 456 | 373 |
| NBU | 0-4 | Fatal | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Serious | 0 | 0 | 0 | 0 | 0 | 0 |
| | | KSI | 0 | 0 | 0 | 0 | 0 | 0 |
| | | Slight | 2 | 2 | 1 | 1 | 1 | 2 |
| | | TOTAL | 2 | 2 | 1 | 1 | 1 | 2 |
| | 5-7 | Fatal | 1 | 0 | 0 | 1 | 0 | 0 |
| | | Serious | 1 | 1 | 2 | 1 | 1 | 0 |
| | | KSI | 2 | 1 | 2 | 2 | 1 | 0 |
| | | Slight | 2 | 5 | 3 | 3 | 3 | 3 |
| | | TOTAL | 4 | 6 | 5 | 5 | 4 | 3 |
| | 8-11 | Fatal | 2 | 0 | 0 | 0 | 1 | 0 |
| | | Serious | 11 | 2 | 4 | 4 | 4 | 3 |
| | | KSI | 13 | 2 | 4 | 4 | 5 | 3 |
| | | Slight | 19 | 17 | 16 | 13 | 14 | 15 |
| | | TOTAL | 32 | 19 | 20 | 17 | 19 | 18 |
| | 12-15 | Fatal | 4 | 5 | 5 | 0 | 0 | 0 |
| | | Serious | 16 | 15 | 12 | 14 | 3 | 5 |
| | | KSI | 20 | 20 | 17 | 14 | 3 | 5 |
| | | Slight | 49 | 37 | 34 | 25 | 19 | 20 |
| | | TOTAL | 69 | 57 | 51 | 39 | 22 | 25 |

# Annex M *(continued)*

**Child casualty data: 1996-2001**
**Child cyclist, by age, gender (Female) and road speed limit**

| Road Type | Age | Severity | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|---|---|
| All | 0-4 | Fatal | 0 | 0 | 1 | 1 | 1 | 0 |
| | | Serious | 1 | 0 | 1 | 2 | 0 | 1 |
| | | KSI | 1 | 0 | 2 | 3 | 1 | 1 |
| | | Slight | 28 | 27 | 27 | 30 | 20 | 18 |
| | | TOTAL | 29 | 27 | 29 | 33 | 21 | 19 |
| | 5-7 | Fatal | 1 | 3 | 0 | 1 | 0 | 0 |
| | | Serious | 31 | 18 | 19 | 22 | 13 | 11 |
| | | KSI | 32 | 21 | 19 | 23 | 13 | 11 |
| | | Slight | 171 | 180 | 161 | 156 | 131 | 105 |
| | | TOTAL | 203 | 201 | 180 | 179 | 144 | 116 |
| | 8-11 | Fatal | 3 | 4 | 1 | 0 | 1 | 1 |
| | | Serious | 81 | 67 | 57 | 69 | 57 | 40 |
| | | KSI | 84 | 71 | 58 | 69 | 58 | 41 |
| | | Slight | 492 | 498 | 456 | 513 | 447 | 322 |
| | | TOTAL | 576 | 569 | 514 | 582 | 505 | 363 |
| | 12-15 | Fatal | 4 | 9 | 6 | 2 | 4 | 1 |
| | | Serious | 83 | 87 | 76 | 83 | 49 | 49 |
| | | KSI | 87 | 96 | 82 | 85 | 53 | 50 |
| | | Slight | 611 | 571 | 519 | 497 | 425 | 348 |
| | | TOTAL | 698 | 667 | 601 | 582 | 478 | 398 |
| BU | All Children | Fatal | 1 | 11 | 3 | 3 | 5 | 2 |
| | | Serious | 168 | 154 | 135 | 157 | 111 | 93 |
| | | KSI | 169 | 165 | 138 | 160 | 116 | 95 |
| | | Slight | 1,230 | 1,215 | 1,109 | 1,154 | 986 | 753 |
| | | TOTAL | 1,399 | 1,380 | 1,247 | 1,314 | 1,102 | 848 |
| NBU | All Children | Fatal | 7 | 5 | 5 | 1 | 1 | 0 |
| | | Serious | 28 | 18 | 18 | 19 | 8 | 8 |
| | | KSI | 35 | 23 | 23 | 20 | 9 | 8 |
| | | Slight | 72 | 61 | 54 | 42 | 37 | 40 |
| | | TOTAL | 107 | 84 | 77 | 62 | 46 | 48 |
| Total | All Children | Fatal | 8 | 16 | 8 | 4 | 6 | 2 |
| | | Serious | 196 | 172 | 153 | 176 | 119 | 101 |
| | | KSI | 204 | 188 | 161 | 180 | 125 | 103 |
| | | Slight | 1,302 | 1,276 | 1,163 | 1,196 | 1,023 | 793 |
| | | TOTAL | 1,506 | 1,464 | 1,324 | 1,376 | 1,148 | 896 |

# Annex N

**Child casualty data: 1996-2000**
**Child cyclist rates, by age**

*rates: per 100,000 population*

| Road Type | Age | Severity | 1996 | 1997 | 1998 | 1999 | 2000 |
|---|---|---|---|---|---|---|---|
| BU | 0-4 | Fatal | 0.00 | 0.03 | 0.06 | 0.06 | 0.03 |
| | | Serious | 0.58 | 0.39 | 0.42 | 0.54 | 0.23 |
| | | KSI | 0.58 | 0.42 | 0.48 | 0.60 | 0.26 |
| | | Slight | 3.35 | 3.62 | 2.99 | 2.71 | 2.49 |
| | | TOTAL | 3.93 | 4.04 | 3.47 | 3.31 | 2.75 |
| | 5-7 | Fatal | 0.26 | 0.17 | 0.04 | 0.13 | 0.09 |
| | | Serious | 5.89 | 5.50 | 4.97 | 5.79 | 3.46 |
| | | KSI | 6.15 | 5.68 | 5.01 | 5.92 | 3.56 |
| | | Slight | 38.82 | 39.95 | 34.29 | 35.26 | 30.09 |
| | | TOTAL | 44.97 | 45.63 | 39.30 | 41.19 | 33.64 |
| | 8-11 | Fatal | 0.30 | 0.34 | 0.23 | 0.23 | 0.20 |
| | | Serious | 12.66 | 10.97 | 8.48 | 9.09 | 7.47 |
| | | KSI | 12.96 | 11.30 | 8.71 | 9.32 | 7.67 |
| | | Slight | 78.51 | 76.20 | 67.68 | 71.75 | 63.01 |
| | | TOTAL | 91.41 | 87.37 | 76.32 | 81.04 | 70.64 |
| | 12-15 | Fatal | 0.78 | 0.32 | 0.42 | 0.38 | 0.37 |
| | | Serious | 18.65 | 15.15 | 14.66 | 14.12 | 12.14 |
| | | KSI | 19.22 | 15.40 | 15.01 | 14.50 | 12.44 |
| | | Slight | 117.61 | 114.27 | 98.32 | 104.19 | 88.76 |
| | | TOTAL | 136.83 | 129.68 | 113.34 | 118.69 | 101.20 |
| NBU | 0-4 | Fatal | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | | Serious | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 |
| | | KSI | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 |
| | | Slight | 0.22 | 0.11 | 0.08 | 0.06 | 0.06 |
| | | TOTAL | 0.22 | 0.11 | 0.11 | 0.06 | 0.06 |
| | 5-7 | Fatal | 0.09 | 0.00 | 0.00 | 0.09 | 0.00 |
| | | Serious | 0.26 | 0.26 | 0.26 | 0.09 | 0.14 |
| | | KSI | 0.35 | 0.26 | 0.26 | 0.18 | 0.14 |
| | | Slight | 0.48 | 0.92 | 0.66 | 0.27 | 0.50 |
| | | TOTAL | 0.84 | 1.18 | 0.92 | 0.45 | 0.64 |
| | 8-11 | Fatal | 0.14 | 0.03 | 0.07 | 0.13 | 0.07 |
| | | Serious | 1.29 | 0.67 | 0.63 | 0.49 | 0.62 |
| | | KSI | 1.42 | 0.70 | 0.70 | 0.62 | 0.69 |
| | | Slight | 2.61 | 2.58 | 2.13 | 2.03 | 1.67 |
| | | TOTAL | 4.03 | 3.29 | 2.83 | 2.66 | 2.36 |
| | 12-15 | Fatal | 0.50 | 0.32 | 0.31 | 0.24 | 0.20 |
| | | Serious | 2.98 | 2.33 | 1.99 | 2.13 | 1.31 |
| | | KSI | 3.48 | 2.65 | 2.30 | 2.38 | 1.52 |
| | | Slight | 8.88 | 7.91 | 6.70 | 5.82 | 4.52 |
| | | TOTAL | 12.37 | 10.56 | 9.01 | 8.19 | 6.03 |

# Annex N *(continued)*

**Child casualty data: 1996-2000**
**Child cyclist rates, by age**

*rates: per 100,000 population*

| Road Type | Age | Severity | 1996 | 1997 | 1998 | 1999 | 2000 |
|---|---|---|---|---|---|---|---|
| All | 0-4 | Fatal | 0.00 | 0.03 | 0.06 | 0.06 | 0.03 |
| | | Serious | 0.58 | 0.39 | 0.45 | 0.54 | 0.23 |
| | | KSI | 0.58 | 0.42 | 0.51 | 0.60 | 0.26 |
| | | Slight | 3.57 | 3.73 | 3.07 | 2.77 | 2.55 |
| | | TOTAL | 4.15 | 4.15 | 3.58 | 3.37 | 2.81 |
| | 5-7 | Fatal | 0.35 | 0.17 | 0.04 | 0.22 | 0.09 |
| | | Serious | 6.15 | 5.76 | 5.23 | 5.88 | 3.60 |
| | | KSI | 6.51 | 5.94 | 5.28 | 6.10 | 3.69 |
| | | Slight | 39.30 | 40.87 | 34.95 | 35.53 | 30.59 |
| | | TOTAL | 45.81 | 46.81 | 40.22 | 41.63 | 34.28 |
| | 8-11 | Fatal | 0.44 | 0.37 | 0.30 | 0.36 | 0.26 |
| | | Serious | 13.94 | 11.64 | 9.11 | 9.58 | 8.09 |
| | | KSI | 14.38 | 12.01 | 9.41 | 9.94 | 8.36 |
| | | Slight | 81.12 | 78.78 | 69.80 | 73.79 | 64.68 |
| | | TOTAL | 95.43 | 90.65 | 79.15 | 83.69 | 73.00 |
| | 12-15 | Fatal | 1.28 | 0.64 | 0.73 | 0.62 | 0.57 |
| | | Serious | 21.64 | 17.49 | 16.66 | 16.25 | 13.45 |
| | | KSI | 22.70 | 18.05 | 17.32 | 16.87 | 13.96 |
| | | Slight | 126.49 | 122.19 | 105.03 | 110.01 | 93.28 |
| | | TOTAL | 149.20 | 140.24 | 122.35 | 126.88 | 107.24 |
| BU | All Children | Fatal | 0.32 | 0.21 | 0.19 | 0.20 | 0.17 |
| | | Serious | 9.02 | 7.66 | 6.87 | 7.14 | 5.76 |
| | | KSI | 9.29 | 7.85 | 7.04 | 7.34 | 5.91 |
| | | Slight | 56.79 | 56.04 | 49.06 | 52.13 | 45.44 |
| | | TOTAL | 66.06 | 63.85 | 56.08 | 59.46 | 51.34 |
| NBU | All Children | Fatal | 0.17 | 0.09 | 0.09 | 0.11 | 0.07 |
| | | Serious | 1.10 | 0.79 | 0.71 | 0.68 | 0.52 |
| | | KSI | 1.27 | 0.87 | 0.80 | 0.79 | 0.59 |
| | | Slight | 2.96 | 2.79 | 2.34 | 2.04 | 1.70 |
| | | TOTAL | 4.23 | 3.66 | 3.15 | 2.83 | 2.29 |
| Total | All Children | Fatal | 0.49 | 0.29 | 0.28 | 0.31 | 0.24 |
| | | Serious | 10.12 | 8.45 | 7.58 | 7.82 | 6.28 |
| | | KSI | 10.55 | 8.72 | 7.84 | 8.13 | 6.50 |
| | | Slight | 59.76 | 58.83 | 51.40 | 54.17 | 47.14 |
| | | TOTAL | 70.29 | 67.51 | 59.22 | 62.29 | 53.63 |

# Annex O

**Child casualty data: 1996-2000**
**Child cyclist rates, by age and gender (Male)**

*rate: per 100,000 population*

| Road Type | Age | Severity | 1996 | 1997 | 1998 | 1999 | 2000 |
|---|---|---|---|---|---|---|---|
| BU | 0-4 | Fatal | 0.00 | 0.03 | 0.03 | 0.03 | 0.00 |
| | | Serious | 0.55 | 0.39 | 0.39 | 0.49 | 0.23 |
| | | KSI | 0.55 | 0.42 | 0.42 | 0.51 | 0.23 |
| | | Slight | 2.61 | 2.93 | 2.25 | 1.88 | 1.94 |
| | | TOTAL | 3.16 | 3.34 | 2.68 | 2.40 | 2.17 |
| | 5-7 | Fatal | 0.26 | 0.04 | 0.04 | 0.13 | 0.09 |
| | | Serious | 4.57 | 4.76 | 4.22 | 4.85 | 2.92 |
| | | KSI | 4.84 | 4.80 | 4.26 | 4.99 | 3.01 |
| | | Slight | 31.39 | 32.31 | 27.34 | 28.45 | 24.25 |
| | | TOTAL | 36.22 | 37.11 | 31.61 | 33.44 | 27.26 |
| | 8-11 | Fatal | 0.27 | 0.20 | 0.20 | 0.23 | 0.20 |
| | | Serious | 10.22 | 8.65 | 6.65 | 6.92 | 5.70 |
| | | KSI | 10.49 | 8.85 | 6.85 | 7.15 | 5.90 |
| | | Slight | 62.51 | 60.07 | 53.05 | 55.35 | 48.82 |
| | | TOTAL | 73.00 | 68.92 | 59.90 | 62.50 | 54.72 |
| | 12-15 | Fatal | 0.68 | 0.14 | 0.35 | 0.31 | 0.20 |
| | | Serious | 16.17 | 12.58 | 12.40 | 11.74 | 10.55 |
| | | KSI | 16.84 | 12.72 | 12.74 | 12.05 | 10.75 |
| | | Slight | 97.64 | 95.41 | 81.39 | 87.94 | 75.08 |
| | | TOTAL | 114.48 | 108.13 | 94.13 | 99.99 | 85.83 |
| NBU | 0-4 | Fatal | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | | Serious | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 |
| | | KSI | 0.00 | 0.00 | 0.03 | 0.00 | 0.00 |
| | | Slight | 0.16 | 0.06 | 0.06 | 0.03 | 0.03 |
| | | TOTAL | 0.16 | 0.06 | 0.08 | 0.03 | 0.03 |
| | 5-7 | Fatal | 0.04 | 0.00 | 0.00 | 0.04 | 0.00 |
| | | Serious | 0.22 | 0.22 | 0.18 | 0.04 | 0.09 |
| | | KSI | 0.26 | 0.22 | 0.18 | 0.09 | 0.09 |
| | | Slight | 0.40 | 0.70 | 0.53 | 0.13 | 0.36 |
| | | TOTAL | 0.66 | 0.92 | 0.70 | 0.22 | 0.46 |
| | 8-11 | Fatal | 0.07 | 0.03 | 0.07 | 0.13 | 0.03 |
| | | Serious | 0.91 | 0.60 | 0.50 | 0.36 | 0.49 |
| | | KSI | 0.98 | 0.64 | 0.57 | 0.49 | 0.52 |
| | | Slight | 1.96 | 2.01 | 1.60 | 1.61 | 1.21 |
| | | TOTAL | 2.94 | 2.65 | 2.16 | 2.10 | 1.74 |
| | 12-15 | Fatal | 0.36 | 0.14 | 0.14 | 0.24 | 0.20 |
| | | Serious | 2.42 | 1.80 | 1.57 | 1.65 | 1.21 |
| | | KSI | 2.77 | 1.94 | 1.71 | 1.89 | 1.42 |
| | | Slight | 7.14 | 6.61 | 5.52 | 4.96 | 3.88 |
| | | Total | 9.91 | 8.55 | 7.23 | 6.85 | 5.29 |

# Annex O *(continued)*

**Child casualty data: 1996-2000**
**Child cyclist rates, by age and gender (Male)**

*rate: per 100,000 population*

| Road Type | Age | Severity | 1996 | 1997 | 1998 | 1999 | 2000 |
|---|---|---|---|---|---|---|---|
| All | 0-4 | Fatal | 0.00 | 0.03 | 0.03 | 0.03 | 0.00 |
| | | Serious | 0.55 | 0.39 | 0.42 | 0.49 | 0.23 |
| | | KSI | 0.55 | 0.42 | 0.45 | 0.51 | 0.23 |
| | | Slight | 2.78 | 2.98 | 2.31 | 1.91 | 1.97 |
| | | TOTAL | 3.33 | 3.40 | 2.76 | 2.43 | 2.20 |
| | 5-7 | Fatal | 0.31 | 0.04 | 0.04 | 0.18 | 0.09 |
| | | Serious | 4.79 | 4.98 | 4.40 | 4.90 | 3.01 |
| | | KSI | 5.10 | 5.02 | 4.44 | 5.08 | 3.10 |
| | | Slight | 31.78 | 33.01 | 27.87 | 28.59 | 24.62 |
| | | TOTAL | 36.88 | 38.03 | 32.31 | 33.66 | 27.72 |
| | 8-11 | Fatal | 0.34 | 0.23 | 0.27 | 0.36 | 0.23 |
| | | Serious | 11.13 | 9.26 | 7.15 | 7.28 | 6.19 |
| | | KSI | 11.47 | 9.49 | 7.41 | 7.64 | 6.42 |
| | | Slight | 64.47 | 62.08 | 54.65 | 56.95 | 50.03 |
| | | TOTAL | 75.94 | 71.57 | 62.06 | 64.60 | 56.45 |
| | 12-15 | Fatal | 1.03 | 0.28 | 0.49 | 0.55 | 0.40 |
| | | Serious | 18.58 | 14.38 | 13.97 | 13.39 | 11.77 |
| | | KSI | 19.61 | 14.66 | 14.46 | 13.94 | 12.17 |
| | | Slight | 104.78 | 102.02 | 86.91 | 92.90 | 78.95 |
| | | TOTAL | 124.40 | 116.68 | 101.36 | 106.84 | 91.12 |
| BU | All Children | Fatal | 0.55 | 0.20 | 0.30 | 0.33 | 0.23 |
| | | Serious | 14.70 | 12.29 | 11.09 | 11.30 | 9.34 |
| | | KSI | 15.25 | 12.49 | 11.39 | 11.63 | 9.58 |
| | | Slight | 90.18 | 88.98 | 77.17 | 82.44 | 72.14 |
| | | TOTAL | 105.43 | 101.47 | 88.56 | 94.07 | 81.71 |
| NBU | All Children | Fatal | 0.22 | 0.08 | 0.10 | 0.20 | 0.12 |
| | | Serious | 1.67 | 1.23 | 1.08 | 1.00 | 0.89 |
| | | KSI | 1.89 | 1.32 | 1.18 | 1.20 | 1.00 |
| | | Slight | 4.57 | 4.42 | 3.67 | 3.28 | 2.69 |
| | | TOTAL | 6.46 | 5.74 | 4.85 | 4.48 | 3.69 |
| Total | All Children | Fatal | 0.77 | 0.28 | 0.40 | 0.53 | 0.35 |
| | | Serious | 16.37 | 13.52 | 12.17 | 12.30 | 10.23 |
| | | KSI | 17.14 | 13.81 | 12.57 | 12.83 | 10.58 |
| | | Slight | 94.75 | 93.40 | 80.84 | 85.72 | 74.83 |
| | | TOTAL | 111.89 | 107.21 | 93.41 | 98.55 | 85.41 |

# Annex P

**Child casualty data: 1996-2000**
**Child cyclist rates, by age and gender (Female)**

*rate: per 100,000 population*

| Road Type | Age | Severity | 1996 | 1997 | 1998 | 1999 | 2000 |
|---|---|---|---|---|---|---|---|
| BU | 0-4 | Fatal | 0.00 | 0.00 | 0.03 | 0.03 | 0.03 |
| | | Serious | 0.03 | 0.00 | 0.03 | 0.06 | 0.00 |
| | | KSI | 0.03 | 0.00 | 0.06 | 0.09 | 0.03 |
| | | Slight | 0.71 | 0.70 | 0.73 | 0.83 | 0.55 |
| | | TOTAL | 0.74 | 0.70 | 0.79 | 0.91 | 0.58 |
| | 5-7 | Fatal | 0.00 | 0.13 | 0.00 | 0.00 | 0.00 |
| | | Serious | 1.32 | 0.74 | 0.75 | 0.94 | 0.55 |
| | | KSI | 1.32 | 0.87 | 0.75 | 0.94 | 0.55 |
| | | Slight | 7.43 | 7.64 | 6.95 | 6.81 | 5.84 |
| | | TOTAL | 8.75 | 8.51 | 7.69 | 7.75 | 6.38 |
| | 8-11 | Fatal | 0.03 | 0.13 | 0.03 | 0.00 | 0.00 |
| | | Serious | 2.37 | 2.18 | 1.76 | 2.13 | 1.74 |
| | | KSI | 2.40 | 2.31 | 1.79 | 2.13 | 1.74 |
| | | Slight | 16.01 | 16.13 | 14.63 | 16.40 | 14.19 |
| | | TOTAL | 18.41 | 18.45 | 16.42 | 18.54 | 15.92 |
| | 12-15 | Fatal | 0.00 | 0.14 | 0.03 | 0.07 | 0.13 |
| | | Serious | 2.38 | 2.54 | 2.23 | 2.38 | 1.55 |
| | | KSI | 2.38 | 2.68 | 2.27 | 2.44 | 1.69 |
| | | Slight | 19.97 | 18.86 | 16.93 | 16.25 | 13.69 |
| | | TOTAL | 22.35 | 21.55 | 19.20 | 18.70 | 15.37 |
| NBU | 0-4 | Fatal | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | | Serious | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | | KSI | 0.00 | 0.00 | 0.00 | 0.00 | 0.00 |
| | | Slight | 0.05 | 0.06 | 0.03 | 0.03 | 0.03 |
| | | TOTAL | 0.05 | 0.06 | 0.03 | 0.03 | 0.03 |
| | 5-7 | Fatal | 0.04 | 0.00 | 0.00 | 0.04 | 0.00 |
| | | Serious | 0.04 | 0.04 | 0.09 | 0.04 | 0.05 |
| | | KSI | 0.09 | 0.04 | 0.09 | 0.09 | 0.05 |
| | | Slight | 0.09 | 0.22 | 0.13 | 0.13 | 0.14 |
| | | TOTAL | 0.18 | 0.26 | 0.22 | 0.22 | 0.18 |
| | 8-11 | Fatal | 0.07 | 0.00 | 0.00 | 0.00 | 0.03 |
| | | Serious | 0.37 | 0.07 | 0.13 | 0.13 | 0.13 |
| | | KSI | 0.44 | 0.07 | 0.13 | 0.13 | 0.16 |
| | | Slight | 0.64 | 0.57 | 0.53 | 0.43 | 0.46 |
| | | TOTAL | 1.08 | 0.64 | 0.66 | 0.56 | 0.62 |
| | 12-15 | Fatal | 0.14 | 0.18 | 0.17 | 0.00 | 0.00 |
| | | Serious | 0.57 | 0.53 | 0.42 | 0.48 | 0.10 |
| | | KSI | 0.71 | 0.71 | 0.59 | 0.48 | 0.10 |
| | | Slight | 1.74 | 1.31 | 1.19 | 0.86 | 0.64 |
| | | TOTAL | 2.45 | 2.01 | 1.78 | 1.34 | 0.74 |

# Annex P *(continued)*

**Child casualty data: 1996-2000**
**Child cyclist rates, by age and gender (Female)**

*rate: per 100,000 population*

| Road Type | Age | Severity | 1996 | 1997 | 1998 | 1999 | 2000 |
|---|---|---|---|---|---|---|---|
| All | 0-4 | Fatal | 0.00 | 0.00 | 0.03 | 0.03 | 0.03 |
| | | Serious | 0.03 | 0.00 | 0.03 | 0.06 | 0.00 |
| | | KSI | 0.03 | 0.00 | 0.06 | 0.09 | 0.03 |
| | | Slight | 0.77 | 0.75 | 0.76 | 0.86 | 0.58 |
| | | TOTAL | 0.80 | 0.75 | 0.82 | 0.94 | 0.61 |
| | 5-7 | Fatal | 0.04 | 0.13 | 0.00 | 0.04 | 0.00 |
| | | Serious | 1.36 | 0.79 | 0.84 | 0.98 | 0.59 |
| | | KSI | 1.41 | 0.92 | 0.84 | 1.02 | 0.59 |
| | | Slight | 7.52 | 7.86 | 7.08 | 6.95 | 5.97 |
| | | TOTAL | 8.92 | 8.78 | 7.91 | 7.97 | 6.56 |
| | 8-11 | Fatal | 0.10 | 0.13 | 0.03 | 0.00 | 0.03 |
| | | Serious | 2.74 | 2.25 | 1.89 | 2.26 | 1.87 |
| | | KSI | 2.84 | 2.38 | 1.93 | 2.26 | 1.90 |
| | | Slight | 16.65 | 16.70 | 15.16 | 16.83 | 14.65 |
| | | TOTAL | 19.49 | 19.08 | 17.09 | 19.09 | 16.55 |
| | 12-15 | Fatal | 0.14 | 0.32 | 0.21 | 0.07 | 0.13 |
| | | Serious | 2.95 | 3.07 | 2.65 | 2.86 | 1.65 |
| | | KSI | 3.09 | 3.39 | 2.86 | 2.93 | 1.79 |
| | | Slight | 21.71 | 20.17 | 18.12 | 17.11 | 14.33 |
| | | TOTAL | 24.80 | 23.56 | 20.98 | 20.04 | 16.11 |
| BU | All Children | Fatal | 0.02 | 0.19 | 0.05 | 0.05 | 0.09 |
| | | Serious | 2.95 | 2.70 | 2.37 | 2.75 | 1.95 |
| | | KSI | 2.97 | 2.90 | 2.42 | 2.81 | 2.04 |
| | | Slight | 21.62 | 21.34 | 19.46 | 20.24 | 17.34 |
| | | TOTAL | 24.59 | 24.23 | 21.89 | 23.04 | 19.38 |
| NBU | All Children | Fatal | 0.12 | 0.09 | 0.09 | 0.02 | 0.02 |
| | | Serious | 0.49 | 0.32 | 0.32 | 0.33 | 0.14 |
| | | KSI | 0.62 | 0.40 | 0.40 | 0.35 | 0.16 |
| | | Slight | 1.27 | 1.07 | 0.95 | 0.74 | 0.65 |
| | | TOTAL | 1.88 | 1.48 | 1.35 | 1.09 | 0.81 |
| Total | All Children | Fatal | 0.14 | 0.28 | 0.14 | 0.07 | 0.11 |
| | | Serious | 3.44 | 3.02 | 2.69 | 3.09 | 2.09 |
| | | KSI | 3.59 | 3.30 | 2.83 | 3.16 | 2.20 |
| | | Slight | 22.88 | 22.41 | 20.41 | 20.97 | 17.99 |
| | | TOTAL | 26.47 | 25.71 | 23.24 | 24.13 | 20.19 |

## Child casualty data: In car users, by severity, GB 1990-2001

| Road Type | Age of Casualty | Severity | Year of Accident 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BU | 0:4 | Fatal | 6 | 6 | 2 | 4 | 5 | 4 | 4 | 5 | 4 | 4 | 0 | 5 |
| | | Serious | 152 | 156 | 127 | 143 | 144 | 134 | 123 | 141 | 143 | 101 | 91 | 75 |
| | | KSI | 158 | 162 | 129 | 147 | 149 | 138 | 127 | 146 | 147 | 105 | 91 | 80 |
| | | Slight | 2,034 | 1,928 | 1,983 | 2,017 | 2,017 | 1,968 | 1,932 | 2,096 | 1,945 | 1,902 | 1,780 | 1,793 |
| | | TOTAL | 2,192 | 2,090 | 2,112 | 2,164 | 2,166 | 2,106 | 2,059 | 2,242 | 2,092 | 2,007 | 1,871 | 1,873 |
| | 5:7 | Fatal | 4 | 0 | 3 | 1 | 4 | 3 | 1 | 1 | 2 | 1 | 1 | 1 |
| | | Serious | 93 | 86 | 100 | 74 | 90 | 82 | 83 | 108 | 98 | 67 | 64 | 48 |
| | | KSI | 97 | 86 | 103 | 75 | 94 | 85 | 84 | 109 | 100 | 68 | 65 | 49 |
| | | Slight | 1,491 | 1,398 | 1,557 | 1,580 | 1,633 | 1,548 | 1,660 | 1,832 | 1,797 | 1,691 | 1,633 | 1,553 |
| | | TOTAL | 1,588 | 1,484 | 1,660 | 1,655 | 1,727 | 1,633 | 1,744 | 1,941 | 1,897 | 1,759 | 1,698 | 1,602 |
| | 8:11 | Fatal | 0 | 0 | 4 | 4 | 1 | 3 | 1 | 1 | 2 | 0 | 1 | 1 |
| | | Serious | 143 | 126 | 149 | 120 | 110 | 135 | 116 | 128 | 129 | 101 | 112 | 84 |
| | | KSI | 143 | 126 | 153 | 124 | 111 | 138 | 117 | 129 | 131 | 101 | 113 | 85 |
| | | Slight | 2,023 | 1,980 | 2,101 | 2,146 | 2,298 | 2,237 | 2,397 | 2,578 | 2,649 | 2,613 | 2,651 | 2,443 |
| | | TOTAL | 2,166 | 2,106 | 2,254 | 2,270 | 2,409 | 2,375 | 2,514 | 2,707 | 2,780 | 2,714 | 2,764 | 2,528 |
| | 12:15 | Fatal | 9 | 7 | 12 | 4 | 11 | 15 | 14 | 8 | 7 | 5 | 10 | 15 |
| | | Serious | 233 | 246 | 247 | 201 | 256 | 263 | 262 | 235 | 211 | 187 | 174 | 186 |
| | | KSI | 242 | 253 | 259 | 205 | 267 | 278 | 276 | 243 | 218 | 192 | 184 | 201 |
| | | Slight | 2,089 | 2,035 | 2,032 | 2,222 | 2,449 | 2,467 | 2,634 | 2,600 | 2,750 | 2,566 | 2,812 | 2,685 |
| | | TOTAL | 2,331 | 2,288 | 2,291 | 2,427 | 2,716 | 2,745 | 2,910 | 2,843 | 2,968 | 2,758 | 2,996 | 2,886 |
| NBU | 0:4 | Fatal | 19 | 23 | 19 | 19 | 18 | 21 | 15 | 14 | 14 | 17 | 11 | 13 |
| | | Serious | 182 | 152 | 162 | 140 | 140 | 106 | 124 | 102 | 117 | 104 | 94 | 92 |
| | | KSI | 201 | 175 | 181 | 159 | 158 | 127 | 139 | 116 | 131 | 121 | 105 | 105 |
| | | Slight | 1,317 | 1,208 | 1,229 | 1,241 | 1,265 | 1,185 | 1,251 | 1,276 | 1,185 | 1,100 | 1,060 | 1,031 |
| | | TOTAL | 1,518 | 1,383 | 1,410 | 1,400 | 1,423 | 1,312 | 1,390 | 1,392 | 1,316 | 1,221 | 1,165 | 1,136 |

## Annex Q *(continued)*

**Child casualty data: In car users, by severity, GB 1990-2001**

| Road Type | Age of Casualty | Severity | Year of Accident 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5:7 | Fatal | 10 | 5 | 4 | 8 | 7 | 10 | 7 | 7 | 4 | 6 | 4 | 9 |
| | | Serious | 137 | 86 | 123 | 88 | 89 | 86 | 93 | 90 | 83 | 80 | 88 | 56 |
| | | KSI | 147 | 91 | 127 | 96 | 96 | 96 | 100 | 97 | 87 | 86 | 92 | 65 |
| | | Slight | 948 | 825 | 871 | 884 | 946 | 907 | 1,006 | 1,038 | 976 | 961 | 889 | 831 |
| | | TOTAL | 1,095 | 916 | 998 | 980 | 1,042 | 1,003 | 1,106 | 1,135 | 1,063 | 1,047 | 981 | 896 |
| | 8:11 | Fatal | 22 | 9 | 8 | 11 | 17 | 10 | 6 | 10 | 11 | 10 | 4 | 11 |
| | | Serious | 208 | 153 | 167 | 158 | 178 | 132 | 154 | 144 | 140 | 128 | 101 | 109 |
| | | KSI | 230 | 162 | 175 | 169 | 195 | 142 | 160 | 154 | 151 | 138 | 105 | 120 |
| | | Slight | 1,436 | 1,243 | 1,401 | 1,356 | 1,367 | 1,346 | 1,402 | 1,507 | 1,607 | 1,555 | 1,492 | 1,456 |
| | | TOTAL | 1,666 | 1,405 | 1,576 | 1,525 | 1,562 | 1,488 | 1,562 | 1,661 | 1,758 | 1,693 | 1,597 | 1,576 |
| | 12:15 | Fatal | 30 | 31 | 18 | 40 | 21 | 20 | 31 | 28 | 20 | 28 | 18 | 20 |
| | | Serious | 352 | 285 | 259 | 286 | 287 | 300 | 295 | 249 | 230 | 217 | 230 | 213 |
| | | KSI | 382 | 316 | 277 | 326 | 308 | 320 | 326 | 277 | 250 | 245 | 248 | 233 |
| | | Slight | 1,734 | 1,488 | 1,568 | 1,590 | 1,833 | 1,684 | 1,849 | 1,741 | 1,735 | 1,806 | 1,589 | 1,685 |
| | | TOTAL | 2,116 | 1,804 | 1,845 | 1,916 | 2,141 | 2,004 | 2,175 | 2,018 | 1,985 | 2,051 | 1,837 | 1,918 |
| ALL | 0:4 | Fatal | 25 | 29 | 21 | 23 | 23 | 25 | 19 | 19 | 18 | 21 | 11 | 18 |
| | | Serious | 334 | 308 | 289 | 283 | 284 | 240 | 247 | 243 | 260 | 205 | 185 | 167 |
| | | KSI | 359 | 337 | 310 | 306 | 307 | 265 | 266 | 262 | 278 | 226 | 196 | 185 |
| | | Slight | 3,350 | 3,136 | 3,212 | 3,257 | 3,279 | 3,152 | 3,181 | 3,370 | 3,130 | 2,999 | 2,837 | 2,821 |
| | | TOTAL | 3,709 | 3,473 | 3,522 | 3,563 | 3,586 | 3,417 | 3,447 | 3,632 | 3,408 | 3,225 | 3,033 | 3,006 |
| | 5:7 | Fatal | 14 | 5 | 7 | 9 | 11 | 13 | 8 | 8 | 6 | 7 | 5 | 10 |
| | | Serious | 230 | 172 | 223 | 162 | 179 | 168 | 176 | 198 | 181 | 147 | 152 | 104 |
| | | KSI | 244 | 177 | 230 | 171 | 190 | 181 | 184 | 206 | 187 | 154 | 157 | 114 |
| | | Slight | 2,439 | 2,223 | 2,428 | 2,463 | 2,578 | 2,455 | 2,666 | 2,870 | 2,773 | 2,651 | 2,522 | 2,381 |
| | | TOTAL | 2,683 | 2,400 | 2,658 | 2,634 | 2,768 | 2,636 | 2,850 | 3,076 | 2,960 | 2,805 | 2,679 | 2,495 |

**Child casualty data: In car users, by severity, GB 1990-2001**

| Road Type | Age of Casualty | Severity | Year of Accident 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 8:11 | Fatal | 22 | 9 | 12 | 15 | 18 | 13 | 7 | 11 | 13 | 10 | 5 | 12 |
| | | Serious | 351 | 279 | 316 | 278 | 288 | 267 | 270 | 272 | 269 | 229 | 213 | 193 |
| | | KSI | 373 | 288 | 328 | 293 | 306 | 280 | 277 | 283 | 282 | 239 | 218 | 205 |
| | | Slight | 3,459 | 3,223 | 3,501 | 3,502 | 3,665 | 3,582 | 3,799 | 4,084 | 4,255 | 4,167 | 4,140 | 3,894 |
| | | TOTAL | 3,832 | 3,511 | 3,829 | 3,795 | 3,971 | 3,862 | 4,076 | 4,367 | 4,537 | 4,406 | 4,358 | 4,099 |
| | 12:15 | Fatal | 39 | 38 | 30 | 44 | 32 | 35 | 45 | 36 | 27 | 33 | 28 | 35 |
| | | Serious | 585 | 531 | 506 | 487 | 543 | 563 | 557 | 484 | 441 | 404 | 404 | 399 |
| | | KSI | 624 | 569 | 536 | 531 | 575 | 598 | 602 | 520 | 468 | 437 | 432 | 434 |
| | | Slight | 3,823 | 3,523 | 3,599 | 3,812 | 4,282 | 4,150 | 4,483 | 4,341 | 4,484 | 4,372 | 4,394 | 4,366 |
| | | TOTAL | 4,447 | 4,092 | 4,135 | 4,343 | 4,857 | 4,748 | 5,085 | 4,861 | 4,952 | 4,809 | 4,826 | 4,800 |
| BU | All Children | Fatal | 19 | 13 | 21 | 13 | 21 | 25 | 20 | 15 | 15 | 10 | 12 | 22 |
| | | Serious | 621 | 614 | 623 | 538 | 600 | 614 | 584 | 612 | 581 | 456 | 441 | 393 |
| | | KSI | 640 | 627 | 644 | 551 | 621 | 639 | 604 | 627 | 596 | 466 | 453 | 415 |
| | | Slight | 7,637 | 7,341 | 7,673 | 7,965 | 8,397 | 8,220 | 8,623 | 9,106 | 9,141 | 8,772 | 8,876 | 8,474 |
| | | TOTAL | 8,277 | 7,968 | 8,317 | 8,516 | 9,018 | 8,859 | 9,227 | 9,733 | 9,737 | 9,238 | 9,329 | 8,889 |
| NBU | All Children | Fatal | 81 | 68 | 49 | 78 | 63 | 61 | 59 | 59 | 49 | 61 | 37 | 53 |
| | | Serious | 879 | 676 | 711 | 672 | 694 | 624 | 666 | 585 | 570 | 529 | 513 | 470 |
| | | KSI | 960 | 744 | 760 | 750 | 757 | 685 | 725 | 644 | 619 | 590 | 550 | 523 |
| | | Slight | 5,435 | 4,764 | 5,069 | 5,071 | 5,411 | 5,122 | 5,508 | 5,562 | 5,503 | 5,422 | 5,030 | 5,003 |
| | | TOTAL | 6,395 | 5,508 | 5,829 | 5,821 | 6,168 | 5,807 | 6,233 | 6,206 | 6,122 | 6,012 | 5,580 | 5,526 |
| Total | All Children | Fatal | 100 | 81 | 70 | 91 | 84 | 86 | 79 | 74 | 64 | 71 | 49 | 75 |
| | | Serious | 1,500 | 1,290 | 1,334 | 1,210 | 1,294 | 1,238 | 1,250 | 1,197 | 1,151 | 985 | 954 | 863 |
| | | KSI | 1,600 | 1,371 | 1,404 | 1,301 | 1,378 | 1,324 | 1,329 | 1,271 | 1,215 | 1,056 | 1,003 | 938 |
| | | Slight | 13,071 | 12,105 | 12,740 | 13,034 | 13,804 | 13,339 | 14,129 | 14,665 | 14,642 | 14,189 | 13,893 | 13,462 |
| | | TOTAL | 14,671 | 13,476 | 14,144 | 14,335 | 15,182 | 14,663 | 15,458 | 15,936 | 15,857 | 15,245 | 14,896 | 14,400 |

Annex R

## Child casualty data: In car users (Male), by severity, GB 1990-2001

| Road Type | Age of Casualty | Severity | Year of Accident 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BU | 0:4 | Fatal | 4 | 3 | 1 | 4 | 1 | 1 | 2 | 3 | 2 | 0 | 0 | 3 |
| | | Serious | 74 | 82 | 65 | 59 | 80 | 65 | 72 | 68 | 63 | 46 | 41 | 44 |
| | | KSI | 78 | 85 | 66 | 63 | 81 | 66 | 74 | 71 | 65 | 46 | 41 | 47 |
| | | Slight | 1,026 | 932 | 994 | 968 | 1,011 | 983 | 959 | 1,082 | 965 | 959 | 930 | 900 |
| | | TOTAL | 1,104 | 1,017 | 1,060 | 1,031 | 1,092 | 1,049 | 1,033 | 1,153 | 1,030 | 1,005 | 971 | 947 |
| | 5:7 | Fatal | 1 | 0 | 2 | 0 | 2 | 1 | 1 | 0 | 0 | 0 | 1 | 1 |
| | | Serious | 44 | 50 | 53 | 35 | 43 | 41 | 39 | 55 | 48 | 29 | 29 | 22 |
| | | KSI | 45 | 50 | 55 | 35 | 45 | 42 | 40 | 55 | 48 | 29 | 30 | 23 |
| | | Slight | 675 | 709 | 738 | 738 | 748 | 740 | 806 | 851 | 870 | 788 | 751 | 709 |
| | | TOTAL | 720 | 759 | 793 | 773 | 793 | 782 | 846 | 906 | 918 | 817 | 781 | 732 |
| | 8:11 | Fatal | 0 | 0 | 2 | 2 | 0 | 2 | 0 | 1 | 2 | 0 | 1 | 1 |
| | | Serious | 70 | 58 | 74 | 60 | 57 | 59 | 48 | 68 | 68 | 42 | 46 | 52 |
| | | KSI | 70 | 58 | 76 | 62 | 57 | 61 | 48 | 69 | 70 | 42 | 47 | 53 |
| | | Slight | 926 | 943 | 961 | 964 | 993 | 1,006 | 1,042 | 1,139 | 1,154 | 1,173 | 1,235 | 1,163 |
| | | TOTAL | 996 | 1,001 | 1,037 | 1,026 | 1,050 | 1,067 | 1,090 | 1,208 | 1,224 | 1,215 | 1,282 | 1,216 |
| | 12:15 | Fatal | 6 | 5 | 8 | 2 | 8 | 7 | 10 | 6 | 3 | 2 | 6 | 10 |
| | | Serious | 122 | 125 | 119 | 96 | 136 | 133 | 124 | 120 | 83 | 87 | 82 | 88 |
| | | KSI | 128 | 130 | 127 | 98 | 144 | 140 | 134 | 126 | 86 | 89 | 88 | 98 |
| | | Slight | 862 | 795 | 811 | 844 | 1,002 | 985 | 1,051 | 1,007 | 1,120 | 1,013 | 1,178 | 1,058 |
| | | TOTAL | 990 | 925 | 938 | 942 | 1,146 | 1,125 | 1,185 | 1,133 | 1,206 | 1,102 | 1,266 | 1,156 |
| NBU | 0:4 | Fatal | 13 | 12 | 10 | 9 | 10 | 11 | 7 | 7 | 5 | 7 | 8 | 6 |
| | | Serious | 94 | 82 | 76 | 66 | 61 | 59 | 58 | 64 | 58 | 44 | 51 | 47 |
| | | KSI | 107 | 94 | 86 | 75 | 71 | 70 | 65 | 71 | 63 | 51 | 59 | 53 |
| | | Slight | 696 | 609 | 630 | 603 | 648 | 591 | 636 | 643 | 598 | 552 | 521 | 556 |
| | | TOTAL | 803 | 703 | 716 | 678 | 719 | 661 | 701 | 714 | 661 | 603 | 580 | 609 |

**Child casualty data: In car users (Male), by severity, GB 1990-2001**

| Road Type | Age of Casualty | Severity | Year of Accident 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5:7 | Fatal | 4 | 2 | 2 | 5 | 3 | 7 | 5 | 3 | 3 | 4 | 2 | 5 |
| | | Serious | 69 | 42 | 63 | 46 | 49 | 48 | 46 | 46 | 42 | 46 | 47 | 23 |
| | | KSI | 73 | 44 | 65 | 51 | 52 | 55 | 51 | 49 | 45 | 50 | 49 | 28 |
| | | Slight | 468 | 406 | 413 | 425 | 475 | 446 | 528 | 496 | 487 | 470 | 400 | 399 |
| | | TOTAL | 541 | 450 | 478 | 476 | 527 | 501 | 579 | 545 | 532 | 520 | 449 | 427 |
| | 8:11 | Fatal | 13 | 7 | 4 | 4 | 12 | 6 | 4 | 5 | 7 | 6 | 4 | 7 |
| | | Serious | 92 | 79 | 75 | 76 | 95 | 66 | 72 | 78 | 67 | 63 | 52 | 56 |
| | | KSI | 105 | 86 | 79 | 80 | 107 | 72 | 76 | 83 | 74 | 69 | 56 | 63 |
| | | Slight | 689 | 601 | 669 | 652 | 654 | 616 | 691 | 708 | 712 | 783 | 712 | 655 |
| | | TOTAL | 794 | 687 | 748 | 732 | 761 | 688 | 767 | 791 | 786 | 852 | 768 | 718 |
| | 12:15 | Fatal | 14 | 20 | 9 | 15 | 11 | 12 | 12 | 14 | 8 | 13 | 12 | 10 |
| | | Serious | 167 | 137 | 128 | 138 | 134 | 143 | 124 | 128 | 102 | 100 | 102 | 100 |
| | | KSI | 181 | 157 | 137 | 153 | 145 | 155 | 136 | 142 | 110 | 113 | 114 | 110 |
| | | Slight | 748 | 619 | 630 | 676 | 735 | 722 | 749 | 734 | 681 | 765 | 675 | 737 |
| | | TOTAL | 929 | 776 | 767 | 829 | 880 | 877 | 885 | 876 | 791 | 878 | 789 | 847 |
| ALL | 0:4 | Fatal | 17 | 15 | 11 | 13 | 11 | 12 | 9 | 10 | 7 | 7 | 8 | 9 |
| | | Serious | 168 | 164 | 141 | 125 | 141 | 124 | 130 | 132 | 121 | 90 | 92 | 91 |
| | | KSI | 185 | 179 | 152 | 138 | 152 | 136 | 139 | 142 | 128 | 97 | 100 | 100 |
| | | Slight | 1,722 | 1,541 | 1,624 | 1,571 | 1,659 | 1,574 | 1,595 | 1,725 | 1,563 | 1,511 | 1,451 | 1,456 |
| | | TOTAL | 1,907 | 1,720 | 1,776 | 1,709 | 1,811 | 1,710 | 1,734 | 1,867 | 1,691 | 1,608 | 1,551 | 1,556 |
| | 5:7 | Fatal | 5 | 2 | 4 | 5 | 5 | 8 | 6 | 3 | 3 | 4 | 3 | 6 |
| | | Serious | 113 | 92 | 116 | 81 | 92 | 89 | 85 | 101 | 90 | 75 | 76 | 45 |
| | | KSI | 118 | 94 | 120 | 86 | 97 | 97 | 91 | 104 | 93 | 79 | 79 | 51 |
| | | Slight | 1,143 | 1,115 | 1,151 | 1,163 | 1,223 | 1,186 | 1,334 | 1,347 | 1,357 | 1,258 | 1,151 | 1,108 |
| | | TOTAL | 1,261 | 1,209 | 1,271 | 1,249 | 1,320 | 1,283 | 1,425 | 1,451 | 1,450 | 1,337 | 1,230 | 1,159 |

## Annex R (*continued*)

**Child casualty data: In car users (Male), by severity, GB 1990-2001**

| Road Type | Age of Casualty | Severity | Year of Accident 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 8:11 | Fatal | 13 | 7 | 6 | 6 | 12 | 8 | 4 | 6 | 9 | 6 | 5 | 8 |
| | | Serious | 162 | 137 | 149 | 136 | 152 | 125 | 120 | 146 | 135 | 105 | 98 | 108 |
| | | KSI | 175 | 144 | 155 | 142 | 164 | 133 | 124 | 152 | 144 | 111 | 103 | 116 |
| | | Slight | 1,615 | 1,544 | 1,630 | 1,616 | 1,647 | 1,622 | 1,733 | 1,847 | 1,866 | 1,956 | 1,947 | 1,818 |
| | | TOTAL | 1,790 | 1,688 | 1,785 | 1,758 | 1,811 | 1,755 | 1,857 | 1,999 | 2,010 | 2,067 | 2,050 | 1,934 |
| | 12:15 | Fatal | 20 | 25 | 17 | 17 | 19 | 19 | 22 | 20 | 11 | 15 | 18 | 20 |
| | | Serious | 289 | 262 | 247 | 234 | 270 | 276 | 248 | 248 | 185 | 187 | 184 | 188 |
| | | KSI | 309 | 287 | 264 | 251 | 289 | 295 | 270 | 268 | 196 | 202 | 202 | 208 |
| | | Slight | 1,610 | 1,414 | 1,441 | 1,520 | 1,737 | 1,707 | 1,800 | 1,741 | 1,801 | 1,778 | 1,853 | 1,795 |
| | | TOTAL | 1,919 | 1,701 | 1,705 | 1,771 | 2,026 | 2,002 | 2,070 | 2,009 | 1,997 | 1,980 | 2,055 | 2,003 |
| BU | All Children | Fatal | 11 | 8 | 13 | 8 | 11 | 11 | 13 | 10 | 7 | 2 | 8 | 15 |
| | | Serious | 310 | 315 | 311 | 250 | 316 | 298 | 283 | 311 | 262 | 204 | 198 | 206 |
| | | KSI | 321 | 323 | 324 | 258 | 327 | 309 | 296 | 321 | 269 | 206 | 206 | 221 |
| | | Slight | 3,489 | 3,379 | 3,504 | 3,514 | 3,754 | 3,714 | 3,858 | 4,079 | 4,109 | 3,933 | 4,094 | 3,830 |
| | | TOTAL | 3,810 | 3,702 | 3,828 | 3,772 | 4,081 | 4,023 | 4,154 | 4,400 | 4,378 | 4,139 | 4,300 | 4,051 |
| NBU | All Children | Fatal | 44 | 41 | 25 | 33 | 36 | 36 | 28 | 29 | 23 | 30 | 26 | 28 |
| | | Serious | 422 | 340 | 342 | 326 | 339 | 316 | 300 | 316 | 269 | 253 | 252 | 226 |
| | | KSI | 466 | 381 | 367 | 359 | 375 | 352 | 328 | 345 | 292 | 283 | 278 | 254 |
| | | Slight | 2,601 | 2,235 | 2,342 | 2,356 | 2,512 | 2,375 | 2,604 | 2,581 | 2,478 | 2,570 | 2,308 | 2,347 |
| | | TOTAL | 3,067 | 2,616 | 2,709 | 2,715 | 2,887 | 2,727 | 2,932 | 2,926 | 2,770 | 2,853 | 2,586 | 2,601 |
| Total | All Children | Fatal | 55 | 49 | 38 | 41 | 47 | 47 | 41 | 39 | 30 | 32 | 34 | 43 |
| | | Serious | 732 | 655 | 653 | 576 | 655 | 614 | 583 | 627 | 531 | 457 | 450 | 432 |
| | | KSI | 787 | 704 | 691 | 617 | 702 | 661 | 624 | 666 | 561 | 489 | 484 | 475 |
| | | Slight | 6,090 | 5,614 | 5,846 | 5,870 | 6,266 | 6,089 | 6,462 | 6,660 | 6,587 | 6,503 | 6,402 | 6,177 |
| | | TOTAL | 6,877 | 6,318 | 6,537 | 6,487 | 6,968 | 6,750 | 7,086 | 7,326 | 7,148 | 6,992 | 6,886 | 6,652 |

## Child casualty data: In car users (female), by severity, GB 1990-2001

| Road Type | Age of Casualty | Severity | Year of Accident 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| BU | 0:4 | Fatal | 2 | 3 | 1 | 0 | 4 | 3 | 2 | 2 | 2 | 4 | 0 | 2 |
| | | Serious | 78 | 74 | 62 | 84 | 64 | 69 | 51 | 73 | 80 | 55 | 50 | 31 |
| | | KSI | 80 | 77 | 63 | 84 | 68 | 72 | 53 | 75 | 82 | 59 | 50 | 33 |
| | | Slight | 1,008 | 996 | 989 | 1,049 | 1,004 | 985 | 971 | 1,013 | 980 | 942 | 847 | 892 |
| | | TOTAL | 1,088 | 1,073 | 1,052 | 1,133 | 1,072 | 1,057 | 1,024 | 1,088 | 1,062 | 1,001 | 897 | 925 |
| | 5:7 | Fatal | 3 | 0 | 1 | 1 | 2 | 2 | 0 | 1 | 2 | 1 | 0 | 0 |
| | | Serious | 49 | 36 | 47 | 39 | 47 | 41 | 44 | 53 | 50 | 38 | 35 | 26 |
| | | KSI | 52 | 36 | 48 | 40 | 49 | 43 | 44 | 54 | 52 | 39 | 35 | 26 |
| | | Slight | 816 | 689 | 819 | 841 | 884 | 808 | 854 | 981 | 927 | 902 | 882 | 842 |
| | | TOTAL | 868 | 725 | 867 | 881 | 933 | 851 | 898 | 1,035 | 979 | 941 | 917 | 868 |
| | 8:11 | Fatal | 0 | 0 | 2 | 2 | 1 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| | | Serious | 73 | 68 | 75 | 60 | 53 | 76 | 68 | 60 | 61 | 59 | 66 | 32 |
| | | KSI | 73 | 68 | 77 | 62 | 54 | 77 | 69 | 60 | 61 | 59 | 66 | 32 |
| | | Slight | 1,097 | 1,037 | 1,139 | 1,182 | 1,305 | 1,231 | 1,355 | 1,439 | 1,495 | 1,440 | 1,413 | 1,278 |
| | | TOTAL | 1,170 | 1,105 | 1,216 | 1,244 | 1,359 | 1,308 | 1,424 | 1,499 | 1,556 | 1,499 | 1,479 | 1,310 |
| | 12:15 | Fatal | 3 | 2 | 4 | 2 | 3 | 8 | 4 | 2 | 4 | 3 | 4 | 5 |
| | | Serious | 111 | 121 | 128 | 105 | 120 | 130 | 138 | 115 | 128 | 100 | 92 | 98 |
| | | KSI | 114 | 123 | 132 | 107 | 123 | 138 | 142 | 117 | 132 | 103 | 96 | 103 |
| | | Slight | 1,227 | 1,240 | 1,221 | 1,378 | 1,447 | 1,481 | 1,583 | 1,593 | 1,630 | 1,553 | 1,630 | 1,624 |
| | | TOTAL | 1,341 | 1,363 | 1,353 | 1,485 | 1,570 | 1,619 | 1,725 | 1,710 | 1,762 | 1,656 | 1,726 | 1,727 |
| NBU | 0:4 | Fatal | 6 | 11 | 9 | 10 | 8 | 10 | 8 | 7 | 9 | 10 | 3 | 7 |
| | | Serious | 88 | 70 | 86 | 74 | 79 | 47 | 66 | 38 | 59 | 60 | 43 | 45 |
| | | KSI | 94 | 81 | 95 | 84 | 87 | 57 | 74 | 45 | 68 | 70 | 46 | 52 |
| | | Slight | 620 | 599 | 599 | 637 | 616 | 593 | 615 | 632 | 587 | 546 | 539 | 473 |
| | | TOTAL | 714 | 680 | 694 | 721 | 703 | 650 | 689 | 677 | 655 | 616 | 585 | 525 |

## Annex S (*continued*)

**Child casualty data: In car users (female), by severity, GB 1990-2001**

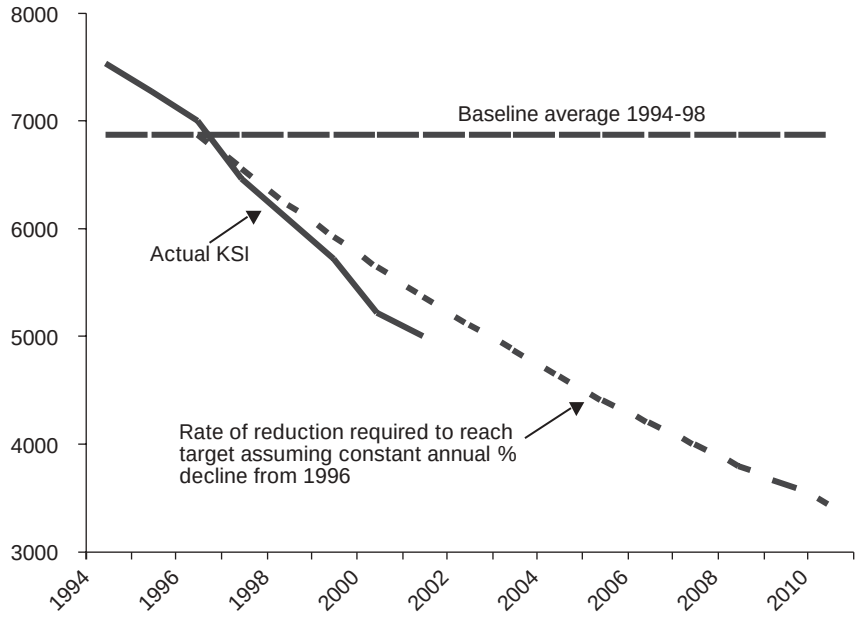
| Road Type | Age of Casualty | Severity | Year of Accident 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 5:7 | Fatal | 6 | 3 | 2 | 3 | 4 | 3 | 2 | 4 | 1 | 2 | 2 | 4 |
| | | Serious | 68 | 44 | 60 | 42 | 40 | 38 | 47 | 44 | 41 | 34 | 41 | 33 |
| | | KSI | 74 | 47 | 62 | 45 | 44 | 41 | 49 | 48 | 42 | 36 | 43 | 37 |
| | | Slight | 480 | 419 | 458 | 459 | 471 | 461 | 478 | 542 | 489 | 491 | 489 | 431 |
| | | TOTAL | 554 | 466 | 520 | 504 | 515 | 502 | 527 | 590 | 531 | 527 | 532 | 468 |
| | 8:11 | Fatal | 9 | 2 | 4 | 7 | 5 | 4 | 2 | 5 | 4 | 4 | 0 | 4 |
| | | Serious | 116 | 74 | 92 | 82 | 83 | 66 | 82 | 66 | 73 | 65 | 49 | 53 |
| | | KSI | 125 | 76 | 96 | 89 | 88 | 70 | 84 | 71 | 77 | 69 | 49 | 57 |
| | | Slight | 747 | 642 | 732 | 704 | 713 | 729 | 711 | 798 | 894 | 771 | 780 | 798 |
| | | TOTAL | 872 | 718 | 828 | 793 | 801 | 799 | 795 | 869 | 971 | 840 | 829 | 855 |
| | 12:15 | Fatal | 16 | 11 | 9 | 25 | 10 | 8 | 19 | 14 | 12 | 15 | 6 | 10 |
| | | Serious | 185 | 148 | 131 | 148 | 153 | 157 | 171 | 121 | 128 | 117 | 128 | 113 |
| | | KSI | 201 | 159 | 140 | 173 | 163 | 165 | 190 | 135 | 140 | 132 | 134 | 123 |
| | | Slight | 986 | 869 | 937 | 914 | 1,098 | 962 | 1,100 | 1,007 | 1,053 | 1,041 | 911 | 947 |
| | | TOTAL | 1,187 | 1,028 | 1,077 | 1,087 | 1,261 | 1,127 | 1,290 | 1,142 | 1,193 | 1,173 | 1,045 | 1,070 |
| ALL | 0:4 | Fatal | 8 | 14 | 10 | 10 | 12 | 13 | 10 | 9 | 11 | 14 | 3 | 9 |
| | | Serious | 166 | 144 | 148 | 158 | 143 | 116 | 117 | 111 | 139 | 115 | 93 | 76 |
| | | KSI | 174 | 158 | 158 | 168 | 155 | 129 | 127 | 120 | 150 | 129 | 96 | 85 |
| | | Slight | 1,628 | 1,595 | 1,588 | 1,686 | 1,620 | 1,578 | 1,586 | 1,645 | 1,567 | 1,488 | 1,386 | 1,365 |
| | | TOTAL | 1,802 | 1,753 | 1,746 | 1,854 | 1,775 | 1,707 | 1,713 | 1,765 | 1,717 | 1,617 | 1,482 | 1,450 |
| | 5:7 | Fatal | 9 | 3 | 3 | 4 | 6 | 5 | 2 | 5 | 3 | 3 | 2 | 4 |
| | | Serious | 117 | 80 | 107 | 81 | 87 | 79 | 91 | 97 | 91 | 72 | 76 | 59 |
| | | KSI | 126 | 83 | 110 | 85 | 93 | 84 | 93 | 102 | 94 | 75 | 78 | 63 |
| | | Slight | 1,296 | 1,108 | 1,277 | 1,300 | 1,355 | 1,269 | 1,332 | 1,523 | 1,416 | 1,393 | 1,371 | 1,273 |
| | | TOTAL | 1,422 | 1,191 | 1,387 | 1,385 | 1,448 | 1,353 | 1,425 | 1,625 | 1,510 | 1,468 | 1,449 | 1,336 |

**Child casualty data: In car users (female), by severity, GB 1990-2001**

| Road Type | Age of Casualty | Severity | Year of Accident 1990 | 1991 | 1992 | 1993 | 1994 | 1995 | 1996 | 1997 | 1998 | 1999 | 2000 | 2001 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| | 8:11 | Fatal | 9 | 2 | 6 | 9 | 6 | 5 | 3 | 5 | 4 | 4 | 0 | 4 |
| | | Serious | 189 | 142 | 167 | 142 | 136 | 142 | 150 | 126 | 134 | 124 | 115 | 85 |
| | | KSI | 198 | 144 | 173 | 151 | 142 | 147 | 153 | 131 | 138 | 128 | 115 | 89 |
| | | Slight | 1,844 | 1,679 | 1,871 | 1,886 | 2,018 | 1,960 | 2,066 | 2,237 | 2,389 | 2,211 | 2,193 | 2,076 |
| | | TOTAL | 2,042 | 1,823 | 2,044 | 2,037 | 2,160 | 2,107 | 2,219 | 2,368 | 2,527 | 2,339 | 2,308 | 2,165 |
| | 12:15 | Fatal | 19 | 13 | 13 | 27 | 13 | 16 | 23 | 16 | 16 | 18 | 10 | 15 |
| | | Serious | 296 | 269 | 259 | 253 | 273 | 287 | 309 | 236 | 256 | 217 | 220 | 211 |
| | | KSI | 315 | 282 | 272 | 280 | 286 | 303 | 332 | 252 | 272 | 235 | 230 | 226 |
| | | Slight | 2,213 | 2,109 | 2,158 | 2,292 | 2,545 | 2,443 | 2,683 | 2,600 | 2,683 | 2,594 | 2,541 | 2,571 |
| | | TOTAL | 2,528 | 2,391 | 2,430 | 2,572 | 2,831 | 2,746 | 3,015 | 2,852 | 2,955 | 2,829 | 2,771 | 2,797 |
| BU | All Children | Fatal | 8 | 5 | 8 | 5 | 10 | 14 | 7 | 5 | 8 | 8 | 4 | 7 |
| | | Serious | 311 | 299 | 312 | 288 | 284 | 316 | 301 | 301 | 319 | 252 | 243 | 187 |
| | | KSI | 319 | 304 | 320 | 293 | 294 | 330 | 308 | 306 | 327 | 260 | 247 | 194 |
| | | Slight | 4,148 | 3,962 | 4,168 | 4,450 | 4,640 | 4,505 | 4,763 | 5,026 | 5,032 | 4,837 | 4,772 | 4,636 |
| | | TOTAL | 4,467 | 4,266 | 4,488 | 4,743 | 4,934 | 4,835 | 5,071 | 5,332 | 5,359 | 5,097 | 5,019 | 4,830 |
| NBU | All Children | Fatal | 37 | 27 | 24 | 45 | 27 | 25 | 31 | 30 | 26 | 31 | 11 | 25 |
| | | Serious | 457 | 336 | 369 | 346 | 355 | 308 | 366 | 269 | 301 | 276 | 261 | 244 |
| | | KSI | 494 | 363 | 393 | 391 | 382 | 333 | 397 | 299 | 327 | 307 | 272 | 269 |
| | | Slight | 2,833 | 2,529 | 2,726 | 2,714 | 2,898 | 2,745 | 2,904 | 2,979 | 3,023 | 2,849 | 2,719 | 2,649 |
| | | TOTAL | 3,327 | 2,892 | 3,119 | 3,105 | 3,280 | 3,078 | 3,301 | 3,278 | 3,350 | 3,156 | 2,991 | 2,918 |
| Total | All Children | Fatal | 45 | 32 | 32 | 50 | 37 | 39 | 38 | 35 | 34 | 39 | 15 | 32 |
| | | Serious | 768 | 635 | 681 | 634 | 639 | 624 | 667 | 570 | 620 | 528 | 504 | 431 |
| | | KSI | 813 | 667 | 713 | 684 | 676 | 663 | 705 | 605 | 654 | 567 | 519 | 463 |
| | | Slight | 6,981 | 6,491 | 6,894 | 7,164 | 7,538 | 7,250 | 7,667 | 8,005 | 8,055 | 7,686 | 7,491 | 7,285 |
| | | TOTAL | 7,794 | 7,158 | 7,607 | 7,848 | 8,214 | 7,913 | 8,372 | 8,610 | 8,709 | 8,253 | 8,010 | 7,748 |

# Annex T

Children killed and seriously injured: trajectory for constant annual percentage change from baseline mid point (1996) and progress to 2001



# Annex U

## Road Safety Strategy, *Tomorrow's Roads – Safer for Everyone*, Progress with strategy actions

### *Short-term (implementation after strategy publication in 2000)*

- **Local authority child road safety audits**. Despite the template produced by LARSOA to illustrate best practice, many authorities continue to be confused about what is required of them on child road safety audit. In principle, it simply means that authorities should be aware of their child road traffic accident casualties, devise a programme to address their problem and monitor the results. Data supplied to the Department suggests that many authorities are conducting these audits without the realisation that it is no more complicated than that. The Department will need to consider whether more needs to be done to clarify what is meant by a child road safety audit.

- **Local authorities must consider creating 20mph zones, providing safe crossings, making enforcement more effective**. The Department is providing £3.5 million to local authorities over 2001/02 and 2002/03 specifically for projects designed to improve road safety for children on local roads, including 20mph zones, traffic calming and improved pedestrian facilities. The Department is leading on demonstrating to local authorities how they can assist with enforcement, including the partnerships for safety camera operation.

- **Highways Agency to develop and implement child friendly areas on trunk roads near schools and residential areas**. The Agency regularly reviews its programme for identifying potential sites in light of accident statistics.

- **Support Home Zones**. The Department has worked with the Children's Play Council and Transport 2000 (sponsors of the Home Zones campaign in the UK) in drawing up plans to monitor a selection of schemes. Nine pilot schemes, funded by local authorities, were announced in August 1999 and are being monitored by the Department through a research contract let to TRL Ltd. The monitoring project will assess how the nine pilot schemes are meeting Home Zone objectives. Results will be published in due course.

  The Transport Act 2000 makes provisions for Home Zones in England and Wales. The Department has consulted on proposals for Statutory Guidance and Regulations relating to the use of these powers in England and Regulations are expected to be laid in the Houses of Parliament towards the end of 2002.

  In order to accelerate the growth of the programme of Home Zones in England, a £30 million Home Zones Challenge was launched in July 2001. Over 230 bids were received and 61 schemes have been selected for Challenge funding.

- **Issue guidelines on roadside pedestrian training**. The Department worked with RoSPA who published guidelines in 1999.

- **Encourage schools to teach road safety in PSHE (personal, social and health education) stages 1,2 and 3**. Primary school lesson plans on Department's website. Lesson plans for secondary schools launched on the website in May 2002. DfES guidance on teaching safety placed on their website in February 2002.

- **Work with professionals to ensure road safety resources are used in schools**. Ongoing contact with Road Safety Officers to promote existing and new resources, as they are developed. Materials promoted at the RoSPA Congress and Education Shows.

- **Develop a new road safety aid for use in classrooms**. A revised Highway Code for Young Road Users, *Arrive Alive*, was published in August 2000.

- **Produce road safety education guidelines for schools and professionals**. The *On the Safe Side* resource (three guidance documents concerning education in primary schools and secondary schools, and local education responsibilities) distributed in hard copy to Road Safety Officers in Autumn 2001. Placed on the Department's website in Summer 2002.

- **Encourage new parents to get involved**. *The One Step Ahead* resource (two publications for parents of babies and toddlers respectively), which has been sponsored and distributed by Superdrug, includes road safety material. Published in 2000.

- **Explore potential for practical road safety training in play schemes and homework clubs.** Research by CAPT commissioned by DfT confirmed that there was potential for road safety education to take place in out-of-school clubs. DfT is joining with the Scottish Road Safety Campaign in designing and producing a resource.

- **Increase access to road safety materials via the internet**. Existing *Rosalind* database to be supplanted by an improved database. Contract to achieve will be let before the end of 2002.

- **Support school travel plans (STPs)**. The Department is promoting the development of individual STPs in order to improve travel choices and make the journey safer; STPs nearly always include safe routes to school schemes. In February 2001 the Department awarded 56 bursaries to local authorities (up to £30,000 per year to March 2004) to enable them to employ staff to work with schools to develop STPs and a further 17 for them to employ staff to work jointly with schools and workplaces. Since May 2001 the Department has been providing up to five days of free site-specific consultancy advice to schools wanting to develop a STP and more than 150 schools have now been offered advice. The Department has commissioned a new series of free seminars for staff in local

authorities working on STPs. The seminars are focusing on successful partnership working with Healthy School co-ordinators, School Sport co-ordinators, bus operators and others. Four seminars were held in March and were attended by over 200 delegates; a further four are planned for September/October 2002.

- **Raise profile of school travel issues and spread best practice through the School Travel Advisory Group (STAG)**. STAG continues to oversee rolling out of the recommendations contained in its report published in January 2000.

- **Work with voluntary groups to encourage more children to wear cycle helmets**. Provided grant to BHIT to develop and publish guidelines for local authorities and health professionals on how to promote helmet wearing (published May 2002). Have also paid grant to BHIT to prepare similar guidelines for schools.

### *Medium-Term (implementation 2002-2004)*

- **Standardising child restraint fittings**. It is anticipated that agreement will be reached across Europe on the technical content for an international standard for universal child restraints, known as ISOFIX, by the end of 2002.

- **Encourage parents to get involved – transition from primary to secondary school**. The *Making Choices* resource pack (three guidance documents – one for year 7 children, one for parents and one for teachers) was published and distributed to local authorities in September 2001.

- **Develop a programme promoting child pedestrian training in deprived areas**. Pilot programme of grant to local authorities to fund co-ordinators who will recruit volunteers to train children (5-7 years of age) in deprived areas has begun. £10 million being made available over 5 years. First tranche local authorities notified in September 2001. Second tranche local authorities will be notified on 27 September 2002. A contract has been let to evaluate the success of this pilot programme.

- **Monitor high risk groups and explore ways of improving their safety.** Literature review of ethnicity issues published.

### *Longer-term (no timescale specified)*

- **In-car design to take special account of children**. Laboratory based research is currently underway to investigate any interaction between children and side airbags.

### *Legislation*

- **Change legislation on school crossing patrols**. Changes made in section 270 Transport Act 2000.

# Annex V

## Strategy Progress in Scotland

### *Road Safety Education Strategy*

1. Research on "Road Safety Education in the Scottish Curriculum" was published by the Scottish Executive in 2000. Arising out of the research, a strategy document was produced which set out recommendations for a more equitable and consistent promotion and delivery of road safety education (RSE) in Scottish schools.

2. The strategy, being developed by the Scottish Road Safety Campaign (SRSC), covers road safety education during all stages of a child's formal education, including pre-school, primary, secondary and special educational needs. The main aim is to ensure that there is a "core" of road safety taught to all children, linking to national educational guidelines. The recommendations are being taken forward and a number of resources have been developed:

   - A Road Safety Education Strategy for Scotland leaflet has been produced and circulated to all nurseries, schools, advisers, Directors of Education and Road Safety Officers.

   - The Children's Traffic Club in Scotland Nursery and Playgroup Pack was revised (November 2001) and now contains curricular links aligned to "A Curriculum Framework for Children 3 to 5".

   - Curricular links to the Health Education 5-14 National Guidelines have been produced for the Scottish Cycle Training Scheme.

   - The Junior Road Safety Officer's (JRSO) Scheme has been developed for upper primary pupils (10-12 year olds). The aim of this scheme is to empower children to highlight road safety issues within their school. The information pack will include the CD-ROM "Safety Street". The scheme links to Citizenship, which encourages pupils to take responsibility for their own learning and decision-making.

   - A resource for lower secondary school pupils (12-14 year olds) has been completed to be taught within Personal and Social Development. The resource contains teachers' notes, suggested lesson plans and pupil activities. It also includes support materials for the Theatre in Education play "The Nine Lives of Roddy Hogg". Activities link to the Health Education 5-14 National Guidelines. All secondary schools have received 2 copies of this resource.

3. Research has been completed on RSE in upper secondary schools (14-18 age group) in Scotland. The main findings were that very little RSE was being taught to this age group. Teachers and pupils suggested resources to support RSE, such as drama, videos, advertisements, campaigns, speakers, witness testimony and ICT (Information Communication Technology). The infrastructure of the Scottish education system was also highlighted and it was suggested that "road safety education" should be renamed. This research will help to inform the SRSC on how to take the strategy forward in upper secondary schools.

## *The Children's Traffic Club in Scotland (CTCS)*

4. With funding from the Scottish Executive the CTCS offers free road safety training to all 3 and 4 year old children in Scotland, providing the foundation on which road safety education and training in later years can build.

5. The CTCS was relaunched in a new format in February 2001. The changes are aimed at increasing the uptake of Club membership and use of the materials, particularly by children in low income families. In November 2001 a new Nursery and Playgroup Pack was launched. This resource had changed dramatically to take into account pre-school national guidelines and overall learning focus. To support this pack the SRSC also produced parent cards and stickers to help consolidate partnership working with the nurseries.

6. The SRSC is actively seeking to increase uptake. Postcode data is now provided every six months to help identify low uptake areas. An advertising campaign including bus coves and supermarket trolleys took place over December 2001-February 2002. In May 2002 the SRSC launched a Superbus to tour Scotland for six months and specifically target low uptake areas.

## *SRSC Website*

7. The SRSC launched www.streetwiseguys.co.uk website in February 2002. It is designed to give road safety messages to children in a fun way. The site will continue to be developed and expanded.

## *Cycle Training*

8. New materials for the Scottish Cycle Training Scheme were issued in 2000, together with a booklet, *Safer Cycling – A Guide for Parents*, designed to inform parents on how to keep their children safe when cycling. A resource for Road Safety Officers (RSOs) to use in training volunteer trainers was issued in Spring 2001. The scheme now includes information relating to the environment and routes to school. It encourages RSOs to carry out on-road training and continual assessments. Cycle safety advertising was conducted in June 2002.

### *Theatre Tours*

9. A play aimed at upper primary pupils (10-11 year olds) was developed and piloted in schools in Spring 2001 and is now part of the SRSC's Theatre in Education programme. A number of plays aimed at different age groups tour schools throughout Scotland each year. The SRSC have recently signed a three year contract with a theatre company to provide Theatre in Education to the 10-12 and 16-18 age groups. Support materials have been completed for lower secondary schools.

### *Child Pedestrian Training Pilot Scheme*

10. A pilot scheme is being taken forward in Scotland as well as England. In September 2001 the Scottish Executive announced funding of £810,000 over six years for a national scheme of pilot projects. Selected local authorities in Scotland will receive funding to run schemes in their areas for a period of three years. The first three successful authorities were announced in January 2002 and the training of children is expected to commence in September 2002. The second bidding round was launched in June 2002. In all, nine local authority schemes will be funded during the pilot.

### *Cycling, Walking and Safer Streets (including Safer Routes to School)*

11. Between 2000 and 2004 over £21 million will have been made available by the Executive to local authorities in Scotland specifically to take forward work on cycling, walking and safer streets projects. These resources can be used to implement a range of measures, which could include safer routes to school schemes, crossings for pedestrians and cyclists, pedestrian footpaths and cycle lanes, 20 mph schemes and home zones.

### *20 mph Speed Limits*

12. The Scottish Executive evaluated 75 pilot advisory 20 mph speed limits implemented by local authorities throughout Scotland. A report was published in March 2001. The research found that drivers' behaviour can change in response to 20 mph signs in residential areas. In particular, average speeds were reduced at 60% of the trial sites and there was an important drop in the number of recorded accidents. Following the success of the pilot projects revised guidance for local authorities, giving advice on mandatory and advisory 20 mph speed limits, was issued in August 2001.

### *Home Zones*

13. The Transport (Scotland) Act 2001 introduced powers for local authorities to establish home zones in their areas. Regulations setting out the procedure to be followed by local authorities in designating a home zone came into effect on 1 July 2002. Guidance on implementing a home zone in Scotland was issued to local authorities on 15 August 2002.

## *School Crossing Patrols*

14. The Transport (Scotland) Act 2001 amended the provisions with regard to school crossing patrols. As in England and Wales, the changes mean that local authorities have greater flexibility in relation to the hours during which patrols can operate, and that patrols can legally help adults as well as children of all ages to cross the road.

## *Road Safety and Social Inclusion*

15. Guidance on setting up and running community based road safety initiatives has been developed as a result of Scottish Executive research on road safety activities within Scotland's most deprived neighbourhoods and socially excluded groups. Previous research by the Executive confirmed that there is a link between road accident casualties and socio-economic factors. The guidance, *A Safe Place to Live – Developing Community Based Initiatives to Promote Road Safety*, contains advice for community organisations, road safety professionals and other relevant bodies on ways to develop local road safety strategies and projects. It was published in August 2002, along with the research report.

## *Child Accidents en Route to and from School*

16. Anecdotal evidence suggests that a significant proportion of child pedestrian accidents may occur just before or just after a child has boarded or alighted from a bus while travelling to or from school. The Scottish Executive commissioned research to determine the extent of such accidents, ascertain whether more accidents happen to children alighting or about to board a contract compared with a public service bus, and establish if there is any pattern in the nature of such accidents. The results were published in August 2002. The main findings include:

    - Children in the age group 11-14 accounted for about two-thirds of all accidents where a bus was involved, the majority being boys aged 12 or 13.

    - The majority of casualties occurred on the journey home from school as children got off the bus.

    - Most children were running at the time of the accident.

17. The results of the research will be used by the Scottish Road Safety Campaign to help develop appropriate new road safety education resources for use in schools.

# Annex W

## Strategy Progress in Wales

1. Since 1999 the Assembly has provided Transport Grant funding to local authorities to undertake Safe Routes to School schemes – £7.6 million has been allocated to date. The scheme funds capital items such as crossings and traffic calming measures, improved school entrances, construction of cycle and footpaths, secure cycle facilities (including stands and CCTV), lockers and changing facilities. Evidence from local authorities is showing that modal shift is occurring and there has been a reduction in traffic speeds at many of the locations. More importantly the feedback from pupils is extremely positive and there are some excellent examples of partnership working within the local authority areas.

2. Since 2000 the Assembly has provided local authorities with ring fenced funding in the form of Road Safety Special Grant to address local safety problems. Authorities were asked to concentrate on allocating funding to engineering, education, publicity and training schemes that helped vulnerable road users – children in particular. £11.7 million has been allocated to date and an indicative allocation of £6 million has been made for 2003/04.

3. In parallel with the initiative in England, funding is being provided to all local authorities in Wales to appoint and retain a Child Pedestrian Training Co-ordinator – the funding will cover a 3-year period starting this year. All co-ordinators have been appointed and trained.

4. Funding is given to the Road Safety Council of Wales to undertake projects across Wales (with the local authorities) – projects include Walk to school week, Megadrive, Drink Drive Poster competition etc.

5. Bilingual versions (and sometimes Welsh only) are produced from the publicity materials originating from the Department for Transport ie *Teaching Children Road Safety; Making Choices, Cycle Smart, Arrive Alive,* various posters and there is a Welsh language version of the Hedgehog advert; funding has been made available for the production of Children's Traffic Club literature into Welsh and the Assembly is working directly with the safety consultancy DBDA over the management of the scheme in Wales. In addition the Assembly is now producing our own publicity items (pencils, erasers, bookmarks and duffel bags) with bilingual road safety slogans incorporated.

6. The Assembly is part funding a Sustrans office in Wales (£180,000 over three years). Sustrans' objectives include completion of a further 350 kilometres of the National Cycle network – this initiative will enable children to walk and cycle safely as well as encouraging healthier lifestyle habits.

# Child Road Safety Action Plan – Schedule

| Action | Responsibility | *Timing | | | |
|---|---|---|---|---|---|
| | | Short term | Medium term | Long term | Ongoing |
| To clarify child road safety audit. | RSD/DfT | ✓ | | | |
| To conduct child road safety audits and pursue appropriate measures. | LHAs | | | | ✓ |
| Reduce child casualties in disadvantaged areas. | RSD/DfT, CD/DfT, SE, WA | ✓ | | | |
| Monitor and evaluate the national child pedestrian training project. | RSD/DfT, SE, WA | | | ✓ | |
| Encourage schools to teach road safety. | DfES, RSOs, CD/DfT | | | | ✓ |
| Consider funding Children's Traffic Clubs. | DfT | ✓ | | | |
| Encourage wearing of cycle helmets. | RSD/DfT, RSOs | | | | ✓ |
| Roll out, monitor and evaluate schemes in the Mixed Priority Route Demonstration Project. | RSD/DfT | | ✓ | | |
| Undertake the Inner City Demonstration Project. | RSD/DfT/LHAs | ✓ | ✓ | | |
| Monitor the Home Zone pilot projects. | CLT/DfT, SE | ✓ | | | |
| Evaluate the Yellow School Bus pilot projects. | CLT/DfT | ✓ | | | |
| Represent UK views in response to EC "framework" legislation on pedestrian friendly cars. | VSE/DfT | ✓ | | | |
| Investigate further and pursue initiatives to improve in-car design (eg restraints). | VSE/DfT/RSD | ✓ | ✓ | | |
| Improve road safety education database. | RSD/DfT | ✓ | | | |
| Disseminate computer-based child pedestrian training resource. | RSD/DfT | ✓ | | | |
| Research high risk groups (ethnic minority, deprived, special needs, boys). | RSD/DfT | | ✓ | | |
| International survey of child road safety. | RSD/DfT | | ✓ | | |
| Engage and assist parents with training. | RSD/DfT, CD/DfT, RSOs | ✓ | ✓ | | |

| Action | Responsibility | *Timing | | | |
|---|---|---|---|---|---|
| | | Short term | Medium term | Long term | Ongoing |
| Target young adolescents. | RSD/DfT, CD/DfT, DoH, RSOs | | | | ✓ |
| Address rural casualties (understanding, measures). | RSD/DfT, LHAs | | | | ✓ |
| Consider impact of traffic calming. | RSD/DfT | ✓ | | | |
| Disseminate to RSOs guidelines on evaluation of road safety education initiatives. | RSD/DfT | ✓ | | | |
| Regularly review effectiveness of published material. | CD/DfT, RSD/DfT, DSA | ✓ | | | ✓ |
| Continue to promote School Travel Plans. | CLT/DfT, DfES | | | | ✓ |
| Consider improvements to trunk roads to improve child road safety. | HA | | | | ✓ |
| Pursuance of strategy in Scotland and Wales (initiatives other than those specifically referred to elsewhere in this schedule). | SE, WA | | | | ✓ |
| Enforcement of the law. | The police | | | | ✓ |
| Non-government child road safety programmes complementary to others within and outside government. | Voluntary bodies | | | | ✓ |

# Abbreviations

| | |
|---|---|
| LHA | Local Highway Authority |
| RSO | Local Highway Authority Road Safety Officer |
| DfT | Department for Transport |
| DfES | Department for Education and Skills |
| DoH | Department of Health |
| SE | Scottish Executive |
| WA | Welsh Assembly |
| RSD | Road Safety Division |
| CLT | Charging and Local Transport Division |
| VSE | Vehicle Standards and Engineering Division |
| CD | Communication Directorate |
| HA | Highways Agency |
| DSA | Driving Standards Agency |

* Short Term (1-2 years)
Medium Term (2-5 years)
Long Term (over 5 years)