Good practice for child pedestrian safety

	Evidence statement	Transfer and Implementation points
Engineering	**Area wide engineering solutions to reduce pedestrian risk (including pedestrian facilities and/or traffic calming infrastructure) lead to reduction in injuries and are cost effective.[14,27]**	- Traffic calming has shown accident savings of 60% in 30 km/hour (18.6 mph) zones.[38] - Area-wide urban traffic calming schemes reduced the number of injury accidents by 15% (25% on residential streets and 10 % on main roads).[38] - Engineering modifications can be more effective when supported by educational and enforcement activities.[29]
	Vehicular modifications appear to reduce the risk of pedestrian fatalities.[14,19]	- Modifications to car front design that take children into account result in a reduced number of child pedestrian fatalities.[19] - It is estimated that up to 2,100 deaths and 18,000 serious pedestrian and cyclist casualties of all ages could be prevented annually in the European Union with these modifications.[19]
Enforcement	**Legislation / policy reducing vehicle speeds in residential areas leads to reduced injuries and changes in driver behaviour.[27]**	- In the United Kingdom, introduction of 20 mph (32 km/hour) speed limit zones resulted in 70% reduction in fatal child pedestrian accidents.[39] - Level of enforcement will impact effectiveness.[28] - Legislation is most effective when supported by educational activities.[29]
	Enforcement of legislation / policy reducing vehicle speeds in residential areas leads to reduction in injuries and changes in driver behaviour.[40]	- Level of enforcement will impact effectiveness.[28] - Legislation is most effective when supported by educational activities.[29]
Education	**Community-based education / advocacy programmes to prevent pedestrian injuries in children 0-14 years result in a reduction in injuries.[41]**	- Effective programs have show reductions ranging from 12%-54%.[41] - Programs offering a comprehensive package that includes educational, social and environmental strategies are more likely to be successful.[41] - Greater amounts of resources and community commitment afforded to programmes allow more complex and comprehensive strategies to be used, which in turn lead to greater success. [41]
	Pedestrian skills training leads to improved child pedestrian crossing skills.[14] 📄 **Case Example: Kerbcraft, Scotland, Page 43**	- Multi-faceted programmes and those that involve parents are more likely to be successful.[14] - Practical roadside experience is an essential ingredient of pedestrian skills training.[14]
Enforcement	**The countries with the best road safety record have national implementation plans which comprise a wide range of measures: low speed limits, speed reduction measures, promotion of secondary safety and publicity aimed at both children and their parents and drivers.[37,38]** 📄 **Case Example: Road Safety Strategy, France, Page 45**	- Building on past policies or international agreements can lead to progress.[38] - Political commitment at the highest level is necessary to make road safety a priority for all in government and society.[38] - Media coverage is an important aspect of national safety campaigns.[28,38] - A combination of engineering, enforcement and education is most effective.[28]