

**Correction**

An error occurred in the June 2007 issue of the journal (Friedman LS, Barach P, Richter ED. Raised speed limits, case fatality and road deaths: a six year follow-up using ARIMA models. *Inj Prev* 2007;13:156–61). Table 2 should have been published in the print journal as well as online. The table is shown below and the fully corrected article is available at <http://injuryprevention.bmj.com/supplemental>

**Table 2** ARIMA time series intervention models for killed, serious injuries and case-fatality rates (CFRs) between 1988–1999. On November 1993 the legal speed limit was changed from 90 kph to 100 kph

| Road Type          | Variable         | Model*          | Parameter (Lag)† | Parameter Estimate | t-value‡ |
|--------------------|------------------|-----------------|------------------|--------------------|----------|
| All Roads Combined | Killed           | (0,0,0)(0,1,1)s | MA(12)           | 0.879              | 7.11     |
|                    |                  |                 | INTV             | 4.694              | 3.94     |
|                    | Serious Injuries | (0,1,1)(1,0,0)s | MA(1)            | 0.593              | 8.63     |
|                    |                  |                 | AR(12)           | 0.309              | 3.68     |
|                    |                  |                 | INTV             | -31.7              | -1.24    |
|                    | CFR              | (1,0,1)         | AR(1)            | 0.993              | 327.6    |
|                    |                  |                 | MA(1)            | 1.017              | 69.62    |
|                    | CFRS§            | (1,0,0)         | INTV             | 0.393              | 4.54     |
|                    |                  |                 | AR(1)            | 0.242              | 2.967    |
|                    |                  |                 | INTV             | 2.502              | 6.048    |
| Urban Roads        | Killed           | (0,0,0)         | INTV             | 1.625              | 2.129    |
|                    |                  |                 | MA(1)            | 0.75               | 13.24    |
|                    | Serious Injuries | (0,1,1)(1,0,0)s | AR(12)           | 0.3                | 3.6      |
|                    |                  |                 | INTV             | -3.31              | -0.29    |
|                    |                  |                 | AR(1)            | 0.918              | 37.29    |
|                    | CFR              | (1,0,1)         | MA(1)            | 0.805              | 14.53    |
|                    |                  |                 | INTV             | -0.075             | 0.724    |
|                    | CFRS§            | (1,0,1)         | AR(1)            | 0.614              | 3.24     |
|                    |                  |                 | MA(1)            | 0.515              | 2.409    |
|                    |                  |                 | INTV             | 1.522              | 3.288    |
| Interurban Roads   | Killed           | (0,0,0)(0,1,1)s | MA(12)           | 0.886              | 6.815    |
|                    |                  |                 | INTV             | 3.11               | 3.172    |
|                    | Serious Injuries | (0,1,1)(1,0,0)s | MA(1)            | 0.472              | 6.29     |
|                    |                  |                 | AR(12)           | 0.304              | 3.63     |
|                    |                  |                 | INTV             | -33.92             | -1.74    |
|                    | CFR              | (1,0,1)         | AR(1)            | 0.986              | 54.04    |
|                    |                  |                 | MA(1)            | 0.725              | 10.92    |
|                    | CFRS§            | (1,0,0)(1,0,0)s | INTV             | 1.275              | 2.578    |
|                    |                  |                 | AR(1)            | -0.336             | 2.84     |
|                    |                  |                 | AR(12)           | 0.44               | 3.899    |
|                    |                  |                 | INTV             | 4.12               | 2.611    |

\*Models: Intervention models involving a step function were observed for all models. There was no evidence within any of the models to support a significant pulse function or decay effect.

†INTV: Intervention occurred on November 1993 when the speed limit was legally raised from 90 kph to 100 kph

‡The significance levels for the T-values is as follows: 1.977, p=0.05; 2.353, p=0.02; 2.611, p=0.01; 3.361, p=0.001.

§CFRS is the modified case fatality rate calculated as follows deaths/(deaths+serious injuries)