TABLE 3: RISK FACTORS ADDRESSED IN THE REVIEWED LITERATURE

Author	Article Type	Jurisdiction	Age range	Subtopic	Risk factor(s) associated with child PMVC
CHILD PEDESTRIAN CHARACTERISTICS					
Mannocci et al. (2019)[35]	Systematic review and meta-analysis	Worldwide	10-19 years old	Individual characteristics	Age (mixed findings according to age groups), male
Stoker et al. (2015)[34]	Review article	Worldwide	Children (undefined age range)	Individual characteristics	Younger age, male, low socio-economic status
Moller et al. (2013)[36]	Systematic review	Worldwide	0-19 years old	Individual characteristics	Indigeneity (compared with non-Indigenous children)
Thomson et al. (2001)[37]	Review report	Worldwide	Children (undefined age range)	Individual characteristics	Ethnic minorities
Laflamme et al. (2000)[38]	Review article	Worldwide	Children (undefined age range)	Individual characteristics	Non-white inhabitants, family disruption, crowding, low family income, sole parenthood
Wazana et al. (1997)[32]	Review article	Worldwide	2-18 years old	Individual characteristics	Age (mixed findings according to age groups), male, low family income, crowding, low parental education
Schieber et al. (1996)[94]	Review article	Undefined	Children (undefined age range)	Developmental stages	Emerging developmental abilities at younger age
Schwebel et al. (2012)[42]	Review article	Worldwide	4-12 years old	Behavioural factors	Cognitive development, perceptual development, distraction, social influence (parent and peers)
Granié (2009)[43]	Observational study	France	12-16 years old	Behavioural factors	Sex-stereotype conformity (effect on internalizing traffic rules and risky behaviour)

BUILT ENVIRONMENT

Mannocci et al. (2019)[35]	Systematic review and meta-analysis	Worldwide	10-19 years old	Built environment Geographic location Social and material environment	High population density, high moving traffic, rural areas, deprived socioeconomic areas
Stoker et al. (2015)[34]	Review article	Worldwide	Children (undefined age range)	Built environment Geographic location	High population density (dependant on vehicle miles traveled), urban areas (involvement in collisions), rural areas (injury and fatality rates), High traffic speed, wide street lanes, poor visibility, low-lighting, high traffic volume
Rothman et al. (2014)[45]	Systematic review	Highly motorised countries (Australia, Japan, New Zealand, North America and Western Europe)	4-12 years old	Built environment	High road density/length, higher number of cross-walks, higher pedestrian volume, high population density, higher number of schools, land use mix and proximity of services
Kim et al. (2012)[44]	Systematic review	Canada, USA	0-17 years old	Geographic location	Rural vs urban areas (mixed findings)
Laflamme et al. (2000)[38]	Review article	Worldwide	Children (undefined age range)	Social and material environment Built environment Geographic location	Poorest income quintile or highly deprived neighborhoods, (based on income, unemployment, crowding, family problems, multifamily dwelling, subsidized housing) High population density; fast moving traffic; absence of parks; higher distance from town center
Dimaggio et al. (2012)[95]	Systematic review and meta-analysis	Worldwide	0-15 years old	Built environment Social environment	High traffic density, high vehicle speed, absence of play areas, multi-lane roads, absence of traffic calming measures (speed bumps, signage, narrowing)
Wazana et al. (1997)[32]	Review article	Worldwide	2-18 years old	Built environment Social and material environment	High volume of traffic, higher speed limits, multi-lane roads, predominance of multi dwelling apartments

DRIVER BEHAVIORS

Fridman et al. (2019)[50]	Modified quasi-induced exposure approach	Calgary, Alberta, Canada	Child pedestrian (undefined age range)	Impairment	16-24 years old drivers, driving in the evening (18:00-24:00); no seat-belt use; child passenger in the car at the time of the collision, and impairment (substance use, fatigued, medical defect)
Stavrinos et al. (2018)[51,87]	Systematic Review and Meta-Analysis	Worldwide	0-24 years old	Distraction	Teen drivers, mobile technology use: interacting with phone or talking on the phone (associated with more risk in general)
Rothman et al. (2017)[51]	Cross-sectional observational study	Toronto, Ontario, Canada	Junior kindergarten to grade 6	Dangerous Driving Behaviours	Double parking, drop-offs on the opposite side of the school
Dultz et al. (2013)[49]	Review article	Worldwide	All ages	Impairment	Alcohol use
Retting et al. (2003)	Review article	Worldwide	All ages	Speed	High vehicle travel speeds
Wazana et al. (1997)	Review article	Worldwide	2-18 years old	Speed	High vehicle travel speeds

MOTOR VEHICLES CHARACTERISTICS (ALL AGES)

Beza et al. (2019)[68]	Review article	Worldwide	All ages	Connected and automated vehicles (CAV)	Reduction of human driver errors (associated to a reduction in collisions in general) Pedestrian interaction with CAVs and pedestrian safety (mixed findings due to unknown future mobility pattern)
Elliott et al. (2019)[66]	Review article	Worldwide	All ages	Connected and automated vehicles (CAV)	Reduction of human driver errors (associated to a reduction in collisions in general) Inclement weather, low light (negative association to sensors detection capabilities)
Stanciu et al. (2018)[67]	Review article	Worldwide	All ages	Connected and automated vehicles (CAV)	Comprehension of messages during communication between a driver and a pedestrian is influenced by several factors including culture, context, and experience.
Desapriya et al. (2010)[63]	Systematic Review and Meta-Analysis	Worldwide	All ages	Light truck vehicles (LTV)	LTV (positive association to PMVC)
Paulozzi (2005)[65]	Fatality rates by vehicle type	USA	0-14 years old	Vehicle type	Buses, motorcycles (positive association to child PMVC)