Effectiveness of the Safe Routes to School

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**Background**

Many cities have promoted Safe Routes to School (SRTS) programs to make it easier for children to walk or cycle to school safely. Most studies have found that implementation of these programs increases active travel to school and decreases road traffic injuries, although there is controversy because of methodological limitations.

**Methods**

**Design:** a pre-post quasi-experimental evaluation design, with a matched comparison group, including 64 intervention schools.

**Inclusion and exclusion criteria:**
Traffic collisions with casualties occurring in the study area (buffer with a 200-m radius around the schools) during school times.

Collisions occurring during Christmas and Easter holiday periods were excluded.

**Outcomes** included: Collisions, People injured, within a radius of about 200 meters around schools during school hours, (2002-2019)

**Sources of information:** local police register, and contextual variables.

**Analysis:** generalized linear mixed model with Poisson distribution.

**Objective**

To evaluate the effectiveness of the SRTS program carried out in Barcelona between 2006 and 2016 in reducing the number of road traffic collisions and injuries in the school environment.

**Conclusions**

Road traffic injuries were significantly reduced in the intervention schools, but not in the comparison schools, with a larger reduction in the number of injured pedestrians, especially school-age pedestrians.

The SRTS program significantly improved road safety among children and adolescents in an urban setting.

The decrease observed in the number of collisions and injured people including children and young people aged 0-16 and minor pedestrians can be attributed to the intervention of school roads.