



FIRST PERSON
CONSULTING

ACT School Active Travel Programs

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Program background

RIDE or
WALK
to school

**Active
STREETS**



School Crossing Supervisor Program

Program background

102
schools

Participated in at least one of the programs, with most schools participating in at least two.

About 90 of these were primary schools. There are approximately 115 primary schools in the ACT.

Cross-
directorate

ACT Health, the Education Directorate, the Justice and Community Safety Directorate, and Transport Canberra and City Services (TCCS). TCCS assumed responsibility for the full suite of programs by 2020.

\$9,317,604

RWTS: average \$14,645 per school
AS: average \$37,037 per school
SCSP: average \$204,000 per school

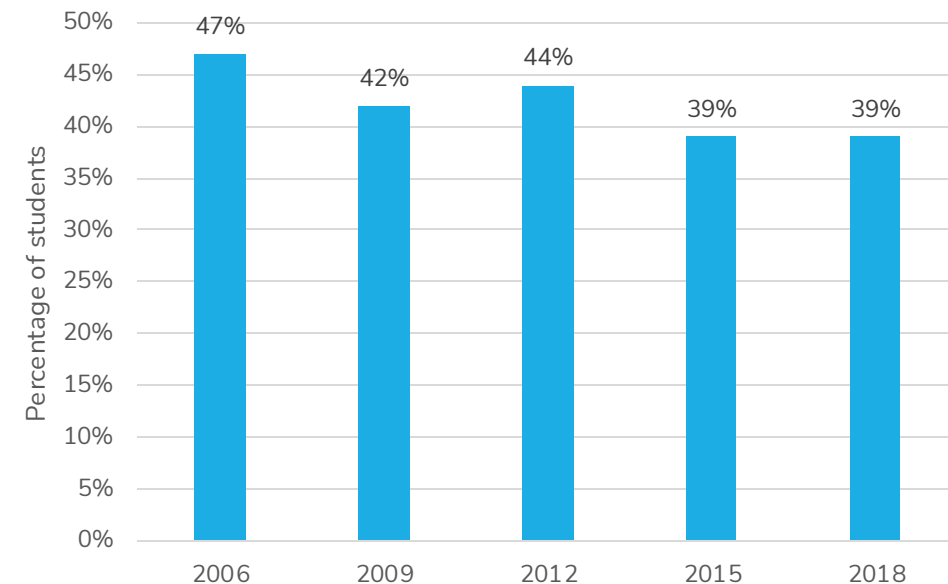
Program context

ACTPANS results:

- In 2018 around 39% of Year 6 students in Canberra used active travel to get to and from school five or more times per week.
- This represented an overall decline since 2006, when 47% of Year 6 students used active travel five or more times per week.

(ACTPANS: ACT Physical Activity and Nutrition Survey)

Proportion of students using active travel 5 or more times per week



Evaluation background

Previous program evaluations:

2017 Evaluation of the Ride or Walk to School Program (First Person Consulting)

2019 Evaluation of the School Crossing Supervisor Program (First Person Consulting)

2017 Summary report of Active Streets Pilot Program (University of New South Wales & ACT Government)

Other available documentation:

2020 'Understanding School Travel' report drawing from the 2017 ACT 'Household Travel Survey' (IPSOS)

2019 Active Streets survey responses

2017 & 2019 traffic volume and pedestrian count data

Evaluation background

RWTS:

Previous evaluation showed participating schools had higher than average rates of active travel attributable to the program and that active travel rates increased after participation.

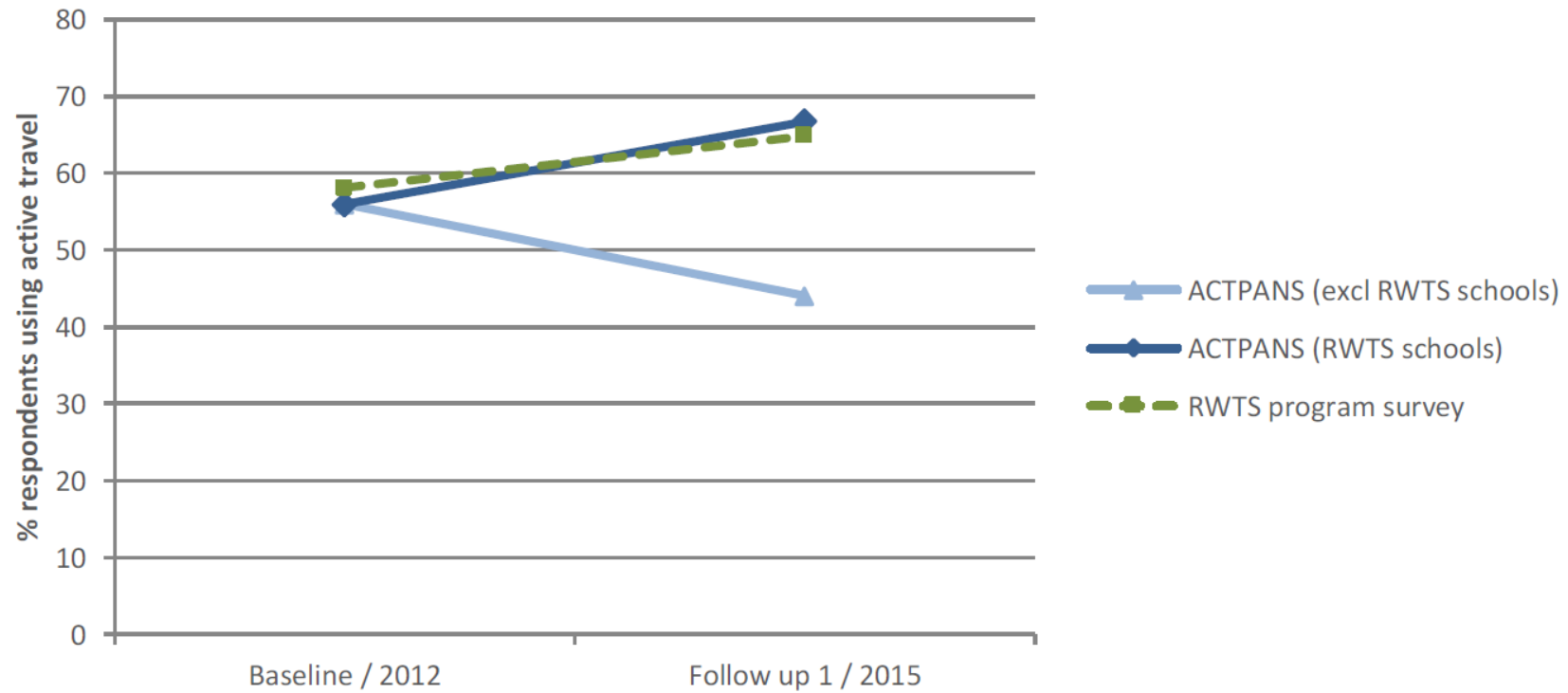
AS:

Pilot program summary report found that the overall percentage of students using active travel was higher after implementation of AS interventions and there were small but consistent reductions in traffic volume and speed.

SCSP:

Previous evaluation showed that the program had positively impacted parental attitudes to safety, and that parents had greater intention/perceived likelihood to allow active travel after SCSP implementation.

Evaluation background



The Challenge

Evaluate the individual and collective long-term impact of the Active Travel Programs across the ACT over 10 years, primarily:

- Increases in rates of student active travel
- Increased safety of the school environment
- Decreases in traffic congestion around school

The Challenge

Contextual factors

Programs were delivered against a background of declining active travel rates

Programs were delivered during COVID

Significant shifts in ACT demographics (e.g., population growth in certain areas)

ACT weather

Program factors

Staff and student cohorts constantly changing

Intensity of school engagement varied heavily over time

Differences between 'participation' and 'engagement'

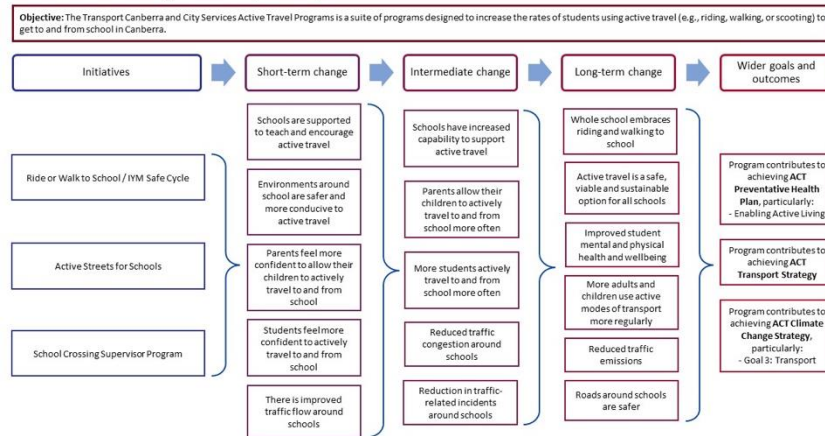
Evaluation factors

No opportunity to conduct new baseline or pre data collection

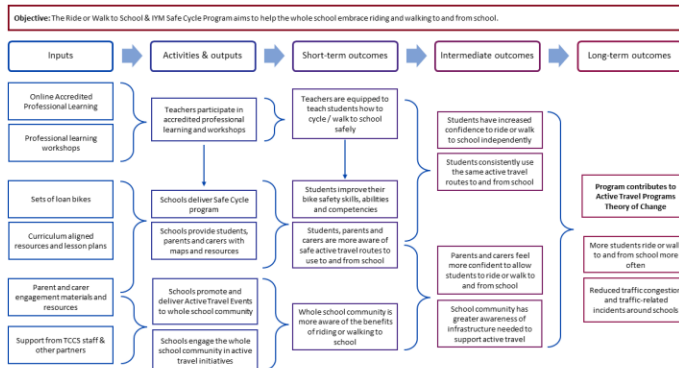
Very difficult to directly tie self-reported measures to program outcomes as most respondents were not able to identify which programs their school had participated in

What we did

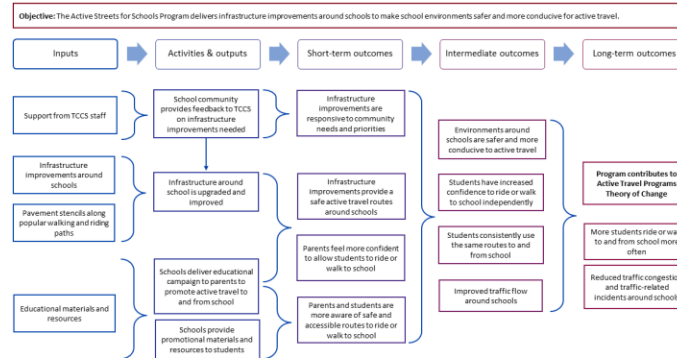
TCCS Active Travel Programs Theory of Change



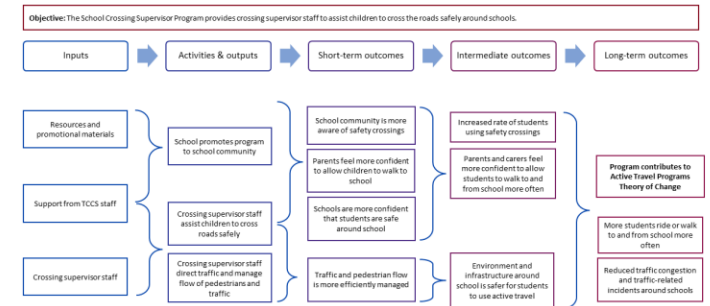
Ride or Walk to School / IYM Safe Cycle Logic Model



Active Streets for Schools Program Logic Model



School Crossing Supervisor Program Logic Model

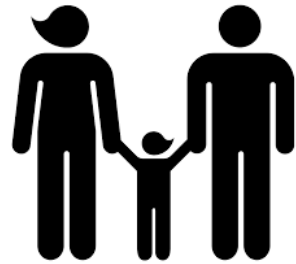


What we did



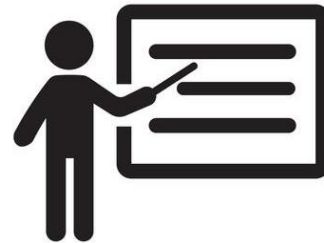
1,039 survey responses

Students at 17 participating schools



880 survey responses

Parents/carers at 66 participating schools and 1 non-participating school



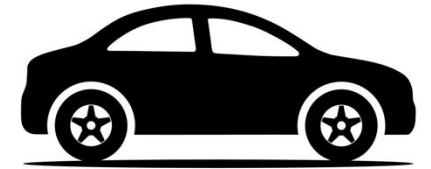
16 survey responses & 3 interviews

RWTS coordinators at participating schools



12 interviews

School crossing supervisors at participating schools



25 schools

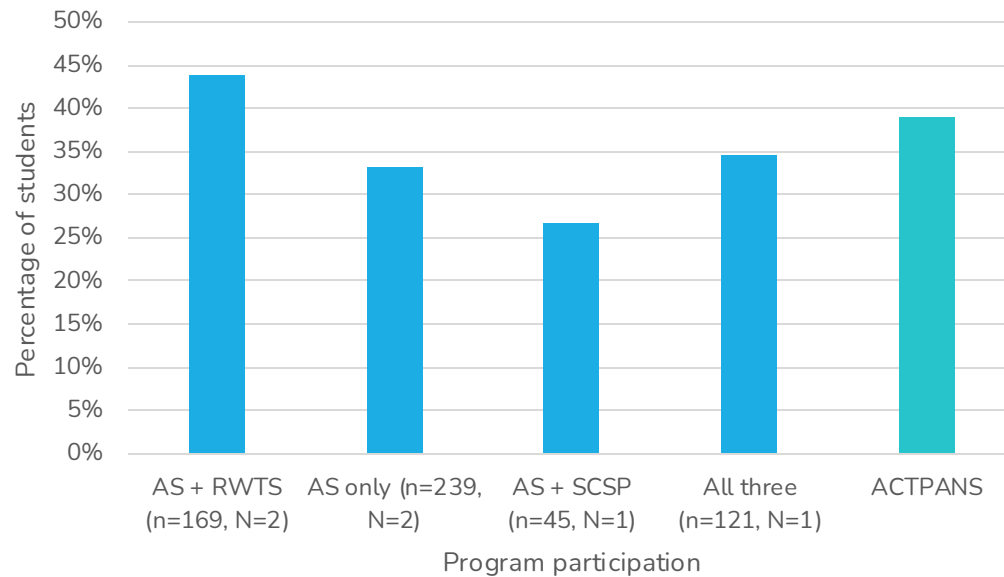
Pedestrian and traffic volume count data at a random selection of schools

What we found

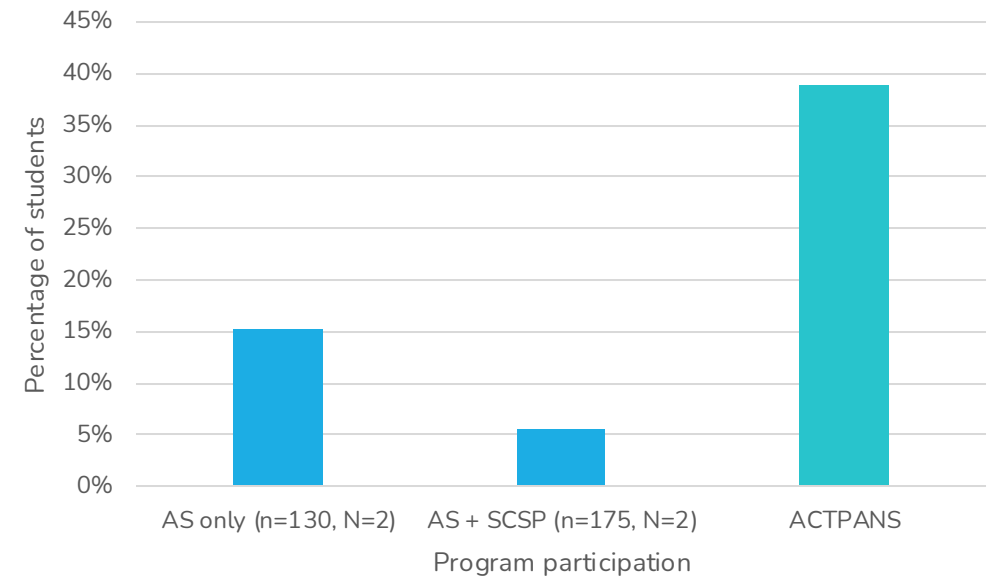
When looked at in combination, there is an encouraging trend indicating that the Active Travel Programs positively influenced rates of student active travel and perceptions of safety around schools. However, the evidence is less clear in terms of individual program impact, suggesting that it is the combination of initiatives driving the achievement of key outcomes.

What we found

Public schools (student survey)

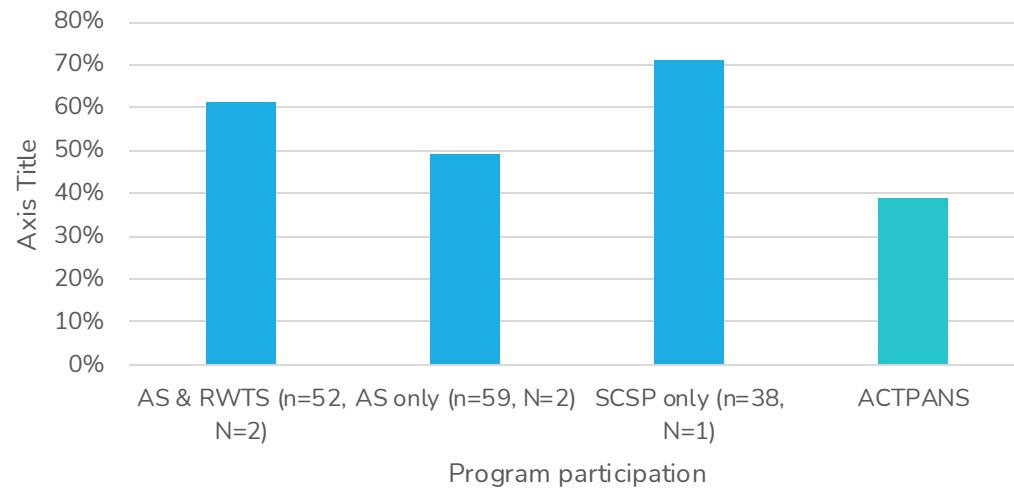


Non-government schools (student survey)

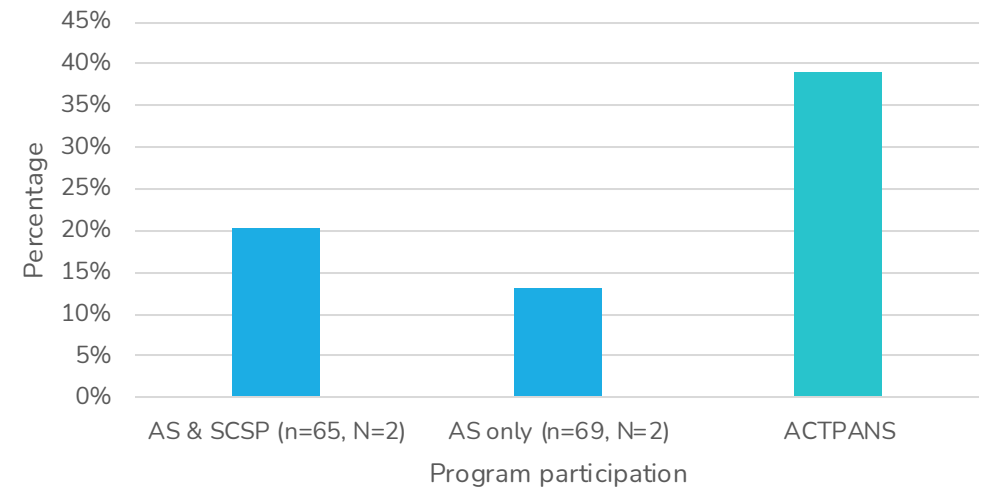


What we found

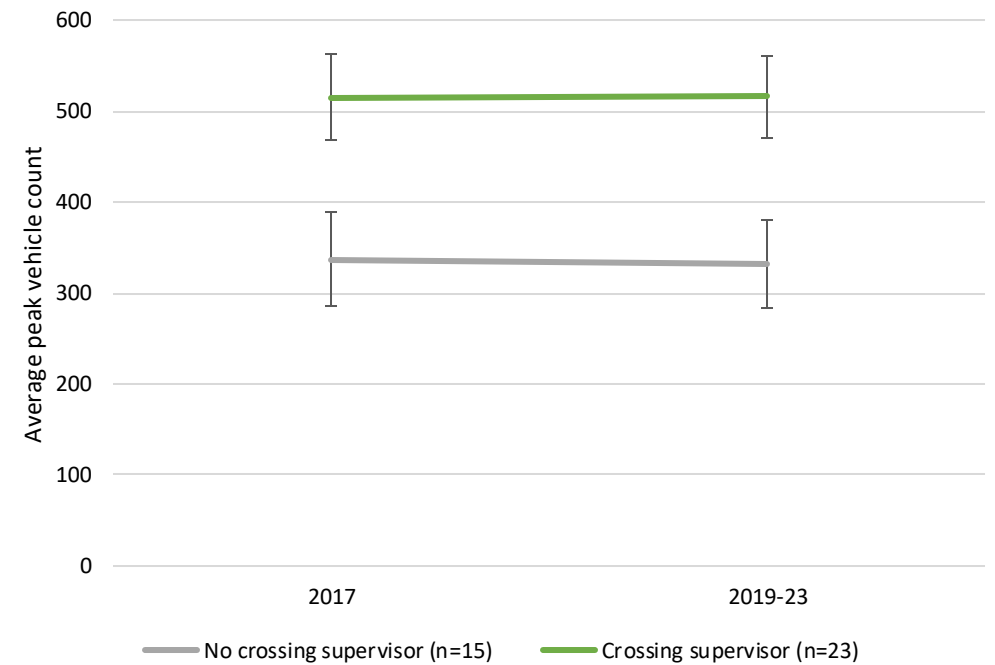
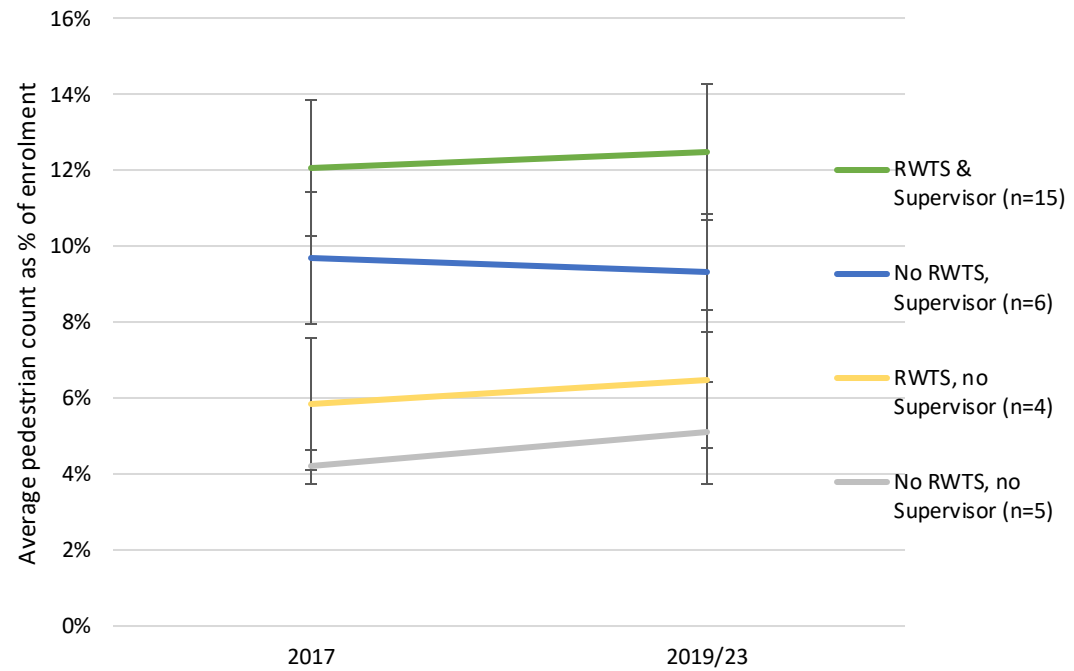
AT five or more times (average % of students)
Public schools



AT five or more times (average % of students)
Non-government schools



What we found



What we found

There is evidence from multiple sources that the programs positively influenced perceptions of safety around schools; however, there is limited evidence to suggest that this has directly translated into higher rates of active travel and a reduction in traffic congestion.

Average traffic volumes from school crossings surveyed in 2017, 2019, and 2023 do not appear to have noticeably changed over time. Schools with a crossing supervisor had higher traffic counts overall.

Reflections

Developing clarity around expectations of impact for each program earlier in the process.

Measuring individual program impact beyond shorter-term outcomes specific to that program was more challenging than anticipated.

Increased systems focus within program design and evaluation would be beneficial.

Thank you

You can read the full report here:

www.transport.act.gov.au/travel-options/schools/school-programs

Questions? Please get in touch:

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