

Supplementary Table 1: Descriptive statistics of speed outcomes stratified by posted speed limit (30 km/h, 40 km/hr, 50 km/hr, 60 km/hr)

Groups	Intervention Schools (n = 30)				Control Schools (n=45)					
	N	Mean (Pre)	SD	Mean (Post)	SD	N	Mean (Pre)	SD	Mean (Post)	SD
All Schools	30					45				
Proportion Over 30 km/h (%)		0.71	0.27	0.69	0.26		0.79	0.19	0.80	0.20
Proportion Over Speed Limit (%)		0.44	0.28	0.40	0.26		0.48	0.24	0.47	0.23
85th Percentile Speed (km/h)		46.51	10.54	45.72	11.69		48.88	8.95	48.55	8.39
Schools in 30 km/h zones	7					7				
Proportion Over 30 km/h (%)		0.45	0.20	0.46	0.20		0.63	0.18	0.59	0.24
Proportion Over Speed Limit (%)		0.45	0.20	0.46	0.20		0.63	0.18	0.59	0.24
85th Percentile Speed (km/h)		35.85	4.60	36.13	5.97		40.48	4.26	39.94	6.68
Schools in 40 km/h zones	18					27				
Proportion Over 30 km/h (%)		0.75	0.25	0.71	0.25		0.76	0.18	0.79	0.17
Proportion Over Speed Limit (%)		0.46	0.31	0.39	0.28		0.41	0.22	0.43	0.23
85th Percentile Speed (km/h)		46.74	8.06	44.74	7.64		45.95	5.32	46.22	4.95
Schools in 50 km/h zones	3					9				
Proportion Over 30 km/h (%)		0.95	0.01	0.94	0.02		0.97	0.03	0.98	0.02
Proportion Over Speed Limit (%)		0.47	0.31	0.47	0.34		0.64	0.16	0.58	0.13
85th Percentile Speed (km/h)		59.71	9.53	59.51	10.27		62.23	3.96	59.99	2.98
Schools in 60 km/h zones	2					2				
Proportion Over 30 km/h (%)		0.95	0.02	0.97	0.02		0.91	0.07	0.89	0.03
Proportion Over Speed Limit (%)		0.18	0.10	0.18	0.21		0.13	0.14	0.16	0.18
85th Percentile Speed (km/h)		61.89	3.79	67.42	19.40		57.79	7.93	58.55	8.98

Supplementary Table 2: Unadjusted and Adjusted Models for the Proportion Exceeding 30 km/h, Exceeding Speed Limit and 85th Percentile, for Intervention and Control Groups (OR = Odds Ratio, CI = Confidence Intervals)

	Intervention (n=30)		Control (n=45)	
	Unadjusted OR (95% CI)	Adjust OR (95% CI)	Unadjusted OR (95% CI)	Adjust OR (95% CI)
Model 1: Proportion Exceeding 30 km/h OR (95% CI)				
Post vs Pre	0.88 (0.74, 1.06)	0.88 (0.73, 1.06)	1.10 (0.87, 1.38)	1.10 (0.88, 1.37)
Presence of Traffic Calming	1.33 (0.59, 3.00)	2.72 (1.06, 7.04)	1.17 (0.65, 2.12)	0.78 (0.45, 1.35)
Posted Speed Limit (30 km/h as reference)				
40 km/h	4.17 (1.71, 10.16)	6.20 (2.10, 18.30)	1.86 (1.05, 3.65)	2.59 (1.28, 5.00)
50 km/h	7.56 (1.80, 31.82)	23.35 (4.24, 128.71)	0.70 (3.63, 20.86)	21.29 (8.39, 54.04)
60 km/h	8.06 (1.51, 42.99)	70.94 (8.39, 599.49)	4.23 (1.07, 16.76)	5.33 (1.30, 21.77)
Model 2: Proportion Exceeding Speed Limit OR (95% CI)				
Post vs Pre	0.79 (0.66, 0.96)	0.79 (0.66, 0.96)	0.98 (0.81, 1.19)	0.98 (0.81, 1.18)
Presence of Traffic Calming	2.58 (1.19, 5.57)	3.53 (1.25, 9.92)	1.00 (0.56, 1.78)	0.78 (0.42, 1.43)
Posted Speed Limit (30 km/h as reference)				
40 km/h	0.94 (0.36, 2.46)	0.92 (0.28, 3.00)	0.40 (0.19, 0.92)	0.42 (0.19, 0.94)
50 km/h	1.06 (0.24, 4.67)	1.08 (0.18, 6.61)	1.02 (0.44, 2.41)	1.02 (0.39, 2.72)
60 km/h	0.47 (0.08, 2.67)	0.54 (0.06, 5.14)	0.12 (0.03, 0.53)	0.07 (0.01, 0.38)
Model 3: 85% percentile speed (co-efficients, 95% CI)				
Post vs Pre	-0.78 (-6.53, 4.97)	-0.78 (-4.41, 2.84)	-0.33 (-3.97, 3.30)	-0.33 (-2.42, 1.75)
Presence of Traffic Calming	-0.98 (-1.33, -0.62)	6.96 (3.08, 10.84)	-0.92 (-1.18, -0.67)	-1.20 (-3.42, 1.02)
Posted Speed Limit (30 km/h as reference)				
40 km/h	10.89 (4.10, 17.68)	10.86 (6.39, 15.32)	5.46 (1.16, 9.76)	5.97 (3.00, 8.95)
50 km/h	23.86 (13.35, 34.37)	23.95 (17.10, 30.80)	21.75 (16.64, 26.85)	21.22 (17.64, 24.8)
60 km/h	26.05 (13.83, 38.26)	33.64 (25.21, 42.06)	17.30 (9.18, 25.43)	17.62 (11.96, 23.27)

Supplementary Table 3: Unadjusted and Adjusted Models for Active School Transportation, by Intervention and Control Group*

Variable	Group 2 (2018) Intervention Schools (n=21)		Control Schools (n=45)	
	Unadjusted OR (95% CI)	Adjusted OR (95% CI)	Unadjusted OR (95% CI)	Adjusted OR (95% CI)
Post vs pre-intervention	1.22 (0.97, 1.54)	1.24 (0.99, 1.56)	0.99 (0.80, 1.23)	0.99 (0.80, 1.23)
Presence of adult crossing guard	1.66 (1.03, 2.68)	1.69 (1.07, 2.69)	0.98 (0.68, 1.41)	0.98 (0.68, 1.42)

*adjusted for presence of school crossing guards

Supplementary Figure 1: Proportion of Schools with Risky Driver Behaviours, Pre- and Post-Measurements at Control Schools (n=45)

