



# Annual Report

## Green-Schools Travel

# 2014



*smartertravel*>>>  
>>> *schools*



# An Taisce

*The National Trust for Ireland*

**An Taisce – The National Trust for Ireland** is the foremost environmental organisation in Ireland. Its range of interests extends from the natural heritage of land, air, water, flora and fauna, to the heritage of buildings and gardens. Through its local, national and international networks, it seeks to educate, inform and lead public opinion on the environment and influence policy and development. Strategies to achieve these aims include awareness and education programmes and campaigns such as:

• Green-Schools • Green-Schools Travel • Blue Flag • Clean Coasts • National Spring Clean • Green Communities • Green Home

[www.antaisce.org](http://www.antaisce.org) [www.greenschoolsireland.org](http://www.greenschoolsireland.org)

**FEE (The Foundation for Environmental Education)** – seeks to promote environmental education by carrying out campaigns and improving awareness of the importance of environmental education. It is composed of a network of organisations which undertake individual projects in their own countries and participate in international efforts. An Taisce as the Irish member of FEE co-ordinates these campaigns in Ireland.

A key objective of the **Department of Transport, Tourism and Sport** is the promotion of sustainable transport. The Department takes a two pronged approach to increasing sustainable travel rates: investment in infrastructure to support cycling and walking; supported by the active promotion of cycling and walking as healthy, cheap and safe ways to travel. The Department has provided funding for the Green-Schools Travel programme since 2009 to educate children and their parents on the benefits of sustainable transport and to encourage them to reduce the number of cars on the school run.

The **National Transport Authority**, through its predecessor the Dublin Transportation Office, sponsored An Taisce Green-Schools to establish the Green-Schools Travel theme. The National Transport Authority now oversees An Taisce's Green-Schools Travel module on behalf of the Department of Transport, Tourism and Sport. We are delighted with the success of the programme in reducing the numbers of pupils travelling to school by car, improving their health and fitness, reducing the economic and environmental impact of the school run, and delivering a safer pupil-centred front of school environment.



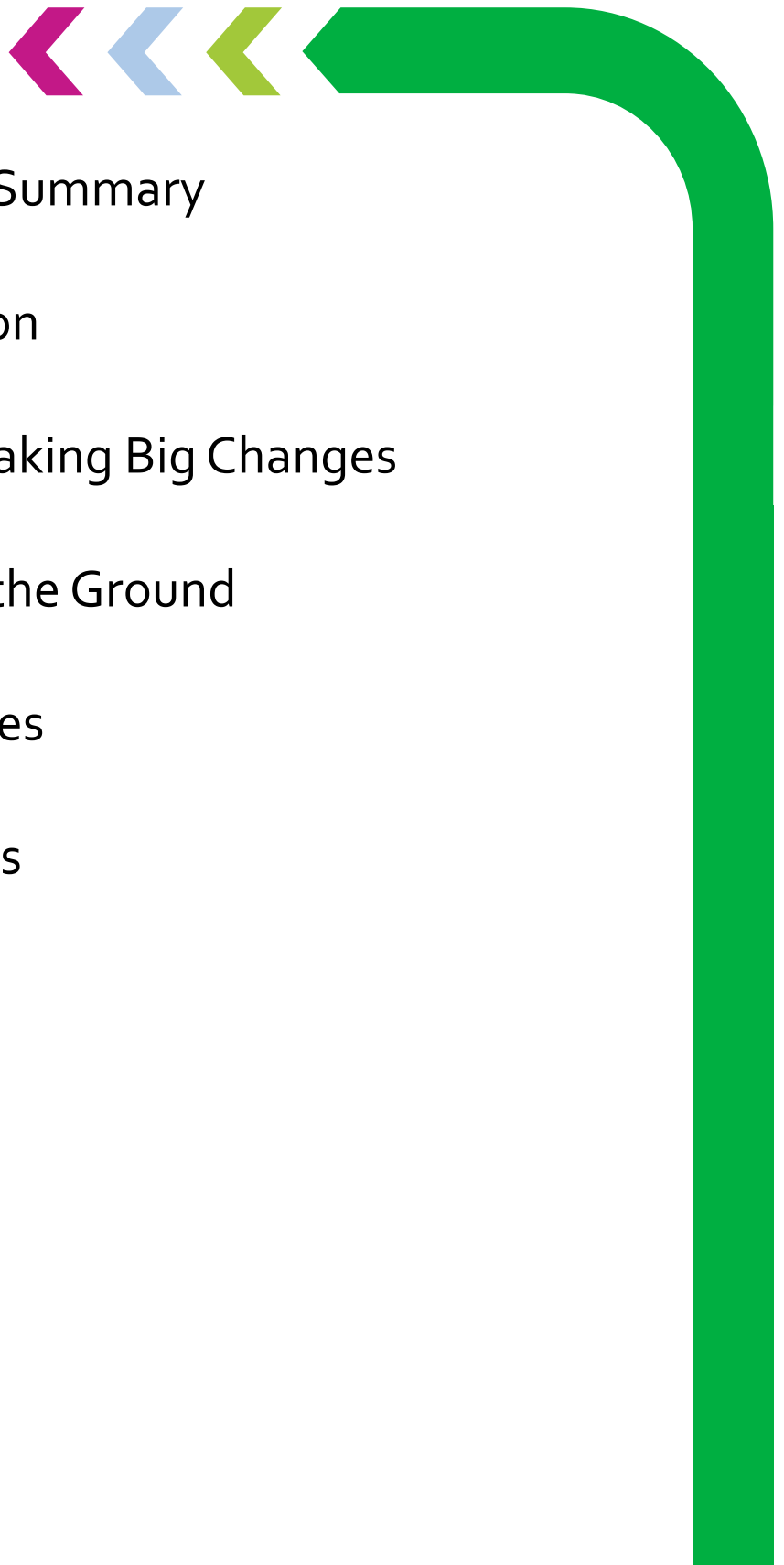
An Roinn Iompair  
Turasóireachta agus Spóirt  
Department of Transport,  
Tourism and Sport



Údarás  
Náisiúnta Iompair  
National Transport Authority

smartertravel>>>  
>>> schools

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## IN 2014...

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42,500+ students walked to school on National WOW (Walk on Wednesday) Day 2014.

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6,900+ students cycled to school on National COW (Cycle on Wednesday) Day 2014.

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In 2014, 5,900+ students scooted to school on the first ever National SOW (Scoot on Wednesday) Day.

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Green-Schools Travel allocated grants for cycling training to 104 schools around the country. This helped put 4,592 pupils through a cycling safety and skills course. Grants were also awarded for 410 cycle park spaces.

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247 Green-Schools flags were awarded for sustainable travel in May 2014.

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# Executive Summary

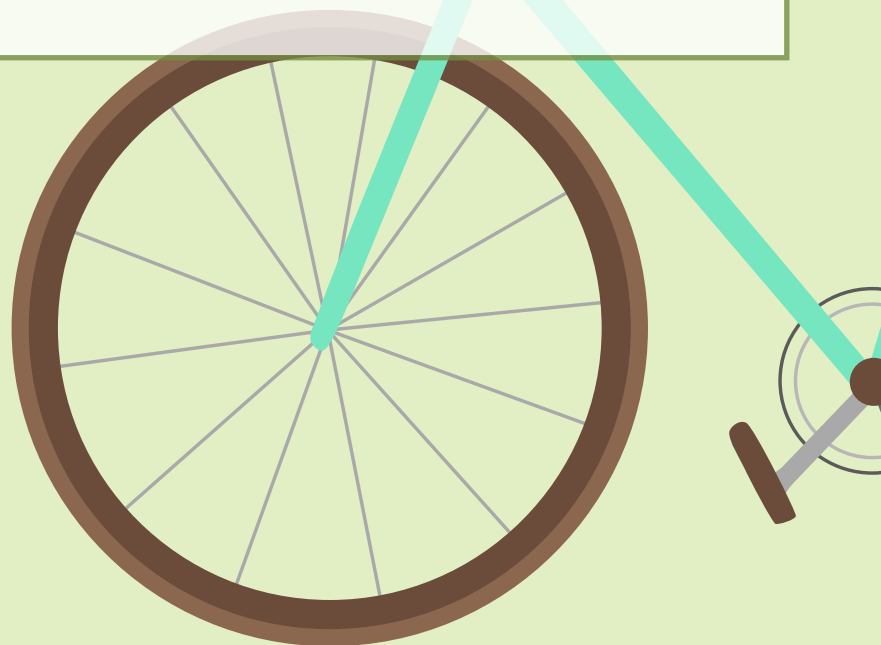
The Green-Schools Travel Programme has been operating at a national level since 2008. The programme is funded by the Department of Transport, Tourism and Sport and supported by the National Transport Authority. The Green-Schools seven-step methodology is a key component of the programme and enables participating schools to achieve modal shift within a two year period.

- Car journeys to school fell by 33.1% from the initial baseline survey.
- The proportion of students walking to school increased by 11.8% between September 2012 and May 2014
- Cycling levels to school increased by 41.4% over the same two year period.
- Of the 36.8% of students who are driven to school, 13.6% of these car share.
- The proportion of students who participate in weekly walking events is 56.6%.
- The proportion of students who participate in weekly cycling to school events is 41.5%.
- 247 schools were awarded the Green Flag for Travel in 2014.
- Once awarded the Green Flag schools are required to maintain their work on Travel to ensure progress is sustainable and lasting.
- 215 schools joined the Travel theme in September 2014 bringing to approximately 562 the total number of schools working on the theme in the calendar year 2014.
- AnTaisce Green-Schools Travel Officers completed over 3,000 visits to schools over the 2014 calendar year. This level of direct support is essential for schools implementing the programme.
- 410 bicycle spaces were provided to 26 schools participating in the programme in 2014.
- Over 4,592 students from 104 schools received subsidised cycle training as part of the programme, in 2014.
- Over 42,500 students participated in National Walk to School week and over 6,900 cycled to school on national COW day as part of National Bike Week
- In 2014, the Green-Schools Travel competition sought entries from the best travel schools around the country, which saw Scoil Chearbhaill Ui Dhalaigh, Leixlip and St. Colmcille's SNS, Ballyboden, awarded the title of Ireland's Travel Schools of the Year in the Active and Awarded categories, respectively. There were also five sub-category winners in each of the Active and Awarded categories.
- The Green-Schools website received over 95,750 visits during the year.



*Inspirational Co-ordinator - Catherine Connolly led by example on National COW Day when she decided she would cycle the 15km to school. Following surgery on both of her knees in recent years Catherine took up cycling after her physiotherapist encouraged her to do so as a form of rehab. Catherine cycles every weekend now following a gap of 37 years.*

*Lisa McDaniel Green-Schools Travel Officer cycled to school with Catherine on COW Day and said: "I was delighted to join Catherine on her first cycle to Scoil na nAingil Naofa, Boyle- there was a huge sense of achievement in completing the journey and meeting the pupils walking and cycling to school. She is a fantastic role model for Green-Schools Travel in Scoil na nAingil Naofa, and nationally. Congratulations!"*



# Introduction

Schools all over Ireland worked hard to promote sustainable travel to school in 2014. The number of actions, initiatives, events, audits and workshops which were undertaken is impressive and continues to highlight the value of the Green-Schools seven-step methodology in supporting and achieving modal change within a two year period.

The following report outlines the work undertaken by schools during 2014, some of these schools began the two year theme in September 2013, some completed the theme in June 2014 and others started the theme in September 2014. Therefore the range of activities undertaken throughout the calendar year is a snap shot of the work schools are engaged in at different stages of the two year programme.

The opportunity for modal change varied according to school profile, school location and the availability of services and infrastructure. However the vast majority of schools achieved some level of modal change on the journey to school and schools that completed the theme in 2014 achieved on average a 33.1 % reduction in car journeys to school over a two year period.

Stakeholders involved with the Green-Schools programme include

- Local Authorities (EOA, RSO, Local Sports Partnerships, etc)
- An Garda Síochána
- Health and Safety Authority
- Road Safety Authority
- Local community groups, Transitions Town Groups and Tidy Towns
- Local cycling clubs
- Local businesses (supermarkets, bike shops, electric car showrooms)



Walking

Cycling

Scooting

# SCHOOLS

## *making BIG changes*



**WALKING**  
increased by

11.8%

**CYCLING**  
increased by

41.4%

**CAR JOURNEYS**  
decreased by

33.1%



**13.6%**

of car journeys to school  
are shared journeys



**56.6%**

of students  
participate  
in weekly walking  
events



**41.5%**

of students  
participate  
in weekly cycling  
events



# Schools Making Big Changes

Schools around the country have worked hard to engage pupils, support parents and motivate teachers to make the change from car journeys to sustainable journeys to school. There were over 560 schools nationwide working on the Travel theme during 2014; these schools were at different stages of the theme with some finishing the theme and some only beginning their journey. The Travel theme takes two years from start to finish and the 7 Steps are the vehicle which schools use to successfully achieve the Green Flag Award.

The schools which completed the Travel theme in 2014 achieved significant changes in terms of the journey to school with walking increasing by 11.8% and cycling increasing by 41.1%. The greatest change came from the reduction in car journeys to school of 33.1%. These journeys are now being taken in a more sustainable, active way. In addition, of the 36.8% of journeys taken to school by car, almost 14% of these are shared journeys.

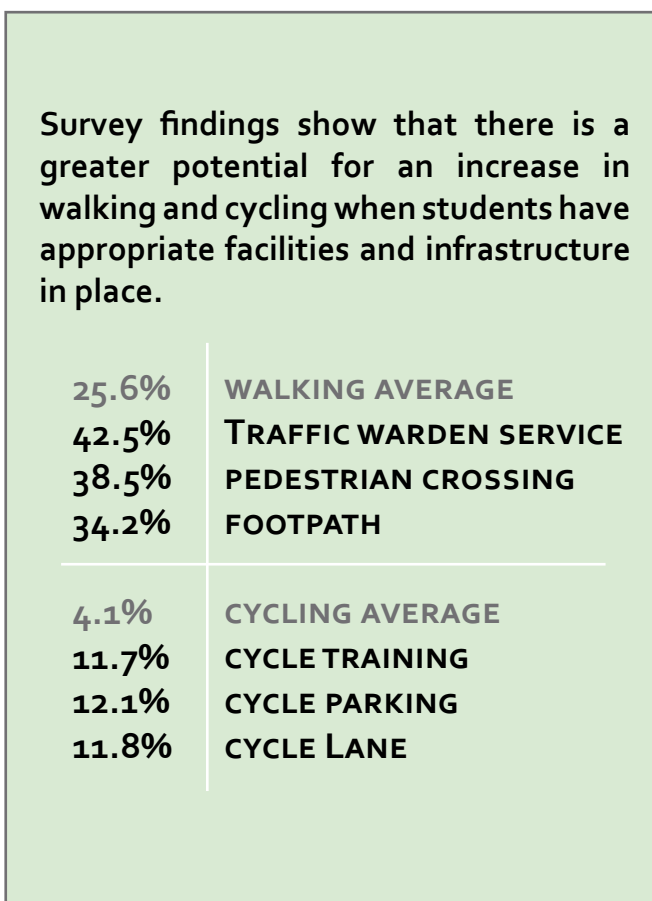
The changes not only took place in large, urban schools but also in smaller rural schools. These changes took place even though schools faced big problems such as a lack of basic infrastructure, reduced capacity within the school and diverse school profiles and locations. There is evidence to suggest that where infrastructure is available pupils have a greater choice when it comes to how they come to school. The percentage of pupils walking increased where pedestrian facilities were in place as did the percentage of pupils cycling to school. This confirms the need for pedestrian and cycling infrastructure that supports permeability and connectivity in and around schools.

There is consistent evidence to show that awareness of sustainable journeys increases as pupils participate in the Travel theme. This is reflected in the number of pupils who wish to travel to school in a sustainable way. The majority of pupils show a preference for cycling to school which has increased to 51.8%. In reality however

the number of pupils who actually cycle to school is 4.1%, therefore barriers are still in place when it comes to pupils switching to cycling. The question is what are the main barriers and how can schools, parents, local authorities and Green-Schools help pupils to make the switch.

There is evidence to suggest that schools who run weekly walking and cycling days have a higher number of pupils walking or cycling to school throughout the week compared to schools who do not run these initiatives. The participation of weekly walking days (WOW, Feet First Fridays, No Car Tuesdays etc) is 56.6%. The proportion of students who walk to school in these participating classes is 44% compared with the average of 28.3%.

To find out more about how schools changed their travel patterns in 2014 please read the full survey analysis in Appendix 1.



# Walkability Audits work

During 2014, Green-Schools committees, with the guidance of Green-Schools Travel Officers, conducted walkability and cycleability audits, whose findings were then submitted to the relevant Local Authorities. Many of these audit reports have yielded infrastructural improvements nationwide.

Scoil Naomh Erc, Ballyheigue, Co. Kerry



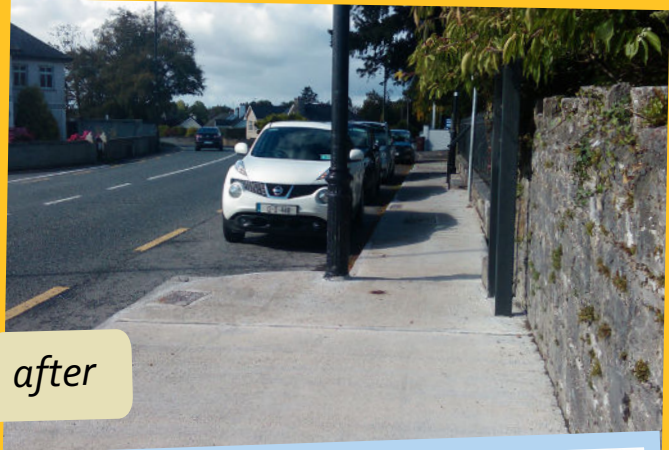
before



before



after



after



before



before



after



after

St Marys National School, Strokestown, Co. Roscommon

Scoil na nAingal Naofa, Boyle, Co. Roscommon

# Action on the Ground

The Green-Schools Travel programme is designed to provide practical support to schools tailored to their situation and is primarily provided through individual school visits by Green-Schools Travel Officers. These visits support schools in implementing the programme by providing information, advice, resources and training to students, staff and parents. A wide variety of practical workshops and resources are available for schools to choose from to help them in both promoting and implementing their travel programme. During these visits Green-Schools Travel Officers deliver:



- ENVIRONMENTAL REVIEWS
- SCHOOL GATE ASSESSMENTS
- MAPPING EXERCISES
- WALKABILITY/CYCLEABILITY AUDITS
- WOW (WALK ON WEDNESDAY/WEEKDAY) DAY LAUNCHES
- COW (CYCLE ON WEDNESDAY/WEEKDAY) DAY LAUNCHES
- SOW (SCOOT ON WEDNESDAY/WEEKDAY) DAY LAUNCHES
- SURVEYS
- WALKING PROMOTION WORKSHOP, I.E. BLING YOUR BOOT
- CYCLE PROMOTION WORKSHOP, I.E. GROUP CYCLES
- BIKE SAFETY AND MAINTENANCE WORKSHOPS
- CYCLE SKILLS WORKSHOPS
- GET IN GEAR PARENTS' CYCLE SKILLS WORKSHOP
- GOLDEN BOOT/BIKE/SCOOTER AWARDS
- NATIONAL WALK TO SCHOOL WEEK INCLUDING NATIONAL WOW DAY
- NATIONAL BIKE WEEK INCLUDING NATIONAL COW DAY
- NATIONAL SCOOT TO SCHOOL WEEK INCLUDING NATIONAL SOW DAY
- GREEN-SCHOOLS TRAVEL COMPETITION AWARDS
- PROMOTION OF EUROPEAN MOBILITY WEEK
- RENEWAL VISITS



- CYCLING SUPPORT**
- 410 BICYCLE SPACES
- 36 GET IN GEAR WORKSHOPS
- 4, 592 PUPILS CYCLE TRAINED



## Teacher Training

2014 was the fifth year running that Green-Schools offered a summer course for teachers on the topic of environmental education and sustainable development. The course, which covered the five themes of Green-Schools, was approved by Drumcondra Education Centre and took place in Dublin, with 22 participants. The course used active participation teaching methodologies. The course included daily field trips and lectures from experts. The content of the Travel course included road safety, walkability audits, raising awareness of unsustainable travel and a bicycle safety check. The feedback from participants was very positive:

*'Fantastic course, super resources, inspirational speakers who are enthusiastic about their areas of expertise - great ideas for the classroom – excellent!'*

*'Excellent course for teaching but also practical for individuals and homes – everyone should do it!'*

## Travel Seminars

Green-Schools Travel Officers organised and facilitated 22 introductory seminars for teachers around the country during September and October 2013. The seminars were held in the following locations: Clare, Cork, Dublin, Donegal, Galway, Kildare, Kilkenny, Laois, Leitrim, Louth, Meath, Mayo, Offaly, Sligo and Tipperary and Wexford.

The courses aimed to:

- Educate participants about school travel, local and global sustainable transport issues,
- Provide practical, low cost solutions to implementing the programme within the school structure,
- Give interested and skilled individuals the opportunity to exchange ideas and experiences,
- Equip the participants with the confidence and skills to coordinate the Green-Schools Travel programme in their schools,
- Work in cooperation with Local Authorities (and other agencies) and to introduce the participants to their local Environmental Awareness Officer (EAO) and Road Safety Officer (RSO) and other stakeholders,
- Gain insights from experienced educators on how best to support them in implementing the Green-Schools Travel programme in schools.

These seminars have proven to be a key method in

2885 WOW days

1528 COW days

1013 Park 'n' Stride

793 Walking Buses

210 Walkability Audits

47 Cycleability Audits

36 Get in Gear



240

**print and broadcast items across regional and national media featured Green-Schools Travel**

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engaging schools and anecdotal evidence suggests that teachers who attend are very quick and able to engage fully with the programme and to undertake actions. .

## Green Flag Awards

During May 2014 a total of 247 Travel Schools were awarded the Green Flag in recognition of their achievements in promoting and implementing sustainable travel over the preceding two years. Over 86% of these schools had started work on the Travel programme in 2012 and thus had successfully completed the Green-Schools Travel Programme in the standard two year period allotted. Only the remaining 13.7% of Travel Schools awarded in 2014 started their programmes pre-2012, as they, for various reasons, required a longer period for successful implementation. All successful schools were presented

with their flags at the awards ceremonies located at seven venues around the country: Cork, Donegal, Dublin, Galway, Kilkenny, Mayo. and Westmeath.

## Conferences

*FEE Seminar in Portugal* - In Spring 2014 our partner organization in Portugal invited Jane Hackett, Travel National Manager, to present at a teachers conference. The conference took place in the city of Braga in northern Portugal and it was attended by over 500 teachers from across the country. The theme of the conference was education for sustainable development and a large number of guest speakers and experts were invited to speak about their areas of interest. Jane spoke about the success of the travel theme in Ireland, the number of schools involved, the key actions undertaken and the results the schools have achieved since 2008. Jane received some very

## Cluster Projects

Green-Schools Travel worked in partnership with schools and local authorities in the Greater Dublin Area on a number of 'cluster projects'. The idea behind the cluster projects was to work together to overcome behavioural and infrastructural barriers faced by neighbouring schools when promoting walking and cycling to school. Projects were undertaken in the following areas; Ballyroan, D.16, Bray, Co. Wicklow and Ongar in Fingal. Green-Schools carried out School Gate Assessments, mapping exercises and walkability audits with the majority of schools as well as facilitating meetings between all stakeholders. The projects continued throughout 2014 and will continue into 2015. One of the highlights of 2014 was a cycle action day which took place in Ongar to celebrate the cycling infrastructure available to schools. In addition an Ongar Cycle Network Map was produced and distributed to all of the schools involved.

**ONGAR CYCLE NETWORK**

Local schools  
Public and commercial  
Community centres  
Public transport

New dedicated cycle tracks and crossing facilities have been provided in conjunction with the National Transport Authority in order to make it easier and safer to get around the area on foot or by bike for people of all ages.

**2-way off-road**  
These are provided as in Hazelbury Road. They allow cars and cyclists and separate them from the road.

**One-way cycle**  
On road cycling the road but it can be used in both directions.

**New features for Pedestrians and Cyclists in the Ongar area:**  
As part of the improvements made in this area, new types of crossings and different types of cycle tracks have been provided.

**Cycle Facilities:**  
There are three main types of cycle facilities provided in this area as follows:

**off-road cycle track:**  
These are the most common type in the area and consist of a cycle only track that is parallel to the side of the road but not on the road itself. Sometimes there are benches or footpaths so watch out for pedestrians and only cycle in the direction of traffic.

**Pedestrian Safety**  
In the area shown on the map, there are two types of crossings that allow you to cross the road safely. These are a Pedestrian crossing and a zebra crossing.

**Pedestrian crossing**

**Green-Schools**  
At all the schools in the Ongar area are participating in the Green-Schools Programme.

Green-Schools is an international environmental education programme, environmental management system and award scheme that promotes and acknowledges programs, where school action for the environment.

Improve the Ongar schools are currently focusing on organizing activities and initiatives to promote more sustainable transport the walking and cycling to school and around the neighbourhood generally.

Green-Schools in Ongar is funded and coordinated by An Taisce, in partnership with Fingal County Council and the National Transport Authority and is supported by the Department of Environment, Community and Local Government and the Department of Transport, Tourism and Sport.

If you would like more information, please visit [www.greenschoolsireland.org](http://www.greenschoolsireland.org)

**Other Useful Numbers:**  
An Garda Síochána (Gardaí) - 112  
County Council (Fingal) - 011 909 8000  
Garda Síochána (Gardaí) - 112  
Garda Síochána (Gardaí) - 112  
Garda Síochána (Gardaí) - 112

positive feedback from those in attendance especially as Eco-Schools in Portugal are interested in promoting sustainable and active travel to school . The teachers were very impressed with all of the work undertaken by teachers in Ireland and were really interested in learning more about our work. It is really important to share the good ideas, stories, work and actions undertaken by schools in Ireland – by sharing our ideas we can help other schools within the FEE network to get out of the car and walk or cycle to school.

*Cycle City Leeds conference* - Laura Heneghan, Green-School Travel Officer in Mayo was invited to Cycle City Leeds, on the 1-2 May 2014 by transport consultants Steer-Davies Gleeve. The conference included plenary presentations by high-profile individuals throughout the UK and beyond with expertise and influence in cycle policy, promotion and infrastructure a 2-day exhibition of the product and service suppliers to the sector. Behavioural change was one of the focuses of the conference. Topics discussed included program for schools, Cycle chic, Bristol Cycling campaign, York Bike Belles, Love to Ride – apps for commuter cyclists, integrated transport systems & working with businesses as well as presentation from Ireland, Holland and Denmark in relation to the success in those countries. From the conference it was apparent that the Green-Schools travel program is the most effective program between the UK and Ireland in relation to encouraging sustainable travel options among primary school pupils.



*Green-Schools Travel Officer, Laura Heneghan, An Taisce EEU, Robert Coyne, Mayo County Council, Richard Cornell Gloucestershire County Council*

## **‘Ireland’s Sustainable Travel School 2014’**

### **Green-Schools Travel Competition**

12 subcategory winners

& 2 joint overall winners

Awards were presented to schools for outstanding work promoting particular modes of transport including walking, cycling, carpooling, public transport and a combination of modes.

The list of winners can be reviewed in Appendix 2.



## Communications

*Website* - In 2014 the online presence of Green-Schools Travel continued to grow. The website is monitored by Google Analytics and the key statistics for the site are calculated from January 1st 2014 - December 31st 2014: Green-Schools Travel is a prominent theme on greenschoolsireland.org. Pages related to the theme are placed highly in the pageview rankings on the website. Like all Green-Schools themes Travel has a theme page, a resources page, a case studies page and a useful links page dedicated to it. All of these are easily navigable from the homepage. In addition to this the news section, which feeds to a prominent space on the homepage, contains a majority of Travel-related items. These are submitted by staff and schools and are accompanied by images and often link to a corresponding online image gallery on Flickr.

*Social Media* - The homepage of www.greenschoolsireland.org contains links to the programme's various social media platforms: Twitter, Facebook, Flickr, YouTube, Soundcloud, Google + and Instagram.

During 2014 the presence of Green-Schools on Twitter continued to grow and the year ended with 2288 followers as of December 31st 2014. Schools are increasingly using Twitter to connect with Green-Schools and share images of their Travel theme activities. During National Walk to School Week, Bike Week and on National SOW Day schools were encouraged to share with us on Twitter, using hashtags.

Alongside Twitter, Facebook is one of Green-Schools' main social media channels. Starting with 269 'Likes' in January 2014 the account finished the year with 1237. News and images related to the Travel theme and Travel events form a large part of our Facebook timeline.

The Green-Schools Flickr account had accumulated over 700,000 photos views since its establishment up to December 2014. The account contains many Travel-related albums including albums dedicated to events such as Bike Week, National Walk to School Week, National SOW Day and the Green-Schools Travel Competition. The Green-Schools YouTube page was created in January 2011 and has a lifetime views figure of over 30,000 since creation. Travel is a prominent theme on the YouTube channel and has a dedicated

playlist of all Travel-related videos created by Green-Schools Travel staff and schools participating in the programme. During 2014 25,345 minutes of video were viewed on the Green-Schools YouTube channel.

*Green-Schools Ezine* - The Green-Schools Ezine is distributed via direct email. In 2014 nine ezines were circulated. Each ezine is delivered to 4,000+ subscribers and is posted online and shared via Twitter and Facebook. Travel forms a large part of the ezine content and features in multiple articles in each ezine. The ezine also links back to news items from the website and contains notice about upcoming events such as National Walk to School Week; Bike Week and National SOW Day.

*Television and Radio Media* - Television and Radio Events directly and indirectly associated with Green-Schools Travel continued to receive coverage in print, broadcast and online media throughout 2014. Approximately 240 print and broadcast items across regional and national media featured Green-Schools Travel during 2014. This figure is approximate as no national clipping service is employed by An Taisce EEU at present.

Radio mentions were high with most regional stations featuring the work of Green-Schools Travel throughout the year alongside national stations including RTÉ 2FM, Today FM and Newstalk.

During 2014 Green-Schools Travel also featured on television. RTÉ's news2day show covered a number of events in the Green-Schools Travel calendar while TV3's Ireland AM featured a news story about National Walk to School Week.

During 2014 many schools also featured their own Green-Schools Travel programme on their own websites and in community newsletters. Both are effective methods of circulating news and informing and involving the wider community in school activities.

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**296,130 pageviews**

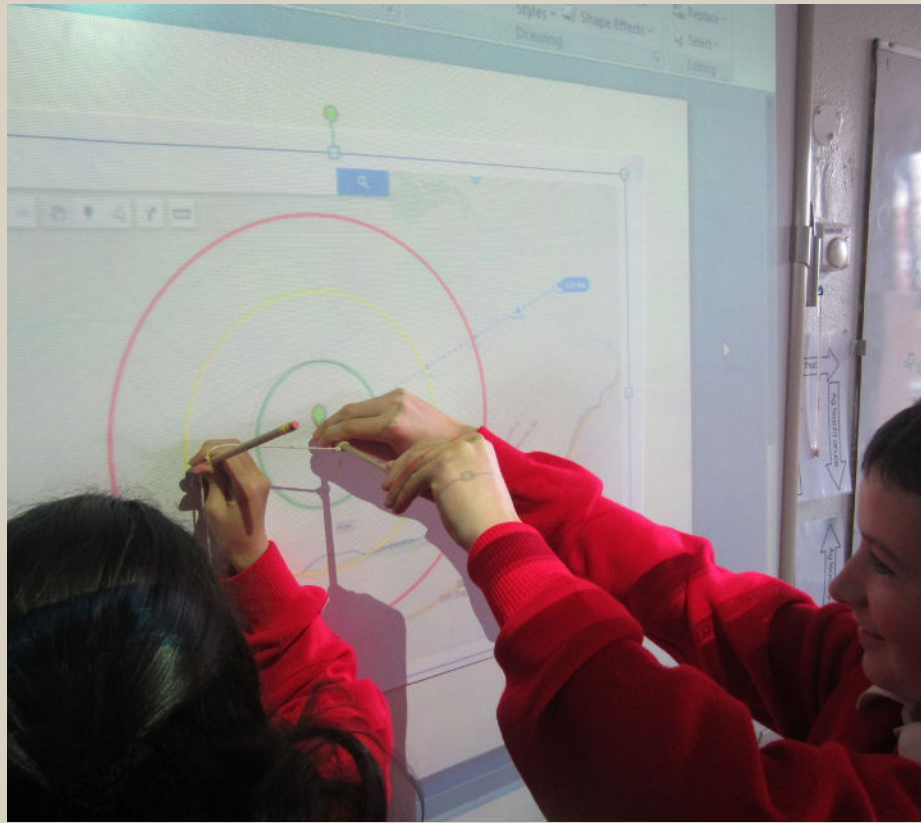
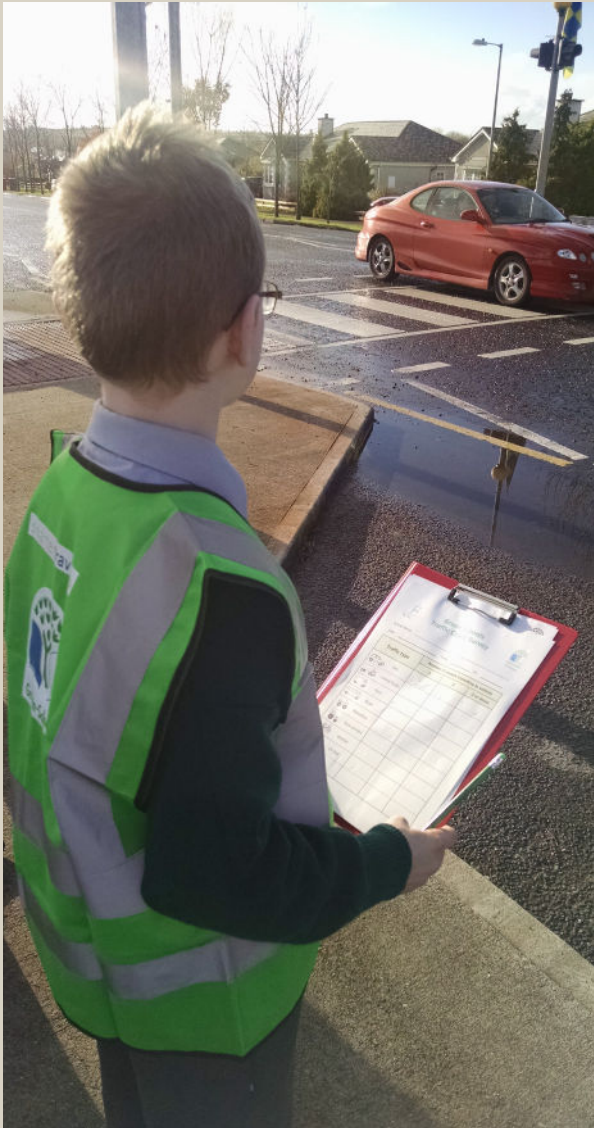
**95,752 visits/sessions**

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# FLAVOUR OF ACTIVITIES UNDERTAKEN IN SCHOOLS...







**3017**

the number of school visits made by  
Green-Schools Travel Officers

**...DURING VISITS FROM GREEN-SCHOOLS TRAVEL OFFICERS**

## NATIONAL EVENTS

*Clockwise: National Walk to School Week - Students of Moate Community School walking to school on National WOW day, which fell on May 14th in 2014. Over 42, 500 students across the country walked to school that day.*

*National SOW (Scoot on Wednesday) Day- Students of St Catherine's National School, Cork, celebrate the first National SOW (Scoot on Wednesdays/Weekdays) which took place on March 12th, 2014. Nationwide, a total of 5913 students scooted to school on National SOW day 2014.*

*National Bike Week - Students of Tisrara National School, Roscommon, celebrate Bike Week. Primary schools involved in the programme are encouraged to participate on National Cycle On Wednesday, which was held on 18th June in 2014. Nearly 150 primary schools registered that they had participated on National COW Day, which equates to 6984 pupils. Primary schools held lots of different events during the week, including: cycling training, bike skills, cycle trips, bike maintenance and competitions.*





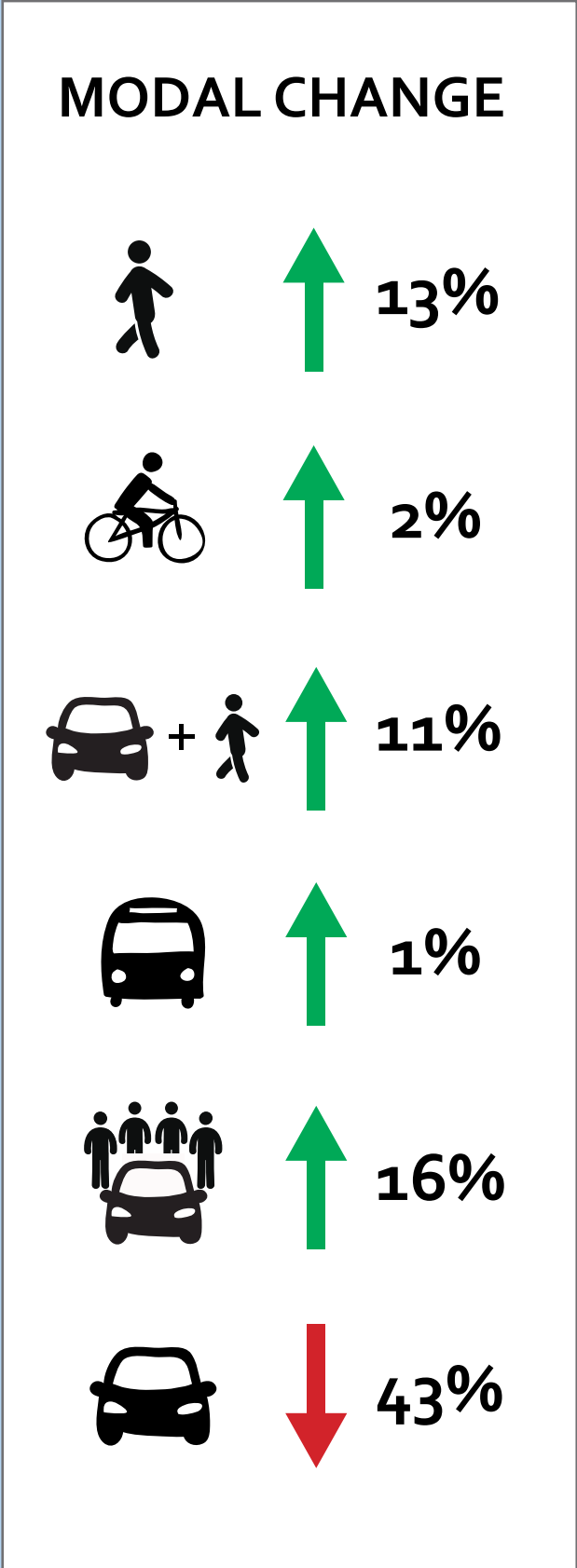
## Case Study PALLASKENRY NATIONAL SCHOOL

This is a rural mixed school with 162 pupils situated in the village of Pallaskenry, just off the N69, 20km from Limerick City. Their environmental review showed that 77% of students travelled to school by car, 13% walked, 8% park and strode and 2% cycled, and consequently there was an issue with traffic congestion outside the school gates.

They made excellent progress in reducing congestion outside the school, thereby reducing CO<sub>2</sub> emissions and increasing safety. Students' road and cycle safety skills increased and they're having fun on the journey to school, arriving alert and exercised.

### KEY ACTIONS...

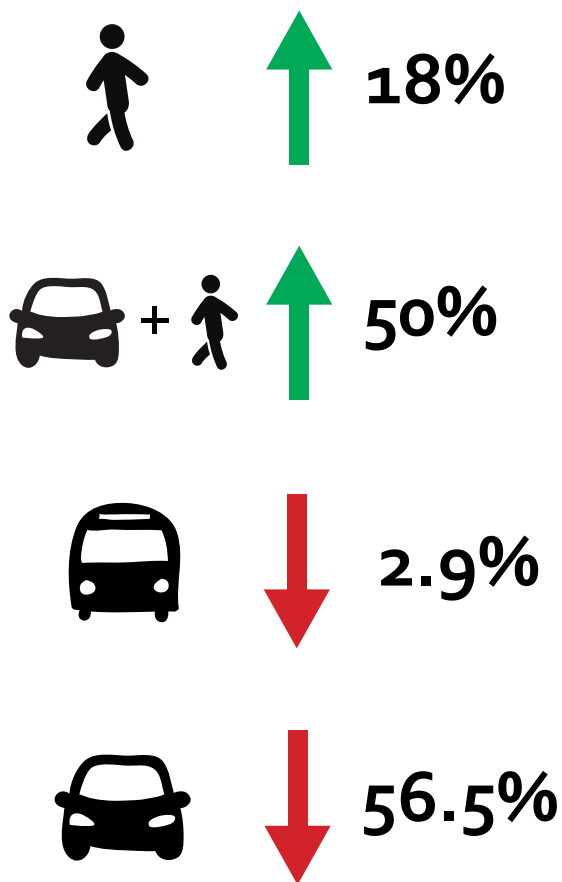
- 4th – 6th class students received cycle training over a six week period.
- Kept daily records of how everyone travelled to school and awarded the "Golden Boot Award" every week
- Had themed WOW Action Days for Halloween WOW (Witches On Walkabout) and St Patrick's Day WOW
- Participated in Green-Schools national events, i.e. National WOW, COW & SOW days
- Took part in European Mobility Week
- Held whole school assemblies to allow the committee to share information
- Shared information on their school's website and notice-board
- Received workshops from their Green-Schools Travel Officer
- All classes learned the Safe Cross Code.
- Reviewed action plan regularly to keep track of progress and any problems





## Case Study MICHAEL STREET NATIONAL SCHOOL

### MODAL CHANGE



Michael St. National School is an urban boys' junior school of 130 students located in New Ross, Co. Wexford. With the students in Michael St. N.S. ranging from 4-8 years, 68% of students were dropped to school by car prior to commencing the travel theme, and just 30% were walking. The school is on a busy street and parking is limited so the area around the school gate was extremely hazardous.

They found the keys to their success in reducing car use were fully engaging the parents in the Travel programme and using it to foster an increased sense of community in the school.

#### KEY ACTIONS...

- The Green-Schools Travel Officer and school worked with the Home School Liaison Officer to engage with parents.
- Many families began with Park 'n' Stride and over time walked the full distance from home and back.
- A walking club for parents was established for after the school drop off.
- As parents engaged more with one another, informal walking buses were set up.
- Conducted weekly walking surveys on random days and displayed results on the Green-Schools notice-board
- Held a special celebratory WOW during National Walk to School week where students dressed in green, the purpose of which was to highlight the school's work to the wider community – a huge success and a visual delight!
- Also held other themed WOW days e.g. Halloween Spooky Stroll
- Entered the Green-Schools Big Travel Competition each year
- Appealing to their young learners, Michael St. N.S. linked the travel theme intrinsically into the curriculum in a fun and colourful way.



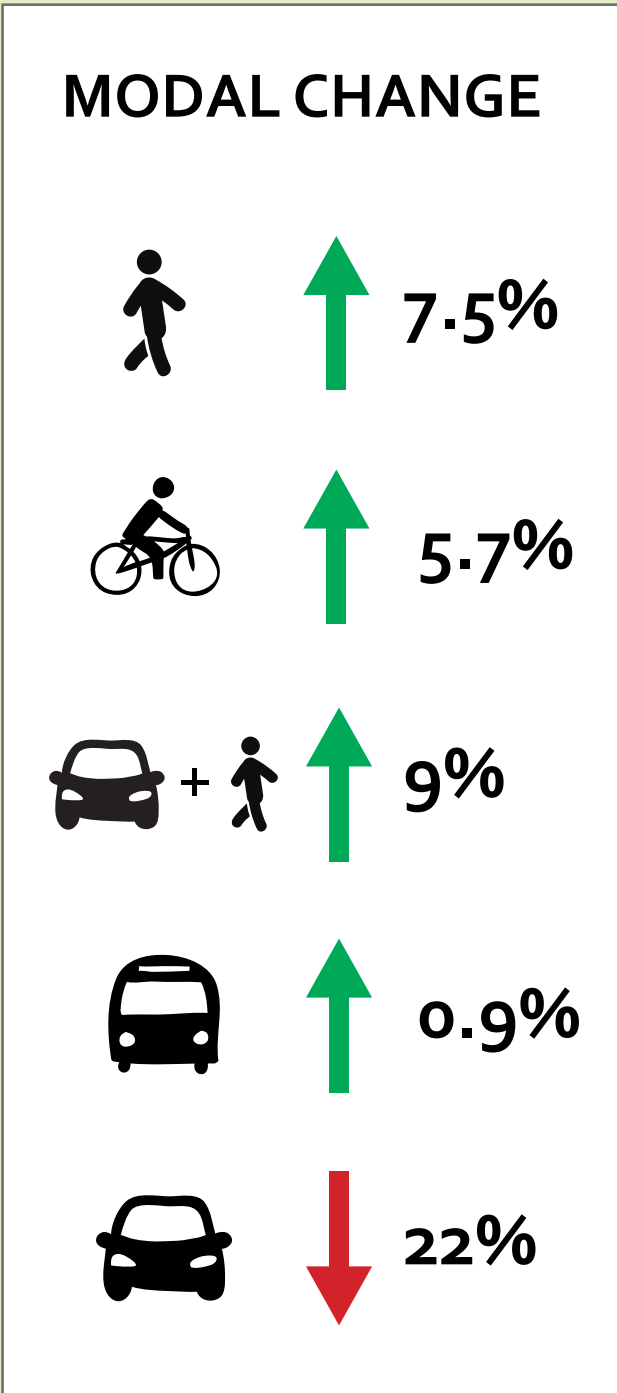
Case Study  
**ST. TERESA'S  
 PRIMARY SCHOOL**

St Teresa's Primary School is a large mixed primary school (471 pupils) in the residential Hampton area of Balbriggan, off the Skerries road. At the time of starting the travel theme, there were a low number of cyclists (3%) and the school had no cycle parking facility. While the school had more walkers (47%) than car users (42%) at the start of the programme it was believed that there was potential to increase cycling, walking and Park 'n' Stride numbers.

Through a dedicated programme of action, help from the local community and retired school staff, the school managed to achieve a reduction in every day car use of 22% over the two years on the travel theme. The school achieved significant increases in walking, cycling and Park 'n' Stride on the school journey.

**KEY ACTIONS...**

- Four teacher representatives on the GS committee, including one retired teacher
- GS co-ordinator was a cycling champion, cycling from Skerries to school each day
- Specific roles for committee members, i.e., class leaders, action plan writer, communications writer, events host, event organiser and minutes keeper
- Two monster action days with whole school involvement for the whole day - games, debates and whole school assembly
- Dedicated and regularly updated Green-Schools section of the website with progress charts and actions
- Regular travel workshops and lessons including visit from lollipop lady, class debates, Bling your Shoes and travel survey pictograms
- Presented at the Fingal Green-Schools Travel Forum
- Weekly WOW Days promoting walking and Park 'n' Stride
- Participation in National WOW Days
- Conducted cycle audit and held weekly COW days
- Received cycle training, cycle skills and cycle games
- Received Fingal Bike Week grant for cyclists' picnic and bike prizes for cyclists
- Cycle parking facility provided to school with Green-Schools cycle parking grant



# Appendix 1

## Quantitative Survey results

### Introduction

In order to monitor the progress and performance of participating schools over the two year period of the programme An Taisce EEU conducts up to four surveys per school at various stages across both academic years. Schools undertake an initial baseline travel survey during the first two months of the programme, followed by another survey towards the end of the first academic year. This methodology is repeated over the second year of the programme to ensure a comprehensive and complete set of results. This is an extensive process which allows An Taisce EEU to monitor the overall performance of the programme and also provide information at an individual school level throughout the year. Schools are also required to monitor and measure progress themselves as part of the programme. Surveys monitor travel patterns and attitudes of pupils and staff over the period of the programme. Student surveys are conducted by Green-Schools Travel Officers via a class questionnaire where pupils respond to questions by raising their hands. In a minority of cases student surveys are conducted by the class teacher. Staff surveys are carried out in a similar format and usually in the staffroom by Green-Schools Travel Officers. Results are collated and analyzed independently by Optimize Economic Consultancy which is affiliated with UCD Urban Institute. This report focuses on results for two distinct groups of schools; a comparison of results for schools that completed the programme in May 2014 (final survey results); and, interim results for schools that will complete the programme in 2015 (follow-on survey results).

### Student Survey - Final Results May 2014

May 2014 was the final survey date for schools that started the Green-Schools Travel theme in September 2012 and is compared to their original baseline survey results and also interim surveys carried out in May and October 2013. The May 2014 final survey records responses from students

in 213 schools. This compares to 229 schools in the baseline survey, 249 schools in the first follow-on, and 164 in the second follow-on survey. The following analysis compares the current sample with previous samples. In addition, for some key travel questions, it provides a better indication of the success of Green Schools Travel by comparing 1) the same schools represented in the final survey and the baseline survey, and 2) a like-for-like comparison for the same classes from the current and baseline sample.

A total of 21,225 students are included in the survey of whom 49.3% (10,472) are boys and 50.7% (10,753) are girls.

Over half, i.e. 55% (117) of the schools are rural, but at 9,547 students they have less than half, i.e. 45.0% of the sample. The higher number of students, i.e. 11,678, found in urban schools is due to the larger school size together with the inclusion of some urban secondary schools. However, as noted above, many of the "urban" schools, as well as those defined as "rural", are actually located in small (or on the edge of) communities where the student population catchment would be both urban and rural with walking obviously more feasible in the former.

The over-whelming majority of schools, i.e. 94% (200) are primary, i.e. with 89.5% (18,922) of students. Only eleven are secondary with 10.5% (2,208) of students. Also included in the sample is one special school and one Montessori school.

Over the period of the programme (September 2012 to June 2014) participating schools recorded an overall mode share reduction in private car use on the journey to school of 18 percentage points. The share of students walking to school increased by nearly 3 percentage points, cycling increased by 1 percentage point and the mode share for park and stride increased by 12 percentage points. As a result the mode share split for walking, cycling and park and stride increased by 12%, 41% and 286%

respectively. The share of students travelling to school by car dropped significantly by 33%.

## Travel to School

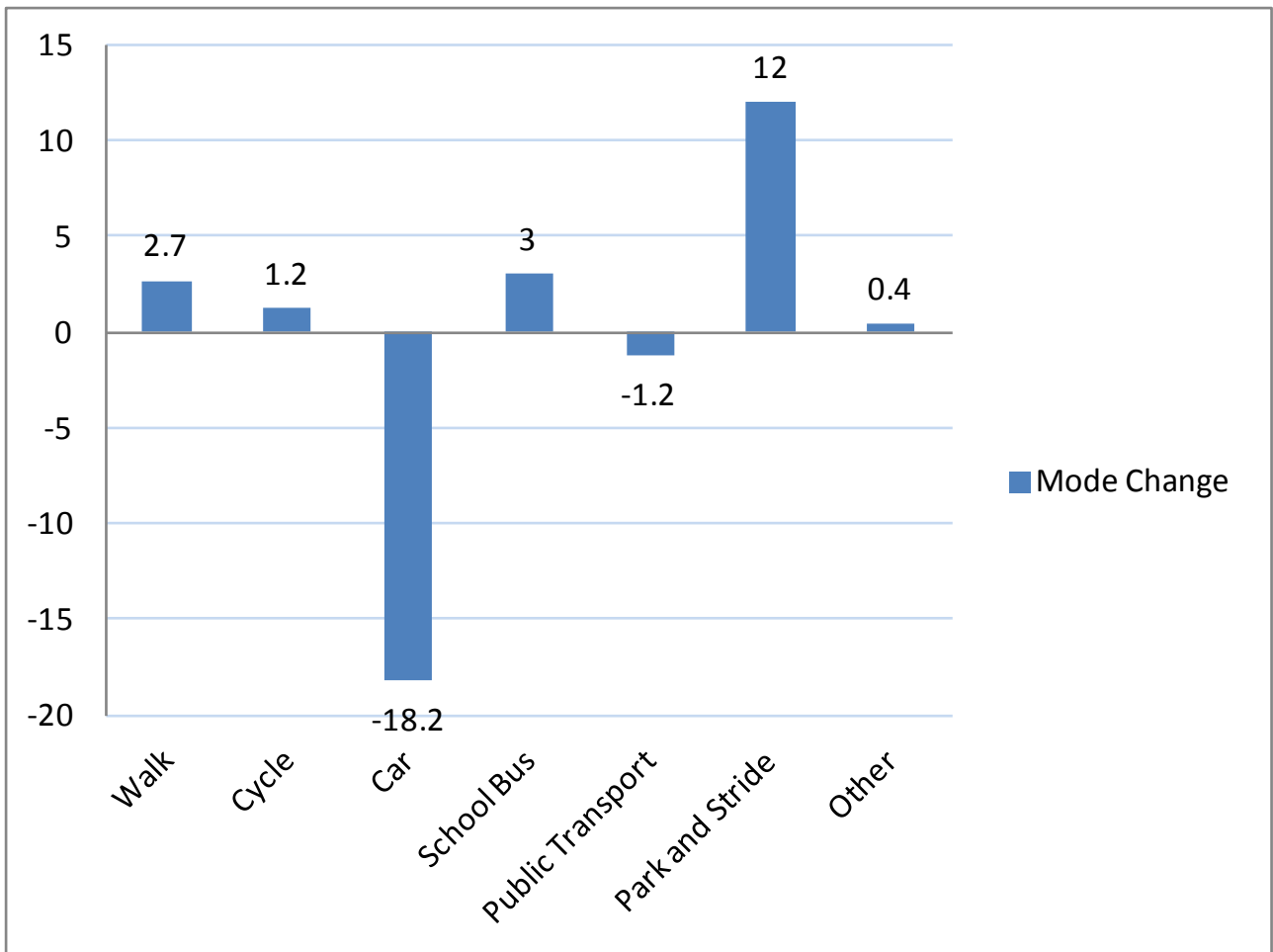
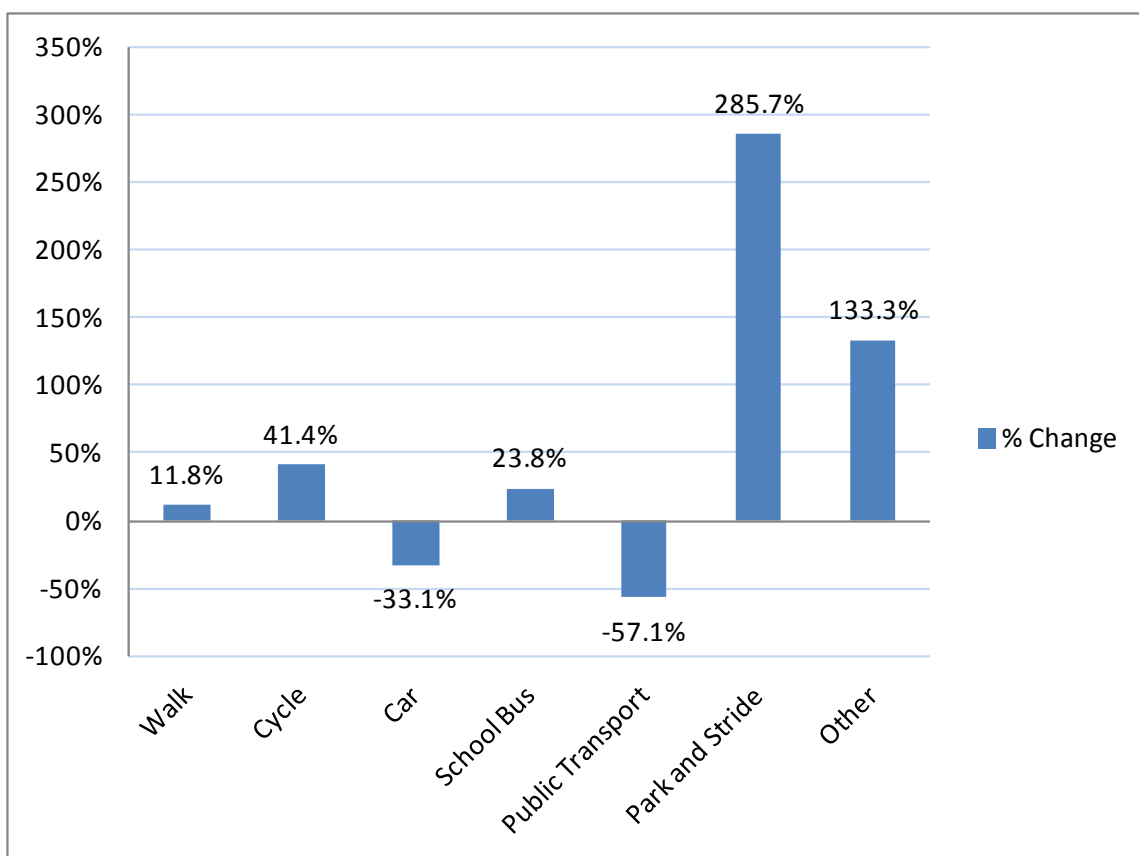


Figure 1: Mode Share Change for travel to school from 2012 to 2014



**Figure 2: Percentage Mode Share Increase/Decrease for travel to school from 2012 to 2014**

| Survey          | Walk  | Cycle | Car    | School Bus | Public Transport | Park and Stride | Other  |
|-----------------|-------|-------|--------|------------|------------------|-----------------|--------|
| Baseline        | 22.9% | 2.9%  | 55.0%  | 12.6%      | 2.1%             | 4.2%            | 0.3%   |
| Final Follow-on | 25.6% | 4.1%  | 36.8%  | 15.6%      | 0.9%             | 16.2%           | 0.7%   |
| Mode Change     | 2.7   | 1.2   | -18.2  | 3.0        | -1.2             | 12.0            | 0.4    |
| % Change        | 11.8% | 41.4% | -33.1% | 23.8%      | -57.1%           | 285.7%          | 133.3% |

**Table 1: Comparative Results between the Baseline Survey 2012 and Final Survey 2014**

### Car and Carpooling

Final survey results show that the majority of children are brought to school by car at 36.8% (7,810). However this figure is lower than in the previous follow-on survey when it was 43.2% and significantly less than at the baseline when it was 55.0%. It is important to note that of the 36.8% of children who arrive to school by car, 13.6% of those carpool on the journey to school, accounting for 36.8% of car journeys. These figures compare with a higher proportion of students, i.e. 15.8%, but a lower proportion of total car journeys, i.e. 28.5%, at the time of the baseline (the difference being due to the fall in the total number of car journeys). On average, by individual classes, over one third of students arriving by car are in a car pool in 31.8% of classes. In half of classes over one third of students arriving by car either use park-and-stride or are in a car pool.

### Walking

The proportion of students who walk to school has increased from 22.9% in 2012 to 25.6% (5,451) in 2014. The gender breakdown is 47.3% boys and 52.7% girls. Where infrastructure and services are available the proportion walking is higher. For instance, the presence of a lollipop crossing service increases the proportion of students walking to school to 42.47% compared with the average of 25.0%. For schools with a pedestrian crossing, the proportion is 38.5%, while for schools with a footpath the proportion walking is 34.2%. It is important to note



that the majority of infrastructure and services are located in larger towns or cities, however it is still the case that the more facilities there are the more inclined students are to walk to school with the support of their parents.

| walking average | crossing service | pedestrian crossing | footpath |
|-----------------|------------------|---------------------|----------|
| 25.6%           | 42.5%            | 38.5%               | 34.2%    |

*Table 2: Increased Walkers where Infrastructure or Services Exist*

### Cycling

Overall there is a small increase in the number of students who cycle to school at 4.1% in 2014 compared to the baseline of 2.9%. Of those; boys account for 67.3% of those who cycle which equates to 5.6% of all boys compared with just 2.7% of girls. The presence of cycling facilities has an influence on the number of students who cycle. In total only 11% of schools have a cycle path however, where there is a cycling path the proportion cycling is higher at 11.8%. Where bicycle parking is available the average proportion cycling is 12.1% although it is not clear whether parking increases cycling or if facilities (namely bicycle parking) have been provided in response to cycling demand. Where cycle training has been provided, the average figure is of 11.7%. These figures for these facilities are slightly higher than for previous surveys and so suggest that facilities do have an effect.

| cycling average | cycle path | cycle parking | cycle training |
|-----------------|------------|---------------|----------------|
| 4.1%            | 11.8%      | 12.1%         | 11.7%          |

*Table 3: Increased Cyclists where cycle Facilities or services Exist*

### Park and Stride

Park-and-Stride accounts for 16.2% (3,448) of journeys to school; this compares with just 4.2% at the time of the baseline. Park n Stride encourages students to walk some of the distance to school; it increases exercise, mental awareness and reduces the risk of accidents, congestion and pollution at the front of the school gate.

### Bus

The proportion of students arriving by bus is 16.5% (3,507), and of these, 15.6% arrive on a school bus. Only 0.9% of students arrive by public bus, although this may be related to the age profile of students. However, both schools buses and public buses are not available for travel to all schools. Where a school bus is available, the proportion choosing this mode is 25.8%. Where there is public transport available, the proportion using this service is 9.6%.

### Urban and rural

In terms of urban and rural characteristics, nearly three times as many students, i.e. 36.6% (4,262), walk to an urban school than walk to rural schools, i.e. 12.4% (1,189). Both these figures are higher than the 31.4% and 10.6% recorded at the Baseline. Only slightly more students cycle to urban schools at 5.0% (586) than to rural schools for which the respective figure is 3.0% (285). The proportion of urban students using school buses is 8.8% (1,023) compared with 5.0% at the Baseline, in comparison with rural areas where the share is significantly higher at 24.0% (2,293). Despite its relative availability in some urban areas, public transport is used by just 1.6% (184) of urban students, while the figure for students at rural schools is little different at 0.2% (17). Most students in the sample are young children so would understandably be less inclined to travel on public transport. Travel by car makes up most of the balance and accounts for 29.9% (3,493) of journeys by urban students and 5.2% (4,317) of rural students. Car pooling amongst urban students accounts for 10.8% (1,256) of journeys, but for a higher proportion of rural students at 17.0% (1,625). Park-and-stride is more popular in urban areas where it is used by 17.1% (1,994) of students compared with 15.2% (1,454) of rural students.

| Final Survey | Walk  | Cycle | Car   | School Bus | Public Transport | Park 'n' Stride | Carpool |
|--------------|-------|-------|-------|------------|------------------|-----------------|---------|
| Urban        | 36.5% | 5.0%  | 29.9% | 8.8%       | 1.6%             | 17.1%           | 10.8%   |
| Rural        | 12.4% | 3.0%  | 45.2% | 24.0%      | 0.2%             | 15.2%           | 17.0%   |

Table 4: Comparison between urban and rural schools

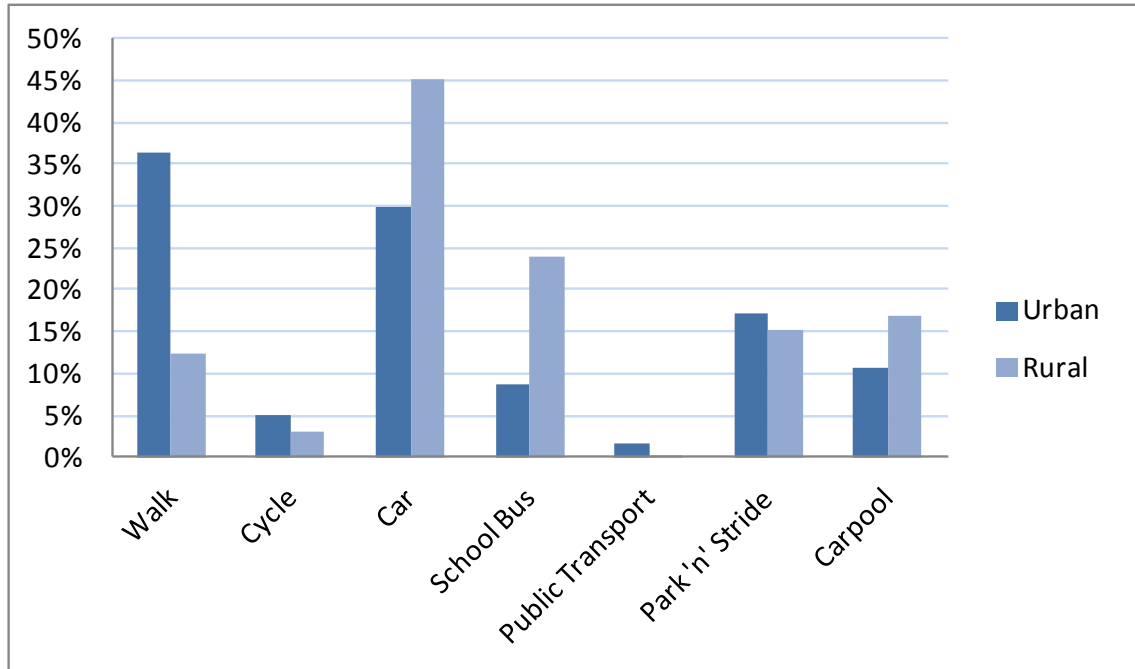


Figure 3: Urban and rural modes of transport to school, final survey

### Travel from School

There is no significant difference between travelling to school and travelling from school, although less students use park-and-stride when returning home and slightly more walk or use public transport on the return journey. Of the number of students who travel by car, 13.7% (2,904) car pool.

|             | Walk  | Cycle | Car   | School Bus | Public Transport | Park 'n' Stride | Other |
|-------------|-------|-------|-------|------------|------------------|-----------------|-------|
| From School | 27.5% | 4.1%  | 39.3% | 15.9%      | 1.6%             | 10.9%           | 0.8%  |
| To School   | 25.6% | 4.1%  | 36.8% | 15.6%      | 0.9%             | 16.2%           | 0.7%  |

Table 5: Mode of travel from school (as proportion of respondents to question)

### Preferences for Travel to School

Students were asked how they would prefer to travel to school given the choice. The proportion of students who prefer to walk is 26.1% (9,870), a figure that is not so very different from the proportion who actually do walk but is higher than the baseline figure of 22.5%. As with previous surveys, many more students said they would prefer to cycle given the choice, i.e. 51.8% (10,639). This proportion is also slightly higher than the 47.5% recorded in the baseline. For schools where Cycle-to-School events have been arranged, the proportion of students who prefer to cycle is much higher at 54.7%.

In practice, it might be impractical for some students to travel to school by bicycle, but only 5.3% (1,095) expressed a preference to come by car, a reduction on the baseline of 13.2%. Park-and-stride similarly has a low level of preference at just 3.3% although this may partly be because of the association with car trips. Quite a few students, 3.5% also expressed a preference for coming to school by “other” means, possibly scooting.

The proportions of girls and boys who expressed a preference for cycling in this survey are similar at 25.3% (5,197) and 26.5% (5,442). However, these figures compare with 5.6% of boys and 2.7% of girls who actually do cycle.

|              | Walk  | Cycle | Car   | School Bus | Public Transport | Park 'n' Stride | Other |
|--------------|-------|-------|-------|------------|------------------|-----------------|-------|
| Final Survey | 26.1% | 51.8% | 5.3%  | 7.5%       | 2.5%             | 3.3%            | 3.5%  |
| Baseline     | 22.5% | 47.5% | 13.2% | 7.7%       | 2.2%             | 2.9%            | 4.1%  |
| Actual       | 25.6% | 4.1%  | 36.8% | 15.6%      | 0.9%             | 16.2%           | 0.7%  |

*Table 6: Travel to school preferences*

### Weekly Walking Events

In total, 56.6% (12,014) of students have participated in weekly walking events i.e. Walk on Wednesday or Walk Once a Week., representing an average of 73.9% of students in participating classes. This latter figure compares with a figure of 54.9% in the previous follow-on survey. The proportion of students who walk to school in these participating classes is 44.0% compared with the overall average of 25.6%.

### Weekly Cycling Events

Answers to the cycling question were received from 26.3% (1,631) of classes. In these classes an average of 41.5% of students have participated equivalent to 7.7% of all students. This latter figure compares with a figure of 5.7% at the time of the first follow-on survey (May 2013).

### Students Follow on Survey May 2014

Interim results were recorded for schools on completion of their first year of the Travel programme September 2013-June 2014. These results were compared to the schools' original baseline results to monitor overall progress and highlight areas for targeted action over year two of the programme. The follow on survey refers to 239 schools. This compares to 274 schools surveyed in the baseline.

### Travel to School

#### Car

The majority of children are brought to school by car at 44.4% (8,092). This figure is significantly lower than in the Baseline when it was 54.1%.

#### Car pooling

Car pooling and park-and-stride provide more sustainable travel alternatives for those students who may have little choice but to arrive by car. Indeed, the level of carpooling is greater in rural areas (see below). Although a large proportion of students arrive by car, many also carpool. In total, 14.9% (2,863) of journeys involve carpooling accounting for 33.8% of those who travel by car, compared to 25.2% recorded at the Baseline. On average in the schools for which there is carpooling, 32.3% of students arriving by car or using park-and-stride are in a car pool. In 8% (16) of classes the proportion who car share is greater than 50%.

#### Walking

The proportion of students who walk to school is 25.6% (5,451). This total compares with 22.9% at the time of the Baseline survey. The gender breakdown is 47.3% boys and 52.7% girls. The prospect of increasing the number of students who walk to school is greater where facilities are present to allow them to do so more safely. For instance, the presence of a lollipop crossing service increases the proportion of students walking to school most at 44.2% compared with the average of 29%. For schools with a pedestrian crossing, the proportion is 31.1%, while for schools with a footpath; the proportion walking is 29.5%. Admittedly, more pedestrian facilities are present at urban schools to which more students would be expected to walk. Nevertheless, it is still the case that the more facilities there are the more inclined students are to walk to school.

| walking average | crossing service | pedestrian crossing | footpath |
|-----------------|------------------|---------------------|----------|
| 28.6%           | 44.2%            | 31.5%               | 29.6%    |

*Table 7: Proportion walking with walking facilities*

### Cycling

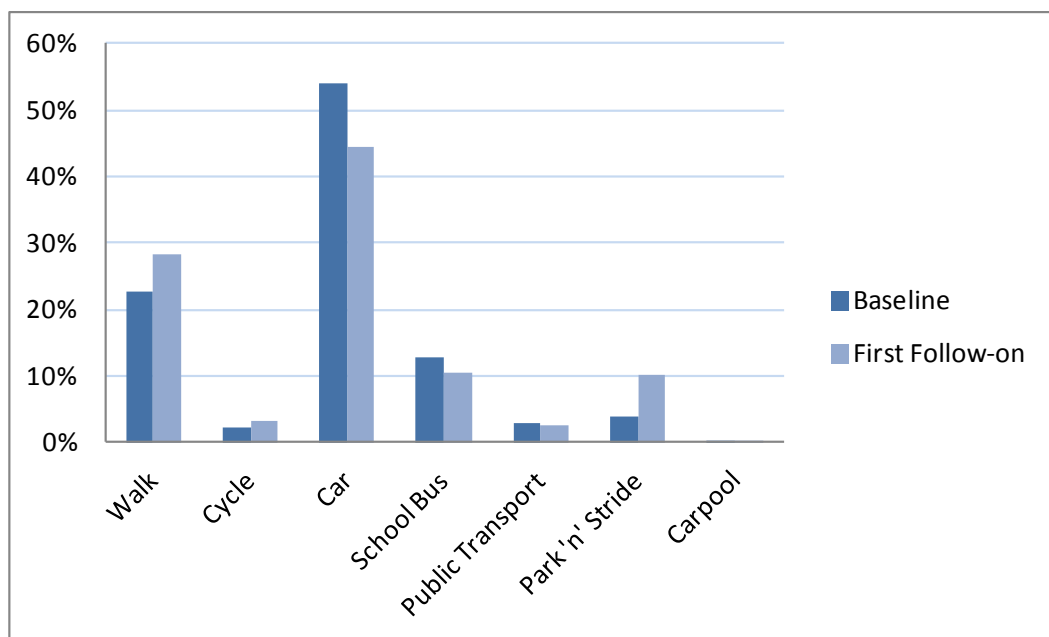
A relatively small proportion of students arrive by bicycle at 3.3% (633), although this figure is a fraction higher than at the time of the Baseline when it was 2.2%. Boys account for 64.5% of those who cycle which equates to 4.9% of all boys compared with just 2.3% of girls. For those schools where students cycle, training has the effect of increasing the proportion to 11.9%. This figure compares with 9.6% at the time of the Baseline. The proportion who cycle is also smaller than the overall average in schools with a cycle path and with cycle parking. Some of these facilities have been provided in rural schools in an attempt to increase the small proportions who cycle.

| cycling | cycle path | cycle parking | training |
|---------|------------|---------------|----------|
| 3.3%    | 9.1%       | 9.7%          | 10.9%    |

*Table 8: Proportion cycling with cycle facilities*

### Bus

The proportion of students arriving by school bus is 10.5% (1,911), which is little different from the 12.8% recorded in the last survey. Only 2.5% (452) of students arrive by public transport although this is not too surprising given that most of the sample is comprised of primary school children.



*Figure 4: Mode of travel to school – Comparison between Baseline 2013 & 1st Follow on Survey June 2014*

|                 | Walk  | Cycle | Car   | School Bus | Public Transport | Park 'n' Stride | Carpool |
|-----------------|-------|-------|-------|------------|------------------|-----------------|---------|
| Baseline        | 22.7% | 2.2%  | 54.1% | 12.8%      | 2.8%             | 3.9%            | 0.4%    |
| First Follow-on | 28.2% | 3.3%  | 44.4% | 10.5%      | 2.5%             | 10.1%           | 0.4%    |

*Table 9: Mode of travel to school – Comparison between Baseline 2013 & 1st Follow on Survey June 2014*

### Urban and rural

In terms of urban and rural characteristics, more than twice as many students, i.e. 36.3% (4,423), walk to urban schools than walk to rural schools for which the figure is 13.0% (782). Both these figures are slightly higher than the 31% and 19% recorded in the Baseline. In contrast, more students cycle to urban schools at 4.1% (248) than to rural schools for which the respective figure is 3.2% (385) respectively. These figures show an increase on the 3% and 0.8% recorded in the Baseline.

The proportion of urban students using school buses is 6.6% (833) compared with rural areas where the share is much higher at 17.9% (1,078). Despite its relative availability in some urban areas, public transport is used by just 3.0% (362) of urban students, while the figure for students at rural schools is just 1.5% (90). Most students in the sample are quite young and so would understandably be less inclined to travel on public transport.

Travel by car makes up most of the balance and accounts for 38.4% (4,678) of journeys by urban students 56.6% (3,399) of rural students. Car pooling amongst urban students accounts for 13.7% (1,671) of journeys, but for a higher proportion of rural students at 17.4% (1,047). This relative difference (although not huge) is in contrast to some other samples. However, park-and-stride is more common in urban areas where it is used by 11.8% (1,442) of students compared with 6.7% (403) of rural students.

### Primary and Secondary

A comparison of travel mode for primary schools and secondary schools reveals that slightly more students proportionately walk to primary school at 29.9% (4,587) than to secondary school for which the figure is 21.7% (623). For cycling the proportions are 5.0% (770) of primary students which compares with just 1.6% (46) of students in secondary schools. School buses are used by 7.5% (1,154) of primary students. This figure is proportionately much less than the 26.4% (757) of secondary students who come to school by bus. The corresponding figures for students arriving on public transport are understandably low for primary students at just 1.3% (200) compared with 8.8% (252) of secondary students.

The proportion of primary students arriving by car is 45.5% (6,991) which represents a significant reduction on the 58.7% recorded at the Baseline. This figure compares with 38.4% (1,101) of secondary students.

The relative proportion who car pool are 14.7% (2,239) and 14.0% (400). The proportion of primary students using park-and-stride is now 11.4% (638) compared with 3.1% (89) of students in secondary schools who arrive using this means. The use of park-and-stride by primary students has increased significantly from the Baseline figure of 4.2%.

|                     | Walk  | Cycle | Car   | School Bus | Public Transport | Park 'n' Stride | Carpool* |
|---------------------|-------|-------|-------|------------|------------------|-----------------|----------|
| Baseline Primary    | 26.0% | 2.3%  | 58.7% | 7.5%       | 1.1%             | 4.2%            | 14.7%    |
| Follow-on Primary   | 29.9% | 5.0%  | 45.5% | 7.5%       | 1.3%             | 11.4%           | 15.1%    |
| Baseline secondary  | 17.5% | 2.1%  | 41.5% | 26.8%      | 7.7%             | 4.2%            | 11.1%    |
| Follow-on Secondary | 21.7% | 1.6%  | 38.4% | 26.4%      | 8.8%             | 3.1%            | 14.0%    |

*Table 10: Comparison between the 1st Follow On Survey and the Baseline; Primary and Secondary schools*

# Appendix 2

## National Travel Competition Winners 2014

St. Colmcille's S.N.S., Ballyboden, Dublin and Scoil Chearbhaill Uí Dhálaigh, Leixlip, Co. Kildare were awarded the overall winners of the Travel Competition and were named Ireland's Travel Schools of the Year 2014.

### Active Schools Winners

|                               |                         |                          |
|-------------------------------|-------------------------|--------------------------|
| Gortskehy N.S.                | Hollymount, Co. Mayo    | Bus Category             |
| St. Catherine's N.S           | Ballinasloe, Co. Galway | Carpool Category         |
| Scoil Chlochair Mhuire        | Carrigtwohill, Co. Cork | Walk Category            |
| St. Ronan's N.S.              | Ballinasloe, Co. Galway | Cycle Category           |
| Bunscoil na Toirbhirte        | Mitchelstown, Co. Cork  | Park 'n' Stride Category |
| Scoil Chearbhaill Ui Dhalaigh | Leixlip, Co. Kildare    | Combo Category           |

### Awarded Schools Winners

|                            |                       |                          |
|----------------------------|-----------------------|--------------------------|
| St. Patrick's G.N.S.       | Dublin Road, Limerick | Walking Category         |
| St. Colmcille's S.N.S      | Ballyboden, Dublin 16 | Cycling Category         |
| Scoil Mhuire Banrion       | Edenderry, Co. Offaly | Park 'n' Stride Category |
| Scoil Eoin Tahilla         | Sneem, Co. Kerry      | Bus Category             |
| Gaelscoil Naomh Pádraig    | Lucan, Co. Dublin     | Combo Category           |
| Rush Lusk Educate Together | Lusk, Co. Dublin      | Combo Category           |



# Green-Schools

 An Taisce



Is an international environmental education programme, environmental management system and award scheme that promotes whole school action towards a sustainable environment through the implementation of the Seven Step methodology. It is known internationally as Eco-Schools.

**W.** [www.greenschoolsireland.org](http://www.greenschoolsireland.org)  
**E.** [greenschools@antaisce.org](mailto:greenschools@antaisce.org)  
**T.** +353 (0)1 4002 222



Encourages a partnership approach to environmental management in third level educational institutions. The programme places significant importance on the inclusion of all sectors of the campus community in environmental management, protection and enhancement.

**W.** [www.greencampusireland.org](http://www.greencampusireland.org)  
**E.** [greencampus@eeu.antaisce.org](mailto:greencampus@eeu.antaisce.org)  
**T.** +353 (0)1 4002 211



An international award recognising beaches and marinas that meet strict criteria related to environmental education, information provision, water quality, environmental management and safety. The aim of the Blue Flag is to promote integrated coastal zone management and sustainable development in coastal areas.

**W.** [www.blueflagireland.org](http://www.blueflagireland.org) / [www.blueflag.org](http://www.blueflag.org)  
**E.** [blueflag@antaisce.org](mailto:blueflag@antaisce.org)  
**T.** +353 (0)1 4002 210



Is Ireland's largest and most popular anti-litter initiative. The campaign runs every April and encourages all members of the community to actively participate and take responsibility for their immediate environment. By participating in clean-ups, groups are making a positive and important contribution to their community.

**W.** [www.nationalspringclean.org](http://www.nationalspringclean.org)  
**E.** [nsc@antaisce.org](mailto:nsc@antaisce.org)  
**T.** +353 (0)1 4002 212



Is an anti-litter programme for secondary schools. It involves students working with their peers to develop initiatives to tackle litter in their schools and local area. The programme is designed to facilitate and develop leadership, project management, citizenship and communication skills among students, through the design and implementation of an anti-litter campaign.

**W.** [www.neatstreets.org](http://www.neatstreets.org)  
**E.** [neatstreets@eeu.antaisce.org](mailto:neatstreets@eeu.antaisce.org)  
**T.** +353 (0)1 4002 222



Is about protecting and enhancing our beaches, seas and marine life. It strives to improve the economic and aesthetic value of the coastline for community and visitors alike by involving local communities in beach management and encouraging them to be guardians of their coastline.

**W.** [www.cleancoasts.org](http://www.cleancoasts.org)  
**E.** [cleancoasts@antaisce.org](mailto:cleancoasts@antaisce.org)  
**T.** +353 (0)1 4002 210



Provides practical tips and information on ways to save money and help to protect the environment. Green Home empowers householders on their journey towards sustainable living and promotes behaviour change on the themes of waste, energy, water and travel. Green Home is operated in partnership with the Environmental Protection Agency.

**W.** [www.greenhome.ie](http://www.greenhome.ie)  
**E.** [greenhome@eeu.antaisce.org](mailto:greenhome@eeu.antaisce.org)  
**T.** +353 (0)1 4002 218



Is a joint initiative of the Department of the Environment, Community and Local Government, the EPA and An Taisce, to encourage the growth of Greening Communities. The programme recognises and celebrates the work being undertaken at community level throughout the country. It aims to enhance coordination and collaboration between the public, private, non-governmental and voluntary sector.

**W.** [www.greeningcommunities.ie](http://www.greeningcommunities.ie)  
**E.** [greeningcommunities@eeu.antaisce.org](mailto:greeningcommunities@eeu.antaisce.org)  
**T.** +353 (0)1 4002 229



Works towards empowering community groups to improve their local environment, enhance biodiversity and reduce their resource usage. This is largely achieved through community environmental improvement initiatives. These initiatives are supported by training sessions; action based environmental activities; and field trips.

**W.** [www.greencommunitiesproject.org](http://www.greencommunitiesproject.org)  
**E.** [greencommunities@eeu.antaisce.org](mailto:greencommunities@eeu.antaisce.org)  
**T.** +353 (0)1 4002 202



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*The National Trust for Ireland*

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**5a Swift's Alley, Francis Street, Dublin, D08TN88**  
**[www.greenschoolsireland.org](http://www.greenschoolsireland.org)**