



GREEN-SCHOOLS  
**TRAVEL**  
ANNUAL REPORT  
**2012**





# 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 programmes 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



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# Executive Summary

Over the five year period of the Travel programme An Taisce has achieved all agreed targets including; exceeding year on year targets for reducing car based travel to school, increasing the number of schools and students participating in the programme each year, and ensuring the programme is nationally representative.

The Green-Schools seven-steps methodology is a key component of the programme and enables participating schools to achieve modal shift within a two year period.

Schools that completed the Green-Schools Travel theme in 2012 recorded an average overall mode share reduction in private car use on the journey to school of 15.6 percentage points; the share of students walking to school increased by 6.2 percentage points, cycling increased by 2 percentage points and the mode share for park and stride increased by 8.7 percentage points.

- The mode share reduction for car travel represents a drop of over 28% from the initial baseline survey.
- The proportion of students walking to school increased by 26.8% between September 2010 and May 2012.
- Cycling levels to school increased by 46.5% over the same two year period.
- 'Park and stride' recorded a two-fold increase from its original baseline mode share of 4.2 percentage points.
- No significant differences were recorded for car, walking or cycling mode share for travel *from* school, when compared to results for journeys *to* school.
- Both rural and urban schools recorded on average similar reductions in car travel to school, 15.4 and 14.9 point reductions.
- The proportion of students who participate in weekly walking events has increase to almost 64% for schools completing the programme, compared with just under 4% at the beginning of the programme.

- The proportion of students who participate in weekly cycling to school events is 9.8%.
- Overall results from the longitudinal survey indicate an increase in walking of 27% and reduction in car use of 45% over the period of the programme – almost identical to that of the main survey.
- Approximately 90% of schools successfully complete the programme and are awarded the Green Flag for Travel at the end of the two year period.
- 192 schools were awarded the Green Flag for Travel in 2012.
- Since 2008 615 schools have been awarded the Green Flag for Travel, representing successful completion of the Travel theme of the Green-Schools programme.
- Over the four completed academic years of the programme participating schools recorded an average reduction in car journeys to school of 22% and an average increase in walking & cycling of 32% per year.
- Once awarded the Green Flag schools are required to maintain their work on Travel to ensure progress is sustainable and lasting.
- A survey of previously awarded Travel schools indicates that walking and cycling to school has increased in over 50% of schools since being awarded the Travel flag and has remained the same in over 40% of schools.
- Post Travel schools indicated that further student workshops and schools visits from An Taisce would best support the future development of their programmes
- 298 schools joined the Travel theme in September 2012 bringing to over 500 the total number of schools currently working on the theme.
- An Taisce completed over 2,150 visits to Green-Schools Travel schools across the 2012 calendar year. This level of direct support is considered essential for schools to successfully implement the programme.
- 400 bicycle spaces were provided to 24 schools participating in the programme in 2012.
- Almost 4,000 students from 81 schools received subsidised cycle training as part of the programme, over the 2011-12 academic year.
- Over 33,000 students participated in National Walk to School week and over 4,400 cycled to school on national COW day as part of National Bike Week
- The Green-Schools Travel competition received over 2,000 entries from participating students and awarded students from nine schools with prizes for a variety of high quality and inspirational Travel related artwork, poems, songs etc.
- Green-Schools re-launched its website in January 2012 and received approximately 80,000 visits over the year.



Year	Target Car Use	Achieved Car use to School	Target Cycling & Walking	Achieved Cycling & Walking to School
08-09	-12%	-22%	8%	43%
09-10	-13%	-20%	8.5%	41%
10-11	-14%	-17%	9%	15%
11-12	-15%	-28%	10%	30%
12-13	-16%	NA*	11%	NA*

Table ES-1 Mode Share Targets and Results for the Green-Schools Travel Programme

Year	No. of Schools (cumulative)	Target Schools	No. of Pupils (cumulative)	Target Pupils
06-08	49	49	20,000	20,000
08-09	314	274	101,000	99,000
09-10	482	450	150,000	140,000
10-11	682	683	184,000	180,000
11-12	869	899	220,000	222,000
12-13	1167	1158	265,000	265,000

Table ES-2 Schools and Students Participating in the Green-Schools Travel programme – Actual & Targets

\*Data not available until schools complete the programme in June 2013





# Introduction

**G**reen-Schools Travel promotes sustainable modes of travel to school as an alternative to the private car. The programme operates in primary and secondary schools across Ireland, is run by An Taisce, funded by the Department of Transport, Tourism & Sport and supported by the National Transport Authority. This report outlines developments and results of the programme over the 2012 calendar year and also provides a brief evaluation of the programme since its national roll-out in 2008.

Over this period An Taisce has worked directly with participating schools to encourage, support and facilitate mode change from the private car to sustainable transport alternatives such as walking, cycling, carpooling, park and stride and public transport, through the development and implementation of school travel plans.

The Travel programme focuses on a behaviour change methodology based around the framework of the Green-Schools programme and includes; encouraging schools to carry out an audit of their students travel patterns at the beginning of their programme; increasing awareness of sustainable travel among the school's community; developing and implementing a travel action plan to realise mode change on the journey to/from school; and monitoring and evaluating progress on an ongoing basis.

Schools are supported in their endeavours by a team of Green-Schools Travel Officers who work directly with schools at local level providing ex-

pertise and assistance over the period schools are engaged with the programme.

Over the course of the year Green-Schools Travel runs various initiatives, events, competitions, training days etc. at local and national levels to promote and encourage involvement in the programme and these are illustrated in the report as well as the types of visits and activities Officers engage in on a daily basis.

## Background

Green-Schools Travel is a theme within the core Green-Schools programme. Green-Schools is an international environmental education programme, environmental management system and award scheme that promotes and acknowledges long-term, whole school action for the environment. A programme of the Foundation for Environmental Education (FEE) it is known internationally as Eco-Schools and is the largest sustainable schools programme in the world. It is operated and coordinated in Ireland by the Environmental Education Unit of An Taisce in partnership with Local Authorities throughout the country. Over 3,600 primary, secondary and special schools in Ireland (>90% of all Irish schools) are currently participating in the programme and 2,573 schools have been awarded the Green Flag. The programme is based on a seven-step eco-management and auditing system and schools focus on a particular theme over a two year period.

In response to the increasing levels of private car use on the school run and its association with adverse social, economic, health, safety, and environmental trends, An Taisce was approached by the Dublin Transportation Office (National Transport



Authority) to develop a behaviour change programme to encourage more sustainable travel on the journey to school. An Taisce was considered best placed to do this due to its highly successful Green-Schools programme which was identified as a suitable model with which to introduce and implement the concept of sustainable travel to schools.

Following a successful Green-Schools Travel pilot programme run over two years in the Greater Dublin Area from 2006-08 the programme received support from the Dublin Transportation Office and Department of Transport to expand it to operate nationally over an initial five year period (2008-12).

The objectives of the programme were to: achieve a sustained shift from car based travel to sustainable transport modes to school; increase the numbers of schools taking part each year; increase student participation each year; and to expand the programme so it was nationally representative.





## Travel Survey Results & Analysis

### Introduction

In order to monitor the progress and performance of participating schools over the two year period of the programme An Taisce 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 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 staff 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 Travel staff.

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 2012 (final survey results); and, interim results for schools that will complete the programme in 2013 (follow-on survey results).

### Student Survey - Final Results May 2012

May 2012 was the final survey date for schools that started the Green-Schools Travel theme in September 2010 and is compared to their original baseline survey results and also interim surveys carried out in May & October 2011. The May 2012 final survey records responses from students in 175 schools. This compares to 181 schools in the baseline Survey, 179 schools in the first follow-on, and 182 in the second follow-on survey. The samples are not perfectly comparable. Most schools represented in the baseline appear in the current follow-on survey, but there are 16 schools that are in the present survey that did not participate in the original baseline.

A total of 18,065 students are included in the final follow-on survey of whom 9,386 are girls and 8,679 are boys. The share of students by class or age grouping is very similar. More than half (92) of the second follow-on survey schools are rural, but their 6,708 students represent only 37.1% of the sample. The higher number of students in urban schools (11,357) is due to the larger school size together with the inclusion of some secondary schools.

Over the period of the programme (September 2010 to June 2012) participating schools recorded an overall mode share reduction in private car use on the journey to school of 15.6 percentage points. The share of students walking to school increased by 6.2 percentage points, cycling increased by 2 percentage points and the mode share for park and stride increased by 8.7 percentage points. As a result the mode share split for walking, cycling and park and stride increased to 29.3%, 6.3% and 12.9% respectively (Table 2-1). The share of students travelling to school by car dropped significantly to 39.6%.

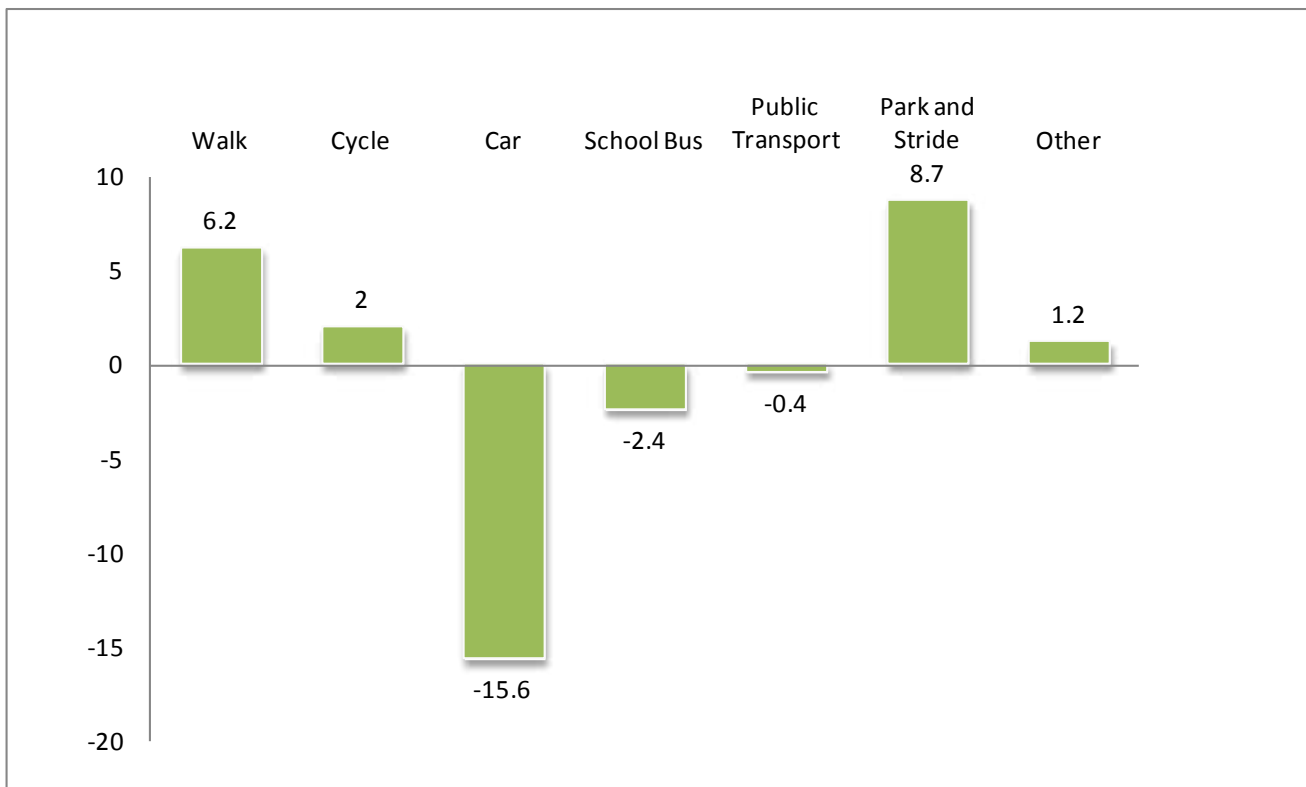


Figure 2-1: Mode Share Change for Travel to School Data, Baseline v Final Survey



The proportion of students walking to school increased by 26.8% from the baseline figure of 23.1% to a mode share of 29.3%; cycling increased by 46.5% over the period and now accounts for 6.3% of overall mode share. The share of the sample travelling to school by private car dropped by over 28%, from 55.2% in the baseline to under 40% in the final survey. Park and stride recorded a two-fold (207%) increase from its original baseline figure of 4.2%, and ‘Other’ (skates, scooters etc.) also experienced a significant increase (240%) - be it from a low original baseline figure.

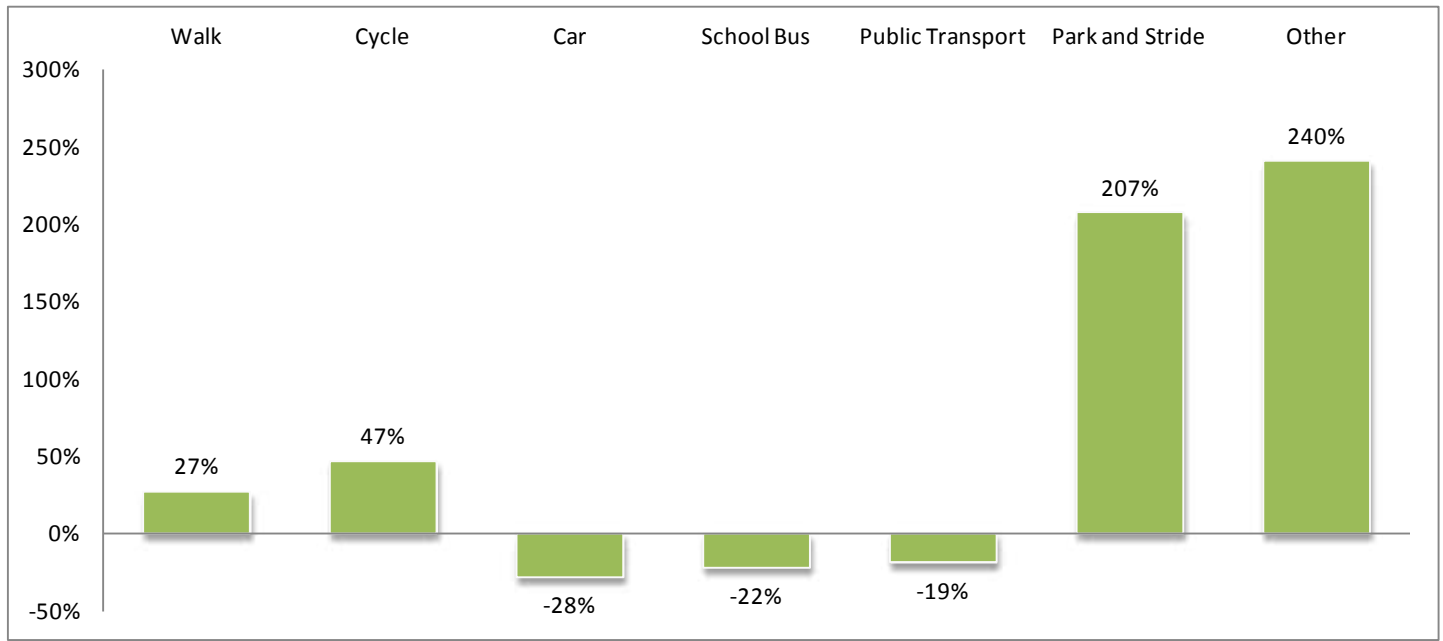


Figure 2-2: Percentage Mode Share Increase/Decrease, Baseline v Final Survey

	walk	bicycle	car	school bus	public transport	Park-and-Stride	other
<b>Final</b>	29.3%	6.3%	39.6%*	8.5%	1.7%	12.9%	1.7%
Second Follow-on	26.0%	5.3%	42.5%	10.7%	2.0%	11.4%	2.1%
First Follow-on	26.3%	4.9%	45.5%	10.3%	2.0%	9.6%	1.3%
Baseline	23.1%	4.3%	55.2%	10.9%	2.1%	4.2%	0.5%
Mode Share Change	6.2	2	-15.6	-2.4	-0.4	8.7	1.2
Percentage Change	26.8%	46.5%	28.2%	22%	19%	207%	240%

\*Includes car pooling for at least 21% of students

Table 2-1: Mode of travel to school – All Surveys Comparison Table

### *Car*

Final survey results show the majority of children are brought to school by car at 39.6% (7,120). However, the proportion travelling by car has fallen further in the final survey, from 55.2% in the baseline and 42.5% in the last follow-on survey.

Car pooling can make quite a difference to the relative sustainability of travel to school, particularly for children living some distance away from school. Of those listed as travelling by car, 1,488 students arrive by car pooling. Therefore students arriving by car pooling represented 21% of the total number travelling by car.

### *Park and Stride*

The park and stride system is used by 12.9% (2,326) of students arriving at school. The proportion of all students leaving home by car who switch to park and stride is 24.6%. Park and stride encourages students to walk some of the distance to school; it increases exercise, and mental awareness and reduces the risk of accidents, congestion and pollution at the front of the school. The figure is a small increase on the 11.4% (2,073) of students in the last follow-on survey, but a large increase from the 4.2% (1,098) recorded in the baseline.

### *Walking*

The proportion of students walking has increased to 29.3% (5,279) compared with 26.0% (4,744) in the last follow-on and up from 23.1% (6,039) at the time of the 2010 baseline survey. The proportion of boys walking at 27.9% is an increase on the previous level, but is less than that for girls at 30.1%.

Where 'facilities' are present the proportion walking is higher, as was also the case for the analysis of the follow-on survey. For instance, the presence of a lollipop crossing service leads to a higher average of students walking to school at 39.4% (358), while for schools where there is a pedestrian crossing the proportion is 34.8% (322). In schools with a footpath, the proportion walking is 27.5% (339), the relatively lower proportion demonstrating that footpaths are not necessarily attractive when other deterring factors may exist locally.

The more facilities there are however, the more inclined parents are to permit children to walk to school. Clearly, the presence of a lollipop service makes most difference, but where at least two of these three pedestrian facilities are present, the proportion walking remains well above the average.

### *Cycling*

Overall only a small proportion of students arrive by bicycle, although this proportion has risen again to 6.3% (1,125) from 5.3% in the last follow-on survey and 4.3% in the baseline. Boys comprise three-quarters (74.4%) of those cycling, this equates to 4.7% of all boys compared with just 1.6% of girls. In schools where bicycle parking is available, the average proportion cycling is 7.9% and where cycle training has been provided the average figure is 6.0%. Therefore, the figures suggest evidence that the availability of facilities does increase the number of students cycling, although it is also possible that facilities are more likely to be provided in schools where students are more inclined to cycle. Cycle training in the absence of facilities does not appear to significantly increase the proportion who cycle, although it does help cycling proficiency levels and encourages children to cycle safely outside the school environment.

### *Bus*

Ten percent (10.2%) of students take a bus to school. Compared with the previous follow-on survey, the figure represents a decrease from 12.7% and a further decrease from the 13.0% recorded in the baseline - a reason for this may be recent increases in fares and cut-backs in grants and subventions, and the reduced provision and frequency of services.

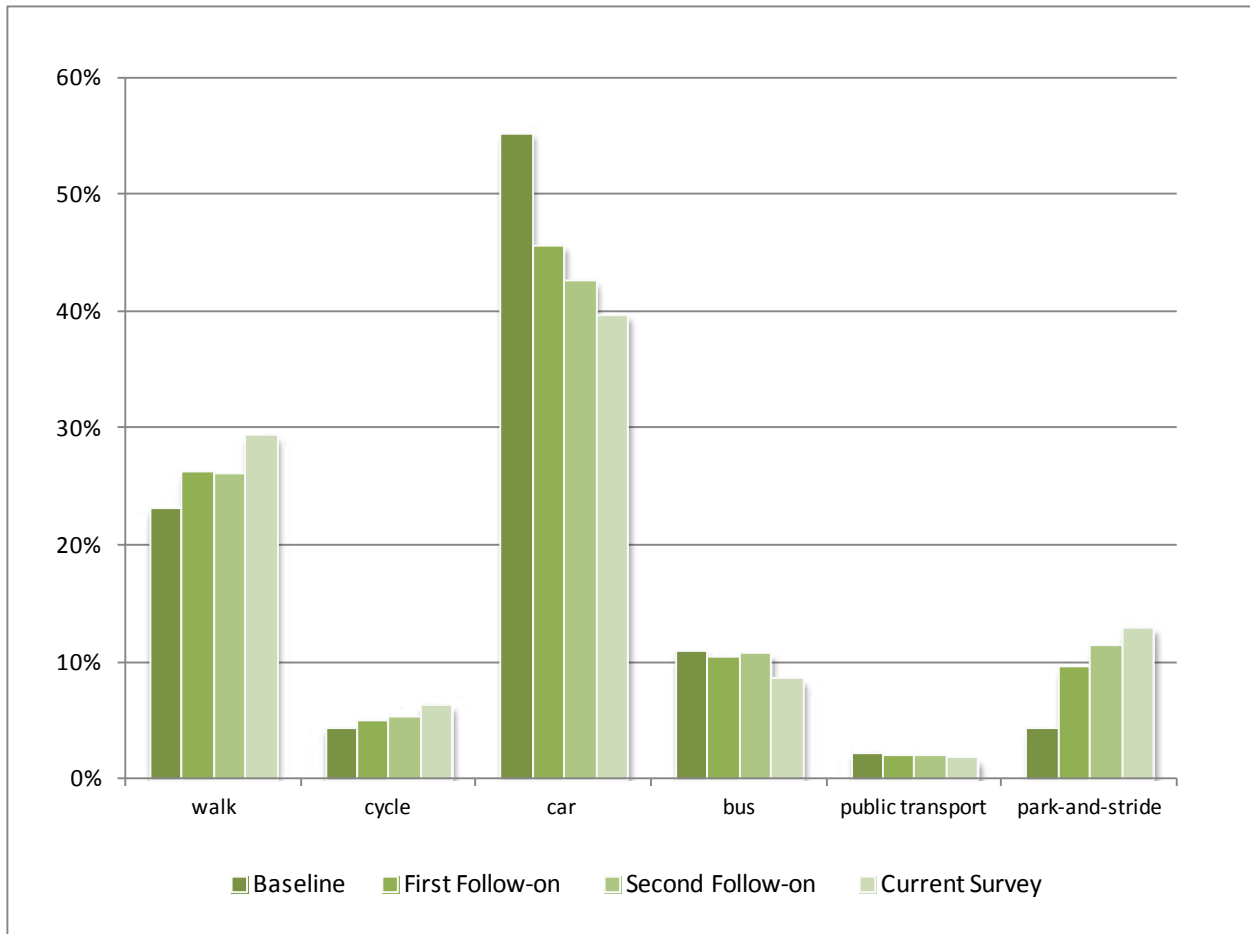


Figure 2-3: Mode of travel – All Surveys Comparison

*Urban and rural*

In terms of urban and rural characteristics, a higher proportion of students, i.e. 37.7% (4,282) walk to urban schools than walk to rural schools, i.e. 14.8% (991). More students also cycle to urban schools than to rural schools. Although at 6.4% (728), the average number cycling is only slightly more for urban than for rural schools, where the proportion is 5.9% (397).

Fewer students in urban areas use private buses at 4.4% (500) compared with rural areas where the share is much higher at 15.3%. (1,026)

Travel by car makes up most of the balance and accounts for 32.9% (3,738) of urban students and 50.5% (3,381) of rural students, although car sharing is more prevalent in the latter. The proportions who park and stride are 6.1% (694) and 10.4% (694) respectively.

When compared with the Baseline data the current figures reveal that there has been little change in the proportion cycling to urban schools from 6.3%, although the proportion of rural students cycling has increased from 1.9%. For walking, there has been a significant increase in the proportions from 33.0% and 10.0% for urban and rural schools respectively. By comparison, car use has fallen significantly from 48.3% and 65.4% for urban and rural schools respectively. There has been very little change in the use of buses.



		walk	bicycle	car	school bus	Park-and-Stride
<b>Current survey</b>	Urban	37.7%	6.4%	32.9%	4.6%	6.1%
	Rural	14.8%	5.9%	50.5%	15.3%	10.4%
<b>2<sup>nd</sup> Follow-on</b>	Urban	35.0%	6.4%	35.9%	8.3%	13.2%
	Rural	13.5%	3.7%	51.8%	18.5%	8.8%
<b>1<sup>st</sup> Follow-on</b>	Urban	36.7%	6.3%	39.1%	4.3%	11.6%
	Rural	13.8%	3.2%	54.7%	18.0%	7.5%
<b>Baseline</b>	Urban	33.0%	6.3%	48.3%	5.9%	5.8%
	Rural	10.0%	1.9%	65.4%	18.5%	2.3%

Table 2-2: Change in urban and rural travel to school, all surveys comparison

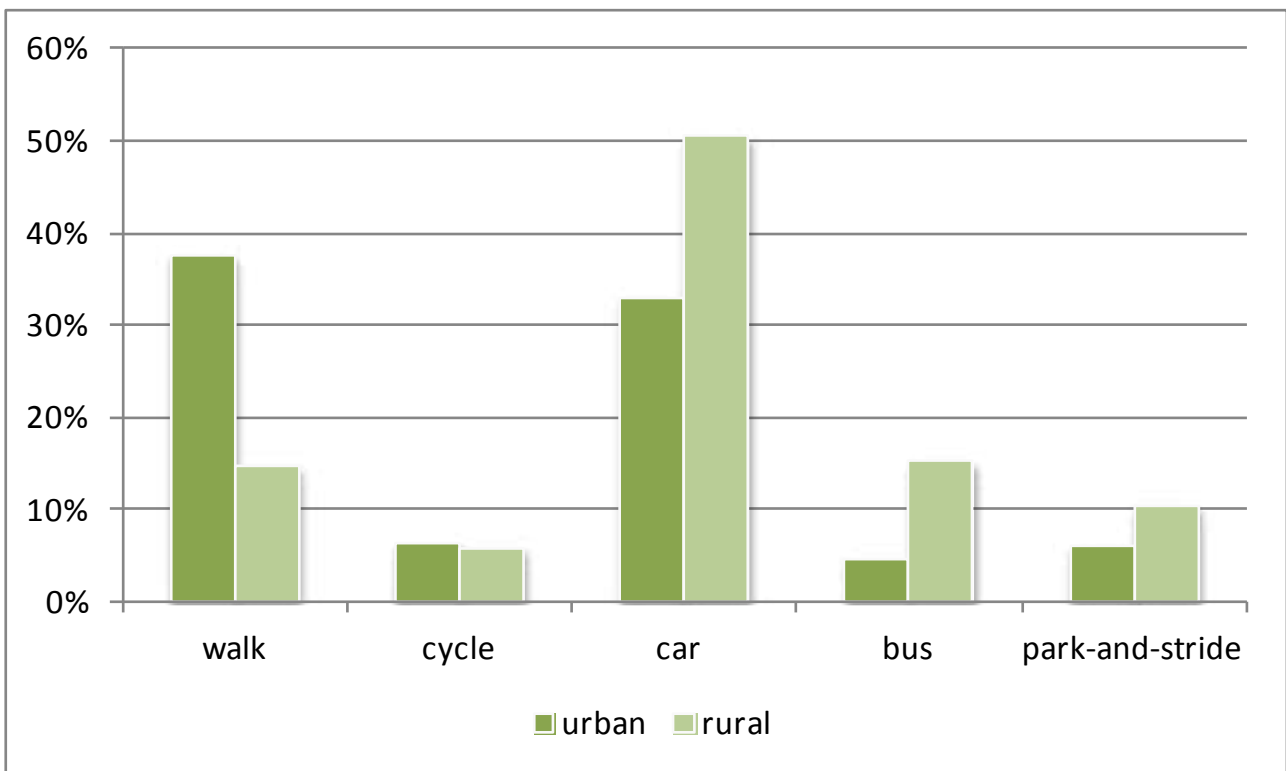


Figure 2-4: Urban and rural modes of transport to school, final survey

### Travel from school

There is no significant difference recorded for travel from school, when compared with journeys to school, although there is less use of Park-and-Stride for the return trip and more direct collection by car. The pattern is similar to the Baseline Survey allowing for the reduced overall use of cars (and buses) and the greater uptake of walking and cycling.

	walk	bicycle	car	school bus	Public transport	Park-and-Stride	other
From school	30.6%	6.2%	42.3%	9.3%	2.1%	7.8%	-
To school	29.3%	6.3%	39.6%	8.5%	1.7%	12.9%	1.7%
Baseline from school	25.8%	4.3%	51.7%	12.2%	2.5%	-	3.7%

Table 2-3: Mode of travel From school compared with travel To school

### Preferences for travel to school

Students were asked how they would prefer to travel to school given the choice. From the data it appears that many more students would prefer to cycle, i.e. 53.3% (9,559) than actually do. Although few girls especially, actually cycle, this preference appears to apply to both boys and girls with the respective proportions being 27.2% and 26.1%. The proportion who would prefer to come by car is only 6.5% (1,160). Related to this, the proportion preferring park and stride is also lower at 3.0%. Although it might not be practical to transfer to cycling in many cases (journeys may be too distant or dangerous), the figure does suggest a latent demand for a cycling alternative as preferences clearly account for more than the 6.2% who currently cycle. On the other hand, the 24.4% (4,369) of students who would prefer to walk is somewhat less than those who actually do and has fallen since the baseline (see Table 2-4).

	walk	bicycle	car	school bus	Public transport	Park-and-Stride	other
Preferred mode	24.4%	53.3%	6.5%	6.4%	2.8%	3.0%	3.5%
Baseline	25.8%	51.6%	7.9%	6.7%	2.3%	2.9%	3.2%
Actual	29.3%	6.3%	39.6%	8.5%	1.7%	12.9%	1.7%

Table 2-4: Travel to school preferences

The overall pattern is very similar for urban and rural schools. In the former, 53.5% of students would prefer to cycle and only 6.5% to be driven. In rural schools the relative proportions are similar 64.3% and 4.7%.

### Bicycles And Cycle Equipment

Of the pupils surveyed, 89.6% (16,168) own a bicycle or have access to a bicycle. Most of these students, i.e. 78.2% (14,109) claim to use their bicycles regularly. However, only 7.0% of children who have a bicycle use it to get to school, a figure that is equivalent to 5.0% of those who use their bike regularly.

Most of the children who use their bicycles regularly, i.e. 63.5% (11,444), have helmets, but only 63.9% of these students (or 40.5% of the total sample) admit to using them. Only 33.1% (5,962) of students have lights, equivalent to 42.3% of those who use their bicycles. High visibility vests are possessed by 32.9% (5,936) students or 36.7% of those who have a bicycle, but only 42.1% of those who use their bicycle regularly. Most of these figures represent a small improvement of the previous sample (see Figure 2-5).

Compared with previous surveys, the current survey indicates a small continuing improvement in the proportion who own a helmet, bicycle lights and a high visibility vest. However, since the Baseline survey, there increases have been more pronounced. Moreover, the increases are proportionately stronger for those who use their bicycles regularly than for the total sample.

The availability of training in schools does appear to have had an impact too on the proportion who have a helmet, who use it, who have bicycle lights and have high visibility vests (Table 2-5).

	own a bicycle	cycle bicycle	own helmet	use helmet	have bicycle lights	have high-vis vest
Of total sample	89.6%	78.2%	63.5%	40.5%	33.1%	32.9%
Of students in schools with training	-	-	68.5%	45.5%	33.8%	37.8%
Of those using bike	-	-	81.1%	51.8%	42.3%	42.1%

Table 2-5: Ownership/Access to bicycle and bicycle facilities – Current survey

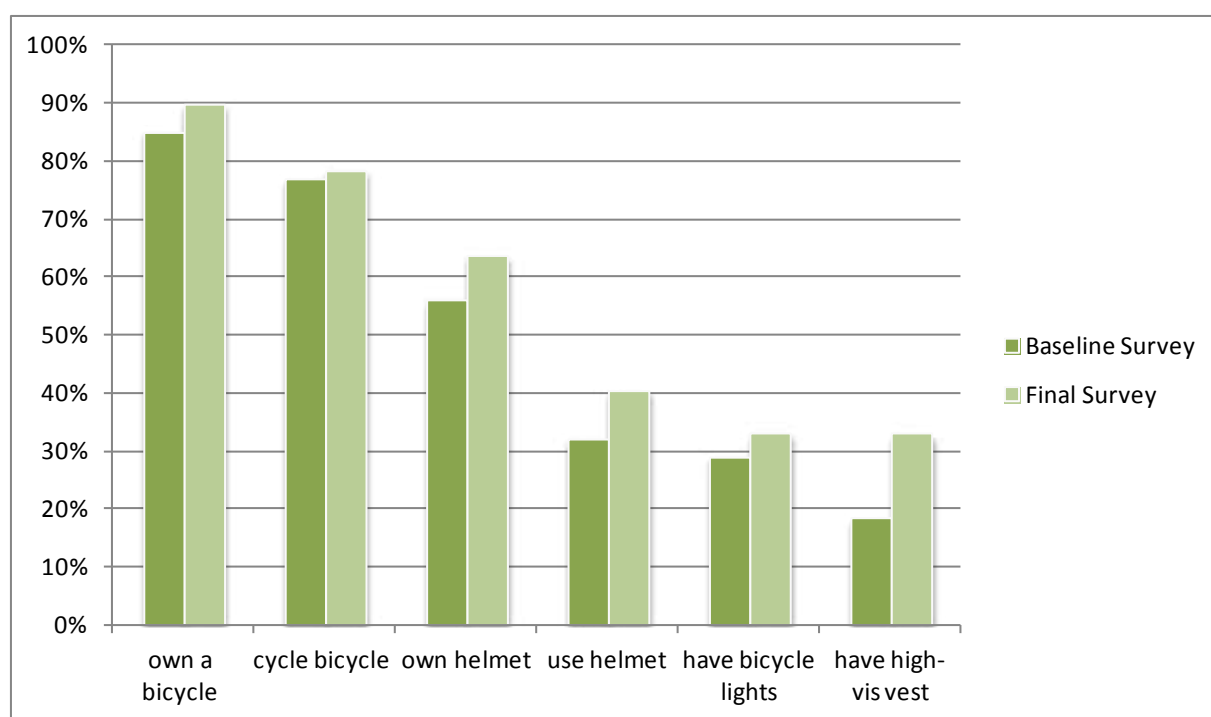


Figure 2-5: Participation in weekly walking events and actual levels of walking in these schools



*Participation In Weekly Walking Events*

Of all students surveyed 63.7% (11,514) participate in weekly walking events (e.g. WOW days – Walk on Wednesday). The proportion of students who participate in such events represents an increase on the figure of 50.5% in the previous Follow-on survey and a sizeable increase on the Baseline percentage when the figure was just 3.7% (620) of students.

The high level of students participating in weekly walking events (63.7%) indicates possible further potential to increase the current overall daily walking level of 30.4%.

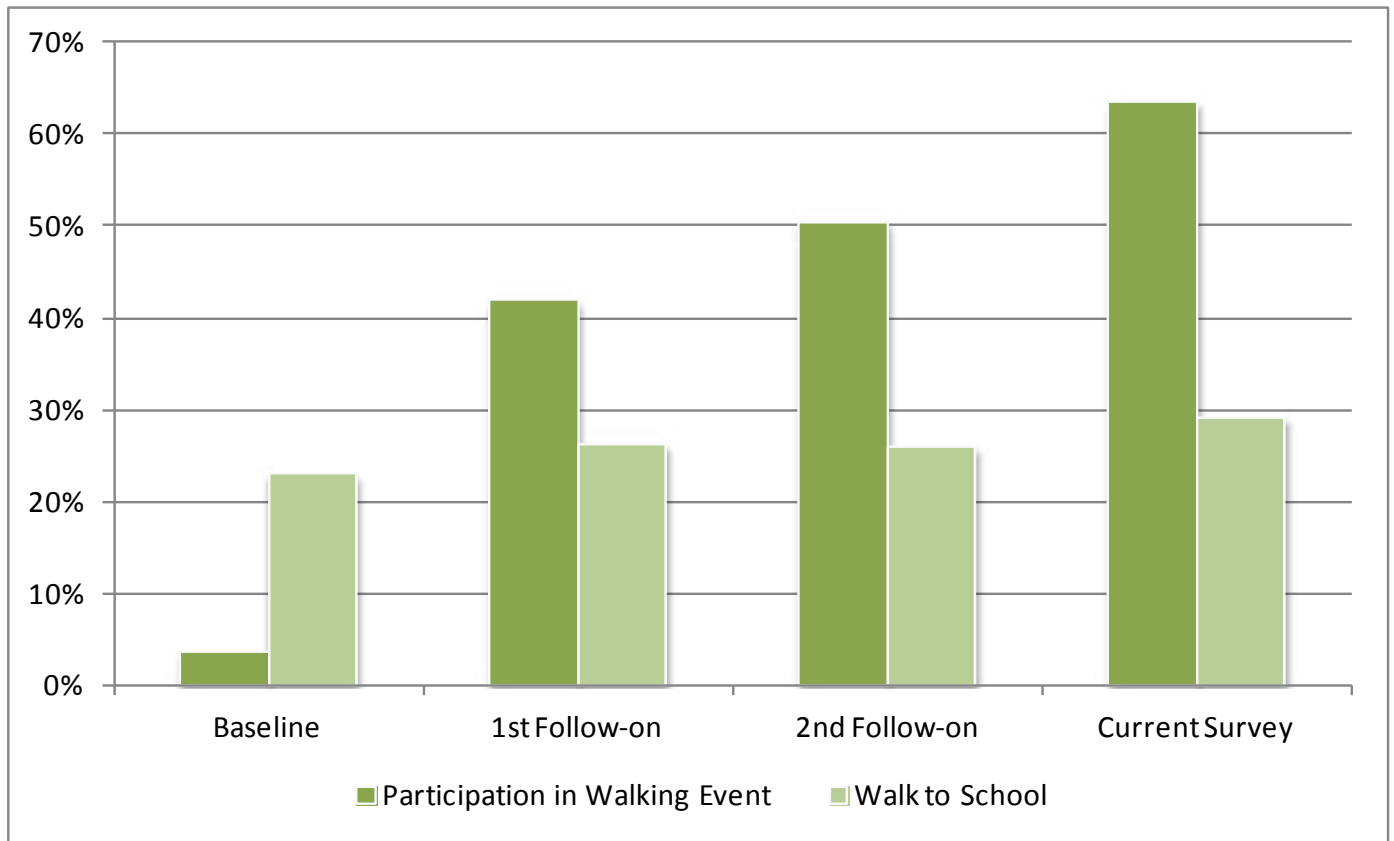


Figure 2-6: Participation in weekly walking events and actual levels of walking in these schools

*Participation In weekly cycling events*

The proportion of students who participate in cycle to school events (for example COW Days) is 9.8% (1,766). This compares with 8.1% at the time of the last follow-on survey. On average 9.8% (646) of students in these schools also cycle to school daily - compared with 6.3% for all surveyed schools. Consequently, the weekly cycle to school events do appear to be having an impact on daily cycling levels.

Participation in weekly cycle to school events has an impact on the proportions of students who wear helmets and who have lights or high visibility vests. Indeed, the impact of these events appears to be greater than for cycle training.

## Longitudinal Student Survey - Final Results May 2012

In addition to the quantitative student surveys carried out for the period 2010-12, An Taisce conducted a longitudinal survey with over 1,000 students from participating schools, for the same period. Each of the students were surveyed a total of four times to monitor their mode of travel to and from school.

The longitudinal survey recorded a 20.1 percentage point mode share reduction in the private car on the journey to school. This compares with 15.6 recorded in the quantitative survey for the same period.

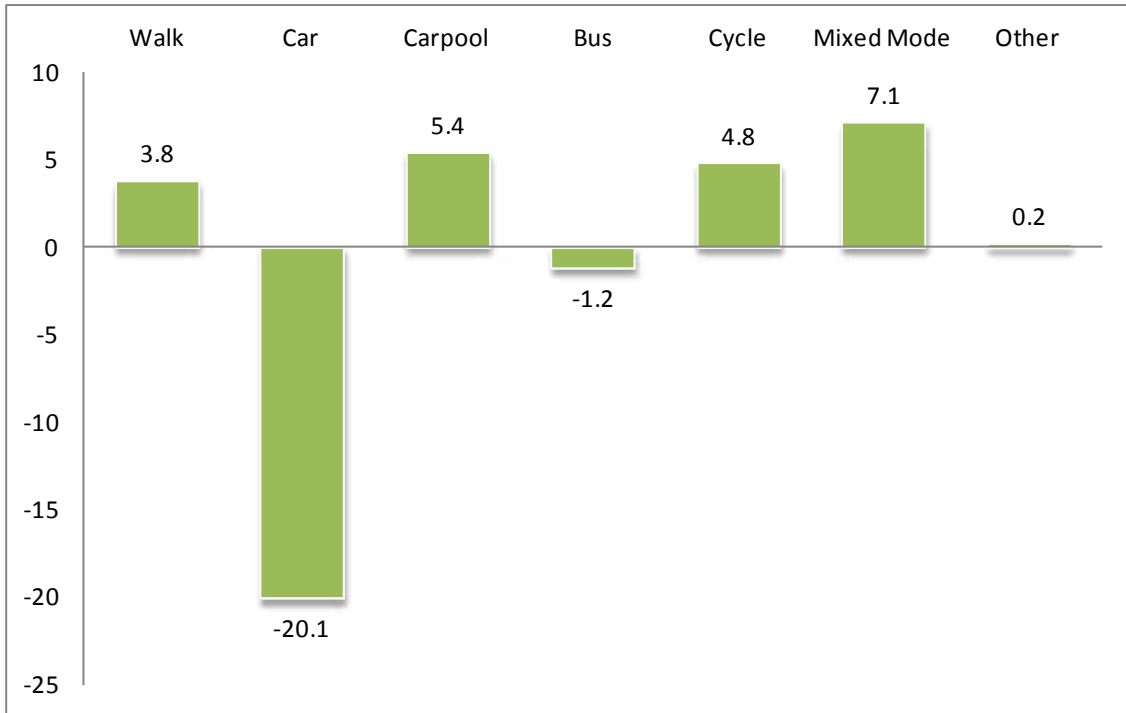


Figure 2-7: Final Longitudinal Survey Results- Mode Share Change

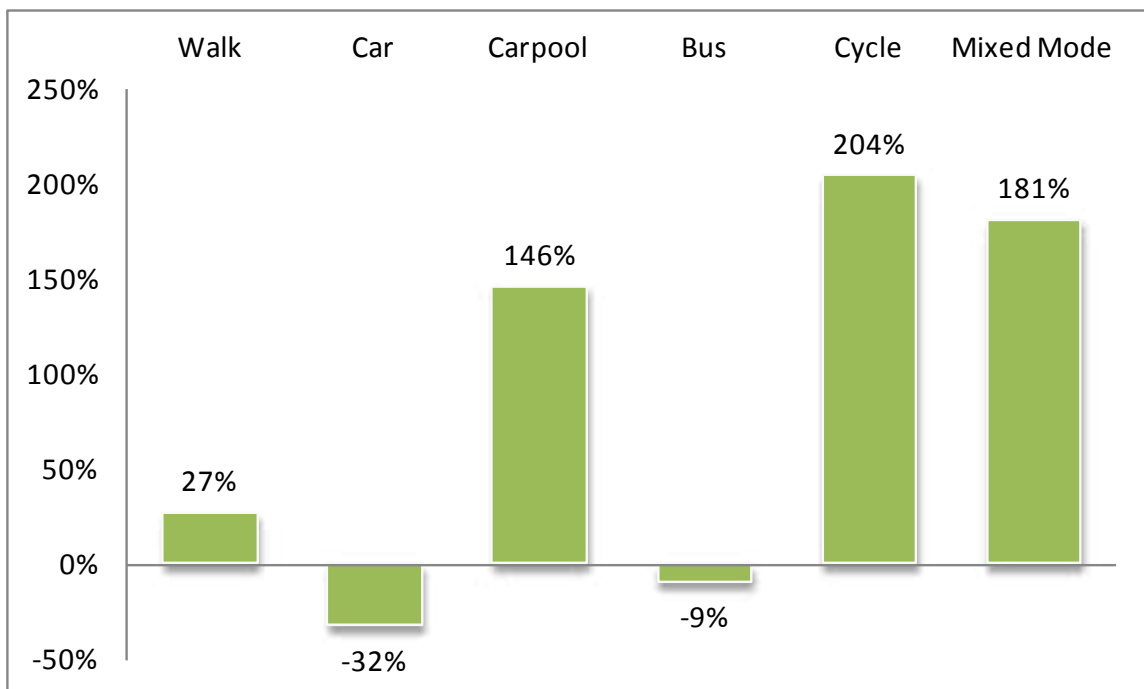


Figure 2-8 Percentage Mode Change – Travel to School

Overall results from the longitudinal survey indicate an increase in walking of 27% and reduction in car use of 45% over the period of the programme - as compared to 26.8% & 46.5% respectively for the quantitative survey. Cycling increased two fold from the baseline longitudinal survey.

There are variations in the final results for travel mode 'to' and 'from' school recorded in the longitudinal survey. They do however follow a similar pattern with both showing an overall decrease in the car mode and increase in other more sustainable modes over the study period.

The variations in *to* and *from* school patterns were:

- Walking was typically 3-4 percentage points higher *from* school than *to* school
- Car usage was higher by around 5 percentage points *to* school than *from* school
- There was no difference in the cycling mode share *to* and *from* school

When comparing urban to rural schools the modal share shift from the private car is slightly better for rural schools. The only area of better performance from the urban catchment was in walking to school, however rural schools are starting from a lower base for sustainable travel and higher levels of car travel.

## Staff Survey - Final Results May 2012

The Travel programme focuses on changing students' travel behaviour to and from school, it also however measures staff involvement and engagement in the programme. As a result staff in participating schools were also surveyed over the period of the programme. A total of 1,168 staff members were sampled from 147 schools between September 2010 and May 2012.

- Overall, the majority of school staff travel to school by car (87%, final survey), a reduction of 4% over the period of the programme.
- Staff who cycle to school account for 3.2% of the survey – an increase from the baseline of 2.4%.
- The percentage of staff walking to school has remained constant since the baseline figure of 4.6% was recorded.
- Park and stride experienced an increase from 0.1% to 2.3% since schools began the programme.
- Generally, there is no correlation between the proportions of staff and students walking or cycling in each school.
- There is no significant difference in the figures for return journeys compared with journeys to school.
- Most staff travel over 6 kilometres to school with the largest proportion falling within the >10 kilometre category at 43.7%.
- 20.7% of staff bring at least one passenger to school.
- The proportion of staff who are aware of the TaxSaver ticket has increased to 62.9% from just 18.6% staff at the time of the baseline survey.

- Almost all staff at 93% are aware of the Cycle to Work initiative
- Staff participated in walking or cycling events in 68% of schools – an increase from just 3.6% in the Baseline

## Student Follow-on Survey, 2012

Interim results were recorded for schools on completion of their first year of the Travel programme September 2011 – June 2012. These results were compared to the schools' original baseline results to monitor overall progress and highlight areas for targeted action over year two of their programmes. The follow-on survey refers to 159 schools. This compares to 179 schools surveyed in the baseline

The main pattern shown by the figures is a reduction in the proportion of students arriving exclusively by car and a relative increase in the figures for those who park-and-stride, along with increases for cycling and public bus. In addition, nearly 19% of those who arrive by car are involved in car pooling.

	walk	bicycle	car	school bus	Public transport	Park-and-Stride	other
First Follow-on	30.6%	6.2%	42.3%	9.3%	2.1%	7.8%	-
Baseline	29.3%	6.3%	39.6%	8.5%	1.7%	12.9%	1.7%

Table 2-6: Mode of travel to school – Baseline v 1<sup>st</sup> Follow-on Survey

- The majority of children are brought to school by car at 47.7% (6,856). This figure is significantly less than during the Baseline when it was 56.7%.
- Although a large proportion of students arrive to school by car, some of these also car pool. On average, in the schools for which there is a record for car pooling, one third (32.8%) of the students car pool
- The proportion of students who arrive to school by park and stride is 9.2% (1,323). This is a considerable improvement on the 3.9% (685) of students who used this method in the Baseline survey.
- The proportion of students who walk to school is 24.4% (3,501). This is a slight improvement on the Baseline figure of 24.3%.
- Where facilities are present the proportion walking is higher as has been the case for previous surveys. For instance, the presence of a lollipop crossing service increases the proportion of students walking to school to 41.9% while, for schools with a pedestrian crossing, the proportion is 42.3%. In schools with a footpath, the proportion walking is 39.5%.
- A relatively small proportion of students arrive by bicycle at 3.8% (546), although this is an increase on the 2.8% recorded in the Baseline.
- The proportion of students arriving to school by school bus is 11.1% (1,599).



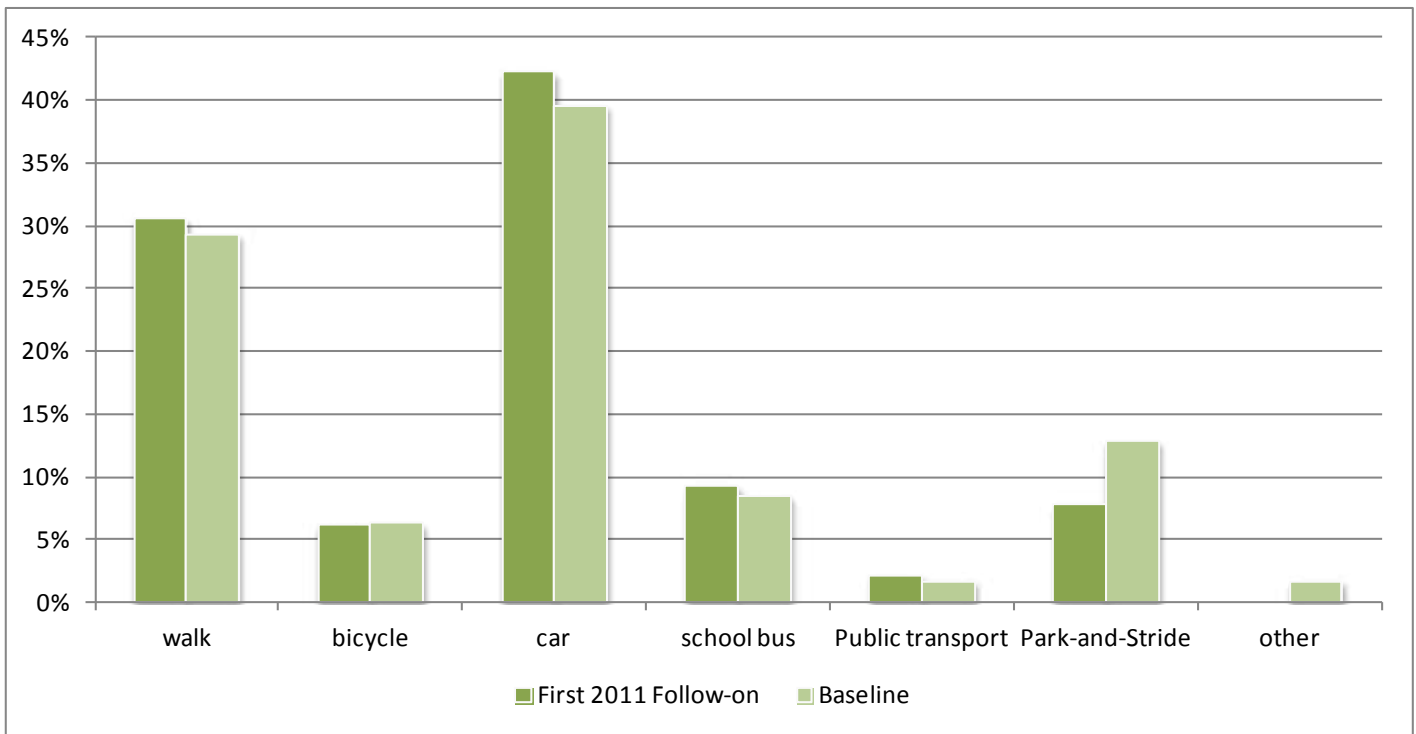


Figure 2-9: Mode of travel to school – Baseline v 1st Follow-on Survey

- There is no significant difference for the figures for journeys *from* school compared with journeys *to* school, although slightly more students walk from school and less use park-and-stride (Table 2-7 below).
- Similar to the figures for journeys *to* school, travel *from* school showed an increased use of bicycles and park and stride compared with the Baseline figures of 2.8% and 3.9% respectively.

	walk	bicycle	car	school bus	Public transport	Park-and-Stride	other
From school	26.9%	3.8%	47.5%	11.8%	1.9%	6.2%	1.9%
To school	24.4%	3.8%	47.7%	11.1%	1.6%	9.2%	2.1%

Table 2-7: Mode of travel from school – Baseline v 1st Follow-on Survey

- As with previous surveys, many more students expressed a wish to cycle, i.e. 52.9% (7,538). Furthermore, this proportion has increased since the Baseline figure of 46.7%.
- Only 6.7% (959) expressed a preference to come by car, a reduction on the already low Baseline proportion of 12.1%.
- 51.5% (7,397) of students participate in weekly walking events. This compares with the average proportion of students who usually walk to school, 24.4%. This may indicate the ability of more students to walk to school on regular basis.
- A total of 930 students participate in weekly cycling events (6.5%).

There has been a 9% reduction in car use and even though greatly increased use of park and stride is the reason for much of this reduction, the mode does have the effect of encouraging walking, reducing idling engines in the vicinity of schools and reducing the risk of accidents. Park and stride is often introduced as a step to encourage more consistent and regular walking patterns among pupils and it is envisaged that many of the schools that have successfully introduced park and stride will increase the number of pupils walking in year two of the programme. There has been an 8% increase in students who arrive by car pooling. Given that for many students and rural students in particular, travel by car is the only option, the figures for car pooling are encouraging.

## Staff Follow-on Survey, 2012

In addition to the Student follow-on survey staff in 139 schools were surveyed at the end of year one, May/June 2012 to monitor their awareness of and engagement with the programme. Interim results include:

- Most staff, 90% usually arrive to school by car
- Only a small number of staff walk to school, 4.1%
- Cycling accounts for 2.9% of journeys to school by staff
- Public transport is used by less than 1%
- More staff participate in park and stride compared with the baseline survey - although this is still a low proportion overall

	walk	bicycle	car	Public transport	Park-and-Stride	other
1st Follow-on	4.1%	2.9%	90.6%	0.8%	0.9%	0.8%
Baseline	5.6%	3.0%	88.7%	2.1%	0.1%	0.1%
CSO 2011	10.4%	2.3%	69.6%	8.9%	-	8.0%

Table 2-8: Mode of travel to school – Baseline v 1st Follow-on Survey

Compared with national data provided by the Central Statistics Office, a higher proportion of teachers drive and a lower proportion use public transport, although the need to bring materials into school and the location of schools relative to other workplaces would be a factor in this pattern.

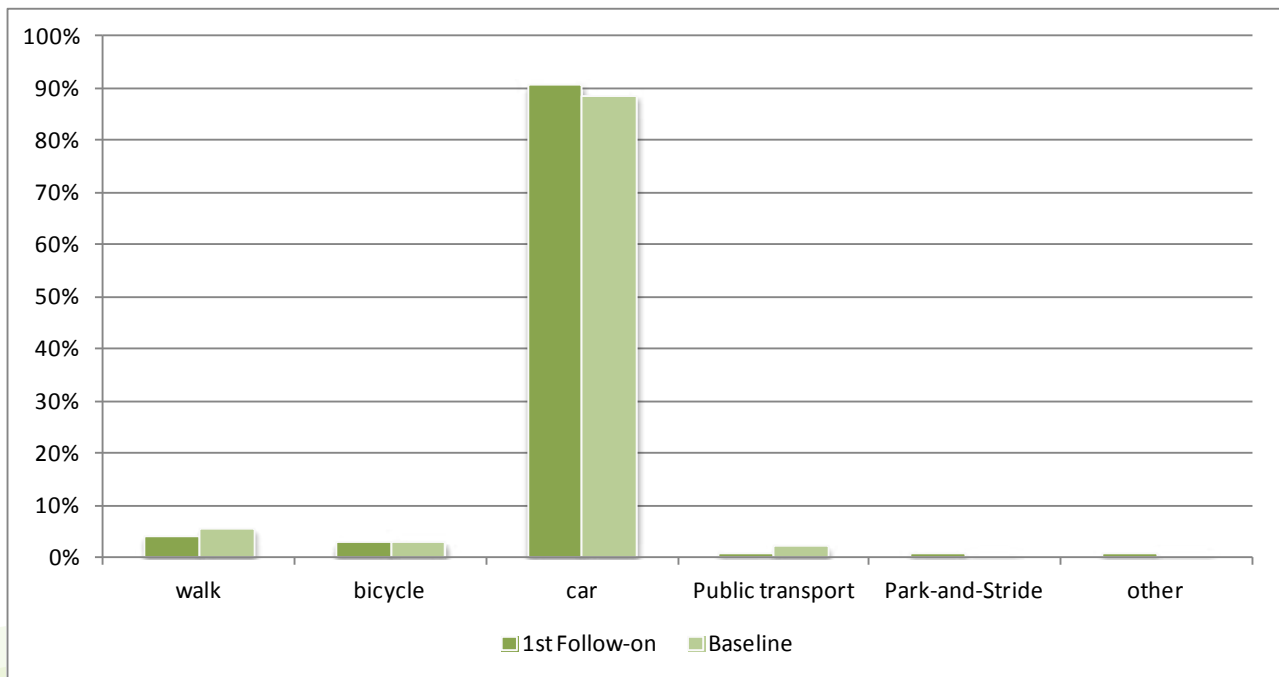


Figure 2-10: Staff Mode of Travel to School – Baseline v First Follow-on Survey



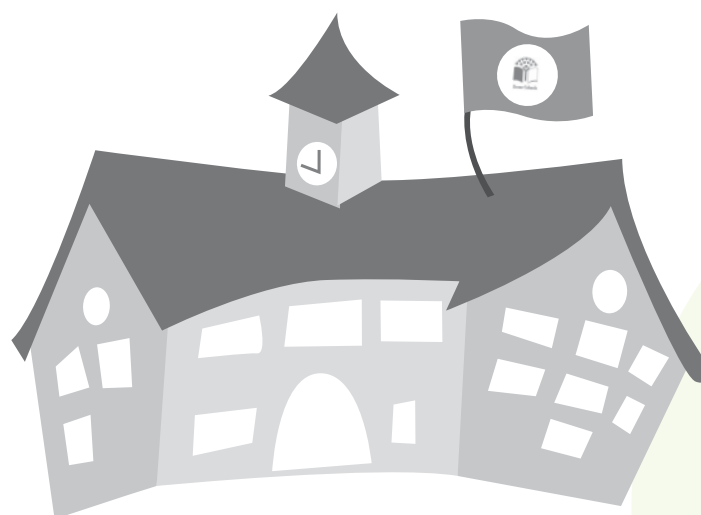
- There is no significant difference in the figures for travel *from* school compared with travel *to* school (Table 2-9 below).

	walk	bicycle	car	Public transport	Park-and-Stride	other
From school	4.4%	2.9%	90.6%	0.7%	0.7%	0.8%
To school	4.1%	2.9%	90.6%	0.8%	0.9%	0.8%

Table 2-9: Mode of travel from school

- As in previous surveys, most staff (70.5%) travel 6 km or more to school, with the largest proportional grouping falling within the >10 km category at 47.8%.
- The proportion of staff who are aware of the TaxSaver public transport ticket is 50.7%. The figure is substantially more than the 29.0% recorded in the Baseline showing that Green Schools Travel is having an impact on awareness. However, as noted above less than 1% of staff currently arrive to school by public transport.
- There has been a further increase in awareness of the Government's Cycle to Work Scheme to 93.6% from 89.2% at the time of the Baseline.
- The proportion of staff who participate in walking or cycling events is 65.1%.

The overwhelming majority of staff travel to school by car with little change from the Baseline survey. On the other hand, many staff travel more than 10 kilometres to school and so many will have little alternative. Furthermore, around 22% of staff do bring a passenger or drop off somebody on the way to school. There is a high and rising awareness of the TaxSaver Public Transport Scheme and of the Cycle to Work Initiative, although options for public transport or cycling could be restricted for many staff and uptake of these travel modes is low.







# Action on the Ground

In addition, GST has developed and adopted a wide variety of practical ideas and resources which it applies during various school visits to support schools in promoting and implementing their travel programmes. These include:

## School Visits

Direct engagement with schools is a key aspect of the Green-Schools Travel programme. The programme is designed to provide practical support to schools which is primarily provided through individual school visits. These visits support schools in implementing the programme on the ground and aim to provide advice, support and training to students, staff and parents. Green-Schools Travel tailors and plans each individual school visit to ensure all participating schools have access to timely and effective interventions for implementing their sustainable travel programmes.

Green-Schools Travel Officers completed in excess of 2,150 visits to schools in 2012. Initial visits to schools often involve: surveying the students to identify overall baseline travel patterns and modal share split; introducing and explaining the concept of sustainable travel and in particular the Green-Schools Travel programme; meeting relevant stakeholders; and setting future targets. Subsequent visits typically involve: carrying out student workshops; planning and implementing projects and initiatives; supporting events and actions; monitoring progress and relaying results; providing training and information; and various other components to ensure the schools have the necessary tools to implement a successful programme.

School Visits	2154
WOW Days	1531
COW Days	685
Park 'n' Stride	1108
Walking Bus	345
Walkability Audits	177
Cycleability Audit	40
Cycle Training	150
Cycle Parking	51
Bike Maintenance	62
Get in Gear Course	73

Table 3-1 School Visits, Actions & Initiatives

*Raising awareness* – raising awareness is a key starting point of any behaviour change strategy. Green-Schools Travel provides schools with ideas and tips for creating a good communications and PR strategy and will assist a school in launching its programme. Raising awareness can be achieved through; public information days, engaging local media, holding travel assemblies, running poster campaigns and issuing questionnaires and surveys.

*Walkability Audits* – give people an opportunity to have a say in how streets are re-designed and used. Audits evaluate the quality of the pedestrian environment from the viewpoint of the people who use it rather than those who manage it. Streets should be viewed not only as a space where people move from A to B but as a place to meet friends, relax, shop, play and generally interact. It also allows children to take part in the decision making process and learn about their local environment. It improves students' spatial awareness of their local environment.

*Infrastructure Audits* – Green-Schools has developed a comprehensive non-technical infrastructural audit methodology which can be used to assess infrastructure around a school and determine whether or not deficits exist. The audit is carried out by a GS Travel Officer and all relevant infrastructure (pedestrian crossings, traffic lights, bike lanes etc) is

identified and mapped. The audits can then be used, in conjunction with key stakeholders, to identify possible locations for future improvements or the provision of new pedestrian or cycling infrastructure.

*Cycleability audits* – a student friendly cycle audit has been developed by Green-Schools Travel to use in both primary and secondary schools. The cycle audit is used as an educational tool to change attitudes about cycling and also to raise awareness of the issues cyclists face on their journey to school. This is an initiative to promote responsible cycling as students can learn how to negotiate certain junctions and carry out certain manoeuvres. This is a great initiative for taking on board students' ideas and highlighting barriers that they face on the journey to school.

*Walk on Wednesday (WOW)* or *Walk Once a Week* initiatives have been adopted by participating schools primarily to increase initial awareness around the benefits and possibilities of walking to school. They are often highly visible mass walking events and may be held on the same day for a series of weeks or months throughout the year. Many schools will use WOW to introduce the concept of walking to students that have previously avoided walking due to either real

or perceived barriers.

*Cycle on Wednesday (COW)* – the COW initiative was developed by Green-Schools Travel to encourage cycling to school at least once a week. The idea is that those students, teachers and parents that can or want to cycle are collectively encouraged to cycle to school once a week usually a Wednesday (but it can be any day of the school week). COW can also be combined with other initiatives such as; making posters to raise awareness, making a healthy breakfast and organising cycling training or games in the yard. This event is a great way of initiating a cycling culture within a school.

*Golden Boot/Bicycle Award* – the award is an incentive to encourage more students to walk or cycle. The award can be issued to a student or class that walks or cycles the most during a set timeframe usually a month or fortnight. It can be run in conjunction with initiatives such as WOW or COW or as part of Bike Week.

*Workshops and Resources* – Green-Schools Travel has developed a series of walking and cycling specific workshops and resources. The workshops are tailored for different age groups and focus on various aspects of health, safety and the environment. A variety of resources are used to promote walking and cycling within schools,

these include; activities, games, competitions, leaflets, posters, electronic resources and prizes to reward students for their hard work and enthusiasm.

*Bike Safety & Maintenance* – Green-Schools Travel Officers provide advice and training on how to cycle safely and how to look after your bicycle. A good safe cycling campaign will also encourage students, teachers and parents to look after their bicycles and learn how to spot any faults and provide them with the confidence and skills to repair such faults using their own tools.

*Cycling Skills & Games* – Cycling skills courses can be set up and relay games carried out at schools which puts into practice key things learned in cycle training. The cycle games are a great way to check students' knowledge and can act as a refresher to any cycling training undertaken.

*Mapping Exercises* – Officers encourage schools to map out their catchment area and main assess routes to schools. This information can then be used for car-sharing projects, mapping out journey times for cycling and walking, routes for walking-buses, or identifying black-spot areas.

## Cycling Update

### Bicycle Parking

Through the Green-Schools Travel programme participating schools have the opportunity to apply for funding to support the provision of bicycle parking at their school. Eligible schools must fill out an application form and meet certain criteria (including demonstrating a commitment to supporting cycling to school) before they are considered for a grant. In all, 24 schools were approved and supplied with bicycle parking in 2012. This equated to a total of 400 spaces provided across all 24 schools. Of the spaces provided 80% of schools opted to have their parking facility sheltered.

Once the parking is in place An Taisce carries out a series of spot checks at sample schools to monitor the usage of the facilities provided. Bicycle parking is crucial to the promotion of cycling to and from school as it provides a safe and secure place for pupils to park their bicycles during the day. Programme research has shown that rates of cycling are higher in schools that possess a safe and secure cycle parking facility.

### Cycle Training

The Travel programme continues to support the provision of cycle training in participating schools with the aim of increasing on and off-road cycling proficiency and skills among primary level pupils and second level students. Cycle training is promoted and supported by way of a grant system which interested schools may apply for during the academic year. An Taisce is not in a position to carry out the training itself and schools are therefore responsible for sourcing and choosing their cycle training provider.

Schools may apply for funding up to a maximum of €600 per school - €10 per student up to a maximum of 60 students for off-road training, or €20 per student up to a maximum of 30 students for on-road training (which tends to be more expensive). The 2011–2012 academic year saw 81 schools successfully apply for funding for cycle training under the Programme. This funding enabled almost 4,000 pupils to undertake a cycling safety and skills course. Table 3-2 shows a breakdown of cycling training numbers and when the training took place.



*Bicycle parking installed at St. Patrick's NS, Co Wicklow*

### National Bike Week

National Bike Week is an initiative set up by the Department of Transport, Tourism & Sport and supported by Green-Schools Travel. In 2012, it ran from 16<sup>th</sup> – 24<sup>th</sup> June and comprised an entire week dedicated to the promotion and celebration of the bicycle and cycling. Bike Week 2012 for primary schools was held from Monday 18<sup>th</sup> – Friday 22<sup>nd</sup> June. Wednesday 20<sup>th</sup> June was promoted as National COW (Cycle on Wednesday) Day within the programme.

	Autumn/Winter 2011	Spring/Summer 2012
No. Schools	21	60
No. Students	1100	2869

*Table 3-2: Cycle training numbers 2011-2012*

The opening event for Bike Week 2012 took place in Dungarvan, Co. Waterford. On the day Green-Schools Travel organised 'Bling Ur Bike and Helmet' for those that had bicycles. For those that didn't have a bike, they could take part in bicycle related activities such as word searches and arts and crafts.

During the week primary schools all across the country held cycle to school days, bike maintenance sessions and cycle trips to local amenities. Some schools even undertook cycling training, to improve their skills and their parents got involved too, taking part in Green-Schools Travel 'Get in Gear' courses.





*The Mayor of Clare launches Bike Week with Green-Schools Travel students in Co. Clare*

Feedback has shown that the week was a huge success with Travel schools, as thousands of students, teachers and parents participated in a variety of cycling events across the country. Green-Schools Travel Officers organised several events over the course of Bike Week most notably National COW (Cycle on Wednesday) Day events where students were encouraged to cycle to school. Some stand out events across the country included; mountain biking in Wicklow, bike swaps and cycle trips in Dublin, a bike parade in Limerick, cycle parking launches, critical mass cycles in Galway and Get in Gear courses in Louth. 108 schools officially registered their event to mark Bike Week 2012, highlighting over 4,400 pupils or 21% of pupils in these schools cycling to school on the day. Anecdotal evidence however suggests that a much greater number of schools took part in the week but did not officially register their event on line.

## BIKE WEEK

16<sup>th</sup> - 24<sup>th</sup> June 2012



Scoil School 2 Km



Planned Events:



Use this space to announce details of your school's events.



An Taisce  
The National Trust for Ireland



BikeWeek



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

smartertravel >>>

### Get In Gear Course

An Taisce's Get in Gear course proved very popular during 2012 with a total of 73 courses taking place nationwide over the period. The overall aim of the course is to instill more confidence in adults to take up cycling by providing them with basic skills to encourage adults to cycle to school with their children.

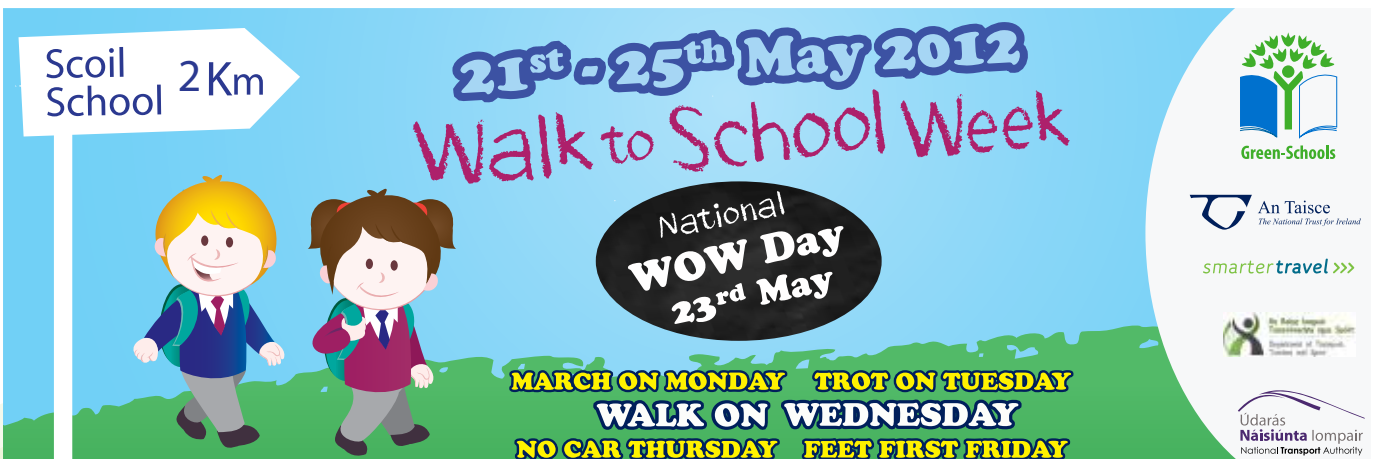
The course provides an introduction to cycling for adults; including parents, teachers and non-teaching staff associated or involved with the Travel programme in participating schools. The course includes practical information and demonstrations on how to maintain a bike, bike safety and an element of basic cycle training and can be tailored for individual participants.





## Walk to School Week

Green-Schools Travel launched National Walk to School Week (NW2SW) on Tuesday 15<sup>th</sup> May in Nai Scoil Íde (Infant School), Raheny, Dublin 5. The event was launched by Alan Kelly, TD, Minister of State at the Department of Transport, Tourism & Sport, and a press release was subsequently circulated to the media. NW2SW ran from Monday 21<sup>st</sup> to Friday 25<sup>th</sup> May and all schools currently undertaking the Travel theme or previously awarded the Flag for Travel were invited to participate. All schools received a poster, letter and menu of activities which they could choose from and were supported by Green-Schools Travel staff who promoted and facilitated events and activities with the schools over the course of the week.



Minister Alan Kelly launches National Walk to School Week with students from Nai Scoil Íde, Raheny, Dublin 5

### National WOW Day

As part of National Walk to School Week Green-Schools Travel ran National WOW Day (Walk On Wednesday) on Wednesday 23<sup>rd</sup> May. Once again, the day proved very popular with Green-Schools around the country. Schools were set the challenge of getting a combined 20,000 students to walk or Park and Stride to school on the day. An Taisce recorded an official participation rate of over 33,000 students from 250 participating schools. Of these, approximately 23,000 walked the full distance to school and over 10,000 used Park and Stride. It is likely that many more schools took part on the day but did not officially register their numbers.

## Cross Border Challenge

Green-Schools Travel ran the Cross Border Challenge in partnership with Travelwise NI, on Wednesday 23<sup>rd</sup> May as part of Walk to School Week 2012. The challenge aims to promote cross border partnership and sustainable school travel. It was the fourth year of the event which has grown from 2 schools in 2009 to 20 schools in 2012. The 'challenge' for participating schools is to achieve 100% walking to school on National WOW day.



*Boyle Parochial School, Co Roscommon*

Schools from 9 counties in Ireland participated; Donegal, Roscommon, Louth, Leitrim, Derry, Antrim, Tyrone, Fermanagh and Armagh. A fantastic effort was made by all schools with seven winning schools achieving 100% participation and the remaining schools having very high participation rates - most of them in the high nineties. Organising an event such as this requires cross border collegiality with both organisations and encourages schools to work together towards a very successful event.

To acknowledge the efforts of the schools an awards ceremony took place at the Castletinn Partnership Initiative centre in Castletinn, Donegal, where representatives from the winning schools were awarded €300 each in prizes and a certificate in recognition of their achievements.



*Cross Border Challenge Awards 12<sup>th</sup> October, 2012, Co Donegal*



*Cross Border Walk in our Fancy Dress, Scoil Mhic Diarmada.*





*Pupils from Johnathan Swift NS take part in bike maintenance workshops with An Taisce and learn how to fix a puncture as part of EMW*



*Re-launch of WOW Days at Scoil Chroi Ro Naofa, Co. Wexford for European Mobility Week*



## European Mobility Week

European Mobility Week (EMW) is an annual campaign on sustainable mobility. The aim of the campaign – which runs from 16<sup>th</sup>– 22<sup>nd</sup> September each year, is to promote sustainable transport measures and encourage people across Europe to try out alternatives to car use. The theme for 2012 was ‘Moving in the right direction’ and Green-Schools Travel encouraged schools to get involved with the week by kick-starting their Travel programmes for 2012-13 as the Week coincided with pupils returning to school in September. Mobility Week proved very popular with schools and resulted in many interesting and effective initiatives. For example: Green-Schools Travel teamed up with Transition Towns in Ennistymon to hold a monster bike fixing session as part of EMW. 12 bike mechanics were in place from 2pm - 5pm when over 116 bicycles were fixed (both adults’ and childrens’). A station was also set up so attendees could exchange or sell unwanted bikes. This event was a huge success with many bikes which may otherwise have been thrown away - repaired and re-homed.

## Eco-Schools World Day of Action

Green-Schools across Ireland celebrated the Eco-Schools World Day of Action (WDA) on and around November 7<sup>th</sup> in collaboration with other schools from around the globe. The action day celebrated “student led change” and showed the diversity of the various countries’ programmes and also the depths of their impact on schools and communities. Participants celebrated fun learning activities which the Green-Schools programme is famous for, a factor which was evident from the many reports received from schools working on the Travel theme.

For example; Scoil Eoin Naofa organised a full day of travel activities for the WDA and kicked off with a WOW where an increased level of participation was very much evident. A monster raffle followed where those that walked/parked & strode to school were entered into a draw for bike lights and locks. In addition, various travel activities were run with class groups from each year on the day.



Re-launch of WOW Days at Scoil Eoin Naofa, Co. Limerick for World Day of Action



## Green Flag Renewal Assessment Visits

Prior to applying for the Green Flag for Travel all schools in their second year of the theme are required to facilitate and pass an external assessment visit. These visits are either undertaken by the relevant local authority or An Taisce staff. Following a successful assessment visit, schools must complete an extensive renewal application form prior to being awarded their flag. In general, schools that successfully apply the 7 Step process of Green-Schools and introduced various actions and initiatives to promote sustainable travel to school are awarded the Green Flag for Travel by An Taisce.

## Green Flag Awards

Throughout May a total 192 Travel schools were awarded the Green Flag in recognition of their achievements in promoting and implementing sustainable travel over the preceding academic years. Of the 192 schools awarded for Travel 172 started the programme in September 2010 which represents a success rate of 87% over the standard two year period for the theme. The remaining 20 schools awarded started their programmes pre-2010, indicating a longer period required for successful implementation. Awarded schools were presented with

their flags at eighteen awards ceremonies located at four venues around the country; Dublin (Croke Park), Athlone, Cork and Ashbourne. In total, over 1,100 schools working on various Green-Schools themes were awarded Green Flags in 2012.

The awards events were a great success with over 4,400 teachers and students in attendance as well as a number of special guests. This year saw the introduction of the Green-Schools mascots which represent all of the themes of Green-Schools, the Travel theme is represented by a giant foot and was very popular among school children.



*Green-Schools Mascots promoting the awards in Croke Park*



*Minister of State Joe Costello and Anthony Purcell, An Taisce celebrate Green Flag awards with students at Croke Park*

## FEE General Assembly

An Taisce was delighted to host the Foundation for Environmental Education (FEE) International General Assembly in Dublin from June 7<sup>th</sup>-10<sup>th</sup>. An Taisce is the Irish member of FEE which has over 60 countries as members worldwide. Having been the Irish member of FEE since 1992, An Taisce was chosen from a number of applicants to host this prestigious international event.

Ireland is considered best practice for many of the FEE programmes, most notably for the Green-Schools programme and in particular Green-Schools Travel. The General Assembly was a huge success and presented a fantastic opportunity for the Green-Schools Travel programme to showcase its actions and achievements. The conference facilitated an opportunity for presentations from Green-Schools Travel and the National Transport Authority to the Assembly and provided a platform for Green-Schools Travel staff and international delegates to share ideas and discuss important issues. Feedback from delegates indicated they were very impressed with the results and achievements of the Travel programme and there was significant interest in launching similar programmes in other countries based in the Irish model.



*FEE delegates at Assembly reception, Tailors' Hall, Dublin*

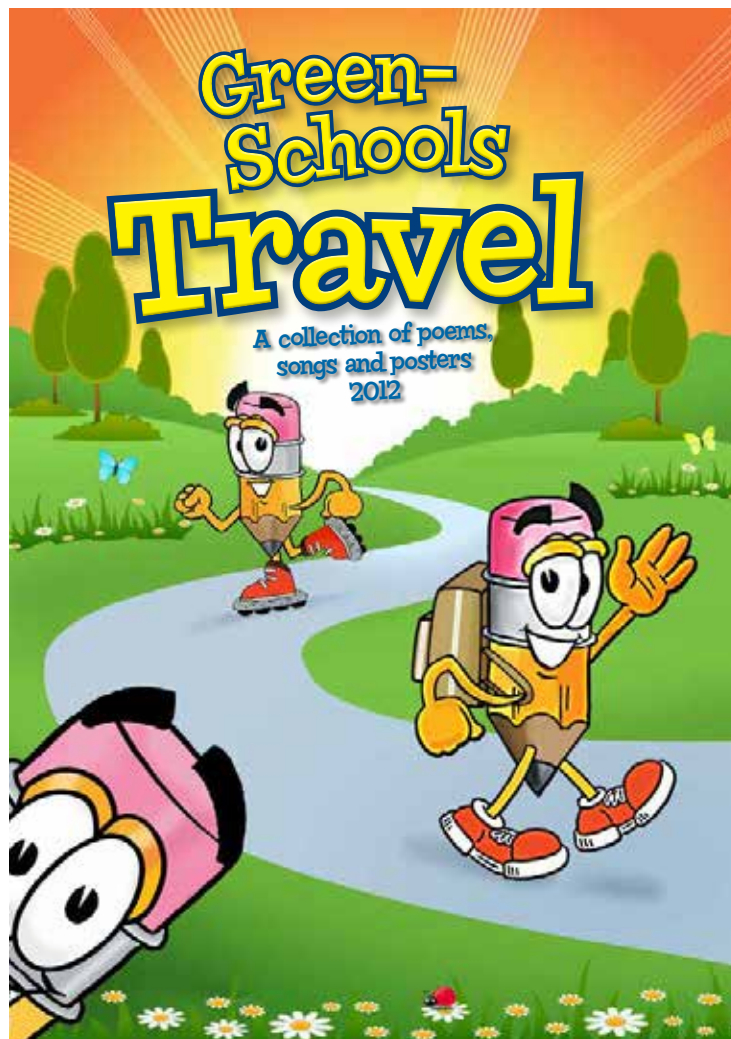


## Travel Competition

The annual Green-Schools Travel competition was launched in late January and ran through the month of February. The competition was for schools to create artwork on the theme 'great for the planet, great for me!' using a poem, letter, song, poster or postcard; to express how sustainable travel can benefit the earth, our society, our communities and us. The competition was open to all schools taking part in the Travel theme as well as schools who have previously undertaken the theme.

There was a very high response rate from schools with over 2,000 entries from students. Nine winners were chosen through an exhaustive judging process, with two additional entries receiving a judge's award.

The awards ceremony took place at An Taisce's headquarters in Tailors Hall on Tuesday April 24<sup>th</sup> with Minister Alan Kelly, T.D. as the guest of honour. Minister Kelly presented prizes (including bicycles and cycling goody packs) and certificates of achievement to the winning students. He also presented the winning schools with a prize-fund, to be used to further support sustainable travel initiatives within their schools.

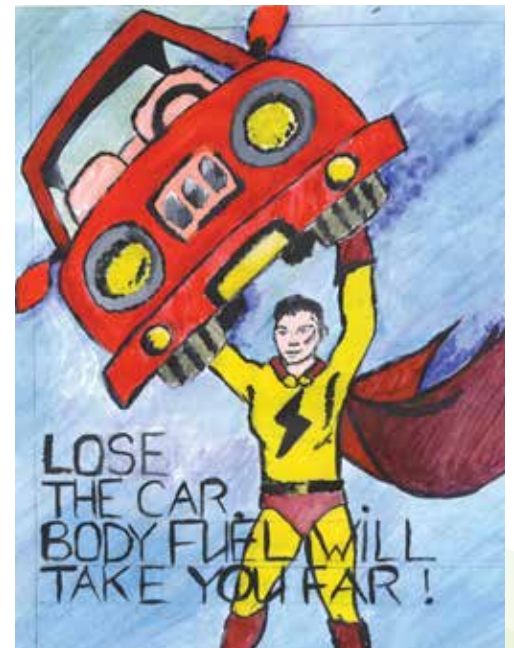


*Booklet cover page of 2012 Competition Winners*





*Minister Alan Kelly, TD with prize winners from the Green-Schools Travel Competition 2012*



*A selection of poster winners*



## Teacher Training Courses

In addition to running various seminars and workshops throughout the academic year Green-Schools runs a series of teacher training courses over the summer months and throughout the month of July three courses were completed. Each course featured sustainable travel as major part of the programme and these elements were primarily led by Green-Schools Travel Officers. See below for an outline of completed teacher training seminars:

### Summer Teacher Training Course – Enniscrone National School, Sligo, 2<sup>nd</sup> to 6<sup>th</sup> July 2012

The summer teaching training course took place in Enniscrone NS during the first week of July. 14 primary school teachers participated in the course. Most teachers came from North Mayo and Sligo. The course was organised and facilitated by An Taisce.



Teachers learned about environmental issues and practical active lesson plans and games for the classroom. Staff facilitated workshops on: climate change, “Bike Doctor,” cycle training, sustainable travel and also the “Get In Gear” workshop. All teachers got on their bikes and gained confidence in cycling in urban areas. Feedback from teachers both during and at the end of the course was very positive and they indicated they would recommend the course to their colleagues. Teachers were inspired and felt confident in taking forward the Travel theme in their schools.



*Teachers practising their cycle skills*

### Summer Teacher Training Course - Lifetime Lab's Cork: Travel Day Thursday 5th July 2012

The ‘Travel’ day was held on the 5th July during the teacher training week in Cork. During the day teachers explored the environmental, economic and social issues associated with the way we travel; carried out assessments, auditing and mapping; and were given a presentation on the Green-Schools Travel programme. The group also participated in a fieldtrip and carried out a walkability audit evaluating how pedestrian-friendly a route is by assessing the quality of footpaths, lighting, traffic speeds, infrastructure, safety, etc. Following this, participants were given a demonstration of how to map safe walking routes to school which children can do themselves on interactive whiteboards.

### Summer Teacher Training Course - Carlton Hotel, Galway, 2<sup>nd</sup> – 6<sup>th</sup> July 2012

Green-Schools organised a teacher training course for 25 primary school teachers at the Carlton Hotel in Galway. This course included a Green Travel Day where participants were informed of the Travel programme and how to implement it in their school. It also involved external experts including a represent-



ative from Galway County Council who presented information on the Golden Mile initiative. There was a workshop on the Get in Gear Cycle training skills course for the Teachers in preparation for a cycling Safari which took place on the East side of the City.



*Thumbs up for the Cycle Safari & Crossing Tuam Road in a safe manner*

## Travel Seminars

Throughout the academic year Green-Schools Travel Officers organised and facilitated various teacher training seminars and workshops across the country. In particular, many officers ran introductory seminars for teachers throughout September and October. The format of the seminars generally included; an introduction to the Travel theme and concepts of sustainable travel, highlighting successes to date, and providing ideas for how to implement the programme successfully. Teachers were presented with case-studies from their local areas to show-case local initiatives and to demonstrate how barriers to sustainable travel have been overcome by other schools.

The seminars also provided an opportunity to highlight the resources and supports available to schools while working on the Travel theme and gave school co-ordinators an opportunity to meet and liaise with their local An Taisce Travel Education Officer and each other. Many of the seminars were organised with support from Environmental Awareness Officers from various local authorities. The following is a sample of some introductory seminars conducted in September and October:

**Kildare**, September 26<sup>th</sup> – Kildare County Buildings, Naas: Six schools were in attendance. In addition to Green-Schools presentations and workshops the Environmental Awareness Officer (EAO) for Kildare Co Council spoke about the support the Council offers schools on the theme.

**Fingal**, September 28<sup>th</sup> – Fingal County Buildings, Swords, Five schools were represented at the seminar. The event was organised by Green-Schools Travel Officers and the venue was provided by Fingal Co Council.

**Cork**, 3<sup>rd</sup> October, Vienna Woods Hotel: All Cork City and County Travel Schools plus schools in

West Cork and Kerry were invited and there was a very good attendance with 26 schools attending. Feedback was very positive.

**Kilkenny**, 4<sup>th</sup> October, Heritage Council Offices: The Kilkenny seminar was a great success. The EAO for Kilkenny County Council, and three representatives from Ballinabranagh (a year 2 school) presented and spoke to new schools about their support and experiences to date.

**Louth/Cavan/Monaghan**, 3<sup>rd</sup> October, Crowne Plaza Hotel, Dundalk: Due to the distance to the venue this year for many schools from Monaghan and Cavan, the seminar was mainly

attended by schools from Louth. 14 schools attended plus the RSO from Louth.

**Leitrim**, Teachers from schools in Leitrim, Sligo and Roscommon attended Travel Seminars held in Sligo County Council Chamber on 4<sup>th</sup> October and Leitrim County Council Chamber on 11<sup>th</sup> October to find out more about the Green-Schools Travel theme and the benefits of getting involved for schools, families and the wider community.

Green-Schools Travel seminars were also held in Laois, Meath, Donegal, Wexford and Kerry during October.

## Co-operation and collaboration with Local Authorities

The Green-Schools programme is run in partnership with all local authorities throughout Ireland and while the Travel remit generally doesn't fall with the Environmental Awareness Officers in the local authorities many of them actively support the Travel theme of Green-Schools. For example Travel Officers regularly have meetings with some local authority staff to; inform them of developments, update them on Travel schools, make arrangements for assessing schools for their Green Flag, and establish what support and resources the councils can provide to Travel schools, etc.

Green-Schools Travel also liaises with various other local authority staff such as Road Safety Officers, planners and engineers, in relation to local initiatives and plans that may impact on, or benefit Travel schools in the area. This often involves the provision of survey results and auditing data from Green-Schools Travel to the relevant local authority staff and working together with the school to inform the process of infrastructure/resources provision. Areas where this has occurred over the year includes; Limerick City, Dublin City, Galway City, South Dublin, Dun Laoghaire/Rathdown, and Sligo councils.

## Irish Road Safety Week

Green-Schools Travel supported the RSA's Road Safety Week around the country (which ran from 8th-14<sup>th</sup> October) and as a result incorporated road safety aspects into school visits and events over the week. Some Green-Schools Travel officers ran specific events in conjunction with Road Safety Officers and the RSA. For example, the Road Safety Authority visited Elphin Community College, following an invitation from Green-Schools Travel. Students & staff alike were given the opportunity to avail of the RSA Rollover and RSA Shuttle Bus. In turn, the Green-Schools Committee of Elphin Community College invited the local primary school in Elphin to attend, as well as a group of young people from Ballaghadeeren Youth Reach.



*Students from Elphin Community College enjoyed a visit from the RSA Rollover, during Irish Road Safety Week, as part of their Green-Schools Travel work*

In other instances Green-Schools Travel promoted the safety message to primary schools and in some novel and effective lessons to students used props and puppets to teach younger students about safe sustainable travel to school.



*Green-Schools Travel Officer Imelda Ryan-Jones promoting Road Safety Week with 'Bluebird,' Ardkeeran NS*

## HSA Keep Safe Initiative

Green-Schools Travel was invited to participate in the Health and Safety Authorities 'Keep Safe' initiative in Limerick City on 25<sup>th</sup> October 2012. This event is sponsored by the Health & Safety Authority (HSA) and facilitated by Junior Achievement Ireland. 'Keep Safe' is based on the highly successful 'Bee Safe' programme which has been running in Northern Ireland since 1990 and serves to bring school children and state/regional organisations together for the purpose of promoting safety and community awareness.

Four Schools from Limerick City, two of which are Travel schools received talks from Green-Schools Travel and several other organisations including Bus Eireann, Garda Siochana, Civil Defence, ESB Networks, CIF (Construction Industry Federation), Limerick City Fire and Rescue and Irish Water Safety. The collaboration was a huge success and plans are now in place to include Green-Schools Travel in future HSA Keep Safe events around the country.





## Communications

### Website

The Green-Schools website was redesigned and re-launched in January 2012. The new platform for the site allows for easier, user friendly navigation and access. It also contains more photos, videos, case studies and resources relating to the Travel theme, as well as informing schools about up and coming events and initiatives. Green-Schools Travel has received very positive and constructive feedback from schools throughout the year and this has contributed to further improvements and development of the website over the past 12 months.

The website ([www.greenschoolsireland.org](http://www.greenschoolsireland.org)) is monitored by Google Analytics. There is a section dedicated to the Travel theme. Travel updates also feature in the 'News Section' with at least one Travel specific article featuring on the front page of the website at all times.

In the Google Analytics ranking of landing pages\* visited in the same time period, the Travel page (listed under Themes) is ranked 11 out of approximately 421, one being the most popular. Of the seven themes in the themes section of the website Travel is the highest ranked.



<b>From January 1st 2012 to 14th December 2012</b>
<b>53,170 people had visited the site</b>
<b>79,192 visits overall</b>
<b>284,479 page views</b>

**Twitter** handle: @GreenSchoolsIre



The Green-Schools Twitter account was started in January 2011. The programme currently has 649 followers. This marks an increase of 6.7% from 608 followers recorded on November 21st 2012. The account is updated on a daily basis with at least one Travel-related tweet sent out daily. Tweets have increased in the period November 21<sup>st</sup>–14<sup>th</sup> December 2012, from 345 to 413, an increase of 19.7%.

Example of some Green-Schools Travel Tweets in 2012:

\*A landing page is a single web page that appears in response to clicking on a Search engine optimized search result.

14<sup>th</sup> December: Morning! Read about Walterstown NS' award win at the RSA Leading Lights award here <http://bit.ly/Y0nc24> #greenschools

5<sup>th</sup> December: #greenschools Travel Officers attend the annual Cross Border Walking Challenge Awards recently <http://bit.ly/WJqW2C>

29<sup>th</sup> November St. Patrick's NS, Calry take delivery of a fully funded bike storage unit thanks to An Taisce #greenschools <http://www.greenschoolsireland.org/news/st-patricks-ns-calry-launch-new-green-schools-cycle-storage-unit.1970.html>

21<sup>st</sup> November Gardiner Street Primary School took part in #walkonwednesday. Check out their pics from last wk's walkability audit! <http://www.gardinerstreetschool.ie/?p=7504>

### Flickr

Flickr is an online photo management and sharing application. Green-Schools previously opened a Flickr account: <http://www.flickr.com/photos/53773629@N08/> which is linked to the Green-Schools website and used to promote the programme via uploaded images of events, actions and activities. There are currently 2,283 images uploaded to the Green-Schools Flickr account (Dec 2012). These images are organised into 38 sets of which 12 are Travel-related. Overall there have been over 100,000 views since the account opened.



### Youtube



Green-Schools YouTube Account: greenschoolsireland is proving very popular. There are 43 videos uploaded onto the Green-Schools YouTube account of which 14 are related to the Travel Theme. The account received a total of 5,921 views in 2012. The most popular video was the Green-Schools Travel Programme (772 views between June – December.)

### Facebook

Green-Schools introduced a Facebook page <https://www.facebook.com/GreenSchoolsireland> at the beginning of June 2012. The page was being trialled for suitability. However further market research carried out in relation to the use of social media and the Green-Schools and Green-Schools Travel programmes determined that the maintenance of a facebook page should not be a priority for the programme and as a result there is no current active promotion of the page to gain additional followers.





### Green-Schools Ezine

The Green-Schools programme began producing and circulating ezines in January 2012. Each ezine contains news and stories specific to the Travel theme. All previous editions can be accessed at <http://www.greenschoolsireland.org/media-gallery/green-schools-e-zines.1125.html>. A mailing list comprised mainly of schools currently records almost 4,000 direct recipients. The ezine is distributed at the end of each month. The mailing list has continued to grow month on month since the ezine began and interested parties can sign up to receive a copy through a sign-up facility on the front page of the website.



### Television & Radio

Green-School Travel events have been featured regularly on local and regional radio programmes over the course of the past year - with many schools receiving extensive coverage and acclaim for various Travel initiatives, over the airwaves. In addition some higher profile events featured on national TV, for example RTE 2's News2Day programme feature the pupils from St. Mary's B.N.S., Booterstown during national COW Day when over 100 pupils cycled to school, with the remainder travelling to school by scooter, on foot or by park n' stride. Minister Alan Kelly was also on hand, leading a charge of pupils on bicycles to the school.



Minister Alan Kelly with pupils at St. Mary's BNS for National Bike Week

**Press**

Green-Schools Travel continues to receive extensive coverage in the press and in particular local and regional publications. The number of articles relating to Green-Schools Travel published over the course of 2012 is estimated at between 200-300, based on copies received – however this is likely to be a conservative figure as many schools don't inform the programme of press coverage received until a later date – if at all.







## Programme Evaluation & Performance

As 2012 represents the final calendar year of the five-year agreement between An Taisce and the National Transport Authority in relation to Green-Schools Travel, it is important to review the performance of the programme over this period against the original agreed targets and objectives.

### Objectives

Under the grant agreement with the Dublin Transportation Office (now the National Transport Authority) 2008-12, the following objectives of the Green-Schools Travel programme were outlined:

- 1) To increase school numbers each year
- 2) To increase student participation in the programme each year
- 3) To expand the geographic spread of the schools to ensure it is nationally representative
- 4) To achieve and sustain a shift from private car based travel to school

In order to successfully meet the above objectives An Taisce devised an operational model to develop and implement the Travel theme within the existing Green-Schools framework. Results throughout the period of the programme have consistently shown this model to be highly effective in delivering the stated objectives.

The programme has achieved success in these areas based on the Green-Schools methodology and the development of key educational tools, initiatives and events.

An Taisce's 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. The success is also underpinned by the core Green-Schools programme in terms of its legacy, framework, network, partnerships and reputation.

The number of schools entering the Travel programme each year is governed by the number of schools that have been awarded the flag for the previous theme. This system ensures a set number of schools will enter and leave the programme each academic year which in turn ensures the sustainability of the Green-Schools model and the likely participation of a set number of schools in the Travel theme each year. Table 4-1 outlines the targets and achievements for the number of schools engaged in the programme per year over the period of the programme.

Year	No. of Schools (cumulative)	Target Schools	No. of Pupils (cumulative)	Target Pupils
06-08	49	49	20,000	20,000
08-09	314	274	101,000	99,000
09-10	482	450	150,000	140,000
10-11	682	683	184,000	180,000
11-12	869	899	220,000	222,000
12-13	1167	1158	265,000	265,000

Table 4-1: Schools and Students Participating in the Green-Schools Travel programme – Actual & Targets

The optimum duration for schools to work on the Travel programme is two full academic years. Over this period schools are encouraged and supported in promoting sustainable travel to school. Schools that successfully implement the seven-steps of the Green-Schools programme for the Travel theme are awarded the Green Flag. Approximately 90% of schools successfully complete the programme and are awarded the Green Flag for Travel at the end of the two year period.

This overall approach and methodology of Green-Schools has led to participating schools meeting and exceeding objectives as set out in the original funding proposal. To monitor individual schools and the overall performance of the programme An Taisce carries out a series of surveys with participating schools over the two years. Survey results are independently collated and analysed for each set of schools. Overall results are summarised per year in the Table 4-2:

Year	Target Car Use	Achieved Car use to School	Target Cycling & Walking	Achieved Cycling & Walking to School
08-09	-12%	-22%	8%	43%
09-10	-13%	-20%	8.5%	41%
10-11	-14%	-17%	9%	15%
11-12	-15%	-28%	10%	30%
12-13	-16%	NA*	11%	NA*

Table 4-2: National Objectives and Results for the Travel Programme

Over the four completed academic years of the programme participating schools recorded an average reduction in car journeys to school of 22% and an average increase in walking & cycling of 32% per year.

### Key Performance Indicators for Schools

An internal survey among Green-Schools Travel Officers was carried out at the end of the 2011-12 academic year to analyse the 62 top-performing schools in 2012 - based on achieved modal shift away from the private car. The most influential factors contributing to these results were ranked for each school and then combined to provide a list of the key factors contributing to a successful programme. See below for a list of the key factors in ascending order.


Most Influential factor  Least Influential factor	Active Co-ordinator
	Support of Principal & Management
	Support of other staff
	Parental Involvement
	Resource provision
	Take-up of funding (either An Taisce or LA)
	Catchment size
	Local Authority support
	Benefitted from new infrastructure

Table 4-3: Key factors affecting GST performance

Officers also cited additional factors as being influential to the success of the programme in these schools. These are listed below in no particular order:

- A dedicated committee and consistent motivation of pupils
- Spent three years working on the programme
- Had a staff role model for cycling
- Strong Green Policy already existing in school
- Boost from local publicity
- Support from Community Gardaí

### Limitations

It is recognised that the ability of some schools to achieve a significant modal shift from the private car will be influenced by local variables such as;

- The presence of walking and cycling infrastructure
- Location or situation of the school
- Catchment size and permeability
- Students’ age profiles
- Road conditions
- Other local factors

None of which the programme can directly affect. Evidence however has shown that while these are real barriers to creating a modal shift to walking and cycling, schools will often overcome these, implement the travel theme successfully and surpass expectations by undertaking less obvious initiatives and projects to promote sustainable travel to school, for example Park & Stride, WOW & COW days, carpooling etc.



## Cycling

Evidence indicates schools that receive cycle parking facilities and subsidised cycle training through the Travel programme generally have a higher proportion of students cycling to school than those that don't. This may however also be influenced by the nature of funding as schools are only recommended for cycle parking and training by their Travel Officers when they have demonstrated a commitment to promoting safe cycling.

## Post Green-Schools Travel Schools

An Taisce recognises there is a need to directly engage with schools that previously implemented the theme and were awarded the Green Flag for Travel, to support the further development and continuation of sustainable travel within these schools. Recent research from 48 schools awarded the flag for Travel between 2009 and 2011 highlights the following:

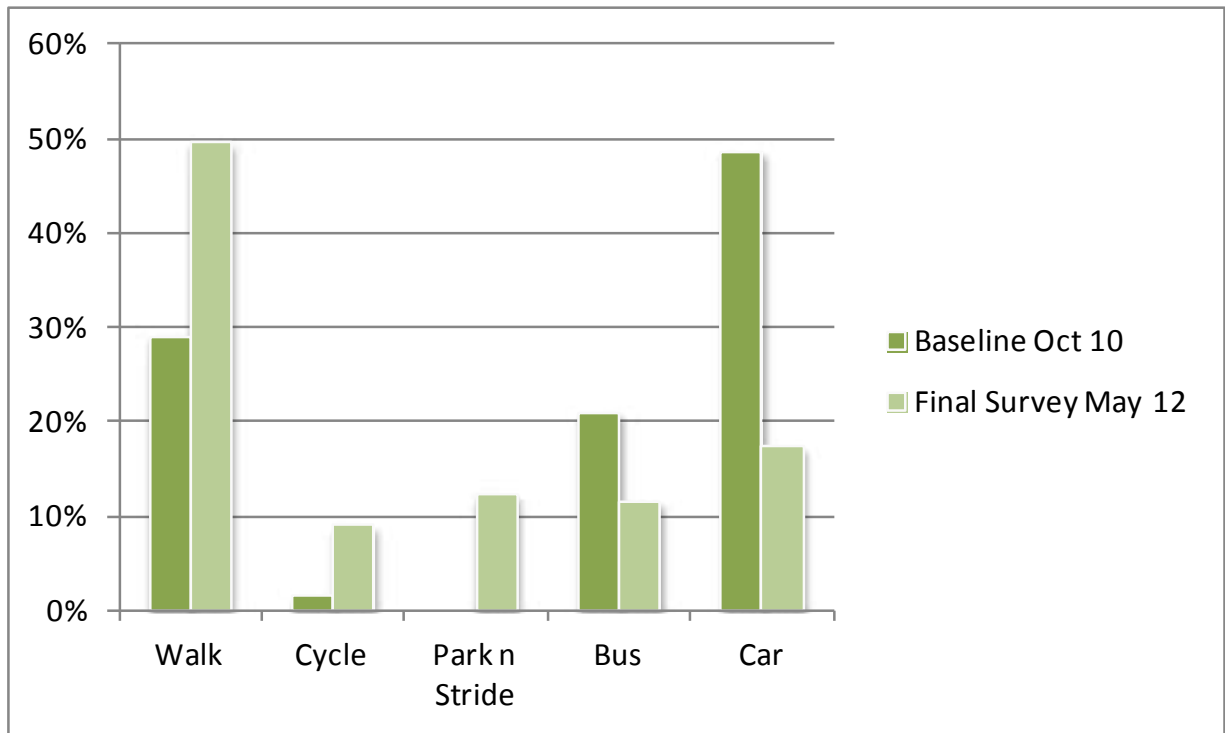
1. 100% of respondents continue to implement the Travel theme
2. Walking and cycling to school has increased in over 50% of schools since being awarded the Travel flag – it has stayed the same in over 40%
3. Car travel to school has decreased in over 53% and remained unchanged in 40% of schools
4. Schools continue to engage in various walking and cycling initiatives – WOW days being the most popular at 70%
5. Over 95% of schools have maintained a culture of promoting sustainable travel to school
6. Almost 70% said they would benefit from further An Taisce support

The most valued type of support indicated by schools was student workshops followed by school visits and funding of cycle training (something the programme currently does).



# Case Study

## Drimmagh Castle PS, Dublin 12



Mode of travel to school

**No of pupils: 433**

**Travel start date: September 2010**

**GS Travel Officer: Aine O'Loughlin**

Drimnagh Castle PS is a boys' primary school with a population consisting of 433 pupils and 17 teachers. The school is located on the busy Long Mile Road in Dublin 12, which is serviced by two Dublin Bus routes. The school is located beside Drimnagh Castle Secondary School and across the road from the Assumption School campus, which consists of two junior schools and a girls' senior school. This amounts to approximately 1600 students commuting to these schools every day. The other four schools in the area are participating in the Green-Schools Programme and are currently working on the Energy and Water themes. Prior to undertaking the Travel theme the school experienced heavy traffic congestion at the school gates, which was a safety concern for the school.

In 2011, a new speed restriction of 30kmph was introduced on the Long Mile Road outside these schools, which is operational during the morning and evening peak-times. The Long Mile Road has on-road cycle lanes on both sides of the road and the routes leading to the school are well serviced with good quality foot-paths.

During the first year of the programme, Drimnagh Castle PS primarily focused on increasing their walking numbers. For the second year they shifted their focus to the promotion of cycling on the journey to school.

The school made a considerable shift away from the car over the two year period through the promotion of walking, cycling and Park 'n' Stride. What's so remarkable is the significant increase in cycling especially considering the schools' location on a busy artery road. This is in primarily due the new cycling policy that was developed. Only boys who agreed to the conditions of policy were eligible to receive cycling workshops and cycling passports, which gave prestige to the 'cycling club'.

The school showed great innovation in the area of monitoring and evaluation. After modifying their scoreboard to include bonus points they saw a noteworthy increase in both walking and cycling across all classes.

Well done, boys!

## Actions

### 2010/11

- Teacher Training seminar
- Environmental Review
- Received Educational workshops
- Held art competitions
- Commissioned a WOW banner
- Identified a suitable Park 'n' Stride location
- Launched WOW days and the Golden Boot Award
- Undertook regular monitoring of travel habits
- Entered the Green-Schools Travel Competition

### 2011/12

- Dr. Bike workshops
- Helmet awareness lessons
- Cycle training
- Developed cycling policy
- Received cycle parking
- Launched FBI (Friday Bike Initiative) days
- Scoreboard with bonus points for class with highest number of walkers, cyclists and those classes who reached target of over 50% walking or cycling
- Bike Week cycle with Our Lady's of Good Counsel Girls School
- Bicycles as prizes for end of year assembly for positive behaviour
- Developed a new Green Code



# Case Study

## Jesus & Mary Secondary School, Enniscrone, Co Sligo

Jesus & Mary SS is a large school is situated in the village of Enniscrone surrounded by a beautiful three mile beach. Enniscrone is seven miles from Ballina in Co Mayo and thirty-five miles from Sligo town.

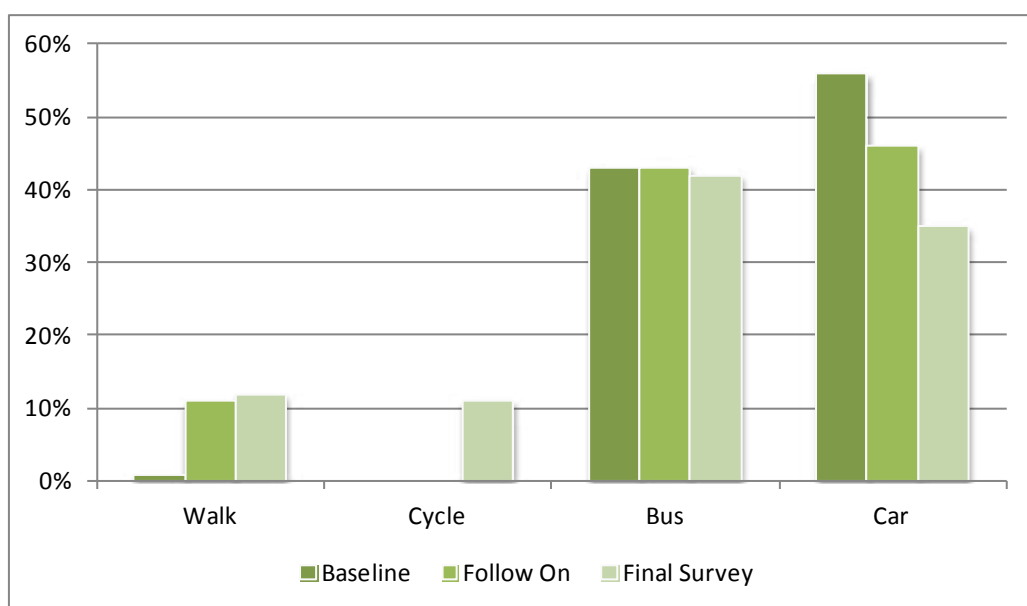
The School started the Green-Schools Travel theme slightly apprehensive as to how they could promote sustainable travel to their staff and students. Staff were however surprised by the interest the students showed in the programme and under the leadership of their Green-Schools coordinator, teachers incorporated travel related curriculum work into their schedules. Management at the school supported the teachers by providing in-service days focusing on healthy school initiatives with an emphasis on travel.

The school progressed from the promotion of walking to cycling, as a means of travelling to and from school. They set up a cycling club in the school and the numbers involved steadily grew to thirty members. Due to this the school successfully applied to An Taisce for the provision of a covered cycle storage unit which was installed in September 2012 much to the delight of students and teachers.

Former pupil and professional cyclist Patrick Clarke officially launched the new cycle facility and raised the Green Flag for Travel on September 28, 2012. Patrick, who graduated in 2006, was the only student who cycled to school when he attended Jesus & Mary. He was delighted the school now had both a cycling club and a covered cycle storage unit.

Patrick has been based in Belgium for the past three years and has raced professionally on the continent, UK and Ireland. Last year a group of 5th year students travelled to Belgium where, guided by Patrick, they cycled a 280km loop in three days. Patrick educated them on safe cycling and the enjoyment that can be had from regular cycling.

In addition to promoting cycling the school carried out several initiatives to promote walking to school for students who live within the town's boundaries. These included: conducting a walkability audit of the surrounding streets; promotion of high-visibility clothing; road safety demonstrations; and various information and awareness activities such as announcements, notices, meetings and workshops.



Cycle training is now a stable item on their yearly curriculum, and teachers enjoy continuous support from the principal to promote cycling to school. Even after the successful application for the school's Green Flag for Travel, the topic of travel is incorporated into the school's desire to promote healthy lifestyle choices this academic year.

**No of pupils: 400**

**Travel start date: September 2010**

**GS Travel Officer: Imelda Ryan-Jones**



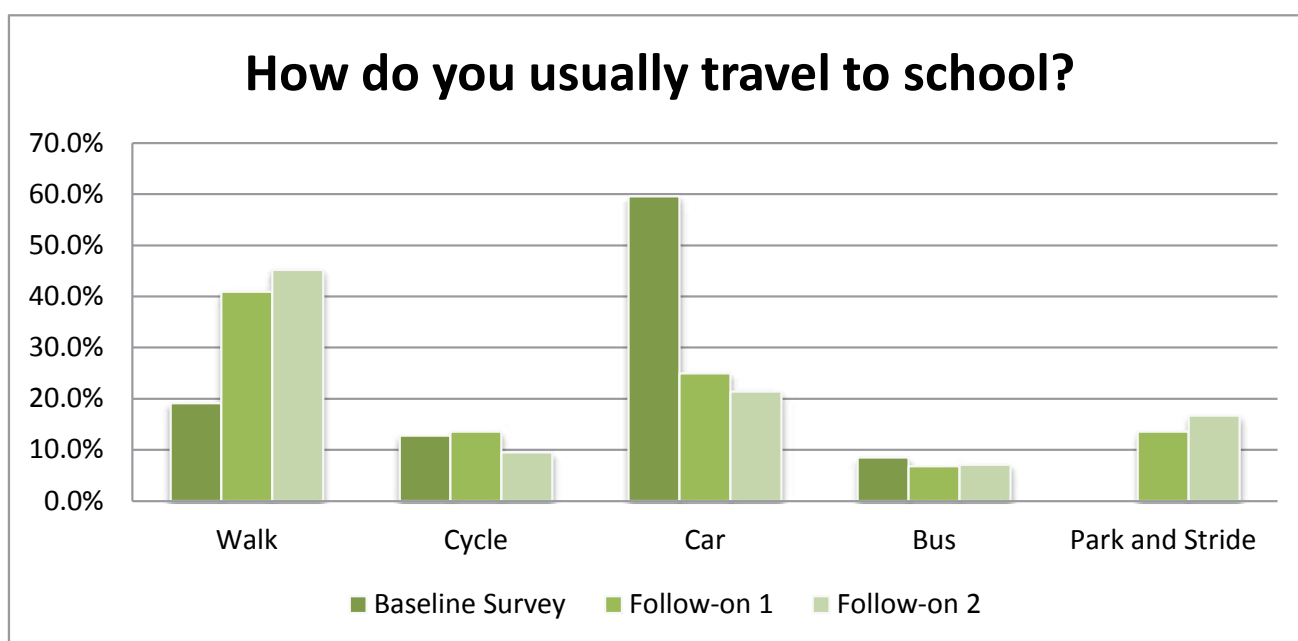
*“From an early age my bike was a ticket to freedom. I would cycle the 6km journey to school, to my friends’ houses and later when I got a part-time job at weekends, it was my bike that got me there.”*  
Patrick Clarke,  
professional cyclist



# Case Study

## Aglish NS, Aglish, Co. Waterford

Aglish NS is a small rural school located about 5 miles from the N72 Dungarvan to Cappoquin Road. The school has received 5 Green Flags and focused their attention on Travel from 2010. The school is located off the main street of the quiet village with little passing traffic. There is a footpath from the main street to the Church beside the school but not all the way to the school gate and there is no footpath in the opposite direction. There is no Crossing Warden, warning signs on approach to the school or road markings indicating school ahead. Parking is available in front of the school. A school bus is available to some pupils.



In November 2010, the school organised a sponsored walk which also served to launch the Walk to School initiative. The committee decided not to focus on just one day of the week and promoted walking as often as possible instead. Promotion of car-pooling and park and stride by car users has also been carried out. In classroom work, senior classes have compared the cost of travelling by car and by train from Cork to Dublin and have completed a project on the differences in fuel consumption between diesel, petrol, hybrid and electric cars.

In March 2011, Aglish NS switched their focus to cycling and organised a week dedicated to promoting cycling to school from March 21<sup>st</sup> – 25<sup>th</sup>. The school applied to An Taisce for cycle parking to be installed in their school. This was realised in January 2012 and the school officially opened their cycle parking in April 2012. On the day a charity cycle throughout the village was held and students from 4th, 5th and 6th classes took part in a Dr. Bike workshop on the day. Students from junior infants to 3rd class played the giant snakes and ladders travel game.

The school was awarded their Travel flag in May 2012 and Waterford hurling captain Michael Walsh raised the Green Flag.



**No of pupils: 73**

**Travel start date: September 2010**

**GS Travel Officer: Dara Dever**



# Case Study

## Gaelscoil de Hide, Fermoy, Co Cork

### Awareness Raising

A letter was sent home to parents at the start of the programme to raise awareness

An environmental review was undertaken

All pupils recorded how far they lived from school and how long it took them to travel to school

Travel survey results were put on display

Pupils designed posters and slogans

All classes worked on the Safe Cross Code

The school hosted visits from the local gardaí

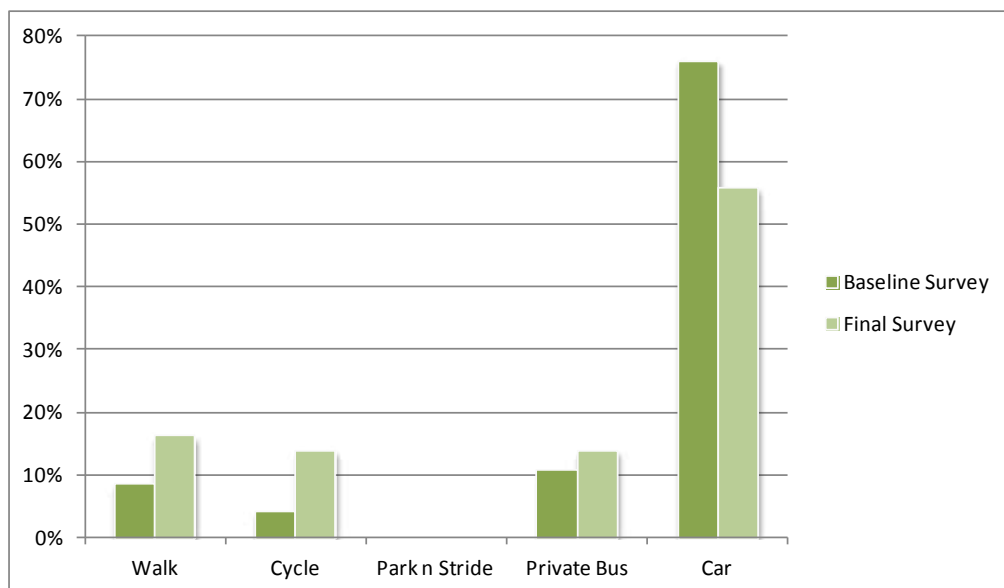
Workshops were held with classes on Climate Change and Travel, action planning, writing a travel code, ideas for Day of Action and Cycle and road safety

Participation in Green-Schools Travel Competition

Took part in the Fermoy St Patrick's Day parade and won best educational award

The school have received press coverage on the Travel theme

The school took part in a 'School Survey' and a report was written by Fermoy Enterprise Board praising the fact over 20% of pupils walked to school on a daily basis compared to just 2% in other schools in the area.



Travel to school data, 2010-12



**No of pupils: 351**

**Travel start date: September 2010**

**GS Travel Officer: Ellen Murphy**

Gaelscoil de Hide is situated in a busy urban location on a main road in the centre of Fermoy shopping area. Another primary school is also located opposite the school. There is very limited parking available for parents. Prior to commencing work on the Travel theme in April 2010 only 17% of pupils walked to school and 81% travelled to school by car.

From the start of the Travel theme Gaelscoil de Hide explored all angles of the travel theme and the pupils were committed and motivated. They decided to promote walking, cycling, carpooling and the park and stride initiative after they worked extensively on raising awareness on sustainable travel and road and cycle safety. Within a few months 40.4% of pupils were taking part in park and stride.

On the average school day there are less cars at the school gates as a result of their actions. On WOW days nearly 90% of pupils take part and on COW days 28.4% of pupils take part. 88% travel to school in a sustainable way most days of the week. They have made excellent progress: reducing congestion outside the school; reducing CO<sub>2</sub> emissions; having fun on the journey to school; pupils are far more alert on arrival; increasing road and cycle safety skills and enabling all involved to play their part as responsible citizens, caring for their environment.



## Actions

### 2010/11

- Launched a WOW campaign - 82% of pupils take part
- Designed a school banner to display outside the school
- Conducted a walkability audit of park and stride route
- Weekly WOW and results are shown on the Green-Schools Notice Board
- The school constantly updates their website with Travel information
- Took part in National COW Day in June 2011

### 2011/12

- Launched Cycle on Wednesday (COW Day)
- Cycle safety and bike maintenance workshop from An Taisce
- Invited a local keen cyclist to school
- 3 gardaí gave road and cycle safety talks
- Pupils received cycle training
- Pictures displayed on TV monitor in the entrance of the school
- Continuation of WOW/COW days on a weekly basis
- May 2012 awarded Green Flag



# Case Study

## Scoil 'n Fheirtéasraigh, Co Kerry

### Awareness Raising

- Travel presentation to all classes
- An environmental review was undertaken
- All pupils recorded how far they lived from school and how long it took them to travel to school
- Travel survey results were put on display
- Pupils designed posters and slogans
- All classes worked on the Safe Cross Code
- Workshops held with classes on sustainable travel
- Creation and display of maps showing where pupils live
- Participation in Green-Schools Travel Competition
- Conducted a travel survey



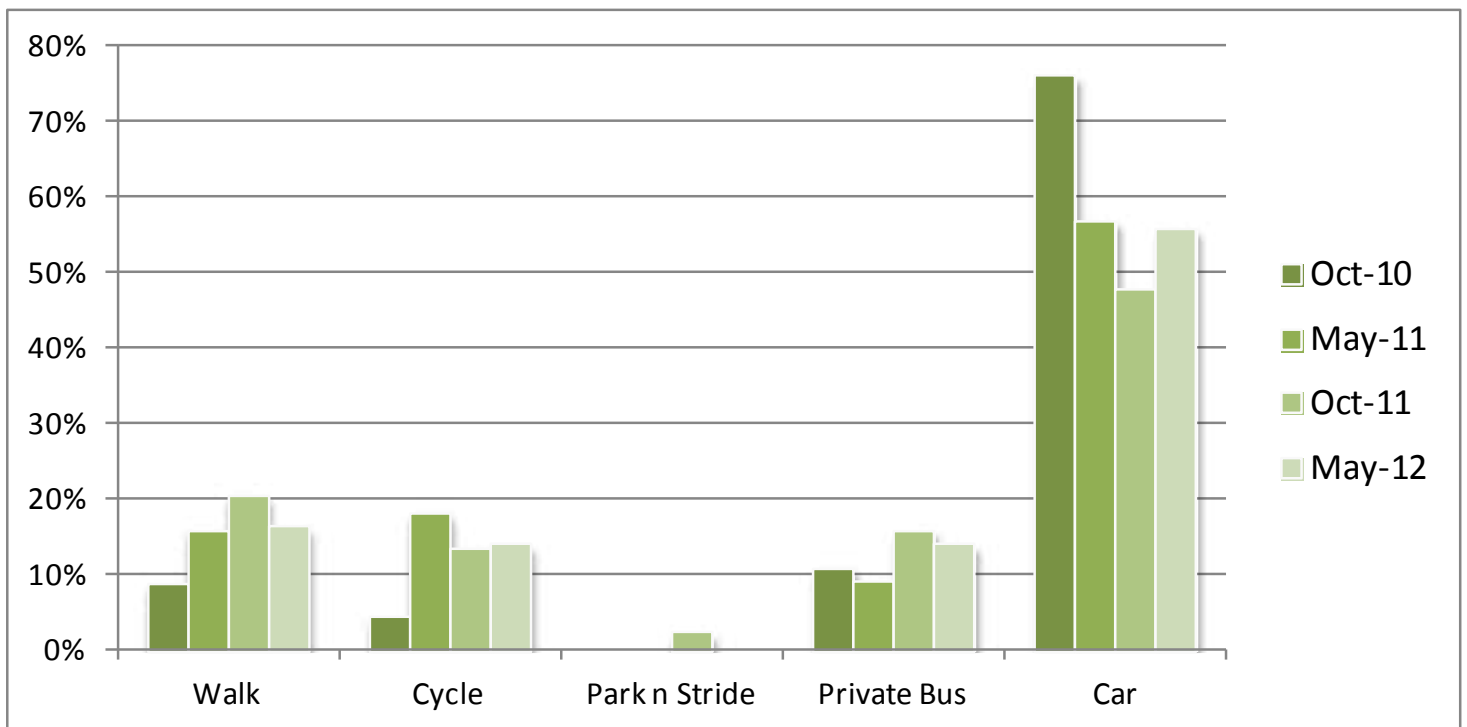
### Maratón na Scoile/The School Marathon

Ón scoil go dtí an Crosaire Thiar is ea **650 m**/From the school to the West Cross is **650m**

Ón scoil go dtí an Crosaire Thiar is ar ais is ea **1.3 km**/From school to West Cross return is **1.3km**

Má dheinimid é seo **33 uaire** i rith na scoil bliana beidh/If we do this **33 times** during the school year

MARATÓN déanta againne go léir/We will all make a Marathon



Travel to school data, 2010-12

**No of pupils: 55**

**Travel start date: September 2010**

**GS Travel Officer: Angela Wall**

Scoil 'n Fheirtéaraigh is situated in the small village of Baile 'n Fheirtéaraigh, around 12km from Dingle in Co. Kerry. It is located at the end of the village and you have a lovely view from the school looking at the North Atlantic Ocean. The school is positioned off the main road through the village and has ample parking outside the school. There is a footpath on one side of the road, leading to the school. This road gets very busy in the Summer period due to tourists.

The Green-Schools Co-ordinator is a member of a cycling club and she cycles to school most days, a 20km round trip, over hills. As a keen cyclist she was also able to offer cycle training to her class each year.

Scoil 'n Fheirtéaraigh has made a huge effort to encourage pupils, parents and staff to walk, park and stride, cycle, use the bus and carpool instead of using the private car on the school run. They have made very good progress in reducing congestion outside the school, reducing CO<sub>2</sub> emissions, having fun on the journey to school, far more alert on arrival, increasing road and cycle safety skills and enabling all involved to play their part as responsible citizens, caring for their environment.



## Actions

2010/11

- Pupils and staff either walked, jogged or ran to the park and stride location and back, timing themselves, trying to improve their individual result as a PE activity.
- 100% participation in WOW launch
- Healthy breakfast at WOW launch; parents made the food
- Conducted walkability audits
- Hold weekly WOW days and display results on notice board
- Designed a Green Tree for monitoring travel habits
- Took part in National COW Day; held bike maintenance workshops
- 30.4% of pupils took part in their COW launch in June 2011.

2011/12

- Re-launch of WOW and COW during European Mobility Week
- WOW/COW days every week
- Fun Day in December
- School received cycle parking
- School were featured in the Travel video for the FEE general assembly
- Took part in Walk to School Week and Bike Week.
- Received further bike maintenance and cycle training workshops.
- Had a flag raising ceremony with two other schools in their area

# Case Study

## St Patrick's GNS, Limerick City

St. Patrick's GNS is an urban primary school comprised of 218 pupils and 15 staff members. The school is located on a major junction on the old Dublin road (R445) across from another school. The school has footpaths in all directions, a traffic warden at peak times and adequate pedestrian crossings to enable safe crossing at every junction. The school is also located on a primary entry route to Limerick City and so experiences extreme traffic flows at peak times. There is no allocated parking space for staff or parents on either side of the street so double parking is a major issue for this school.

When the school started Travel only 24.1% walked to school regularly and over 59% opted for the car. Using this information, St. Patrick's GNS set about laying the foundations for change through awareness raising and educational workshops on sustainable travel.

St. Patrick's GNS initiated their travel theme by identifying all commonly used routes to school in the locality. These were then audited to identify any possible hazards which may hinder the likeliness of students walking to school. It was also hoped that 'Park & Stride' locations could be identified.

Several items arose from this audit ranging from high levels of double parking which impinged on pedestrian space, poor driver behaviour at pedestrian crossings, inadequate road signage to indicate the presence of a school and issues with the timing of the traffic lights outside the school.



It was decided that cycling was too dangerous and that their programme would concentrate on walking initiatives and awareness raising. In only a year they increased the number of students walking to school by 18.1% and decreased car use by 33.5%. WOW participation and park and stride has also increased dramatically over the programme.

St. Patrick's GNS have achieved phenomenal success in their Green-Schools Travel programme owing to the dedication of the staff, parents and pupils. Through the programme the school created a sustainable walking culture which is student led and visibly evident on the school run. This school is an excellent example of what can be achieved.

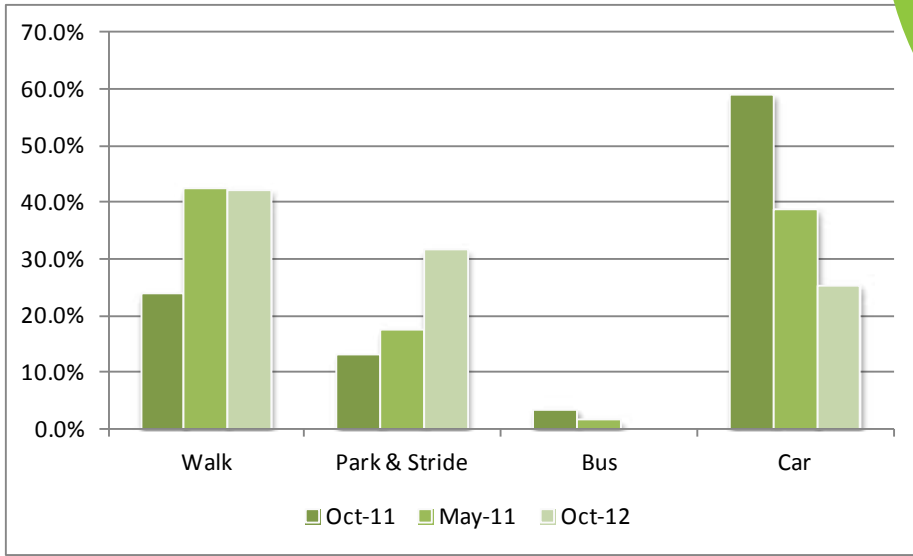
**Traffic conditions and driver behaviour outside St. Patrick's GNS. Drivers ignore the light change and find themselves stranded on the student crossing**



**No of pupils: 218**

**Travel start date: September 2011**

**GS Travel Officer: Ellen O'Sullivan**



## Actions

- Poster, song & slogan competitions
- Every student received a high visibility jacket
- The committee created & displayed a map of their local area which highlighted key estates, routes and local amenities.
- WOW launch with over 75% walking to school.
- Climate Change Workshops
- Parents undertook travel surveys to quantify driver behaviour
- Cycle training initiative as part of Bike Week 2012
- The school met with the local authorities to address the issues identified in the walkability audit, which was a major success as the school was granted the Green-Schools Walk or Cycle Road sign on each approach road, new road markings and Traffic Lo-Call numbers were placed at each junction.
- Green-Schools Travel Exhibition in Limerick City Library as part of European Mobility Week 2012.
- WOW raffle system
- WOWs are run on a weekly basis where students graph each class result and 'Walker of the Month' is awarded



## Conclusion

2012 proved to be another very successful year for Green-Schools Travel with large increases in the numbers of students cycling and walking to school, combined with a large reduction in car based travel to schools throughout Ireland. In addition to the direct economic, health, safety and environmental benefits of this behaviour change, the programme is creating a long-term sustainable travel culture within schools and communities with lasting benefits into the future.

The success of the programme may be attributed to a number of factors, not least the dedication and commitment of students, teachers, parents and principals to implementing the programme at local level. It is through the efforts of individuals, families, schools and communities that national objectives of the programme are realised.

The Green-Schools framework has been instrumental in maintaining and supporting schools through the process of changing their travel patterns and the interventions provided by Green-Schools Travel Officers on the ground has given schools the confidence and expertise to implement their travel action plans successfully. Moreover, the programme has achieved this through a student centred approach focused on learning about, applying and enjoying sustainable travel to school.



# 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 (01) 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 (01) 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 (01) 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 (01) 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 (01) 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 (01) 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.** [dstewart@eeu.antaisce.org](mailto:dstewart@eeu.antaisce.org)
- T.** +353 (01) 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.** [bmulhall@eeu.antaisce.org](mailto:bmulhall@eeu.antaisce.org)
- T.** +353 (01) 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 (01) 4002 202



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