

Green-Schools Travel Progress Report



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Contents

Executive Summary	1
1. Introduction.....	4
2. Progress over the Past School Year (Sept 2008 – June 2009)	5
2.1 Green-Schools General.....	5
2.2 Green-Schools Travel.....	5
3. Results & Analysis of Year 4 Follow-on Travel Survey.....	6
3.1 Introduction.....	6
3.2 Methodology	6
3.3 Student Survey Primary Results & Comparisons.....	7
3.3.1 Question: How do you usually travel to school?.....	7
3.3.2 Question: How do you usually travel from school?	7
3.3.3 Question: How long does it usually take you to travel to school?	8
3.3.4 Question: How would you prefer to travel to school?	8
3.3.5 Question: How would you prefer to travel from school?.....	9
3.3.6 Question: Do you share a car journey with other pupils on the journey to or from school?	10
3.3.7 Cycling Questions:	10
3.4 Teachers Survey.....	11
3.4.1 Question C: How do you usually travel from school?	11
3.4.2 Question G: If you travel to school by car do you share the journey with another person?.....	13
3.5 Survey Conclusion.....	13
4. Action on the Ground.....	14
5. Cycling Update.....	15
5.1 Cycle parking - Spring 2009	15
5.2 Monitoring and evaluation.....	15
5.2.1 2008 Schools.....	15
5.2.2 2009 Schools.....	16
5.3 Future monitoring and evaluation	16
5.4 Cycle parking autumn 2009	16
5.5 Cycle training	16
5.6 Velo-City 2009	16
5.6.1 Lessons learned at Velo-City 2009.....	17
5.7 Conclusion	17
6. Publicity	18

7. Teacher Training and Seminars 19

8. Events 20

 8.1 National Bike Week 2009 20

 8.2 National COW day 20

 8.3 Walk to School Week..... 20

 8.4 Green-Schools Travel Competition 2009..... 21

9. Current Actions & Future Development..... 23

 9.1 Reviewing and ordering materials for the forthcoming school year..... 23

 9.2 Research and development..... 23

 9.3 Number of New Schools 24

 9.4 Predicted Applications for the Green Flag 24

 9.5 National Targets 24

10. Conclusion 25

APPENDICES.....i

Executive Summary

A review of the first year of the national roll-out of Green-Schools Travel proves that the programme is hugely successful in changing the behaviour and attitudes of participating schools in relation to school travel. In accomplishing this, the programme has surpassed targets established and achieved tangible results in terms of reducing car-based travel to and from school, while increasing the number of pupils travelling to school by sustainable modes of transport.

- The Green-Schools Travel programme has had a considerable impact over the past school year in terms of reducing the number of pupils travelling to school by private car, while also increasing the number of pupils travelling to school by sustainable modes of travel such as walking and park n' stride.
- 90% of schools involved in the programme for at least two years have been awarded the Green Flag. The award of a Green Flag indicates that a school has implemented the travel theme successfully.
- Over the past school year independent baseline and follow-on travel surveys were circulated to all 265 participating schools, representing a pupil population of approximately 70,000. A large return from a base of 45,000 pupils in 161 schools was achieved for both surveys (approximately 15,000 pupils and over 1,000 teachers responded to each question). This high return provided robust data and is statistically valid to a confidence level of 95% and a 5% confidence interval.
- Results indicate that over the past school year participating schools experienced a 22% reduction in private car use to more sustainable modes of travel to school. This equates to a modal shift of 12.6% (56.6% to 44%), or over 9,300 people per day from the private car to various sustainable modes of transport such as walking, cycling and park n' stride. This significant shift represents a reduction of almost 20,000 car related trips to school per day, or nearly 100,000 trips per week.
- There has been no significant increase in journey times despite a significant shift in modal choice from the private car to more sustainable modes of transport over the same period.
- The modal share for walking to school increased from 17.5% to 25% over the school year, indicating a 43% increase in walking to school.
- The follow-on survey revealed a modal share of 13% for pupils travelling to school by a mixture of transport modes. In real terms, this reflects a 128% increase in pupils travelling to school by mixed mode transport and indicates the high uptake in park 'n stride initiatives.

- The overall modal share of pupils travelling to school by bicycle remained relatively constant at approximately 3% over the survey period. However, where cycle training and parking have been provided there is evidence of increased bicycle usage – 6.6% in urban schools and 6.7% in rural schools.
- The number of pupils travelling to school by bus decreased by 10% over the course of the school year.
- Most pupils suggested that if given a choice they would prefer to travel to school by bike (almost 50%). This represents an increase of 60% compared to the October baseline survey. Overall, 87% would prefer to travel to school using sustainable transport modes.
- Currently only 13% of pupils would prefer to travel home from school by car, this represents a 45% reduction from the beginning of the school year.
- Following completion of year one of the national rollout of the Green-Schools Travel programme, a higher percentage of pupils:
 - Use their bike outside of school
 - Cycle to get exercise
 - Cycle because it makes them feel more alert
 - Have a helmet
 - Have a helmet in good condition
 - Wear a high-visibility vest
- Over the course of the school year, sixteen Travel Officers have conducted over 1,600 school visits to 265 participating schools. On average each school has been visited 6 times by their Green-Schools Travel Officer.
- In efforts to increase sustainable modes of travel on the school run; 44% of participating schools run park 'n stride initiatives, 35% are carrying out carpooling schemes, 59% promote independent walking initiatives, 10% facilitate walking buses and 35% promote independent cycling initiatives.
- A total of 41 schools received cycle parking facilities under the Green-Schools travel programme over the course of the school year.
- 2,301 pupils receiving cycle training between January 2009 and June 2009 as part of the programme and an additional 1,473 pupils will receive cycle training in the forthcoming autumn term 2009.
- The programme received a high degree of media coverage during May and June, with much publicity garnered around events arranged during National Bike Week and Walk to School Week.

- 68 primary schools participated in National COW day (Cycle on Wednesdays) on Wednesday 17th June and on average 10% of the pupil population of these schools cycled to school.
- Over 26,500 pupils in 200 schools took part in National WOW day (Walk on Wednesday) on the 20th May. This represented a 50% increase in the overall average number of pupils walking to participating schools.
- It is estimated that an additional 168 schools will join the Travel programme in September 2009, this will bring the number of participating schools to over 480 and 150,000 pupils.
- National targets and results for Green-Schools Travel:

Year	No. of Schools	No. of Pupils	Target Car Use	Achieved Car Use to School	Target Cycling & Walking	Achieved Cycling & Walking to School
06-08	49	20,000	-10%	-30%	8%	17%
08-09	314	101,000	-12%	-22%	8%	43%
09-10	482	150,000	-13%	NA	8.5%	NA

1. Introduction

The Green-Schools Travel theme is part of the Green-Schools programme which is operated by An Taisce, funded by the Department of Transport and supported by the Dublin Transportation Office. The aim of the Travel theme is to encourage schools to promote sustainable modes of transport to and from school. Green-Schools Travel encourages pupils and parents to walk, cycle, Park n Stride, use public transport or car pool instead of using the private car on the school run. 265 schools joined the programme in September 2008, bringing the total number of participating schools to 314.

This report outlines the progress of the Green-Schools Travel programme over the period April – June 2009. It also measures the performance of the programme over the whole school year through a comparative analysis of survey results compiled at the beginning of the school year (October 2008), with those collected towards the end of the school year (May/June 2008).

In addition, the report outlines the development of the programme, highlights ongoing work on the ground, identifies initiatives schools are undertaking, provides an update of Green-Schools cycling initiatives and events, and charts the future development of the programme.

2. Progress over the Past School Year (Sept 2008 – June 2009)

2.1 Green-Schools General

The number of schools registered in the overall Green-Schools programme in Ireland increased by 250 schools to bring the total number of schools registered to 3,185. This represents almost 80% of all schools in Ireland, with a total of 652,995 pupils and 44,473 teachers. The breakdown of school type is 2,425 primary schools, 600 secondary schools and 160 special schools or other school types.

During Year 12 the number of schools awarded the Green-Flag increased by a further 295 to bring the total number of schools flying the Green-Flag in Ireland to 1,757. This represents around 43% of all the schools in Ireland. Of the schools that have been awarded the Green-Flag 1,514 are primary schools, 192 are secondary schools and 51 are special schools or other school types. Furthermore, a number of schools renewed their Green-Flag during Year 12. 213 schools renewed their Green-Flag for the first time, 167 renewed it for a second time, 19 renewed their flag for the third time, 3 renewed the flag for the fourth time and 2 schools renewed their flag for the fifth time. The total number of Green-Flags awarded during Year 12 both as new flags and renewals was 699.

2.2 Green-Schools Travel

16 schools were awarded the Green Flag for travel over the past school year. These were all schools which were in at least their second year of working on the travel theme and bring the total number of travel schools awarded the flag to 44. This represents a 90% success rate from schools implementing the travel programme to being awarded the flag. Currently only 5 schools in the programme two years or more have yet to be awarded their travel flag.

The above results indicate that the travel programme is not only achieving its targets in terms of reducing the modal share of the private car in favour of more sustainable modes of transport on the school run but it is also putting in place an effective school travel management plan which will ensure the long term sustainability of the schools' efforts.

3. Results & Analysis of Year 4 Follow-on Travel Survey

3.1 Introduction

In May 2009 a Green-Schools travel survey was carried out at all schools that joined the programme in September 2008. This was a follow-on survey to monitor the development and progress of schools in implementing the programme over the course of the school year and to evaluate its effectiveness in improving awareness of travel and transport issues in the school community, in tandem with creating a model shift from private car use to sustainable travel modes on the school run. Results recorded were compared to that of the previous baseline survey to establish whether progress has been made over the course of the school year September 2008 to June 2009.

3.2 Methodology

The survey was designed by An Taisce with input from the Dublin Institute of Technology (DIT) and various stakeholders including the Dublin Transportation Office (DTO). The survey was primarily conducted by teachers in their respective schools and in some instances by Green-Schools Travel Officers (where schools needed assistance). Data was recorded and results compiled independently by the DIT.

The follow-on survey forms were circulated to all 265 schools that joined the programme in September 2008 and thus were in their first year of the programme. A total of 161 schools returned valid surveys before the deadline, which was extended to mid-June to ensure a statistically valid sample for analysis. A typical confidence level of 95% and a confidence interval of 5% were achieved for both surveys. A further 15 schools completed and returned follow-on surveys post deadline and therefore were not included in the study.

The follow-on survey continued in a similar format to the baseline survey in order to provide consistency and allow easy comparison of results. However the follow-on survey was shorter as it was not necessary to duplicate some of the information collected in the initial, more comprehensive baseline. Like the baseline survey, the follow-on survey comprised of questions for teachers and pupils. The pupil survey consisted of 10 questions and the teachers' contained 7 questions. Both surveys were designed to discover the usual travel patterns and attitudes of teachers and pupils travelling to and from school.

Delivery of the questionnaire was through a personally issued process, where the class teacher, Green-Schools coordinator or Green-Schools Travel Officer asked a class of pupils to respond to questions by raising their hands. The survey also offered teachers the opportunity to provide additional comments on the programme.

Following the compilation of the results from the follow-on survey a comparative analysis with the baseline survey was carried out to assess progress of the schools over the period of the school year. The main results of the survey are illustrated and analysed below and a full breakdown of results is provided in Appendix 1.

3.3 Student Survey Primary Results & Comparisons

3.3.1 Question: How do you usually travel to school?

44% of all pupils surveyed in May 2009 responded that they usually travel to school by private car. This is a reduction of over 22% of those who said they usually travelled by private car, when originally surveyed in October 2008 (56.6%) at the start of the school year. In contrast, the modal share for walking to school increased from 17.5% to 25%, indicating a 43% increase in real terms over this period. The follow-on survey revealed a modal share of 13% for pupils travelling to school by a mixture of transport modes. In real terms, this reflects a 128% increase in pupils travelling to school by mixed mode transport from October 2008. The modal share of pupils travelling to school by bicycle remained relatively constant at approximately 3% overall, over the course of the school year.

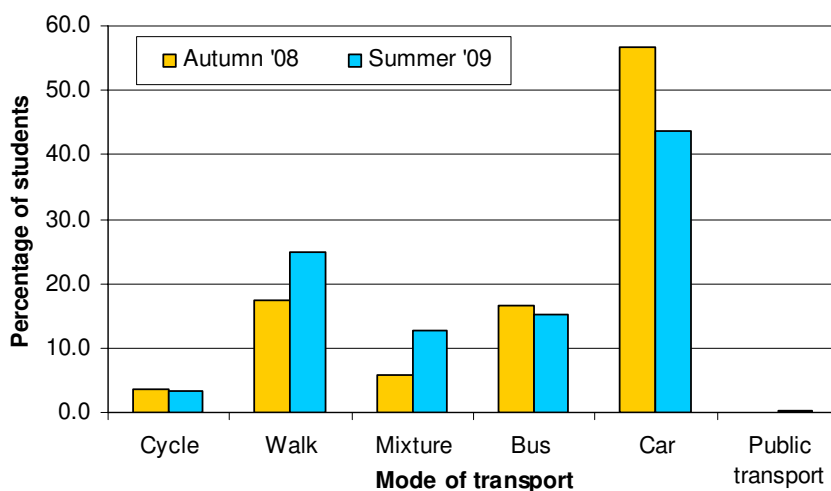


Figure 1: Comparison of results for how pupils usually travel to school baseline survey vs. follow-on survey

3.3.2 Question: How do you usually travel from school?

A similar trend followed for pupils travel patterns from school. The modal share of pupils travelling from school by private car reduced by approximately 10 percentage points to 44%, over the course of the school year. This represents an 18% reduction in real terms. In parallel to this pattern, walking from school and travelling home from school by a mixture of transport modes both increased significantly (walking increased by 28%, mixed mode increased by 64%), with walking now comprising 26% of the actual overall modal share and mixed mode representing 10%. The modal share for

cycling and travelling home from school by bus remained constant at approximately 3% and 17% respectively over the period of the survey.

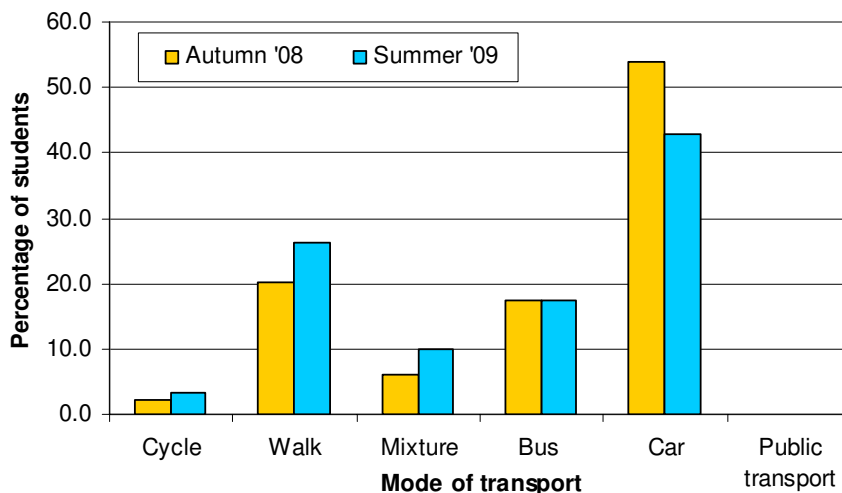


Figure 2: Comparison of results for how pupils usually travel from school baseline survey vs. follow-on survey

3.3.3 Question: How long does it usually take you to travel to school?

According to data received in May 2009 63% of pupils indicated that the journey to school now takes up to ten minutes, 32% take between 11 and 30 minutes and a further 5% spend more than 30 minutes travelling to school each day. When compared to the baseline survey, results indicate that no significant increase in duration of travel has occurred, despite a significant shift in modal choice from the private car to more sustainable modes of transport over this period.

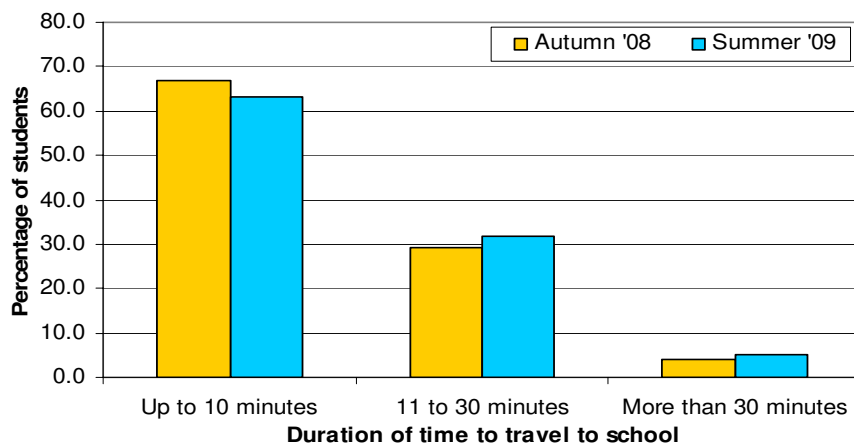


Figure 3: The length of time it takes for pupils to travel to school comparison Autumn 2008 and Summer 2009

3.3.4 Question: How would you prefer to travel to school?

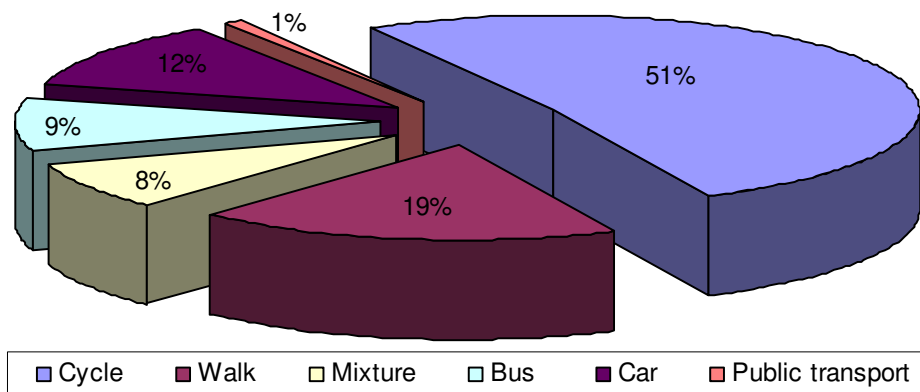


Figure 4: Preferred mode of travel to school May 2009

When originally asked (Oct 2008) how they would like to travel to school, approximately 32% of pupils said they would like to cycle. This preference increased to over 50% by May 2009. In real terms, this represents an increase of around 60% over the school year. These figures were coupled with a 50% drop in the number of pupils wishing to travel to school by car (now less than one-fifth of the sample population). Approximately 19% of pupils would now prefer to travel to school on foot, which is an increase of 33% compared to the original figure of 14% recorded in October 2008.

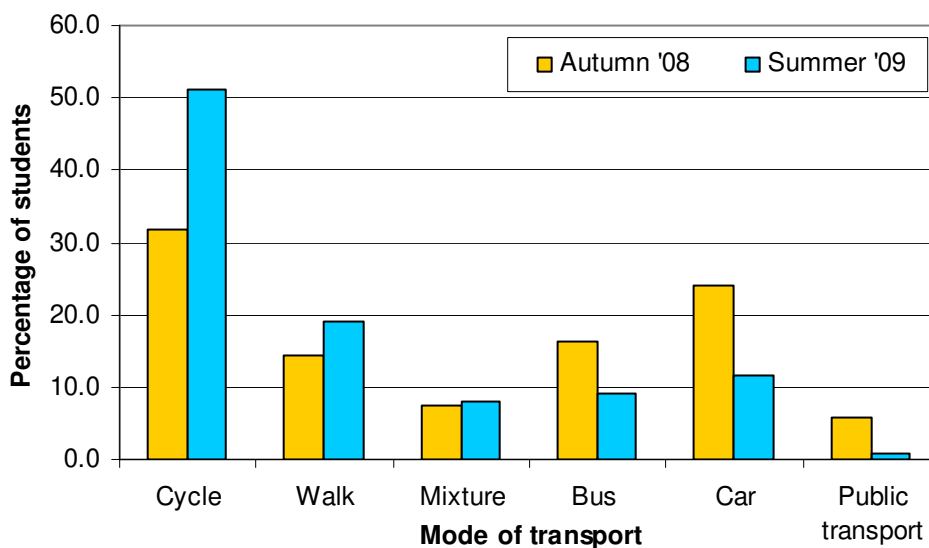


Figure 5: Trend in pupils preferred methods of travelling to school since October 2008

3.3.5 Question: How would you prefer to travel from school?

Mirroring the results recorded for preferred mode of travel to school, most pupils suggested that they would prefer to travel from school by bike (almost 50%). This represents a real term increase of 57% among pupils who expressed cycling as their preferred mode of transport from school in the baseline October survey. The second highest preferred mode of transport from school is walking, which

increased to a 19% share. This represents nearly a 25% increase in those who chose walking as their preferred modal choice in the baseline survey. Currently only 13% of pupils would prefer to travel home from school by car. This represents a 45% reduction in those who preferred to travel from school by car, as recorded in the October 08 baseline survey.

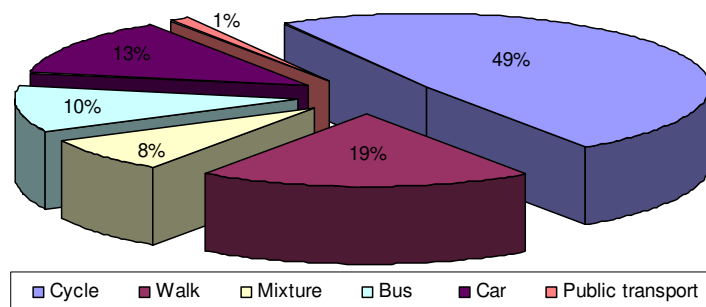


Figure 6: Preferred mode of travel from school May 2009

A lower percentage of pupils would prefer to walk to and from school (19%) than actually do (25% and 26%) respectively. However it should be noted that the former figure (19%) corresponds closely to the percentage of pupils who said they usually walked to (17.5%) and from (20%) school, in the baseline October 2008 survey.

3.3.6 Question: Do you share a car journey with other pupils on the journey to or from school?

According to the follow-on survey 58% of pupils travelling to school car-pool with others. This is an 8% increase on the levels recorded for car-pooling in the baseline survey carried out at the beginning of the school year.

3.3.7 Cycling Questions:

As already identified, a rising proportion of pupils would prefer to travel to and from school by bicycle. This may be due to the high number of schools that have run cycling initiatives and events throughout the school year and also influenced by the large number of pupils who have participated in cycle training. In addition, a number of schools received cycle parking throughout the year.

While results for the percentage of pupils cycling to and from school remained constant overall (3%) throughout the school year, the uptake of cycling among pupils from schools that had received cycle training and parking is of interest. Results from the follow-on survey indicates that schools situated in rural locations that received cycle training and cycle parking currently have on average 6.7% of the pupil population cycling to school, as opposed to 2.5% for rural schools which did not receive cycle training or parking. Of schools situated in an urban setting the percent of pupils cycling to and from school rises from an average of 1% in schools which did not receive cycle training or parking, to approximately 6.6% in schools that received both parking and training. Statistics indicate that the

provision of both cycle training and parking has the most significant impact in increasing the number of pupils cycling to and from school.

Location	Rural		Urban	
Cycle training	No	Yes	No	Yes
Bicycle parking	No	Yes	No	Yes
Cycle school <u>to</u>	2.5 %	6.7 %	0.9 %	6.6 %
Cycle school <u>from</u>	2.5 %	6.7 %	1.0 %	5.7 %

Table 1: The relationship between the facilitation of cycle training & provision of cycle parking and the up-take of cycling

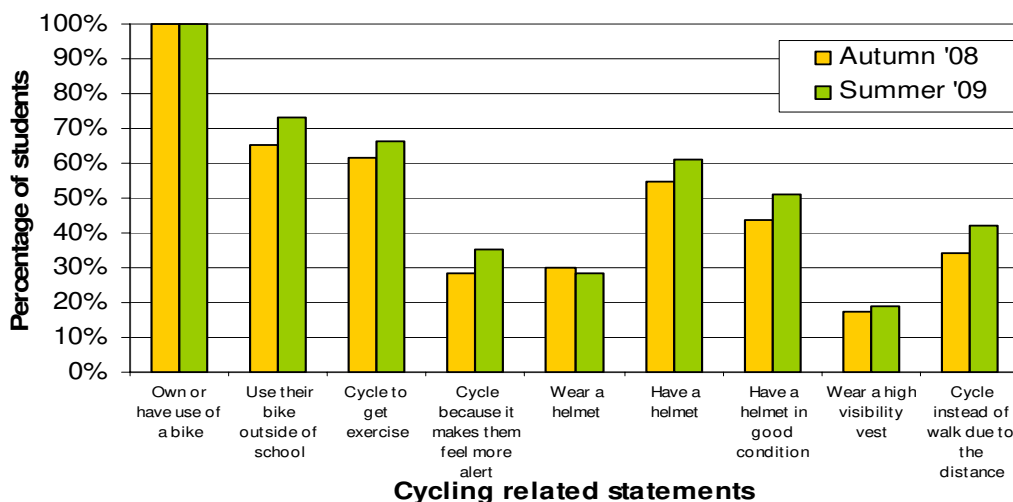


Figure 7: Other cycling trends Oct 08 – May 09

Cycling results from the follow-on survey indicates that following completion of year one of the Green-Schools Travel programme a higher percentage of pupils:

- Use their bike outside of school
- Cycle to get exercise
- Cycle because it makes them feel more alert
- Have a helmet
- Have a helmet in good condition
- Wear a high-visibility vest

3.4 Teachers Survey

3.4.1 Question C: How do you usually travel from school?

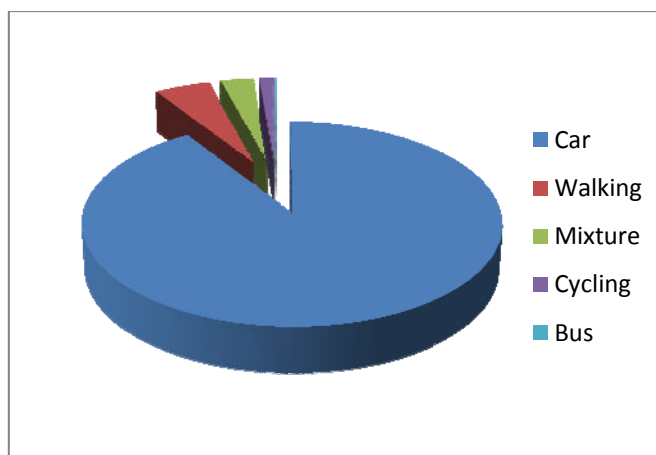


Figure 8: Modal split of teachers travel to school

90% of the teachers surveyed usually use the car to travel to school. This high dependency on the car amongst teachers can be attributed to the following:

- Personal family commitments in relation to dropping children at schools/crèches cited as reason for not being able to walk or cycle to school.
- Most teachers view their car as a necessity in terms of transporting resources to and from the school.
- In very small rural schools (2 or 3 teacher) the car is a requirement in case of emergencies.

There have been high participation rates amongst teachers in WOW and Park 'n' stride initiatives demonstrating their support of the programme.

Mode of transport	Autumn 2008		Summer 2009		Percentage Change		% Increase or Decrease	
	To school	From school	To school	From school	To School	From School	To School	From School
Train	0.1%	0.1%	0.1 %	0.1 %	0%	0%	-	-
Bus	0.4%	0.4%	0.8 %	0.7 %	0.4%	0.3%	100%	75%
Car	94.2%	94.2%	90.1 %	90.3 %	-4.1%	-3.9%	-4%	-4%
Cycle	0.9%	0.9%	1.2 %	1.2 %	0.3%	0.3%	33%	33%
Walk	3.0%	3.0%	4.7 %	4.9 %	1.7%	1.9%	57%	63%
Motorised bike	0%	0%	0 %	0 %	0%	0%	-	-
Mixture	1.4%	1.4%	3.2 %	2.9 %	1.8%	1.5%	129%	129%

Table 2: Details compiled from questions B&C in the Green-Schools teacher's survey

Table 2 compares the results obtained in the baseline teacher survey and the follow-on survey. It can be seen that small changes have occurred particularly in relation to teachers travelling by a mixture of modes which has more than doubled in popularity and the number teachers using their cars only has dropped by 4%. All sustainable modes of transport have experienced small increases too with travelling by bus, walking and cycling becoming more common amongst teachers for both travelling to and from the school.

3.4.2 Question G: *If you travel to school by car do you share the journey with another person?*

1,373 teachers responded to this question and of these 19% shared their car journey to/from school with another person. This demonstrates a 4% increase in carpooling. In instances where there has been limited success in the uptake of carpooling teachers cited their home locations as the dominant hindrance.

3.5 Survey Conclusion

From analysis of the follow-on survey results and comparison with the baseline survey data, it can be concluded that the implementation of the Green-Schools Travel programme has had a considerable impact in terms of reducing the number of pupils travelling to school by private car, while also increasing the number of pupils travelling to school by sustainable modes of travel such as walking and park n' stride.

In relation to reducing private car use and increasing cycling and walking to school, the above results show that the programme has surpassed targets agreed with the Department of Transport at the outset of the programme. The percentage of pupils travelling to school by private car has reduced by 22% and from school by 18%, against a target of a 12% reduction. The percentage of pupils now travelling to and from school by walking has increased by 43% and 28% respectively over the first year of the programme compared to the target of an 8% increase. Using this (12.6) percentage point modal shift away from the private car, on the 74,000 participants within the 265 schools in year 1 of the national roll-out, this would equate to a shift of over 9,300 participants from the private car to sustainable modes of transport on the school run during the 2008-2009 school year. In absolute terms this amounts to more than 9,000 car trips to and from school every day.

Overall the levels of cycling to school has remained consistently low over the course of the school year, however schools that received cycle parking and cycle training under the programme have recorded a significant increase in the numbers of pupils travelling to school by bike.

According to information obtained through the follow-on survey, approximately 50% of all pupils surveyed would prefer to travel to school by bicycle and overall 87% would prefer to travel to school using sustainable transport modes. This shift in preference suggests Green-Schools travel has been successful in changing pupil's perceptions of how they would like to travel to and from school.

4. Action on the Ground

The effectiveness and ultimate success of the first year of the national programme may be largely attributed to the work carried out by the Green-Schools Travel Officers on the ground. Each Officer is responsible for approximately 20 schools located in various catchments around the country. Over the course of the past school year the Officers have built up strong relationships with their schools and wider communities and worked with them in introducing, developing and ultimately implementing the programme. It is as a result of this work that the achievements identified in the follow-on survey were realised. Throughout the year Officers have stimulated ongoing interest in the programme and facilitated action through various events and initiatives at local level.

Over the school year 16 Travel Officers have conducted over 1,600 school visits to 265 participating schools. On average each school has been visited 6 times by their Green-Schools Travel Officer. These visits varied from;

- Introductory meetings with coordinating teachers, principals and pupils,
- Formal meetings with Green-School committees,
- Information talks with Parents Associations and Boards of Management,
- Delivery of presentations and workshops with teachers, pupils and parents,
- Participation in one-off events and launches; and carrying out surveys and assessments on behalf of schools.

In response to the aims and objectives of the programme schools have undertaken and implemented many innovative sustainable travel initiatives and events to encourage the school population to buy into the ethos of Green-Schools Travel. It should be recognised that many schools run WOW (Walk on Wednesday) and COW (Cycle on Wednesday) initiatives on an ongoing basis to encourage pupils to walk or cycle to school at least once a week. These events have proved hugely popular and successful in introducing walking and cycling cultures to participating schools. Results of these initiatives were not directly assessed in the Travel surveys as pupils were asked how they usually travelled to and from school. 77% of participating schools ran WOW days throughout May and June, while 32% held COW days. Information compiled by Green-School Travel Officers indicates that 44% of participating schools run park 'n stride initiatives, 35% are carrying out carpooling schemes, 59% promote independent walking initiatives, 10% facilitate walking buses and 35% promote independent cycling initiatives. See Appendix 2 for more details.

5. Cycling Update

5.1 Cycle parking - Spring 2009

In addition to the 23 schools which received cycle parking at the beginning of the school year (September 2008 - December 2008) another 32 schools applied for cycle parking before the second deadline, in February 2009. In addition, a further 42 applications were received after this date but could not be considered for parking under this round of funding. These (42) applications will be assessed in autumn 09' under the subsequent round of cycle parking grants.

The 32 schools that submitted applications before the February deadline were assessed using the following criteria;

- Current cycling numbers,
- Projected cycling numbers, actions developed,
- Barriers, and solutions to these barriers.
- A supporting letter from the school principal and the board of management or parents association to indicate that the prospect of the installation of cycle parking was supported at all levels within each school.

Following an assessment of each school's application and subsequent scoring, a total of 18 schools were offered the cycle parking grant which was duly accepted by each successful applicant. A list of schools that received cycle parking under the above round of funding is illustrated in Appendix 3. All of these schools have since had their cycle parking installed before the end of the school year.

5.2 Monitoring and evaluation

Monitoring and evaluation of cycle parking is being carried by Green-Schools Travel Officers through a series of unannounced spot checks to determine if installed facilities are being utilized. During these checks officers record the number of bicycles present along with other factors such as weather conditions, or any major issues coordinating teachers may have highlighted in relation to use of the parking and cycling to and from school in general.

5.2.1 2008 Schools

Two monitoring surveys were carried out over the past school year (September 2008 – June 2009) which comprised 58 spot checks at the original 39 schools that received cycle parking in 2008. The first survey showed that, of the 790 cycle parking spaces installed in 2008 the occupancy rate was 36%. The 2nd survey showed that the occupancy rate had increased to 37%.

5.2.2 2009 Schools

As previously mentioned, 18 schools received cycle parking in May 2009 as part of the Green-Schools Travel programme. The total number of cycle parking spaces installed in 2009 came to 290. 22 spot checks were carried out during the period of May to June 2009. The results of the 1st audit showed an occupancy rate of 76% and a 2nd follow-on survey showed an occupancy rate of 50%.

5.3 Future monitoring and evaluation

Green-Schools has identified the need for a greater consistency when monitoring cycle parking use. Therefore, all schools that receive cycle parking in the future, or have already received parking, will be required to monitor and evaluate use on an ongoing basis. Green-Schools are currently examining how this will be done, however it is envisaged that this will be done by both the schools themselves and also independently by An Taisce. It will still be necessary for Travel Officers to keep a check on the cycle parking usage and to encourage and facilitate maximum use of the facilities where possible.

5.4 Cycle parking autumn 2009

Additional funding to install cycle parking at a further 76 schools during the autumn term of 2009 has been applied for, as current funding levels fall far below the high demand for cycle parking among participating schools. A total of 42 schools have been provisionally approved whilst the remaining 34 schools are being nominated by their respective Travel Officers. The additional 34 schools will complete an application form and include all necessary supplementary information. It should also be noted that schools who already received cycle parking as part of the Green-Schools Travel programme are entitled to apply for an extension to their parking spaces. See Appendix 4 for images of recently installed cycle parking and other cycling images.

5.5 Cycle training

As with cycle parking, demand for cycle training has far exceed initial estimates. This has resulted in a total of 2,301 pupils receiving cycle training between January 2009 and June 2009. Because of the high demand, schools were advised to pre-book their cycle training for autumn 2009 due to the limited capacities of training providers and a restricted budget. As a result all funding for the autumn term 2009 has been committed. This will result in an additional 1,473 pupils receiving cycle training in the forthcoming autumn term 2009.

5.6 Velo-City 2009

In May 2009 the Green-Schools Travel Cycling Development Officer attended the Velo-city 2009 conference which was held in Brussels. An Taisce were invited to present a paper in poster format as part of the conference. The poster focused on cycle parking as part of the Green-Schools programme

and was the only school related project to be exhibited. Many countries including Estonia, Hungary and France expressed an interest in the project especially the initiatives used to increase cycling levels to and from school.

5.6.1 Lessons learned at Velo-City 2009

Velo-city provides an excellent opportunity to network and learn from other leading European countries. Green-Schools contributed to the Velo-city 2009 schools sub plenary session which focused on:

- Cycle training
 - Standards
 - Age groups
 - Summer camps
- Adult involvement in cycling programmes
- Cycling programmes should be fun and not just safety focused
- Funding (money) is paramount to successful cycling programmes
- Bike maintenance sessions

New initiatives and developments on cycle parking, lifelong cycling, bicycle theft, cycling policy and effective marketing campaigns were explored at the conference. Key ideas from Velo-city which could be explored further through the Green-Schools Travel programme include:

- Scoot bikes and skill courses for Infant or Montessori schools
- Adult cycle training or refresher courses especially in schools interested in cycle trains
- Cycle audits and mapping safe cycle routes to schools, shops and places of leisure
- Anti-theft workshops on how to lock a bike effectively
- Summer cycle training camps
- Co-location of cycle parking for schools and other institutions/businesses/retail outlets.
- Cycle parking could be located within the vicinity therefore being accessible for all.
- Development of bike maintenance packages for schools to include pumps and tool kits.

5.7 Conclusion

There has been huge demand for cycle training and parking among participating schools over the past year. To some degree this demand has been met, and will continue to be met by Green-Schools Travel over the next school year. Results from the Travel Survey highlight the correlation of the provision cycle parking and cycle training, with an increase in the number of pupils cycling to/from school. As applications for cycle parking and training are currently over subscribed, it is suggested that the availability of more funding and resources for this purpose would have the overall effect of increasing cycling numbers within these schools.

6. Publicity

During May and June Green-Schools Travel received extensive media coverage at both national and local levels. Much of this publicity was generated by particular events and activities which were undertaken during this period. These included; various Green-Schools award ceremonies, Green-Schools Travel Competition Awards Ceremony, National Bike Week Events and National Walk to School Week. Many schools also invited local press and radio to their own events and flag raising ceremonies around the country.

Both Walk to School Week and National Bike Week received coverage on national radio and press including; in the Irish Independent, Irish Times, Irish Examiner as well as in the Metro and on 98fm and Q102fm in Dublin. The Travel Competition Awards Ceremony attracted a large media contingent and was featured in the Irish Times.

Many walking and cycling events included the participation of county and national celebrities such as sports stars and leading politicians, this drew added media attention to local events. On the ground, Travel Officers issued press releases to local media and were constantly in demand for radio interviews. Copies of press articles are now available to view on the Green-Schools website under the 'News' section. Please refer to *Appendix 5* for a sample of Green-School Travel articles published during May and June.

7. Teacher Training and Seminars

In addition to the workshops and seminars Green-Schools delivers as part of its programme throughout the school year a number of in-service teacher training courses were run by Green-Schools staff during the first half of July in partnership with various organisations around the country.

Earlier in the year Green-Schools applied to the Department of Education & Science to run teacher training for primary and secondary school teachers in order to provide training in education for sustainable development and help to integrate Green-Schools initiatives into the curriculum. The application was approved by the Department of Education & Science and subsequently courses were promoted by Green-schools to teachers across the county.

As a result seven five-day courses were held in various venues around the country, including; Kilkenny, Cork, Waterford, Dublin, Galway, Kerry and Roscommon. Courses were certified by the Drumcondra Education Centre and most courses booked out well in advance. Each course included at least one day devoted to training in sustainable transport and specifically Green-Schools Travel.

An Taisce is currently analysing and evaluating feedback from the participants of each course and will produce a short report identifying the most and least successful aspects of the courses with a view to improving course content and structure for subsequent years. Preliminary reports suggest that overall teachers found the courses very useful and interesting. Please see *Appendix 6* for an example of a teacher training travel day course outline.

8. Events

8.1 National Bike Week 2009

The first ever National Bike Week was held in Ireland from the 14th – 21st June this year. Green-Schools Travel was involved in the development and promotion of this initiative from the outset and contributed to the success of the week by way of;

- Participation in various event working groups leading up to the week,
- Coordination of cycling events and initiatives with Green-Schools nationwide,
- Organisation and participating in community events,
- Informing and inviting schools to participate in events around the country.

In addition, Green-Schools erected a display at the tented village for the cycling family fun day in Phoenix Park on the 14th June. Lots of parents and families viewed the stand and were interested to find out how their schools could get involved in the Green-Schools Travel programme.

Schools across the country held events in the lead up to, during and after National Bike Week 2009 with over sixty schools registering their participation with An Taisce. Key events included bike maintenance workshops, poster competitions, cycle training and safety talks. The 18 schools that received cycle parking were asked to launch it as part of bike week. In addition their support to National Bike Week many schools received extensive local publicity and acclaim.

8.2 National COW day

Cycle on Wednesday (COW) is an initiative developed by Green-Schools Travel to encourage pupils, parents and teachers to cycle to school at least one day a week. Wednesday 17th June 2009 was dedicated national COW day as part of Bike Week. Schools from all over Ireland took part despite some treacherous weather conditions in some parts of the country. From information recorded, it was identified that 68 primary schools participated in this event and on average 10% of the pupil population of these schools cycled to school on Wednesday 17th June. This is 8.5% above the national average. The results per school varied widely, the highest proportion of cyclists, 84%, was recorded at Rockmount N.S., Miltown Malbay, Co. Clare. See Appendix 4 for images of COW days.

8.3 Walk to School Week

Walk to School Week ran from 18th-22nd of May with schools all over Ireland participating. The week proved a great success overall with many schools organising walking initiatives and events to and from school. Wednesday 20th was billed as National WOW (walk on Wednesday) day and over 26,500 pupils took part in more than 200 schools around the country. This represented a 50% increase in the overall average number of pupils walking to participating schools. In addition, many schools planned a variety

of exciting events throughout the week to promote sustainable travel as an alternative to the private car.

A cross-border initiative was organised by An Taisce (RoI) and Travelwise (N.I.) during walk to school week. As part of a whole school action day the pupils, parents and teachers of two schools; Scoil an Linbh Iosa, Killymard, Donegal and St. Columba's Primary School, Strabane, took part in a WOW day (Walk once a Week) challenge. Following what was a great success, a delegation from each school attended an Awards Ceremony and Art Exhibition in the Strabane District Council Offices on June 3rd to share their experiences and compare results! As it happened both schools stepped up to the challenge and achieved fantastic results. 96% of pupils from both schools either walked the whole way to school or took part in park 'n' stride.

8.4 Green-Schools Travel Competition 2009

For the third year in succession, Green-Schools Travel ran a competition for participating schools. The aim of this year's competition was to capture the positive aspects of how pupils travel to school through the media of photography or digital film, using the theme 'How I Travel to School'. Participants were instructed that entries should focus on sustainable travel (walking, cycling, carpool and park n stride) and should be accompanied by a caption.

Schools were very eager to participate and as a result Green-Schools received multiple entries (both photographs and short films) from over 60 schools across the country. Competition entries were judged by Green-Schools staff. Entries were divided into four different age categories and two winners were selected from each category. The winning entries included four digital photographs and four digital films, which are displayed on the Green-Schools website, (www.greenschoolstravel.org). Winning entries are listed in *Appendix 7*.

An awards ceremony was held on 14th May 2009 at which the Minister for Transport Mr. Noel Dempsey, T.D., Charles Stanley-Smith, President of An Taisce and Patricia Oliver Director of the An Taisce's Environmental Education Unit addressed an audience of award recipients and invited guests. Minister Dempsey then presented prizes to each of the winners. Prizes included a new bicycle with safety gear (helmet, bike lights, hi-vis rucksack cover) as well as a digital camera. In addition, the winner's school was given a high-quality digital camcorder.

Overall, the competition was considered a great success in terms of the number and quality of entries. Plans are already afoot for a 2010 Travel competition which will aim to build on the achievements of 2009 and develop the initiative further.



Award Winner, Category A Walk the Line – Jeanie Copland St. Brigid's NS



Award Winner, Category D – Make Peace not Gas

9. Current Actions & Future Development

9.1 Reviewing and ordering materials for the forthcoming school year

Green-Schools has undertaken a review of the materials and resources which were provided to schools as part of the travel programme over the past school year, in order to identify the usefulness and effectiveness of these resources. During this review Travel Officers were asked to rank each resource from one to five, with five being most useful and one being least useful. The opinion of Travel Officers in this regard was based on their experiences over the past school year and anecdotal evidence provided by participating schools. Officers were also asked to provide suggestions on how resources could be improved and suggestions for new resources.

Results have been analysed and materials and resources will be ordered on the basis of this cost benefit analysis, prior to the commencement of the school year in September. Materials and resources will then be distributed to participating schools over the course of the school year to help them to implement the programme.

9.2 Research and development

As both primary and secondary schools are on summer holidays during July and August this presents Green-Schools staff with an opportunity to devote more time to developing and improving programme resources for schools. To this end staff are currently updating and reviewing lesson plans, presentations and workshops and are researching and developing various areas pertinent to the programme. These include developing:

- More curriculum resources for secondary schools,
- Designing a Green-Schools template for a CSPE action project,
- Training in bicycle maintenance,
- Developing a model for a 'cycle chains' initiative,
- Improving PR skills,
- Enhancing and updating the Green-Schools website, etc.

9.3 Number of New Schools

It is envisaged that approximately an additional 168 schools will join the Travel programme in year 5 (Sept. 09' – June 10'). This will bring the total number of schools that are undertaking or have undertaken the Travel theme of the programme to over 480. This equates to approximately 144,000 students.

Year	Additional Schools	Additional Pupils	Cumulative no. of Schools	Cumulative no. of Pupils
1 & 2 (2006-2007 & 2007-2008)	49	20,000	49	20,000
3	265	74,000	314	94,000
4	168	50,000	482	144,000

Table 3: Number of Travel schools per year

9.4 Predicted Applications for the Green Flag

265 schools will embark on their second year of travel in September 2009. This is the year where the majority of schools apply for the Green-Flag. Schools can apply for the Green Flag at two specific times during the school year, 1st December and 1st April. It is envisaged that a quarter of all year 2 rollo-out travel schools will apply for the flag by the April deadline while the majority of the remaining schools will aim to apply for the flag by April 2010. Award of the flag is in recognition that a school has implemented the programme successfully. To date 44 of the 49 schools in the travel programme for two years or more have been awarded the Green Flag, this represents a 90% success rate in terms of flags awarded.

9.5 National Targets

National targets for the programme identified a 12% reduction in car use among the participating school population (estimated at 101,000 pupils at this stage of the programme). Results from comparison of the baseline survey carried out at the beginning of the school year and the follow-on survey completed in June, show results have surpassed targets, with a 22% reduction in those travelling to school by car. These results correspond to an increase in walking to and from school by 43% and 28% respectively compared to the target of 8% agreed with the Department of Transport. Year 5 (2009-2010) targets a reduction of 13% in car use, and an increase in walking and cycling to school by 8.5% over the course of the next school year.

10. Conclusion

With the support of the Department of Transport and Dublin Transportation Office the national roll-out of the Green-Schools Travel programme has been widely successful in positively affecting school travel. A significant modal shift among participating schools, from private car use to more sustainable modes of transport has occurred on the school run over the past school year. Consequently, this has resulted in reducing traffic congestion, improving the health and fitness of the school population, reducing carbon emissions, and increasing safety. In addition, many schools have reported a positive social dimension to the programme created by more parents leaving their car at home.

A reduction in the number of car trips to/from school has resulted in an increase in walking to school and mixed-mode travel such as park & stride. Schools that received cycle parking and cycle training under the programme have also noticed an increase in the number of pupils cycling to and from school. The increase in sustainable modes of travel at the expense of the private car has not meant a significant increase in average journey times to school. This suggests alternative modes of travel to school are not only better environmentally, economically and socially but are also as efficient as the private car in many instances.

The success of the programme can be largely attributed to the ongoing work by Green-School Travel Officers and the continued commitment and innovation of the schools themselves. A major contributor to the success of the programme is the ability of Travel Officers to work closely with schools on the ground, helping develop their programmes and offering advice and guidance throughout the school year.

Research indicates that within one year of implementing the programme approximately 74,000 pupils in 265 schools around the country achieved a 12.6% modal shift from car use to other modes of transport on the journey to school. This represents a shift of over 9,300 people per day from the private car and equates to a reduction of almost 20,000 car related trips to school per day or nearly 100,000 trips per week.

In September 2009 an additional 168 schools will join the programme and it is anticipated that similar results will follow. In addition, it is expected that the initial 265 schools will continue to develop their programmes further and achieve even greater success.

APPENDICES

Appendix 1 – Travel Survey Results Comparison

Percentage increase and decreases from survey results for Year 4 schools				
Pupil Survey				
Question 1	What type of area do you live?	n/a		
Question 2	How do you usually travel to school?	results below		
Question 3	How do you usually travel from school?	results below		
Question 4	About how long does it usually take you to travel to school?	n/a		
Question 5	Do you travel to school alone?	results below		
Question 6	How would you prefer to travel to school?	results below		
Question 7	How would you prefer to travel from school?	results below		
Question 8	Do you share a car with other pupils on the journey to or from school?	results below		
Question 9	Cycling	results below		
Question 10	What is the main reason you take public transport for the journey to or from school?	n/a		
ALL NUMBERS GIVEN IN PERCENTAGES				
Question 1	How do you usually travel to school?	Autumn 08	Summer 09	Percentage increase or decrease
	Cycle	3	3	0%
	Walk	17.5	25	43%
	Mixture (park n stride)	5.7	13	128%
	Bus	16.7	15	-10%
	Car	56.6	44	-22%
	Train	0.1	0	-100%
	Total	100.1	100	
Question 2	How do you usually travel from school?	Autumn 08	Summer 09	Percentage increase or decrease
	Cycle	2.9	3	3%
	Walk	20.3	26	28%
	Mixture (park n stride)	6.1	10	64%
	Bus	17.5	17	-3%
	Car	53.9	44	-18%

	Train	0	0	0%
	Total	100	100	
Question 5	Do you travel to school alone?	Autumn 08	Summer 09	Percentage increase or decrease
	Yes	14.3	14	-2%
	No	85.7	86	0%
	Total	100	100	
Question 6	How would you prefer to travel to school?	Autumn 08	Summer 09	Percentage increase or decrease
	Cycle	31.9	51	60%
	Walk	14.3	19	33%
	Mixture (park n stride)	7.6	8	5%
	Bus	16.4	9	-45%
	Car	24	12	-50%
	Train	5.8	1	-83%
	Total	100	100	
Question 7	How would you prefer to travel from school?	Autumn 08	Summer 09	Percentage increase or decrease
	Cycle	31.3	49	57%
	Walk	15.2	19	25%
	Mixture (park n stride)	7.6	8	5%
	Bus	16	10	-38%
	Car	23.8	13	-45%
	Train	6.1	1	-84%
	Total	100	100	
Question 8	Do you share a car with other pupils on the journey to or from school?	Autumn 08	Summer 09	Percentage increase or decrease
	Yes	53.6	58	8%
	No	46.4	42	-9%
	Total	100	100	
Question 9*	Situations and statements as given to the pupils in the travel survey	Autumn 08	Summer 09	Percentage increase or decrease
	Pupils own or have use of a bike	74.1	91	23%
	Who use their bike outside of school transport	65.2	73	12%
	Cycle to get exercise	61.7	67	9%

	Cycle because it makes you feel more alert and wakens you up	28.7	35	22%
	Pupils who wear a helmet	29.8	28	-6%
	Pupils who have a helmet	54.6	61	12%
	Pupils who have a helmet in good condition	43.5	51	17%
	Pupils who wear a hi-visibility jacket when cycling	17.3	19	10%
	Cycle instead of walk due to the distance	34.3	42	22%

*For Autumn 08, percentages for these statements were not calculated by DIT. To obtain the percentage of pupils who own or have use of a bike, the number of respondents used is 21,290 (taken from the number of respondents from Question 1 of the survey.)

The following tables (1-4) present the trend in bus use to and from school, as recorded in the baseline and follow-on travel surveys

Location	Number of students that take the bus	Total number of students that responded	Percentage of students that travel by bus
Urban	2,104	14,717	14.30%
Rural	1,591	7,502	21.20%

Table 1. Analysis of the students that travelled by bus to school in October 2008.

Location	Number of students that take the bus	Total number of students that responded	Percentage of students that travel by bus
Urban	753	7,901	9.50%
Rural	1,294	5,272	24.50%

Table 2. Analysis of the students that travelled by bus to school in June 2009.

Location	Number of students that take the bus	Total number of students that responded	Percentage of students that travel by bus
Urban	2,166	14,569	14.90%
Rural	1,669	7,514	22.20%

Table 3. Analysis of the students that travelled by bus from school in October 2008

Location	Number of students that take the bus	Total number of students that responded	Percentage of students that travel by bus
Urban	920	7,984	11.50%
Rural	1,364	5,172	26.40%

Table 4. Analysis of the students that travelled by bus from school in October 2009.

Appendix 2 – Work on the Ground

Name of Officer	All					
Current Local Authority Areas	All					
Total Number of Schools	265					
Overall Number of School Visits since Sept 08	1614	Average Number of School Visits Per Officer	101	Average Number of Visits Per School	6	
Average No. and Type of school visits since Sept 08	Informal meeting with coordinator /principal	Meeting with GS committee	Workshops	Presentations	Event participation	Other (surveys, Walkability Audits)
Number of Visits ->	24	14	23	18	11	10
	Number	Percent		Number	Percent	
No of Schools which ran WOW days May/June	205	77%	No of Schools currently running walking buses	28	10%	
No of Schools which ran COW days May/June	83	31%	No of Schools promoting independent cycling initiatives	88	33%	
No of Schools running P&S initiatives	118	44%	No of Schools which participated in Walk to school week	171	65%	
No of Schools facilitating increased public transport use	21	8%	No of Schools which participated in Nat. Bike Week	84	32%	
No of Schools carrying out carpooling initiatives	94	35%				

Appendix 3 - List of Schools Which Received Cycle Parking Since January 2009

School	Address1	Address2	Address3	Spaces
Maree NS	Maree	Oranmore	Co. Galway	20
Drumshambo Vocational School	Drumshambo	Co. Leitrim		20
Holy Family BNS	Askea	Carlow		20
St. Tiarnach's PS	Roslea Rd	Clones	Co. Monaghan	20
Knockmahon NS	Bonmahon	Co. Waterford		10
St. Mary's NS	Gracepark Rd	Athlone	Co. Westmeath	10
Scoil Mhuire	Stranorlar	Co. Donegal		10
Raphoe Central NS	McBride Street, Raphoe	Lifford	Co. Donegal	10
Douglas NS	Douglas	Killorglin	Co. Kerry	10
Scoil Aonghusa	Stradbally	Co. Laois		10
St. Oliver's NS	Ballycasheen	Killarney	Co. Kerry	30
St. Mary's NS	Mount Bellew	Ballinasloe	Co. Galway	10
Caelscoil Faithleann	An Pháirc	Cill Airne	Co Chiarraí	20
Scoil Mhichíl Naofa	Athy	Co. Kildare		20
Scoil Naomh Éanna	Carraroe	Co. Sligo		20
Scoil Mhuire Garrafrauns	Garrafrauns	Dunmore	Co. Galway	10
Good Shepherd NS	Whitehall Rd	Chruchtown	Dublin14	20
Scoil Eoin Phoil	Green Lane	Leixlip	Co. Kildare	20

Appendix 4 – Cycling Images



Picture 1: Cycle parking being unveiled at St. Clare's PS, Harold's Cross, Dublin 6



Picture 2: Cycle parking being launched at Scoil Sheamais Naofa, Co. Galway



Picture 3: Bike maintenance workshop at Eagles Nest N.S., Co. Galway



Picture 4: COW helmet for National COW day. St. Tiarnach's N.S., Clones, Co. Monaghan



Picture 5: The youngest cyclist as part of COW in Garrafrauns N.S., Co. Galway

Appendix 5 – Sample of Green-Schools Travel Articles Published May-June

KERRY'S EYE 26TH MAY 2009

STUDENTS STEP OUT ON TRALEE SCHOOL RUN

A leg up for the green flag



GREEN DAY: Pupils from Moyderwell National School who walked or cycled to school on Wednesday as part of the school's Green-Flag campaign. From left: Chloe O'Toole Scannell, Meave O'Donoghue, Amy Diggin, Alannah Boyle, Johnathan O'Shea, Patricia Sander, Aaron Stinson and Hugh O'Brien.

Teachers in one Tralee school found that children were more alert at the start of their day, after a walk-to-school programme was introduced.

BY MICHELLE CREAN

Moyderwell Mercy Primary School has been very active with their first ever WOW Walk, which aims to encourage pupils, parents and teachers to walk, cycle, park'n'stride or car pool, instead of using private cars to get to school.

A total of 116 local students walked to school last Wednesday, while another 46 used park-n-stride - where parents dropped them off a distance from the school gates.

"We were thrilled with the response on our first outing," said principal Moira Quinlan.

"We decided to promote walking, by having our first Walk On Wednesday (WOW) on May 20th during Walk to School Week," she said.

The school has taken part in the An Taisce Green Schools Programme for the last five years, and this year their theme is travel.

"The travel theme is a two-year programme, the aim being to encourage pupils, parents and teachers to walk, cycle, park-n-stride or car pool instead of using private cars on the school run.

THEME

"Raising awareness on road safety and sustainable travel also plays a large role in the travel theme," she said.

"Travelling to school is an enjoyable, safe and healthy experience for all. Walking allows children to interact with other children on their way to school, learn about the local environment and reduce traffic outside school."

It also allows the children to get some exercise and be more alert at the start of their day.

"This week, Hugh and Pierce O'Brien used their scooters, the O'Shea family from Oakpark used the occasion to walk their dog, Elvis," said Moira.

This is a challenging programme which involves children, parents and teachers, she added.

"It is only the start and was so enjoyable and successful that many more are expected next week," she said.

9 771393 370124 Máireadín: www.foinse.ie ríomhphost: nuacht@foinse.ie

10 Bealtaine 2009 Príomhnuachtán Náisiúnta na Gaeilge €1.5

ch 12

Agallamh na Seachtaine

Sir Michael Caine

Bronnadh Chomórtais Aiste Foinse Microstí

Litir ón gCoimisinéir

maidir le do thaisce

rdú cúirte le
úmneacha
toine le cuntais
00,000 le lorg
Líon O'Connell

Beirte agus Sean cheim teaghlach ar a goid combhaltóir: Scott MacDonna Bhrada | Leitir Cathúil, Leitir Mháir ag seoladh WOW (Walk on Wednesday). Tá siad i mbeas na chéad scoileanna atá ag glacadh parte Fíorúil ónna An Taisce ag iarraidh dul faoi le h-ádh na scoile agus ag iarraidh an saibhseacht agus sláinte a chur chun cinn. Tá tuilleadh eolais faoi seo ar www.greenschoolsireland.org Pict: Sair O'Mahon

LORG GEORGE LEE; CATHAL MAC COILLE LGH

Green-minded kids let their feet do the talking

SHARE PRINT EMAIL TEXT SIZE

Tuesday May 26 2009

THE PUPILS from St Molaise NS stepped out in their GAA jerseys on Wednesday morning as part of a green initiative.



Pupils from Old Leighlin National School get ready to begin their walk to school last Wednesday, decked out in their favourite jerseys.

The youngsters gathered at Lynch's shop in the village and walked in to school in their county colours as part of a national walk to school week organised by an Taisce.

It was organised to show support for a greener, healthier environment by encouraging pupils, parents and teachers to walk to school wherever possible.

'Green-Schools is dedicated to promoting walking to school as a real alternative to the car,' said Chiara Hanrahan, Green-Schools Travel Education Officer. 'Walking to school is a great way to build in activity into your day as well as reducing congestion at the school gates. It's also a great way to connect with friends and can benefit the community in so many ways. So why not take up the challenge and walk to school today?'

A total of 315 schools countrywide took part in the programme, representing over 70,000 children. The ultimate aim of the Green-Schools Travel programme is to encourage students, parents and teachers to walk, cycle, Park 'n' Stride, use public transport or car pool instead of using the private car on the school run.

Also in News

- Masked men rip ATM from bank wall using stolen JCB
- Carlow cleans up its act to become fourth tidiest town
- Braun Oral B plant to close next year with the loss of 160 jobs
- Brothers jailed for 'very serious' assault
- Caring Ellen was an inspiration to family

News Home

Ads by Google

Irish in Leaving Cert.

Scoil Mhicil Naofa pupils on the move!

THE pupils of Scoil Mhicil Naofa joined a movement of schools all over Ireland on National COW Day by jumping on their bikes and cycling to school. National COW (Cycle on Wednesday) Day, 17 June was organised by An Taisce Green-Schools as part of National Bike Week.

In an effort to reduce the school's carbon footprint, promote sustainable travel on the school run, reduce traffic congestion at the school gate and improve the health of the student population Scoil Mhicil Naofa encouraged pupils and staff to cycle to school.

Despite the wind and rain last Wednesday morning, a brave group of students took to the streets on their bicycles. Students safely parked their two wheelers at the new cycle parking facility in the school, which was recently installed and funded by An Taisce. Students were rewarded for all their efforts by having a fun morning of cycling activities with Chiara Hanrahan, Green-Schools Travel

Education Officer.

Chiara said: "It is fantastic to see Scoil Mhicil Naofa has become involved with the national COW day. Their work on the Green - Schools Travel programme this year has been phenomenal!"

Nationally the numbers of people cycling to school and work has fallen from 7% in 1986, to 4.2% in 1996 and to a low of only 2% in 2006. However there are signs that the bike is making a comeback as people realise a need to make better health and lifestyle choices.

Green-Schools has already shown a 52% increase in cycling to school, a 31% increase in walking to school, coupled with a reduction of 18% in pupils being brought to school by car, among schools which have implemented the programme.

This shows that it is possible to make a real difference to school travel patterns and fundamentally change the way we all travel.



Green School co ordinator Teresa O' Flaherty and a number of students enjoying the cycling activities on National COW day at Scoil Mhicil Naofa last week

Students walk to school in costume

STUDENTS IN Tara Hill National School took part in National Walk to School Week this week when they arrived at school on foot.

But this wasn't any usual day, as the students decided to make it an occasion with an international twist and wore costumes from all over the world that they designed in school.

A total of 180 pupils took part in the stroll to help Green Schools reach a target of 50,000 students across the country.

Throughout the day, the benefits of using feet as a mode of transport as well as that of sustainable travel in general, were explained.

Green Schools' Travel Education Officer Yvonne Kelly, said: "It was a really novel idea and it was a great concept to put an international theme on the



Pic: Christy Farrell

Tara Hill deputy principal, Niamh Ward-Carty, is pictured with Doireann Sheridan and Megan Campbell at the Walk event at the school.

day - not many other schools around the country went that far with it.

"They have done really well and I would like to congratulate them on their success."

Tara Hill students competed in the day of fun events

as part of their efforts to gain yet another Green Flag.

Children encouraged to walk to school

Tim O'Brien

National "Walk to School" and "Walk on Wednesday" initiatives - part of An Taisce's Green Schools Travel programme - are to take place next week.

According to An Taisce growing interest among parents and schoolchildren in the Walk to School on Wednesday initiative, provided the impetus for a week long promotion of sustainable travel for children.

Data collected by the organisation from 18,000 school children in the Dublin region showed a per cent increase in numbers of children cycling to school in the last year.

In the same period there was a 31 per cent increase in the numbers of children walking and an per cent reduction in the numbers being brought to school by car.

Funding for the Green Schools Travel initiative is provided by the Department of Transport, which also sponsors the Green School travel Awards.

Speaking as he presented the awards today, Minister for Transport Noel Dempsey said while the scheme was a success, 60 per cent of children were still being driven to school by private car a slightly more than 200,000 of them travel less than 4 kilometres.

Some 55,000 children are driven less than 2 kilometres to school.

The Minister said the Green Schools National Walk to School Week, which will take place from May 18th to 22nd, was a good occasion to develop new travel plans for children who would be inclined to maintain habits learnt early in life.

The central event is Walk on Wednesday, taking place on May 20th.

"The results achieved through this programme show that it's possible to make a real difference school travel patterns. Parents and children throughout Ireland are learning from it. The aim of the upcoming Walk to School Week is to get 50,000 students walking to school on 20 May as part of the national Walk on Wednesday initiative. I'm confident that we can achieve this ambitious target. By 2012 I want to see 265,000 children right around the country walking, cycling or using public transport alternatives to get to school."

There are now 131 schools participating in the Green Schools Travel scheme in Leinster; 87 schools participating in Munster; 86 in Connaught and 13 schools participating in Ulster.

Walking bus' for school green flag bid

By Eoin English

Wednesday, May 06, 2009

CHILDREN in a leading "green school" have taken a big step towards promoting sustainable transport.

The pupils of Scoil Eoin National School in Ballincollig, Co Cork, embraced the US-style "walking bus" initiative last week and launched eight schemes around the town.

Dozens of children who live in estates close to the school on Station Road were collected by walking bus locations near their homes for the walk to school in groups.

Despite rain showers, dozens of children from the junior classes right up to sixth class took part. Some walked up to three miles to school.

Holding a rope, the children walked in pairs, led and followed by parents wearing high-visibility vests and waving school flags.

The school is one of the country's leading green schools and has three green flags to its name – for recycling, energy conservation and water-saving initiatives. The school launched the walking bus initiative in a bid to acquire a fourth green flag. It is hoped the scheme will continue throughout the year.

"This green flag will be awarded for promoting sustainable travel," said school spokeswoman Fiona Reilly.

"This means that we need to reduce the number of cars bringing children to school and to promote walking and cycling to school.

"A special word of thanks must go to the many parents who supported this initiative."

The school's green flag committee, which is supported by An Taisce, includes teachers, parents and pupils.

This story appeared in the printed version of the Irish Examiner Wednesday, May 06, 2009

Read more: <http://www.irishexaminer.com/ireland/snkfausnmh/rss2/#ixzz0HwsbXzHZ&C>

Appendix 6 – In-service Travel Day Schedule, Dublin

Day 4: Travel

9th July 2009

9.30 am – 2.30 pm

9.30 am – 10.00 am	Introduction to Travel Theme Green-Schools Travel Manager An Taisce	Anthony Purcell
10.00 am – 11.00 am	Benefits of Walking and Cycling Explore the health and environmental benefits of walking and cycling. Includes activities.	Kath Poxon Education Officer An Taisce
11.00 am – 11.15 am	Coffee Break	
11.15 am – 12.30 pm	Walkability Audit Practical activity, giving participants an understanding of how to carry out an assessment of the quality of a route for walking. Evaluating how pedestrian-friendly a route is by assessing the quality of footpaths, lighting, traffic speeds, infrastructure, safety, etc. This workshop will include a demonstration on Google mapping.	Sarah Fitzgerald Education Officer An Taisce
12.30 pm – 1.00 pm	Lunch	
1.00 pm – 1.45 pm	Sustainable modes of transport Introduction on sustainable modes of transport: walking, cycling, park 'n stride and car pooling. Break into groups for a peer-to-peer activity to promote sustainable transport.	Susan Doorley Education Officer An Taisce
1.45 pm – 2.30 pm	Cycling in Dublin Lecture will provide practical information on available supports in the County.	Ciarán Fallon Cycling Officer Dublin City Council
2.30 pm	End	

Appendix 7 - Travel Art Competition List of Winners

Category	Name	School
A	Eva Crosse (5)	Ballyglass NS, Ballyglass, Ardahan, Co. Galway
A	Jeanie Copeland (5)	St. Brigids NS, Crossbridge, Tinahely, Co. Wicklow
B	Mairead Fallon (10)	Scoil Shéamais Naofa, Boley Beg, Barna, Co. Galway
B	Stiofán Ó Marcaigh (11)	Scoil Raifteirí, Castlebar, Co. Mayo
C	Rory McKeon (12)	St. Patrick's BNS, Portrane, Donabate, Co. Dublin
C	Niamh Ní Shé (12)	Gaelscoil Lios na nÓg, Marlborough Rd., Donnybrook
D	Alison O'Neill Shauna O'Toole Judith Doyle Orla Stafford Deimante Stankeviciute	St. Leo's College, Dublin Road, Co. Carlow
D	Kate Mehigan Dervla O'Conner Jillian Gavin Aimee McNamara Emma Cusack	Laurel Hill Secondary School, S.C.Rd, Limerick City

Prizes:

Bicycle (and safety gear: lock, lights, hi-vis rucksack cover)

Digital Camera

Digital Camcorder (for the school)