



## D2.1: WalkingBus Repository

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|-------------------------------|----------------------------------------------------------|
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| 2             | Beneficiary | TERO    | Greece  |
| 3             | Beneficiary | MVNGO   | Italy   |
| 4             | Beneficiary | KARGENC | Türkiye |



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## **Abstract**

This is the WalkingBus D2.1: WalkingBus Repository.

In this deliverable, 15 walking bus case studies are presented, five from the WalkingBus project participating countries, five from the rest of Europe, and five from the rest of the world.

From these case studies, important results were derived, such as that there are some success factors that should be followed by countries that lag behind, such as the following: i) the development of an online platform that functions as a national network of walking buses, ii) the use of ICT and mobile apps, iii) the establishment or adoption of specific national or international walking to school days or months, and iv) the connection of the walking bus schemes to tangible objectives in each specific case.





## Contents

|                                                                    |      |
|--------------------------------------------------------------------|------|
| Abstract .....                                                     | v    |
| Contents.....                                                      | vi   |
| List of Figures .....                                              | vii  |
| Acronyms .....                                                     | viii |
| 1 Introduction .....                                               | 1    |
| 2 Walking Bus Case-Studies From WalkingBus Countries.....          | 2    |
| 2.1 CLIMB / PedibusSmart (Italy) .....                             | 2    |
| 2.2 Piedibus (Italy) .....                                         | 6    |
| 2.3 PedibusMilano (Italy) .....                                    | 13   |
| 2.4 Pedibus Pinerolo (Italy).....                                  | 17   |
| 2.5 Bambini a piedi sicuri (Kids walking safely) (Italy) .....     | 26   |
| 3 Walking Bus Case-Studies From the Rest of Europe .....           | 29   |
| 3.1 Ballybane Community Walking Bus (Ireland).....                 | 29   |
| 3.2 Walking Bus of Cambridgeshire (United Kingdom).....            | 31   |
| 3.3 Walking Bus of Belfast (United Kingdom).....                   | 32   |
| 3.4 sCOOL2walk (Malta).....                                        | 36   |
| 3.5 Trazeo (Spain) .....                                           | 38   |
| 4 Walking Bus Case-Studies From the Rest of the World.....         | 41   |
| 4.1 Bound Brook School District’s “Walking School Bus” (USA) ..... | 41   |
| 4.2 Papatoetoe East School Walking School Bus (New Zealand) .....  | 43   |
| 4.3 Trottibus (Canada).....                                        | 47   |
| 4.4 Walking Bus Project (South Africa).....                        | 49   |
| 4.5 Walk & Roll to School (USA).....                               | 52   |
| 5 Discussion and Conclusions.....                                  | 55   |
| 6 Conclusions .....                                                | 57   |
| References .....                                                   | 58   |
| Annex A: WalkingBus Mapping & Review template.....                 | 61   |





## List of Figures

|                                                                                                                     |    |
|---------------------------------------------------------------------------------------------------------------------|----|
| Figure 2-1: CLIMB / PedibusSmart leaflet (1) (PedibusSmart, n.d.b). ....                                            | 5  |
| Figure 2-2: CLIMB / PedibusSmart (2) (PedibusSmart, n.d.b). ....                                                    | 6  |
| Figure 2-3: Piedibus leaflet. ....                                                                                  | 12 |
| Figure 2-4: PedibusMilano regulation (1) (Mobility Management, n.d.). ....                                          | 15 |
| Figure 2-5: PedibusMilano regulation (2) (Mobility Management, n.d.). ....                                          | 16 |
| Figure 2-6: Pedibus Pinerolo leaflet (1) (Città di Pinerolo, n.d). ....                                             | 21 |
| Figure 2-7: Pedibus Pinerolo leaflet (2) (Città di Pinerolo, n.d). ....                                             | 22 |
| Figure 2-8: Pedibus Pinerolo leaflet (3) (Città di Pinerolo, n.d). ....                                             | 23 |
| Figure 2-9: Pedibus Pinerolo leaflet (4) (Città di Pinerolo, n.d). ....                                             | 24 |
| Figure 2-10: Pedibus Pinerolo leaflet (5) (Città di Pinerolo, n.d). ....                                            | 25 |
| Figure 2-11: Kids walking safely photo (Lucianer, 2017). ....                                                       | 28 |
| Figure 3-1: Photo from the Ballybane Community Walking Bus (Green-Schools, 2016). 30                                |    |
| Figure 3-2: Photo from the Walking Bus of Cambridgeshire (Cambridgeshire Sustainable<br>Travel Alliance, 2022)..... | 32 |
| Figure 3-3: Frontpage of the Walking Bus Pilot Report 2022 (Belfast Healthy Cities,<br>2022).....                   | 35 |
| Figure 3-4: sCOOL2walk (EIT Urban Mobility, n.d.). ....                                                             | 38 |
| Figure 4-1: Photo from the Bound Brook School District’s “Walking School Bus”<br>(Allison, 2019). ....              | 43 |
| Figure 4-2: Papatoetoe East School Walking School Bus logo (Papatoetoe East School,<br>n.d.a).....                  | 45 |
| Figure 4-3: Papatoetoe East School Walking School Bus leaflet (Papatoetoe East School,<br>n.d.b).....               | 46 |
| Figure 4-4: Trottibus logo (Canadian Cancer Society, n.d.b). ....                                                   | 49 |
| Figure 4-5: Walk & Roll logo (National Center for Safe Routes to School, n.d.e). ....                               | 54 |





## **Acronyms**

|       |                                                 |
|-------|-------------------------------------------------|
| CLIMB | ChiLdren's Independent MoBility                 |
| CPF   | Community Police Forums                         |
| EACEA | European Education and Culture Executive Agency |
| FBK   | Fondazione Bruno Kessler                        |
| ICT   | Information and Communication Technologies      |
| IT    | Information Technologies                        |
| MAG   | Ministerial Advisory Group                      |
| NGO   | Non-Governmental Organization                   |
| NHW   | Neighborhood Watches                            |
| NJ    | New Jersey                                      |
| PAF   | Project Aegle Foundation                        |
| SAPS  | South African Police Service                    |
| SMS   | Short Message Service                           |
| USA   | United States of America                        |
| WSB   | Walking School Bus                              |
| YEHA  | Youth Education Health and Advice               |





# **1 Introduction**

In this WalkingBus deliverable D2.1: WalkingBus Repository, the WalkingBus consortium had to gather 15 walking bus case studies for a deliverable of 20 pages.

The WalkingBus Mapping & Review template (Annex 1) was sent to the WalkingBus project beneficiaries to gather walking bus case studies and good practices from their countries, i.e., TERO from Greece, MVNGO from Italy, and KARGENC from Türkiye. While several case studies were found in Italy, none were found in Greece and Türkiye.

Therefore, the initial approach changed, five case studies were gathered from the WalkingBus project participating countries, five from the rest of Europe, and five from the rest of the world. From these case studies useful results were derived. The final result is a deliverable around three times larger than the foreseen one.

The structure of the deliverable is as follows:

- In Chapter 2, five case studies from the WalkingBus project are presented.
- In Chapter 3, five case studies from the rest of Europe are presented.
- In Chapter 4, five case studies from the rest of the world are presented.
- In Chapter 5, the discussion follows.
- In Chapter 6, there are the conclusions of the deliverable.





## **2 Walking Bus Case-Studies From WalkingBus Countries**

### **2.1 CLIMB / PedibusSmart (Italy)**

**Name/Title:** CLIMB / PedibusSmart.

**Country:** Italy.

**City:** Novazzano (TI), Lecco (LC), Collecchio (PR), Trento (TN), Castel Bolognese (RA), Ferrara (FE).

**When:** Ongoing.

**Where:** From meeting points to school.

**Who:** ChiLdren's Independent MoBility (CLIMB).

**Objectives:**

CLIMB tries to promote the mobility of children in a safe, fun, and social manner by transforming the neighborhood (e.g., families, schools, and volunteers) to a smart community with the use of transformative technologies, by integrating advanced Information Technology (IT) solutions (e.g., Internet of Services, Internet of Things, gamification), to provide a more effective and participative dynamic management of children's mobility.

**Stakeholders of the project:** Institutions, associations, parents, volunteers.

**Beneficiaries:** School pupils.

**Financing:**

Bruno Kessler Foundation, CLIMB, Comune di Trento, Unione della Romagna Faentina, Comune di Ferrara, Comune di Castel Bolognese, Comune di Collecchio.

**Description:**

The PedibusSmart project is a modern evolution of the traditional "Pedibus" (or Walking Bus), aiming to make children's mobility safer, more social, and enjoyable by leveraging community resources and information technology. A detailed description of the project follows:





*Objectives and features:*

- Enhancing safety and social interaction: The project aims to make the journey from home to school safer for children and promotes social interaction among children, parents, and the community.
- Use of technology: It utilizes advanced technologies for effective and participatory management of children's mobility.

*Technological components:*

- Smart devices: Each child participating in the Pedibus project receives a Bluetooth smart tag to be placed in their backpack.
- App for volunteers: Volunteers use an app on their smartphones to manage the children's attendance. The proximity of the smart tag to the volunteer's phone automatically registers the child's presence on the Pedibus.
- Automatic registration: The system automatically compiles a daily attendance register, relieving volunteers from this task and allowing them to focus on personal interactions with the children.
- Monitoring and statistics: A private web page provides monitoring and statistics for administrators, supporting the management and organization of the service.

*Implementation:*

- Collaboration and configuration: A collaboration is established between the Bruno Kessler Foundation (Fondazione Bruno Kessler [FBK]) and the interested entity (municipality, school, parent association) to personalize the PedibusSmart components (app, tags, dashboard) for the specific walking bus.
- Volunteer training: Volunteers receive training on the use of the app and the management of the Pedibus.
- Distribution of devices: Tags are distributed to children and configured for use.

*Collaborations and recognitions:*

- Collaborations with institutes and municipalities: PedibusSmart has collaborated with various institutes and municipalities for its implementation.
- Awards and recognitions: The project has received significant recognition in the scientific, educational, and innovation communities.



PedibusSmart represents an innovative example of how technology can be used to enhance traditional community services, increasing safety, and promoting sustainable mobility among the younger generation.

**Results achieved:**

- Reduction of car: The project contributes to reducing traffic around schools, promoting a more active and sustainable lifestyle.
- Education on sustainable mobility: The project encourages children to develop sustainable mobility habits from an early age.
- Increased participation and coverage: The project has successfully engaged a significant number of children and schools. For instance, in 2019, the project involved 560 children and facilitated 56,351 home-to-school trips, indicating substantial reach and impact on daily school commutes.
- Technology integration: The introduction of Bluetooth smart tags and a dedicated app for managing attendance and routes has streamlined the operation of the walking bus, making it more efficient and easier to manage.
- Safety and mobility improvements: By providing a structured and supervised way for children to travel to and from school, the project has enhanced their safety. The use of smart devices and volunteer coordination has also contributed to a more secure environment for the children.
- Community engagement: The project has fostered community involvement, with parents, volunteers, and local institutions playing active roles in the implementation and management of the Pedibus routes.

**Innovation:**

- A mobile app that is provided to the volunteers, simplifies the daily operation of the walking bus as follows:
  - It may organize the shifts of the volunteers and substitutions.
  - It may maintain the bus routes and the bus stops' sequence.
  - It may track the attendance of the children in a diary.
  - It may keep the parents' contact details.





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- A smart tag is a smart device that is wearable. It allows the automatic detection of children that join the walking bus with the use of proximity sensors and supports the completion of the walking bus diary.

### Website:

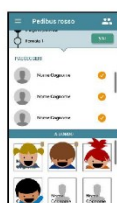
<https://pedibussmart.fbk.eu/> (PedibusSmart, n.d.a).

[https://pedibussmart.fbk.eu/wp-content/uploads/2020/12/Alternative\\_Brochure-Pedibus-Smart\\_nologhi.pdf](https://pedibussmart.fbk.eu/wp-content/uploads/2020/12/Alternative_Brochure-Pedibus-Smart_nologhi.pdf) (PedibusSmart, n.d.b).

**Contacts:** [pedibus-smart@fbk.eu](mailto:pedibus-smart@fbk.eu)

**References:** PedibusSmart (n.d.a, n.d.b).

### Pictures & Leaflets:



La Fondazione Bruno Kessler collabora con Pubbliche Amministrazioni e associazioni che hanno in comune l'obiettivo di **sensibilizzare** ad una mobilità sostenibile nei tragitti casa-scuola; **ridurre il traffico in prossimità delle scuole** e migliorare la qualità della vita nell'ambiente urbano; **incoraggiare l'indipendenza dei bambini**, favorendo la conoscenza del quartiere e delle regole per muoversi in sicurezza.

Uno degli strumenti per farlo è il PedibusSmart, un'App e dei sensori per supportare gli accompagnatori del Pedibus nella gestione quotidiana delle presenze.

Il PedibusSmart permette anche alle PA e alle associazioni di avere i dati del Pedibus digitalizzati e di poterne perciò monitorare efficacemente l'andamento nel tempo.



<https://pedibussmart.fbk.eu/>

<https://climb.fbk.eu/>

Figure 2-1: CLIMB / PedibusSmart leaflet (1) (PedibusSmart, n.d.b).



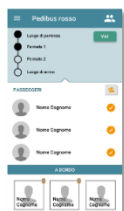
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### COME FUNZIONA IL PEDIBUS SMART

Il PEDIBUS SMART prevede l'utilizzo di tecnologie di ultima generazione che sono **trasparenti** per i bambini, ma che forniscono benefici ben visibili ai volontari.



Ai volontari viene fornita un'app da installare sul proprio smartphone che permette loro di **registrare le presenze, monitorare le fermate, e gestire i contatti dei genitori e degli altri volontari**.

I dati sulle presenze sono poi inviati e memorizzati su un server del Comune.

Ai bambini che partecipano al Pedibus viene consegnato un dispositivo da inserire nello zaino. Il **dispositivo permette di misurare la vicinanza del bambino al volontario** o, più precisamente, allo smartphone del volontario.



**Questa tecnologia è stata pensata per essere "trasparente"**, ovvero per evitare di catturare l'attenzione dei bambini, e anzi facilitare la socialità e la presenza consapevole e attenta. Inoltre, riconoscendo soltanto la prossimità e non la posizione esatta, svolge la sua funzione senza diventare uno strumento di controllo.

### ALCUNE INFORMAZIONI SULLA TECNOLOGIA CHE STA ALLA BASE DEL PEDIBUS SMART

#### Cos'è?

Il dispositivo che viene dato ai bambini che partecipano al Pedibus Smart è basato su Bluetooth Low Energy e **permette di riconoscere la prossimità**.

#### Cosa non è?

Non è un sensore di localizzazione come il GPS, ovvero **non trasmette la posizione esatta dei bambini**.

#### A cosa serve?

Trasmettendo periodicamente un codice identificativo, permette all'app *Pedibus Smart* (e solo a questa applicazione) di riconoscere il bambino. In questo modo, **il lavoro del volontario viene facilitato** perché l'app registra automaticamente la presenza dei bambini e il volontario non è costretto a fare l'appello. In ogni caso, **per poter utilizzare l'app del volontario bisogna avere delle credenziali d'accesso**, ovvero username e password, **assegnate da FBK**.

#### Come si attiva?

L'interazione necessaria è pressoché nulla in quanto **il dispositivo arriva già configurato e attivato**. La **durata della batteria è superiore a 1 anno**, quindi non ci sarà bisogno di sostituirla durante l'anno scolastico.

#### E' sicuro?

Il dispositivo è **certificato e marchiato CE** e in linea con le normative vigenti. Nello specifico, trasmette nella banda di 2.4GHz ad una potenza di 1mW (1 milliwatt).

#### Ok, ma cosa significa?

La banda di trasmissione altro non è che la frequenza su cui avviene la comunicazione (analogamente a quanto succede con la radio FM, per ascoltare una trasmissione bisogna sintonizzarsi sulla frequenza corretta). **Il Bluetooth usa la banda 2.4GHz, che è la stessa usata anche dalla maggior parte dei router WiFi ma ad una potenza di trasmissione molto inferiore**.

Infatti, la potenza di 1mW utilizzata da Bluetooth Low Energy, è inferiore a gran parte delle potenze (tipiche) irradiate dai dispositivi che spesso abbiamo in casa (vedi grafico).

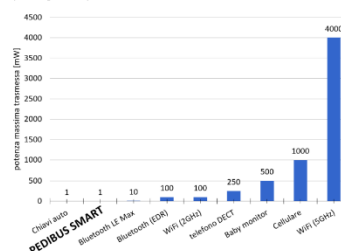


Figure 2-2: CLIMB / PedibusSmart (2) (PedibusSmart, n.d.b).

## 2.2 Piedibus (Italy)

**Name/Title:** Piedibus.

**Country:** Italy.

**City:** Throughout Italy.

**When:** 2002-ongoing.

**Where:** From meeting points to school.

**Who:** Piedibus.

**Objectives:**

- To promote among various components (families, municipal administrations, schools, etc.) a culture that leads to creating conditions for children to go to school on their own.



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- To save on cars and polluting vehicles for environmental protection by walking to school, thereby getting used to regular physical activity and socializing.

**Stakeholders of the project:**

Institutions, associations, volunteers, economic agents, parents.

**Beneficiaries:** Pupils.

**Financing:** -.

**Description:**

The Piedibus is a safe and healthy way to go to and from school. Each Piedibus has at least one adult in charge of control called the “controller” and one adult in charge of “driving” called the “driver.” The pupils go to school following a predetermined route, picking up “passengers” at bus stops set up along the way. The Piedibus operates in any weather condition (within feasibility limits) and each participant wears a reflective vest. The children will thus be able to chat with their friends, improve their road safety skills, and gain independence, all in a fun, healthy, and green context. Each Piedibus will be different and can adapt to the needs of the children and parents.

*Piedibus guidelines:*

1. Establishment of the working group.
2. Promotion and awareness campaign:

The municipal administration should take charge, in the most appropriate ways, of making the Piedibus project known within the elementary schools of the city, in order to involve and sensitize all components of the school organizations (school management, teachers, children, and parents). The campaign should be aimed especially at children with the goal of making them the absolute protagonists of the initiative. Elements of the campaign follow:

- Letters to school managements.
- Meetings with children, teachers, and parents.
- Posters within schools.
- Contests for classes (drawings, poems, acrostics about the streets of their neighborhood, safety, environment, etc.).





3. Identification of the school to start the Piedibus:

It is advisable to start with limited, easily controllable experiences. It is better to choose schools attended by a majority of students residing in the neighborhood and with a well-defined user base. Schools where there is a probability of good success, therefore where there is a faculty interested in taking up this work proposal. It is essential, finally, that each Piedibus is under the responsibility of one or more parents, who become the responsible parties and coordinators.

4. Search and involvement of a Project Manager (preferably a parent):

The parent or parents responsible for each individual Piedibus are fundamental for the start and maintenance of each initiative, therefore their search becomes a priority also for the identification of the school where to start each Piedibus. Without at least one parent who actively and continuously engages, the Piedibus has little chance of success. The responsible parent will in turn have the task of maintaining relations with their school management, of forming and coordinating the group of volunteer escorts. Some responsible parents, if interested, will be part of the Operational Coordination. The responsible parents will be supported by the Operational Coordination in carrying out their task, with all the necessary assistance and materials. The network of responsible parents will in turn be a source of suggestions, observations, requests for specific needs of each individual initiative.

5. Development and distribution of Home-School-Home Mobility Questionnaires:

A standard questionnaire on home-school-home mobility is developed. The responsible parent, with the collaboration of their school management, ensures its distribution to all families and collect them.

6. Analysis of questionnaires:

The collected questionnaires are analyzed together by the responsible parent with the help of the Operational Coordination, in order to identify:

- Potential child users of the Piedibus.
- Parents willing to collaborate with the initiative.

In addition, the questionnaires provide a snapshot of the existing situation regarding home-school-home mobility.





7. Analysis of the territory and identification of possible routes:

Based on the analysis of the questionnaires, an analysis of the territory is carried out, with initial assessments of possible routes. At this stage, critical points (dangerous crossings, architectural barriers, etc.) can be identified.

This phase will also be the responsibility of the parent, with possible assistance from the operational coordination.

8. Formation of the Escort Group:

Based on the questionnaires and any other contacts the responsible parent may have with other parents, the escort group will be formed.

Ideally, for a Piedibus of about 20 children, a group of at least 10/12 escorts are formed. It goes without saying that the larger the group of escorts for each Piedibus, the less the commitment of each individual.

The group thus formed will meet to draw up a schedule of commitments where two escorts and a possible reserve for emergencies will be designated for each day of the week and for each trip (to and from).

The escort group should meet whenever necessary and at least once a month to monitor the progress of the initiative.

During the Piedibus activity period, it is important to organize a series of meetings with the participating children to also hear their opinions, suggestions, criticisms, and advice.

9. Provision of Operational Supports for the Piedibus:

Each Piedibus can rely on the assistance of the operational coordination, which will also provide all the necessary and available materials. These mainly include reflective vests, badges for the escorts, stickers, logbooks to record the daily attendance of participating children, supports to set up stops and terminals, and, where possible and if found, carts for transporting backpacks.





#### 10. Inauguration of the Piedibus:

Each new Piedibus should be inaugurated with a proper ceremony. The inauguration should be organized by each individual school with the direct involvement of the children, coordinated by their teachers. Therefore, each inauguration can be different from the others.

The operational coordination, with the help of all the involved parties, can assist the school in the inauguration of the Piedibus with collateral events, involving the media, to achieve the greatest visibility possible.

Just as it is important to emphasize the start of the Piedibus, it is equally important to organize an end-of-year party where all participating children will be awarded a certificate of participation and possible prizes (t-shirts, caps, or anything else).

#### **Results achieved:**

- Promotion of health and well-being.
- Car reduction.
- Socialization.
- Road safety education.
- Environmental education.
- Emancipation.

#### **Innovation:**

Piedibus has been operating across Italy since 2002, developing a wide range of services and tools to support those interested in launching a Piedibus project at their school, neighborhood, or city. Over these 20 years, they have gained extensive experience and knowledge, addressing, and solving a variety of challenges nationwide. They offer consultation and collaboration to municipalities and local administrations for the implementation of comprehensive Piedibus projects and, more generally, for promoting gentle mobility on home-to-school routes.

#### **Website:**

<https://www.piedibus.it> (Associazione Nazionale Italiana Piedibus, n.d.a).





## *WalkingBus D2.1: WalkingBus Repository*

<https://www.piedibus.it/wp-content/uploads/2020/08/102-lettera-presentazione-questionario.pdf> (Associazione Nazionale Italiana Piedibus, n.d.b).

**Contacts:** [info@piedibus.it](mailto:info@piedibus.it)

**References:** Associazione Nazionale Italiana Piedibus (n.d.a, n.d.b).



Co-funded by  
the European Union



## Pictures & Leaflets:

Aiutare i nostri figli a riappropriarsi del piacere di camminare; fare del sano movimento; apprendere i fondamenti dell'educazione stradale non solo a livello teorico, ma sperimentandoli direttamente. E poterlo fare in tutta sicurezza. Offrire ai nostri figli un'occasione in più per incontrarsi e socializzare; fare una chiacchierata e risvegliarsi prima di sedersi in aula; ridurre la concentrazione di traffico attorno alle scuole e contribuire a ridurre l'inquinamento atmosferico

### Cos'è il Piedibus?

- Il Piedibus è il più nuovo, sicuro, divertente e salutare modo per andare e tornare da scuola.
- Il Piedibus ha un adulto "autista" sul davanti e un adulto "controllore" nella parte posteriore.
- I bambini vanno a scuola in gruppo seguendo un percorso stabilito e raccogliendo passeggeri alle "fermate" del bus predisposte lungo il cammino.
- Il Piedibus viaggia col sole e con la pioggia e ciascuno indossa un gilet rifrangente.
- Lungo il percorso i bambini possono chiacchierare con i loro amici, apprendere utili abilità nella sicurezza stradale e guadagnare un po' di indipendenza
- Ogni Piedibus è diverso! Ciascuno cambia per adattarsi alle esigenze dei bambini e dei genitori.

### Sei buone ragioni per organizzare il Piedibus

|                                                                                                                                                                                                                                                                                                                                                                                                                              |                                                                                                                                                                                                                                                                                                                                                                                             |
|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
|  <p><b>Movimento:</b> Il Piedibus dà la possibilità a ognuno di fare e regolare esercizio fisico. E' dimostrato che i bambini più sono attivi e più diventeranno adulti attivi. Solo 15 minuti di tragitto a piedi per andare e tornare da scuola può costituire la metà dell'esercizio fisico giornaliero raccomandato per i bambini</p> |  <p><b>Socializzazione:</b> Il tragitto a scuola dà la possibilità ai bambini di parlare e farsi nuovi amici; quando arriveranno a scuola avranno fatto la loro chiacchierata e saranno più pronti a far lezione.</p>                                                                                     |
|  <p><b>Sicurezza:</b> I bambini che vanno a scuola con Piedibus sono parte di un gruppo grande e visibile sorvegliato da adulti e accompagnato in tutta sicurezza. Ciò rassicura i genitori che non si fidano a mandare i loro figli a scuola da soli.</p>                                                                                |  <p><b>Ambiente:</b> Ogni tragitto percorso a piedi aiuta a ridurre la concentrazione di traffico attorno alle scuole, questo aiuterà a ridurre l'inquinamento atmosferico e a migliorare l'ambiente a beneficio di tutti.</p>                                                                           |
|  <p><b>Educazione stradale:</b> Il Piedibus aiuta i bambini ad acquisire "abilità pedonali", così quando inizieranno ad andare in giro da soli saranno più preparati ad affrontare il traffico.</p>                                                                                                                                       |  <p><b>Respirare meglio:</b> Le ricerche hanno dimostrato che percorrere un breve tragitto in automobile ci espone di più all'inquinamento dell'aria che non andando a piedi! Usando il Piedibus i bambini potranno respirare aria più pulita e risvegliarsi, prima di sedersi in classe a lavorare.</p> |

Ci sembrano tutte ottime ragioni per lanciare, anche nella nostra scuola, l'iniziativa del "Piedibus"

Con questo questionario cerchiamo di analizzare la situazione del percorso casa scuola e di capire quanto consenso può riscuotere questa idea, nella speranza che le nostre scuole possano diventare uno dei luoghi in Italia dove si attua un esperimento di questo tipo.

Figure 2-3: Piedibus leaflet.





## **2.3 PedibusMilano (Italy)**

**Name/Title:** PedibusMilano.

**Country:** Italy.

**City:** Milan.

**When:** 2022-Ongoing.

**Where:** From meeting points to school.

**Who:** Legambiente, ABCittà, Poliedra-Politecnico di Milano.

**Objectives:** To promote sustainable mobility and sociability.

**Stakeholders of the project:** Institutions, parents and grandparents, volunteers.

**Beneficiaries:** Pupils.

**Financing:** Municipality of Milan.

### **Description:**

The Pedibus is a form of school transportation for elementary school students who are escorted on foot to school by volunteer parents along a pre-established route. Along this route, children gather at various arranged stops according to a set schedule. During the journey, children have the opportunity to chat with their peers, respect the environment, and gain an experience that promotes their independence.

Children enrolled in the Pedibus are organized into groups accompanied by parent and/or grandparent volunteers. They travel from home to school along routes certified by the Local Police, which are referred to as “Pedibus Lines.” Every child and accompanying adult must wear a high-visibility vest and adhere to the pre-established times for each stop. The Pedibus aims to achieve several objectives, including promoting socialization among children, helping them better understand the area they live in, encouraging children's autonomy, and reducing air pollution by walking to school.

The City of Milan has established a technical committee comprising representatives from various sectors involved in ensuring the safety of the route and the placement of “walking bus” stops. A pedagogue organizes educational workshops and awareness campaigns in schools for parents, teachers, and children.





**Results achieved:** The results are not illustrated.

**Innovation:** -.

**Website:**

<https://pedibus-mi.it/progetto/> (Pedibus Milano, n.d.).

[https://www.mobilitymanagement.consulting/wp-content/uploads/2021/09/Regolamento\\_Pedibus\\_Milano.pdf](https://www.mobilitymanagement.consulting/wp-content/uploads/2021/09/Regolamento_Pedibus_Milano.pdf) (Mobility Management, n.d.).

**Contacts:** [pedibusmilano@gmail.com](mailto:pedibusmilano@gmail.com)

**References:** Pedibus Milano (n.d.) & Mobility Management (n.d.).





## Pictures & Leaflets:



# REGOLAMENTO DEL PEDIBUS

## LA DEFINIZIONE DI PEDIBUS

1. > Il Pedibus è uno scuolabus a piedi, un'azione partecipata che promuove la mobilità a piedi nel tragitto casa-scuola. I bambini iscritti al Pedibus, organizzati in piccoli gruppi, sono accompagnati da genitori e/o nonni volontari e si recano da casa a scuola seguendo precisi itinerari.
2. > I percorsi casa-scuola (ovvero le linee del Pedibus) sono verificate e certificate dalla Polizia Locale.
3. > Ogni linea ha un proprio itinerario che parte da un capolinea, segue un percorso stabilito e raccoglie i bambini-passeggeri alle varie fermate predisposte lungo il cammino, rispettando gli orari prefissati.
4. > Le linee del Pedibus prevedono un accompagnatore ogni 5/10 bambini circa.
5. > Ogni linea ha un gruppo di accompagnatori di riferimento di cui uno/a è il referente della linea.
6. > Ogni referente della linea compila il diario di bordo, si fa capo di eventuali segnalazioni riferite a problematiche riscontrate (ostacoli sul percorso, bambini che non rispettano le regole, ecc.) e raccoglie proposte di miglioramento da comunicare ai referenti del progetto (istituzionali e non).
7. > Il Pedibus è attivo con qualsiasi tempo atmosferico, in base al calendario scolastico e alle scelte di ogni singola scuola che aderisce al progetto.
8. > I bambini sono iscritti al Pedibus del Comune di Milano attraverso la compilazione e la consegna nella segreteria della propria scuola del modulo di iscrizione, scaricabile dal sito internet [www.pedibus-milano.it](http://www.pedibus-milano.it)

## GLI ACCOMPAGNATORI

1. > Si assumono un incarico volontario (relativamente a un percorso determinato e a turni concordati con gli organizzatori), che non comporta oneri né alcun tipo di retribuzione da parte del Comune di Milano.
2. > Svolgono la funzione di condurre il gruppo e di vigilare affinché giunga a scuola in sicurezza e nei tempi previsti.
3. > Devono trovarsi al capolinea del Pedibus almeno 5 minuti prima dell'orario di partenza.
4. > Devono indossare la pettorina ad alta visibilità e il badge di riconoscimento forniti dal Comune di Milano.
5. > Per qualsiasi necessità legata allo svolgimento del loro compito (segnalazione problemi, necessità di essere sostituiti, ecc.), hanno come riferimento il proprio referente Pedibus della scuola e/o l'Ufficio per il Pedibus del Comune di Milano (02.88462660).
6. > In caso di assenze, comunicare quanto prima al referente Pedibus della propria scuola, al più tardi, il giorno precedente all'assenza. Il referente verificata la disponibilità di sostituzioni e confermerà il Pedibus, altrimenti procederà alla sospensione dello stesso.
7. > Rispettare le regole di buon comportamento del Pedibus.

## L'ASSICURAZIONE

La scuola di appartenenza copre i bambini durante il tragitto con la propria assicurazione; gli accompagnatori sono responsabili per eventuali incidenti occorsi ai bambini solo nei casi in cui sia provata la loro responsabilità (es. abbandono dei bambini, attraversamento della strada senza strisce pedonali, variazioni di percorso non autorizzate, violazioni delle regole del Pedibus stabilite nel presente regolamento, ecc.). Rimane escluso dalle coperture in corso il rischio infortuni dei volontari per cui verrà richiesta la firma di una liberatoria.

## I BAMBINI ISCRITTI

1. > Si fanno trovare puntuali alla fermata (accompagnati dai genitori).
2. > Indossano obbligatoriamente la pettorina ad alta visibilità fornita dal Comune di Milano (tale pettorina è necessaria per l'individuazione e la localizzazione dei bambini partecipanti al Pedibus e costituisce quindi un elemento indispensabile per la loro sicurezza).
3. > Se arrivano in ritardo alla fermata, sarà compito dei genitori accompagnarli alla fermata successiva oppure direttamente a scuola (per ragioni di sicurezza, non è possibile aggiungere bambini al Pedibus mentre il gruppo è in movimento tra una fermata e l'altra).
4. > Rispettano le regole di buon comportamento del Pedibus.

Figure 2-4: PedibusMilano regulation (1) (Mobility Management, n.d.).





# REGOLE

## DI BUON COMPORTAMENTO DEL PEDIBUS:

### PER I BAMBINI

- > Indossare le pettorine.
- > Rispettare l'orario.
- > Stare insieme al gruppo, mantenendo la fila.
- > Ascoltare gli accompagnatori.
- > Non correre, non spingersi e non fare i dispetti ai compagni.
- > Prestare attenzione ai pericoli.
- > Tenere d'occhio i più piccoli.
- > Non scendere dal marciapiede.

### PER GLI ACCOMPAGNATORI

- > Essere puntuali.
- > Lungo il tragitto, tenere più compatto possibile il Pedibus controllando la velocità.
- > Trovarsi sempre alla testa del Pedibus in prossimità dei passaggi pedonali, dare il via all'attraversamento e procedere per primi controllando eventuali auto che si avvicinino.
- > Non accettare in corsa bambini al Pedibus durante il tragitto, i bambini salgono sul Pedibus solo alle fermate previste.
- > Compilare il diario di bordo segnando i presenti e gli assenti della giornata e condividere i risultati con il Referente del progetto nei momenti di monitoraggio previsti.
- > Dare il buon esempio ai bambini e far rispettare le regole che li riguardano.

### PER I GENITORI

- > Iscrivere i propri figli al Pedibus compilando e consegnando in segreteria il modulo previsto.
- > Accompagnare i propri figli alle fermate per tempo.
- > Se si arriva alla fermata del Pedibus in auto/scooter, evitare parcheggi improvvisati e manovre che possano mettere in pericolo il gruppo che attende di partire con il Pedibus.
- > Condividere con i propri figli il presente regolamento.



#### Progetto promosso da

Milano



Comune di Milano

#### Comune di Milano

Direzione Centrale Educazione e Istruzione  
Settore Scuole Paritarie e Case Vacanza  
Servizio Scuole Aperte e Integrazione  
Uff. Progetti Finanziati

In collaborazione con  
DC Sicurezza Urbana e Coesione Sociale  
DC Mobilità Trasporti Ambiente - DC Decentramento

Progetto cofinanziato con i fondi  
previsti dalla Legge 285/1997

#### a cura di



ABCittà società cooperativa sociale ONLUS  
[www.abcitta.org](http://www.abcitta.org)



LEGAMBIENTE  
Legambiente Lombardia ONLUS  
<http://lombardia.legambiente.it>

#### PER INFORMAZIONI

Ufficio per il progetto Pedibus - Via Porpora, 10 - 20131 - MILANO - Tel. 02.88462637

**[www.pedibus-milano.it](http://www.pedibus-milano.it)**

Figure 2-5: PedibusMilano regulation (2) (Mobility Management, n.d.).





## **2.4 Pedibus Pinerolo (Italy)**

**Name/Title:** Pedibus Pinerolo.

**Country:** Italy.

**City:** Pinerolo.

**When:** 2011-Ongoing.

**Where:** From meeting points to school.

**Who:** Municipality of Pinerolo.

### **Objectives:**

- Promoting sustainable mobility.
- Improving children's health.
- Educational benefits.
- Emancipation.
- Traffic reduction.
- Social interaction.

**Stakeholders of the project:** Institutions, parents, and volunteers.

**Beneficiaries:** Primary school children.

**Financing:** Municipality of Pinerolo and parents (100€ annual fee).

### **Description:**

#### *Registration:*

- Registration for the service is annual and must be submitted to the municipality each year. Individuals who encounter difficulties in compiling and submitting the request electronically may, exceptionally and residually, contact the education office for telephone assistance.
- The Municipal Administration will verify the registrations received before the start of the activity and will communicate the acceptance of the application (for online registrations, through a validation email sent via the dedicated portal). Applications will be accepted until all available places are filled, following the order of submission. In the case of incomplete applications, the office will request the





necessary additions from the parent who submitted the application, setting an appropriate deadline for completion. An incomplete application will not be validated, and the registration will not be successful. If there are no available places, the application will be rejected and placed on a waiting list. It is specified that the activation of each line/route will be guaranteed if a minimum of ten users are registered, subject to any exceptions provided for by the Council's tariff-setting resolution.

*Functioning of the service:*

- Children using the Pedibus in the morning should be at the assigned stop or terminal at the confirmed time for the journey. For the return trip, children should gather at the collection point outside their classes, clearly marked by appropriate signage.
- Accompanying adults will verify the return group based on the composition of the morning group.
- Parents must inform the service coordinator or the accompanying adults if the child will participate in only one of the two trips (either going or returning) on the same day.
- The Pedibus will depart at the scheduled time with the present children.
- During the journey, both to and from school, children must wear identifying garments with the Pedibus logo (high-visibility vest).
- If a child is late and misses the Pedibus, it is the parents' responsibility to take them to school. Parents are also responsible for picking up their children at the designated time at the reference stop. In the absence of the parent, they must have previously indicated on the registration form the details of another adult authorized to receive the minor or communicated in writing to the Municipal Education Office during the school year the details of such person.
- The Pedibus may be suspended on days of school or municipal personnel strikes, or in the event of other occurrences that may affect its regular operation. The Municipal Administration will promptly inform users of any suspension of the service, updating the institutional website and sending emails and Short Message Service (SMS) through the electronic procedure; the suspension notice will be forwarded to the school, which must notify the affected families.





- The Pedibus service will operate in any weather condition, respecting the school calendar, except in cases of extraordinary emergencies.

*The staff assigned to the service must:*

- Report to the coordinator the names of users who engage in inappropriate behavior towards other users or the accompanying adult.
- Communicate any complaints, dysfunctions, or other significant circumstances encountered during the service to the coordinator, who is obliged to report to the Municipal Education Service.
- Hand over the minor only in the presence of an authorized adult.
- Take all precautions and measures to ensure the physical safety and maximum security of the children.
- Observe the safety procedures defined for the service and by the safety documents, to prevent potential risks.

Every year at the end of the service, questionnaires are distributed to parents to evaluate the service.

### **Results achieved:**

*Frequency and mode of use of the service:*

86% (91 users) use the service daily, while 14% (15 users) use it only on certain days of the week. The preferred mode for families includes accompanying both to and from school, accounting for 81% of users; 13% use the service only for getting to school, and the remaining 6% only for the return journey home.

*General satisfaction with the service:*

A significant satisfaction of the users regarding punctuality is noted, as the totality of users expresses an Excellent or Good judgment. The comfort and location of the stops are slightly penalized, with five non-positive judgments expressed. 53% of users express the highest judgment regarding the information exchange with the municipal administration. Non-positive judgments (Fair, Sufficient, Insufficient) represent 11% (12 users). Users declare themselves satisfied with the applied tariff. Overall, users express an Excellent judgment on the service in 84% of the responses, a Good judgment in 15% of the responses, and Fair in 1% of the responses.





*Children's evaluation:*

In 85% of the cases, they expressed being happy to go to school with the Pedibus, while 15% are not convinced of the service. However, 93% state that they appreciate the walk with friends and the kindness of the operators, which stands at around 95% of the votes. Therefore, the service can be considered a success both for its consistency over the years and for the positive evaluation by parents and children. The results achieved reflect the predetermined objectives.

**Innovation:**

- Continuous collaboration with the municipality.
- Evaluation questionnaires and feedback analysis.
- Online registration and specific conditions for participation.
- High satisfaction rates.
- Set up for a section of comments and suggestions to improve the service from year to year.
- In case of lack of volunteers, consider charging a registration fee accessible to families, in order to finance the project (provide exemptions for low-income families).

**Website:**

<https://www.comune.pinerolo.to.it/web/index.php/servizi/aree-tematiche/scuola-famiglia-ed-infanzia/142-progetto-pedibus> (Città di Pinerolo, 2023).

[https://www.comune.pinerolo.to.it/web/images/sampled/istruzione/pedibus\\_23\\_24/pedibus\\_2023\\_2024\\_linee\\_guida\\_REV.pdf](https://www.comune.pinerolo.to.it/web/images/sampled/istruzione/pedibus_23_24/pedibus_2023_2024_linee_guida_REV.pdf) (Città di Pinerolo, n.d.).

**Contacts:** [pinero.istituzionale@ruparpiemonte.it](mailto:pinero.istituzionale@ruparpiemonte.it)

**References:** Città di Pinerolo (2023, n.d.).





## Pictures & Leaflets:



Ufficio Istruzione – Tel. 0121/361273 - 0121/361274 – Fax 0121/361354 –  
Mail: [istruzione.cultura@comune.pinerolo.to.it](mailto:istruzione.cultura@comune.pinerolo.to.it)

**SERVIZIO PEDIBUS A.S. 2023/2024**  
**ISCRIZIONE AL SERVIZIO E MODALITA' GESTIONALI**

Gentili genitori, anche per l'a.s. 2023/2024 le iscrizioni e il pagamento del servizio avverranno con modalità digitali.

Si riassumono qui di seguito le informazioni principali relative alle iscrizioni e alle modalità di funzionamento del servizio

**ISCRIZIONI AL SERVIZIO A.S. 2023/2024**

**DAL 10/07/2023 AL 25/08/2023**

**UNICAMENTE ON LINE**

**accedendo alla piattaforma digitale accessibile, anche da dispositivo mobile, al link:**

**<https://pinerolo.ristonova.it/portale/>**

**con: spid o carta di identità elettronica**

Eventuali **debiti pregressi** relativi al servizio dovranno essere **saldati prima di procedere con l'iscrizione** all'a.s. 2023/2024 provvedendo a saldare le bollette presenti nell'apposita sezione della App o Area riservata .

Si precisa che:

- l'iscrizione al servizio è annuale e deve essere inoltrata ogni anno;
- i soggetti che dovessero incontrare particolari difficoltà di compilazione e trasmissione della richiesta in modalità telematica possono, in via residuale ed eccezionale, rivolgersi all'ufficio istruzione per ottenere assistenza telefonica;
- l'Amministrazione Comunale, entro l'inizio dell'attività, procederà alla verifica delle iscrizioni pervenute e darà comunicazione circa l'accettazione della domanda (per le iscrizioni on-line, mediante invio di convalida tramite l'apposito portale).

Le domande saranno accettate sino a copertura dei posti disponibili, seguendo l'ordine di presentazione.

In caso di domande incomplete, l'Ufficio richiederà al genitore che ha inviato richiesta di iscrizione le integrazioni necessarie, fissando un congruo termine per provvedere. La domanda non completata non verrà validata e l'iscrizione non andrà a buon fine.

In caso di indisponibilità di posti la domanda verrà rifiutata e tenuta in lista di attesa.

Si precisa che l'attivazione di ogni linea/percorso verrà garantita qualora risultino iscritti un minimo di dieci utenti, fatte salve eventuali deroghe previste dalla Deliberazione di Giunta che fissa le tariffe.

Figure 2-6: Pedibus Pinerolo leaflet (1) (Città di Pinerolo, n.d).





#### MODALITA' DI ISCRIZIONE AL SERVIZIO ON LINE

- Accedere alla piattaforma digitale (<https://pinerolo.ristonova.it/portale/>), accessibile anche da dispositivo mobile con:
  - SPID;
  - carta di identità elettronica
- Seguire le indicazioni proposte dalla piattaforma utili per il completamento della procedura di iscrizione al servizio precisando che il genitore dovrà accedere e completare *tutte* le sezioni affinché si possa procedere con l'*invio della domanda*.  
Soltanto dopo che il genitore avrà provveduto ad inviare la domanda la stessa risulterà visibile dall'ufficio e sarà possibile il suo esame e la sua validazione.

Si precisa che le informazioni e variazioni relative alla procedura ed alle gestione del servizio verranno pubblicate sul sito internet istituzionale nella sezione *Scuola, famiglia ed infanzia/progetto pedibus*

#### TARIFFE, RIDUZIONI ED ESENZIONI

Con propria Deliberazione n. del            la Giunta comunale ha previsto di confermare per l'a.s. 2023/24, la tariffa per l'utilizzo del servizio Pedibus ad Euro 100,00 (Euro cento/00)/ annui, da corrispondersi in due rate di pari importo secondo le seguenti scadenze e modalità:

- pagamento I rata (Euro 50,00): entro il mese di ottobre (per la frequenza al servizio nel periodo settembre-gennaio);
- pagamento II rata (Euro 50,00): entro il mese di marzo (per la frequenza al servizio nel periodo febbraio-giugno);
- tariffa per fruizione sola andata (o solo ritorno): Euro 50,00/anno (pagabile alle stesse scadenze sopra indicate, in due rate di pari importo);
- possibilità di pagamento della sola I rata in caso di disdetta comunicata per iscritto all'ufficio Istruzione entro il 31/01;
- possibilità di pagamento della sola II rata per gli utenti che fruiscono del servizio dal 01/02 in avanti;
- modalità di pagamento: sistema PagoPA con emissione di documento contabile da parte dell'ufficio in tempo utile per le scadenze suddette, scaricabile dall'utente dalla propria area personale (piattaforma Novaportal);

Figure 2-7: Pedibus Pinerolo leaflet (2) (Città di Pinerolo, n.d).





- la tariffa già corrisposta non è rimborsabile, anche nel caso di utilizzo del servizio soltanto per una parte dell'anno scolastico

E' prevista l'esenzione dal pagamento della tariffa in favore degli utenti residenti nel Comune di Pinerolo già esentati, per il medesimo anno scolastico, dal pagamento della tariffa relativamente ad altri servizi scolastici a domanda individuale erogati dalla Città di Pinerolo, sulla base di relazione dei Servizi Sociali, nonché a favore dei portatori di handicap certificato residenti nel Comune di Pinerolo; Per poter beneficiare dell'esenzione, il richiedente dovrà dichiarare all'atto dell'iscrizione di essere in carico ai Servizi Sociali per l'ottenimento dell'esenzione dalla tariffa su altri servizi a domanda individuale a favore dello stesso minore per il medesimo anno scolastico.

### **MODALITA' OPERATIVE**

#### **Condizioni di utilizzo del servizio**

Al momento dell'iscrizione il genitore/richiedente si impegna a :

- a) accettare le modalità di erogazione del servizio pedibus indicate nel presente documento e nell'atto generale che regola il servizio, entrambi consultabili nella sezione dedicata del sito internet istituzionale;
- b) fornire il proprio consenso al trattamento dei dati personali suoi e dei minori iscritti al servizio;
- c) effettuare il pagamento della quota dovuta alla scadenza che verrà indicata;
- d) comunicare in forma scritta all'Ufficio Istruzione del Comune l'eventuale rinuncia/cessazione dal servizio, indicandone in modo chiaro e preciso la decorrenza;
- e) ritirare il minore alla fermata indicandone le modalità:
  - direttamente (il richiedente dichiara l'esistenza di un titolo giuridico che consente il ritiro del minore soltanto da parte del richiedente stesso)
  - da parte di entrambi i genitori (indicando le generalità dell'altro genitore)
  - da parte di altro maggiorenne autorizzato dal genitore che ne indicherà le generalitàe comunicare per iscritto all'ufficio istruzione i nominativi di tali soggetti
- f) comunicare per iscritto all'ufficio istruzione comunale o alla coordinatrice del servizio eventuali variazioni di fermate, anche occasionali, sottoscritte da uno dei genitori o altro soggetto autorizzato;

**Figure 2-8: Pedibus Pinerolo leaflet (3) (Città di Pinerolo, n.d).**





g) comunicare alla coordinatrice del servizio o agli accompagnatori preposti l'eventuale partecipazione del minore a ad uno solo dei viaggi nello stesso giorno;

h) accettare che, qualora gli alunni frequentino in maniera discontinua ed immotivata il servizio, su segnalazione degli operatori addetti all'accompagnamento, l'ufficio possa provvedere alla revoca dello stesso.

Si precisa che, per consentire il buon funzionamento del servizio:

- i bambini che usufruiranno del Pedibus al mattino dovranno trovarsi al capolinea o alla fermata assegnata in fase di convalida dell'iscrizione all'orario prestabilito. Per il viaggio di ritorno, i bambini dovranno concentrarsi, all'uscita dalle proprie classi, presso il punto di raccolta all'uscita della scuola, debitamente evidenziato dalla presenza di apposita cartellonistica;
- gli accompagnatori verificheranno il gruppo del ritorno, in base alla composizione del gruppo dell'andata;
- sarà cura dei genitori informare la coordinatrice del servizio o gli accompagnatori della partecipazione, nello stesso giorno, ad uno solo dei due viaggi (solo andata o solo ritorno);
- il servizio Pedibus partirà all'orario prestabilito, con i bambini presenti;
- durante il tragitto, sia all'andata che al ritorno, i bambini dovranno indossare gli indumenti di riconoscimento riportanti il logo del Pedibus (pettorina ad alta visibilità);
- se il bambino dovesse arrivare in ritardo e perdere il Pedibus, sarà responsabilità dei genitori accompagnarlo a scuola. I genitori sono altresì responsabili del ritiro dei bambini all'orario prestabilito presso la fermata di riferimento. In assenza del genitore lo stesso dovrà avere preventivamente indicato sulla scheda di adesione le generalità di un altro adulto autorizzato ad accogliere il minore o aver comunicato, in corso d'anno scolastico, per iscritto all'Ufficio Istruzione Comunale le generalità di tale soggetto;
- il Pedibus potrà essere sospeso nelle giornate di sciopero del personale della scuola o del personale comunale, o in occasione di altri eventi che possano arrecare pregiudizio al regolare svolgimento dello stesso. Sarà cura dell'Amministrazione Comunale avvisare tempestivamente l'utenza di ogni sospensione del servizio, mediante aggiornamento del sito internet istituzionale e l'invio di e-mail ed sms attraverso la procedura telematica; l'avviso di sospensione verrà inoltrato alla scuola, che dovrà provvedere ad avvisare le famiglie interessate;
- il servizio Pedibus sarà attivo con qualsiasi condizione atmosferica, rispettando il calendario scolastico, fatti salvi eventi di straordinaria emergenza.

**Figure 2-9: Pedibus Pinerolo leaflet (4) (Città di Pinerolo, n.d).**





### Regole per il buon funzionamento

Un comportamento corretto ed idoneo è indispensabile per il buon funzionamento del servizio. Pertanto, dovranno essere osservate le seguenti regole fondamentali:

| Alunni                                                                                                                        | Genitori degli alunni partecipanti                                                                                     | Accompagnatori                                                                                                                  |
|-------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------|
| 1. Essere puntuali al capolinea o alla fermata intermedia                                                                     | 1. Presentarsi agli accompagnatori segnalando il/la proprio/a figlio/a                                                 | 1. Segnalare tempestivamente al coordinatore eventuali assenze, in modo tale da permettere un'agevole e tempestiva sostituzione |
| 2. Rispettare gli accompagnatori e gli altri bambini mantenendo un comportamento corretto                                     | 2. Accompagnare il/la proprio/a figlio/a alla fermata/capolinea agli orari prestabiliti                                | 2. Seguire i bambini, all'andata dal capolinea a scuola ed al ritorno da scuola al capolinea                                    |
| 3. Seguire le indicazioni degli accompagnatori                                                                                | 3. Se il bambino dovesse perdere il Pedibus, sarà responsabilità dei genitori accompagnarlo a scuola                   | 3. Farsi trovare al capolinea ed alla scuola qualche minuto prima della partenza del Pedibus                                    |
| 4. Non allontanarsi dal percorso                                                                                              | 4. Accertarsi che il/la proprio/a figlio/a non intraprenda il percorso da solo/a                                       | 4. Rispettare gli orari di partenza e quelli di passaggio alle fermate; raccomandare il rispetto dell'orario anche ai bambini   |
| 5. Mantenere il proprio posto nella fila senza cercare di superare i compagni e l'accompagnatore in testa alla fila (autista) | 5. Al ritorno, prendere alla fermata il/la proprio/a figlio/a personalmente o autorizzare un'altra persona maggiorenne | 5. Compilare quotidianamente e con cura il registro delle presenze al servizio, sia all'andata che al ritorno.                  |
| 6. Non correre e non spingere i compagni                                                                                      | 6. Verificare il comportamento del/la proprio/a figlio/a                                                               | 6. Segnalare al coordinatore, nonché ai genitori scorrettezze ricorrenti da parte dei bambini                                   |
| 7. Non intraprendere il percorso da soli                                                                                      | 7. Comunicare la partecipazione del proprio/a figlio/a ad uno solo dei due viaggi nello stesso giorno                  | 7. Rispettare tutte le ulteriori indicazioni previste nell'atto generale                                                        |
| 8. Segnalare eventuali problemi agli accompagnatori o agli insegnanti                                                         |                                                                                                                        |                                                                                                                                 |

Si precisa inoltre che il personale addetto al servizio dovrà :

- segnalare al coordinatore i nominativi di utenti che si rendano protagonisti di comportamenti non idonei nei confronti degli altri utenti e/o dello stesso accompagnatore;
- comunicare eventuali lamentele, disfunzioni e qualsiasi altra circostanza ritenuta rilevante, riscontrata durante il servizio, al coordinatore, il quale ha l'obbligo di riferire al Servizio Istruzione del Comune;
- provvedere alla riconsegna del minore solo alla presenza di adulto autorizzato;
- adottare tutte le cautele e gli accorgimenti che garantiscano l'incolumità fisica e la massima sicurezza dei bambini;
- osservare le procedure di sicurezza definite per il servizio e dai documenti sulla sicurezza, a prevenzione di eventuali rischi.

Figure 2-10: Pedibus Pinerolo leaflet (5) (Città di Pinerolo, n.d).





## **2.5 Bambini a piedi sicuri (Kids walking safely) (Italy)**

**Name/Title:** Bambini a piedi sicuri (Kids walking safely).

**Country:** Italy.

**City:** Trento.

**When:** 2004-ongoing.

**Where:** From home to school.

**Who:** Culture, Tourism and Youth Policies Service of the Municipality of Trento.

### **Objectives:**

To promote the sustainable mobility of children on their way from home to school and reduce traffic around school areas.

### **Stakeholders of the project:**

Municipal administration, teachers, families, and local communities.

### **Beneficiaries:**

Children and consequently families.

**Financing:** -.

### **Description:**

Volunteer groups of parents, with the support of schools and the Municipality, started walking buses to the schools of Meano, Cognola, and Vela in 2010, aiming to encourage children to walk to school together and thus reduce the risks that may be encountered by them during the walking.

### **Results achieved:**

From 2004 when two schools started the initiative, it later expanded to 12 primary schools, with a total of over 2,000 children participating. The results achieved so far in terms of improving children's mobility are as follows: on average, after raising sustainable mobility awareness, children's active mobility increased by 15%. During the annual competitions "A scuola senz'auto" (No car at school) there was a large drop in car usage. Also, changes were introduced to make the routes safer for children to walk.





**Innovation:**

Some of the innovations of the initiative follow: educational meetings, workshops to raise awareness, compilation of a daily mobility calendar, lessons dedicated to the initiative, etc.

For the volunteers of the Piedibus, a mobile app has been made available by the CLIMB project to facilitate their activities, such as: changes of routes, attendance of pupils, shifts of volunteers, etc.). Proximity sensors on smart tags given to the participant children help the volunteers to track the pupils and log the entries on the app.

Moreover, in the frame of the CLIMB project, the application Kids go green was developed, that follows a gamification approach to promote sustainable mobility by logging the walking, cycling, and school bus activities of the participants. Milestones and progress are displayed on an interactive map, and educational material can be added by each class to the various milestones. With the Piedibus Smart app the users can automate the game.

**Website:**

<https://magazine.fbk.eu/en/news/the-smart-piedibus-walking-bus-becomes-a-game-to-walk-across-the-world/> (Lucianer, 2017).

**Contacts:**

Marzia Lucianer ([lucianer@fbk.eu](mailto:lucianer@fbk.eu)).

**References:** Lucianer (2017).





**Pictures & Leaflets:**



**Figure 2-11: Kids walking safely photo (Lucianer, 2017).**



### **3 Walking Bus Case-Studies From the Rest of Europe**

#### **3.1 Ballybane Community Walking Bus (Ireland)**

**Name/Title:** Ballybane Community Walking Bus.

**Country:** Ireland.

**City:** Galway.

**When:** Ongoing.

**Where:** From Ballybane church to walk towards the Holy Trinity National School.

**Who:**

Three parents from Ballybane: namely, Margaret Reilly, Catherine Faherty, and Angela Cullinane.

**Objectives:** To create a sustainable travel option.

**Stakeholders of the project:** Holy Trinity National School and St Michael's School.

**Beneficiaries:** Pupils from the Holy Trinity National School and St Michael's School.

**Financing:** -.

**Description:**

Three (3) parents from Ballybane, Galway, started to walk with their children to school in 2015. They met at the Ballybane church and walked towards the Holy Trinity National School in Mervue. The pupils had the chance to chat during their walk and their parents started trusting each other more and more, and the congestion outside the school decreased.

Gradually this formation of walkers gathered more followers. The boys from St Michael's Boys School joined the girls despite their pride. Whenever problems arose, the fear of exclusion from the walking bus was enough to make pupils behave. The result was that the Ballybane Walking Bus operated at least a couple of mornings each week, regardless of the hail, rain, or shiny weather!

**Results achieved:**

Participating parents started trusting one another, pupils made new friends, the congestion around the school decreased.





## *WalkingBus D2.1: WalkingBus Repository*

The Ballybane Walking Bus operates four (4) days each week and around 60 pupils participate in each one. The atmosphere is like partying with banners, ballons, and smiling faces of pupils.

### **Innovation:**

The two school that participate in this initiative, i.e., the Holy Trinity National School and the St. Michael's School, are both involved in the Green-Schools Programme (actually, St. Michael's School was one of the very first Green-Schools in Ireland). There was a pilot application with Green-Schools in 2016, which involved small, focused interventions to encourage sustainable mobility, in which both schools participated.

### **Website:**

<https://greenschoolsireland.org/all-aboard-for-ballybane-community-walking-bus/> (Green-Schools, 2016).

**Contacts:** [info@greenschoolsireland.org](mailto:info@greenschoolsireland.org)

**References:** Green-Schools (2016).

### **Pictures & Leaflets:**



**Figure 3-1: Photo from the Ballybane Community Walking Bus (Green-Schools, 2016).**



### **3.2 Walking Bus of Cambridgeshire (United Kingdom)**

**Name/Title:** Walking bus of Cambridgeshire.

**Country:** United Kingdom.

**City:** Cambridgeshire.

**When:** December 10, 2022.

**Where:** From Parker's Piece to Christ's Pieces near the bus station.

**Who:** Cambridge Parents for the Sustainable Travel Zone Group.

#### **Objectives:**

The main objective of the initiative was to promote a Sustainable Travel Zone in Cambridge by urging community members to participate in the consultation on the plans of the Greater Cambridge Partnership (deadline: December 23, 2022). There were several proposals, among which there was an investment of £50 million in buses, including improvements to the walking and cycling routes, and a daily road charge in Cambridge after the development of alternatives to driving.

#### **Stakeholders of the project:**

There were many members of the community participating, such as teachers, business owners, councilors, doctors, parents and grandparents, and groups like Camcycle, Cambridge Area Bus Users, Cambridge Carbon Footprint, Clean Air Cambridge, the A10 Corridor Cycling Campaign, Transition Cambridge, Cambridge Living Streets, Carbon Neutral Cambridge, etc.

**Beneficiaries:** -.

**Financing:** -.

#### **Description:**

The main aim of the participants was to show to the decision-makers that there is strong support to improve public transport services and infrastructure of active mobility in Cambridgeshire. The promotion of public transport and active mobility will contribute to the commitment of the region contribution to climate change goals, to the reduction of air pollutants, congestion, and transport poverty.





**Results achieved:** Walking event for a sustainable travel zone.

**Innovation:**

The innovative part of the initiative is the fact that a walking bus is used by the Alliance to promote relevant goals such as to make people respond to the Greater Cambridge Partnership's consultation on a Sustainable Travel Zone. For their call, they used the walking bus event to attract attention on a Sustainable Travel Zone.

**Website:**

<https://cambstravelalliance.org/walking-bus-of-cambridgeshire-residents-urge-people-to-support-plans-for-a-sustainable-travel-zone/> (Cambridgeshire Sustainable Travel Alliance, 2022).

**Contacts:** [info@cambstravelalliance.org](mailto:info@cambstravelalliance.org)

**References:** Cambridgeshire Sustainable Travel Alliance (2022).

**Pictures & Leaflets:**



Figure 3-2: Photo from the Walking Bus of Cambridgeshire (Cambridgeshire Sustainable Travel Alliance, 2022).

### 3.3 Walking Bus of Belfast (United Kingdom)

**Name/Title:** Walking Bus of Belfast.

**Country:** United Kingdom.

**City:** Belfast.





**When:** May 2022.

**Where:** Home to school.

**Who:** -.

**Objectives:**

1. Increase walking.
2. Reduce car dependency.
3. Improve air quality and reduce congestion in local areas.

**Stakeholders of the project:**

During August 2021 and June 2022, a partnership involving the Expert Advisors to the Ministerial Advisory Group (MAG) for Architecture and the Built Environment for Northern Ireland; the Care Zone Project team; the Care Zone Community Champions; the Youth Education Health and Advice (YEHA); the Belfast Healthy Cities; and primary schools jointly developed and trialed walking buses during the “Walk to School” week in May 2022.

**Beneficiaries:** Young children as school pupils.

**Financing:** -.

**Description:**

A walking bus is a group of children walking part or all of their journey to school supervised by teachers and/or parents. The start of the route is usually located less than one mile from the school and in a suitable alternative drop off location for those that normally use the car to travel to school, as well as providing additional support to children who may be too young, or feel the walking environment is unsafe, to walk to school.

**Results achieved:**

Three primary schools took part in the pilot. Approximately 300 pupils provided feedback on the pilot. 113 pupils (38%) highlighted the walking buses helped them to walk to school and 200 pupils (67%) wanted the walking buses to continue. Teachers and parents identified the key benefits of the Pilot as support for children to walk, increased exercise, and creation of good habits, socializing with and making new friends, more alert and ready for class, arriving to school on time, improved attendance, and reduced congestion near the school.





## *WalkingBus D2.1: WalkingBus Repository*

Two of the schools continued to provide walking buses until the end of the academic year. Teachers successfully sought support from political leaders for additional crossings to improve road safety along the route, and the Care Zone Community Champions undertook a walk assessment to identify further improvements to the local walking environment.

**Innovation: -.**

**Website:**

[https://belfasthealthycities.com/sites/default/files/Walking\\_Bus\\_Pilot\\_Report.pdf](https://belfasthealthycities.com/sites/default/files/Walking_Bus_Pilot_Report.pdf) (Belfast Healthy Cities, 2022).

**Contacts:** [info@belfasthealthycities.com](mailto:info@belfasthealthycities.com)

**References:** Belfast Healthy Cities (2022).





**Pictures & Leaflets:**



Figure 3-3: Frontpage of the Walking Bus Pilot Report 2022 (Belfast Healthy Cities, 2022).





### **3.4 sCOOL2walk (Malta)**

**Name/Title:** sCOOL2walk.

**Country:** Malta.

**City:** Siggiewi.

**When:** October 2023.

**Where:** From home to school.

**Who:** The Project Aegle Foundation (PAF).

#### **Objectives:**

The sCOOL2walk app helps the parents who cannot walk their children to school due to their schedules to match their children with other parents or walking buddies that are verified to selected meet-up points. Moreover, the app is designed in a way to encourage children and their parents to acquire healthy mobility habits, such as walking to school. Other objectives are safe walking of children and youths.

**Stakeholders of the project:** Local councils, parents, schools, and the police.

**Beneficiaries:** Parents and kids, Transport Malta, the Siggiewi primary school, the Siggiewi local council and the community police.”

**Financing:** -.

#### **Description:**

By walking to school, healthy habits and physical activities are promoted among children, and in parallel the reduction of traffic and pollution around schools.

There is a tradition in Malta of spontaneous walking buses. However, they depended mainly on motivated parents to lead and take the initiative. This is the reason why PAF stepped in. PAF is a Non-Governmental Organization (NGO) that promotes sustainable mobility in Malta. The pilot project of the sCOOL2walk project promotes walking safety among children. The sCOOL2walk app, which is also a web application, connects parents and pupils who share their commute to school, in order to achieve this goal.





**Results achieved:**

The current project is in Siggiewi but in the recent past, diverse localities have been involved in the project such as San Ġwann and Safi. In June 2023, the pilot application in Siggiewi was met with enthusiasm both by pupils and their parents. Despite the fact that initially the walking bus was planned to take place once a week, the parents expressed the interest in running it on a daily basis.

From four parents and seven children that were initially involved in the pilot application, by the end of the pilot there were over nine parents and 14 children.

**Innovation:** The innovation is the development of an app that facilitates the whole process.

**Website:**

<https://timesofmalta.com/articles/view/a-centipede-walking-bus.1057923> (Bon, 2023).

[https://engage.eiturbanmobility.eu/rails/active\\_storage/blobs/eyJfcmFpbHMiOnsibWVzc2FnZSI6IkJBaHBBcVl1IiwiaXhwIjpudWxsLCJwdXkiOiJibG9iX2lkIn19--409f892bea9b8d0e2c41308482e0a3d316481c5e/FLYER\\_Scool2walk\\_05072023.pdf](https://engage.eiturbanmobility.eu/rails/active_storage/blobs/eyJfcmFpbHMiOnsibWVzc2FnZSI6IkJBaHBBcVl1IiwiaXhwIjpudWxsLCJwdXkiOiJibG9iX2lkIn19--409f892bea9b8d0e2c41308482e0a3d316481c5e/FLYER_Scool2walk_05072023.pdf) (EIT Urban Mobility, n.d.).

**Contacts:** [info@paf.mt](mailto:info@paf.mt)

**References:** Bon (2023) & Urban Mobility (n.d.).





## Pictures & Leaflets:

# sCOOL2walk

Walking to School made safe and fun with sCOOL2walk: Connect with Your Community and Promote Walkability for Children

What is your ideal way to go to school?

If your answered **WALKING but working hours**, lack of time and poor pedestrian safety are keeping you away from it, **sCOOL2walk is the solution for you!**

## What is it about?

sCOOL2 walk is a digital web application that allows a parent or guardian to announce the route the child will take and discover others in the community who are planning a similar journey. **Students will connect with each other and make the trip together.**



## What do you get?

- Meet other parents, strength the school community and promote walkability among children.
- Help children develop a sense of independence and awareness of their environment improving road safety.



Figure 3-4: sCOOL2walk (EIT Urban Mobility, n.d.).

## 3.5 Trazeo (Spain)

**Name/Title:** Trazeo.

**Country:** Spain.

**City:** Cordoba.

**When:** 2014-2015.



Co-funded by  
the European Union



**Where:** From home to school with the use of Trazeo mobile app.

**Who:** University of Cordoba.

**Objectives:**

Trazeo mobile and web app was developed to facilitate the formation of walking school buses, increasing the satisfaction of the pupils and families from participating in such schemes.

**Stakeholders of the project:** University of Cordoba and local Schools.

**Beneficiaries:** Parents and pupils who used the Trazeo mobile app.

**Financing:** European Regional Development Fund.

**Description:**

Trazeo is a freeware developed under a General Public License 2 with main functionality to enable pupils to commute to and from school in a sustainable, healthy, and safe way. This is achieved with the real-time formation and organization of walking school buses. The responsibility of these walking school buses is shared by the parents who accompany the children, who are also users of the app. There is a mobile for Android and a web version of the application. The main objective of the Android version is to use the positioning sensors of the current smartphones and to exchange real-time data to log the participation of the pupils. Moreover, it is used as a communication tool for the members of the walking bus. The web version of the application has more functionalities and management tasks, such as registration, routes development, etc.

**Results achieved:**

According to a pilot study that took place, there was a high recurrence in the participation of the children and around 44% of the participants changed mobility habits. The parents said that the problems of organizing their children's travel to school were reduced and there was an improvement in their road safety behavior. Around 93% of the parents had less concern about the autonomous walking of their children.





The results showed that a walking bus can increase active mobility to school, and even more for children who live even further from it. Apart from that, the use of mobile apps with positioning sensors can reduce the concerns of the parents and facilitate the assessment of the walking bus.

**Innovation:** This specific case study shows that the use of Information and Communication Technologies (ICT) can greatly enhance and contribute to the walking bus experience, offering a feeling of participation, safety, and security.

**Website:**

<https://doi.org/10.1016/j.tranpol.2018.01.005> (Pérez-Martín et al., 2018).

<https://doi.org/10.15224/978-1-63248-065-1-48> (Pérez-Martín et al., 2015).

**Contacts:**

P. Pérez-Martín ([f72pemap@uco.es](mailto:f72pemap@uco.es)).

**References:** Pérez-Martín et al. (2015, 2018).

**Pictures & Leaflets:** -.





## **4 Walking Bus Case-Studies From the Rest of the World**

### **4.1 Bound Brook School District’s “Walking School Bus” (USA)**

**Name/Title:** Bound Brook School District “Walking School Bus.

**Country:** United States of America (USA).

**City:** Bound Brook, Somerset County, New Jersey (NJ).

**When:** Annually in October.

**Where:** At the Borough of Bound Brook, from Codrington Park basketball courts to school.

**Who:** Bound Brook School District and RideWise.

#### **Objectives:**

On Wednesday, October 20, 2021, teachers, and pupils of the Bound Brook School District celebrated the International Walk to School Month (October), by walking together to school. The pupils gathered at the basketball courts of the Codrington Park and the walked together as a walking school bus to the school. The event was coordinated by the district together with RideWise, a nonprofit from Somerset County, which promoted sustainable mobility. This initiative takes place each October.

**Stakeholders of the project:** RideWise, Safe Routes to School, schools.

**Beneficiaries:** Local activity and actors (e.g., pupils).

**Financing:** School program.

#### **Description:**

On Wednesday, October 20, 2021, teachers, and pupils of the Bound Brook School District celebrated the International Walk to School Month (October), by walking together to school. The pupils gathered at the basketball courts of the Codrington Park and the walked together as a walking school bus to the school. The event was coordinated by the district together with RideWise, a nonprofit from Somerset County, which promoted sustainable mobility. This initiative takes place each October.





The Borough of Bound Brook has all the prerequisites to be ideal for pupils to walk to school daily. This is a healthy, fun, and sustainable way to commute to school. Walking is a fun, healthy, and environmentally friendly way of traveling to school. The District promote this behavior through the “Walk to School Days” and with walking school buses. These days promote community connections, and awareness raising about the importance of safe roads for pedestrians. Moreover, they highlight the benefits of daily physical activity. Other steps that the District has taken to promote walking are: i) painting of the intersection at Lafayette Elementary School together with Middle Earth, ii) giving bike helmets to pupils, and iii) adding bike racks at the schools.

**Results achieved:**

The District promoted a healthy, active, and independent lifestyle among pupils through walking to school.

**Innovation:**

The encouragement of the connections among the community members, the awareness raising about road safety and safe routes for pedestrians, and the emphasis on the importance of daily physical activity are lessons to learn from this initiative.

**Website:**

<https://www.rlsmedia.com/article/bound-brook-school-district-hosts-walking-school-bus-celebrate-international-walk-school> (RLS Media, 2021).

<https://ridewise.org/walk-to-school-month-2019/> (Allison, 2019).

**Contacts:** Jon Dugan ([jon@jamesl517.sg-host.com](mailto:jon@jamesl517.sg-host.com)).

**References:** RLS Media (2021) & Allison (2019).





### **Pictures & Leaflets:**



**Figure 4-1: Photo from the Bound Brook School District's "Walking School Bus" (Allison, 2019).**

## **4.2 Papatoetoe East School Walking School Bus (New Zealand)**

**Name/Title:** Papatoetoe East School Walking School Bus.

**Country:** New Zealand.

**City:** Auckland.

**When:** 2010-ongoing.

**Where:** From designated stops to the school gate.

**Who:** Parents as volunteers.

### **Objectives:**

The Papatoetoe East School Walking School Bus had many objectives such as the following: more safe, healthy, and active pupils; road safety training in a practical manner for pupils; increase the chances of pupils and adults to make new friends; reduction of traffic around schools; and promotion of sustainable mobility.





**Stakeholders of the project:** The school, and parents/volunteers.

**Beneficiaries:** Children/pupils.

**Financing:** -.

**Description:**

With the consent of the parents or the guardians, the walking pupils receive a Walking School Bus (WSB) ticket. This WSB ticket gets clicked whenever the pupils walk with the walking bus and on rainy days it gets clicked twice. Whenever their card finishes, they are rewarded at the school assembly with a certificate, a bag of relevant goodies, and a new ticket!

**Results achieved:**

Around 15 pupils use the Papatoetoe East School Walking School Bus every week, even if it rains! The Papatoetoe East School Walking School Bus has been part of Papatoetoe Santa Parades, and it appeared in the Manukau Courier.

**Innovation:**

As a motivation for children to use the walking bus service, local shops have offered various services and products for free to the participating children. Another innovative aspect is its gamification approach.

**Websites:**

<https://www.pep.school.nz/index.php/our-school/walking-school-bus> (Papatoetoe East School, n.d.a).

[https://pep.school.nz/downloads/PEP\\_WSB\\_map.pdf](https://pep.school.nz/downloads/PEP_WSB_map.pdf) (Papatoetoe East School, n.d.b).

**Contacts:**

Sekuini Amerika ([sekuini@yahoo.com](mailto:sekuini@yahoo.com)).

Claudia Moreira ([Claudia.Moreira@at.govt.nz](mailto:Claudia.Moreira@at.govt.nz)).

**References:** Papatoetoe East School (n.d.a) & Papatoetoe East School (n.d.b).

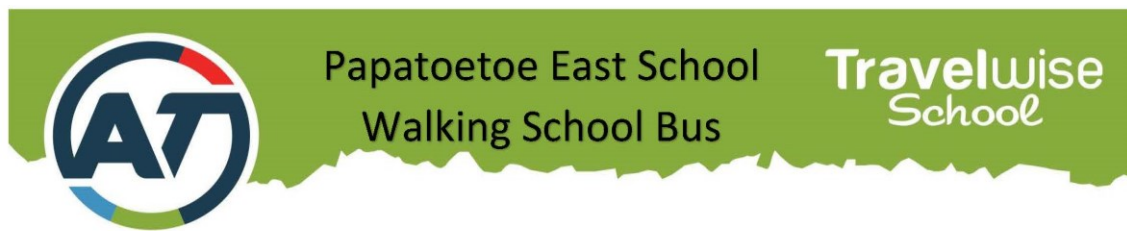




**Pictures & Leaflets:**



**Figure 4-2: Papatoetoe East School Walking School Bus logo (Papatoetoe East School, n.d.a).**



Join East Walking School Bus today!



**East route:**

Contact: Sekuini Amerika [sekuini@yahoo.com](mailto:sekuini@yahoo.com)

If you want more information or to start your own route please contact Claudia Moreira  
[Claudia.Moreira@at.govt.nz](mailto:Claudia.Moreira@at.govt.nz)



Figure 4-3: Papatoetoe East School Walking School Bus leaflet (Papatoetoe East School, n.d.b).





### **4.3 Trottibus (Canada)**

**Name/Title:** Trottibus.

**Country:** Canada.

**City:** Throughout Canada.

**When:** At least since 2018-Ongoing.

**Where:** From designated stops to schools.

**Who:** Canadian Cancer Society.

#### **Objectives:**

There are several benefits from the operation of the operation of the Trottibus Walking School Bus: i) reduced traffic around schools, ii) increase of the safety of pedestrians, iii) better concentration of pupils during the lessons, iv) mobilization of parents around an initiative that brings people together, and v) creation of environments conducive to physical exercise.

The main reason that the Canadian Cancer Society initiated and promotes this program is the fact that it is found that physical exercise from a young age may significantly reduce cancer rates.

#### **Stakeholders of the project:**

Canadian Cancer Society, Vélo Québec, Le Plan d'action régional Montréal physiquement active, Vivre en residence, schools, community organizations, and municipalities.

**Beneficiaries:** Elementary school pupils.

**Financing:** Public Health Agency of Canada.

#### **Description:**

The Trottibus was initiated by the Canadian Cancer Society, as a walking school bus that helps pupils to walk to school together, accompanied by volunteers and parents. The pupils walk safely and supervised, at planned routes with stops that are scheduled, accompanied by verified trained volunteers, who have been checked.

#### **Results achieved:**

There are benefits for everyone!





Pupils have the chance to make new friends, they have the sense of belonging to a group that forms the walking bus, they are trained to be good pedestrians, they concentrate better during the lessons, and they increase their daily physical activity.

The involved parents share responsibility with other parents, have the pleasure to belong to a group, they expand their social network, and they find a way to keep fit.

The schools reduce traffic around them, increase the safety of the pedestrians, and they create an environment that promotes physical activity.

The communities see a decrease in the cars as families start walking more, they see their neighborhoods getting greener, and citizens involvement, strengthening, thus, the social fabric.

According to the Canadian Cancer Society (n.d.c):

- Around half of all cancers may be prevented by adopting healthy habits and policies to protect public health.
- 58% of parents say that they walked to school as children, compared to only 28% of their children today.
- Walking to school increases the ability of pupils to concentrate, for the next four hour.
- Only 14% of young Canadians are sufficiently active.

The Canadian Cancer Society led the Walking School Bus in Waterloo Region, Ontario, from 2018-2021 and continues to lead the Trottibus (Walking School Bus). Currently the following number of schools participate per region: Montréal (14), Montérégie (10), Québec (4), Estrie (1), Laval (1), Outaouais (0), Laurentides (1), Lanaudière (1), Mauricie (1), Saguenay – Lac-Saint-Jean (0), Bas St-Laurent (0), Gaspésie/Îles-de-la-Madeleine (2), Abitibi-Témiscamingue (0), Chaudière-Appalaches (2), Côte-Nord (0), Nord-du-Québec (0), Centre-du-Québec (1), i.e., at least 38 schools.

### **Innovation:**

Trottibus is a success story that integrates the whole “package” needed to start walking school buses in several schools in a country. It offers specific guidelines and good practices of other schools that already have implemented is that work as an example, and above all, it offers a very tangible objective, i.e., to reduce cancer rates.





**Websites:**

<https://cancer.ca/en/get-involved/volunteer/the-walking-school-bus> (Canadian Cancer Society, n.d.a).

<https://trottibus.ca/> (Canadian Cancer Society, n.d.b).

<https://trottibus.ca/en/the-trottibus-in-brief/> (Canadian Cancer Society, n.d.c).

<https://trottibus.ca/en/about/> (Canadian Cancer Society, n.d.d).

<https://trottibus.ca/en/schools/> (Canadian Cancer Society, n.d.e).

**Contacts:** [trottibus@cancer.ca](mailto:trottibus@cancer.ca)

**References:** Canadian Cancer Society (n.d.a, n.d.b, n.d.c, n.d.d, n.d.e).

**Pictures & Leaflets:**



**Figure 4-4: Trottibus logo (Canadian Cancer Society, n.d.b).**

## **4.4 Walking Bus Project (South Africa)**

**Name/Title:** Walking Bus Project.

**Country:** South Africa.

**City:** Western Cape, Cape Town.

**When:** 01 May 2016-Ongoing.

**Where:** From homes to schools and from schools back to homes.

**Who:** Western Cape Department of Community Safety.





**Objectives:**

The main objective of the Walking Bus Project from South Africa is to enhance the security and safety of pupils. It entails parents and volunteers of the broader community, who form walking groups of pupils that walk supervised to school and from school to home, increasing, thus, their safety. Moreover, the supervisors (parents and volunteers) keep an eye on the perimeter of the schools.

**Stakeholders of the project:**

This project has several stakeholders, e.g., religious leaders, communities, parents, schools, NGOs, Neighborhood Watches (NHWs), Community Police Forums (CPFs), South African Police Service (SAPS), Metro Law Enforcement, Metro and Provincial Traffic Department, Department of Education – Safer Schools, Department of Social Development.

**Beneficiaries:** Elementary school pupils.

**Financing:** -.

**Description:**

The Walking Bus Project of South Africa has as main aim to ensure the safe commuting to school of pupils of Cape Town communities which are ridden by the criminality of gangs. Communities in the Western Cape partnered with the Department of Community Safety to expand the initiative. The participation in the initiative is voluntary and it brought peace of mind to guardians, principals, teachers, and parents in the Western Cape.

The Walking Bus Project plays a deterrent role to perpetrators of activities related to crime and gangs, and even prevents children from participating in such activities and gangs. Volunteers keep an eye on the schools' surroundings, and also on the pupils who are usually excited about participating in the Walking Bus Project, but a minority may try to join gangs or stay at home instead of going to school. Moreover, the Walking Bus Project prevents pupils to bring weapons or drugs to school, as they are searched at the school gates. Where the Walking Bus Project was implemented, there was a significant drop in the rate of petty crime.





All screened members of the community may participate as volunteers in the Walking Bus Project. As most of them are NHW members, police clearance is requested, as well as personal details are checked. Various training workshops take place for the volunteers, such as first aid and road safety training.

**Results achieved:**

The Walking Bus Project has been very successful, as there is a significant difference in the various neighborhoods in which it is present. Probably gang members try to keep a low profile in these areas during the walking buses, as diverse communities have taken the safety of their children in their hands. Schools received correspondence thanking the Minister of Community Safety and the Department of Community Safety for the Walking Bus Project and the volunteers for their efforts.

The Walking Bus Project received the gold award for the best implemented project in the 2017 Provincial Service Excellence Awards.

Up to 2020, the Walking Bus Project has been launched in 72 areas in the Western Cape.

**Innovation:**

From this specific application of Walking Bus Project in South Africa, the innovative part is the positive effect of Walking Bus on the security and safety of the pupils and the areas in which operates. Areas with petty crime, or even worse, criminal activities may benefit from this experience.

**Websites:**

<https://www.saferspaces.org.za/be-inspired/entry/walking-bus-initiative> (Warton, 2021).

**Contacts:**

Jemayne Andrews ([Jemayne.Andrews@westerncape.gov.za](mailto:Jemayne.Andrews@westerncape.gov.za)).

**References:** Warton (2021).

**Pictures & Leaflets:** -.





## **4.5 Walk & Roll to School (USA)**

**Name/Title:** Walk & Roll to School.

**Country:** USA.

**City:** Throughout the USA.

**When:** 1997-Ongoing.

**Where:** From homes to schools.

**Who:** National Center for Safe Routes to School.

### **Objectives:**

*To form healthier habits:*

Pupils need to incorporate daily physical activity to their habits and active trips to schools, such as walking, help them form a habit that may last for life. This way, they can build strong bones, joints, and muscles, and they may decrease the risk of obesity.

On the other hand, insufficient physical activity may have as a result chronic diseases, such as heart disease, diabetes, cancer, and stroke.

*Cleaner environment:*

When families start getting to school by active mobility, i.e., walking or cycling, instead of riding in a car, they contribute to the reduction of the air pollutants from private car emissions.

*Promoting safety & security:*

Attended walking to school reduces the risk of accidents. Moreover, adults may identify possible hazards on the road and take relevant measures. Apart from safety, parents are also worried about the security of their children from bullies, assault and even kidnapping. Some communities started walking buses to have parents walk with their children to school and, in this way, address this concern.

### **Stakeholders of the project:**

National Center for Safe Routes to School, General Motors, University of North Carolina Highway Safety Research Center, Child Health Initiative, participating schools, and communities.





**Beneficiaries:** Elementary school pupils.

**Financing:**

National Center for Safe Routes to School, General Motors, University of North Carolina Highway Safety Research Center, Child Health Initiative.

**Description:**

In 1997 the Walk & Roll to School Day began in the USA. The aim was to build awareness and to promote walkable communities. In 2000, the first International Walk to School Day gave international dimensions to the initiative, which led to the International Walk to School Committee. In 2006, the International Walk to School Committee established the International Walk to School Month, where countries choose a day or week in October, or even the whole month, to promote walking to school. Today, thousands of schools celebrate walking to school every year, in the USA and around the world.

**Results achieved:**

The results are the following: i) less traffic congestion by reducing car trips to and from schools, ii) increasing the sense of community, iii) increase the sense of road safety, iv) decrease transport costs, v) improvement of accessibility, vi) increase of real estate value.

Below the number of registered Walk & Roll to School events are presented in the USA from 2019 until 2023:

- 2023: 3,475 events
- 2022: 3,235 events
- 2021: 2,884 events
- 2020: 1,255 events (cancelled due to the COVID-19 pandemic).
- 2019: 5,129 events

**Innovation:**

The importance of the Walk & Roll to School initiative is that it demonstrates how a platform on which there is all the required materials for a school to start a walking bus, and an emblematic action such as a walking to school day or walking to school month, can give a sense of participation to schools and motivate them to join such an initiative.





This is the reason for establishing international days for various social issues and in the case of Walk & Roll to School initiative it worked very well, as from a small initiative it acquired national and even international dimensions.

**Website:**

<https://www.walkbiketoschool.org/> (National Center for Safe Routes to School, n.d.a).

<https://www.walkbiketoschool.org/learn-more/why-walkbike/> (National Center for Safe Routes to School, n.d.b).

<https://www.walkbiketoschool.org/learn-more/about-us/> (National Center for Safe Routes to School, n.d.c).

<https://www.walkbiketoschool.org/registration/pastevents.php> (National Center for Safe Routes to School, n.d.d).

<https://www.walkbiketoschool.org/plan/downloadable-materials/graphics-and-logos/> (National Center for Safe Routes to School, n.d.e).

**Contacts:** [info@walkbiketoschool.org](mailto:info@walkbiketoschool.org)

**References:** National Center for Safe Routes to School (n.d.a, n.d.b, n.d.c, n.d.d, n.d.e).

**Pictures & Leaflets:**



**Figure 4-5: Walk & Roll logo (National Center for Safe Routes to School, n.d.e).**





## **5 Discussion and Conclusions**

The WalkingBus Mapping & Review template (Annex 1) was sent to the WalkingBus project beneficiaries to gather walking bus case studies and good practices from their countries, i.e., TERO from Greece, MVNGO from Italy, and KARGENC from Türkiye. While several case studies were found in Italy, none were found in Greece and Türkiye! This was an unexpected result, as there might have been such initiatives but in any case, they were not recorded well enough to be traceable and easily accessible for possible imitators.

Therefore, instead of having five case studies from each country, Greece, Italy, and Türkiye, five good practices were gathered from the WalkingBus project participating countries, five from the rest of Europe, and five from the rest of the world, totaling to 15 case studies. The deliverable D2.1: WalkingBus Repository was expected to be around 20 pages, but due to the much information that was found it became much bigger. In any case, a simple project deliverable cannot record the whole landscape of walking bus case studies, but it can give an idea of what is the current state around the world.

From the case studies that were gathered, the following results can be derived:

1. It seems that the most important success factor is to have a national online platform, which in specific cases may become international, i.e., among countries with the same language, which promoted walking buses. Such platforms provide methods and materials to schools that want to realize a walking bus scheme, so that they do not have to reinvent the wheel. Apart from that, they offer a sense of belonging to a greater scheme that promotes sustainable mobility and a healthy lifestyle. Several such example were found, such as the Walk & Roll to School (USA), Pedibus (Italy), Trotibus (Canada), Green-Schools (Ireland), etc. It seem that the development of such online platforms that function as networks incentivize the schools to participate and significantly reduces the fears of the parents in terms of safety and security. The result is that walking bus schemes are booming after a critical mass of participating schools.
2. Apart from online platforms, the use of ICT and smart mobile apps have also positive influence on the development of walking bus schemes. Such examples are Trazeo (Spain), CLIMB /PedibusSmart (Italy), sCOOL2walk (Malta), etc.





3. The establishment of specific national or international walking to school days or months, e.g., such as the month of October, can also significantly incentivize schools to start participating in walking bus schemes, because they offer a visible deadline in which they have to take all the required actions to form the scheme and, moreover, a sense of belonging to a wider network of participating schools.
4. Finally, apart from pupils' commuting to and from schools, walking buses may have many other objectives: e.g., cancer prevention (Canada), safety and security of pupils (South Africa), etc.

The above results that were derived from the case studies, show the way for Greece, Türkiye, and other countries that lag behind, towards how they should move in order to see in these countries too walking bus schemes expanding.





## **6 Conclusions**

There are countries in which walking bus schemes are blooming. and other in which the case studies are very few or non-existent. From the case studies that were gathered in this WalkingBus deliverable, it was derived that there are some success factors that should be followed to have a rapid expansion of walking bus schemes to a country. Some of these factors seem to be the following:

1. Development of an online platform that functions as a national network of walking buses.
2. The use of ICT and mobile apps.
3. The establishment or adoption of specific national or international walking to school days or months.
4. The connection of the walking bus schemes to tangible objectives in each specific case.





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## Annex A: WalkingBus Mapping & Review template



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### WalkingBus Mapping & Review template

|                                                                                                                                                                                                                          |  |
|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--|
| <b>Name/Title:</b>                                                                                                                                                                                                       |  |
| Name (acronym & full title) of the Action (good practice) related to WalkingBus project:<br>.....<br>.....                                                                                                               |  |
| <b>Country:</b>                                                                                                                                                                                                          |  |
| <b>City:</b>                                                                                                                                                                                                             |  |
| <b>When:</b><br><i>When it was implemented (please specify if it is still ongoing)</i>                                                                                                                                   |  |
| <b>Where:</b><br><i>apart from the city and country named above, please refer to the origins / destinations (e.g., from school to homes? From meeting points to school, etc.)</i>                                        |  |
| <b>Who:</b><br><i>Name of the Coordinating Entity</i>                                                                                                                                                                    |  |
| <b>Objectives:</b><br><i>General and Specific Objectives of the Action</i>                                                                                                                                               |  |
| <b>Stakeholders of the project:</b><br><i>People and institutions contributing to the implementation of the Action</i>                                                                                                   |  |
| <b>Beneficiaries:</b><br><i>Which target group was involved (please specify the legal status and around how many people were reached)</i>                                                                                |  |
| <b>Financing:</b><br><i>Budget and Program which financed the Action</i>                                                                                                                                                 |  |
| <b>Description:</b><br><i>Detailed description of the action (please specify the activities/sessions/modules and methodologies implemented, and if not available please describe it in detail of around half a page)</i> |  |
| <b>Results achieved:</b><br><i>Describe the quantitative and qualitative results achieved</i>                                                                                                                            |  |
| <b>Innovation:</b><br><i>Specific Characteristics that could contribute to the WalkingBus project (i.e., is there anything we can learn for our actions?)</i>                                                            |  |
| <b>Website:</b><br><i>Links related to the Action (if available)</i>                                                                                                                                                     |  |
| <b>Contacts:</b><br><i>(if available)</i>                                                                                                                                                                                |  |

#### Pictures & Leaflets:

Please attach to the sheet pictures & Leaflets of the Action





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