

# School Route Audit Report

**Milne's Primary School, Fochabers**

**Spring 2023**



We are Living Streets, the charity for everyday walking.  
Our mission is to achieve a better walking  
environment and inspire people to walk more.



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[livingstreets.org.uk](http://livingstreets.org.uk)



# Living Streets

We are Living Streets, the UK charity for everyday walking.

We want to create a walking nation, free from congested roads and pollution, reducing the risk of preventable illness and social isolation and making walking the natural choice. We believe that a walking nation means progress for everyone.

Our ambition is to get people of all generations to enjoy the benefits that this simple act brings and to ensure all our streets are fit for walking.

For nearly 100 years we've been a beacon for walking. In our early days our campaigning led to the UK's first zebra crossings and speed limits. Now, our campaigns and local projects deliver real change to overcome barriers to walking and our ground-breaking initiatives such as the world's biggest Walk to School campaign encourage millions of people to walk.

Progress starts here: one street, one school, one step at a time.

## **Walk to school campaign.**

Living Streets' Walk to School campaign supports over 900,000 children in 3,500 schools across the UK to walk more through national schemes and events including Walk to School Week, and WOW – the walk to school challenge, making it one of the UK's leading behaviour change campaigns for young people.

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# 1 Executive summary

We are Living Streets, the UK charity for everyday walking. We are working with Milne's Primary School to facilitate, encourage and increase everyday walking in Fochabers.

On 30<sup>th</sup> March 2023 we conducted a School Route Audit (SRA) by walking around a planned route identifying, discussing, and recording factors that encouraged or discouraged everyday walking. The group included pupils, staff, and parent representatives from Milne's Primary School and was facilitated by Living Streets Scotland staff. The issues identified were then discussed before agreement was reached on key short and longer-term priorities that would improve the walking environment.

The key issues identified affecting walking routes to school in Fochabers were:

- Lack of safe crossing point/s on High Street at the front of the Milne's Primary School
- Narrow or absent footways on Institution Road and mix of pedestrians and motor vehicles
- Conflict between pedestrians and vehicles at bridge over Fochabers Burn, Charlotte Street

Recommendations discussed at the SRA included:

## **Short Term**

- Signage to indicate shared use space giving priority to pedestrians on Institution Road and the bridge on Charlotte Street.

## **Medium/Long Term**

- Full or part time restrictions to traffic at school drop off and pick up times on Institution Road.
- Install a formalised crossing/s on High Street in front of the school.
- Restrict traffic use of the bridge on Charlotte Street.

# 2 Introduction

## What is a School Route Audit?

The Living Streets School Route Audit (SRA) methodology is a way of effectively involving pupils, parents and other community stakeholders in the process of evaluating the quality of the walking environment around schools. SRAs explore the walking routes to schools from the viewpoint of the people who currently or could use them, not just those who own or manage it. SRAs provide recommendations to overcome physical and emotional barriers to walking to school and can feed into schemes to ensure places are fit for walking for all journeys.

The School Route Audit aims:

- to identify barriers to walking to school and encourage families to choose to walk
- to identify ways to reduce the effects of vehicle traffic on people who walk and cycle
- to improve connectivity and the general attractiveness of routes to school; and
- to identify improvement measures, priorities and suggest a course of action

Throughout the report, the term pedestrian refers to people of all ages and all levels of mobility and includes people who may use mobility aids including wheelchairs and mobility scooters.

## Background

The audit was undertaken in Fochabers, particularly on the streets around Milne's Primary School. The audit was commissioned by Moray Council to support their Active Travel Strategy.

*Objective 6 of the ATS – 60% of all journeys to school will be walked or cycled by 2027.*

- *Continue to promote the use of the Living Streets Travel Tracker programme in primary schools.*
- *Audits of safe routes to school will be carried out for all Moray schools.*

# Methodology

The key part of an SRA is a group walk around the study area to identify and discuss issues that encourage or discourage everyday walking. Participants were given a brief introduction on the purpose of the SRA and examples of the types of issue to look out for. While on the audit they were invited to comment on their perceptions and experiences, with facilitator prompts where needed. Living Streets staff undertook a pre-audit walk to understand the local context and any technical issues in the walking environment.

At the close of the session, issues raised were summarised and reviewed. This approach led to being able to build consensus on some issues and establish areas where there were diverse views and priorities.

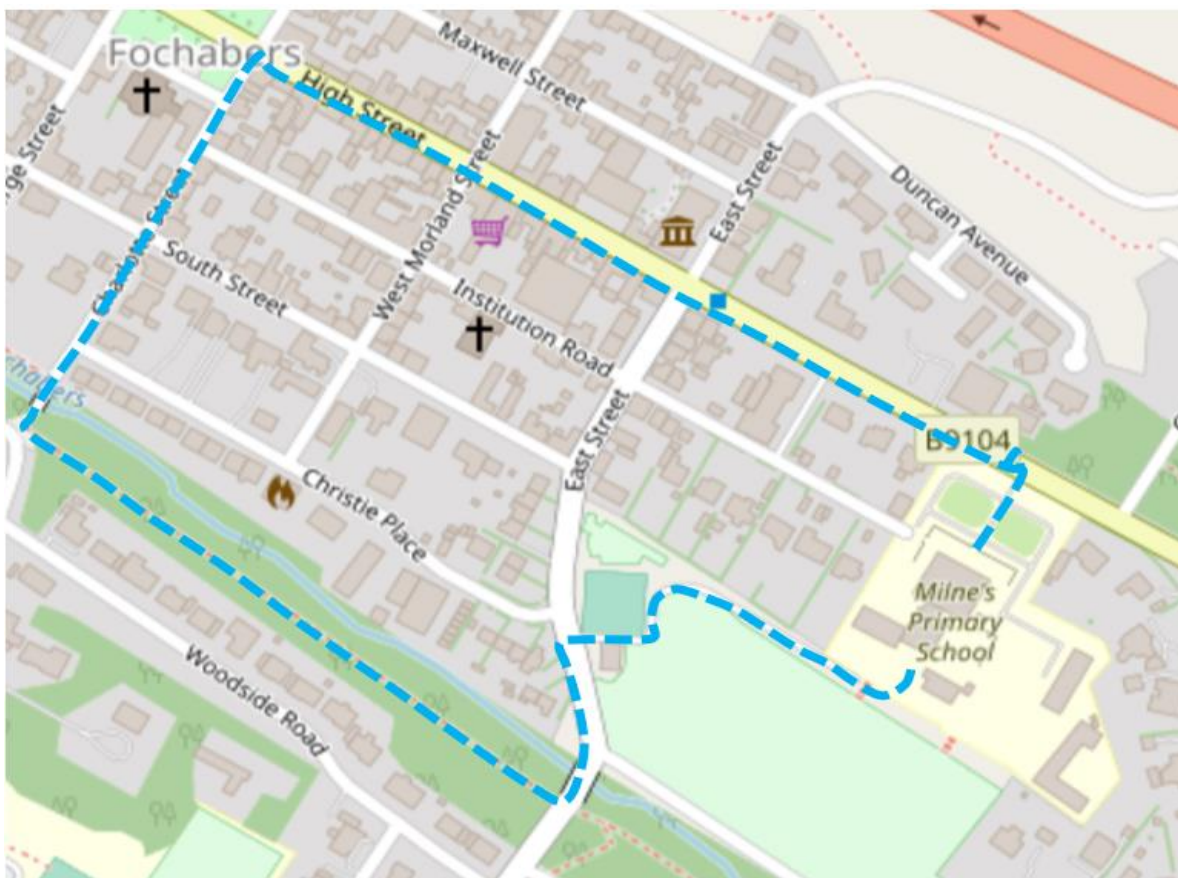
During the audit walk, participants were asked to consider the issues listed below:

<b>Road layout and space allocation</b>	How much space is given over to cars? How does this affect people walking?
<b>Crossing points and desire lines</b>	How easy is it to cross where you need to cross? Are there long delays at crossings? Is there adequate time to cross? Are pedestrian routes direct and uninterrupted?
<b>Footway surfaces and obstructions</b>	Are pavements smooth, well-maintained, wide enough, free of obstructions and clutter? Are pavements and routes accessible for all users?
<b>Facilities and signage</b>	Are facilities accessible for all users? Is there clear signage? Are there places to sit?
<b>Maintenance and enforcement issues</b>	Are vehicles parked safely and legally? Is there litter, debris or graffiti? Is infrastructure damaged or in need of repair?
<b>Personal security</b>	Do you feel safe walking here? Is there enough lighting? Would you walk here after dark?
<b>Traffic</b>	Traffic speed and volume, air pollution, noise and smell – does it feel dangerous?
<b>Aesthetics</b>	Is the area pleasant to walk in? What do you like or not like?
<b>Places to play and socialise</b>	Are there play spaces, activity spaces and seating areas? Are they in safe locations?

# 3 Audit location

The audit surveyed the area around Milne's Primary School. This included the area around the school, High Street, Charlotte Street, the path by Fochabers Burn, East Street, and Institution Road. The group walked the route in an anti-clockwise direction starting at the front of the school on the B9104, High Street. Areas for investigation in the SRA were identified by Living Streets and agreed by Milne's Primary School.

Map of area



© Open Street Map

----- Audit route



## School background

Milne's Primary School is a co-educational, non-denominational school in Fochabers. The pupil roll is 191. There are eight large and spacious teaching areas, a main hall/gymnasium, library, and audio room. The school has a large self-contained dining room, support for learning base, and computer suite. In addition, there is a large tarmac playground and grassed playing field.

In May 2023, Milne's Primary School joined WOW and started using the Travel Tracker to log pupil's journeys to school. The school took part in the 2022 Hands Up Scotland Survey, which indicated that almost two thirds of pupils travel actively in part, or wholly to school (Appendix B)

School site:

There is a car park at the front and side of the school for staff and a school bus/taxi drop off point accessed from the High Street. Parents are encouraged to park and stride if it is too far for pupils to walk from home. Pupils are asked to use the route from East Street into the back of the school as a safe route to enter and leave the school grounds.

## Area context

Local area

Fochabers is a village with a population of approximately 1700 people. It is a planned village with straight wide streets built in a rectangular grid system with a central square and dates from 1776. The original village is a conservation area.

There are 2 schools in Fochabers. Milne's High School has around 300 pupils who come from Fochabers, neighbouring villages and the surrounding rural areas, and Milne's Primary School with 191 pupils.

In January 2012, the A96 bypass of Fochabers and neighbouring Mosstodloch was completed and the High Street in Fochabers was de-trunked thus easing traffic congestion in the village. A raised table traffic calming measure was installed in the square. In June 2019, school crossing patrols ended across Moray including the one on the B9104 in front of the primary school.



# 4 Audit and surveys

## Audit details

Living Streets staff identified the audit route on a visit to Fochabers on 31<sup>st</sup> January 2023. On 30<sup>th</sup> March 2023 the audit was carried out with 14 pupils from Milne's Primary School, two parents, the Head Teacher, and Living Streets Scotland staff.

Pedestrian and vehicle counts were carried out on Institution Road near the entrance to the primary school. (Appendix 1)

A survey was conducted to gather information from parents, school staff and other members of the local community. 14 surveys were completed. (Appendix 2)

## Participants' observations

This section provides a description of the observations made by participants during the audit and from the surveys.

The comments below include the participants' recommendations for improving the walking environment.

- *Some streets have very narrow pavements. Institution Road can be very busy at start and end of day. Parents are still coming into school grounds with cars despite being told. The High Street is very congested. It was easier to cross to the coop when Covid restrictions prevented parking right outside it.*
- *Crossing the road A96 (High Street) is very hard due to heavy school traffic leaving Fochabers Institute.*
- *We miss the lollipop lady at the Institute making it safer to cross for the children.*
- *We live at the east end of Fochabers and do not have a safe route to enter the school grounds. We have to come in the main gate, on the road with the traffic and cross the bus/car park. The safe way in, at the back of the school, is a long diversion round for us and our other neighbours from the east end of the village. Parents are not meant to park on school grounds, but this is not enforced and has been much worse and very dangerous this school year.*

- *It would be great to have a safe designated path from the front of the school for those who live in the houses opposite Christie's. The riskiest part of our walk is more often negotiating the school car park traffic (where the same people drop off their children every day) than crossing the main road.*
- *No safe crossings anywhere north of Gordon Arms Hotel. We have a large number of children attending the school who live in the new homes that have been built and the existing houses in this part of the village. Given the closeness to the school in this part of the village walking is the best option. Unfortunately, the location due to the A96 (High Street) vehicles forget to slow down and use this road space to park where the children at this end of the village cross for school.*
- *In a rural community such as this there are only so many folk to target for active travel. We will try to park away from the school and walk/cycle. It's not so simple though.*
- *The cars don't stop for us to cross the road at the school. It is dangerous and busy.*
- *We have to wait for the cars at the bridge and then run across.*
- *In winter, the safe route path (behind the school) gets really slippery.*

## Survey Results Highlights

Full results from the survey can be found in Appendix 2.

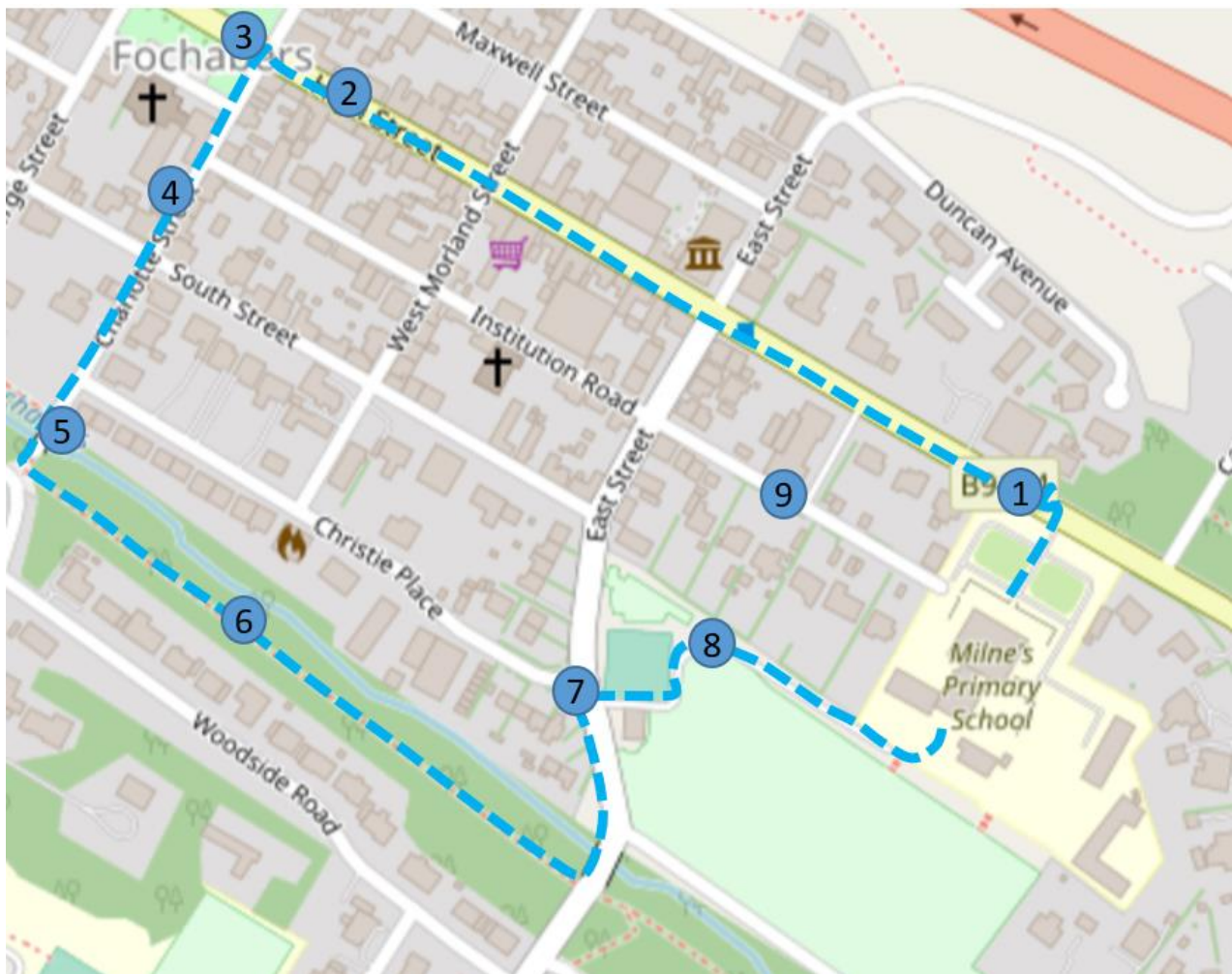
In question 2, parents were asked how their children usually travel to school. 66% of respondents reported that their children usually make active travel choices and walk, cycle or scoot to school.

In question 4, respondents were asked to categorise concerns which cause barriers to walking and active travel to Milne's Primary School. The top four concerns reported were:

- There aren't enough safe crossing points on the journey to school.
- Road and footway layout
- Traffic – speed and amount
- Inconsiderate parking

# 5 Findings and Recommendations

Map of findings



© Open Street Map

- Audit area
- 1 Observation locations
- ..... Observation locations (streets / paths)

## 1 High Street (ex A96) in front of school

- **Lack of crossing:** Lack of crossing. Participants felt it is difficult to safely cross the road and can take some time to find a safe gap in the traffic to do so.
- **Recommendation:** Add a crossing: Install zebra crossing on High Street in front of the school.



## 2 High Street at puffin crossing

- **Issue:** Narrow footway with no space for pedestrians when people are waiting to cross the road.

### Recommendations

- **Recommendation:** Build outs on either side of the crossing.

Usable width between street furniture 1.2m



## 3 Raised table at the village square.

- **Issue:** It is not clear that the raised table changes traffic behaviour.
- **Issue:** Road markings are worn out.

### Recommendations

- **Recommendation 1:** Refresh signage and road markings
- **Recommendation 2:** link square with crossing points





## 4 Narrow Footways

- **Issue:** The village has many streets with narrow footways which impede walking and wheeling.
- **Recommendation:** Footway build outs to allow pedestrians to walk or wheel around obstacles.



## 5 Narrow Bridge on Charlotte Street

- **Issue:** No footway for pedestrians on the narrow bridge.
- **Recommendation:** Remove motorised traffic from this bridge or sign as pedestrian priority.



## 6 Traffic free route

- **Issue:** Pleasant traffic free route beside Fochabers Burn, but no lighting so unsuitable during winter months.
- **Recommendation:** Add low level lighting along the path between Charlotte Street and East Street.



## 7 Crossing on East Street

- **Issue:** No dropped kerb
- **Issue:** No signage to indicate pedestrians crossing
- **Recommendation:** Install a formalised crossing point.



## 8 Path to school entrance

- **Issue:** Flooding and icing of the path.
- **Recommendation:** Remedial drainage work required.



## 9 Institution Road

- **Issue:** This is a busy route to the school for pedestrians and cyclists, but footway is narrow or absent, so people are forced to share the carriageway with cars. *Pedestrian movements on Institution Road during school peak times outnumber vehicle movements by approximately 15 to 1. – Appendix 1*
- **Recommendation 1:** Restrictions to traffic at school drop off and pick up times.
- **Recommendation 2:** Signage to indicate shared use space giving priority to pedestrians.



# 6 Conclusion

A School Route Audit was undertaken with participants from the Milne's Primary School community to identify any issues that may discourage people from walking.

## SUMMARY OF OBSERVATIONS

- Both during the audit and in the survey responses, the lack of a formalised crossing on the B9104 High Street in front of Milne's Primary School was highlighted as a barrier to walking to school. In June 2019, there ceased to be a school crossing patroller at this location.
- The pedestrian and vehicle counts carried out on Institution Road showed that pedestrian movements on the road during school peak times outnumber vehicle movements by approximately 15 to 1. Pedestrian counts showed two very clear peaks coinciding with the school start and finish times. Due to narrow or absent footways along Institution Road, pedestrians and cyclists must share the carriageway with motorised vehicles.
- The bridge over Fochabers Burn on Charlotte Street is narrow with no footway for pedestrians. Pupils on the audit reported that it is difficult to cross and they felt it was a safety issue.

## PHYSICAL INTERVENTIONS

- Signage to reflect shared use and pedestrian priority should be installed on Institution Road, on the bridge on Charlotte Street.
- Formalised crossing points should be installed on the B9104 High Street in front of the school and on East Street at the back entrance to the school.
- Key footways should be identified and build outs constructed to maintain footway width around obstacles such as steps at house entrances. Build outs should also be installed at the puffin crossing on the High Street to accommodate pedestrians waiting to cross the road.



## BEHAVIOUR CHANGE ACTIONS

- Pupils at Milne's Primary School will engage with WOW, the walk to school challenge using the Travel Tracker to record their journeys to school. Living Streets Scotland staff will provide support to the school to engage with all aspects of the programme. This will include school visits and promotion of initiatives to increase active travel.
- Milne's Primary School staff will work with pupils and the Parent Council to produce a School Travel Plan. Living Streets Scotland staff will help with this process.
- An Active Travel Zone poster will be produced by Living Streets Scotland in consultation with Milne's Primary School to identify safe routes to school and Park and Stride options for pupils who live too far to walk the whole way to school. Parents will be encouraged to park away from the school entrance and avoid driving along Institution Road to drop off and pick up pupils.

This report is being submitted to members of staff at Moray Council and Milne's Primary School so that recommendations can be discussed and action undertaken as required. Milne's Primary School can use this report as a testimonial to request improvement works alone or alongside any other developments, and to help with their School Travel Plan. Milne's Primary School should also work to carry out action points and ensure their longevity, calling on residents and parents to help and support.

# Action Plan Recommendations

Living Streets has produced this Action Plan for the school and Moray Council based on the outcomes of the School Route Audit process, data and specific recommendations that the school can implement. The barriers to walking identified are outlined in the table below alongside possible actions to overcome them and encourage more walking to school.

Issues/Findings	Suggested Actions for Moray Council	How can the school support?	How can residents/parents support?
<b>Crossing the B9104 High Street in front of the school</b>	Install a formalized crossing point	<ul style="list-style-type: none"> <li>• Complete a School Travel Plan.</li> <li>• Participate in WOW the walk to school challenge.</li> <li>• Produce a heat map of routes used by pupils to help the Council identify priority footways for widening.</li> <li>• Encourage pupils to enter and leave the school grounds via Institution Road or East Street.</li> </ul>	<ul style="list-style-type: none"> <li>• Write to local councilors.</li> <li>• Support the pupils to make active travel choices.</li> </ul>
<b>Narrow footways</b>	Identify key priority routes on the roads perpendicular the High Street to install build outs to ensure continuous footway width round obstacles.		
<b>Narrow bridge on Charlotte Street</b>	Erect signage to indicate pedestrian priority.  Remove motorized vehicles from this bridge		
<b>Crossing on East Street</b>	Install a formalized crossing point on East Street to lead into the back entrance to the school.		

# Appendices

**Appendix A**  
**Pedestrian Count Data / Vehicle Count Data**

**Appendix B**  
**Hands Up Survey Scotland**

**Appendix C**  
**Parent/Community Survey**



## Appendix A

### Milne's Primary School Count Data Spring '23

Pedestrian and vehicle counts were carried out near the West entrance to Milnes Primary School on Institution Road.

#### Summary statistics

##### **Pedestrian movements on Institution Road during school peak times outnumber vehicle movements by approximately 15 to 1**

Pedestrian counts showed two very clear peaks, coinciding with the school start and finish times. Approximately 150 movements were counted during each of these peak times.

By comparison movements past the same counter were 10% or less of this during weekends when the school was closed.

Traffic on Institution Road was monitored from the end of the Easter Holidays, to give a weekday non-school comparison, into the start of the Summer term.

Holiday and weekend traffic movements totalled less than 30 (bidirectional) per day, rising from the low 40's to 50 per day during term time.

During school peak hours vehicle movements were in the region of 10 per peak.

## Living Streets Scotland pedestrian count data – Milnes Primary School (Institution Road)

Hour ending	00:00	01:00	02:00	03:00	04:00	05:00	06:00	07:00	08:00	09:00	10:00	11:00	12:00	13:00	14:00	15:00	16:00	17:00	18:00	19:00	20:00	21:00	22:00	23:00	Total
Day1 (Weds)	0	0	0	0	0	0	0	0	1	129	24	5	5	6	1	49	118	5	2	4	4	4	1	2	360
Day2 (Thurs)	0	0	0	0	0	0	0	0	7	112	28	4	8	4	2	41	86	6	0	1	6	1	0	1	307
Day3 (Fri)	0	0	0	0	0	0	0	0	0	130	15	1	7	7	8	52	101	5	3	15	0	6	2	0	352
Day4 (Sat)	0	0	1	0	0	0	0	0	2	0	1	3	0	2	5	6	10	0	2	2	4	2	2	0	42
Day5 (Sun)	0	1	0	0	0	0	0	0	0	0	1	6	5	0	1	4	0	2	0	3	3	1	0	1	28
Day6 (Mon)	0	0	0	0	0	0	0	0	0	114	12	1	8	6	2	51	139	2	1	2	3	2	0	0	343
Day7 (Tues)	0	0	0	0	0	0	0	0	4	208	9	3	8	7	3	70	77	11	2	2	1	1	0	1	407
Weekday average	0	0	0	0	0	0	0	0	2	139	18	3	7	6	3	53	104	6	2	5	3	3	1	1	354
Weekend average	0	1	1	0	0	0	0	0	1	0	1	5	2	1	3	5	5	1	1	3	3	2	1	1	35
Daily average	0	0	0	0	0	0	0	0	2	99	13	3	6	5	3	39	76	4	1	4	3	2	1	1	263
7 day total	0	1	1	0	0	0	0	0	14	693	90	23	41	32	22	273	531	31	10	29	21	17	5	5	1839



Location: Lat. 57.6121 Long. -3.0195

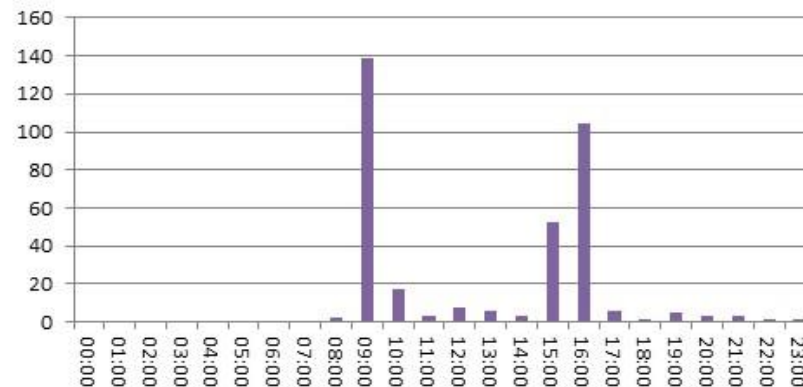
Start: 00:01 Wed 08/03/23

Finish: 23:59 Thursday 14/03/2023

7 day count total: 1,839



Weekday average pedestrian passes (hourly)



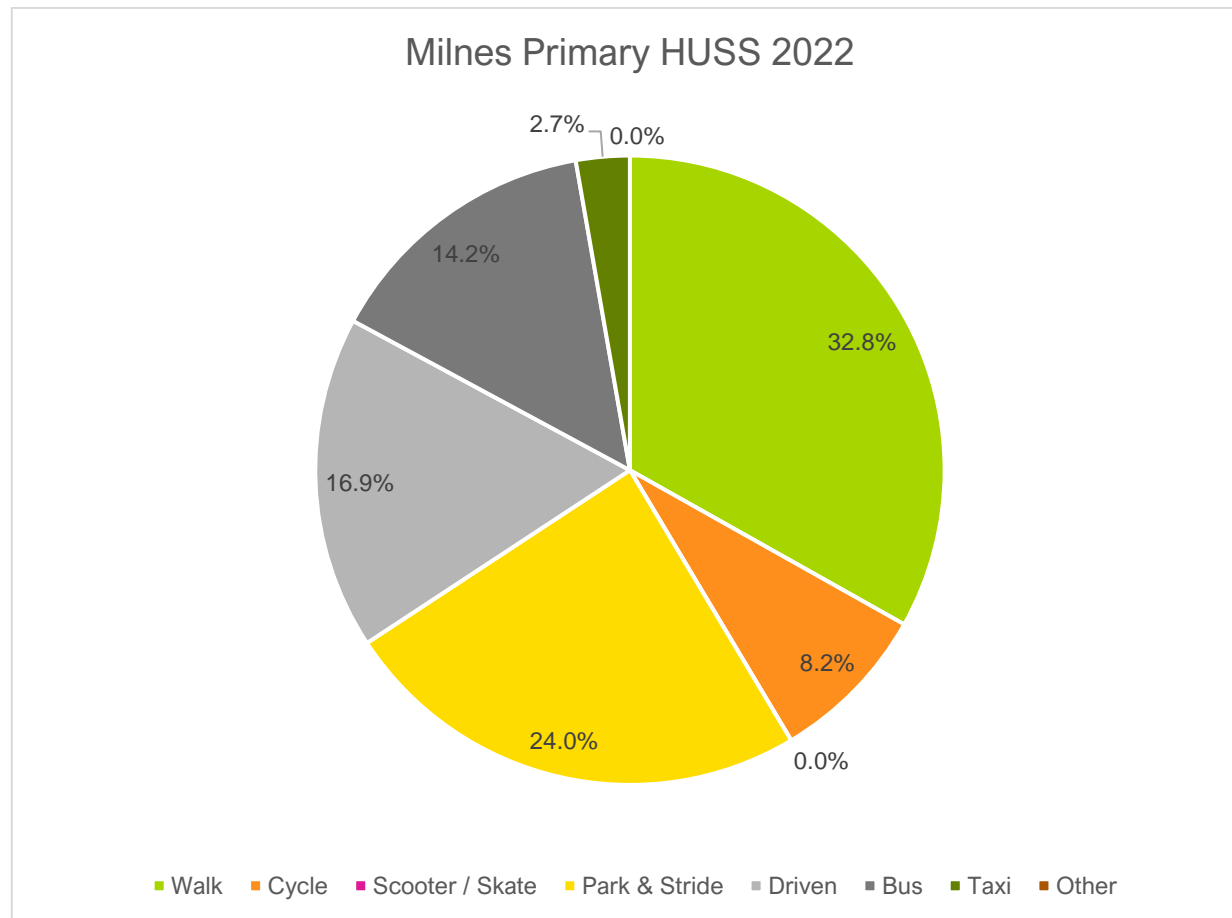
## Living Streets Scotland traffic count data – Milnes Primary (Institution Rd.)

Day	Date	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	Total
Tue	18-Apr-23	0	0	0	1	0	0	0	0	3	2	4	0	3	1	1	2	3	6	1	3	0	0	1	0	31
Mon	17-Apr-23	0	0	0	1	0	0	0	0	0	5	1	4	10	6	5	1	2	0	5	8	0	0	1	0	49
Sun	16-Apr-23	0	0	0	1	0	0	0	0	0	0	0	2	7	0	3	3	1	0	0	2	0	0	0	0	19
Sat	15-Apr-23	0	0	0	1	0	0	0	0	1	0	1	1	1	0	0	7	4	7	1	0	1	2	0	0	27
Fri	14-Apr-23	0	0	0	1	0	2	1	0	3	0	0	4	7	0	1	0	1	0	2	5	0	0	0	2	29
Thu	13-Apr-23	0	0	0	1	0	2	0	0	1	5	0	0	1	2	1	3	2	4	2	1	0	0	0	0	25



Location: Lat. 57.6121 Long. -3.0197

## Appendix B



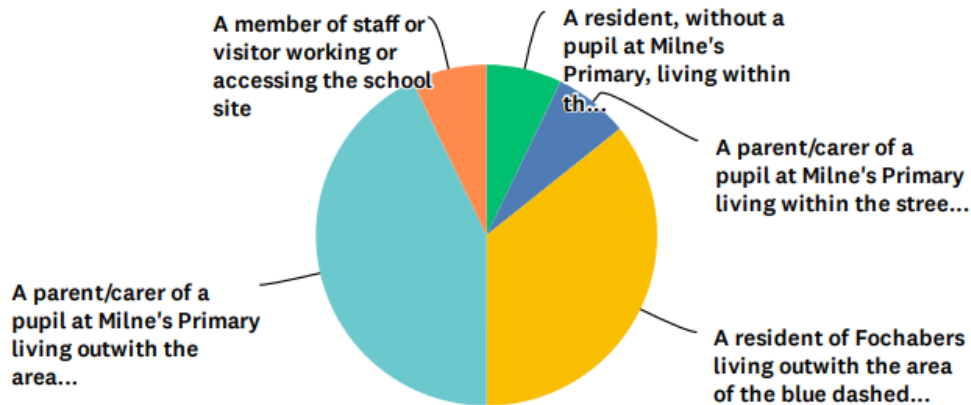


## Appendix C

### Survey responses.

#### Q1 Are you (Please see map insert)

Answered: 14 Skipped: 0

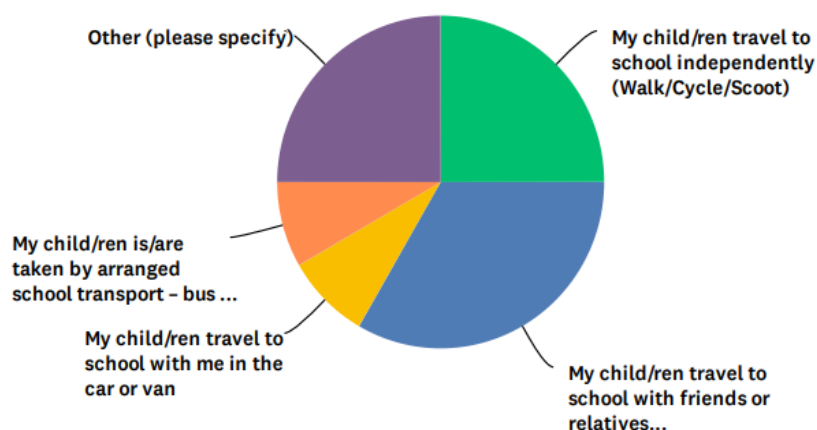


(Map on Page 7)

ANSWER CHOICES	RESPONSES	
A resident, without a pupil at Milne's Primary, living within the streets bound by the blue dashed line on the map.	7%	1
A parent/carer of a pupil at Milne's Primary living within the streets bound by the blue dashed line on the map.	7%	1
A resident of Fochabers living out with the area of the blue dashed line.	36%	5
A parent/carer of a pupil at Milne's Primary living out with the area of the blue dashed line.	43%	6
A member of staff or visitor working or accessing the school site	7%	1
Other (please specify)	0%	0
<b>TOTAL</b>		<b>14</b>

## Q2 If you are a parent/carer how does your child/ren mainly travel to school

Answered: 12 Skipped: 2



ANSWER CHOICES	RESPONSES	
My child/ren travel to school independently (Walk/Cycle/Scoot)	25%	3
My child/ren travel to school with friends or relatives (Walk/Cycle/Scoot)	33%	4
My child/ren travel to school with me in the car or van	8%	1
My child/ren get a lift in with friends or relatives	0%	0
My child/ren is/are taken by arranged school transport – bus or taxi	8%	1
Other (please specify)	25%	3
<b>TOTAL</b>		<b>12</b>

#	OTHER (PLEASE SPECIFY)
1	Not got any children at the school
2	Dropped off at breakfast club
3	Grandparent who walks with children twice a week

Q3 Rate how effective you think these measures are to help promote safe and active travel to school and ease traffic congestion around the school.

Answered: 14 Skipped: 0

	NOT EFFECTIVE	SOMEWHAT EFFECTIVE	VERY EFFECTIVE
Walking and Cycling Promotions eg. Walk to School Week	7% 1	79% 11	14% 2
Communications to parents and residents eg. considerate parking guidance	36% 5	43% 6	21% 3
Part time closures to traffic on some streets	43% 6	29% 4	29% 4
Speed limits and street design features such as speed tables	36% 5	43% 6	21% 3
Enforcement of parking restrictions	29% 4	29% 4	43% 6

**Q4 Please categorise the concerns you have which cause barriers to walking and active travel to this school. (please give details including street names etc in the 'Other' box below)**

Answered: 14 Skipped: 0

	UNIMPORTANT	SOMEWHAT IMPORTANT	VERY IMPORTANT
Footway quality - surfaces and obstruction	21% 3	29% 4	50% 7
Road and footway layout	14% 2	21% 3	64% 9
Traffic - speed and amount	7% 1	14% 2	64% 9
Inconsiderate parking e.g. pavement parking	0% 0	43% 6	57% 8
There aren't enough safe crossing points on the journey to school	0% 0	21% 3	79% 11
It is too far to walk	43% 6	50.00% 7	7% 1
Weather conditions	43% 6	57% 8	0% 0
Routes - accessibility and signage	14% 2	64% 9	21% 3
<b>TOTALS</b>	<b>20</b>	<b>42</b>	<b>48</b>

#	OTHER (PLEASE SPECIFY)
1	In a rural community such as this there are only so many folk to target for active travel. We will try a park away from the school and walk/cycle. It's not so simple though.
2	No safe crossings anywhere north of Gordon Arms Hotel. We have a large number of children attending the school who live in the new homes that have been built and the existing houses in this part of the village. Given the closeness to the school in this part of the village walking is the best option. Unfortunately, the location due to the A96 vehicles forget to slow down and use this road space to park where the children at this end of the village cross for school.
3	We live at the east end of Fochabers and do not have a safe route to enter the school grounds. We have to come in the main gate, on the road with the traffic and cross the bus/ car park. The safe way in, at the back of the school, is a long diversion round for us and our other neighbours from the east end of the village. Parents are not meant to park

	on school grounds, but this is not enforced and has been much worse and very dangerous this school year.
4	Crossing the road A96 is very hard due to heavy school traffic leaving Fochabers Institute
5	Some streets have very narrow pavements. Institution Road can be very busy at start and end of day. Parents are still coming into school grounds with cars despite being told. The High Street is very congested. It was easier to cross to the coop when Covid restrictions prevented parking right outside it

## Q5 Additional feedback or comments

Answered: 5 Skipped: 9

#	RESPONSES
1	I hope this gains good traction by the people of Fochabers.
2	For some it's really easy to gain badges etc. For some it's not. It's fairly well known that rewards decrease motivation. We used to live about 100m from the school. Walking every day. Now we stay in another village.
3	It would be great to have a safe designated path from the front of the school for those who live in the houses opposite Christie's. The riskiest part of our walk is more often negotiating the school car park traffic (where the same people drop off their children every day) than crossing the main road.
4	We miss the lollipop lady at the Institute making it safer to cross for the children
5	Thank you for trying to do something.

## Issue record

Issue no.	Written by:	Checked/ approved by:	Issued by:
Draft 01	Name: Fiona Johnston	Chris / Linnea	
	Date: Sep 2023		
Draft 02	Name:	Danielle Angeli	
	Date:	18/10/23	
Final Issue	Name:	Chris Thompson	
	Date: 26/10/23	26/10/23	

**We are Living Streets, the charity for everyday walking.  
Our mission is to achieve a better walking environment  
and inspire people to walk more.**

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