

School Route Audit Report

Cluny Primary School, Buckie

March 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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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.

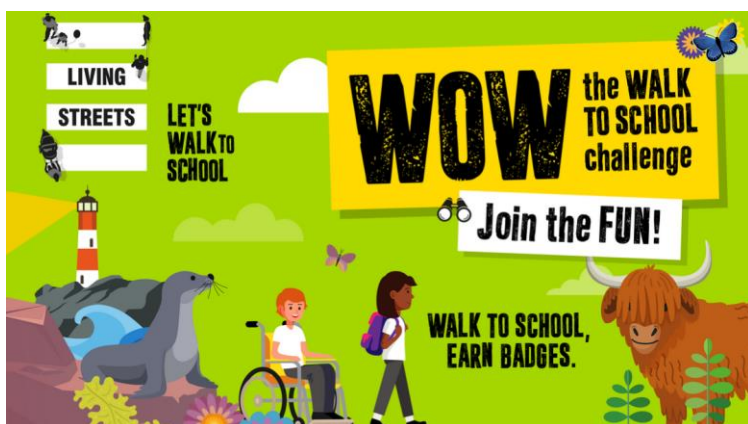
Our ambition is to get people of all generations to enjoy the benefits that this simple act brings and to ensure all our streets are fit for walking.

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 Cluny Primary School to increase walking rates in Buckie.

On 15th March 2023 we conducted a School Route Audit (SRA) by walking around the area identifying, discussing, and recording factors that encouraged or discouraged everyday walking. The group included pupils and a member of staff from Cluny 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 affecting routes for walking to school in Buckie are as follows:

- Insufficient safe crossing points, especially on West Church Street at the junctions with West Street/South West Street, North/South Pringle Street and Queen Street.
- Poor pedestrian environment in West Cathcart Street due to layout of street and number of cars, especially around school drop-off and pickup times (including lunchtime).
- Narrow footways of poor surface quality and lack of crossings at St. Andrew's Square and Netherha Road.

Recommendations discussed at the SRA included. Full details in section 5: *Findings and Recommendations*.

Short Term

- Install signage to slow drivers on West Church Street informing of school route.
- Expand the 20mph speed limit across the built-up area, including West Church Street.
- Encourage parents of primary and secondary school pupils to 'park and stride' and avoid accessing the streets directly around the school by car at pick-up and drop-off times.

Long Term

- Install/improve formalised crossings on West Church Street (Audit area point 4)
- Improve the layout of West Cathcart Street including the junctions, to prioritise pedestrians.
- Introduce parking and vehicular traffic restrictions on South Pringle and West Cathcart Streets.
- Widen and resurface footways and install crossings at St. Andrew's Square and Netherha Road. Reallocate carriageway space, including in the square, to prioritise walking, wheeling, and cycling and create areas which local residents can share and enjoy, with greenery and seating.

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 use or could use them, not just those who own or manage it. SRAs provide recommendations to overcome physical and perceived 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 Buckie and in particular on the streets around Cluny 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.

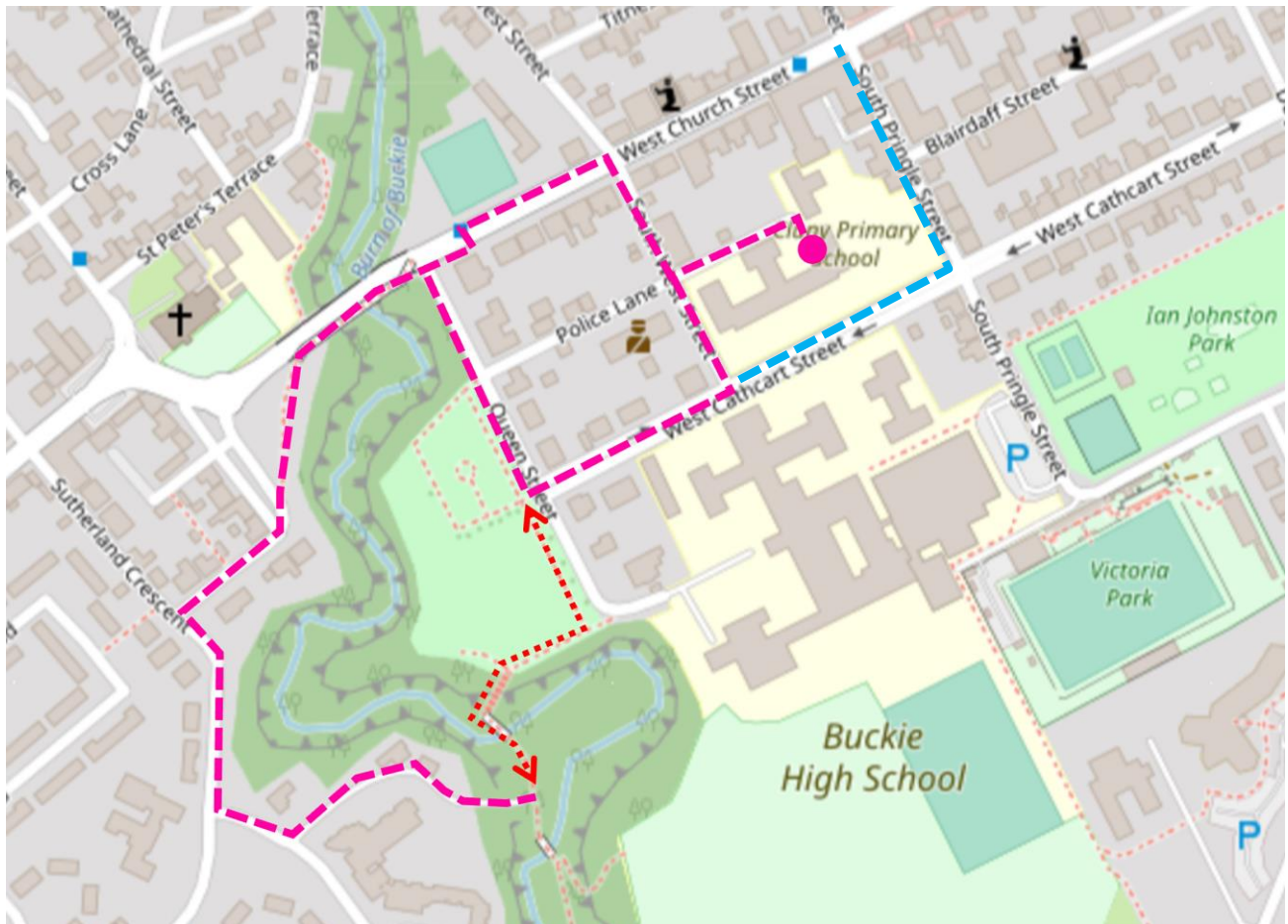
During the audit walk, participants were asked to consider the issues listed below:

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

3 Audit location

The Audit surveyed the area around Cluny Primary School. This included the area around the school, Police Lane, South West Street, West Church Street, the route through St. Andrew's Square, Netherha Road, Burnside Court and the path to the Burn of Buckie. The group walked in an anti-clockwise direction starting at the school on Police Lane. On the day, due to ice on the path leading down to the Burn of Buckie (and to Queen Street Park), a decision was made to backtrack and walk via Queen Street to the park and West Cathcart Street. West Cathcart Street and South Pringle Street were also looked at by Living Streets coordinators beforehand. Areas for investigation in the School Route Audit were identified by Living Streets and agreed by Cluny Primary School.

Map of area



--- Audit route --- Additional Living Streets coordinators' route © Open Street Map

School background

Cluny Primary School is a co-educational, non-denominational school in Buckie. The pupil roll is 329. The school has a hall/gymnasium, a computer/library room and a separate canteen building. The main playground is tarmac with a grassed area to the front of the building. Buckie High School facilities, just across the road, are used for outside sporting events.

Cluny Primary School takes part in WOW and uses the Travel Tracker to log pupil's journeys to school. The school regularly features on the leaderboard for national active travel competitions such as the WOW Top Ten.

School site – there is a car park area on the Police Lane side of the school for staff. Pupils are encouraged to use the South Pringle Street entrance through the playground as a safe route to enter and leave the school grounds.

Area context

Local area

Buckie is a town in Moray with a population of approximately 9000 people. It dates back to the late 1700s and early 1800s when it was laid out in a linear fashion along the ridge parallel to the coast.

There are 4 schools in Buckie including two non-denominational primary schools and a high school. Buckie High School has around 837 pupils who come from Buckie, neighbouring villages, and the surrounding rural areas. The primary schools are Cluny Primary School, located directly opposite Buckie High School with 329 pupils, Milbank Primary School with 233 pupils, and St. Peter's Roman Catholic Primary School with 112 pupils.

Until the mid-20th century, Buckie had excellent rail connections within the Northeast of Scotland. Today, the town has some bus services to Aberdeen, Macduff and Elgin, but most residents rely on the use of private vehicles. Buckie is situated just north of the A98, which meets with the A942 to become the High Street, then leads eastwards along the coast, while the A990 leads west to Portgordon. These routes can be traffic-heavy, but the additional connection through Barhill Road, St. Peter's Road and West Church Street makes the roads busy and unsafe for pedestrians to cross. In June 2019, school crossing patrols ended across Moray, including on West Church Street leading to the primary school.

4 Audit and surveys

Audit details

Living Streets staff identified the audit route on a visit to Buckie on 14th February 2023. On 15th March 2023 the audit was carried out with 10 pupils from Cluny Primary School, a school staff member, and Living Streets Scotland staff members.

Pedestrian and vehicle counts were carried out on West Cathcart Street at the junction with South Pringle Street, near the entrance to the primary school (Appendix 1). Living Streets Scotland staff also visited the junctions of South Pringle Street and West Church Street and West Cathcart Street and South Pringle Street, and they walked along West Cathcart Street to the south of the school.

A survey was conducted to gather information from parents, school staff and other members of the local community. 32 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.

- *There is no safe crossing at West Church Street. I have seen many near misses. My children are keen to walk to school independently, but this is impossible when they have to negotiate the crossing of this street. I have contacted councillors about having traffic lights or similar and gotten nowhere. Traffic and parking is always heavy in this street, and is not always related to school as is the main thoroughfare to the town and local amenities.*
- *We live just over a mile away but usually walk to school; distance isn't an issue but I feel I would be uncomfortable allowing my son to independently walk without an adult due to the lack of safe crossing points.*
- *Drop off and parking around the old police station is really poor and shouldn't be allowed at school times. Heavily congested and dangerous for kids who maybe haven't quite mastered crossing the road or who are too excited. Parking on that road should not be allowed, other than for residents of the street.*
- *We have to drive to Cluny as we live out of Buckie. Unfortunately, I do not have time in the morning to park further away and walk my children to school before I have to be at work. Traffic is very busy in town at school drop off time and they would need to cross busy roads.*

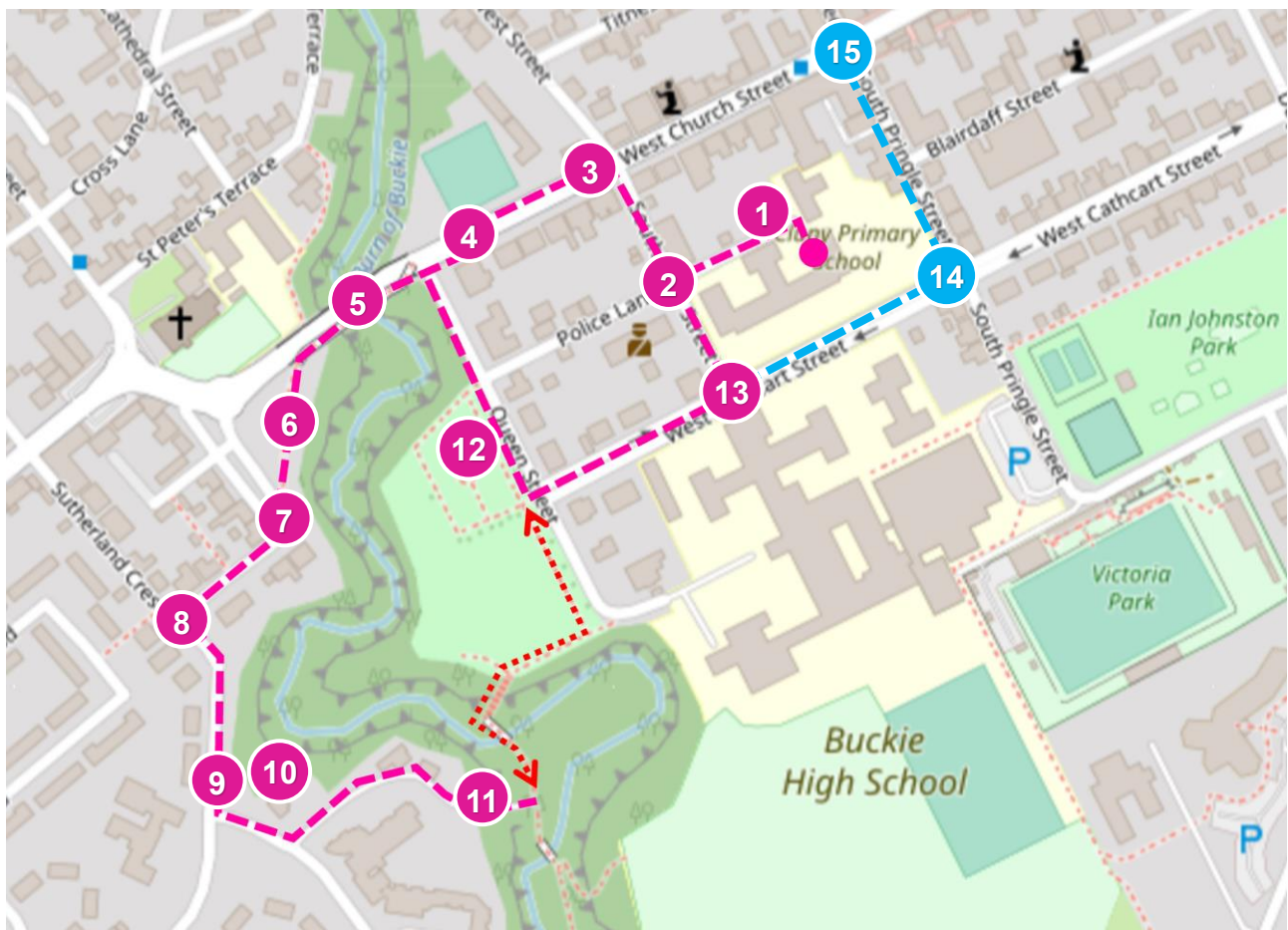
As I would have no way of knowing when they arrived at school, walking independently is not an option.

- I encourage my children to walk to school every day however on days that I am working it is harder for my younger one to walk to school as it is not safe for him to cross the road without the lollipop lady there anymore. Taking away the lollipop workers means that some parents feel they can't allow their children to walk to school alone and some do not have time to walk with them, so they take the car instead which has increased the traffic outside the school.*
- My children independently walk to school, I am always concerned about them crossing the road due to the volume of parked cars blocking full view, however these cars are mainly pupils & staff at the high school.*
- Zebra crossings are at all junctions on approach to school. West Church Street, South Pringle Street, and Cathcart Street to the High School. Expand no parking rules around the school.*
- Lack of safe crossing points to Cluny is a huge issue and will restrict children's options for coming to school.*
- I'm very concerned, it's getting dangerous for my child to walk to school due to the traffic on the road.*
- Would feel safer for my children if there were lolly pop persons. Cars travel too fast around the school.*
- Need school crossing lollipop people back in the places they were before they were cut by Moray Council. The cars on West Church street especially do not reduce speed to allow kids to safely cross and rarely stop to allow them to cross.*
- Traffic is too busy and doesn't slow down beside the schools.*
- Very hard to get across the road on West church street, so many cars speeding.*
- A designated drop off area would be ideal especially for rainy days.*
- Speed and amount of traffic in the streets around school are off putting to allowing my daughter to walk to school by herself.*
- Lollipop people would make the journey to school much safer and also forces traffic to be more considerate of pupils.*

5 Findings and Recommendations

This section identifies location-specific comments.

Map of findings (figure 1)



Audit area

© Open Street Map

- 1 Observation locations
- Audit route (streets / paths)
- Additional Living Streets coordinators' route

1 Police Lane near school entrance

Issue: Lack of footway. Participants felt it is unsafe to walk on a street which drivers regularly use to access driveways and the school car park, as well as for deliveries without a safe space dedicated to walking.

Recommendations: Add a footway. Emphasise pedestrian priority in the lane and add a dedicated space with step-free access to the school grounds.



2 Crossings on South West Street

Issue: Poor quality dropped kerb (on one side) and lack of tactile paving at crossing Police Lane along South West Street.

Recommendation: Continuous footway along or raised table side street entry treatment at Police Lane to emphasise pedestrian priority. Restrictions on vehicle access at peak times.



3 Junction of West Church Street and South West Street

Issue: wide carriageway on South West Street and **speed** of traffic on West Church Street.

Recommendation 1: Install **signage** informing drivers of route to school on West Church Street and lower speed limit (to 20mph).

Recommendation 2: Improve crossings at junction: tighten corners, add build-outs on South West Street, extend build-outs on West Church Street. Consider continuous footway along West Church Street and/or a raised table on the whole junction and trees/planting to improve pedestrian environment.



4 Crossing and bus stop on West Church Street

Issue: **Speed of traffic** and **poor visibility**, due to proximity of crossing, bus stop, and parking spaces. **Lack of seating** at bus stop.

Recommendation: **Install crossing** with build-outs to narrow the carriageway. **Move bus stop** and provide seating. Introduce parking restrictions and lower (20mph) speed limit.



5 Narrow footway on bridge

Issue: **Little space** for pedestrians on bridge makes it difficult to walk alongside each other or with buggies, wheelchairs, and young children.

Recommendation: Consider **narrowing carriageway** or repurposing/rebuilding bridge to give more space to pedestrians



6 St. Andrew's Square - footway

Issue: **Poor quality of footway** surface and **poor lighting** of park can be a trip and safety hazard.

Recommendation: **Resurface footway** and **install more lighting**.



7 St. Andrew's Square

Issue: Lack of crossings. Footways end unexpectedly with no crossing facilities. A lot of space is given over to vehicles, including a wide carriageway and lane used for parking.

Recommendation 1: install crossings

Recommendation 2: reallocate space for walking, wheeling, and cycling. Narrow the carriageway and create a space in front of the houses which local residents can share and enjoy, with greenery and seating.



8 Crossings on Netherha Road

Issue: Dropped kerbs and tactile paving missing (on one side) can make it impossible to cross for some people.

Recommendation: install dropped kerbs and tactile paving on both sides of every crossing. Consider installing step-free crossings.



9 Bus stop

Issue: Information out-of-date or missing and electronic board not working.

Recommendation: Ensure up-to-date information is provided and regular maintenance of the bus stop is carried out, including the electronic information board.



10 Desire line near Burnside Crescent

Issue: Lack of paving on path between Netherha Road and Burnside Crescent. The path gets muddy and slippery when wet.

Recommendation: Install paving along desire line. Additionally, consider installing seating, lighting and other elements to make the space more welcoming, interesting and useful to residents.



11 Path across the Burn of Buckie

Issue: Ice on the path, especially on a steep slope, can cause slips and **broken fences** in the park across the Burn of Buckie and can pose a safety risk to people attempting to cross through, who may trip or fall into the valley because of the lack of a barrier.

Recommendation: Ensure winter maintenance (as well as autumn to clear leaves) is carried out regularly on the path. Remove broken fencing and consider another form of providing safety from falls at the valley edge.



12 Queen Street Park

Issue: Well-liked park with mostly positive associations, but **lacking lighting** and with few bins.

Recommendation: Consider **providing lighting** and install more **bins** along paths.



13 West Cathcart Road

Issue: 'Dual carriageway' with **narrow footways** and **lacking any greenery**, trees, or shade with vehicles prioritised. The raised table installed at the junction with South West Street highlights the issue.

Recommendation: Redesign West Cathcart Road as a 'green street' with wide footways, narrow carriageway, limited parking spaces and priority for pedestrians. Equally this could be achieved by closing off/limiting access to the Northern carriageway and re-greening the street as is. Redesign raised tables with short and steep ramps. Ensure tactile paving is provided.



14 West Cathcart Road and South Pringle Street (near school entrances)

Issue: Large amount of **traffic** at drop-off and pick-up times of both schools. Cars idling.

Recommendation 1: Encourage parents of pupils to walk or 'park and stride' at both schools, designating a safe drop-off point nearby and allocate volunteers to lead a 'walking bus'. Hold an anti-idling campaign.

Recommendation 2: Limit parking and introduce access restrictions at peak times.



15 South Pringle Street and West Church Street junction / crossing

Issue: Crossing with poor visibility when turning, unfriendly pedestrian environment.

Recommendation 1: Improve crossings: tighten corners, add/extend build-outs, consider providing continuous footways and/or raised tables, provide trees/planting and seating to improve pedestrian environment.

Recommendation 2: Introduce vehicle access and parking restrictions at school peak times.



6 Conclusion

A School Route Audit was undertaken with participants from the Cluny 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, perceived speeds and the amount of traffic around the school, particularly at junctions of West Church Street/ South West Street and West Church Street/South Pringle Streets were highlighted as a major barrier to walking to school. In 2019 there ceased to be a school crossing patroller at this location.
- Parents and pupils raised the issue of the high number of cars parked in the surrounding roads. These cars make walking dangerous by blocking the view, and they take up space that could be given over to pedestrians.
- The vehicle counts carried out on West Cathcart Street and West Church Street showed that peak times around the schools are mainly associated with school drop-off and pick-up. West Church Street is much busier and peak times are not linked to the school.

PHYSICAL INTERVENTIONS

- Formalised crossings should be improved on West Church Street, with build-outs to narrow the carriageway.
- West Cathcart Street should be redesigned as a pedestrian-friendly environment, with limited vehicular movement.
- The streets surrounding the school, particularly West Cathcart Street but also South Pringle Street and South West Street, should be considered for a 'School Street'.
- It is recommended that 'school route' or 'school zone' signage is installed on West Church Street and the streets surrounding the school. It is recommended that the speed limit on West Church Street is lowered to 20mph.

BEHAVIOUR CHANGE ACTIONS

- Pupils at Cluny Primary School engage with WOW, the walk to school challenge using the Travel Tracker to record their journeys to school. Living Streets Scotland staff provide support to the school to engage with all aspects of the programme. This includes school visits and promotion of initiatives to increase active travel.
- Cluny 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 Cluny Primary School to identify safe routes to school and Park and Stride options for pupils who live too far to walk the whole journey. Parents will be encouraged to park away from the school entrance and avoid driving along South West Street and West Cathcart Street to drop off and pick up children.

This report is being submitted to members of staff at Moray Council and Cluny Primary School so that recommendations can be considered and action can be undertaken. Cluny 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. Cluny Primary School should also work to carry out action points and ensure their longevity, calling on residents and parents for help and support.

Action Plan Recommendations

Living Streets has produced this specific 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 specific 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?
Crossing West Church Street	Install signage to slow drivers on West Church Street informing of school route.	<ul style="list-style-type: none"> • Complete/update the School Travel Plan. • Continue to participate in and promote WOW, the walk to school challenge. • Produce a heat map of routes used by pupils to help the Council identify priority footways for widening. • Encourage parents to park and stride and pupils to enter and leave the school grounds via South Pringle Street. • Organise a school anti-idling and anti-pavement parking campaign with posters/flyers/'tickets' designed and distributed by pupils. 	<ul style="list-style-type: none"> • Write to local councilors. • Support the pupils to make active travel choices. • Speak to their neighbours and friends to spread the word.
	Introduce lower 20mph speed limit across the built-up area, including West Church Street.		
	Install/improve formalised crossings on West Church Street.		
Movement and parking on West Cathcart Street,	Improve the layout of West Cathcart Street, including the junctions, to prioritise pedestrians.		
	Introduce parking and vehicle access restrictions during peak school times.		
Movement and parking on South West Street and South Pringle Street	Introduce lower 20mph speed limit across the built-up area.		
	Install/improve formalized crossings at junctions and on key routes/desire lines.		
	Narrow carriageway and limit amount of parking.		

	Introduce parking and vehicle access restrictions during peak school times.		
Crossing at St. Andrew's Suare	Widen and resurface footways and install crossings at St. Andrew's Square and Netherha Road.		
	Reallocate carriageway, including in the square, to walking, wheeling, and cycling to create spaces which local residents can share and enjoy, with greenery and seating.		

Appendices

Appendix A

Cluny Primary School Count Data
Spring '23

Appendix B

Survey responses



Appendix A

Cluny Primary School Count Data Spring '23

Vehicle counts were carried out on West Cathcart Street, near the entrance to Cluny Primary School from South Pringle Street, as well as on West Church Street.

Highlights

On West Cathcart Street, the average weekday count was 832 over 14 days, and an average of 209 on Saturdays and Sundays, giving a 300-percent increase on weekdays.

On Wednesday 01. March there was no school due to a strike and the total daily count was 427, and the morning peak traffic count at 9AM was 49, compared to an average of 145 over the remaining weekdays, which demonstrates that the majority of weekday traffic along West Cathcart Street is associated with school drop-off and pick-up times.

Comparing weather reports to the vehicle counts shows the influence of weather on the choice of school transport. On days of high winds and heavy rain, the vehicle counts were considerably higher than on days which were dry and sunny, even when considerably colder.

On West Church Street the total counts were considerably higher, with a peak at 3-6pm, highest at 5pm. This movement does not appear to be directly or mainly associated with the school, with similar flows at 9AM to West Cathcart Street, but demonstrates the street is a busy one and dangerous to cross.

Living Streets Scotland traffic count data – Cluny Primary (West Cathcart Street - Eastbound)

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	21-Feb-23	0	0	0	1	0	0	0	5	17	154	42	30	23	48	56	54	158	51	41	30	14	13	5	2	746
Mon	20-Feb-23	0	0	0	1	1	0	1	1	16	145	42	36	48	49	75	54	129	53	55	29	10	15	6	0	766
Sun	19-Feb-23	0	2	4	2	1	0	0	1	13	13	8	17	25	23	20	18	16	36	12	7	7	4	4	5	239
Sat	18-Feb-23	0	0	0	2	0	0	0	0	27	15	18	28	40	48	29	21	23	23	29	13	16	2	9	8	353
Fri	17-Feb-23	0	0	0	1	0	0	0	8	15	27	6	13	14	43	47	43	94	29	22	27	21	8	5	4	430
Thu	16-Feb-23	0	2	0	1	1	3	0	2	9	125	37	35	29	50	71	67	148	55	53	53	11	10	5	0	767
Wed	15-Feb-23	0	0	0	1	0	1	0	2	11	129	48	39	31	41	48	46	103	62	42	31	11	6	6	5	665

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
Wed	15-Mar-23	0	0	1	0	1	1	4	14	146	41	47	161	209	230	238	280	269	234	206	151	102	83	31	9	2458
Tue	14-Mar-23	0	0	1	0	1	0	2	9	161	41	24	35	37	62	41	141	46	36	30	15	14	6	2	0	704
Mon	13-Mar-23	1	0	3	0	1	0	4	8	202	46	25	32	40	68	51	165	56	33	24	12	10	3	2	1	787
Sun	12-Mar-23	1	1	2	1	0	0	0	1	3	7	13	20	15	20	9	10	5	14	10	12	9	3	5	0	161
Sat	11-Mar-23	4	0	1	0	0	0	1	1	4	14	29	13	15	24	23	19	16	15	12	5	3	3	3	0	205
Fri	10-Mar-23	1	0	1	0	1	0	8	10	128	27	40	32	57	94	45	83	39	24	28	19	9	6	7	2	661
Thu	09-Mar-23	0	0	1	0	1	0	7	9	90	22	31	23	51	67	45	118	37	35	17	10	5	4	1	1	575
Wed	08-Mar-23	0	0	1	0	1	0	8	9	120	42	34	25	35	51	60	132	53	29	33	7	3	4	4	0	651
Tue	07-Mar-23	0	0	1	0	3	0	6	11	151	33	26	30	32	70	43	162	53	46	23	12	6	8	1	0	717
Mon	06-Mar-23	0	0	1	0	2	0	2	14	167	56	37	36	49	77	59	145	57	37	28	9	5	3	1	0	785
Sun	05-Mar-23	1	0	1	0	1	0	0	2	5	11	23	24	36	18	18	16	14	14	4	6	9	2	2	4	211
Sat	04-Mar-23	4	0	1	0	1	0	0	3	5	8	14	22	24	15	35	17	21	43	7	10	11	7	10	2	260
Fri	03-Mar-23	1	0	1	0	1	0	6	13	138	30	31	29	49	100	44	82	48	23	22	15	3	5	7	1	649
Thu	02-Mar-23	2	0	1	0	0	0	6	7	145	47	32	38	54	70	55	122	60	49	27	11	14	2	6	2	750
Wed	01-Mar-23	1	4	1	0	0	0	7	11	49	20	36	34	39	35	29	46	40	34	17	10	5	6	2	1	427



Location: Lat. 57.6736 Long. -2.9697



Living Streets Scotland traffic count data – Cluny Primary (West Church Street - Westbound)

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
Fri	17-Mar-23	0	11	0	5	4	7	19	53	89	232	223	368	19	432	375	5	1	0	0	0	0	0	0	0	1843
Thu	16-Mar-23	0	6	2	3	2	5	14	29	102	213	203	198	207	218	246	239	312	263	236	188	154	113	78	26	3067
Wed	15-Mar-23	0	0	0	1	0	1	1	4	14	146	41	47	161	209	230	238	280	269	234	206	151	102	83	31	2458

*Weds / Friday incomplete counts



Location: Lat. 57.6744 Long. -2.9717

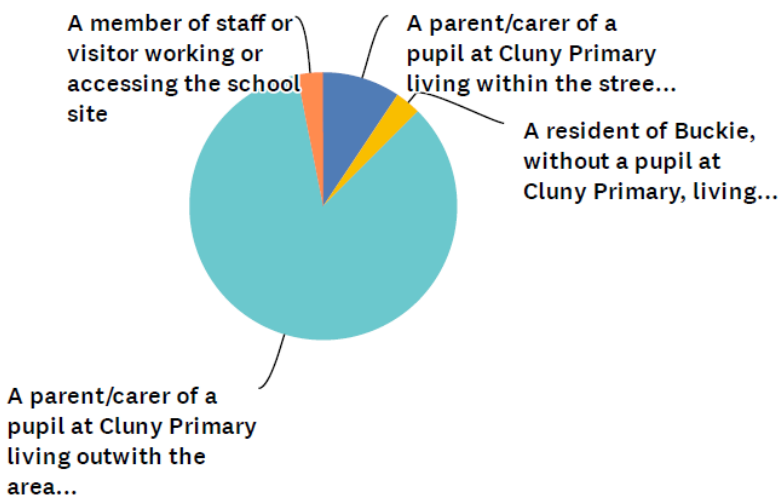


Appendix B

Survey responses

Q1 Are you (Please see map insert)

Answered: 32 Skipped: 0



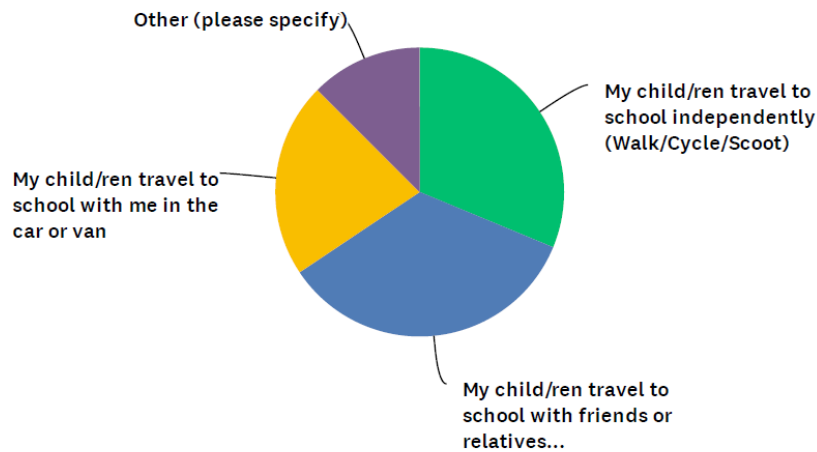
(See figure 1 map)

ANSWER CHOICES	RESPONSES	
A resident, without a pupil at Cluny Primary, living within the streets bound by the pink and blue dashed lines on the map.	0%	0
A parent/carer of a pupil at Cluny Primary living within the streets bound by the pink and blue dashed lines on the map.	9 %	3
A resident of Buckie living out with the area of the pink and blue dashed lines.	3 %	1
A parent/carer of a pupil at Cluny Primary living out with the area of the pink and blue dashed lines.	85%	27
A member of staff or visitor working or accessing the school site	3 %	1
Other (please specify)	0%	0
TOTAL		32



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

Answered: 32 Skipped: 0



ANSWER CHOICES	RESPONSES
My child/ren travel to school independently (Walk/Cycle/Scoot)	31 % 10
My child/ren travel to school with friends or relatives (Walk/Cycle/Scoot)	35% 11
My child/ren travel to school with me in the car or van	22% 7
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	0% 0
Other (please specify)	12% 4
TOTAL	32

#	OTHER (PLEASE SPECIFY)
1	Walk or car
2	Teacher – no children at the school.
3	A mix of walk/scoot with parent and car during poor weather
4	Car in the morning walks home after

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: 32 Skipped: 0

	NOT EFFECTIVE	SOMEWHAT EFFECTIVE	VERY EFFECTIVE
Walking and Cycling Promotions eg. Walk to School Week	12% 4	72% 23	16% 5
Communications to parents and residents eg. Considerate parking guidance	44% 14	47% 15	9% 3
Part time closures to traffic on some streets	32% 10	32% 10	36% 11
Speed limits and street design features such as speed tables	12% 4	60% 19	28% 9
Enforcement of parking restrictions	25% 8	34% 11	41% 13

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: 32 Skipped: 0

	UNIMPORTANT	SOMEWHAT IMPORTANT	VERY IMPORTANT
Footway quality – surfaces and obstruction	19% 6	50% 16	31% 10
Road and footway layout	6% 2	53% 17	41% 13
Traffic – speed and amount	7% 0	6% 2	94% 29
Inconsiderate parking e.g. pavement parking	0% 0	25% 8	75% 24
There aren't enough safe crossing points on the journey to school	0% 0	16% 5	84% 27
It is too far to walk	45% 14	42% 13	13% 4
Weather conditions	19% 6	50% 16	31% 10
Routes – accessibility and signage	28% 9	47% 15	45% 8
TOTALS	37	92	125

#	OTHER (PLEASE SPECIFY)
1	We live just over a mile away but usually walk to school, distance isn't an issue but I feel I would be uncomfortable allowing my son to independently walk without an adult due to the lack of safe crossing points
2	I encourage my children to walk to school every day however on days that I am working it is harder for my younger one to walk to school as it is not safe for him to cross the road without the lollipop lady there anymore. Taking away the lollipop workers means that some parents feel they cant allow their children to walk to school alone and some do not have time to walk with them so they take the car instead which has increased the traffic outside the school.
3	Zebra crossings needed at all junctions on approach to school. West Church St South Pringle St, Cathcart St to the high school. Expand no parking rules around school.
4	Traffic too busy and don't slow down beside schools

5	Very hard to get across the road on West church street, so many cars speeding
6.	A designated drop off area would be ideal especially for rainy days
7.	Speed and amount of traffic in streets around school are off putting to allowing my daughter walk to school by herself
8.	Lollipop people would make the journey to school much safer and also forces traffic to be more considerate of pupils

Q5 Additional feedback or comments

Answered: 10 Skipped: 22

#	RESPONSES
1	There is no safe crossing at west church street. I have seen many near misses. My children are keen to walk to school independently but this is impossible when they have to negotiate the crossing of this street. I have contacted councillors about having traffic lights or similar and gotten nowhere. Traffic and parking is always heavy in this street, and is not always related to school as is the main thoroughfare to the town and local amenities.
2	Need school crossing lollipop people back in the places they were before they were cut by Moray Council. The cars on west church street especially do not reduce speed to allow kids to safely cross and rarely stop to allow them to cross.
3	We have to drive to Cluny as we live out of Buckie. Unfortunately I do not have time in the morning to park further away and walk my children to school before I have to be at work. Traffic is very busy in town at school drop off time and they would need to cross busy roads. As I would have no way of knowing when arrived at school, walking independently is not an option.
4	Lack of safe crossing points to Cluny is a huge issue and will restrict children's options for coming to school.
5	I'm very concerned its getting dangerous for my child to walk to school due to the traffic on the road

6	Would feel safer for my children if there was lolly pop persons. Car travel too fast around the school.
7	Drop off and parking around old police station is really poor and shouldn't be allowed at school times. Heavily congested and dangerous for kids who maybe haven't quite mastered crossing the road or who are too excited. Parking on that road full road should not be allowed other than residents of the street
8	My children independently walk to school, I am always concerned about them crossing the road due to the volume of parked cars blocking full view, however these cars are mainly pupils & staff at the high school

Issue record

Issue no.	Written by:	Checked/ approved by:	Issued by:
Draft 01	Name: Hasia Hutna Date: 06. October 2023		
Draft 02	Name: Hasia Hutna/ Fiona Johnston Date: 15 Nov 2023		
Final Issue	Name: Danielle Angeli Date: 05/02/24	C Thompson 05/02/24	C Thompson 05/02/24

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

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