

School Route Audit Report

Greenwards Primary School, Elgin

Summer 2024



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





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 pupils 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 Greenwards Primary School to facilitate, encourage and increase everyday walking in Elgin.

On 19th June 2024 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 and staff from Greenwards 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 Elgin were:

- **Lack of safe crossings** on Glen Moray Drive and Glen Lossie Drive
- **Unsafe driving and parking behaviour** in cul-de-sac around the school creating dangerous conditions for pupils walking to and from school
- **Major and minor junctions designed to prioritise vehicles and facilitate speeds**, which makes them inconvenient or dangerous to cross.

Recommendations discussed at the SRA included:

Short Term

- Designate a park-and-stride site with formal agreement from site owners/managers
- Organise a walking bus for pupils with working parents who lack time to walk
- Reduce speed limits on all streets around the school to a maximum of 20mph
- Consider alternative starting times or the possibility of a breakfast club at school

Medium & Long Term

- Introduce part-time restrictions to traffic at school times in Glen Lossie Drive and cul-de-sac
- Install formal crossings on Glen Lossie Drive, Glen Moray Drive, Sandy Lane, western end of Springfield Road, and Birnie Road
- Install traffic-calming measures on Glen Lossie Drive, Glen Moray Drive, and Sandy Lane
- Review road space allocation at the roundabout on Sandy Lane/Birnie Road
- Consider locating a dedicated park-and-stride site within a 10-minute walking distance

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 Elgin, particularly on the streets around Greenwards 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.

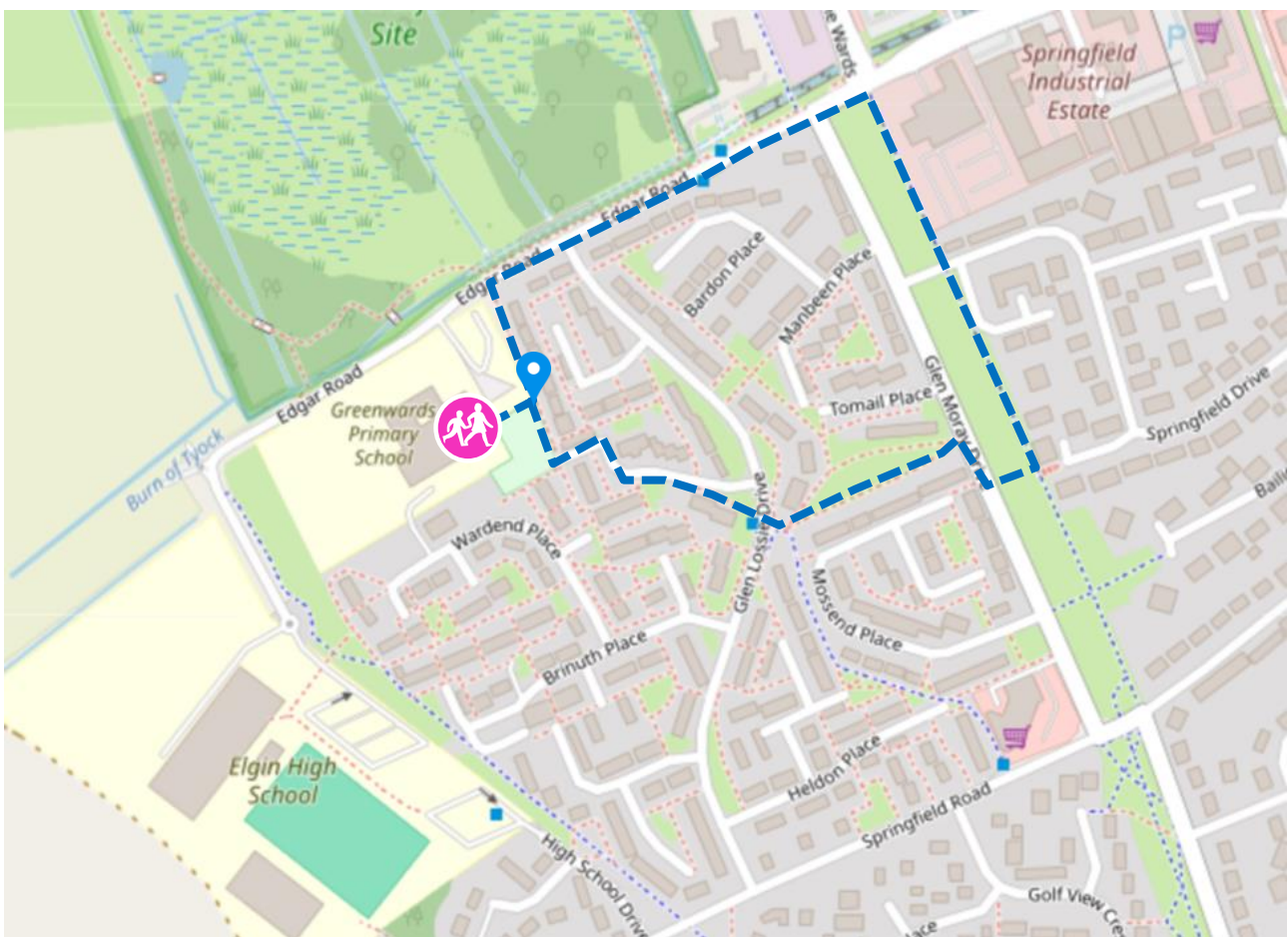
During the audit walk, participants were asked to consider the issues listed below:

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 locations?

3 Audit location

The audit surveyed the area around Greenwards Primary School. This included the area around the school, Cockmuir Place, a path from Glenlossie Drive to Glen Moray Drive, and Edgar Road. The group walked the route in an anti-clockwise direction starting at the front of the school by the play area. Areas for investigation in the SRA were identified by Living Streets and agreed by Greenwards Primary School.

Map of area



© Open Street Map

- - - - - Audit route
- 📍 Route start
- 👥 School location

School background

Greenwards Primary School is a co-educational, non-denominational school in Elgin. The pupil roll is 326. Greenwards is an open-plan school without traditional classrooms or doors. Instead, teaching areas are organised into clusters of four, with specialised accommodations for pupils with special needs. The teaching areas are open, bright, and attractively decorated with the pupil artwork, fostering idea sharing and learning. The school features tarmac playgrounds, grass playing fields, equipped play areas, and a large public play area just outside the front door. There is also a nursery next door.

Greenwards Primary School participates in WOW – the Walk to School challenge from Living Streets Scotland, and pupils use the Travel Tracker app to log their journeys to school. The school took part in the 2022 Hands Up Scotland Survey which indicated that almost three-fifths of its pupils travel actively, either partially or entirely, to school (Appendix A).

School site:

There is a car park at the front of the school for staff. Parents of pupils who cannot walk from home due to distance are encouraged to park and stride from Elgin Retail Park, though there is no formal arrangement. The Junior Road Safety Officers recently updated the School Travel Plan, highlighting the surrounding cul-de-sac that should be kept free of traffic during school times.

Area context

Local area

Elgin is a historic cathedral city with a population of approximately 25,000 people. The town was established in the 12th century on higher ground south of the river Lossie. Most of the historic buildings were replaced in the 19th century, with only ruins of the original cathedral remaining today. The 19th and 20th centuries saw Elgin prosper through trade and industry.

There are nine primary schools, three secondary schools, and Moray college in Elgin.

The catchment extends to about seven miles south of Elgin, with walking routes to school typically including crossing Glen Moray Drive, Sandy Road, High School Drive, and Glen Lossie Drive.

In 2021, a planning application was approved for the Bilbohall development just east of Greenwards Primary and Elgin High School, which will be accessed from Edgar Road. In June 2019, school crossing patrols ended across Moray including one on Glen Lossie Drive.

4 Audit and surveys

Audit details

Living Streets staff identified the audit route on a visit to Elgin on 13th March 2024. The audit was carried out on 19th June 2024 with six pupils from Greenwards Primary School, a school staff member, and Living Streets Scotland staff.

A survey was conducted to gather information from parents, school staff and other members of the local community, with 56 surveys completed. (Appendix B)

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.

- *Cars park on pavements beside the school. There is no lollipop lady on Glen Moray Drive anymore. Cars go too fast for the number of children on the roads/pavements. There should be traffic lights past the roundabout at the top of Sandy Road heading out of Elgin. There are a lot of children crossing from the housing schemes.*
- *Sandy road is very busy for the children to cross the road especially at the bottom area. Top area has an island.*
- *The speed of traffic coming in the Birnie Road affects my child walking to school alone because that road is so busy and fast.*
- *My child has to cross 2 roads that are very busy (Glen Lossie & Glen Moray Drives). They have no lights for getting across safely. This is the main reason she cannot walk to school on her own.*
- *[...] parking around the school is a disgrace. I walk my children to school but the urgency of some parents and the lack of consideration where they park is frightening, and puts me off letting them go themselves. People only seem to care about themselves, and ensuring they get parked as close to school as possible.*
- *Would like traffic to be slowed down somehow maybe via speed bumps especially on Glen Lossie drive and Glen Moray drive.*
- *The area around the back of the school by nursery is terrible: cars speeding and not paying attention drivers on their phones. Double parking and parking on pavement makes it*

difficult for kids to cross and due to height of some cars oncoming traffic would see the little ones.

- *Although school communicates to parents/ carers no parking in the car park during drop off and pick up times it's not adhered too. We walk to school and Glen Lossie drive is very busy and no appropriate crossing - the majority of parents use this area and surrounding parts by the flats to pick up/ drop off children.*
- *I am a resident next to Greenwards, there are no crossings for kids to get to the school. Alot of cars on Glen Lossie drive and glen moray drive. Parking at school times is a nightmare when trying to park near my house on Gedloch Place as everyone parks here and on Cockmuir Place. More parking is needed on Edgar road.*
- *Parking restrictions in areas would help. There are parents that will drive to school / park at school regardless of incentives and leaflets produced.*
- *Glen Lossie Drive and Springfield Road (high school side), there is no safe crossing for the children.*
- *Glen Lossie Drive near the junction of Cockmuir Place isn't very safe for crossing as bus stops either side and can be busy with traffic.*
- *An island or traffic lights on sandy road near the bottom of the road.*
- *There is no breakfast club. No way to get to school and to work on time other than drive. I walk [...] when I don't work [or] finish early. If school started at 8.50 or 8.55 like other schools or there was a breakfast club I would walk or walk part of the way.*
- *More cycle racks*
- *Basically, you have to cross (the junction) four times!*
- *It's dangerous because people go really fast.*
- *If I was a daredevil I would cross there [on the desire line].*

Survey Results Highlights

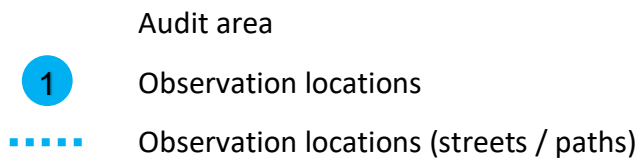
Full results from the survey can be found in Appendix B.

The survey asked parents how their children usually travel to school. 52% of respondents reported that their children usually make active travel choices and walk, cycle or scoot to school.

Respondents were asked to categorise concerns that cause barriers to walking and active travel to Greenwards Primary School. The top four concerns reported as 'very important' were:

- Traffic – speed and amount (75%)
- There aren't enough safe crossing points on the journey to school (65%)
- Inconsiderate parking (50%)
- Road and footway layout (43%)

Map of findings



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1 Pedestrian space at Cockmuir Place

- **Issue:** Pleasant community space with planters, but lacks seating and a designated clutter-free path for walking/wheeling.
- **Recommendation:** Add seating, consider rearranging planters, or delineate footway clear of obstructions between planters. Consider possibilities to build on a positive initiative and add to it.



2 Crossings on Cockmuir Place

- **Issue:** Worn road markings on crossings.
- **Recommendation 1:** refresh road markings.
- **Recommendation 2:** consider rearranging space on diagonal crossing in the car park to one that clearly prioritises pedestrians. Consider alternatives to existing garage provision with the possibility to free up more pedestrian space.



[4 Cockmuir Pl - Google Maps](#)

3 Crossing of Glen Lossie Drive

[44 Glen Lossie Dr - Google Maps](#)

- **Issue:** Crossing is limited to dropped kerbs with tactile paving. Visibility is blocked by buses at the adjacent bus stop.
- **Recommendation:** Install priority crossing with raised tables and narrowed carriageway (i.e. build-outs). Relocate bus stop to improve visibility or consider narrowing carriageway to one lane to prevent the overtaking of stopped buses.

4 Litter in greenspace

- **Issue:** Litter present in otherwise pleasant greenspace with grass and trees.
- **Recommendation:** Provide bins. Consider organising community litter-picks to raise awareness of the issue.



5 Lack of crossing on Glen Moray Drive

- **Issue:** Lack of crossing on Glen Moray Drive on desire line.
- **Recommendation:** Install priority crossing with raised table and build-outs to reduce traffic speeds. Reduce speed limit to 20mph.



[34 Glen Moray Dr - Google Maps](#)

6 Lack of pedestrian priority at crossing

- **Issue:** Pedestrian crossing on traffic-free green route lacks priority across minor drive, 'The Mews'.
- **Recommendation:** Provide priority crossing with a raised table and reduced carriageway width.



[The Mews - Google Maps](#)

7 Junction of The Wards and Edgar Rd

- **Issue:** Large amount of carriageway and large number of lanes to cross between potential park-and-stride site at retail park and school.
- **Issue:** Traffic volume and speed, drivers confusing lanes due to size of junction.
- **Recommendation:** Install priority crossing on both The Wards and Edgar Road. Consider traffic and speed restrictions in other areas to reduce amount of traffic passing through.



8 Crossing on Glen Moray Drive (at Edgar Road)

[2 Glen Moray Dr - Google Maps](#)

- **Issue:** Crossing is missing tactile paving and is not on desire line, combined with high traffic speeds going in and out of Glen Moray Drive.
- **Recommendation 1:** Provide tactile paving.
- **Recommendation 2:** Consider providing a new crossing on desire line along Edgar Road by narrowing of carriageway and reducing corner radii.

9 Informal spaces

- **Issue:** Potential to build on informal spaces to spend time in and create a more pleasant walking environment.
- **Recommendation:** Provide picnic tables, playful and interactive artwork, and games.



[Informal space on Edgar Rd - Google Maps](#)

10 Cycle racks at front of school

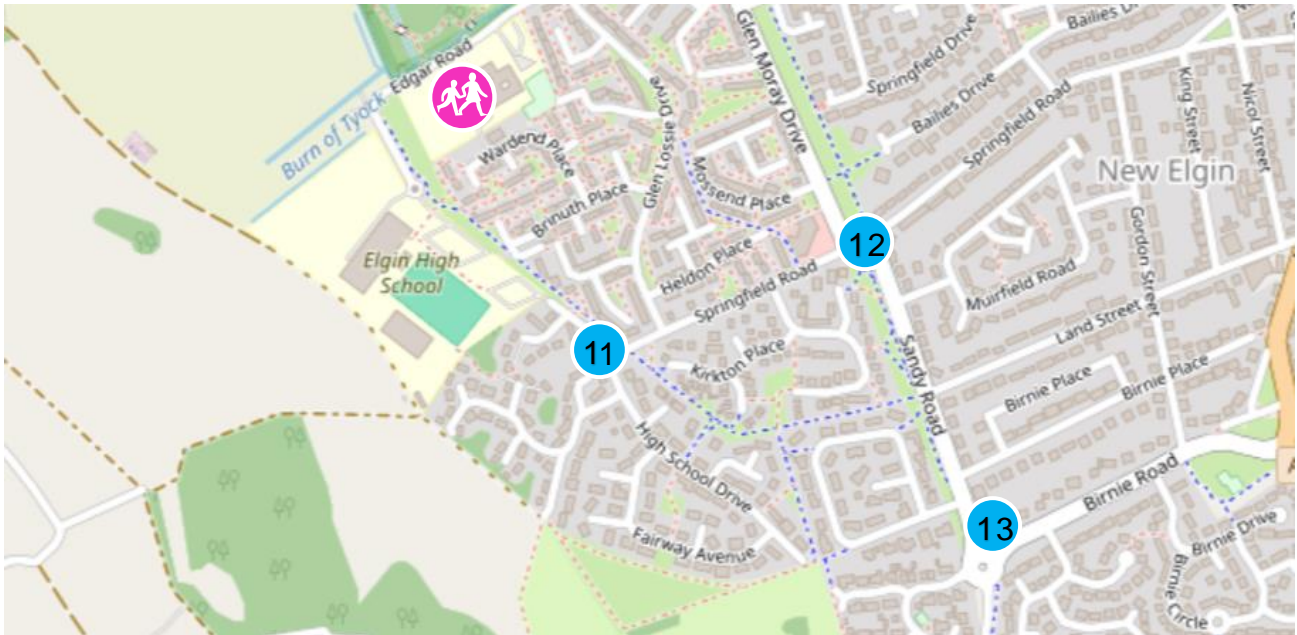
- **Issue:** Not enough cycle racks for high demand – this can cause tripping hazards where cycles and scooters are parked elsewhere.
- **Recommendation:** Provide more cycle and scooter parking spaces to account for current and potential increased numbers of scooters and cycles. Consider provision of covered cycle and scooter racks.



Additional observations in the area

Additional issues were found at various locations along common routes to school for many Greenwards Primary pupils. Although these locations were too distant to be practically included in the SRA route, they were visited separately by Living Streets coordinators to document observations.

Map of additional findings in area



11 Springfield Road crossing

- **Issue:** Lack of priority crossing on west end of Springfield Road.
- **Recommendation:** Install priority crossing with raised table and build-outs on desire line of Ben Rinnes Walk. Consider simultaneous redesign of junction with High School Drive to provide crossings westwards.

[Springfield Rd and Ben Rinnes Walk crossing](#)

12 Sandy Road and Springfield Road junction

- **Issue:** Lack of priority crossings on Sandy Road, busy junction
- **Recommendation:** Redesign junction of Sandy Road and Springfield Road to provide priority crossings, considering desire lines for routes to school.

[Sandy Road & Springfield Road junction](#)

13 Sandy Road and Birnie Road crossings and road space

- **Issue:** Lack of priority crossings Birnie Road and traffic speed at roundabout.
- **Recommendation:** Provide or upgrade priority crossings along Birnie Road and Sandy Road. Consider redesigning roundabout to junction prioritising pedestrians to reduce speeds. Reduce speed limits to 20mph max.

[Roundabout at
Birnie Road](#)

[Crossing lacking
priority on
Sandy Rd](#)

6 Conclusion

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

SUMMARY OF OBSERVATIONS

- Although a lights-controlled crossing is now provided in Edgar Road, the audit and survey responses highlighted the lack of priority crossings on Glen Moray Drive, Glen Lossie Drive, Sandy Lane, and Springfield Road. Additionally, school crossing patrollers were discontinued across Moray in June 2019.
- Poor driving and inconsiderate parking, especially during school drop-off and pick-up times in the streets and cul-de-sac surrounding the school, such as Gedloch Place and Cockmuir Place, create a dangerous environment for pupils walking to school.
- Priority crossings in Cockmuir Place have faded markings and could be improved to increase visibility and driver awareness of pedestrian priority.
- Traffic speed and volume are significant issues on Glen Moray Drive, Glen Lossie Drive, Sandy Lane, and Birnie Road.
- Both major and minor junctions are noted to be designed to prioritise vehicles and facilitate speeds, with large corner radii and wide carriageways, making them inconvenient and often dangerous for pedestrians to cross. Roundabouts, in particular, are not pedestrian-friendly.
- Future development to the west of the school is likely to increase traffic on Edgar Road, impacting on pupils walking to school, including those from the new development.

PHYSICAL INTERVENTIONS

- Install formal priority crossings and traffic-calming measures, such as ‘pinchpoints’ or carriageway narrowing on Glen Lossie Drive, Glen Moray Drive, Sandy Lane, western end of Springfield Road, and Birnie Road. Consider ‘toucan’ crossings on major roads.
- Review the bus stop location on Glen Lossie Drive to improve visibility at crossing.
- Refresh pedestrian priority road markings and crossings in Cockmuir Place.
- Reduce speed limits on all streets around the school to a maximum of 20mph.
- Introduce part-time traffic restrictions during school times in Glen Lossie Drive and cul-de-sac surrounding the school.
- Review road space allocation at major junctions and roundabouts, particularly along Sandy Lane, Glen Moray Drive, and the new roundabout on west end of Edgar Road.

BEHAVIOUR CHANGE ACTIONS

- Pupils at Greenwards Primary School will continue to engage with WOW – the Walk To School challenge using the Travel Tracker app to record 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.
- An Active Travel Zone poster produced by Living Streets Scotland in consultation with Greenwards Primary School will 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 and avoid driving along Glen Lossie Drive and cul-de-sac surrounding the school during drop off and pick up times.
- A designated park and stride site should be established, with formal agreement from site owners/managers.
- The school will work with the parent council, Moray council, and community members to consider the introducing walking buses
- Moray council will collaborate with the school and local community to raise awareness of the reasons pupils are unable or unwilling to walk to school. They will also highlight how small changes by all members of the community can improve the situation. For example, parents could take turns walking each other's children to school on alternate days, reducing the number of cars, making it safer and encouraging more pupils to walk. This initiative could be emphasised through school workshops with pupils.
- Consideration should be given to alternative school starting times or the possibility of a breakfast club at school to help working parents.

This report is being submitted to members of staff at Moray Council and Greenwards Primary School so that recommendations can be discussed and action undertaken as required. Greenwards 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. Greenwards 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?
Poor driving and parking manner around school	<p>Agree park-and-stride sites and promote them.</p> <p>Work with school, parent council, and community members to consider possibility of introducing walking buses.</p> <p>Consider possibility to change school start times or offer a breakfast club for pupils with working parents.</p>	<ul style="list-style-type: none"> Continue to participate in WOW the walk to school challenge. Encourage parents to use park and stride sites and to avoid driving in Glen Lossie Drive and cul-de-sac; organise a community event to bring attention to the dangers of traffic on these streets. 	<ul style="list-style-type: none"> Write to local councilors. Support the pupils to make active travel choices. Avoid driving and parking in nearby streets at school times. Use park-and-stride sites. Work together with the school to introduce 'Walking Buses' Cooperate with other parents to take turns walking to school Work together with the school to bring the attention of drivers to issues of traffic and parking near the school entrance.
Cockmuir Place faded road markings and planters	<p>Refresh/repair road markings. Consider a new layout at Cockmuir Place to clearly prioritise pedestrians. Consider alternatives to existing garage provision. Add seating, consider rearranging planters or delineate footway clear of obstructions between planters.</p>	<ul style="list-style-type: none"> Work with parents to introduce a 'Walking Bus' Consider other ways to help working parents, i.e. changing school start times, or offering a breakfast club. 	

Lack of priority crossings on Glen Lossie Drive, Glen Moray Drive, Springfield Road, Sandy Road, and Birnie Road	<p>Install priority crossings with build-outs and raised tables. Consider lights-controlled crossings on busy roads.</p> <p>Move bus stop to improve visibility at crossing.</p>	<ul style="list-style-type: none"> • Continue to participate in WOW the walk to school challenge. • Encourage parents to use park and stride sites and to avoid driving in Glen Lossie Drive and cul-de-sac; organize community event to bring attention to the dangers of traffic in these streets. • Work with parents to introduce a 'Walking Bus' • Consider other ways to help working parents, i.e. changing school start times, or offering a breakfast club. • Work with the community and parents to build on and develop garden space in Cockmuir Place. 	<ul style="list-style-type: none"> • Write to local councilors. • Support the pupils to make active travel choices. • Avoid driving and parking in nearby streets at school times. Use park-and-stride sites. • Work together with the school to introduce 'Walking Buses' • Cooperate with other parents to take turns walking to school • Work together with the school to bring the attention of drivers to issues of traffic and parking near the school entrance. • Work with the community and school to build on and develop garden space in Cockmuir Place.
Litter in greenspaces, little use of informal spaces	<p>Provide bins within greenspace between Glen Lossie Drive and Glen Moray Drive.</p> <p>Provide seating, picnic tables and other street furniture or games to make use of green spaces.</p>		
Design of major junctions facilitating higher speeds and difficult to cross	<p>Redesign junctions to prioritise people on foot and encourage slower vehicle speeds.</p> <p>Install missing tactile paving on Glen Moray Dr. Consider moving crossing to desire line.</p>		
High traffic volume and speed in major roads in area	<p>Reduce speed limit to 20mph.</p> <p>Consider introducing modal filters and traffic and parking restrictions.</p>		
High demand for cycle and scooter parking causing insufficient spaces	<p>Install more cycle and scooter parking to exceed demand. Consider providing a covered bike rack.</p>		
Potential of increased traffic on Edgar Road from new development impacting pupils from said development	<p>Provide priority walking routes and priority crossings on western end of Edgar Road.</p>		

Appendices



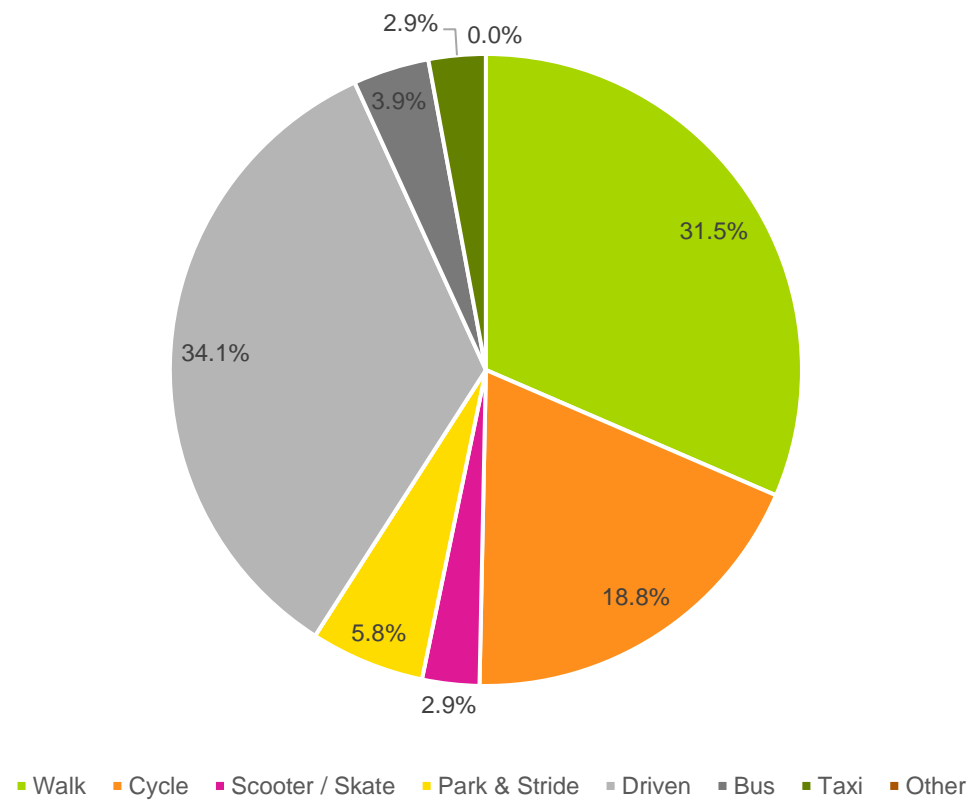
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Appendix A

Greenwards Primary School HUSS 2022

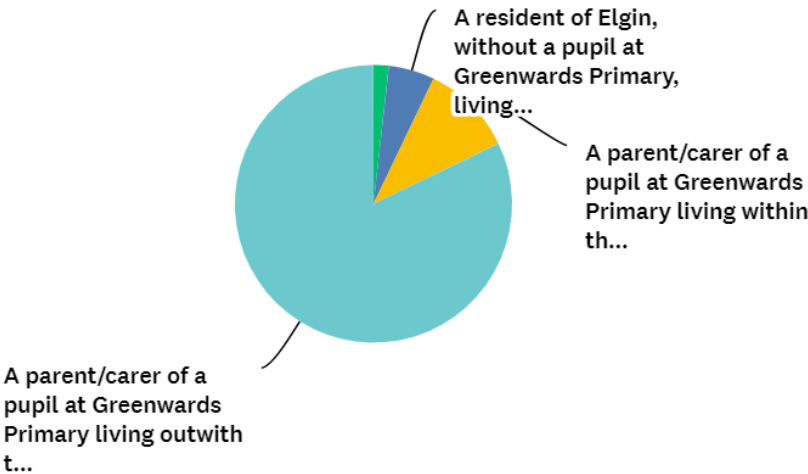


Appendix B

Survey responses

Are you (Please see map insert)

Answered: 56 Skipped: 2

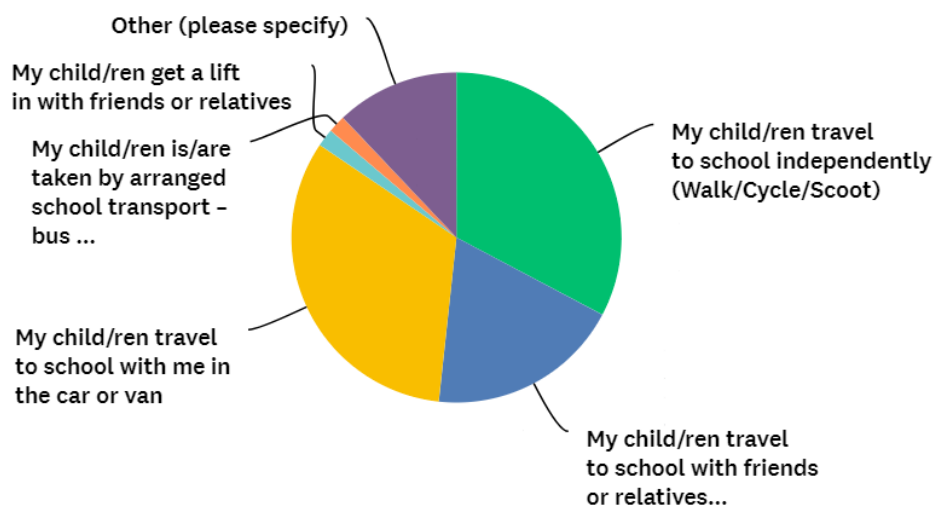


(Map on Page 7)

ANSWER CHOICES	RESPONSES	
A resident, without a pupil at Greenwards Primary, living within the streets bound by the pink dashed line on the map.	1%	1
A parent/carer of a pupil at Milne's Primary living within the streets bound by the blue dashed line on the map.	5%	3
A resident of Elgin living out with the area of the pink dashed line.	10%	6
A parent/carer of a pupil at Greenwards Primary living out with the area of the pink dashed line.	82%	46
A member of staff or visitor working or accessing the school site	0%	1
Other (please specify)	0%	0
TOTAL	56	

If you are a parent/carers how does your child/ren mainly travel school

Answered: 58 Skipped: 0



ANSWER CHOICES	RESPONSES	
My child/ren travel to school independently (Walk/Cycle/Scoot)	32%	19
My child/ren travel to school with friends or relatives (Walk/Cycle/Scoot)	19%	11
My child/ren travel to school with me in the car or van	32%	19
My child/ren get a lift in with friends or relatives	1%	1
My child/ren is/are taken by arranged school transport – bus or taxi	1%	1
Other (please specify)	12%	7
TOTAL		58

#	OTHER (PLEASE SPECIFY)
1	Park and stride with me or we walk together the whole way
2	My child go whith me for a walk
3	Bus with me then walk

4	Depends the day. Days we have to be at work we drive. If not we walk. Older child walks herself
5	Depends the day. Days we have to be at work we drive. If not we walk. Older child walks herself
6	My child either scoots or gets taken in the car

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.

	NOT EFFECTIVE	SOMEWHAT EFFECTIVE	VERY EFFECTIVE
Walking and Cycling Promotions eg. Walk to School Week	14% 8	60% 35	26% 15
Communications to parents and residents eg. considerate parking guidance	29% 17	60% 35	10% 6
Part time closures to traffic on some streets	38% 21	41% 23	21% 12
Speed limits and street design features such as speed tables	14% 8	43% 25	42% 24
Enforcement of parking restrictions	23% 13	47% 27	30% 17

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)

	UNIMPORTANT	SOMEWHAT IMPORTANT	VERY IMPORTANT
Footway quality - surfaces and obstruction	26% 15	34% 20	40% 23
Road and footway layout	17% 10	40% 23	43% 25
Traffic - speed and amount	0.00% 0	24% 14	76% 44
Inconsiderate parking e.g. pavement parking	8.62% 5	41% 24	50% 29
There aren't enough safe crossing points on the journey to school	3% 2	31% 18	66% 38
It is too far to walk	56% 32	25% 14	19.3% 11
Weather conditions	35% 20	38% 22	27% 16
Routes - accessibility and signage	28% 16	41% 24	31% 18
TOTALS			

#	OTHER (PLEASE SPECIFY)
1	We live too far away for independent walking and my husband and I both have to travel to work straight after school drop off
2	Glen Lossie drive and Springfield Road (high school side), there is no safe crossing for the children
3	Cars park on pavements beside the school. There is no lollipop lady on Glen Moray Drive anymore. Cars go too fast for the number of children on the roads/pavements. There should be traffic lights past the roundabout at the top of Sandy Road heading out of Elgin. There are a lot of children crossing from the housing schemes.
4	Sandy road is very busy for the children to cross the road especially at the bottom area. Top area has an island
5	The school starts at 9, youngest child too young to walk to school, P1. Work starts at 9 (they are thankfully a bit lenient. There is no breakfast club. No way to get to school to work on time other than drive. I walk on Mondays when I don't work. I walk the days I finish early. If school

	started at 8.50 or 8.55 like other schools or there was a breakfast club I would walk or walk part the way.
	A lot of these would apply to children walking g on their own. As a parent I know I can male safe judgment when walking my child ro school.
	Glenlossie Drive near the junction of Cockmuir Place isn't very safe for crossing as bus stops either side and can be busy with traffic.
	I work full time and require my car to get to work after drop off so walking isn't an option for us regardless of measure to promote active travel

Q5 Additional feedback or comments

#	RESPONSES
1	Although school communicates to parents/ carers no parking in the car park during drop off and pick up times it's not adhered too. We walk to school and Glenlossie drive is very busy and no appropriate crossing - the majority of parents use this area and surrounding parts by the flats to pick up/ drop off children.
2	Our daughter scooters to school with an adult when we do not have our own work commitments straight after drop off. I fear parking restrictions will cause additional risk to young people as people will be forced to park further away but still silly
3	Would like traffic to be slowed down somehow maybe via speed bumps especially on Glenlossie drive and Glen moray drive.
4	The area around the back of the school by nursery is terrible cars speeding and not paying attention drivers on there phones. Double parking and parking on pavement makes it difficult for kids to cross and due to height of some cars oncoming traffic would see the little ones
5	The staff from school do not monitor the parking, parking around the school is a disgrace. I walk my children to school but the urgency of some parents and the lack of consideration where they park is frightening, and puts me off letting them go themselves. People only seem to care about themselves, and ensuring they get parked as close to school as possible. And appear to have tunnel vision for everything else
6	My child has to cross 2 roads that are very busy (glen lossie & glen moray drives). They have no lights for getting across safely. This is the main reason she cannot walk to school on her own

7	An island or traffic lights on sandy road near the bottom of the road
8	We live outwith the catchment area, putting parking restrictions just moves the problem elsewhere. The children that we see when we do take the car are very cautious and polite. We always give way to children and adults crossing the roads and park considerably and respectfully to the residents surrounding the school
9	The speed of traffic coming in the Birnie Road affects my child walking to school alone because that road is so busy and fast.
10	More cycle racks
11	I am a resident next to greenwards, there are no crossings for kids to get to the school. A lot of cars on Glenlossie Drive and Glen Moray Drive. Parking at school times is a nightmare when trying to park near my house on Gedloch Place as everyone parks here and on Cockmuir Place. More parking is needed on Edgar Road.
12	I always try to be considerate parking and would actually like to walk more but school starts time and no breakfast club makes it impossible some days. Will drop off child park way to school when he is older. Like older child.
13	Parking restrictions in areas would help. There are parents that will drive to school / park at school regardless of incentives and leaflets produced.
14	I think it is important that children should be encouraged to cycle or walk to school as soon as they go to primary one all the way up to leaving the high school
15	It has to be borne in mind that some parents have no option but to take the children to school by car-whether it is too far to walk or because of working arrangements meaning it isn't possible to walk children to school. The badges for pupils not getting a lift to school are unfair as some pupils will never get one due to circumstances outwith their control.
	Parents have multiple school drops offs myself included. To have to park and stride would make my kids late for school and have children who attend Jack and Jill Nursery as well so road closures would cause too much havoc on an already stressful drop off situation
	I have child at Jack and Jill. I feel walking 3 young children to school every day a huge ask. Someone always falls over carrying said child and all the belongings down busy roads putting unnecessary pressure on kids to obtain badges and highlighted on board in front of everyone in class when haven't achieved it which in turn puts pressure on parents and carers to walk kids to school so their kid isn't singled out in class. Extra pressure on parents that have then to dash off to work for 9am. My elderly mum (72 yrs) offered to walk my 3 son to school down Sandy Road in Feb which I was abhorred at. She could break a hip in the ice and snow!



Issue record

Issue no.	Written by:	Checked/ approved by:	Issued by:
Draft 01	Name: Hasia Hutna		
	Date: Sep 2024		
Draft 02	Name:		
	Date:		
Final Issue	Name:		
	Date:		

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