

School Route Audit Report

West End Primary School, Elgin

Spring/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 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 West End Primary School to facilitate, encourage, and increase everyday walking in Elgin.

On 3rd 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 West End 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 crossing on Mayne Road at the front of West End Primary School
- Wide crossing distances at junctions with high vehicle speeds and volume
- Long waiting times at the lights-controlled crossing of Hay Street, near Moray Street

Recommendations discussed at the SRA included:

Short Term

- Reduce speed limit in Wittet Drive and install 'school' signage
- Adjust lights on Hay Street crossing to prioritise pedestrians and reduce waiting time at busy periods
- Install pedestrian priority signage or delineate pedestrian space in Hawthorn Road
- Organise 'walking bus'
- Clear drain at Forteath Avenue entrance
- Trim back and maintain hedges on Forteath Avenue and Mayne Road

Medium/Long Term

- Full or part time restrictions to traffic and parking at school drop off and pick up times on Mayne Road and Forteath Avenue
- Install a formalised crossing/s on Mayne Road in front of the school
- Install build-outs at school entrances on Mayne Road and Forteath Avenue
- Redesign junctions on Wittet Drive, Mayne Road, and Wards Road to prioritise pedestrians
- Install ramp at rear entrance to playground from Forteath Avenue
- Create waiting and playing spaces in the surrounding streets, utilising the pedestrian space between Mayne Road and Hawthorn Road, and by reallocating road space in St. Catherine's Place

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 West End 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.

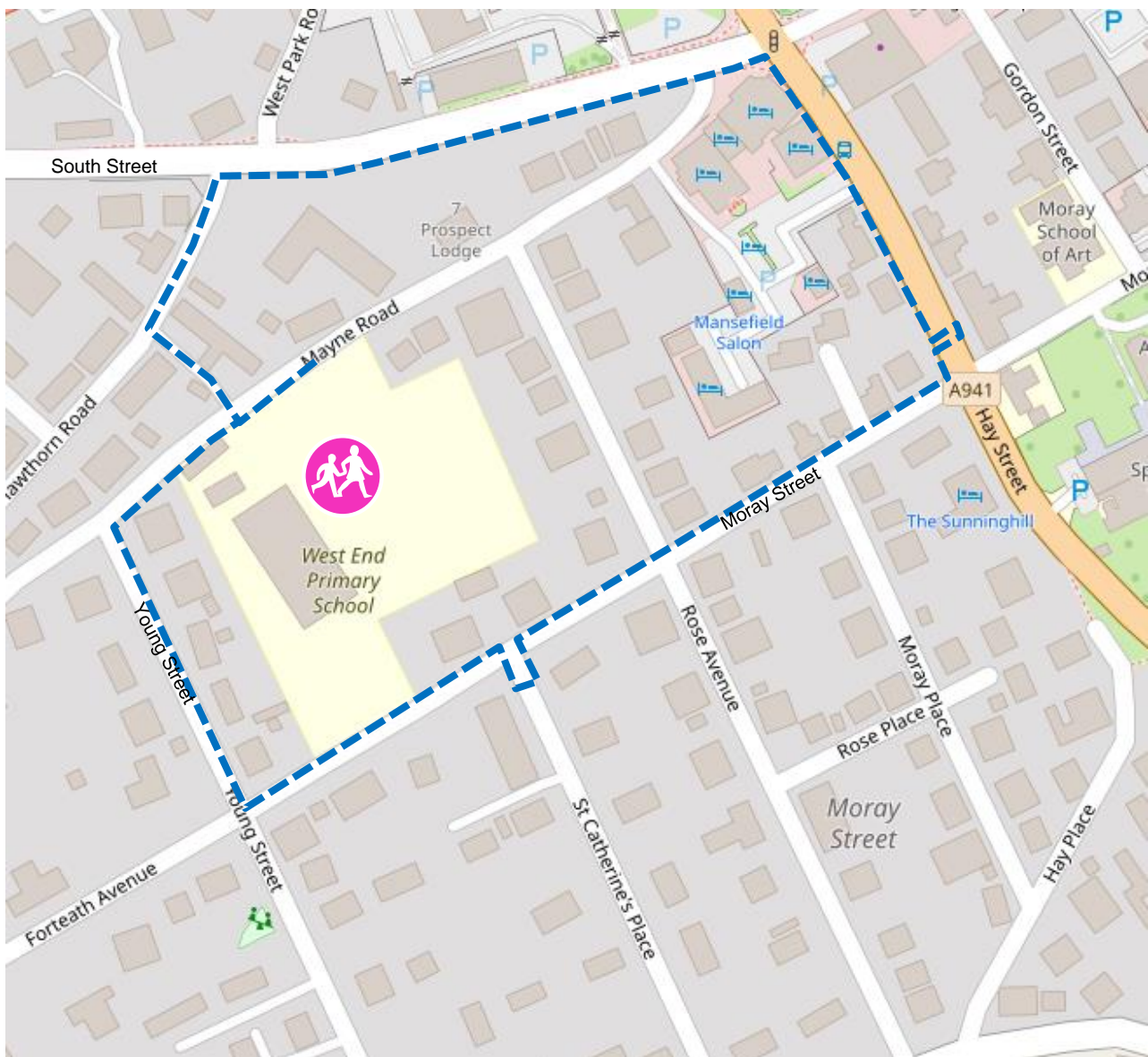
During the audit walk, participants were asked to consider the issues listed below:

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 West End Primary School. This included the area around the school, Mayne Road, Hawthorn Road, South Street, Hay Street, Moray Street, Forteath Avenue, and Young Street. The group walked the route in a clockwise direction starting at the front of the school on Mayne Road. Areas for investigation in the SRA were identified by Living Streets and agreed by West End Primary School.

Map of area



© Open Street Map

----- Audit route

 School location

School background

West End Primary School is a co-educational, non-denominational school in Elgin. The pupil roll is 185. There are nine spacious classrooms, a learning support base, quiet room, library, hall and canteen. The school grounds have several large play areas with adventure play equipment and a large football field.

West End Primary School participates in WOW and use the Travel Tracker to log pupils' journeys to school. The school took part in the 2022 Hands Up Scotland Survey, which indicated that over 88% of pupils travel actively in part, or wholly to school (Appendix A).

School site:

There is a staff car park at the front of the school accessed from Mayne Road. There is a pupil entrance directly next to the school building on Mayne Street. Two more pupil entrances are through the playground— one further along Mayne Road and one from Forteach Avenue.

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 9 primary schools, 3 secondary schools, and Moray college in Elgin.

The catchment area includes crossings of the B9010, A941, Wards Road, and Wittet Drive, with some crossings of the A96 between homes and the school, and includes roundabouts.

In May 2018, the layout of the junction of South Street and Hay Street (A941) was redesigned, with smart traffic lights installed in place of a roundabout, giving more space and crossing opportunity for pedestrians. In June 2019, school crossing patrols ended across Moray including the one on Wittet Drive/Mayne Road on a route to West End Primary.

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 with 7 pupils from West End Primary School, one staff member, and Living Streets Scotland staff on 3rd June 2024.

A survey was conducted to gather information from parents, school staff, and other members of the local community. There were 36 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.

- *Wittet Drive/Wards road corner, that crossing can be dangerous. Where the lollipop person used to work, they should really be reinstated, or a zebra crossing would be great. Or traffic lights with green man. Cars appear round that corner so quickly, even at 30 miles per hour, it's one of the main reasons we have limited our children's independence when travelling to school.*
- *If we had a zebra crossing or lollipop person on Wittet Drive our son would walk to school every day. The cars are fast coming round the bend to cross that road.*
- *Access routes (pavements and road surface) to West End is not properly gritted during the winter especially in snowy/icy conditions. I am thinking specially of Moray Street and Mayne Road notwithstanding the danger in surrounding streets. Some kids slipped and fell due to icy conditions this year.*
- *People park on the corners of junctions which make it harder to see and cross the sideroads.*
- *It gets crowded at the [front] entrance, with people going in and out.*
- *One of the reasons [that make it difficult to walk] is finding a place to cross: you peek out from between the parked cars and cars come whizzing past.*
- *(on Mayne Road at the school entrance) I try to dodge through the cars*
- *(of footway conditions) It wouldn't be the first time a child has walked into a lamppost.*
- *Parked cars make it difficult – yes, it can be hard for drivers but for children it's squished.*
- *Everyone ignores the stop signs.*

Survey Results highlights

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

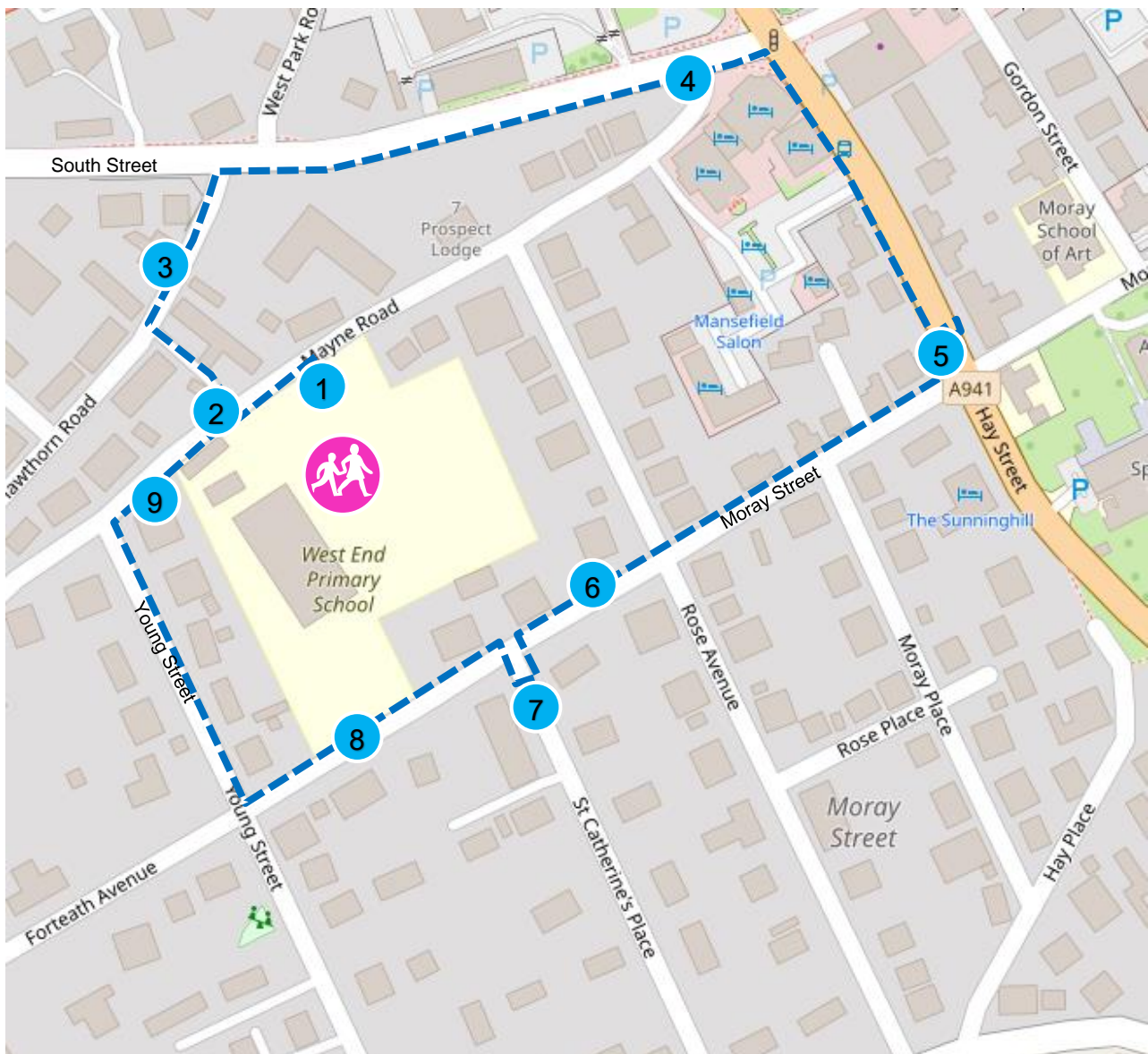
In the survey, parents were asked how their children usually travel to school. Over 55% of respondents reported that their children usually make active travel choices and walk, cycle or scoot to school.

Respondents were asked to categorise concerns which cause barriers to walking and active travel to West End Primary School. The top four concerns reported were:

- Traffic – speed and amount (89%)
- There aren't enough safe crossing points on the journey to school (80%)
- Inconsiderate parking (69%)
- Road and footway layout (60%)

5 Findings and Recommendations

Map of findings



- 1 Observation locations
- Audit route (streets / paths)

1 Mayne Street at entrance to playground

- **Crowded:** Participants felt it tends to get crowded at the tight entrance at school starting and finishing times.
- **Recommendation:** Widening the footway would create more space for pupils waiting to get in and lessen the danger of an overcrowded footway. This could take the form of a build-out at the school entrance.



2 Mayne Street at entrance to school

- **Lack of crossing:** Participants noted it is difficult to cross the road safely at school starting and finishing times, and crossing requires walking into the carriageway between parked cars.
- **Recommendation:** Install crossing. A recommended crossing would include footway build-outs with 'daylighting' to prevent parking which limits visibility. A raised table should be considered.



3 Hawthorn Road

- **Lack of footways:** The street is quiet but can feel dangerous when there is traffic.
- **Recommendation 1:** Introduce modal filters to limit traffic at school or raise awareness of the issue in the community to ask drivers to avoid this street at school times.
- **Recommendation 2:** Consider delineating a dedicated pedestrian space within the carriageway.



4 South Street and Mayne Road

- **Issue:** Bellmouth at Mayne Road entrance from South Street is wide, creating long stretch of carriageway to cross with poor visibility.
- **Recommendation:** Reconfigure junction by narrowing the carriageway with build-outs, particularly on the west side of the junction, or by providing a continuous footway.



Streetview: 86 South St - Google

5 Lights Hay Street

- **Issue:** Long wait at lights-controlled crossing during busy times.
- **Recommendation:** Adjust light controls to ensure pedestrians are given priority and a maximum 30-second wait even during busy traffic.



Streetview: 45 Moray St - Google Maps

6 Shrub in footway on Forteath Avenue

- **Issue:** Overgrown holly shrub encroaching onto a large portion of the footway.
- **Recommendation:** Ensure regular maintenance of all shrubs and hedges along footways.



7 St Catherine Place

- **Issue:** Space between front walls and footway used as parking endangers
- **Recommendation:** Consider options for reallocating the available space for greenery and active travel.



8 Rear entrance to school grounds

- **Issue:** Parking and traffic at school times, flooding at entrance due to blocked drain. Lack of ramp for pushchairs, bikes and wheelchairs.
- **Recommendation 1:** Introduce restrictions to traffic at school drop-off and pick-up times. Introduce parking restrictions.
- **Recommendation 2:** Consider introducing street design that limits amount of space available for parking, taking into consideration parking needs of residents.
- **Recommendation 3:** Clear and fix drain to avoid flooding.
- **Recommendation 4:** Consider possibility to provide ramp.



9 Sign on Mayne Road

- **Issue:** 'School' sign obscured by greenery.
- **Recommendation:** Ensure shrubs and hedges are trimmed regularly.



11 Wards Street and Wittet Drive

Streetview: [Wards Rd - Google Maps](#)

- **Issue:** High traffic volume and speed combined with a lack of crossing and lack of footway westwards along Wards Street.
- **Recommendation:** Redesign junction to narrow crossing distance and improve visibility. Consider possibility of footway provision in Wards Street.

12 Wittet Drive and Mayne Road

Streetview: [Mayne Rd and Wittet Drive - Google Maps](#)

- **Issue:** High traffic volume and speed.
- **Recommendation 1:** Consider reintroduction of traffic patrol person.
- **Recommendation 2:** Lower speed limit to a maximum of 20mph. Consider traffic restrictions on access to reduce amount of traffic using Wittet Drive as a shortcut.
- **Recommendation 3:** Redesign junction to narrow crossing distances and improve visibility. Install crossing on Wittet Drive- consider a raised table.

Consider redesign of length of Wittet Drive to encourage lower speeds throughout.

6 Conclusion

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

SUMMARY OF OBSERVATIONS

- **Vehicles prioritised at junctions and crossings:** In the survey responses and from coordinators' observations, the lack of a crossing on Wittet Drive at Mayne Road was highlighted as a barrier to walking to school.
In June 2019, there ceased to be a school crossing patroller at this location. Navigating the junction involves crossing a wide carriageway across a busy road with vehicles travelling at high speeds. Other junctions in the area, particularly on South Street at on Wards Street, also prioritise vehicle speed rather than pedestrians and are difficult to cross. There is a lights-controlled crossing on Hay Street but sometimes requires a long wait at busy times.
- **Driving and parking manner:** Both during the audit and in the survey, the driving and parking at school times around school entrances was raised as an issue. There are footways around the school, but it gets crowded around the entrances and there are no formalised crossings, forcing children to run across between cars. Hawthorn Road north of the school lacks footways.
- **Maintenance:** Some locations have hedges/shrubs that are not regularly maintained, which causes them to take away from the width of the footway (Forteath Avenue) or obstruct signage (Mayne Road).
- **Road space allocation:** Some nearby streets, particularly St. Catherines Place, have additional space between the footway and front walls which is not currently utilised, other than for occasional car parking – this causes cars to drive over the footway.

KEY PHYSICAL INTERVENTIONS

- Widening of footways through build-outs at school entrances to create more spill-out space and to narrow carriageway to encourage slower vehicular speeds.
- Adjusting programme of lights at lights-controlled crossing on Hay Street to prioritise pedestrians at busy times and to decrease waiting time.

- Installing crossing at school entrance on Mayne Street. This would benefit from build-outs on either side to ensure 'daylighting' of the crossing, a raised table or dropped kerbs, and playful elements like crayon-shaped bollard toppers on bollards in the adjacent space.
- Installing a formalised crossing on Wittet Drive to increase visibility and decrease crossing distance. Other measures along Wittet Drive to lower speeds should be considered.

BEHAVIOUR CHANGE ACTIONS

- Pupils at West End Primary School will continue to engage with WOW, the walk to school challenge, using the Travel Tracker to record their journeys to school. Living Streets Scotland staff will continue to 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.
- West End 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 West End Primary School to identify safe routes to school, as well as 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 Forteach Avenue and Mayne Road to drop off and pick up pupils.
- West End Primary School will work with the Parent Council, Moray Council and Living Streets to come up with ways to reduce traffic volumes and to reduce speeds around the school and on Wittet Drive.
- The school and parents will work together to introduce a 'Walking bus'.

This report is being submitted to members of staff at Moray Council and West End Primary School so that recommendations can be discussed, and action undertaken as required. West End 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. West End 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?
Mayne street at entrance to playground	Widen footway, narrow carriageway (build-out)	<ul style="list-style-type: none"> • Complete a School Travel Plan. • Continue to participate in WOW the walk to school challenge. • Produce a heat map of routes used by pupils to help the Council identify priority crossings for improvement. • Encourage parents to avoid driving in Mayne Road and Forteach Avenue. • Work with parents to introduce a 'Walking bus' 	<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. • Work together with the school to introduce a 'Walking bus'
Mayne street at entrance to school	Install crossing. Consider build-outs on either side, a raised table, and daylighting to ensure visibility. Consider adding other elements like: seating, pavement games and school-themed bollard toppers in the pedestrian space between Mayne Street and Hawthorn Road.		
Hawthorn road	Erect signage to indicate pedestrian priority. Delineate space for pedestrians. Consider traffic restrictions at school times.		
South Street and Mayne Road	Tighten entrance into Mayne Road through installing build-outs or a continuous footway.		
Lights on Hay street	Adjust light settings to prioritise pedestrians at busy times and reduce waiting time.		

Forteath Avenue	Clear path of holly hedge and ensure regular maintenance of greenery.	<ul style="list-style-type: none"> • Complete a School Travel Plan. • Continue to participate in WOW the walk to school challenge. • Produce a heat map of routes used by pupils to help the Council identify priority crossings for improvement. • Encourage parents to avoid driving in Mayne Road and Forteath Avenue. • Work with parents to introduce a 'Walking bus' 	<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. • Work together with the school to introduce a 'Walking bus'
St. Catherines Place	Reallocate road space to include strip between footway and front walls to ensure vehicles aren't driving across the footway. Consider providing greenery and seating.		
Rear entrance to school grounds on Forteath Avenue	<p>Introduce parking or traffic restrictions.</p> <p>Work with parents to raise awareness of dangers of irresponsible parking and driving.</p> <p>Install a build-out at the school entrance to widen the footway space.</p>		
Sign on Mayne Road	Ensure regular maintenance of hedge so sign is visible at all times.		
Wards Street junctions with Rose Avenue and Hay Place	Consider redesigning the junctions to provide continuity of footway, narrow crossing distances		
Wards Street and Wittet Drive	<p>Consider redesigning the junction to narrow crossing and improve visibility.</p> <p>Consider footway provision along Wards Street going westwards.</p>		
Wittet Drive and Mayne Road	<p>Lower speed limit to 20mph.</p> <p>Redesign junction to narrow crossing distance and improve visibility. Consider a raised table.</p> <p>Install 'School' sign and consider introducing traffic restrictions further up Wittet Drive.</p> <p>Consider redesign of street to encourage lower speeds throughout.</p>		

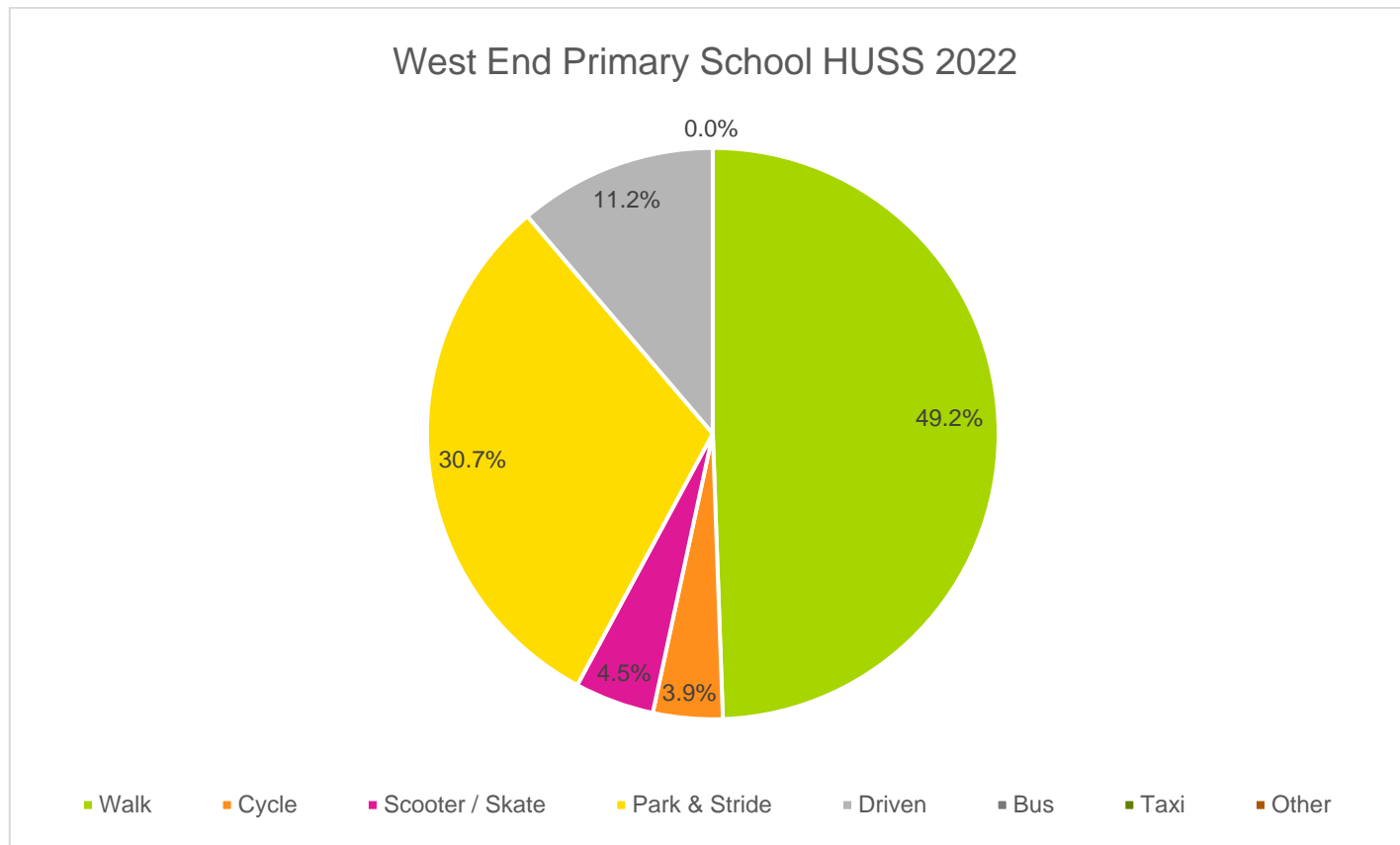
Appendices

Appendix A
Hands Up Survey Scotland

Appendix B
Parent/Community Survey



Appendix A

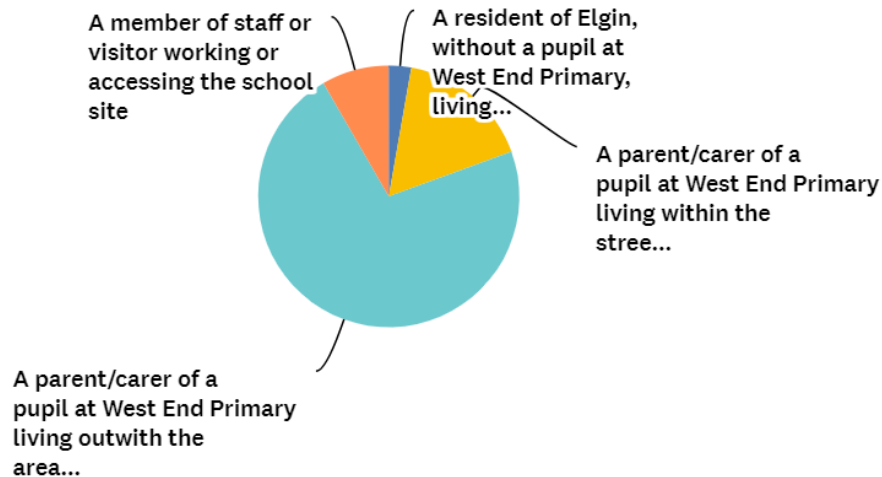


Appendix B

Survey responses.

Are you (Please see map insert)

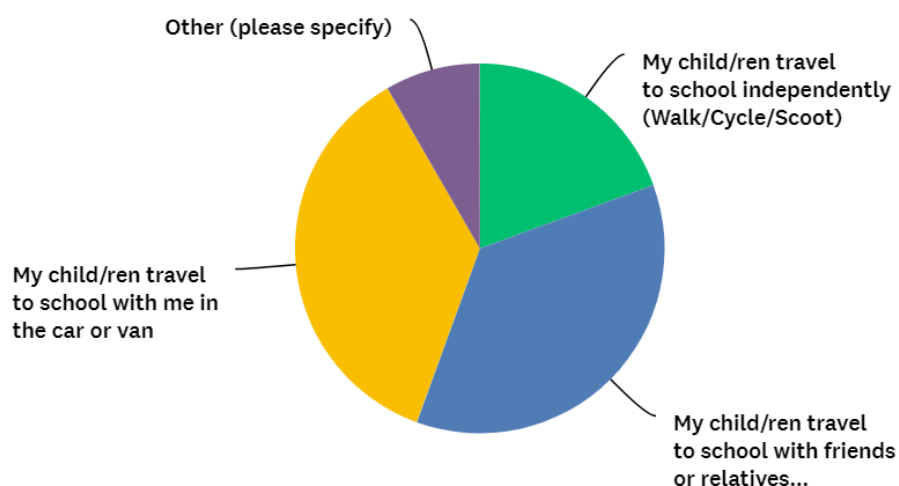
Answered: 36 Skipped: 0



ANSWER CHOICES	RESPONSES	
A resident, without a pupil at West End Primary, living within the streets bound by the pink dashed line on the map.	0%	0
A resident of Elgin, without a pupil at West End Primary, living outwith the area of the pink dashed line.	2.78%	1
A parent/carer of a pupil at West End Primary living within the streets bound by the pink dashed line on the map.	16.67%	6
A parent/carer of a pupil at West End Primary living outwith the area of the pink dashed line.	72.22%	26
A member of staff or visitor working or accessing the school site	8.33%	3
Other (please specify)	0%	0
TOTAL		36

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

Answered: 36 Skipped: 0



ANSWER CHOICES	RESPONSES	
My child/ren travel to school independently (Walk/Cycle/Scoot)	19.44%	7
My child/ren travel to school with friends or relatives (Walk/Cycle/Scoot)	36.11%	13
My child/ren travel to school with me in the car or van	36.11%	13
My child/ren get a lift in with friends or relatives	0.00%	0
My child/ren is/are taken by arranged school transport – bus or taxi	0.00%	0
Other (please specify)	8.33%	3
TOTAL		36

#	OTHER (PLEASE SPECIFY)
1	Drop off with childcare taxi, pick up half car half walk
2	I've not got a child at school
3	My children walk or scoot either independently or accompanied

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	5.56% 2	55.56% 20	38.89% 14
Communications to parents and residents eg. considerate parking guidance	13.89% 5	63.89% 23	22.22% 8
Part time closures to traffic on some streets	35.29% 12	35.29% 12	29.41% 10
Speed limits and street design features such as speed tables	16.67% 6	50% 18	33.33% 12
Enforcement of parking restrictions	31.43% 11	31.43% 11	37.14% 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)

	UNIMPORTANT	SOMEWHAT IMPORTANT	VERY IMPORTANT
Footway quality - surfaces and obstruction	22.86% 8	22.86% 8	54.29% 19
Road and footway layout	20.00% 7	20.00% 7	60.00% 21
Traffic - speed and amount	5.56% 2	5.56% 2	88.89% 32
Inconsiderate parking e.g. pavement parking	13.89% 5	16.67% 6	69.44% 25
There aren't enough safe crossing points on the journey to school	5.71% 2	14.29% 5	80.00% 28
It is too far to walk	51.43% 18	25.71% 9	22.86% 8
Weather conditions	48.57% 17	37.14% 13	14.29% 5
Routes - accessibility and signage	35.29% 12	26.47% 9	38.24% 13
TOTALS	71	59	151

#	Other responses
1	The distance and time involved between nursery drop off and school drop off make walking impossible for us
2	Access routes (pavements and road surface) to West End is not properly gritted during the winter especially in snowy/icy conditions. I am thinking specially of Moray Street and Mayne Road not withstanding the danger in surrounding streets. Some kids slipped and fell due to icy conditions this year.
3	Wittet Drive/Wards road corner, that crossing can be dangerous. Where the lollipop person used to work, they should really be reinstated, or a zebra crossing would be great. Or traffic lights with green man. Cars appear round that corner so quickly, even at 30 miles per hour, it's one of the main reasons we have limited our children's independence when travelling to school.
4	People park on the corners of junctions which make it harder to see and cross the side roads

5	?
6	Cars are too fast around school. Most parents park sensibly but some are ignorant of residents' driveways and my son was almost run over by the same parent in an old style white Discovery driving onto the pavement.
7	I personally feel the pathways are of a good condition and there should be adequate availability of safe places to cross. However, the way people drive and park makes me quite anxious and stops me from allowing my child to walk to school independently
8	Elgin is easy to walk around from our direction. A Toucan crossing is very valuable to negotiate the main road at Sunninghill Hotel. I can appreciate crossing Wittet Drive if coming from the other direction would be difficult for children independently. Perhaps consideration of Toucan or Puffin crossing there (or even just an island). Cycling to school is more difficult as really requires the children to be fully road competent as there is no approach to school on cycle path.
9	If we had a zebra crossing or lollipop person on Wittet Drive our son would walk to school every day. The cars are fast coming round the bend to cross that road.
10	Awkward with buggy for getting in gates with steps

Q5 Additional feedback or comments

#	OTHER (PLEASE SPECIFY)
1	The school have closed off the entrance gate at the car park making things even more problematic than they already were
2	The parking Infront of junctions, on corners of junctions and as close as possible, idling car, to the main school gates is a lot at west end. The surrounding roads are all wide, plentiful and close by, so there is no reason for the yellow no parking to be as small as it is in exit. I think this should be extended along the street, also maybe having one side of the street double yellow could be an option
3	I don't feel comfortable allowing my child crossing Wittet drive on their own
4	Is it worth speaking to councillors or MSPS
5	Walking to school is a good option for us and as the children are of an age that they are too young to walk to school themselves, we enjoy the school walk every morning. The

	route to school and lack of safe crossing places does concern me when they are age appropriate to make this journey without me, but educating them on road safety now should help them prepare
6	No assistance for pupils to cross roads



Issue record

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

**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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