

School Route Audit Report

Pilmuir Primary, Forres

Spring 2025



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.

Contents

1	Executive summary	4
2	Introduction	5
	What is a School Route Audit?	5
	Background	5
	Methodology	6
3	Audit location	7
	School background	8
	Area context	8
4	Audit and surveys	9
	Audit details	9
	Participants' observations	9
6	Conclusion	18
	Action Plan Recommendations	20
	Appendices	22

1 Executive summary

We are Living Streets, the UK charity for everyday walking. We are working with Pilmuir Primary School to facilitate, encourage and increase everyday walking in Forres.

On 21st March 2025 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 Pilmuir 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 Pilmuir were:

- Lack of safe crossing points on Pilmuir Road, the only road leading to a large residential estate
- Lack of lighting on wooded paths behind the school
- Street design encouraging vehicle speeds and a lack of safe crossings on surrounding streets

Recommendations discussed at the SRA included:

Short Term

- Refurbishment of Randolph Lane playpark equipment (this has now been completed)
- Increased enforcement of speed limits
- Consideration given to introducing a walking bus and/or re-introducing crossing patrols
- New lighting along woodland path at the back of the school
- Installation of dropped kerbs at junctions on key routes to school

Medium/Long Term

- Installation of formalised crossings on Pilmuir Road, Councillors Walk
- Redesign of junctions and streets in the area to improve the pedestrian experience
- Consideration given to traffic restrictions at school drop-off and pick-up times, combined with a possible alternative vehicular access point into the adjacent residential estate.
- Improved sustainable transport options for residents, including segregated, well-connected cycling and walking routes and reliable public transport to key destinations.

The issues and recommendations have been mapped on an interactive MyMaps map here:

<https://www.google.com/maps/d/u/0/edit?mid=1VdehE4xPJcyuECN1453aLy8LrRCjgEQ&usp=sharing>

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 Forres, particularly on the streets around Pilmuir 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 Pilmuir Primary School. This included the area around the school, Pilmuir Road, Moray Street, the greenspace behind the school, and Nursery Lane. The group walked the route in a clockwise direction starting at the front of the school on Pilmuir Road. Due to a large group size and time constraints, locations further away were looked at by Living Streets staff separately. Areas for investigation in the SRA were identified by Living Streets and agreed by Pilmuir Primary School.

Map of area



© Open Street Map

----- Audit route

School background

Pilmuir Primary School is a co-educational, non-denominational school in Forres. The pupil roll is 129. The school building, has an open-plan design. In addition to six teaching areas in the main building, there are two library areas, a computer suite, and a general-purpose hall, also used for dining. There is an additional, large, prefabricated building adjacent to the school, which houses a further two rooms. The school also has a purpose-built pre-school.

Pilmuir Primary School takes part in the WOW Walk to School Challenge and uses the Travel Tracker to log pupils' journeys to school, with engagement between 60-84%, of which 81-90% were active travel journeys between January and June 2025. The school also took part in the 2023 Hands Up Scotland Survey, which indicated that over 80% of pupils travelled actively in part, or wholly to school (Appendix A).

School site:

The school has a large playing field, a tarmac playground with games painted on it, flower beds, seating areas and a quadrangle with raised flower beds and a decked area. There is a large car park for staff and a bus and taxi drop-off point in front of the school. There are two main entrances to the school grounds: one in front from Pilmuir Road, and one from Nursery Lane.

Area context

Local area

Forres is a town with a population of approximately 10 000 people. It is a former royal burgh with a historic 900-year-old high street. The original town centre along with Grant Park and Cluny Hills is a conservation area.

There are 5 schools in Forres: Pilmuir, Applegrove, and Andersons primary schools, Drumduan (a Steiner Waldorf school), as well as Forres Academy.

A town bypass of the A96 trunk route was built in the late 1980s to reduce congestion in the town centre – it separates the town from the train station. Pilmuir Primary is located on the only street leading in and out of a residential estate with a few hundred homes (Drumine Road, Califer Road, Culbin Road, Pilmuir Road, Pilmuir Road West). To the south, a traffic-free path leads to the school through parkland.

In June 2019, school crossing patrols ended across Moray including the two on Pilmuir Road and Pilmuir Road West.

4 Audit and surveys

Audit details

Living Streets staff identified the audit route on a visit to Forres on 15th January 2025. On 21st March 2025 the audit was carried out with 25 pupils from Pilmuir Primary School, staff members, and Living Streets Scotland coordinators.

A survey was conducted to gather information from parents, school staff and other members of the local community; 7 surveys were 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.

- *Younger sibling prevents cycling / walking 2 days a week. This will change in the future.*
- *A half an hour round trip to cycle not possible on days we commute to work in Elgin.*
- *It's very far from the edge of the catchment for my child to travel alone- not sure what age I would feel safe him doing that as there are some dangerous corners/crossings.*
- *Lighting on the path behind school through the wood is non-existent.*
- *There are cars driving on the grass, that doesn't make it feel safe to play and run around.*
- *It [Nursery Ln] is bumpy and there is a hole in the ground – someone could trip or fall on it*
- *I don't like the rubbish and glass [in the park] but the flowers make it look nice.*
- *It [Pilmuir Road] is an expressway on school days!*

Survey Results Highlights

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

In question 2, parents were asked how their children usually travel to school. 57% of respondents reported that their children usually make active travel choices and walk, cycle or scoot to school.

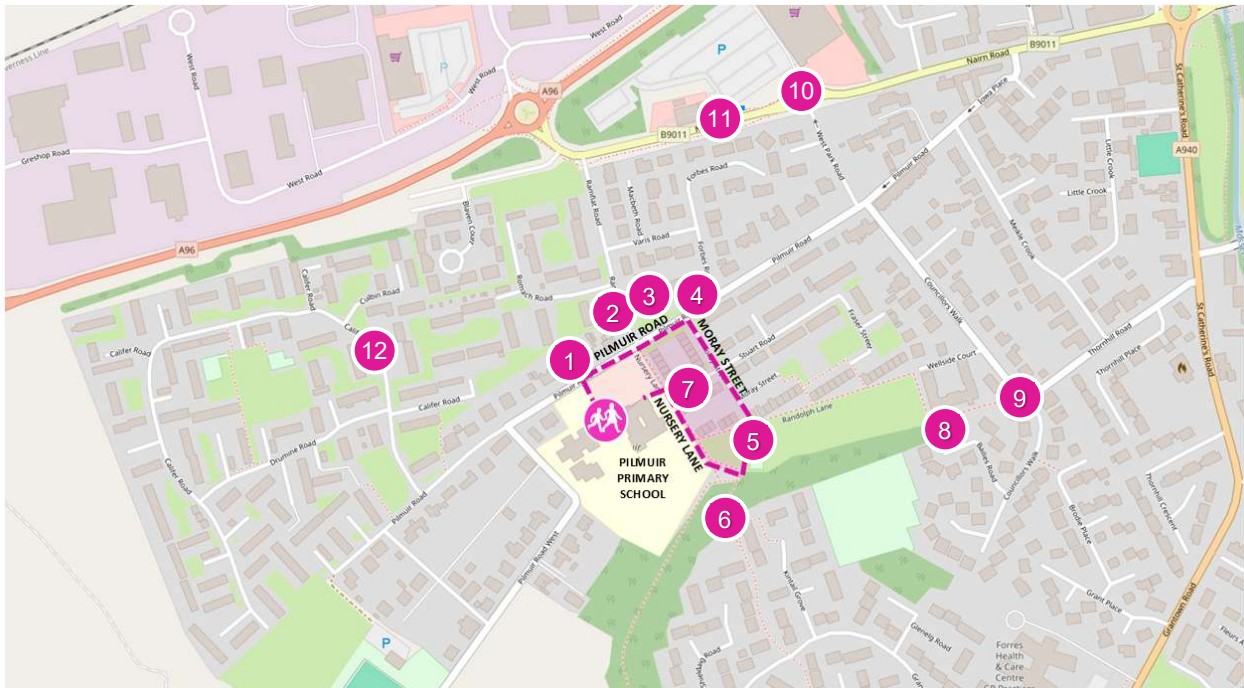


In question 4, respondents were asked to categorise concerns which cause barriers to walking and active travel to Pilmuir Primary School. The top three concerns reported were:

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

5 Findings and Recommendations

Map of findings



© Open Street Map

- 1 Observation locations
- Audit route

The findings have also been mapped on an interactive MyMaps here:

<https://www.google.com/maps/d/u/0/edit?mid=1VdehE4xPJcyuECN1453aLy8LrRCjgEQ&usp=sharing>

1 Pilmuir Road

Issues:

- Lack of crossing in front of school
- High traffic volume and speeds encouraged by wide carriageway and street design, 20mph speed limit only during school times and extending only just beyond Ramflat Rd.
- Inconsiderate parking, including pavement parking, lack of double yellow lines to discourage parking around school
- Bumpy and uneven walking surfaces affecting those with mobility issues or pushing buggies.

Recommendation:

- Install a priority crossing, such as a zebra crossing, near the front entrance to school
- Improve speed and parking enforcement
- Consider a permanent 20mph speed limit extended to entire street or residential area.
- Resurface uneven pavements.

Uneven surfaces:



Lack of crossing in front of school:



Pavement parking example:

<https://maps.app.goo.gl/rCcghPVDpSMXhbmL6>

30mph speed limit near the school:



2 Junction with Ramflat Road

Issue:

- Large junction with sweeping corners encourages high speeds and is difficult to cross safely due to wide carriageways, lack of crossings, dropped kerbs or tactile paving.

Recommendation:

- Install build-outs at junction with small corner radii, dropped kerbs and tactile paving. Consider adding rain gardens to prevent parking and improve drainage.



Sweeping corners of junction and lack of crossings:



3 Incidental greenspaces

Issue:

- Bins placed in incidental greenspaces/lawns due to lack of designated collection points.
- Lack of interest and use, lack of shade and seating; grass is high-maintenance throughout summer.

Recommendation:

- Consider allocating some lawns to specific groups, for example the school, nursery, resident groups, clubs, etc. to care for and develop into interesting, useful spaces.
- Designate and install bin collection points for residents to leave bins in.
- Plant attractive trees, grasses, perennials to reduce maintenance needs of lawn.
- Install seating and consider other uses of spaces in cooperation with community.

Green lawns alongside Pilmuir Road:



Bins placed on green lawns:

<https://maps.app.goo.gl/Fz7MZRpyKmhnmzndh8>

Incidental greenspaces along route to Tesco:



4 Moray street and minor junctions

Issue:

- Lack of dropped kerbs and tactile paving at junctions (or single tactile paving present)
- Lack of priority at numerous crossings

Recommendation:

- Install dropped kerbs and tactile paving at all junctions, ensuring they are on desire lines.
- Consider installing continuous footways across entrances to car parks.
-



5 Greenspace behind school

Issue:

- Vehicular access allowing cars to drive on the grass area, which damage the grass and make the space feel unsafe.
- Pupils complained about outdated playpark equipment – new equipment was installed shortly after the SRA activity.
- Pupils found flowers on the ground and mentioned there was little there to make the space nice, such as flower planters.

Recommendation:

- Provide cycle racks and more seating to encourage people to stay longer.
- Consider providing additional equipment or furniture, such as gym equipment, or community planters/gardens to encourage different age groups to spend time here. Consider adding interest with areas of perennial planting along paths.
- Ensure the greenspace is car-free through closing off the vehicular entrance, as well as signage, information, and enforcement, if needed.

Newly-installed playpark equipment:



Vehicles regularly drive and park in the space



Vehicular entrance from Moray Street



6 Footpath leading south

Issue:

- Lack of lighting along footpath

Recommendation:

- Install lighting. Consider low-level lighting if needed to address any potential ecological conflicts.



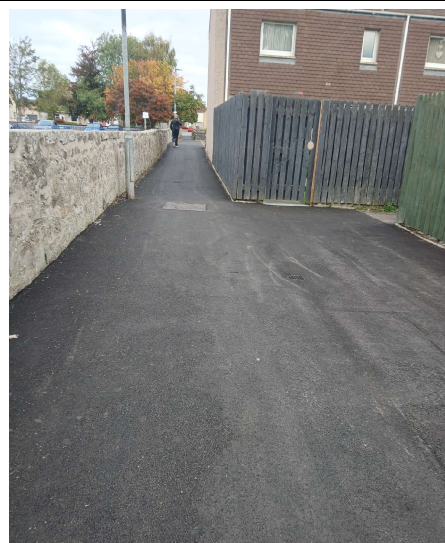
7 Nursery Lane

Issue:

- Pupils found a hole in the footway, and the footway had an uneven surface. This has now been rectified, and a new surface installed.
- Lack of greenery and interest

Recommendation:

- Consider installing seating, cycle racks, or planters in the wider space near the footway.



8 Path linking to Councillor's Walk

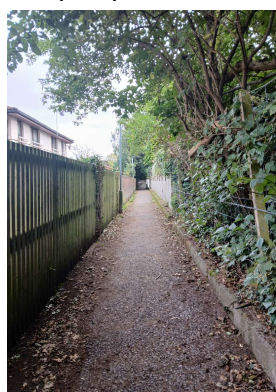
Issue:

- Convenient shortcut through narrow alleyway. Alleyway feels unkempt and could feel unsafe in the evenings.
- Path across grass can get muddy.

Recommendation:

- Consider ways to improve alleyway, including adding low-level lighting, trimming back greenery, and ensuring the path is on a regular maintenance plan.
- Consider possibilities of using adjacent fenced-off retaining wall to improve outlook of the alleyway.

Alleyway:



Path through greenspace towards school:



9 Councillor's Walk

Issue:

- Lack of crossing and cars approaching at speed from around bend.

Recommendation:

- Install crossing on desire line. Consider build-outs or a realigning of kerbs to improve visibility and ensure drivers approaching from each direction give way to pedestrians.



Link to Streetview imaging showing children unable to cross the street here:

<https://maps.app.goo.gl/WGcQUD9UZaoKqdiFA>

10 Roundabout by Tesco

Issue:

- Crossings don't align with desire lines.
- Lack of priority crossings and large radii encouraging higher vehicle speeds make crossing difficult.

Recommendation:

- Realign crossings to place them on desire lines.
- Provide priority crossings on all arms of the roundabout while reducing corner radii to slow down vehicles.



11 Nairn Road

Issue:

- High speeds and large amount of traffic and a lack of crossings, particularly to access the convenience store at the petrol station.

Recommendation:

- Consider providing additional crossings near Ramflat Road and near pedestrian paths linking to MacBeth Road and Forbes Road.



12 Residential estate

Issue:

- Residential area with hundreds of vehicles with only one access point going past the school.

Recommendation:

- Consider options of installing an additional vehicular link or links to the estate to be able to introduce temporary traffic restrictions in Pilmuir Road.
- Organise a walking bus for pupils
- To reduce the dependence of residents on private vehicles, improve sustainable transport links to the town centre, the train station, Elgin, employment parks to the north, and any other identified typical destinations. Provide well-connected, segregated cycling and walking routes, and reliable public transport options with convenient and attractive walking routes to stops, as well as crossings on desire lines, including across the A96.

Crossing the A96 between the residential estate on Pilmuir Rd and employment park :

<https://maps.app.goo.gl/78hXfNfY8ifCSk5x8>



Pilmuir Road is the only vehicular link to the adjacent residential estate:



6 Conclusion

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

SUMMARY OF OBSERVATIONS

- Both during the audit and in the survey responses, the lack of priority crossings on desire lines was raised, both in front of the school (Pilmuir Road) and on surrounding major and minor roads. In June 2019, there ceased to be school crossing patrollers on Pilmuir Road.
- High traffic volumes, speeds, and inconsiderate parking are encouraged by street design. There is a 20mph speed limit but only temporary and on a small section of street.
- Lack of lighting, seating, or designated refuse collection points, together with uneven surfaces, a lack of interesting planting, and vehicular access to greenspaces contribute to lower interest in spending time within and walking through streets and spaces.
- Pilmuir Road is the only vehicle access point to large residential area.

PHYSICAL INTERVENTIONS

- Install priority crossings, particularly a zebra crossing with build-outs and a raised table near the front entrance to school, and install crossings with dropped kerbs, tactile paving, and build-outs elsewhere to provide priority and convenience for crossing on desire lines. Consider installing continuous footways across minor side-streets or car park access drives.
- Reduce corner radii at junctions and roundabouts to limit traffic speeds.
- Resurface uneven pavements and provide planting, seating, and dedicated bin collection points. Consider providing additional equipment or furniture, such as gym equipment, or community planters/gardens to encourage different age groups to spend time here.
- Consider options of installing an additional vehicular link or links to the residential estate west of the school to be able to introduce temporary traffic restrictions in Pilmuir Road.
- To reduce the dependence of residents on private vehicles, improve sustainable transport links by providing well-connected, segregated cycling and walking routes, and reliable public transport options with convenient and attractive walking routes to stops, as well as crossings on desire lines, including across the A96.

BEHAVIOUR CHANGE ACTIONS

- Pupils at Pilmuir 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 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.
- Creation of a walking bus and/or re-introduction of crossing patrols will be considered.
- Speed limits will be enforced more regularly and consideration given to extending the speed limits to full-time to include a larger area.
- Community participation and co-ownership of spaces will be encouraged, with community, school, nursery, or youth groups being entrusted to care for particular spaces or parts of spaces, such as planters or gardens.

This report is being submitted to members of staff at Moray Council and Pilmuir Primary School so that recommendations can be discussed and action undertaken as required. Pilmuir 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. Pilmuir 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?
Lack of priority crossings, particularly on Pilmuir Road, Councillor's Walk, Nairn Road and the A96, as well as minor roads and junctions in the area.	Install priority crossings with raised tables and build-outs on Pilmuir Road and Councillor's Walk. Move or add crossings on Nairn Road and the A96, ensuring they are on desire lines. Install dropped kerbs and tactile paving or continuous footways at minor junctions and driveways.	- 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 footways and junctions for improvement. - Produce an active travel map showing various options to 'Park and Stride' while avoiding driving near the school. - Consider possibilities for organising a walking bus	- Write to local councilors. - Support the pupils to make active travel choices. - Avoid driving near the school at drop-off and pick-up times to reduce traffic at the school. - Consider volunteering to organize a walking bus
Vehicle speeds and amount	Extend 20mph speed limit throughout the area or town. Install buildouts with raised tables and reduce corner radii at junctions and roundabouts to encourage lower speeds, working with police to improve enforcement. Support school to organize a walking bus. Consider re-introduction of school crossing patrols.		
Inconsiderate parking at and near the school	Promote considerate parking and driving initiatives in partnership with Police. Install build-outs at junctions to prevent unsafe parking.		

Lack of lighting, seating, or designated refuse collection points, together with uneven surfaces, a lack of interesting planting, and vehicular access to greenspaces contribute to lower interest in spending time within and walking through streets and spaces.	Resurface uneven pavements and provide attractive perennial planting, seating, and dedicated bin collection points. Consider providing additional equipment or furniture, such as gym equipment, or community planters/gardens to encourage different age groups to spend time here. Close vehicular entrance to greenspace from Moray Street. Work with resident and community groups to encourage taking ownership of parts of spaces, planters, and gardens.	• 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 footways and junctions for improvement. • Produce an active travel map showing various options to 'Park and Stride' while avoiding driving near the school. • Consider possibilities for organising a walking bus	• Write to local councilors. • Support the pupils to make active travel choices. • Avoid driving near the school at drop-off and pick-up times to reduce traffic at the school. • Consider volunteering to organize a walking bus
Pilmuir Road is the only vehicle access point to large residential area.	Consider options of installing additional vehicular links to the residential estate to be able to introduce temporary traffic restrictions in Pilmuir Road. To reduce the dependence of residents on private vehicles, improve sustainable transport links by providing well-connected, segregated cycling and walking routes, and reliable public transport options with convenient and attractive walking routes to stops, as well as crossings on desire lines, including across the A96.		

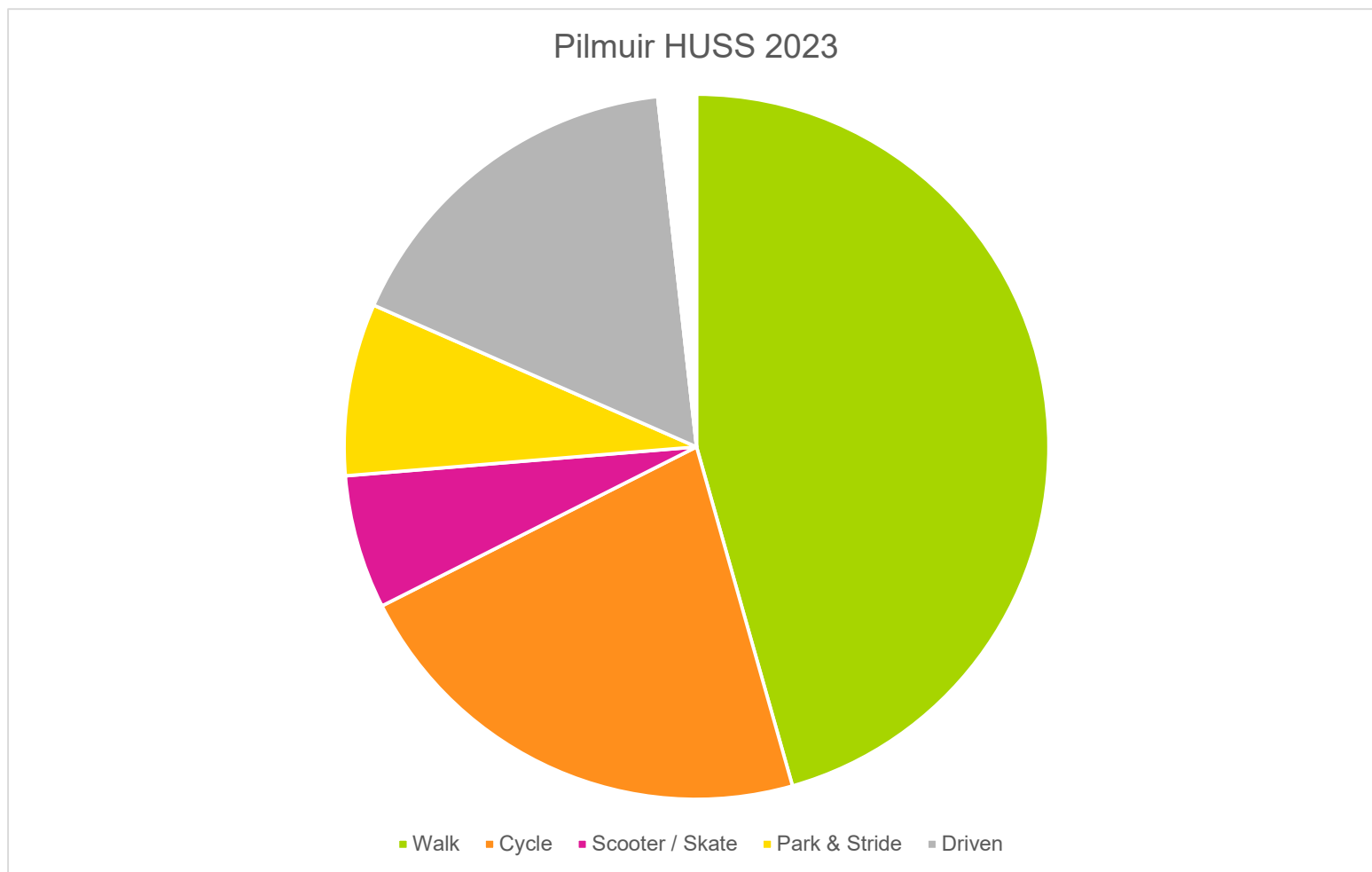
Appendices

Appendix A
Hands Up Survey Scotland

Appendix B
Parent/Community Survey



Appendix A – Hands Up Scotland Survey 2023



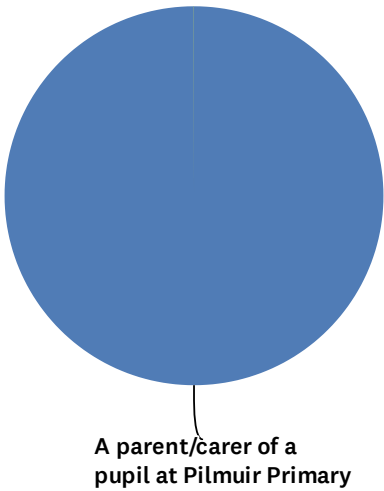


Appendix B – Parent / community survey responses

A SurveyMonkey survey was carried out among parents/carers, staff, and community members, receiving 7 responses. The survey responses are detailed on the following pages.

Q1 Are you:

Answered: 7 Skipped: 0

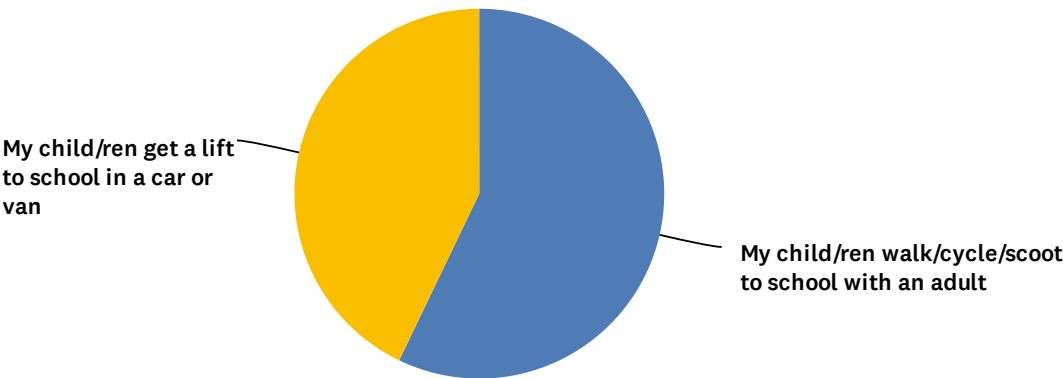


ANSWER CHOICES		RESPONSES	
A resident without a pupil at Pilmuir Primary		0.00%	0
A parent/carer of a pupil at Pilmuir Primary		100.00%	7
A member of staff or visitor working or accessing the school site		0.00%	0
Other (please specify)		0.00%	0
TOTAL			7

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

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

Answered: 7 Skipped: 0

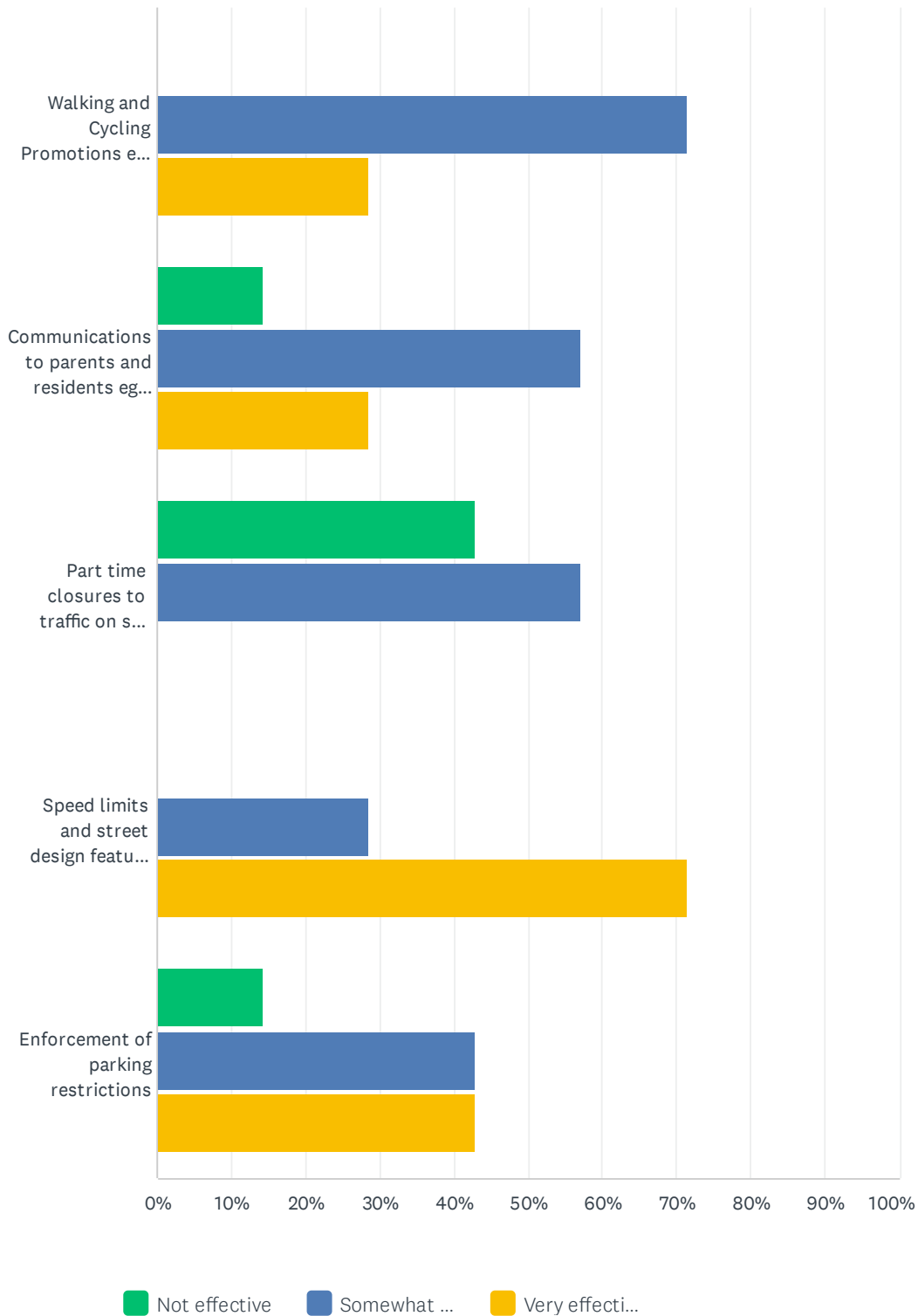


ANSWER CHOICES		RESPONSES	
My child/ren walk/cycle/scoot to school independently		0.00%	0
My child/ren walk/cycle/scoot to school with an adult		57.14%	4
My child/ren get a lift to school in a car or van		42.86%	3
My child/ren is/are taken by arranged school transport – bus or taxi		0.00%	0
Other (please specify)		0.00%	0
TOTAL			7

#	OTHER (PLEASE SPECIFY)	DATE
	There are no responses.	

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: 7 Skipped: 0

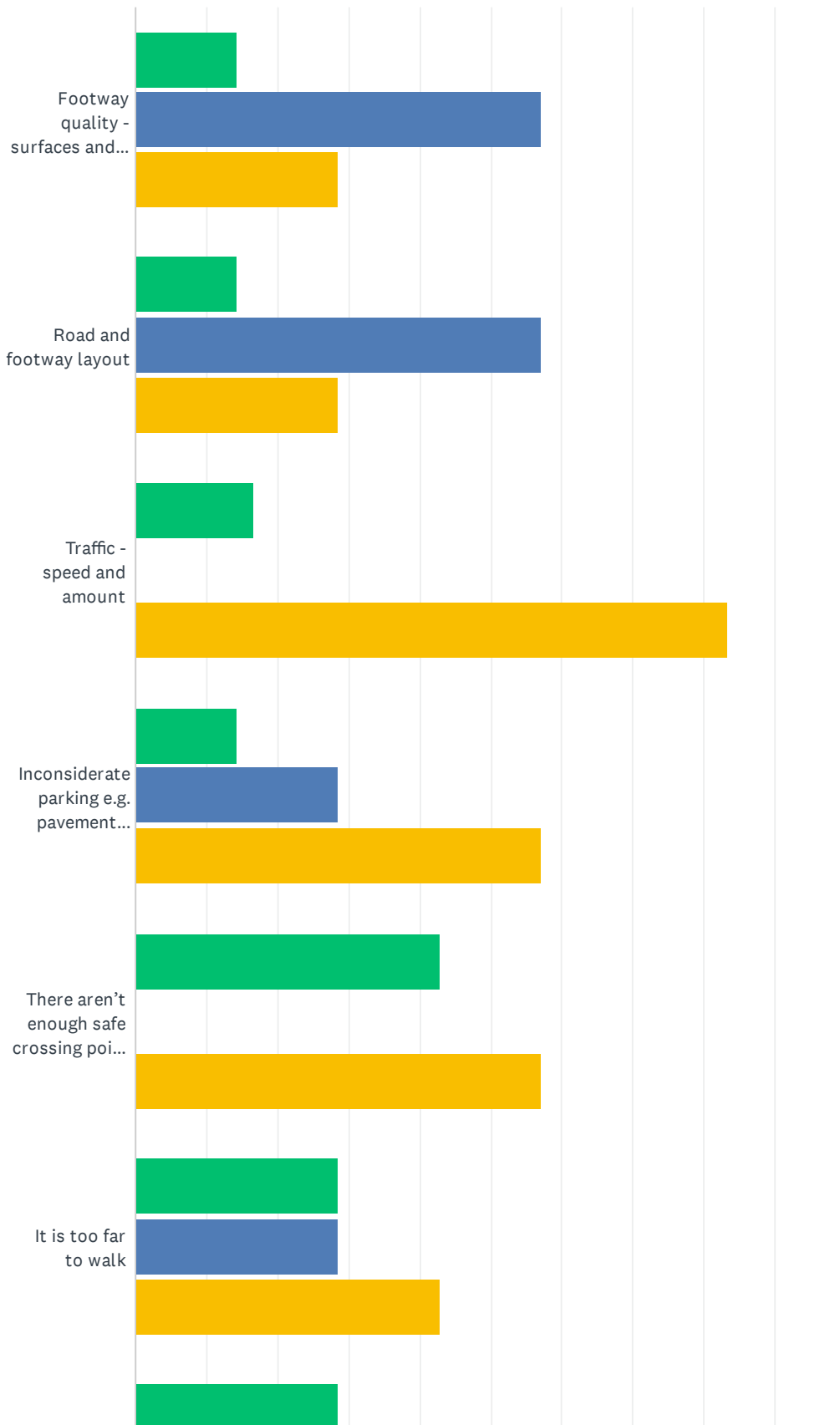


Pilmuir Primary School - School Route Survey (2024/2025)

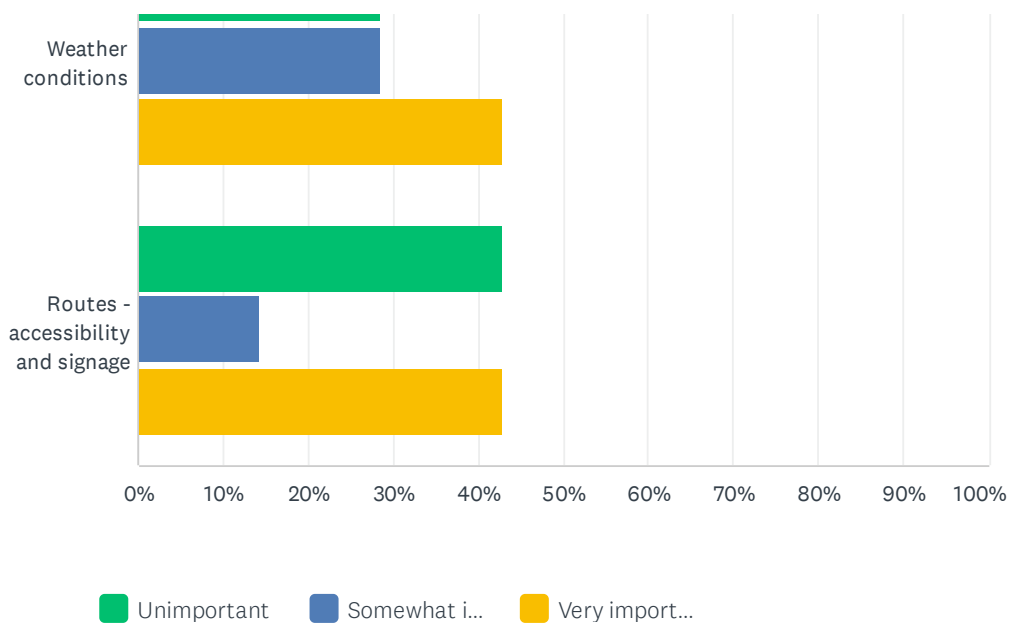
	NOT EFFECTIVE	SOMEWHAT EFFECTIVE	VERY EFFECTIVE	TOTAL	WEIGHTED AVERAGE
Walking and Cycling Promotions eg. Walk to School Week	0.00% 0	71.43% 5	28.57% 2	7	2.29
Communications to parents and residents eg. considerate parking guidance	14.29% 1	57.14% 4	28.57% 2	7	2.14
Part time closures to traffic on some streets	42.86% 3	57.14% 4	0.00% 0	7	1.57
Speed limits and street design features such as speed tables or crossings	0.00% 0	28.57% 2	71.43% 5	7	2.71
Enforcement of parking restrictions	14.29% 1	42.86% 3	42.86% 3	7	2.29

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: 7 Skipped: 0



Pilmuir Primary School - School Route Survey (2024/2025)



	UNIMPORTANT	SOMEWHAT IMPORTANT	VERY IMPORTANT	TOTAL	WEIGHTED AVERAGE
Footway quality - surfaces and obstructions	14.29% 1	57.14% 4	28.57% 2	7	2.14
Road and footway layout	14.29% 1	57.14% 4	28.57% 2	7	2.14
Traffic - speed and amount	16.67% 1	0.00% 0	83.33% 5	6	2.67
Inconsiderate parking e.g. pavement parking	14.29% 1	28.57% 2	57.14% 4	7	2.43
There aren't enough safe crossing points on the journey to school	42.86% 3	0.00% 0	57.14% 4	7	2.14
It is too far to walk	28.57% 2	28.57% 2	42.86% 3	7	2.14
Weather conditions	28.57% 2	28.57% 2	42.86% 3	7	2.14
Routes - accessibility and signage	42.86% 3	14.29% 1	42.86% 3	7	2.00

#	OTHER (PLEASE SPECIFY)	DATE
1	Younger sibling prevents cycling / walking 2 days a week. This will change in the future.	5/7/2025 6:36 AM
2	Lighting	5/3/2025 1:09 PM
3	Work commitments (half an hour round trip to cycle not possible on days we commute to work in Elgin)	5/2/2025 10:51 AM

Q5 Additional feedback or comments. Please add any further comments or feedback you may have here.

Answered: 3 Skipped: 4

#	RESPONSES	DATE
1	None	5/7/2025 6:36 AM
2	Lighting on the path behind school through the wood is non existent	5/3/2025 1:09 PM
3	It's very far from the edge of the catchment for my child to travel alone- not sure what age I would feel safe him doing that as there are some dangerous corners/crossings (our route is mostly out of the area on your map though)	5/2/2025 10:51 AM



Issue record

Issue no.	Written by:	Checked/ approved by:	Issued by:
Draft 01	Name: Hasia Hutna	Rachel Bliss	Hasia Hutna
	Date: September 2025	October 2025	October 2025
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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