

# School Route Audit Report

**Applegrove 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**





# 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 Applegrove Primary School to facilitate, encourage and increase everyday walking in Forres.

On 25<sup>th</sup> April 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 Applegrove 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 Forres were:

- Concerns around the impact of a proposed new high school building
- Vehicle numbers and speeds around the school at drop-off and pick-up times
- A lack of separate walking and cycling infrastructure, particularly linking to the south of Forres

Recommendations discussed at the SRA included:

## **Short Term**

- In the event of the new high school being built on the proposed site, direct cooperation with the school community prior to commencing work, to address the impact of the construction and post-construction phases on the amounts of traffic, access to active travel routes and green space for primary school pupils.
- Creating an active travel map with suggested 'park-and-stride sites'
- Introducing a permanent area-wide 20mph speed limit near the joint school campus
- Re-introducing the walking bus

## **Medium/Long Term**

- Reducing vehicle speeds through street design features on Orchard Road
- Providing more pedestrian space and higher pedestrian priority on streets near the school
- Ensuring the existing active travel path through Roysvale Park is retained in the event of the new high school being constructed, with other routes improved, including segregated cycling and walking infrastructure to the south of Forres.
- The new school site should be planned in a way that avoids sacrificing greenspace for parking, drop-off and bus provision, which is required but should be proportionate, and not to the detriment of those accessing the site on foot or using existing routes.

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

[https://www.google.com/maps/d/u/0/edit?mid=1rKTshQbP1w4jAYfY-StAB4aaa0a\\_gvk&usp=sharing](https://www.google.com/maps/d/u/0/edit?mid=1rKTshQbP1w4jAYfY-StAB4aaa0a_gvk&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 use 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 Applegrove 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.*

The school takes part in the WOW Walk to School Challenge and demonstrates a strong active ethos, maintaining well above average walking, wheeling, and cycling levels.

# Methodology

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

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

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

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



# 3 Audit location

The audit surveyed the area around Applegrove Primary School. This included the area around the school, Orchard Road, Sanquhar Road, the path through Roysvale Park, Albert Street, and the path around the school fields to Orchard Road. The group walked the route in a clockwise direction starting at the front of the school on Orchard Road. Areas for investigation in the SRA were identified by Living Streets and agreed by Applegrove Primary School.

## Map of area



..... Audit route

© Open Street Map

The findings have also been mapped on an interactive MyMaps here:  
[https://www.google.com/maps/d/u/0/edit?mid=1rKTshQbP1w4jAYfy-StAB4aaaaa\\_gvk&usp=sharing](https://www.google.com/maps/d/u/0/edit?mid=1rKTshQbP1w4jAYfy-StAB4aaaaa_gvk&usp=sharing)

## School background

Applegrove Primary School is a co-educational, non-denominational school in Forres. The pupil roll is 274. There are seventeen bright and spacious classrooms in two wings of the ground floor and on the first floor, a main hall/dining room with a stage area, libraries for different age groups, a gymnasium, and a special education support area. Outside, there are tarmac playgrounds and soft play surfaces near the school building and large, grassy fields to the west of the school used as a play space and as an outdoor learning space during class time.

Applegrove Primary School takes part in WOW, The Walk to School Challenge, and uses the Travel Tracker to log pupil's journeys to school. Tracking engagement reached 49% in March 2025 with an above-average result: 93%-98% of journeys typically logged as 'active' throughout the school year. The school took part in the 2020 Hands Up Scotland Survey, which indicated that over 80% of pupils travel actively in part, or wholly to school (Appendix A). The crowds of pupils seen walking to school, the large bicycle shed in front crowded with bicycles, and the data clearly demonstrate the strong active ethos of the school.

School site:

The school site is highly permeable, with four different gates for pupils to enter, and supports active travel through green space and a traffic-free tree lined path leading across Roysvale Park. Unusually, the site does not have an on-site car park, maintaining the immediate school locale as traffic-free and reinforcing the active ethos of the school; staff and visitors use surface car parks across the street. There is a school bus/taxi drop-off point, as well as a zebra crossing with build-outs near the front entrance on Orchard Road. The footways along Orchard Road and Sanquhar Road are wide and tree lined in the sections adjacent to greenspaces. Pupils use four different gates to enter the school, with a traffic-free, tree lined path leading across Roysvale Park.

## 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: Applegrove, Pilmuir, and Andersons primary schools, Drumduan (a Steiner Waldorf school), as well as Forres Academy, located just south of Roysvale Park.

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. In 2023 a zebra crossing with build-outs was refurbished in front of Applegrove school and 'Puffin' lights at the junction of St. Catherine's Road and Orchard Road were installed. In June 2019, school crossing patrols ended across Moray, including the one on Orchard Road in front of the primary school.

There are plans to build a new high school to replace the existing Forres Academy buildings, with the chosen site being Applegrove Primary's green open space, adjacent to Roysvale Park.



# 4 Audit

## Audit details

Living Streets staff identified the audit route on a visit to Forres on 24<sup>th</sup> March 2025. On 25<sup>th</sup> April 2025 the audit was carried out with 15 pupils from Applegrove Primary School, two staff members, and Living Streets Scotland staff.

A survey is normally conducted to gather information from parents and carers, school staff and other members of the local community. Despite attempts to engage parents and carers as well as the local community, no surveys were completed.

## Participants' observations

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

The comments below include the participants' recommendations for improving the walking environment, as well as concerns from community members expressed elsewhere about walking near Applegrove Primary:

- *The traffic outside the school is a nightmare. Definitely something they need to look into.*
- *[the traffic] will only get worse if they build the academy next to the school.*
- *A zebra crossing would not work [on St. Catherine's Road], it's bad enough trying to cross outside Applegrove. There has been near misses there and that's not even a main road.*
- *We walk and it seems everybody else drives to school and they are constantly in a rush.*
- *The street in front of the school is busy but my parents park in the car park and we just run across because it's too far to walk to the crossing.*
- *I think it is very busy at this road and some cars drive too fast.*
- *Sometimes it's hard to find a spot for your bicycle, it's so crowded.*
- *There are bikes on the path where we walk.*

## Survey Results Highlights

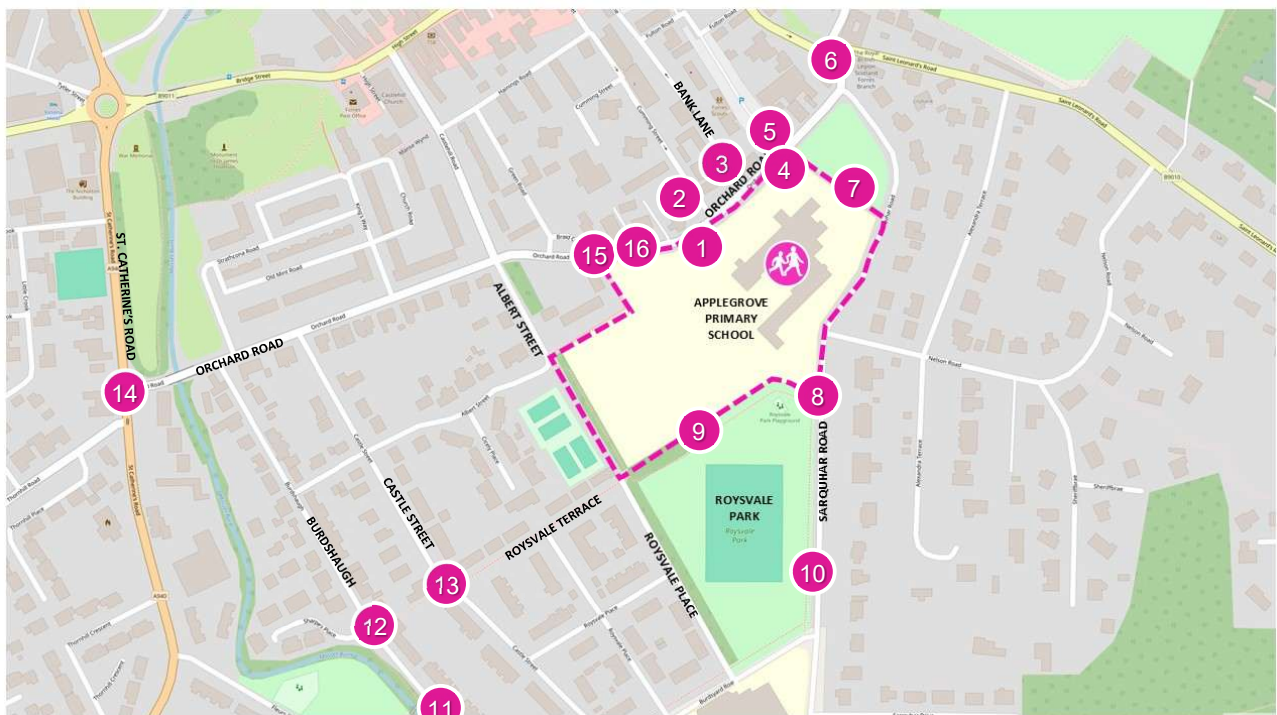
While there aren't any results from the survey, information from Travel Tracker shows that 96% of recorded journeys to school are active and pupils walk, cycle, or scoot to school.

Surveys were also conducted elsewhere in Forres and showed that when asked to categorise concerns which cause barriers to walking and active travel in Forres, the top concerns reported were:

- Traffic – speed and amount listed as the main concern, followed by
- Inconsiderate parking
- There aren't enough safe crossing points on the journey to school

# 5 Findings and Recommendations

## Map of findings



1

Observation locations



Audit route

© Open Street Map

Due to time and practical constraints, the route of the SRA was limited to paths around the school. Locations further away which have been mentioned by participants were looked at by Living Streets staff separately.

The findings have also been mapped on an interactive MyMaps here:  
[https://www.google.com/maps/d/u/0/edit?mid=1rKTshQbP1w4jAYfY-StAB4aaaao\\_gvk&usp=sharing](https://www.google.com/maps/d/u/0/edit?mid=1rKTshQbP1w4jAYfY-StAB4aaaao_gvk&usp=sharing)

## 1 Zebra crossing near school entrance

### Issue :

- While the zebra crossing is fit for purpose most of the time, there have been issues with Belisha beacon lights in the past and drivers not giving way, as well as high vehicle speeds.

### Recommendation:

- Include crossing and beacon lights in regular maintenance checks programme and ensure quick turnaround in case of issues.
- Consider adding a raised table with steep ramps to reduce speeds on the crossing.



<https://maps.app.goo.gl/j6t3JSRVc8mZzjS39>

## 2 Car parks and side streets on Orchard Road

### Issue :

- Uneven footways across each entry/exit point to car park and Cumming Street
- Pedestrians having to give way to vehicles multiple times when walking along north side of Orchard Road

### Recommendation:

- Install a continuous footway across car park entrance.
- Consider a side-road entry treatment across Cumming Street. Consider reducing the carriageway width of the one-way Cumming Street to one lane width.



<https://maps.app.goo.gl/cXqFidZLqeiZmRqb7>



### 3 Bank Lane entrance

#### Issue :

- Pedestrians having to give way to vehicles when crossing the entrance to Bank Lane. Bank Lane is also a good pedestrian link to the High Street but is accessible to vehicles and may feel unsafe.

#### Recommendation:

- Install a continuous footway across Bank Lane entrance.
- Consider restricting access to vehicles accessing the properties on Bank Lane only.
- Consider possibilities to improve the look of Bank Lane, such as resurfacing, or adding low-level lighting.



<https://maps.app.goo.gl/yDX88y2AYPVhZdry7>

### 4 Crossing Orchard Road

#### Issue :

- There is no formal crossing on the natural desire line from the Orchard Road Car Park to the east of the school, which causes pupils and parents to dash across a busy street.
- Paving of footway uneven and broken at vehicular entrance onto school site.

#### Recommendation:

- Install additional formal crossing to the east of the school entrance. This can be a zebra but could also be a simpler priority crossing with a raised table and build-outs.
- Consider narrowing the carriageway at the point of the crossing to only one lane.
- Fix paving on south side of street.

Lack of crossing on east side of school entrance:



Broken paving at vehicular entrance onto school site:



## 5 Car parks and side streets on Orchard Road

### Issue :

- Orchard Road Car Park has multiple vehicular entrances, making the footway along the north side of Orchard Road disjointed, bumpy, and inconvenient.

### Recommendation:

- Provide continuous footways across car park entrances to give pedestrians priority and a smooth surface to walk on.
- Consider installing build-outs in place of (or in addition to) double yellow lines to prevent parking on corners.
- Consider possibilities for a one-way entrance and exit system to this car park, for example with an entrance on Orchard Road and exit on Fulton Road.



## 6 Roundabout on Tolbooth Street

### Issue :

- Design of the roundabout and the roads leaving it, including the east entrance to Orchard Road, encourages higher speeds.

### Recommendation:

- Reduce corner radii to slow vehicles entering and leaving the roundabout, particularly into Orchard Road.
- Consider a different type of junction instead of a roundabout to slow speeds of vehicles entering Orchard Road.



<https://maps.app.goo.gl/XsYhQ2JTot1rizzS9>



## 7 Greenspace to the east of the school

### Issue :

- Footpath surface uneven with a 'dip' near the northern end and a 'lip' at the southern entrance onto the Sanquhar Road footway.

### Recommendation:

- Improve surface to ensure it is smooth with no puddles forming. Raise southern end to eliminate 'lip' when entering Sanquhar Road footway.
- Consider installing a hard-standing surface with raingardens alongside to address any drainage issues that may arise from this.



## 8 Sanquhar Road

### Issue :

- Some zig-zag markings are faded
- Odd angle of tactile paving at non-priority crossing leaves narrow strip of tactiles.
- Wide footway at the back entrance to the school with lots of space to gather/walk, but carriageway is also wide, making it inconvenient to cross and encouraging higher speeds. 20mph limit 'when lights flash'

### Recommendation:

- Repaint markings.
- Reinstall tactile paving at right angles to carriageway. Consider installing priority crossing with build-outs.
- Consider reducing carriageway width at pinch-points to naturally reduce vehicle speeds and provide crossing-points.

### Faded zig-zag markings:



### Tactile paving at odd angle:





20mph speed limit 'when lights flash' only:



wide carriageway and junctions:



Pupils noting the crossing and tactile paving:



Pupils noting the wide footways:



## 9 Path through Roysvale Park

**Issue :**

- New active travel path through park is at risk of being impacted by construction of new high school building

**Recommendation:**

- In the event of the new high school being built in this location, ensure Applegrove Primary retains a traffic-free active travel path through the park linking directly to Roysvale Terrace.





## 10 Active travel route from south of Forres

### Issue :

- Lack of separate walking and cycling infrastructure to and from the south of Forres
- In the event of the new high school building being constructed here, higher numbers of pupils arriving this way by bike and walking are likely

### Recommendation:

- Install a segregated cycle track along Sanquhar Road. Ensure the current width of the footway is retained or widened.



<https://maps.app.goo.gl/H1UqaRkGw2aEwc7h7>

## 11 Links south across burn

### Issue :

- Lack of separate, segregated walking and cycling infrastructure south of the burn that pupils can use to safely cycle the whole way to school

### Recommendation:

- Consider installing segregated cycle tracks while ensuring wide, smooth footways are available along main travel routes.

Existing cycle markings on carriageway north of the burn:



<https://maps.app.goo.gl/XhdBtERrYzbLSYuw8>

Path to bridge over burn:



Fleurs Place looking north:



Fleurs Place looking south:



## 12 Crossings on Burdshaugh

### Issue :

- Crossings do not prioritise pedestrians along main route from bridge to Roysvale Terrace path. Pedestrian guardrail present.

### Recommendation:

- Install priority crossings with build-outs and raised tables on desire lines towards Roysvale Terrace and Sanquhar Road for pedestrians and pedestrians and cycles, respectively.



<https://maps.app.goo.gl/PBbEptXYsPkp9mMRA>

## 13 Crossings on Castle Street

### Issue :

- Traffic-free, lit paths are present along Roysvale Terrace, but there is a lack of a priority crossings on desire lines
- Wide carriageway makes crossing more difficult

### Recommendation:

- Install priority crossing on desire line.
- Consider narrowing carriageway to make crossing easier and safer, for example through build-outs at the crossing.



<https://maps.app.goo.gl/VpnWrt7PwcWQYF7y7>

<https://maps.app.goo.gl/xvk3S6jT9hX5DXgd7>

## 14 Roysvale Terrace walk

### Issue :

- Traffic-free, lit paths along Roysvale Terrace have lighting placed quite high, with some lamps obscured by trees. Some sections are narrow and seem to be poorly overlooked.

### Recommendation:



- Consider installing additional low-level lighting to ensure whole path is well-lit. Consider ways of improving visibility or overlooking on Burdshaugh section.



## 15 St. Catherine's Road junction

### Issue :

- Recently installed 'Puffin' lights make crossing easier, but pedestrians have no priority when lights are out of order. 1-minute waits for the pedestrian lights at crossing of each arm.
- Junction into Orchard Road has a wide splay, encouraging higher speeds.

### Recommendation:

- Consider signage to give way to pedestrians when lights are out of order. Ensure the lights phase is set to prioritise pedestrians at all times (i.e. doesn't require a wait of more than 30 seconds). Consider introducing a pre-timed max setting.
- Consider reducing corner radii at the entrance to Orchard Road, for example through build-outs, to reduce speeds.



<https://maps.app.goo.gl/nK14iU9wtN3jTUP16>



## 16 Green open space and path along edge

### Issue :

- Concerns about losing access to green open space in the event that the new high school building is constructed.
- Path along edge of playing fields has some tree root damage to surfaces. The trees give shade and make the path a pleasant place to walk.

### Recommendation:

- Keeping the greenspace to provide pupils with informal outdoor play opportunities is preferred
- In the event construction goes ahead, it is recommended that another green open space is provided. Direct cooperation with the school community to address the impact of this loss during and post-construction is needed. The new school site should be planned in a way that avoids sacrificing greenspace for parking, drop-off and bus provision, which is required but should be proportionate, and not to the detriment of those accessing the site on foot or using existing routes.
- Re-surface damaged parts of path while preserving valuable trees.

## 17 Orchard Road

### Issue :

- Footway to the west of the school entrance is relatively wide, with attractive trees providing shade. There are concerns this route could be impacted in the event of construction of the new high school building.

Valuable trees alongside the greenspace:



Large tree with damaged path surface being noted down by pupils, later fell during Storm Floris in August 2025:



Tree-lined Orchard Road with incidental greenspaces:

- The carriageway is wide, which encourages higher speeds and makes crossing more difficult. The amount of traffic is likely to increase if the new high school building is located here.

#### **Recommendation:**

- Retain or widen existing footways.
- Introduce a full-time 20-mph speed limit.
- Reduce carriageway width either in full or at pinch-points, using gained space for seating, bike stands, raingardens and other planting.
- Consider temporary modal filters or traffic restrictions to reduce the number of vehicles at school times.
- In the event the new high school is built in this location, avoid breaking up the existing footway with driveways, leaving a continuous footway across any necessary vehicular access point. Consider possibilities for providing school bus access and drop-off within the existing carriageway rather than on-site, and relying on available off-site parking in the area, leaving the site vehicle-free, similarly to Applegrove Primary.



wide carriageway and wide footways and attractive trees lining the street:



Orchard Road busy throughout the day, the wide carriageway encourages higher speeds:



<https://maps.app.goo.gl/nXiiGkM9JoK9GrBK7>

# 6 Conclusion

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

The school has a strong active ethos, with above-average numbers of pupils walking, wheeling, and cycling to school, which the permeable layout and well-connected location of the site supports. The area around the school has seen some improvements in recent years, including a new, shared, traffic-free, active travel path through the park and a zebra crossing with build-outs near the main entrance. Thanks to this there aren't many urgent concerns that parents and staff seem to have around walking in the vicinity of the school. The main concerns are currently surrounding the:

- impact of a proposed new high school building on access to green space, existing traffic-free routes to school, and the wellbeing of pupils during and after construction
- some around traffic numbers and speeds around the school at drop-off and pick-up times, as well as some issues with inconsiderate parking
- a lack of separate walking and cycling infrastructure, particularly from the south of Forres

## SUMMARY OF OBSERVATIONS

- Traffic numbers and speeds around the school at drop-off and pick-up times have been reported to be a problem, particularly on Orchard Road. The zebra crossing in front of the school is a good asset, but is not always respected and there is a lack of any other formalised crossings on other desire lines towards the school.
- A lack of pedestrian priority was observed at junctions and along well-used routes, particularly across car park entrances and along the Roysvale Terrace route.
- There is a lack of segregated active travel routes with separate infrastructure for walking and cycling, particularly from the south side of Forres. A route that is commonly-used leads across the bridge on the burn from Burdshaugh.
- Concerns were raised around the potential impact of a proposed new high school building on access to open space and existing traffic-free routes, the amount and speed of traffic on surrounding streets and conflicts between older and younger pupils, pedestrians and cyclists, as well as the impact of the construction phase on the wellbeing of pupils.

## PHYSICAL INTERVENTIONS

- A raised table should be considered as an addition to the existing zebra crossing in front of the school.



- More pedestrian space and higher pedestrian priority at crossings should be provided on streets near the school, including an additional crossing on Orchard Road, priority crossings on desire lines along Roysvale Terrace, continuous footways across car park entrances and low-use side streets, and build-outs to further reduce carriageway width and slow traffic.
- Access points to Orchard Road from the roundabout in the east and St. Catherine's Road in the west should be redesigned with smaller turning radii to reduce vehicle speeds. The active travel path through Roysvale Park should be retained in the event of a new high school building being constructed, with other routes improved, including segregated cycling and walking infrastructure to the bridge on the burn and to the south of Forres. The site should be planned as a joint school campus with similar objectives, and consideration should be given to keeping it traffic-free, through relying on off-site parking, with bus and drop-off provision in the existing streets.

## BEHAVIOUR CHANGE ACTIONS

- Pupils at Applegrove Primary School will continue to make active travel choices in their journeys to school. The school can strive to once again take part in WOW the Walk to School Challenge in the future.
- An active travel map could be produced by Applegrove Primary School to identify safe routes to school and Park and Stride options for pupils who live too far to walk the whole way to school. Parents will be encouraged to park away from the school entrance and avoid driving along Institution Road to drop off and pick up pupils. Living Streets Scotland staff can help with this process.
- A walking bus could be organised with parent volunteers from one, or various designated meeting points or along a specified route.
- The school community will communicate to the council their concerns about the impact of a potential new high school building.

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

In the event of the new high school being built on the proposed site, direct cooperation with the school community prior to commencing work, to address the impact of the construction and post-construction phases on the amounts of traffic, access to active travel routes and green space for primary school pupils.

# Action Plan Recommendations

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

| Issues/Findings                                                        | Suggested Actions for Moray Council                                                                                                                                                                                                                                                                                                                                                          | How can the school support?                                                                                                                                                                                                                                  | How can residents/parents support?                                                                                                                                                     |
|------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|--------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|----------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>Orchard Road speeds and traffic volumes</b>                         | Install another priority crossing near the eastern end of the school and add a raised table to existing zebra crossing.<br>Consider works to reduce speeds through reducing carriageway width, and realigning entry points at St. Catherine's Road and Tolbooth Street junctions. Ensure St. Catherine's Road Puffin lights prioritise pedestrians.                                          | <ul style="list-style-type: none"> <li>Continue to support active travel choices.</li> <li>Produce an active travel map showing various options to 'Park and Stride' while avoiding driving near the school.</li> <li>Re-introduce a walking bus.</li> </ul> | <ul style="list-style-type: none"> <li>Write to local councilors.</li> <li>Support the pupils to make active travel choices.</li> <li>Volunteer to help with a walking bus.</li> </ul> |
| <b>Crossing of side streets and car-park entrances on Orchard Road</b> | Install continuous footways across car park entrances and Bank Lane, and a side-road entry treatment at Cumming Lane. Consider traffic restrictions to reduce impact on pedestrians.                                                                                                                                                                                                         |                                                                                                                                                                                                                                                              |                                                                                                                                                                                        |
| <b>Minor crossings on Castle Street and Burdshaugh</b>                 | Install build-outs and raised table crossings on desire lines to improve priority on well-used walking route.                                                                                                                                                                                                                                                                                |                                                                                                                                                                                                                                                              |                                                                                                                                                                                        |
| <b>Lack of segregation of walking and cycling infrastructure</b>       | Install a segregated bike track while retaining wide footways along Sanquhar Road and Burdshaugh. Consider possibilities to link the route further south across the burn.                                                                                                                                                                                                                    |                                                                                                                                                                                                                                                              |                                                                                                                                                                                        |
| <b>Concerns about the impact of a new high school building</b>         | Cooperate with school community to ensure concerns are addressed. Retain active travel route through Roysvale Park, provide additional paths, and mitigate impact of additional traffic through wider physical measures in the area. Consider ways to address impact of construction traffic on the school and area. Maintain the school campus as traffic-free relying on off-site parking. | <ul style="list-style-type: none"> <li>Communicate concerns from school community to council.</li> <li>Consider ways school can help parents/carers and pupils continue to make active travel choices.</li> </ul>                                            | <ul style="list-style-type: none"> <li>Cooperate with school to communicate concerns.</li> <li>Continue to support pupils to make active travel choices.</li> </ul>                    |

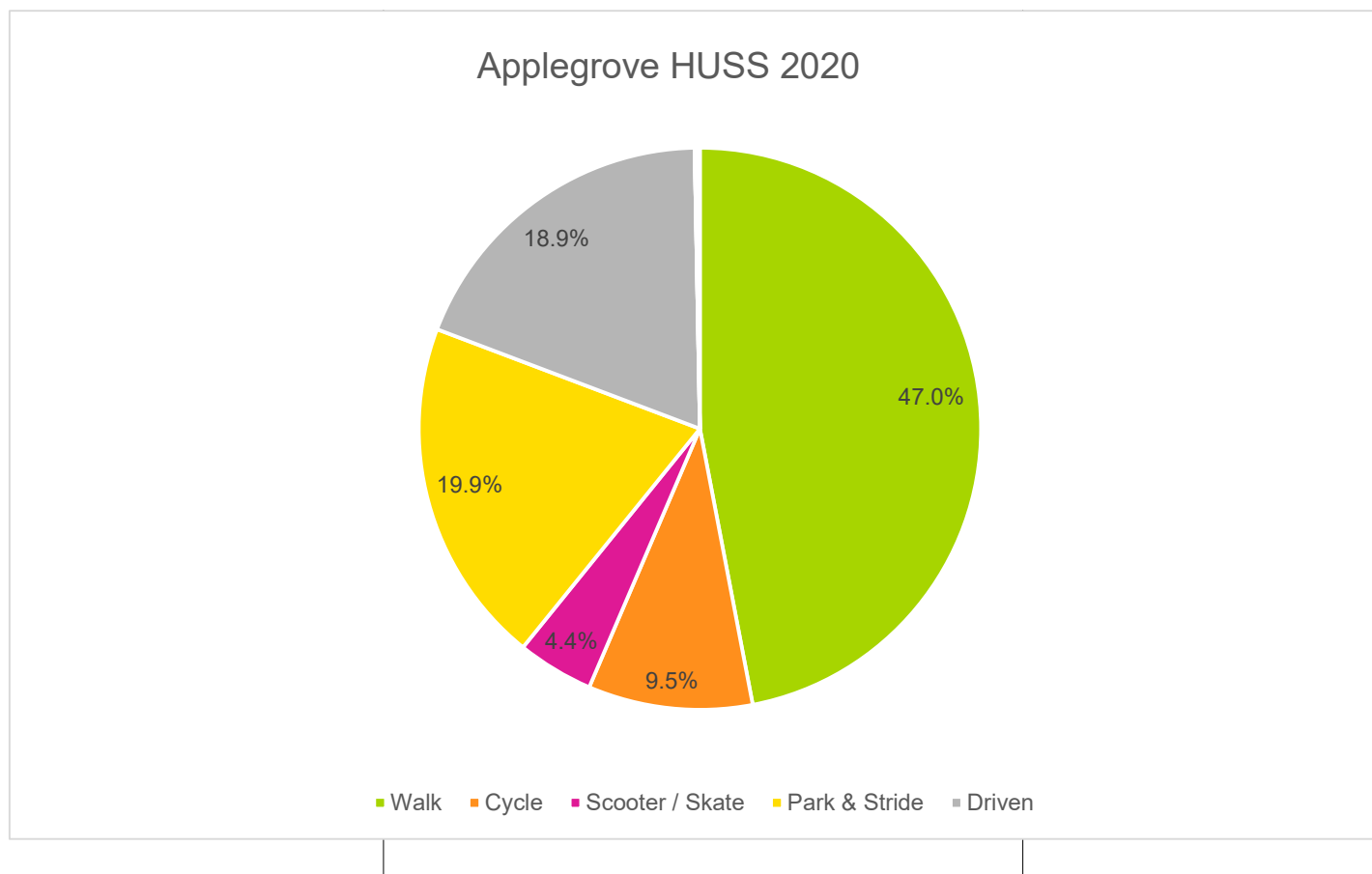
# Appendices

## Appendix A Hands Up Survey Scotland





## Appendix A





# Issue record

| Issue no.   | Written by:          | Checked/ approved by: | Issued by:     |
|-------------|----------------------|-----------------------|----------------|
| Draft 01    | Name: Hasia Hutna    | Rachel Bliss          | Hasia Hutna    |
|             | Date: September 2025 | September 2025        | September 2025 |
| Draft 02    | Name: Hasia Hutna    | Chris Thompson        | Hasia Hutna    |
|             | Date: September 2025 | September 2025        | September 2025 |
| 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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