

School Route Audit Report

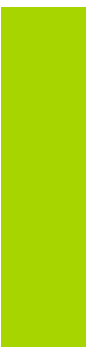
Keith Primary, Keith

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.

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1 Executive summary

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

On 24th 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 Keith 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 Keith were:

- Lack of safe crossing points on the A96 and Banff Road
- Conflict between pedestrians and vehicles in School Road
- Speed and amount of traffic, particularly on the A96

Recommendations discussed at the SRA included:

Short Term

- Increased enforcement of speed limits
- Reopening of the drop-off zone and back entrance from Drum Road
- Improved maintenance of footways around the school, particularly in winter
- Consideration given to introducing a walking bus and/or re-introducing crossing patrols

Medium/Long Term

- Full- and part-time restrictions to traffic at school drop-off and pick-up times on School Road.
- Install formalised crossings on the A96 and Banff Road.
- Redesign of junctions and streets to improve the pedestrian experience

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

<https://www.google.com/maps/d/u/0/edit?mid=1FZ5zYYho-BajS2CO91SL3x4QeA2alQ&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 Keith, particularly on the streets around Keith 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.

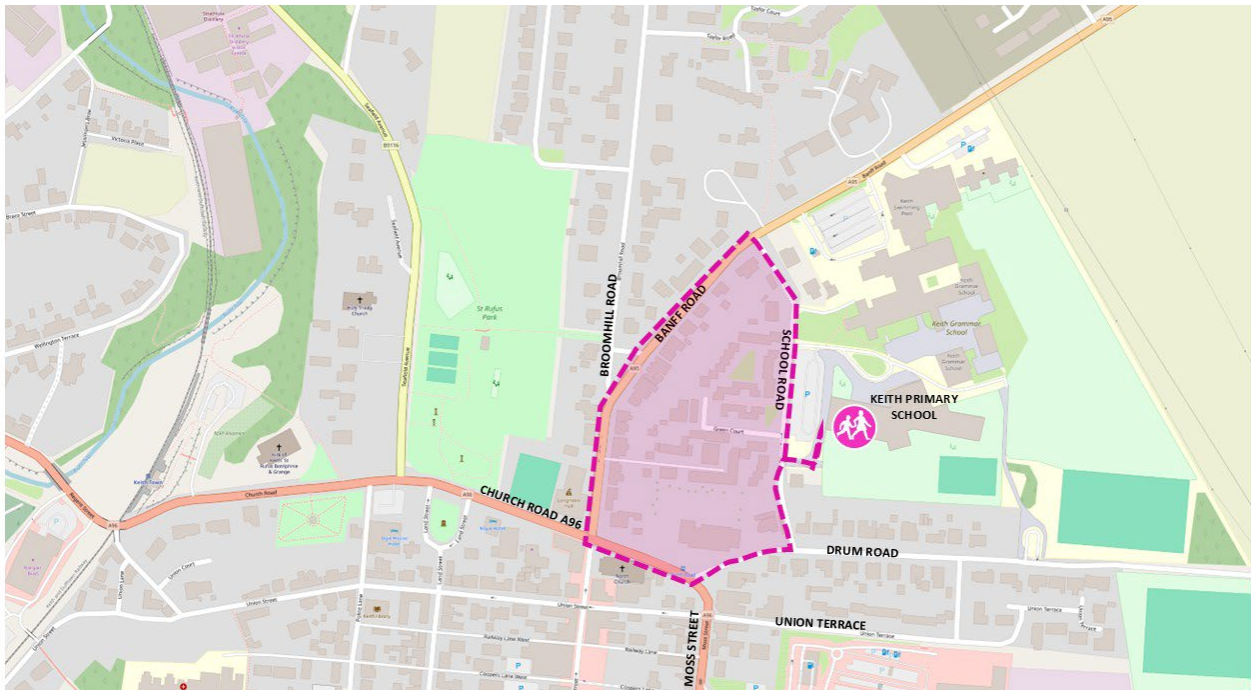
During the audit walk, participants were asked to consider the issues listed below:

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 Keith Primary School. This included the area around the school, School Road, Drum Road, Church Road, and Banff Road. The group walked the route in a clockwise direction starting at the front of the school on School Road. Areas for investigation in the SRA were identified by Living Streets and agreed by Keith Primary School.

Map of area



© Open Street Map

----- Audit route

School background

Keith Primary School is a co-educational, non-denominational school in Keith. The pupil roll is 337. The school building, opened in 2012, has 15 classrooms, a library and computer suite, music room, sports hall, a spacious central dining/social space, and a purpose-built additional needs support facility. Outdoors there is a sensory garden with seating, an amphitheatre, a multi-use games area, and a large playground surrounding the school building.

Keith Primary School takes part in the WOW Walk to School Challenge and uses the Travel Tracker to log pupils' journeys to school, with 68% engagement and 75% active travel journeys throughout the 2024/2025 school year. The school also took part in the 2023 Hands Up Scotland Survey, which indicated that almost half of pupils travelled actively in part, or wholly to school (Appendix A).

School site:

The school shares a campus with Keith Grammar School and Keith Sports and Community Centre. There is a car park at the front of the school for staff and visitors and a school bus drop off area accessed from School Road, as well as a drop-off point and pedestrian access point on Drum Road.

Area context

Local area

Keith is a town with a population of approximately 4700 people. It is a planned town with straight narrow streets built in a rectangular grid system with a central square and dates from 1750. The historic 'New Keith' area is a conservation area.

There are two primary schools in Keith: Keith Primary School and St. Thomas RC Primary School. Keith Grammar School is the local secondary school and has around 370 pupils coming from a catchment of up to 8 miles away.

In June 2019, school crossing patrols ended across Moray including the one on the south end of Banff Road and on the A96.

In 2022 and 2023 major works were carried out to improve crossings of the A96 in Keith. Footways were also improved to create smoother surfaces. The A96 is also planned to be dualled between Inverness and Aberdeen, which may mean a bypass of Keith - this would significantly lower the traffic passing down the main road.

4 Audit and surveys

Audit details

Living Streets staff identified the audit route on a visit to Keith on 13th November 2024. On 24th March 2025 the audit was carried out with 10 pupils from Keith Primary School, a staff member, and Living Streets Scotland coordinators.

A survey was conducted to gather information from parents, school staff and other members of the local community; 46 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.

- *The car park is horrendous at drop off and pick up times! So dangerous with double parking!*
- *There are limited safe crossing points for children to cross the A96 and no safe crossing points for children to cross the A95 Banff Road.*
- *Crossing the A96 at north Kirk needs pedestrians right of way white lines on the ground to make children safe.*
- *There are limited safe crossing points for children to cross the A96 and no safe crossing points for children to cross the A95 Banff Road. Cars do not obey speed limits, the 20mph signage is not effective and the timing on some signs are wrong. The main school road itself is very busy at pick up and drop off with excessive speed being used by cars. Signage and safe crossing points are non-existent, and children are risking their lives daily crossing the main roads.*
- *Speed limits coming into Keith from Banff side of Banff road.*
- *We also walk along school road to get to primary school gates and when it is wet the rain gathers in massive puddles along the road edge and the perfectly dry and ignorant drivers insist on driving through these massive puddles!*

- *I think having a bike lane to the school from Banff road and into the school would help kids cycling.*
- *My daughter feels safer having the half way crossing along the A96 so she only has to look at one side of the road at a time. Some patrolling of the crossing would likely keep children safer and make the parents more comfortable about their children crossing such a busy main road.*
- *The amount of cars parked on school road makes it difficult for children to see if cars are coming, they have to stand on school road to look for oncoming traffic.*
- *I believe that there should be an exclusion zone around the school unless you have a parking permit from the school i.e. a disabled child to drop off or pick up.*
- *There aren't enough signs warning people that we are here and to slow down.*
- *People aren't paying attention to the road.*
- *It's too loud and I can't talk to my friends easily.*
- *This isn't a nice place for kids (crossing the A96)*

Survey Results Highlights

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

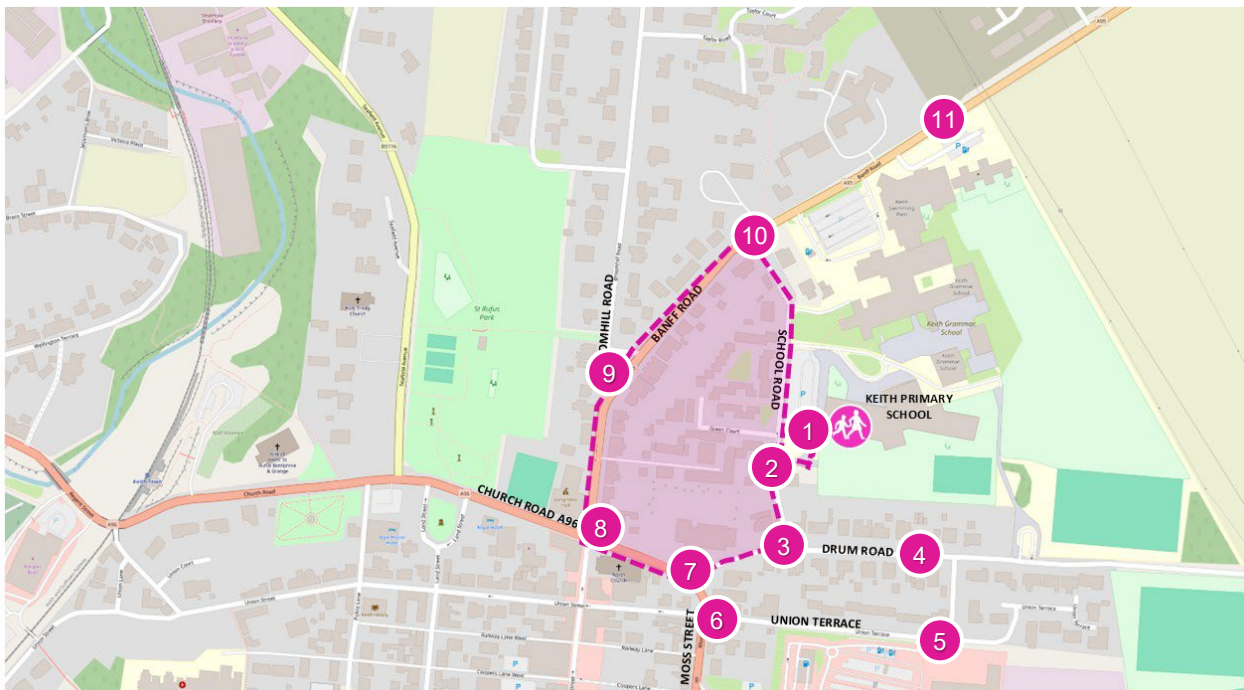
In question 2, parents were asked how their children usually travel to school. 56% of respondents reported that their children usually make active travel choices and walk, cycle or scoot to school.

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

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

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=1FZ5zYYho-BajS2CO91SL3x4QeA2alQ&usp=sharing>

1 Front of school

Issues:

- Waiting space gets crowded
- Street is busy with people crossing and vehicles driving through at school times
- Busy car park, including people double-parking.
- Drop-off point on Drum Road not used since that entrance has been closed.

Recommendation:

- Consider introducing a school street in School Road with a modal filter during school drop-off and pick-up times, excluding residents or people with special passes.
- Encourage Park and Stride to ease congestion and keep Drum Road drop-off point and entrance open during school starting and finishing times.
- Promote considerate parking and driving initiatives in partnership with Police Scotland North East, as in [March 2024](#). Lead awareness workshops with pupils to help influence parents' choices.



School gates and the school's Active Travel Zone poster



Entrance onto the school grounds.

2 Southern end of School Lane

Issue:

- Lack of footway, narrow drive with cars coming through (one-way).

Recommendation:

- Consider a permanent traffic filter and pedestrianisation, with any necessary access retained only for residents of this section of street.
- An additional or temporary measure could be marking the entry-point (and crossing) with coloured surfaces and better signage making it clear it is a pedestrian space and vehicles must give way.



Signage is present instructing drivers to give way to pedestrians but is reported to be often ignored. The narrow southern end of School Road is currently one-way. Pupils often cross this road when approaching from the path on the right.

3 Drum Road

Issue:

- Large corner radii create a side-street with a large amount of carriageway to cross. Lack of crossings on typical routes (for example towards supermarket or cars parked in neighbouring streets).

<https://maps.app.goo.gl/qBRsQjAoiCSHT7kQA>

Recommendation:

- Install crossings near junction with Union Terrace and at School Road.



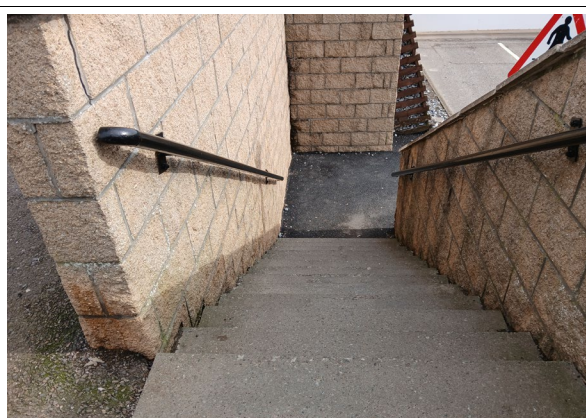
4 Access to Tesco

Issue:

- Steep, narrow steps and lack of ramp for people with pushchairs or with mobility issues.

Recommendation:

- Consider options for more inclusive access to the supermarket, including a ramp.



5 A96

Issue:

- Main road with a high volume of continuous traffic, including lorries.
- Long wait to cross at traffic lights by entrance to Tesco car park (a few minutes).

Recommendation:

- Introduce 20mph speed limit throughout built-up area with increased enforcement measures (cameras or speed signs) and physical measures, such as zebra (or other priority) crossings with raised tables and build-outs.
- Reprogramme traffic lights at entrance to supermarket to prioritise pedestrians and decrease waiting times. Consider working with supermarket to reconfigure entrance drive junction.



6 Drum Road and Church Road junction

Issue:

- Large amount of carriageway given to vehicles, wide splay means vehicles drive faster and pedestrians have a long distance to cross, with no crossings on desire lines.
- Narrow footways, particularly along north side of Drum Road (width barely enough for 1 person:

<https://maps.app.goo.gl/ARB1ZUbkhH3gHPs47>)

Recommendation:

- Redesign junction to provide wide footways (min. 2m) on both sides
- Install crossing with a short crossing distance and a raised table on the desire line. Reduce corner radii and remove surplus lanes.



Large splay at junction with the width close to 30 meters, compared to 5.5 further into Drum Road.

7 Banff Road crossing

Issue:

- Priority crossing with build-outs and bollards, although not a zebra, encourages most driver to give way and build-outs create a space in front of the community hall. There is no crossing on the desire line, however, and turning radii are designed for vehicle speeds turning into and out of the road.

Recommendation:

- Move crossing to desire line by increasing length of build-out towards junction, reducing the turning radii. Consider a zebra. Consider a redesign of the junction to provide another convenient priority crossing on the A96 here.



Drivers tend to give way to people wanting to cross.



The crossing is clearly marked but not on the desire line for people travelling in an east-west direction.

8 Broomhill Road junction car park

Issue:

- Large amount of carriageway given to vehicles, including for parking. Difficult wayfinding across a space dominated by cars and a lack of crossings.

Recommendation:

- If parking is necessary to be retained, reconfigure junction to minimise carriageway space by removing surplus lanes and adding greenery, seating, and convenient crossings across both streets on desire lines.



9 Banff Road and School Road junction

Issue:

- Drivers not always obeying the posted 20mph speed limit. Pupils afraid to cross School Road at the junction despite some crossing provision (dropped kerbs, tactile paving, small corner radii) due to cars entering.
- Banff Road has sufficient width footways on both sides, lined with parking for a lot of the way, creating a car-dominated street and potentially encouraging speeding.

Recommendation:

- Install a raised table crossing across the School Road arm- consider a continuous footway.
- Consider adding a set of build-outs with trees/greenery and some crossings along the length of Banff Road in place of a few parking spaces to change the perception of the street and encourage lower speeds. Consider introducing a cycle track or lane to make cycling to school safer while preserving a dedicated space for those walking and wheeling.



Crossing of Banff Road near School Road junction.



Banff Road has wide footways, but lacks greenery, safe dedicated cycle routes and is dominated by space for driving and parking.

10 Banff Road town edge

Issue:

- 20mph speed limit is only posted 'when lights flash' with a 30mph speed limit starting shortly before the entrance to the secondary school and leisure centre.
- There are no crossings beyond the one in front of the secondary school, with the footpath on the south side of the road ending at the historic edge of town.
- Entrance drives to the car parks have large corner radii, creating additional crossings for pupils walking from the direction of Southview Drive.
- A national speed limit is posted alongside the new residential development at Southview Drive.

Recommendation:

- Reduce speed limit to 20mph throughout built-up area and include the new residential development.
- Install crossing at eastern end of footway, or, if footway is to be extended, install crossing further along.
- Consider reconfiguring entrances to secondary school car park and lanes opposite to reduce corner radii or provide continuous footways across them to improve the feeling of safety for pedestrians crossing them.



Pupils looking at the side-road crossing of School Road at the junction with Banff Road.



Entrance into Grammar School car park with wide corner radii and a lack of priority for pedestrians. The only crossing on this end of Banff Road is a pair of dropped kerbs with a central refuge just opposite the car park entrance.



New development on the left with a wide footway leading to it, and the end of a footway without a crossing on the right.



30mph, and further- a time-restricted 20mph speed limit signs on Banff Road next to the Grammar School car park entrance.



National speed limit opposite the Grammar school, with new residential development located further along Banff Road visible in the background.

11 Fife Keith village and other parts of town

Issue:

- Poor winter maintenance
- Hedges encroaching into footway space
- Lack of dropped kerbs

Recommendation:

- Ensure a robust plan of winter maintenance of footways is in place.
- Remind residents of necessity to trim hedges in a way that leaves the footway clear.
- Map all missing dropped kerbs, sorting them according to urgency. Put in place a plan to install dropped kerbs across the town.

6 Conclusion

A School Route Audit was undertaken with participants from the Keith 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 the A96 and on Banff Road was highlighted as a barrier to walking to school. In June 2019, there ceased to be school crossing patrollers at these locations.
- A conflict between pedestrians and vehicles was observed and reported on School Road and in the car park in front of the school. Pupils are reported to be in danger when crossing the car park, crossing the road and walking down the one-way southern part of School Road due to high numbers of vehicles and irresponsible parking. Pupils being splashed by water pooling in the carriageway was also reported.
- The speed and amount of traffic on the A96 and Banff Road was reported to be an issue. Posted speed limits are often ignored.

PHYSICAL INTERVENTIONS

- Improve maintenance of footways around the school, particularly in winter.
- Install formalised priority crossings on the A96 and Banff Road located on desire lines. Consider zebra crossings with raised tables.
- Redesign junctions and streets to improve the pedestrian experience by providing wider footways, better drainage, greenery, and spaces to spend time. Ensure that main busy routes have segregated cycle and pedestrian facilities, and that quiet streets have traffic-calming measures to provide a safe space for cycling, leaving the footways for walking and wheeling.
- Introduce part-time restrictions to traffic at school drop-off and pick-up times on School Road in front of the school and a pedestrianisation of the southern end of School Road (currently one-way).

BEHAVIOUR CHANGE ACTIONS

- Pupils at Keith 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.
- The school will work with Police Scotland North East in further initiatives to promote considerate and safe driving and parking in front of the school among parents and carers as well as pupils.
- Creation of a walking bus and/or re-introduction of crossing patrols will be considered.
- Speed limits will be enforced more regularly.
- The drop-off zone and back entrance from Drum Road will be reopened to encourage park and stride. An alternative park-and-stride location, such as the supermarket car park, will be considered and agreed.

This report is being submitted to members of staff at Moray Council and Keith Primary School so that recommendations can be discussed and action undertaken as required. Keith 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. Keith 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 the A96 and on Banff Road	Install or upgrade at least three priority crossings on Banff Road, ensuring they are on desire lines. Upgrade existing crossing on A96 to a priority crossing and consider more. Zebra crossings with raised tables, build-outs and daylighting are recommended. The A96 may benefit from a puffin crossing with pre-timed max settings. Support school to organize a walking bus. Consider re-introduction of school crossing patrols.	- 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. - Remind pupils and parents/carers of the Active Travel Zone poster and Park and Stride options for pupils who live too far to walk the whole way to school. - Reopen the Drum Road entrance - 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	Introduce blanket speed limit of 20mph throughout the town. Install buildouts/pinch-points with raised tables and other physical measures to improve compliance. Work with police to improve enforcement.		
Inconsiderate parking at and near the school	Promote considerate parking and driving initiatives in partnership with Police. Introduce awareness workshops for pupils to help influence parents' choices.		

Large corner radii and large amount of carriageway given to vehicles, particularly at junctions – Drum/A96 and Broomhill/Banff Roads	Redesign large-splay junctions to reduce carriageway space and create space for people, providing wide footways, short crossings, tight corner radii and raised tables to reduce vehicle speeds, greenery and seating, retaining some car parking spaces where needed.		
Crossings/dropped kerbs far from desire lines.	Consider a dedicated cycle track on Banff Road. Introduce a modal filter to pedestrianize the narrow southern end of School Road, retaining only access for residents accessing their properties. Consider coloured surfaces at the entrance as an alternative or temporary measure to remind drivers to give way.	- 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.	Write to local councilors.
Missing dropped kerbs	Introduce a School Street in School Road. Ensure all crossings are step-free and have tactile paving on both sides. Ensure crossings are along desire lines.		

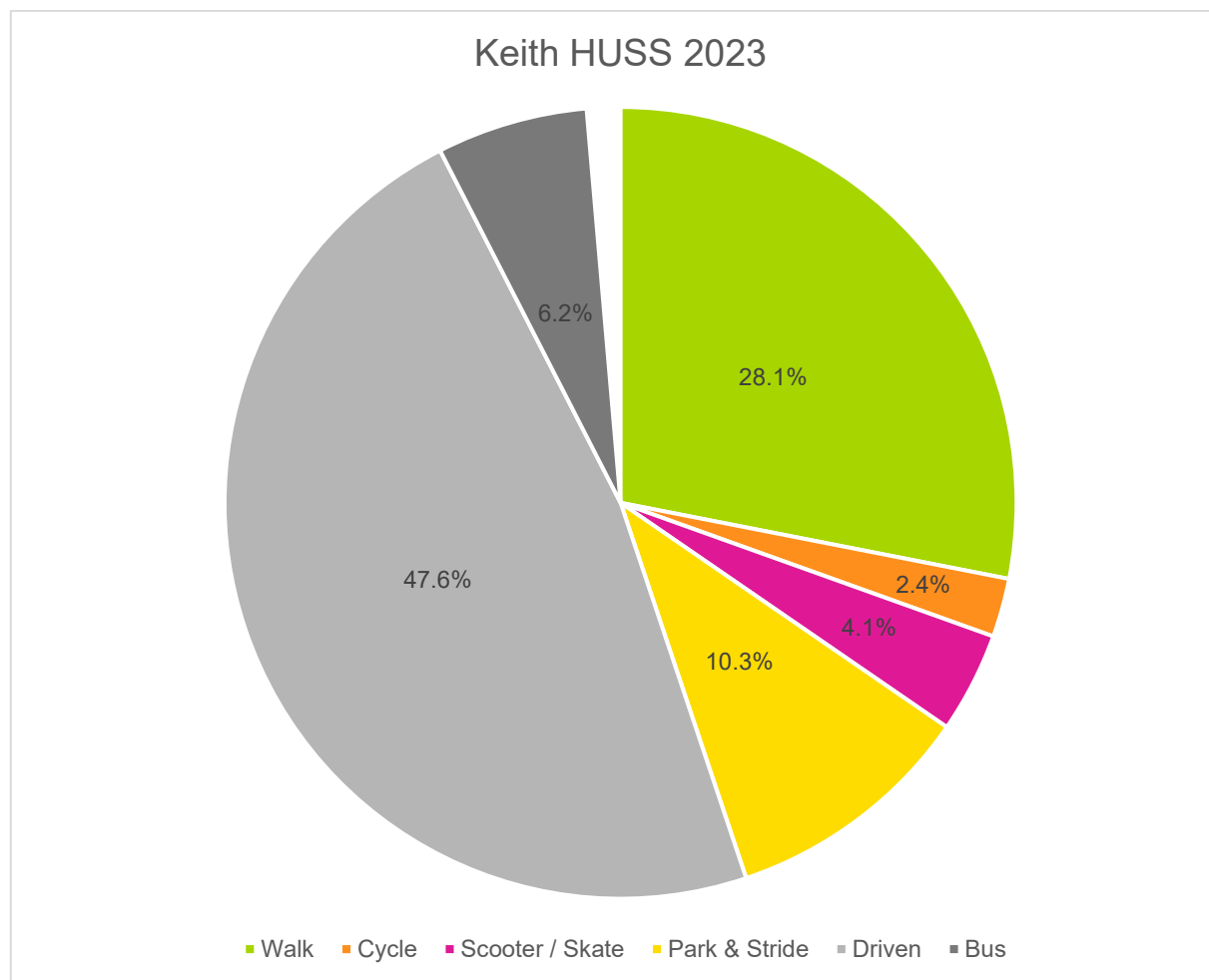
Appendices

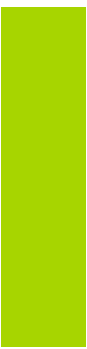
Appendix A
Hands Up Survey Scotland

Appendix B
Parent/Community Survey



Appendix A – Hands Up Scotland Survey



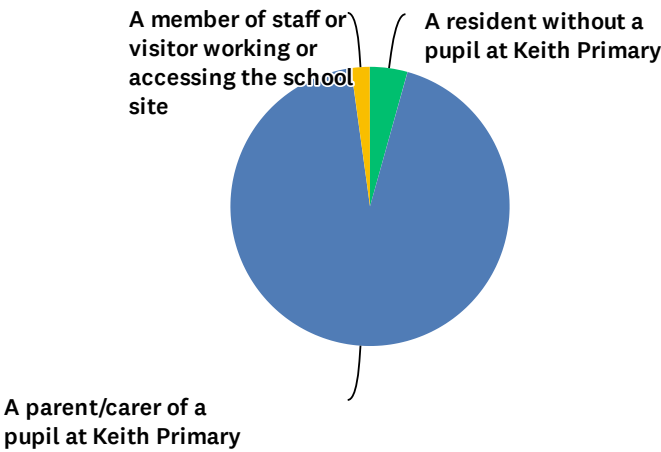


Appendix B – Parent / community survey responses

A SurveyMonkey survey was carried out among parents/carers, staff, and community members, receiving 46 responses. The survey responses are detailed on the following pages.

Q1 Are you:

Answered: 46 Skipped: 0

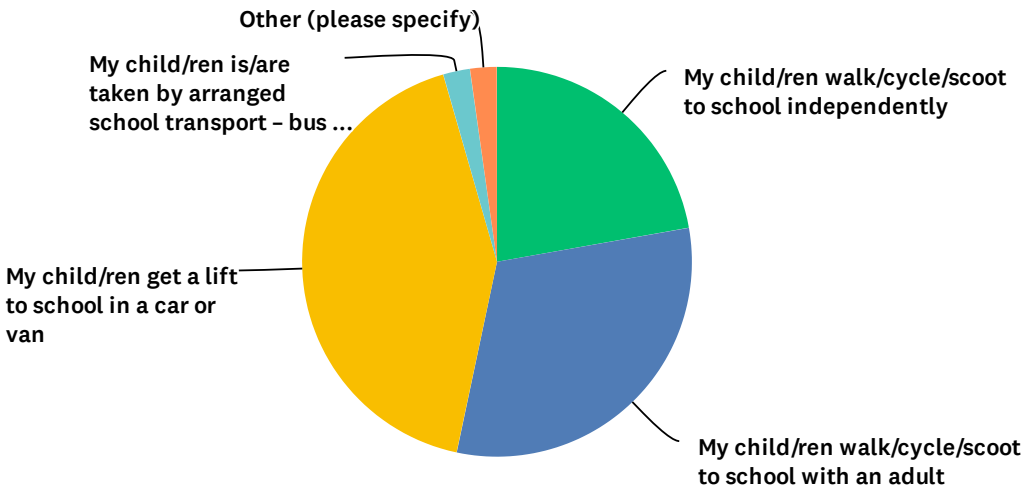


ANSWER CHOICES		RESPONSES	
A resident without a pupil at Keith Primary		4.35%	2
A parent/carer of a pupil at Keith Primary		93.48%	43
A member of staff or visitor working or accessing the school site		2.17%	1
Other (please specify)		0.00%	0
TOTAL			46

#	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: 45 Skipped: 1

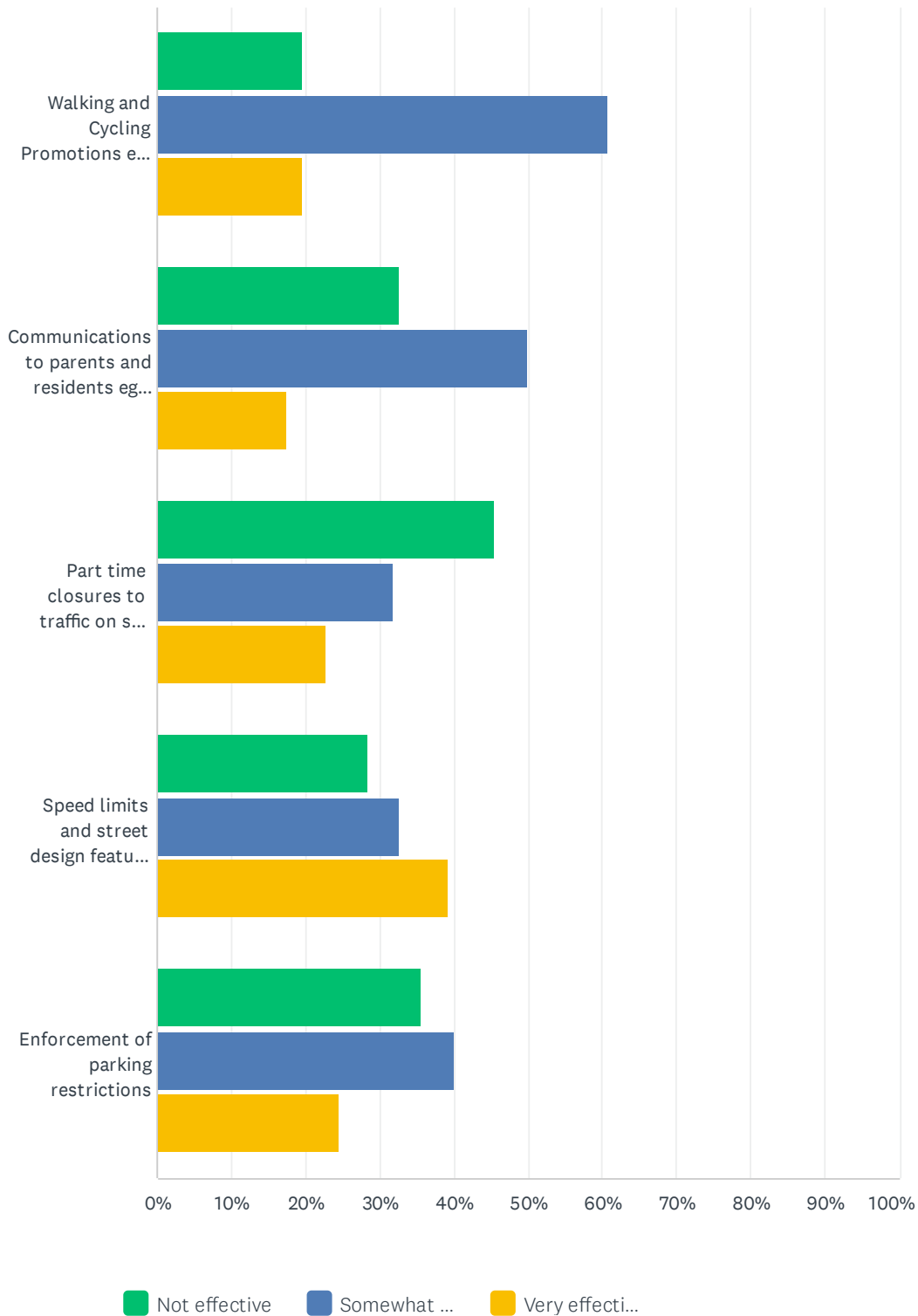


ANSWER CHOICES		RESPONSES	
My child/ren walk/cycle/scoot to school independently		22.22%	10
My child/ren walk/cycle/scoot to school with an adult		31.11%	14
My child/ren get a lift to school in a car or van		42.22%	19
My child/ren is/are taken by arranged school transport – bus or taxi		2.22%	1
Other (please specify)		2.22%	1
TOTAL			45

#	OTHER (PLEASE SPECIFY)	DATE
1	Park and stride (drive & walk)	6/1/2025 7:26 PM

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: 46 Skipped: 0

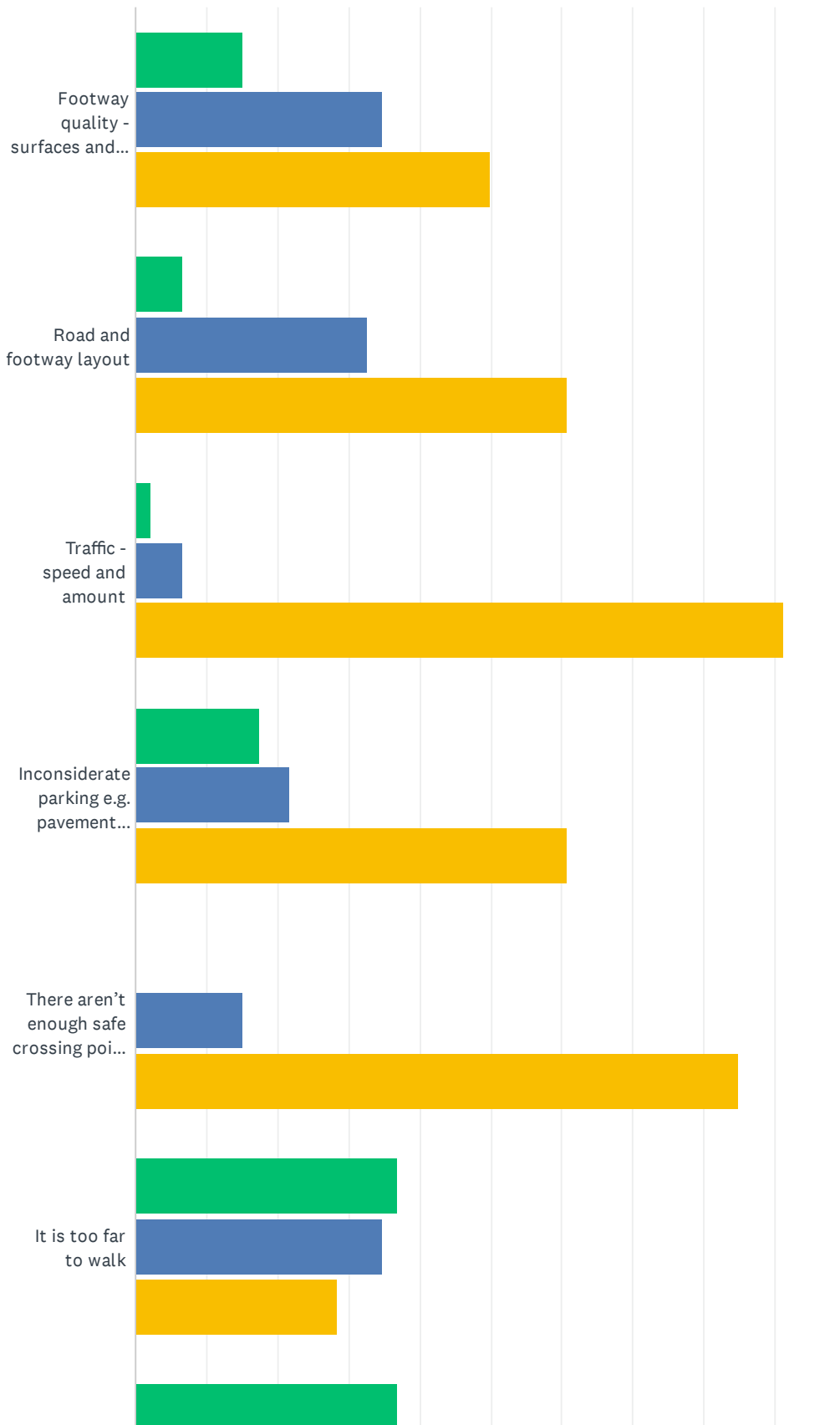


Keith Primary School - School Route Survey (2024/2025)

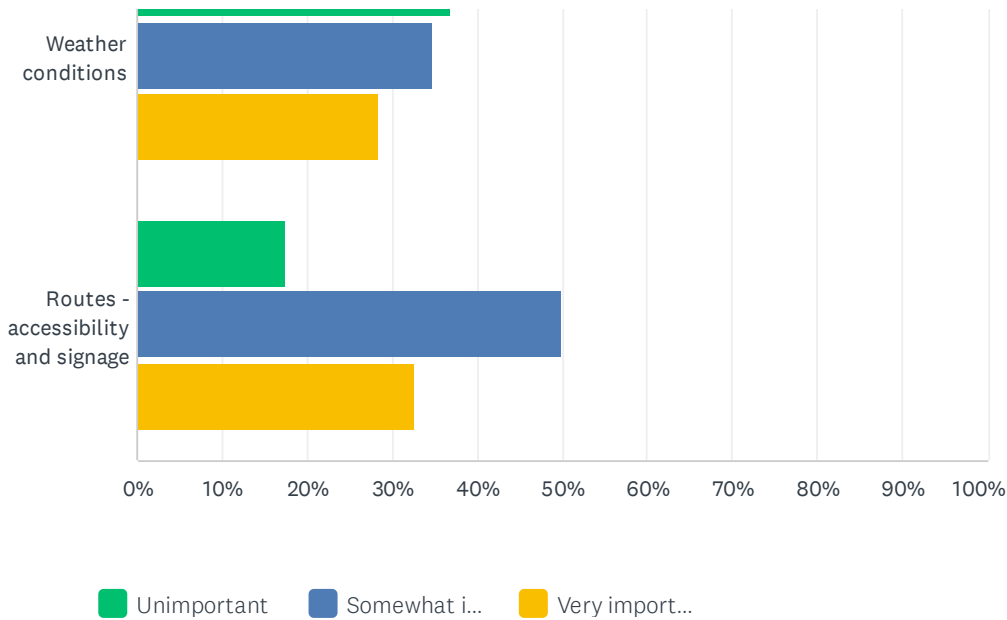
	NOT EFFECTIVE	SOMEWHAT EFFECTIVE	VERY EFFECTIVE	TOTAL	WEIGHTED AVERAGE
Walking and Cycling Promotions eg. Walk to School Week	19.57% 9	60.87% 28	19.57% 9	46	2.00
Communications to parents and residents eg. considerate parking guidance	32.61% 15	50.00% 23	17.39% 8	46	1.85
Part time closures to traffic on some streets	45.45% 20	31.82% 14	22.73% 10	44	1.77
Speed limits and street design features such as speed tables or crossings	28.26% 13	32.61% 15	39.13% 18	46	2.11
Enforcement of parking restrictions	35.56% 16	40.00% 18	24.44% 11	45	1.89

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: 46 Skipped: 0



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



	UNIMPORTANT	SOMEWHAT IMPORTANT	VERY IMPORTANT	TOTAL	WEIGHTED AVERAGE
Footway quality - surfaces and obstructions	15.22% 7	34.78% 16	50.00% 23	46	2.35
Road and footway layout	6.52% 3	32.61% 15	60.87% 28	46	2.54
Traffic - speed and amount	2.17% 1	6.52% 3	91.30% 42	46	2.89
Inconsiderate parking e.g. pavement parking	17.39% 8	21.74% 10	60.87% 28	46	2.43
There aren't enough safe crossing points on the journey to school	0.00% 0	15.22% 7	84.78% 39	46	2.85
It is too far to walk	36.96% 17	34.78% 16	28.26% 13	46	1.91
Weather conditions	36.96% 17	34.78% 16	28.26% 13	46	1.91
Routes - accessibility and signage	17.39% 8	50.00% 23	32.61% 15	46	2.15

#	OTHER (PLEASE SPECIFY)	DATE
1	Square end of Fife st and Nelson Terrace (bought houses) have over hanging hedges. They are neat and trimmed, but over property line, impacting on footpath. Fife st 1 side, has no dropped curbs, making it hard to get child's buggy or mobility scooter up and down curbs. Footpath fife st, nelson terrace, a96, very uneven. In the winter footpath on already named streets, are too icy to walk on, slip hazard. Or snow is too deep to get buggy or mobility scooter on paths to school. The paths immediately next to school are not cleared of snow, so can't walk, get buggy, or mobility scooter to school gate or entrance. Last snow teachers, and parents made a rat run around school. It was very narrow, not wide enough for buggy, scooter or people to pass.	6/1/2025 7:26 PM
2	Moss street a96	5/4/2025 9:16 PM
3	I live rural so my children have to walk - as have to be at work don't have time to park and walk and my child is too young to walk himself	5/2/2025 1:29 PM
4	The car park is horrendous at drop off and pick up times! So dangerous with double parking!	5/1/2025 6:05 PM
5	Many parents work around school hours. They have no option but to drop and go so they can get to work on time. Doing things like a walk to school week adds pressure to working families.	5/1/2025 12:23 PM

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

6	There are limited safe crossing points for children to cross the A96 and no safe crossing points for children to cross the A95 Banff Road.	5/1/2025 10:16 AM
7	Crossing the A96 at north Kirk needs pedestrians right of way white lines on the ground to make children safe	5/1/2025 9:30 AM
8	How dangerous it is for kids crossing at church road, some kids do not cross at the crossing and tun across infront of oncoming traffic.	5/1/2025 9:15 AM
9	Speed limits coming into Keoth from Banff side of banff road.	5/1/2025 9:07 AM

Q5 Please add any further comments or feedback you may have here, including any specific locations, street names, crossings, etc.

Answered: 22 Skipped: 24

#	RESPONSES	DATE
1	The road at the school would be better managed by making it one way, would save congestion at the entrance to the car park, and weaving in and out of parked cars to get back out onto Banff road. Continue to have cars double parking along the additional needs spaces. Reminder that not all kids are within catchment of the school and that restricting access to the school carpark/immediate area, these kids are driven to school. And with the ongoing horrendous roads works in Keith i personally would struggle to get the kids to school on time. Last week it took me 25minutes to get from the house to the school (should take 5-8mins). So consideration needs to be made to ensure that those out with Keith are not penalised for not having the option/or time to walk there kids. Crossing on the a96 needs to be addressed also. I've witnessed a grammar child being hit by a car, and she was crossing at an appropriate area, there should be a lollipop person to ensure kids safety. This is a very busy trunk road. This is the crossing across from mid street. Crossing at Banff road across from school road, whilst often drivers are courteous to the kids crossing, some are not.	5/10/2025 8:22 AM
2	A96 is just so busy with traffic. We need a bypass. Lolly pop ladies back on duty for safer crossings.	5/7/2025 5:26 AM
3	The fact that Keith is a through fare for the main A96 and there is only two sets of traffic lights, on opposite sides of the town, to cross over the main road is a disgrace. The backup of traffic around drum road/Banff road and the A96 in the morning and at 3pm is also ridiculous.	5/3/2025 1:19 PM
4	We have to cross Banff Road at end of Bydand Walk. The amount of traffic coming speeding up Banff Road because they are in a rush for school/grammar/flexible nursery/play centre is ridiculous. I could name many of the culprits, including one member of nursery staff who is one of the worst culprits!! We also walk along school road to get to primary school gates and when it is wet the rain gathers in massive puddles along the road edge and the perfectly dry and ignorant drivers insist on driving through these massive puddles!! There is plenty room to avoid them! Half the problem is parents driving big cars that they don't know how to handle or drive properly. Our legs and feet are regularly soaked and when I gesture to the culprit they merely look at me like I'm in the wrong!! I have in the past reported this water collection problem to moray council but nothing was done. Obviously we have the same issues at home time, trying to negotiate traffic entering and leaving school road along with traffic leaving the grammar car park at top speed and also traffic heading out of town on the Banff road all at the same time is a nightmare and I regularly help other children who are expected to walk home independently to cross along with my own child. I think many of the parents are ignorant to your emails regarding parking at school - they double park side by side with each other, they park in front of nursery and now they park along the front of the grammar and even on top of the crossing not allowing bus transport to leave safely whilst kids are trying to cross - one very well known member of the Frog Squad is renowned for doing this!! She would be the first person to complain if either of her girls came to harm whilst crossing! The ASN parking slots are a waste of time - very few ASN kids get to use them as any Tom, Dick and Harry use them, anything to get parked as close to the gate as possible!! It has become worse since you stopped access to school via Drum Road in the mornings. Parking would be more streamlined if people wouldn't hang around after putting there kids in the gate. If they would drop off kids and then head off, spaces would free up regularly. The walk to school did start some thoughts in parents mind and initiated some changes - like Parking on Banff Road and walking the short distance to the school but this has all fallen by the way side. Even during walk to school week there was a poster on the wall at the bottom of the school grounds telling people not to drop off at the corner outside Mr Martins house....I hate to tell you but nobody paid any attention to the poster! I'm afraid the biggest problems with traffic in and around the school and nurseries area is speed and sheer ignorance - "I'm late and I'm the most important person in the world, so I'll just park wherever I like" is the typical attitude. Some seriously strong words need to be had with parents and penalties brought into force. Apologies for being so down on this project but we walk to and from school every single day and have seen some very close calls and some horrendous example of driving and have had a couple of close calls also	5/2/2025 8:43 PM

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

5	Maybe a drive and drop off area would speed things up as at the minute cars do this causing traffic - if there was a designated area for this would reduce congestion	5/2/2025 1:29 PM
6	*	5/2/2025 10:11 AM
7	I think having a bike lane to the school from Banff road and into the school would help kids cycling	5/2/2025 9:49 AM
8	I believe that there should be an exclusion zone around the school unless you have a parking permit from the school ie a disabled child to drop off or pick up	5/1/2025 9:42 PM
9	My daughter feels safer having the half way crossing along the A96 so she only has to look at one side of the road at a time. Some patrolling of the crossing would likely keep children safer and make the parents more comfortable about their children crossing such a busy main road.	5/1/2025 8:58 PM
10	It's sometimes really dangerous crossing the a96 at the bottom of mid street. I have seen several near accidents with children. I know many parents who will not allow their child to walk independently because of this area & therefore choose to take the car instead. So many families chose to walk more when we had a lollipop man/woman.	5/1/2025 8:58 PM
11	I feel more parents would allow older children to walk if there was a lolly pop person. I also drive my kids atm due to being heavily pregnant and having a long walk from my house but will eventually get back to walking. Traffic can be a nightmare when they decide to so roadworks within school drop off and pick up times but I understand this can't always be helped.	5/1/2025 6:12 PM
12	Think it may be worthwhile introducing a one way system along school road. Also serious lack of safe crossing points for children crossing the A96. The crossing just down from Stagestars is too close to the bottom of Banff Road. I think more parents would let their children walk to school unsupervised if there was a lolly pop person or similar.	5/1/2025 12:23 PM
13	Lots of parents simply won't walk and park wherever they like	5/1/2025 12:13 PM
14	There are limited safe crossing points for children to cross the A96 and no safe crossing points for children to cross the A95 Banff Road. Cars do not obey speed limits, the 20mph signage is not effective and the timing on some signs are wrong. The main school road itself is very busy at pick up and drop off with excessive speed being used by cars. Signage and safe crossing points are non existent and children are risking their lives daily crossing the main roads.	5/1/2025 10:16 AM
15	Crossing the main A96 at peak times with no lollypop person is a worry for many parents. I think making school & drum road one way at peak times would be a great idea.	5/1/2025 10:00 AM
16	I've seen many near misses with big trucks and the children ! Makes me want to take the car as I feel anxiety when crossing at busy times Crossing at north kirk	5/1/2025 9:30 AM
17	There is part of Regent Street often obstructed by vehicles parked over the pavements. Lollypop person is a HUGE miss at the 2 main crossings on the A96 and the A95 (Banff Road) The one way road off School Road on to Drum Road is not ideal for walking and equally crossing it on Drum Road drivers are never very accommodating at letting pedestrians cross over.	5/1/2025 9:26 AM
18	Banff road and the a96 road needs to have a zebra crossing or traffic lights so children can cross safely.	5/1/2025 9:25 AM
19	Crossing banff road at any point is very difficult	5/1/2025 9:22 AM
20	There should be a zebra crossing or lolly pop lady on the A96 crossing point, lots of children go over there every morning and I've seen a few minor instances where cars have had to do emergency stops due to children not watching the road correctly, or drivers going too fast, it's a very busy road in the morning and evening and should definitely be looked into having some sort of official crossing there, not just an island	5/1/2025 9:17 AM
21	The amount of cars parked on school road makes it difficult for children to see if cars are coming, they have to stand on school road to look for oncoming traffic	5/1/2025 9:15 AM
22	My primary option is to walk with my children to school, I would never take the car just to drop them however occasionally I have to drop them with the car if I am enroute somewhere else, this happened during the last walk to school week which annoyed me, as 99% of the time I walk to school but felt self conscious having to drop them during the campaign aimed not at me but at lazy parents who choose not to walk day to day the same parents who were back in their cars the week after the campaign.	5/1/2025 9:15 AM



Issue record

Issue no.	Written by:	Checked/ approved by:	Issued by:
Draft 01	Name: Hasia Hutna	Rachel Bliss	Hasia Hutna
	Date: August 2025	September 2025	September 2025
Draft 02	Name:		
	Date:		
Final Issue	Name:		
	Date:		

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