

School Route Audit Report

Burghead Primary School, Burghead

Winter 2025

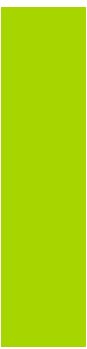


We are Living Streets, the charity for everyday walking.
Our mission is to achieve a better walking
environment and inspire people to walk more.



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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 Burghead Primary School to facilitate, encourage and increase everyday walking in Burghead.

On 15th January 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 Burghead 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 Burghead were:

- Lack of a safe crossing point/s on Grant Street at the front of Burghead Primary School
- Vehicle speeds through the village
- Pavement parking

Recommendations discussed at the SRA included:

Short Term

- Ensure the electronic speed sign is working at all times
- Introduce a 20mph speed limit throughout the town
- Enforce the pavement parking ban

Medium/Long Term

- Install a zebra crossing on Grant Street between the school and community gardens
- Consider introducing modal filters on some sections of streets to provide more space for pedestrians and a safer environment.
- Install build-outs at junctions and pinch-points with raised tables to slow traffic and improve visibility on crossings, ensuring all crossings are step-free and have tactile paving.

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

https://www.google.com/maps/d/u/0/edit?mid=1_0XNIVsqr3lMKm7evl1bx_wqtVyll64&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 Burghead, particularly on the streets around Burghead 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.

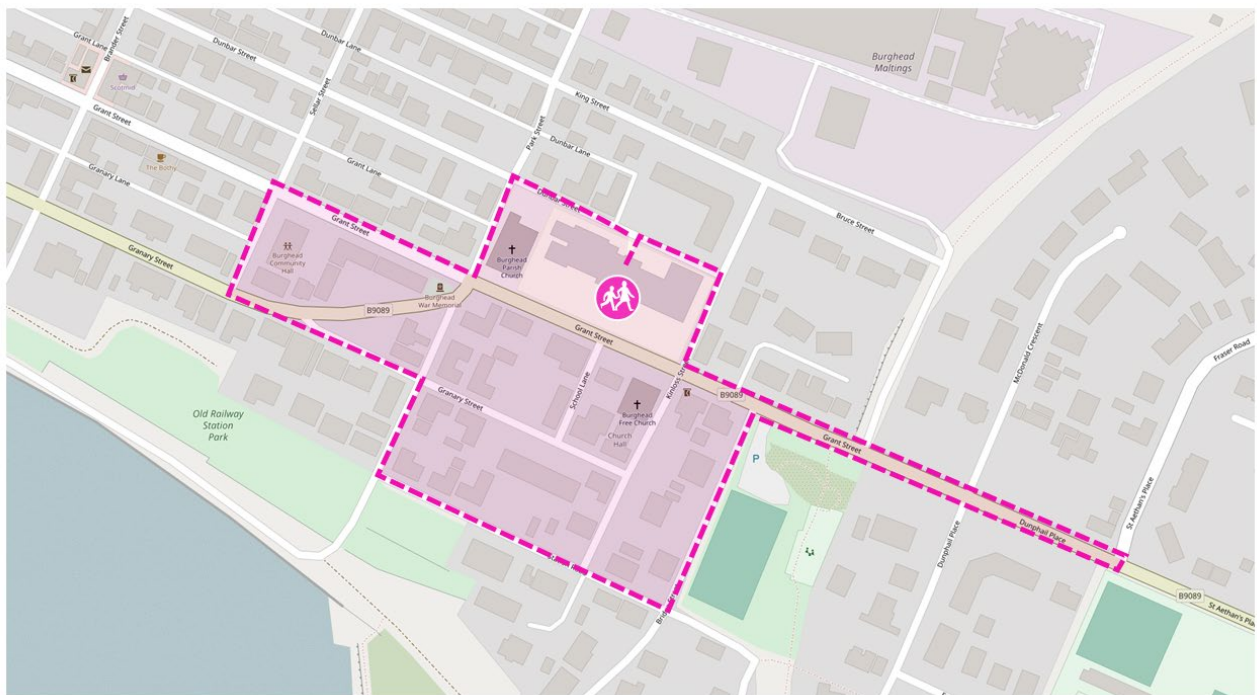
During the audit walk, participants were asked to consider the issues listed below:

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 Burghead Primary School. This included the area around the school, Grant Street, the path through the Community Garden, Station Road, Park Street, and Granary Street. The group walked the route in a clockwise direction starting at the front of the school on the B9013, Grant Street. Areas for investigation in the SRA were identified by Living Streets and agreed by Burghead Primary School.

Map of area



© Open Street Map

----- Audit route

School background

Burghead Primary School is a co-educational, non-denominational school in Burghead. The pupil roll is 119. There are three classrooms, a multi-purpose hall and a modern kitchen. The school uses two nearby parks for athletics, sports and team games and has the use of a small piece of land at the rear of Burghead Parish Church for a wildlife garden.

Burghead Primary School takes part in WOW and uses the Travel Tracker to log pupil's journeys to school, with 76% engagement and 92% 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 two thirds of pupils travelled actively in part, or wholly to school (Appendix A).

School site:

There is a hard-standing playground at the front of the school and a school bus/taxi drop-off point on Grant Street. There is a small car park for staff at the back, accessed from Dunbar Street. To access greenspaces during the day, groups of pupils often go out for PE lessons and others, having to cross Grant Street to get to the playing fields, the community garden, or the beach.

Area context

Local area

Burghead is a town with a population of approximately 1800 people. It was built in 1805 on the site of a Pictish fort, in a rectangular grid system. The original village is a conservation area.

There is 1 primary school in Burghead. For secondary education, free transport is provided to Elgin Academy and Lossiemouth High School.

The school catchment extends 6-7km inland with some pupils travelling from further afield and being driven or taking a bus. Many pupils walk from the residential area around the cemetery, bounded by Fraser Road, B9013, B9040.

The main road through the town, B9013 (Grant Street and St Aethans Road), leads to the end of the peninsula to the park at Bath Street and ends there, with no vehicular through-routes beyond the junction with B9040. There is a brewery at the back of the school, which generates some HGV traffic nearby.

Walking and cycling routes run along the coast through Burghead, including The Moray Coast Trail (part of The Moray Way) and an off-road section of the Moray Coastal Cycle Route leads past the school down Park Street.

4 Audit and surveys

Audit details

Living Streets staff identified the audit route on a visit to Burghead on 13th November 2024. On 15th January 2025 the audit was carried out with 10 pupils from Burghead Primary School, a staff member, and Living Streets Scotland staff.

A survey was conducted to gather information from parents, school staff and other members of the local community. 68 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.

- *It is an easy walk to the school. Parents need to encourage their children to walk but initially for them to support their child on the journey, buddy up groups.*
- *Speeding is the main danger in the village. Grant Street is long and straight and people drive too fast. The current speed signs are ineffective.*
- *From my experience, at school drop off, and pick up times, most problems and hazards are caused by parents themselves parking on both sides of the road, as near as they can get, to the school. This will be a great problem when the new Scotmid store opens next to the school, with delivery vehicles and shop customers compounding the problems, when parking to visit the shop.*
- *Pavement parking should not be allowed in the vicinity of the school. Visibility is impaired.*
- *Unfortunately, far too many people speed on the main road out of the village, especially at rush hour. Improvements to infrastructure, e.g. traffic calming, wider pavements/ shared-use paths, and safe crossing points would not only benefit the school but make walking and cycling more attractive to more folk in the village.*
- *Burghead really needs to be 20 mph through out the village, Highlands have adopted this and works very effectively. I've had the large lorry's go by so fast it's made my child fall, let alone some cars speeding to excess.*

- *Cars parking on corners near junctions makes it tricky to see if anything is coming and it can be dangerous!*
- *Blind spots in areas when crossing roads. Clear crossing outside the school when no cars are parked makes a big difference, easier to see both ways. There is signage on speed restrictions, many won't pay attention to this.*
- *I am disabled and have to use a mobility scooter. Therefore, road surfaces and obstructions and folk parking on the pavement make life extremely difficult for me.*
- *We have nobody to help the children cross the main road to school. It all needs to be 20mph as lots of children cycle / scoot*
- *Even though we don't have any greenspace in the playground, we are lucky because we have the beach, forest and community gardens nearby. We often take the pupils there for outdoor learning, but we need to cross the junction. There is no crossing and drivers speed when entering the town.*
- *We have to peek out between [parked] cars to check if we can cross.*
- *When I am walking by myself, I have to walk the longer way [to the junction] because there is no crossing near my house and cars go really fast.*

Survey Results Highlights

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

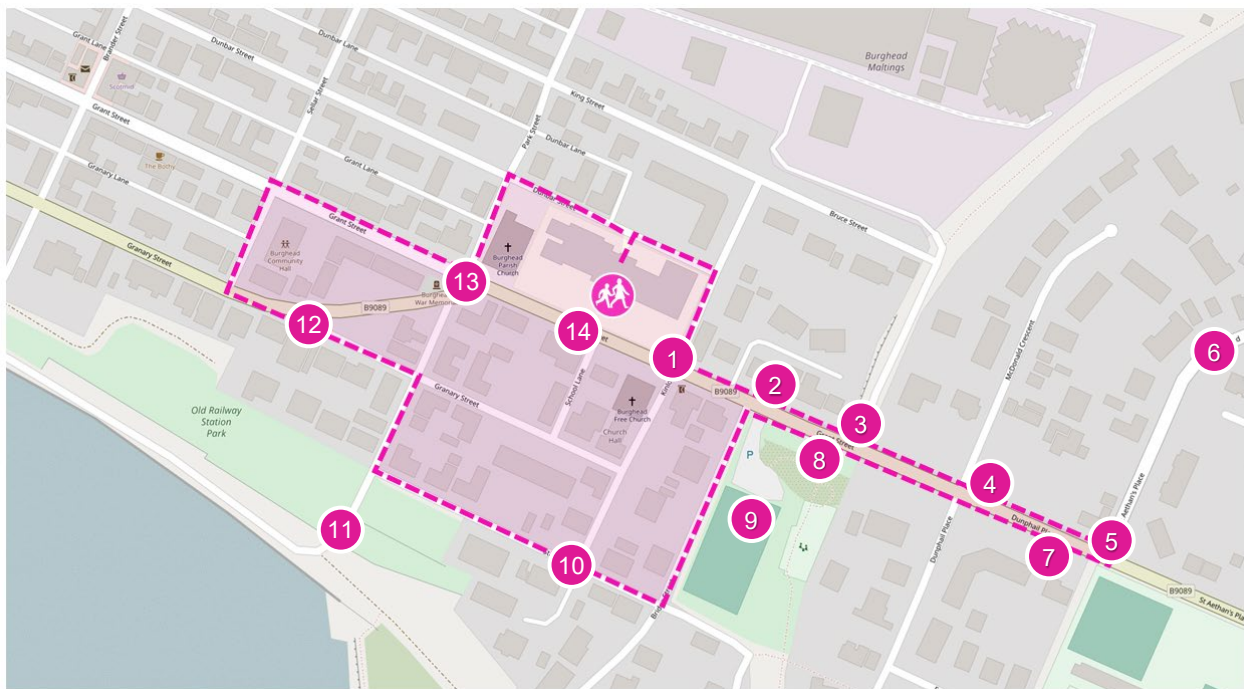
In question 2, parents were asked how their children usually travel to school. 62% of respondents reported that their children usually make active travel choices and walk, cycle or scoot to school.

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

- Traffic – speed and amount (80%)
- Inconsiderate parking (75%)
- There aren't enough safe crossing points on the journey to school (59%)
- Road and footway layout (51%) and footway quality (51%)

5 Findings and Recommendations

Map of findings



© Open Street Map



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=1_0XNIVsqr3IMKm7evl1bx_wqtVylI64&usp=sharing

1 Grant Street and Kinloss Street junction

Issues:

- Lack of crossing on Grant Street. Pupils walk this way not only to get to school, but also during the school day to reach their outdoor greenspaces, such as the playing fields, community garden, and beach.
- The speed limit on Kinloss Street is marked as 30mph and visibility is poor on the corner when crossing the Kinloss Street arm of the junction. There is also no dropped kerb.

Recommendation:

- Install zebra crossing with raised table and daylighting (such as build-outs and planting for improving visibility of crossing) on Grant Street.
- Consider providing a continuous footway across the entrance to Kinloss Street, or closing off one or both arms of the junction. Reduce the speed limit to 20mph.



2 Grant street pavement parking

Issue:

- Vehicles often left parked on part of wide footway, reducing visibility, space, and safety for pedestrians. Some drivers parking here are also collecting children from school.

Recommendation:

- Introduce or increase enforcement of pavement parking ban. A new zebra crossing in the vicinity could be paired with daylighting measures to reduce vehicular access to the footway (leaving access to the three existing driveways).



3 Corner of access drive to brewery

Issue:

- Large corner radii create a side-street with a large amount of carriageway to cross.

Recommendation:

- Reduce corner radii as much as possible while retaining necessary access for lorries. Consider other measures which would give priority to pedestrians crossing this side-street, such as a side-street zebra.



4 Speed sign on Grant Street

<https://maps.app.goo.gl/gZBsaunUqP7vHimp9>

Issue:

- Electronic speed sign reported to not always be working.

Recommendation:

- Ensure there is a maintenance programme in place which includes regular checks of electronic speed sign, as well as an easy way for reporting issues.

5 Fraser Road junction

Issue:

- Wide corner radii and a large amount of carriageway for pedestrians to cross. Dropped kerb available but a significant distance away from the desire line, into the side street.

Recommendation:

- Redesign junction to remove additional turning lane from Fraser Road and leave more space for footways and greenery, such as a tree to provide shade and rain gardens for drainage. Consider a build-out on the west side or an island as ways of retaining existing driveway access.



Large corner radii and a separate left-turning lane from Fraser Road, which is also an access lane to properties, mean a significant amount of carriageway needs to be crossed on the desire line.



A dropped kerb is available about 15 meters away from the desire line. Pupils counted the average number of paces needed to cross the carriageway at the crossing (9 paces) versus on the desire line (29 paces).

6 Fraser Road

<https://maps.app.goo.gl/a9hsX3kb3SGv7iur5>

Issue:

- High vehicular speeds and a lack of crossings.

Recommendation:

- Install raised-table crossings at bus stops and linking to informal footpaths towards the seafront. Include build-outs or other 'events' with each crossing to slow traffic.

7 Grant Street

Issue:

- Pavement parking on a fairly narrow footway.
- Excessive vehicle speeds.

Recommendation:

- Ensure crews working on public projects are instructed to park in the carriageway rather than the footway. Introduce enforcement of the pavement parking ban.
- To reduce vehicle speeds, consider installing raised crossings with pinch-points at regular intervals throughout the town, along with a blanket 20mph speed limit.



8 Street lighting

Issue:

- Street lighting reported to be sometimes not working.

Recommendation:

- Ensure there is a maintenance programme in place which includes regular checks of street lighting.



9 Community Gardens

- Community gardens serve as a greenspace for the school and should be easily and safely accessible.

Recommendation:

- Ensure there is a safe priority walking route between the school and gardens.



10 Station Road junctions

Issue:

- Lack of dropped kerbs at junctions

Recommendation:

- Install dropped kerbs with tactile paving at all crossings on desire lines. Consider continuous footways where appropriate.



11 Clavie Ct

Issue:

- Pedestrians sharing space with often large vehicles on promenade.

Recommendation:

- Consider restricting vehicular access to promenade and/or install wide footway.



12 Granary and Park Street

Issue:

- Large amount of carriageway and a lack of crossings.

Recommendation:

- Install build-outs with dropped kerbs and tactile paving to improve amount of space for pedestrians. Consider installing traffic filters on sections of street with no driveways to improve pedestrian spaces.



13 Park and Grant Street junction

Issue:

- Lack of crossing on Grant Street on route of long-distance walking and cycling trails. Two sets of dropped kerbs with tactile paving present but lead to narrow footways and provide a convoluted route across junction.

Recommendation:

- Provide crossing on Grant Street. Consider redesign of junction to provide wider footways and a straightforward route towards the beach.



14 Entrance to school

Issues:

- Faded markings on carriageway.
- Cars parked on street during drop-off and pick-up times make it harder to cross and reduce visibility.
- Wide footway but can get busy during pick-up and drop-off times.

Recommendation:

- Repaint markings.
- Consider installing pinch-points to prevent illegal or dangerous parking.
- Build-outs could provide additional waiting space during busy periods.



6 Conclusion

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

SUMMARY OF OBSERVATIONS

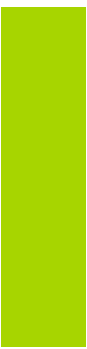
- Both during the audit and in the survey responses, the speed of vehicles passing through the town, particularly down Grant Street, was raised as one of the most serious concerns.
- Crossing of the B9013, Grant Street, in front of Burghead Primary School was found to be difficult also partly due to reduced visibility, with cars parking on both sides at busy times.
- Pavement parking was also highlighted as a barrier to walking and wheeling in the town.
- Pupils on the audit reported that it is difficult to cross streets without designated priority crossings and they felt it was a safety issue.

PHYSICAL INTERVENTIONS

- Formalised crossing points to be installed, including a zebra crossing with a raised table and build-outs on the B9013 Grant Street in front of the school, Fraser Road, and a crossing at Park Street on the route of the long-distance walking and cycling paths. Other crossings, also those at side-roads, should all be step-free on both sides (with dropped kerbs or raised tables), located on desire lines and have tactile paving. Modal filters can be installed on sections of street where vehicular access is not necessary (no driveways).
- Key footways should be identified and build outs constructed to maintain comfortable footway width and provide better visibility at corners, while reducing vehicle turning speeds.
- The speed limit should be reduced to 20mph throughout the town, with physical interventions such as pinch-points and raised tables to increase compliance.

BEHAVIOUR CHANGE ACTIONS

- Pupils at Burghead Primary School will continue to engage with WOW, the walk to school challenge using the Travel Tracker to record their journeys to school. Living Streets Scotland staff will continue to provide support.
- An Active Travel Zone poster could be produced in consultation with Burghead 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 to be encouraged to park away from the school entrance and avoid driving near the school to drop off and pick up pupils.
- The pavement parking ban should be enforced.



This report is being submitted to members of staff at Moray Council and Burghead Primary School so that recommendations can be discussed and action undertaken as required. Burghead 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. Burghead 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?
Vehicle speeds	Introduce blanket speed limit of 20mph throughout the town. Install buildouts/pinch-points with raised tables and other physical measures to improve compliance.		
Lack of priority crossings, particularly for schoolchildren to access greenspaces to the south of Grant Street.	Install a formalized crossing between the school and community gardens. A zebra crossing with a raised table, build-outs and daylighting is recommended. Crossings are also needed at Park Street, on Fraser Road and at junctions.	• 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.	
Poor visibility on corners and due to cars parked along street.	Install buildouts at corners to improve visibility and prevent cars parking at junctions. Consider narrowing the carriageway in front of the school. Where buildouts are impossible, consider continuous footways where appropriate, or reducing corner radii. Consider introducing modal filters to create more pedestrian space on promenade and sections of streets where vehicle access is not necessary on a daily basis (no driveways). This space can be used for installing seating, raingardens, trees and other uses or to increase walking space.	• Produce an Active Travel Zone poster 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/carers to be encouraged to park away from the school entrance.	• Write to local councilors. • Support the pupils to make active travel choices.

Large corner radii and large amount of carriageway given to vehicles, particularly at junctions.	Install buildouts at corners to improve visibility and prevent cars parking at junctions. Consider narrowing the carriageway in front of the school.	• 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 Zone poster 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/carers to be encouraged to park away from the school entrance.	• Write to local councilors. • Support the pupils to make active travel choices.
Crossings/dropped kerbs far from desire lines.	Where buildouts are impossible, consider continuous footways where appropriate, or reducing corner radii.		
Missing dropped kerbs	Consider introducing modal filters to create more pedestrian space on promenade and sections of streets where vehicle access is not necessary on a daily basis (no driveways). This space can be used for installing seating, raingardens, trees and other uses or to increase walking space. Ensure all crossings are step-free and have tactile paving on both sides. Ensure crossings are along desire lines.		
Maintenance issues: faded markings, malfunctioning speed signs and street lights.	Repaint markings. Ensure maintenance plan includes regular checks of lighting, electronic speed signs, markings and an easy way of reporting issues.	• Have pupils report any issues they see to the school and school to pass them on to the council.	
Pavement parking	Introduce or increase enforcement of pavement parking ban.	• Encourage pupils to run a pavement parking campaign (flyers or a video) explaining why it is unsafe for them and others.	• Respect the pavement parking ban.

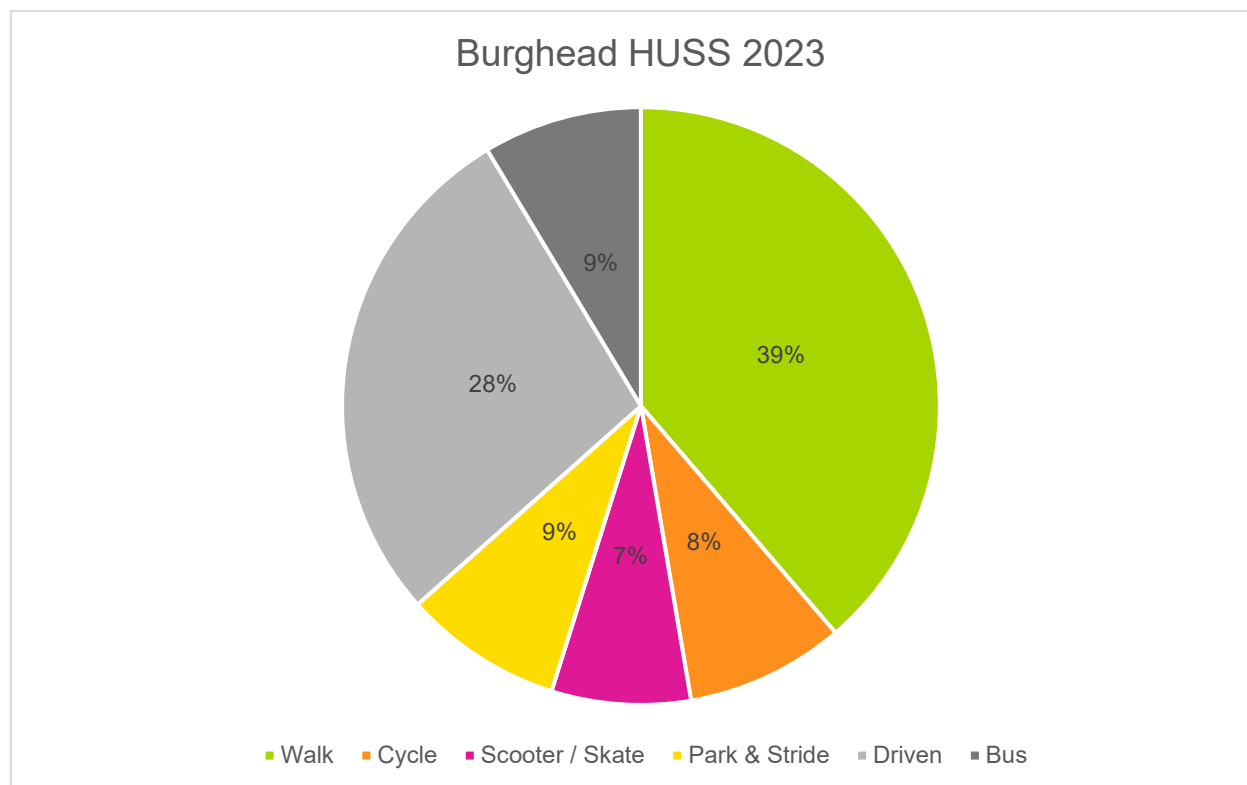
Appendices

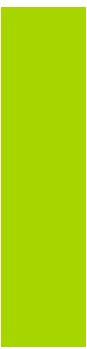
Appendix A
Hands Up Survey Scotland

Appendix B
Parent/Community Survey



Appendix A – Hands Up Scotland Survey



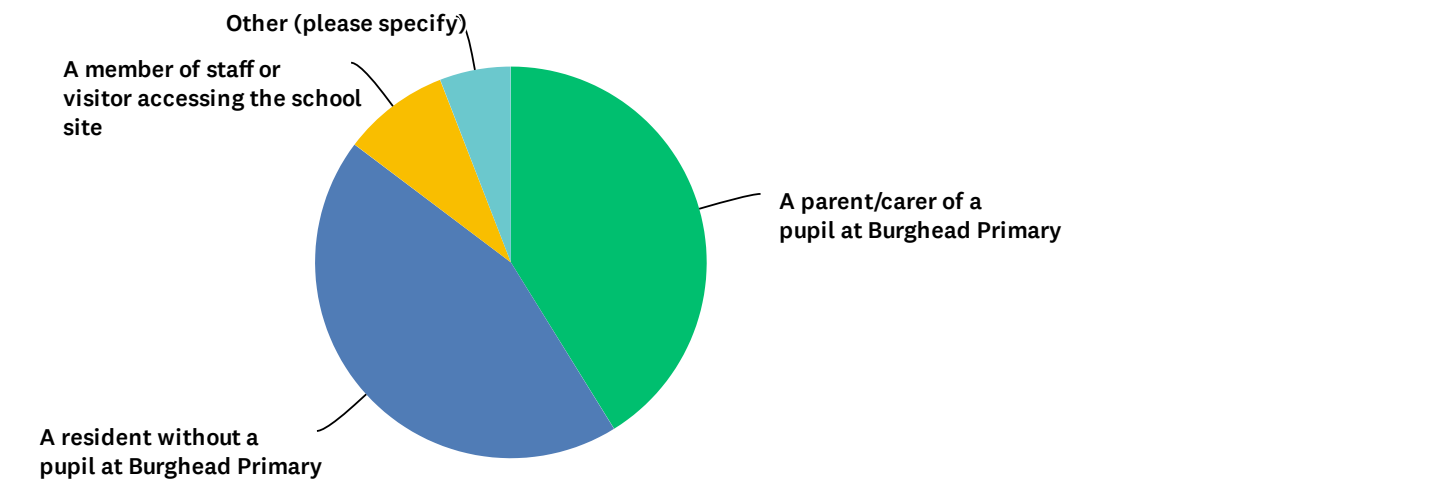


Appendix B – Parent / community survey responses

A SurveyMonkey survey was carried out among parents/carers, staff, and community members, receiving 68 responses. The survey responses are detailed on the following pages.

Q1 Are you

Answered: 68 Skipped: 0

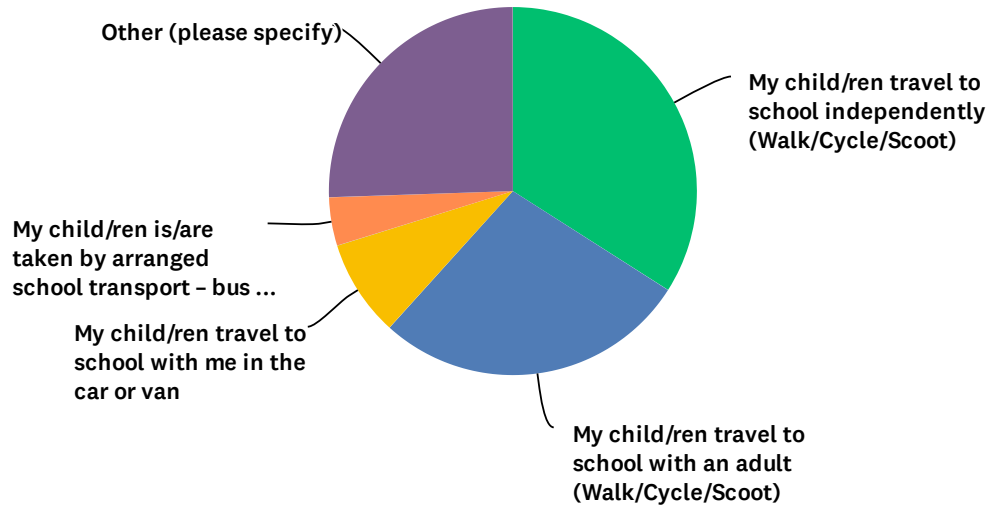


ANSWER CHOICES		RESPONSES	
A parent/carer of a pupil at Burghead Primary		41.18%	28
A resident without a pupil at Burghead Primary		44.12%	30
A member of staff or visitor accessing the school site		8.82%	6
Other (please specify)		5.88%	4
TOTAL			68

#	OTHER (PLEASE SPECIFY)	DATE
1	An ex resident	4/22/2025 10:29 PM
2	Grandparent of children at school	4/22/2025 4:52 PM
3	Grandparents	4/22/2025 4:23 PM
4	Pupil	4/22/2025 11:32 AM

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

Answered: 47 Skipped: 21

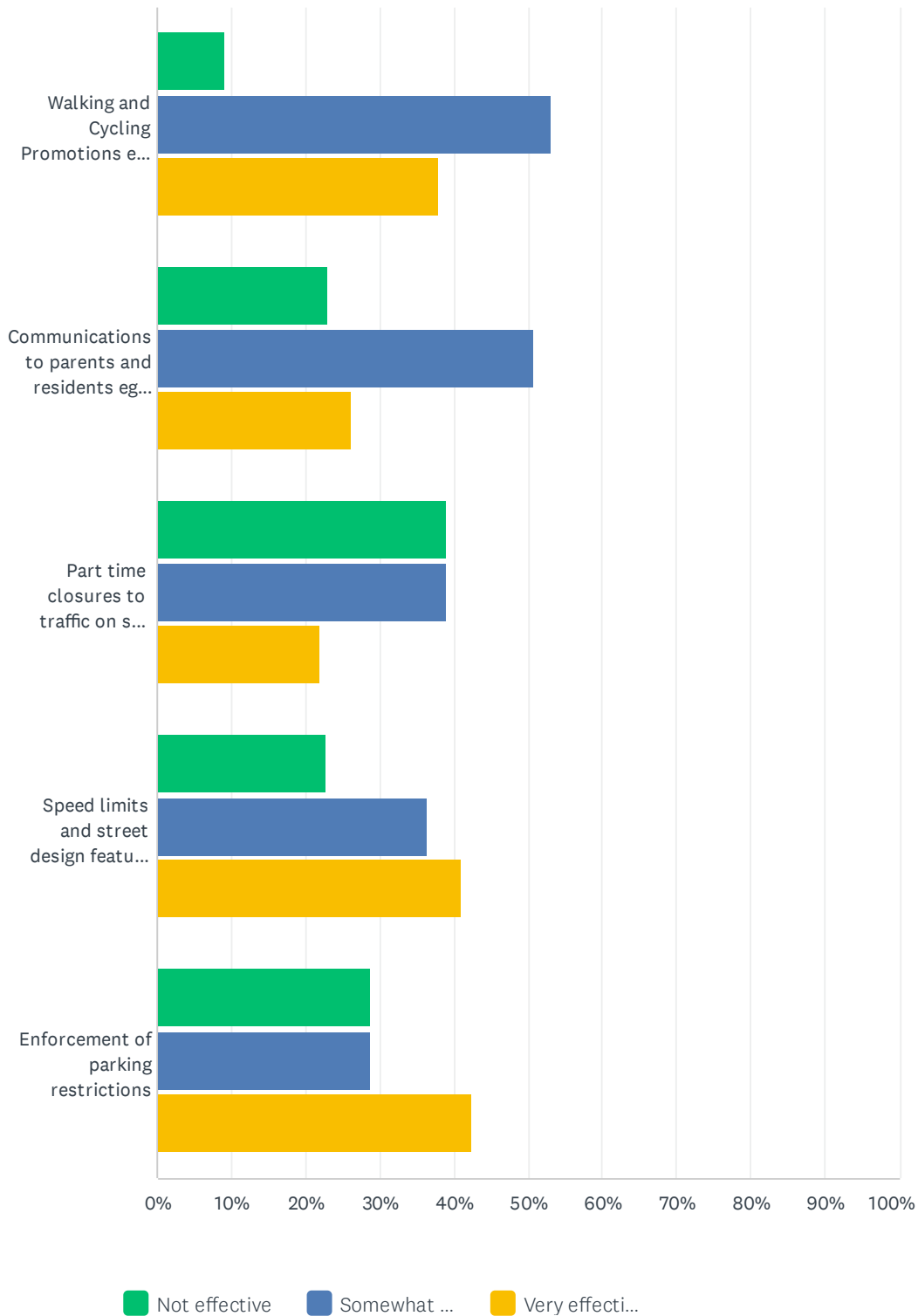


ANSWER CHOICES	RESPONSES	
My child/ren travel to school independently (Walk/Cycle/Scoot)	34.04%	16
My child/ren travel to school with an adult (Walk/Cycle/Scoot)	27.66%	13
My child/ren travel to school with me in the car or van	8.51%	4
My child/ren get a lift to school with friends or relatives	0.00%	0
My child/ren is/are taken by arranged school transport – bus or taxi	4.26%	2
Other (please specify)	25.53%	12
TOTAL		47

#	OTHER (PLEASE SPECIFY)	DATE
1	School neighbour	4/27/2025 7:52 AM
2	No children at the school at the present time.	4/24/2025 3:34 PM
3	Adult no children at this school	4/24/2025 10:49 AM
4	No	4/23/2025 7:18 AM
5	No child	4/22/2025 8:39 PM
6	No children at school	4/22/2025 7:14 PM
7	if traffic would only slow down / there is no need to do over 15mph within all Burghead streets	4/22/2025 7:05 PM
8	Children not involved	4/22/2025 6:23 PM
9	Have no children at the school	4/22/2025 6:13 PM
10	Not applicable	4/22/2025 5:16 PM
11	No children	4/22/2025 5:11 PM
12	Live in pink area	4/22/2025 4:50 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: 66 Skipped: 2

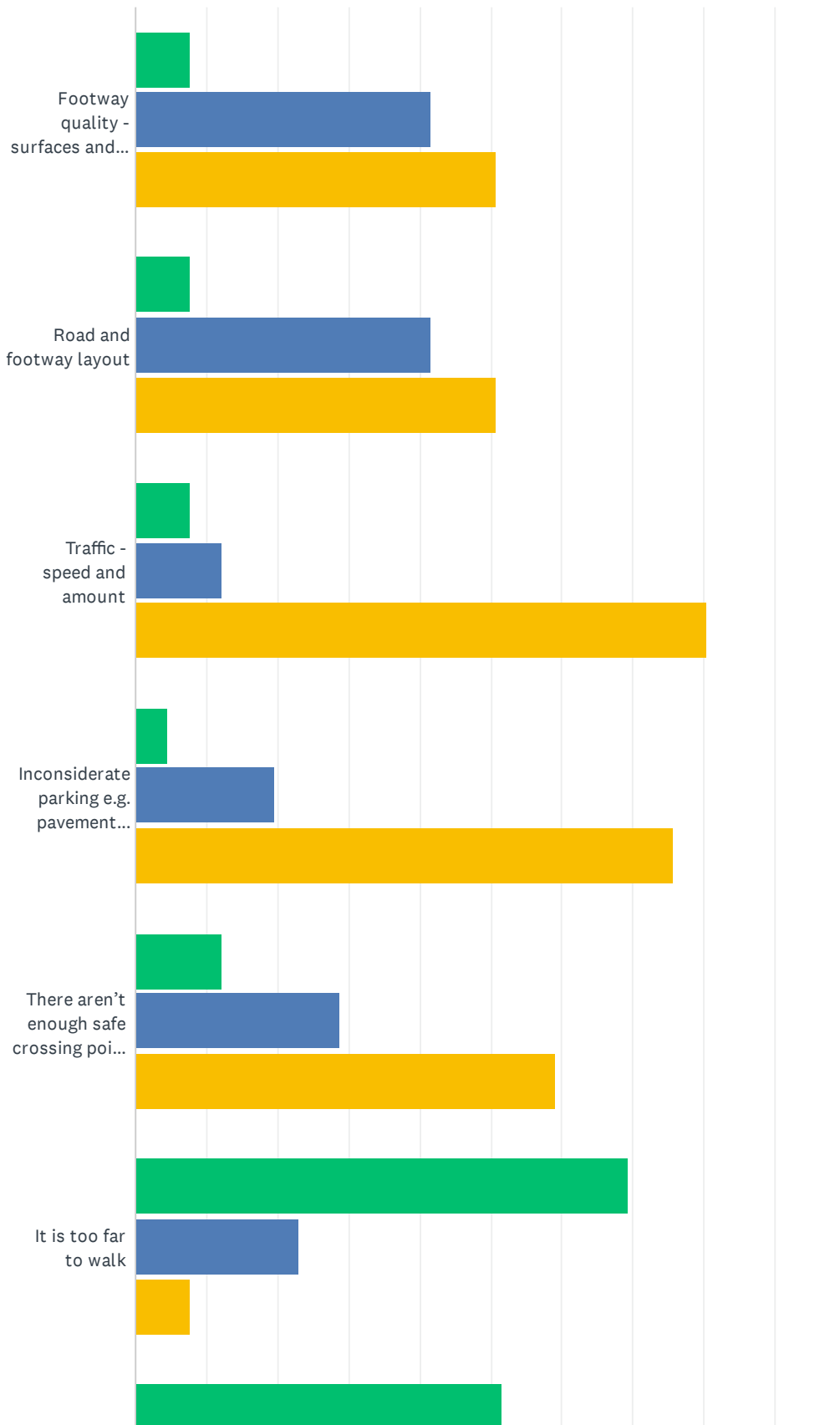


Burghead Primary School - School Route Survey (2024/2025)

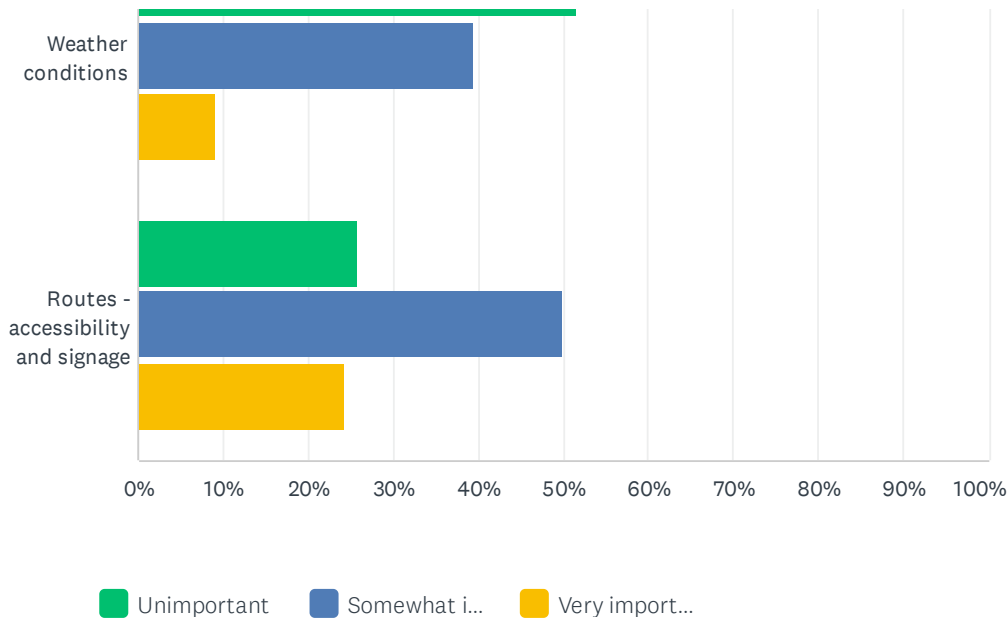
	NOT EFFECTIVE	SOMEWHAT EFFECTIVE	VERY EFFECTIVE	TOTAL	WEIGHTED AVERAGE
Walking and Cycling Promotions eg. Walk to School Week	9.09% 6	53.03% 35	37.88% 25	66	2.29
Communications to parents and residents eg. considerate parking guidance	23.08% 15	50.77% 33	26.15% 17	65	2.03
Part time closures to traffic on some streets	39.06% 25	39.06% 25	21.88% 14	64	1.83
Speed limits and street design features such as speed tables or crossings	22.73% 15	36.36% 24	40.91% 27	66	2.18
Enforcement of parking restrictions	28.79% 19	28.79% 19	42.42% 28	66	2.14

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: 66 Skipped: 2



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



	UNIMPORTANT	SOMEWHAT IMPORTANT	VERY IMPORTANT	TOTAL	WEIGHTED AVERAGE
Footway quality - surfaces and obstructions	7.69% 5	41.54% 27	50.77% 33	65	2.43
Road and footway layout	7.69% 5	41.54% 27	50.77% 33	65	2.43
Traffic - speed and amount	7.58% 5	12.12% 8	80.30% 53	66	2.73
Inconsiderate parking e.g. pavement parking	4.55% 3	19.70% 13	75.76% 50	66	2.71
There aren't enough safe crossing points on the journey to school	12.12% 8	28.79% 19	59.09% 39	66	2.47
It is too far to walk	69.23% 45	23.08% 15	7.69% 5	65	1.38
Weather conditions	51.52% 34	39.39% 26	9.09% 6	66	1.58
Routes - accessibility and signage	25.76% 17	50.00% 33	24.24% 16	66	1.98

#	OTHER (PLEASE SPECIFY)	DATE
1	We have nobody to help the children cross the main road to school. It all needs to be 20mph as lots of children cycle / scoot	4/25/2025 7:43 PM
2	Groups of adults sometimes with dogs blocking the pavement outside school with children moving onto road to go around them. Junction between Grant Street and Park street has poor visibility.	4/23/2025 11:12 AM
3	We live just up the road on the same street, so this mostly doesn't apply	4/23/2025 11:03 AM
4	It should be 20 miles per hour from the playing fields all the way along Grant Street	4/22/2025 8:36 PM
5	I am disabled and have to use a mobility scooter. Therefore road surfaces and obstructions and folk parking on the pavement make life extremely difficult for me.	4/22/2025 8:24 PM
6	I have experience of mothers dropping child off by car , where child jumps out onto pavement before mother exits car , and mother in haste ,opens her car door into path of overtaking vehicle or bicycle , missing a tragedy by inches	4/22/2025 7:05 PM
7	Main Street	4/22/2025 5:11 PM
8	Parents rushing to drop off children before work so don't have a care about other road users	4/22/2025 5:05 PM

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	or pedestrians	
9	N/A	4/22/2025 4:50 PM
10	Blind spots in areas when crossing roads. Clear crossing outside the school when no cars are parked makes a big difference, easier to see both ways. There is signage on speed restrictions, many won't pay attention to this.	4/22/2025 4:26 PM
11	Speeding through the village is the norm now. There is no regulation of speed, the road goes straight from a 60 mph to 30 at the village boundary. There is one sign asking people to slow down and it might as well not be there. Physical speed reduction infrastructure and general speed planning (20mph) needs to take place before someone gets hurt.	4/22/2025 4:00 PM

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

Answered: 21 Skipped: 47

#	RESPONSES	DATE
1	Car speed is horrendous	4/27/2025 7:52 AM
2	Speeding is the main danger in the village. Grant Street is long and straight and people drive too fast. The current speed signs are ineffective and increased police presence would help.	4/26/2025 8:49 AM
3	I've had children at the school and worked at the school. Over the past 30 years all the education of both parents and children has been ongoing. More is needed to slow down traffic during school opening and closing times. Including selfish parking by a small minority of parents.	4/24/2025 3:34 PM
4	From my experience, at school drop off, and pick up times, most problems and hazards are caused by parents themselves parking on both sides of the road, as near as they can get, to the school. This will be a great problem when the new Scotmid store opens next to the school, with delivery vehicles and shop customers compounding the problems, when parking to visit the shop. The only practical solution is double yellow lines, on both sides of the road adjacent to the school and new Scotmid store, safety being more important than having to walk a few yards with the kids, surely?	4/24/2025 2:35 PM
5	Pavement parking should not be allowed in the vicinity of the school. Visibility is impaired.	4/24/2025 9:19 AM
6	Speed restrictions through the village from the maltings would be safer as sometimes the traffic can be quick although as a rule I mainly see courteous drivers	4/23/2025 4:22 PM
7	I think despite some obstacles, BPS pupils show good road sense when walking/cycling to school. I think Go safe with Ziggy and bikeability have been beneficial.	4/23/2025 11:12 AM
8	No	4/23/2025 7:18 AM
9	It is an easy walk to the school. Parents need to encourage their children to walk but initially for them to support their child on the journey, buddy up groups. I walked to school from 5 to 17, did me no harm. Parents not watching their child, many run out onto the road. Is the green cross code taught to the children? If not it should be. Also cycling providence. In the 80s we had road safety adverts placed in between cartoons. The school could make their own video with help from the children or do a song, make it educational.	4/22/2025 8:39 PM
10	The whole of Grant street from the playing fields past the coop should be 20 miles per hour. The street has lots of park cars and it will only get busier if the open a new coop.	4/22/2025 8:36 PM
11	I have never been aware of people driving fast through the village, but if it makes it safer, that is fine. I do think parents should be encouraged to walk the children to school and not use a car all the time.	4/22/2025 8:24 PM
12	Burghead should be a 20mph zone from the main play park.	4/22/2025 7:21 PM
13	when Edinburgh set their speed limit to 20 mph , 2006 ? , / I put it to Moray district councillor who lived in Burghead , if he could call for similar 20mph to be introduced in Burghead , / this request fell on DEAF ears , as he wasn't interested / this is still on my facebook profile .	4/22/2025 7:05 PM
14	Burghead really needs to be 20 mph through out the village, Highlands have adopted this and works very effectively. I've had the large lorry's go by so fast it's made my child fall, let alone some cars speeding to excess.	4/22/2025 6:42 PM
15	Children from outlying areas do park and stride so an area for cars to park in order to drop them off would be amazing.	4/22/2025 6:23 PM
16	Been trying to point out the whole village needs to be a 20, from the bowling green every Road from there in, 30 up both the out routes but 20	4/22/2025 6:23 PM
17	Keep cars 🚗 away from corner at start/lunchtime/end school days. Coloured lines NOT YELLOW maybe a blue, pink, red that can not be parked on at these times upbove.	4/22/2025 6:13 PM
18	Unfortunately, far too many people speed on the main road out of the village, especially at	4/22/2025 5:49 PM

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rush hour. Improvements to infrastructure, e.g. traffic calming, wider pavements/ shared-use paths, and safe crossing points would not only benefit the school but make walking and cycling more attractive to more folk in the village.

19	Do not close my road or restrict parking. As a home owner I need my transport to be accessible Teach children green cross code and to take earphones out, not look at their phones when crossing roads be more road aware	4/22/2025 5:05 PM
20	As a working parent my children walk when we can but when I am working this is not possible	4/22/2025 4:06 PM
21	Cars parking on corners near junctions makes it tricky to see if anything is coming and it can be dangerous!	4/22/2025 11:32 AM



Issue record

Issue no.	Written by:	Checked/ approved by:	Issued by:
Draft 01	Name: Hasia Hutna	Roanna Trerise	Hasia Hutna
	Date: August 2025	August 2025	August 2025
Draft 02	Name: Hasia Hutna	Chris Thompson	Hasia Hutna
	Date: August 2025	August 2025	August 2025
Final Issue	Name:		
	Date:		

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240 City Rd, London EC1V 2AB

T: 020 7377 4900 www.livingstreets.org.uk @livingstreets

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