

# School Route Audit Report

Bishopmill, Elgin

Spring 2024



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





# Living Streets

We are Living Streets, the UK charity for everyday walking.

We want to create a walking nation, free from congested roads and pollution, reducing the risk of preventable illness and social isolation and making walking the natural choice. We believe that a walking nation means progress for everyone.

Our ambition is to get people of all generations to enjoy the benefits that this simple act brings and to ensure all our streets are fit for walking.

For nearly 100 years we've been a beacon for walking. In our early days our campaigning led to the UK's first zebra crossings and speed limits. Now, our campaigns and local projects deliver real change to overcome barriers to walking and our ground-breaking initiatives such as the world's biggest Walk to School campaign encourage millions of people to walk.

Progress starts here: one street, one school, one step at a time.

## **Walk to school campaign.**

Living Streets' Walk to School campaign supports over 900,000 children in 3,500 schools across the UK to walk more through national schemes and events including Walk to School Week, and WOW – the walk to school challenge, making it one of the UK's leading behaviour change campaigns for young people.

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# 1 Executive summary

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

On 16<sup>th</sup> November 2023, 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, Junior Road Safety Officers, and staff from Bishopmill 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 would improve the walking environment.

The key issues identified affecting walking routes to school in Bishopmill, Elgin were:

- Lack of safe crossing on Morrision Road, particularly after removal of crossing patrol
- Danger of crossing Duff Place near the school entrance, between queuing and parked cars, at school drop-off and pick-up times
- Crossing Duffus Road B9012 between the school and residential areas to the north

Recommendations discussed at the SRA included:

## Short Term

- Setting up walking buses from residential areas
- Enforcement of existing speed limits on Morrision Road
- Encouraging parents to avoid queuing and driving on Duff Place

## Medium/Long Term

- Full or part-time restrictions to traffic at school drop-off and pick-up times on Duff Place
- Redesigning the junction of Morrision Road and Duff Place to provide a priority crossing
- Install crossings at key points along Duffus Road, while reducing the speed limit
- Provide missing footways and dropped kerbs on surrounding residential streets.

# 2 Introduction

## What is a School Route Audit?

The Living Streets School Route Audit (SRA) methodology is a way of effectively involving pupils, parents and other community stakeholders in the process of evaluating the quality of the walking environment around schools. SRAs explore the walking routes to schools from the viewpoint of the people who currently or could use them, not just those who own or manage it. SRAs provide recommendations to overcome physical and emotional barriers to walking to school and can feed into schemes to ensure places are fit for walking for all journeys.

The School Route Audit aims:

- to identify barriers to walking to school and encourage families to choose to walk
- to identify ways to reduce the effects of vehicle traffic on people who walk and cycle
- to improve connectivity and the general attractiveness of routes to school; and
- to identify improvement measures, priorities and suggest a course of action

Throughout the report, the term pedestrian refers to people of all ages and all levels of mobility and includes people who may use mobility aids including wheelchairs and mobility scooters.

## Background

The audit was undertaken in Elgin, particularly on the streets around Bishopmill 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.

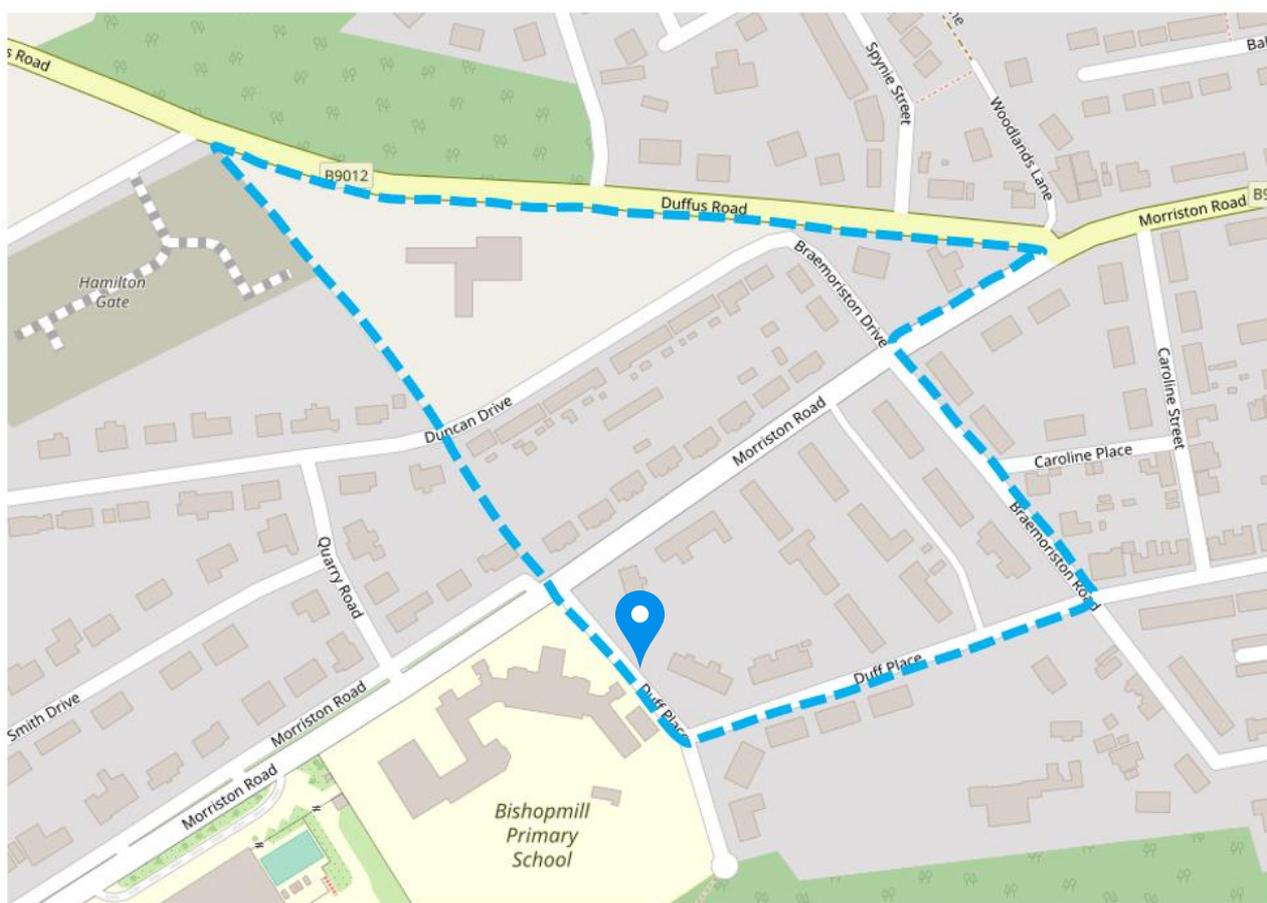
During the audit walk, participants were asked to consider the issues listed below:

|   |   |
|---|---|
| <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?   |

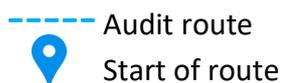
# 3 Audit location

The audit surveyed the area around Bishopmill Primary School. This included Duff Place at the entrance to the school, the footpath up the hill to Hamilton Gate, Duffus Road, Morrision Road, Braemorriston Road, and the parking courts in Duff Place. The group walked the route in a clockwise direction starting at the front of the school on Duff Place. Areas for investigation in the SRA were identified by Living Streets and agreed by Bishopmill Primary School.

## Map of area



© Open Street Map



## School background

Bishopmill Primary School is a co-educational, non-denominational school in Elgin. The pupil roll is 381. There are teaching areas for fourteen classes, general purpose areas, a library and a sports hall. The school grounds comprise a large grassy area, a tarmac area playground, one play park, and a quiet gardening area.

In September 2023, Bishopmill Primary School joined WOW and started using the Travel Tracker to log pupil's journeys to school. The school has an 86% level of engagement. Pupils also took part in WOW ambassador training. The school took part in the 2022 Hands Up Scotland Survey, which indicated that almost 88% of pupils travel actively in part, or wholly to school (Appendix A).

School site:

There is a small visitor car park at the front of the school, accessed from Morriston Road and a staff car park at the back of the building, accessed from Duff Place. The main student entrance to the school is located on Duff Place.

## Area context

Local area

Elgin is a historic cathedral city with a population of approximately 25,000 people. The town was established in the 12<sup>th</sup> century on higher ground south of the river Lossie. Most of the historic buildings were replaced in the 19<sup>th</sup> century, with only ruins of the original cathedral remaining today. The 19<sup>th</sup> and 20<sup>th</sup> centuries saw Elgin prosper through trade and industry.

There are 9 primary schools, 3 secondary schools and Moray college in Elgin. Elgin Academy, located further west along Morriston Road, has around 1,000 pupils and its catchment includes that of Bishopmill Primary.

In June 2019, school crossing patrols ended across Moray including at the Morriston Road and Duff Place junction, near the entrance to the primary school. Since then, parents have sometimes taken turns helping children to cross the road at this location. In 2022/2023, a toucan crossing was built at the entrance to Elgin Academy about 300m away.

# 4 Audit and surveys

## Audit details

Living Streets staff identified the audit route on a visit to Elgin in November 2023. On 16<sup>th</sup> November 2023, the audit was carried out with 16 pupils from Bishopmill Primary School, two teachers, and Living Streets Scotland staff.

A survey was conducted to gather information from parents, school staff, and other members of the local community. There were 67 surveys completed. (Appendix B)

## Participants' observations

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

The comments below include the participants' recommendations for improving the walking environment.

- *The lack of safe crossing for primary school and nursery is concerning. My children have to cross 2 extremely busy roads Duffus road and Morriston that unless I walk with them is extremely dangerous with inconsiderate drivers and drivers who do not adhere to the speed limit. Traffic lights places at academy would have been far more beneficial nearer the primary school with very little secondary school children actually using them. I love walking to school with my children but safety is a huge concern I and around the school.*
- *Support for parents to set up "walking buses" from some neighbourhoods may help encourage walking and share the load of taking kids to school. Recognised crossing points at a more natural place to cross Morriston Road. Speed limit lowered specifically around school start and finish. Parking is stupid. People are parking stupidly and causing unnecessary hold ups in traffic and must cause havoc for residents.*
- *The amount of cars directly outside of the school can be dangerous.*
- *I have a disability and a blue badge holder and although I have a mobility scooter there are not enough dropped kerbs to allow me to walk the children safely to school. We purchased an accessible electric bike with the plan to cycle with the children[...] but there are not enough safe routes to take the children and they are not confident to cycle when it's busy on the roads.*

- *The biggest areas of concern for us are the Duffus Road at the crossing at Hamilton Gardens where traffic is entering a 40 speed limit from national speed limit into a 60 or speeding up the leave the 40. Lots of children cross the road at this junction and I often see some driving which gives me great concern.*
- *My daughter is desperate to walk to school with her friends but it is far too dangerous to not have an adult present to cross that [Morrison] road. Also crossing that same road after school is even more difficult due to the cars parking on the street so there is less visibility.*
- *Some paths narrow with overgrown bushes. Some junctions poor visibility. Vehicle speeds around the school are a concern. Drivers on phones. Crossings on Morrison Road don't reflect desire lines.*
- *No lolly pop person, which means they have to cross at the traffic lights near the academy making it a longer detour to get into school for the safest route as the road isn't safe to cross by themselves.*
- *There are so many parked cars [in front of the school entrance] that we have to walk between them into the road to see if we can cross.*
- *It is scary [crossing Morrison Road] because there are so many cars going really fast.*
- *My brother walked to school by himself but my mum doesn't let me go [by myself] because we don't have a lollipop man anymore.*

## Survey Results Highlights

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

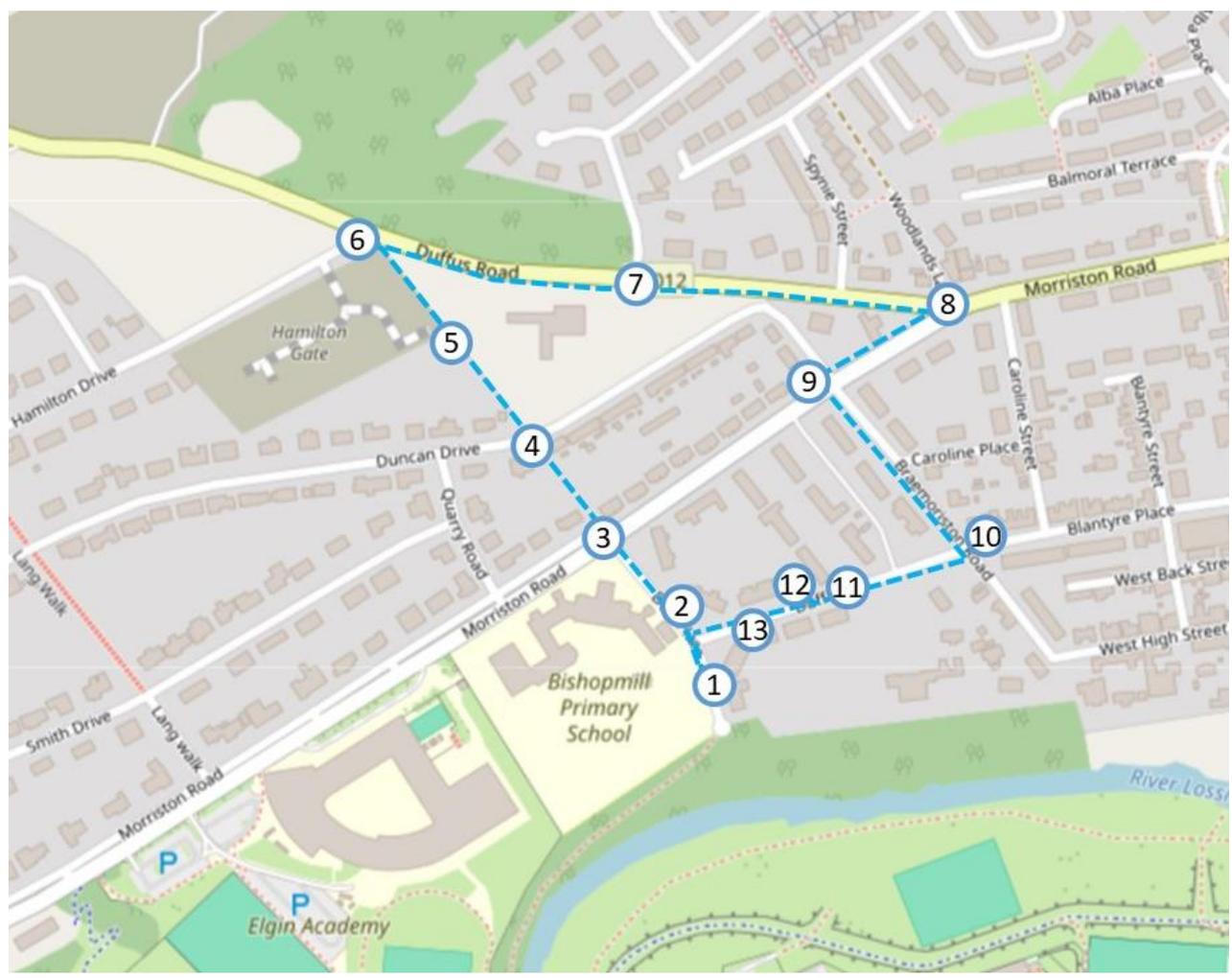
In the survey, parents were asked how their children usually travel to school. Over 52% of respondents reported that their children usually make active travel choices and walk, cycle or scoot to school.

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

- Traffic – speed and amount
- Lack of enough safe crossing points on the journey to school
- Inconsiderate parking
- Road and footway layout

# 5 Findings and Recommendations

Map of findings



© Open Street Map

-  Audit area
-  Observation locations (streets / paths)

## 1 Duff Place: Access to staff car park

- **Issue:** Broken sign restricting vehicle access to car park to school and nursery staff. Queues of cars turning and waiting at end of school day.
- **Recommendation:** Repair or replace sign. Extend restricted access to south section of Duff Place at school times; consider physical barriers, such as collapsible posts (see diagram 1 in diagrams section below).



## 2 Duff Place: entrance to the school

- **Issue:** Pupils crossing between queuing vehicles on yellow zig-zags at entrance to school at school drop-off and pick-up times.
- **Recommendation:** Create school street on Duff Place with restricted access at school drop-off and pick-up times. Consider closing this section of Duff Place to vehicular traffic completely, to create a wide, safe and inviting meeting space for pupils, carers, and community members (see diagram 2 in diagrams section below).



### 3 Morriston Road crossing

- **Issue:** Lack of a priority crossing, small amount of waiting space, previous removal of crossing patrol and high vehicle volumes and speeds, as well as queuing cars make crossing Morriston Road dangerous. The ‘toucan’ crossing by Elgin Academy is 300m away, meaning a considerable detour. Parents often step in as a crossing patrol.
- **Recommendation:** Redesign the junction of Duff Place and Morriston Road, providing priority crossings across both these streets, with, at a minimum, a zebra or toucan crossing on Morriston Road. Consider raised tables and narrowing of lanes (build-outs) as well as closing or narrowing the entrance to the lay-by on the north-west corner of the junction to one lane only (see diagram 3 in diagrams section below).
- **Recommendation:** Provide a continuous footway across Duff Place along the southern side of Morriston Road, by closing or narrowing the entrance to Duff Place (see diagram 3 in diagrams section below).



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### 4 Crossing Duncan Drive along path

- **Issue:** Vehicles parked on corners restrict pedestrians’ view of oncoming traffic and visibility of pedestrians approaching the crossing.
- **Recommendation:** Restrict parking around crossing by providing a build-out with daylighting (see diagram 4 in diagrams section below).

Streetview link:

[59 Duncan Dr - Google Maps](#)

## 5 Path on hill along woodland

- **Issue:** Steep path with slippery leaves in the winter.
- **Recommendation:** Improve regular maintenance of path. Consider providing anti-slip strips or an anti-slip surface.



## 6 Crossing Hamilton Drive and Duffus Road

- **Issue:** Vehicles travelling at speed along Duffus Road, large amount of carriageway to cross on Hamilton Drive, large corner radii all add to a lack of a feeling of safety.
- **Recommendation:** Redesign junction to decrease corner radii and narrow the carriageway on Hamilton Drive (see diagram 5 in diagrams section below). Create a 'gateway' feature further up the road (at Hamilton Gardens) to give a feeling of entering a residential area to slow drivers. Consider extending the 30mph speed limit to before the crossing at Hamilton Gardens to allow pupils to cross to the other side of Duffus Road safely (see diagram 6 in diagrams section below).



## 7 Crossing Duffus Road

- **Issue:** Lack of crossing at Beech Brae to residential areas north of Duffus Road.
- **Recommendation:** Install a zebra or toucan crossing with a raised table across Duffus Road to the east of Beech Brae. Install dropped kerbs with tactile paving across Beech Brae, while significantly reducing corner radii to encourage lower vehicle speeds when turning (see diagram 7 in diagrams section below).



## 8 Duffus Road and Morrision Road junction

- **Issue:** Lack of crossings and large amount of carriageway at busy junction. Cars parking on all sides of junction, reducing visibility.
- **Recommendation:** Provide crossings, consider redesigning junction to increase amount of space for pedestrians, decrease crossing distance and reduce corner radii to encourage lower vehicle speeds (see diagram 8 in diagrams section below).



## 9 Duncan Drive and Morrision Road

- **Issue:** Bins obstructing view.
- **Recommendation:** Move bins and improve visibility. Space can be created through cooperation with business on north-eastern corner of junction (to move bin there), and/or through providing build-outs with a crossing on Morrision Road (see diagram 9 in diagrams section below).



## 10 Braemorrison Road and Duff Place

- **Issue:** Lack of dropped kerb makes walking and wheeling here difficult for someone with a pram or wheelchair.
- **Issue2:** Inadequate or misplaced drains cause pooling of water in carriageway at dropped kerbs.
- **Recommendation 1:** Provide dropped kerb with tactile paving.
- **Recommendation 2:** Provide additional drain (see diagram 10 in diagrams section below).



## 11 20mph sign on Duff Place

- **Issue:** 20mph sign only faces one way, leaving the rest of the street with a limit of 30mph.
- **Recommendation:** Extend 20mph area to all residential streets. Provide additional signage.



## 12 Lack of footways at entrance to courtyard at Duff Place

- **Issue:** A lack of footways at the entrance to a Duff Place courtyard forces children to walk in the carriageway when being dropped off in the courtyard.
- **Recommendation:** Identify park and stride site for children who need to be driven to school. Provide continuous footway across courtyard entrance and footways leading into the courtyard. (see diagram 11 in diagrams section below).



### 13 Cars queuing on E-W section of Duff Place

- **Issue:** High volumes of cars queuing at E-W section of Duff Place at school drop-off and pick-up times create an unsafe environment for children.
- **Recommendation:** Restrict access to the end of the E-W section of Duff Place. Provide continuous footway across this section of street and narrow the carriageway to restrict parking space (see diagram 12 in diagrams section below).



# 6 Conclusion

A School Route Audit was undertaken with participants from the Bishopmill 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 a priority crossing** on the busy Morriston Road at the front of Bishopmill Primary School was highlighted as a barrier to walking to school. In June 2019, there ceased to be a school crossing patroller at this location.
- From survey responses and feedback from pupils, it has been raised that **crossing at Duff Place near the school entrance is dangerous due to queuing vehicles** waiting to exit onto Morriston Road. While queuing vehicles were not present during the audit with pupils, coordinators witnessed and photographed the issue following the audit.
- **Vehicle speeds and volume** are an issue when crossing Hamilton Drive and Duffus Road at multiple locations, as is a lack of crossings and visibility. This is also an issue on Duncan Drive.
- 20mph zone is limited to streets near the school.

## PHYSICAL INTERVENTIONS

- Full or part-time restrictions to traffic at school drop-off and pick-up times on Duff Place
- Redesigning the junction of Morriston Road and Duff Place to provide a priority crossing
- Installing crossings at key points along Duffus Road, while reducing the speed limit
- Providing missing footways and dropped kerbs on surrounding residential streets.

## BEHAVIOUR CHANGE ACTIONS

- Setting up walking buses from surrounding residential areas
- Enforcement of existing speed limits on Morriston Road and Duffus Road
- Pupils at Bishopmill 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.
- Bishopmill Primary School staff will work with JRSO and the Parent Council to produce a School Travel Plan. Living Streets Scotland staff will help with this process.
- An Active Travel Zone poster will be produced by Living Streets Scotland in consultation with Bishopmill 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 Duff Place to drop off and pick up pupils.

This report is being submitted to members of staff at Moray Council and Bishopmill Primary School so that recommendations can be discussed, and action undertaken as required. Bishopmill 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. Bishopmill 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?   |
|---|---|---|--|
| <b>Duff Place: Access to staff car park</b>                               | <p>Repair or replace sign.</p> <p>Extend restricted access to south section of Duff Place at school times; consider physical barriers, such as collapsible posts.</p> |   |  |
| <b>Duff Place: queuing vehicles at school drop-off and pick-up times.</b> | <p>Introduce a 'School Street' on Duff Place or close this section of street permanently.</p>   | <ul style="list-style-type: none"> <li>• Complete a School Travel Plan.</li> <li>• Participate in WOW the walk to school challenge.</li> <li>• Display the Active Travel Map poster prepared by Living Streets to identify safe routes to school and Park and Stride location options.</li> <li>• Encourage parents to Park and Stride or walk to school to reduce number of cars.</li> <li>• Support parents in arranging walking buses</li> </ul> | <ul style="list-style-type: none"> <li>• Write to local councilors.</li> <li>• Avoid driving in Duff Place at school drop-off and pick-up times</li> <li>• Support walking buses</li> <li>• Support the pupils to make active travel choices.</li> </ul> |
| <b>Lack of crossing on Morriston Road</b>                                 | <p>Provide zebra or toucan crossing, consider redesigning junction.</p> <p>Provide continuous footway across Duff Pl.</p>   |   |  |
| <b>Duncan Drive: Vehicles parked around crossing</b>                      | <p>Restrict parking around crossing by providing a build-out with 'daylighting'.</p>  |   |  |
| <b>Slippery surface on steep path</b>                                     | <p>Improve regular maintenance of path.</p> <p>Consider providing anti-slip strips or an anti-slip surface.</p>   |   |  |

|  |   |   |  |
|--|---|---|--|
| <b>Speed and volume of vehicles on Duffus Road and at junction of Hamilton Drive and Duffus Road</b> | Redesign junction with Hamilton Drive.<br><br>Create a 'gateway' feature and consider extending 30mph speed limit on Duffus Rd.   | <ul style="list-style-type: none"> <li>• Complete a School Travel Plan.</li> <li>• Participate in WOW the walk to school challenge.</li> <li>• Display the Active Travel Map poster prepared by Living Streets to identify safe routes to school and Park and Stride location options.</li> <li>• Encourage parents to Park and Stride or walk to school to reduce number of cars.</li> <li>• Support parents in arranging walking buses</li> </ul> | <ul style="list-style-type: none"> <li>• Write to local councilors.</li> <li>• Avoid driving in Duff Place at school drop-off and pick-up times</li> <li>• Support walking buses</li> <li>• Support the pupils to make active travel choices.</li> </ul> |
| <b>Lack of crossing on Duffus Road at Beech Brae</b>   | Install a zebra or toucan crossing with a raised table across Duffus Road.<br><br>Install dropped kerbs with tactile paving across Beech Brae, reduce corner radii.       |   |  |
| <b>Lack of crossings at junction of Duffus Road and Morriston Road</b>                               | Provide crossings. Consider redesigning junction to increase amount of space.   |   |  |
| <b>Bins obstructing view at corner of Duncan Drive</b>   | Move bins and improve visibility.<br><br>Consider providing build-outs with crossing.   |   |  |
| <b>Lack of dropped kerbs at Braemorrison Rd and Duff Pl</b>  | Provide dropped kerbs with tactile paving.  |   |  |
| <b>Water pooling due to drainage issues at Braemorrison Rd and Duff Pl</b>                           | Provide additional drain.   |   |  |
| <b>20mph sign on Duff Place limited to western section</b>   | Extend 20mph area to all residential streets. Provide additional signage.   |   |  |
| <b>Lack of footways at entrance to courtyard at Duff Place</b>                                       | Identify a park and stride site to reduce number of cars entering courtyard.<br><br>Install continuous footway across courtyard entrance and footways into the courtyard. |   |  |
| <b>Cars queuing at western end of Duff Place at school drop-off and pick-up times</b>                | Restrict access to the west end of the E-W section of Duff Place. Provide continuous footway and narrow the carriageway.  |   |  |

# Appendices

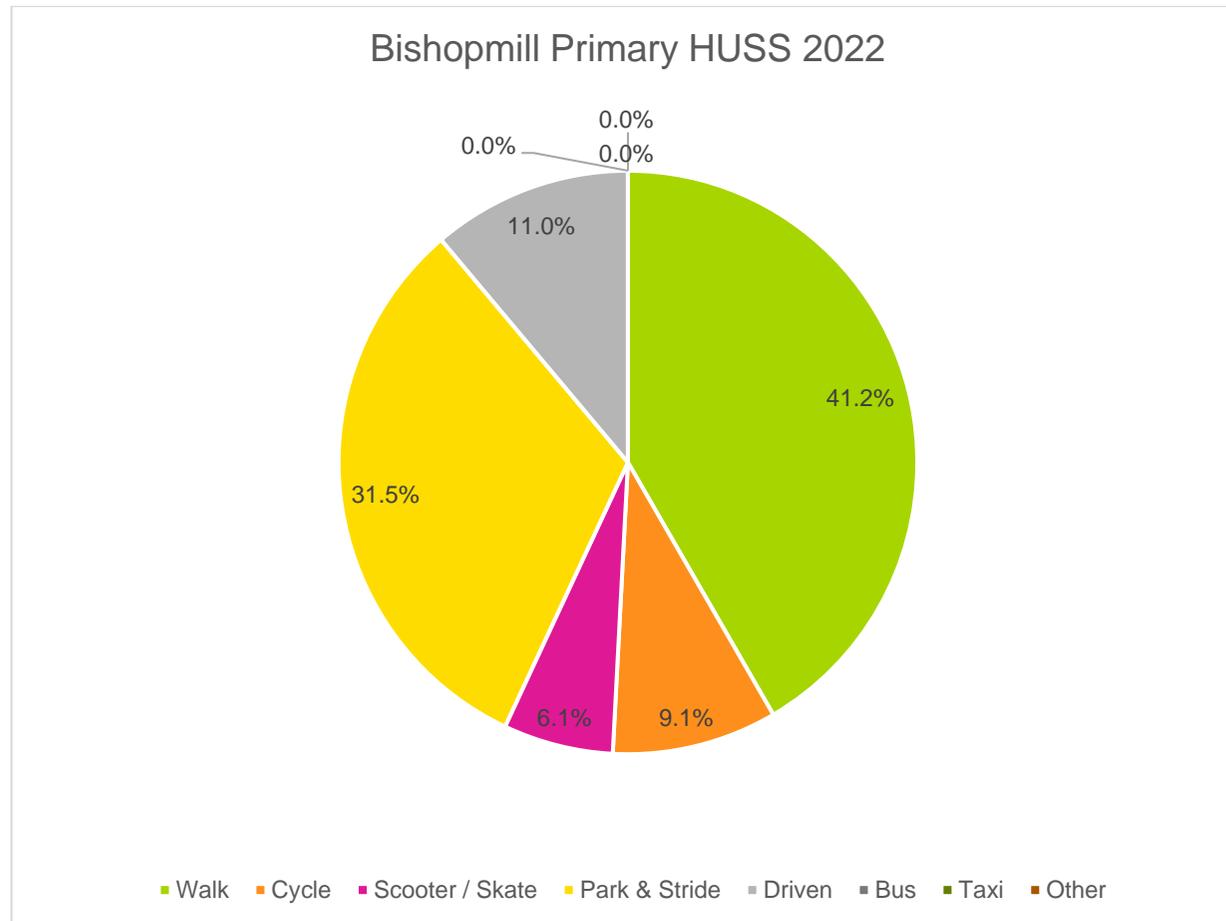
**Appendix A**  
**Hands Up Survey Scotland**

**Appendix B**  
**Parent/Community Survey**

**Appendix C**  
**Diagrams**



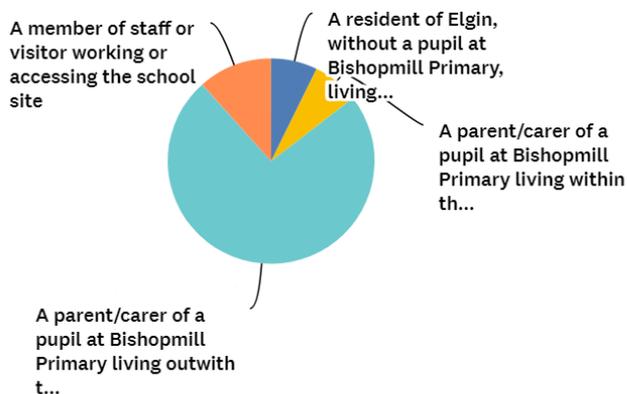
## Appendix A – Hands Up Survey Scotland 2022 results



## Appendix B – Parent/community survey responses

Are you (Please see map insert)

Answered: 69 Skipped: 1

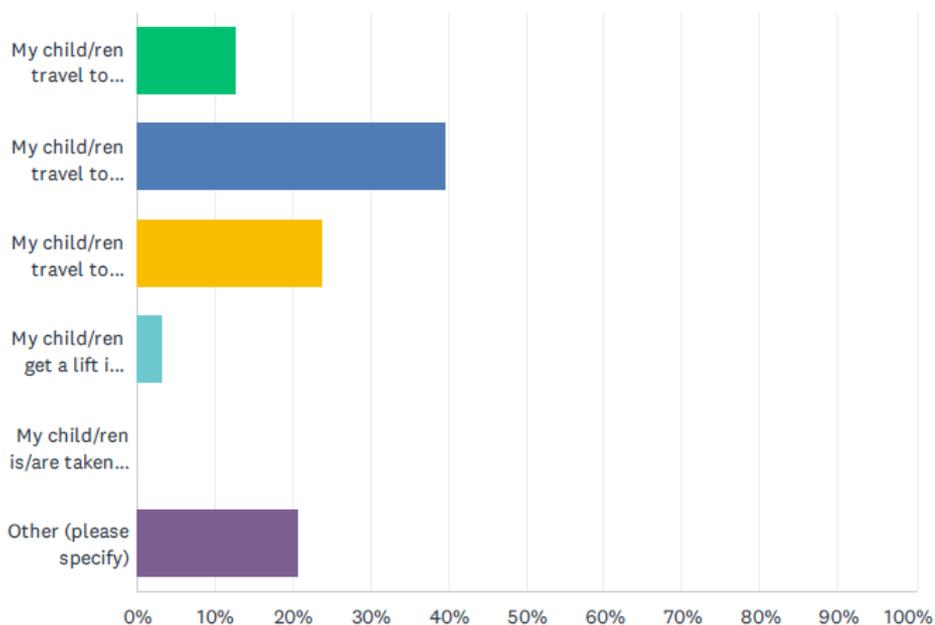


(Map on Page 7)

| ANSWER CHOICES   | RESPONSES |
|--|-----------|
| A resident, without a pupil at Bishopmill Primary, living within the streets bound by the blue dashed line on the map. | 0% 0      |
| A parent/carer of a pupil at Bishopmill Primary living within the streets bound by the blue dashed line on the map.    | 7.25% 5   |
| A resident of Elgin living out with the area of the blue dashed line.  | 7.25% 5   |
| A parent/carer of a pupil at Bishopmill Primary living out with the area of the blue dashed line.                      | 73.91% 51 |
| A member of staff or visitor working or accessing the school site  | 11.59% 8  |
| Other (please specify)   | 0% 0      |
| <b>TOTAL</b>   | <b>69</b> |

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

Answered: 63 Skipped: 7



| ANSWER CHOICES   | RESPONSES  |
|--|------------|
| My child/ren travel to school independently (Walk/Cycle/Scoot)       | 12.70 % 8  |
| My child/ren travel to school with friends or relatives              | 39.68 % 25 |
| My child/ren travel to school with me in the car or van              | 23.81 % 15 |
| My child/ren get a lift in with friends or relatives                 | 3.17% 2    |
| My child/ren is/are taken by arranged school transport – bus or taxi | 0 % 0      |
| Other (please specify)   | 20.63 % 13 |
| <b>TOTAL</b>   | <b>63</b>  |

| #         | OTHER (PLEASE SPECIFY)   |
|-----------|--|
| 4 replies | My child travels with me on foot/ by car                                     |
| 2 replies | We travel by car and park further away then walk to school (park and stride) |
| 2 replies | My child is taken to school by a childminder                                 |
| 2 replies | Not a parent/carer   |
| 1 reply   | Staff member   |
| 2 replies | I walk to school with my child   |

Q3 Rate how effective you think these measures are to help promote safe and active travel to school and ease traffic congestion around the school.

|   | NOT EFFECTIVE | SOMEWHAT EFFECTIVE | VERY EFFECTIVE |
|---|---------------|--------------------|----------------|
| Walking and Cycling Promotions e.g. Walk to School Week                   | 14.29%<br>10  | 67.14%<br>47       | 18.57%<br>13   |
| Communications to parents and residents e.g. considerate parking guidance | 40%<br>28     | 48.57%<br>34       | 11.43%<br>8    |
| Part time closures to traffic on some streets                             | 31.34%<br>21  | 38.81%<br>26       | 29.85%<br>20   |
| Speed limits and street design features such as speed tables              | 20%<br>14     | 51.43%<br>36       | 28.57%<br>20   |
| Enforcement of parking restrictions                                       | 20%<br>14     | 32.86%<br>23       | 47.14%<br>33   |

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: 14 Skipped: 0

|   | UNIMPORTANT   | SOMEWHAT IMPORTANT | VERY IMPORTANT |
|---|---------------|--------------------|----------------|
| Footway quality - surfaces and obstruction                        | 12.5 %<br>8   | 45.31 %<br>29      | 42.19 %<br>27  |
| Road and footway layout   | 7.81 %<br>5   | 23.44%<br>15       | 68.75 %<br>44  |
| Traffic - speed and amount  | 1.52 %<br>1   | 7.58 %<br>5        | 90.91%<br>60   |
| Inconsiderate parking e.g. pavement parking                       | 6.06%<br>4    | 19.70 %<br>13      | 74.24 %<br>49  |
| There aren't enough safe crossing points on the journey to school | 1.49 %<br>1   | 14.93 %<br>10      | 83.58 %<br>56  |
| It is too far to walk   | 46.97 %<br>31 | 37.88 %<br>25      | 15.15 %<br>10  |
| Weather conditions  | 21.88 %<br>14 | 62.50 %<br>40      | 15.63 %<br>10  |
| Routes - accessibility and signage                                | 26.56 %<br>17 | 56.25 %<br>36      | 17.19 %<br>11  |
| <b>TOTALS</b>   | <b>81</b>     | <b>173</b>         | <b>267</b>     |

| # | OTHER (PLEASE SPECIFY)   |
|---|--|
| 1 | We live outside Elgin there is no footpath   |
| 2 | Volume of traffic parking along the perimeter of the school. Having to step into the road to see past parked cars. No marked or patrolled designated crossing areas  |
| 3 | Too many cars parking on Morriston Road, which has an impact on crossing the road safely.  |
| 4 | Should not have taken lollipop people away.  |
| 5 | Morriston road is extremely busy and with no lollipop patrol this is an accident waiting to happen.  |
| 6 | Parking on double yellows reduces visibility. 4 way traffic is difficult for the children to gauge.  |
| 7 | Crossing of Morriston road is a big factor in not allowing the children to walk to school by themselves. not necessarily with traffic from school but other road users. The pedestrian crossing installed for the academy is too far down the road for the primary school to use – this was consulted before its installation last October. I also work and i don't have time to walk to and from school before my workday starts. |

|    |   |
|----|---|
| 8  |   |
| 9  | The biggest areas of concern for us are the Duffus Road at the crossing at Hamilton Gardens where traffic is entering a 40 speed limit from national speed limit into a 60 or speeding up the leave the 40. Lots of children cross the road at this junction and I often see some driving which gives me great concern. The Hamilton Garden/ Duffus Road is also quite dangerous but thankfully traffic is slower at this area so feels ok but the worst area is Morriston road directly outside the school where there was once a lolly pop man. There is usually a parent who walks out and stops the traffic by themselves and helps and ensures all children there get them across the road safely and it is not unusual at this area to see cars not slowing when they see children crossing or even trying to overtake cars that have stopped to allow children to cross the road. It is so incredibly dangerous. |
| 10 | Some paths narrow with overgrown bushes. Some junctions poor visibility. Vehicle speeds around the school are a concern. Drivers on phones. Crossings on Morriston Road don't reflect desire lines.   |
| 11 | Morriston Road  |
| 12 | No lolly pop person, which means they have to cross at the traffic lights near the academy making it a longer detour to get into school for the safest route as the road isn't safe to cross by themselves.   |
| 13 | There is enough parking most of the time and most parents are considerate most of the time. However, drop off is ok as parents arrive at different times. The problem is more at pick up when parents park too inconsiderately/spaced out (which limits parking places) between the double yellows in front of the school. It also really annoys me when these same parents leave their engines running for the whole time they are parked. It simply isn't acceptable at any time or place to leave your engine running if not moving. Also an elderly resident on Morriston Road seems to have their carer park on the wrong side of the road (from the parking spaces) which then makes a hazard for children, especially when lorries are driving along and the space is less.  |
| 14 | Crossing Morriston road near the school can be very tricky at drop off and pick up times as there are so many parked and moving vehicles. Sometimes vehicles are parked where they shouldn't be and moving vehicles don't seem to be going slow enough.   |
| 15 | I feel there should be safer options for crossing the road near the school. Specifically Morriston Road near the junction with Duff Place. Even the reintroduction of lollipop person would alleviate parental and carer concerns around allowing children to travel to school independently. Traffic should not be travelling directly outside the school ie. Duff Place during start and end of school day times.   |
| 16 | The removal of the school crossing patrol has made crossing the road immediately opposite Bishopmill school extremely hazardous   |
| 17 | I have a disability and a blue badge holder and although I have a mobility scooter there are not enough dropped kerbs to allow me to walk the children safely to school. We purchased an accessible electric bike with the plan to cycle with the children. We attempted a practice this weekend but because there are not enough safe routes to take the children and they are not confident to cycle when it's busy on the roads. If there were complete cycle routes from Laich O Moray View we would cycle daily unless severe weather.   |

## Q5 Additional feedback or comments

Answered: 5 Skipped: 9

| # | RESPONSES  |
|---|--|
| 1 | I think the introduction of a lollypop guide would encourage more people to let there children walk to school, parents are worried about the speed of cars and lorries that take Morriston road as a short cut into Elgin from the A96   |
| 2 | I do not feel it would be safe for my child to walk to school unsupervised when he's older. As I have a massive concern about him crossing Morriston Rd and Spynie Brae due you traffic speed and volume.  |
| 3 | Nothing to add.  |
| 4 | The lack of safe crossing for primary school and nursery is concerning. My children have to cross 2 extremely busy roads Duffus road and Morriston that unless I walk with them is extremely dangerous with inconsiderate drivers and drivers who do not adhere to the speed limit. Traffic lights places at academy would have been far more beneficial nearer the primary school with very little secondary school children actually using them. I love walking to school with my children but safety is a huge concern I and around the school. |
| 5 | The crossing on Morrystown road is a dangerous junction with lots of traffic coming from a mix of directions. This gets very congested with children and parents, on scooters bikes etc and is very much a take a chance and cross approach as no actual safe crossing.  |
| 6 | Can't understand why they put a crossing for the Academy and older kids that have some grasp of road safety, but nothing for primary children to help them cross the road safely   |
| 7 | Crossing Morriston Road is very difficult and dangerous with the volume of traffic, the speed of the drivers and inconsiderate parking.  |
| 8 | There needs to be a crossing on Morriston rd. It is chaos and dangerous  |
| 9 | Pelican crossings on Morriston Road, and ideally also Duffus Road, are very necessary. Proper maintenance and safety aids required on footpaths, stairways and side routes from all directions. Street cleansing checks and cleanups regularly required to deal with dog excrement and broken glass too. New pavement surface adjacent to school leading to main playground gate is cery smooth and slippery in wet and wintry weather. Needs preparation to be safer. Also needs regular cleanup of wet leaves, mud etc.                          |

|    |  |
|----|--|
| 10 | It is difficult to cross Morriston Road and Duffus Road.   |
| 11 | The traffic lights at Elgin academy should have been closer to the primary school as this only Covers pupils coming from that direction.   |
| 12 | Directly around the school, emphasis should be made on pupils having priority over cars when crossing road. Where the lollipop man used to be its very dangerous as a number of drivers only seem interested in reaching THEIR destination, with no concern for pupils waiting to cross. They probably think someone else will stop.....and that's the issue. A large number of vehicles thinking, 'oh, someone else will stop' results in no vehicles stopping and potentially pupils attempting to cross in the slightest of traffic gaps because they feel they have no other choice. |
| 13 | Having some kind of crossing assistance on Morriston Road would be very helpful. Lots of near misses and very difficult to cross at times.   |
| 14 | If there was a crossing or more double yellow lines I would feel safer about my child walking independently.   |
| 15 | Crossing Morriston Road is so dangerous. Some mornings we as parents have to walk onto the road like a lollipop person and wait for the traffic to stop before we can let the children cross. On numerous occasions drivers have not slowed down or they have even tried to drive around me. My daughter is desperate to walk to school with her friends but it is far too dangerous to not have an adult present to cross that road. Also crossing that same road afterschool is even more difficult due to the cars parking on the street so there is less visibility.                 |
| 16 | Crossing the Morriston road is awful with cars packed outside the school after the double yellow lines. These cars obstruct the view down Morriston road outside the front of school. The yellow lines need to be all the way down so you get a clear sight for on coming traffic. Even as an adult i can not see when cars are approaching and have seen many near misses with unattended children crossing the road.   |
| 17 | There needs to be safer ways for our children to get to school as a parent of a child who lives without the blue line he has to cross two busy roads to get to the school. Unlike his older brothers who were able to use the lollipop people to cross he has had to wait longer to gain the independence of going to school and back. I have also seen children almost hit by cars outside the school which could do with speed bumps. We really need traffic lights on Morriston Road and Duffus Road.   |
| 18 | I would be keen for the school to apply for road closures around the school as done by Seafield or for the re-introduction of a lolly pop man!   |
| 19 | The road layout, traffic and poor parking make the crossing of Morriston Road by primary school children in front of Bishopmill Primary School dangerous - I think it is a matter of   |

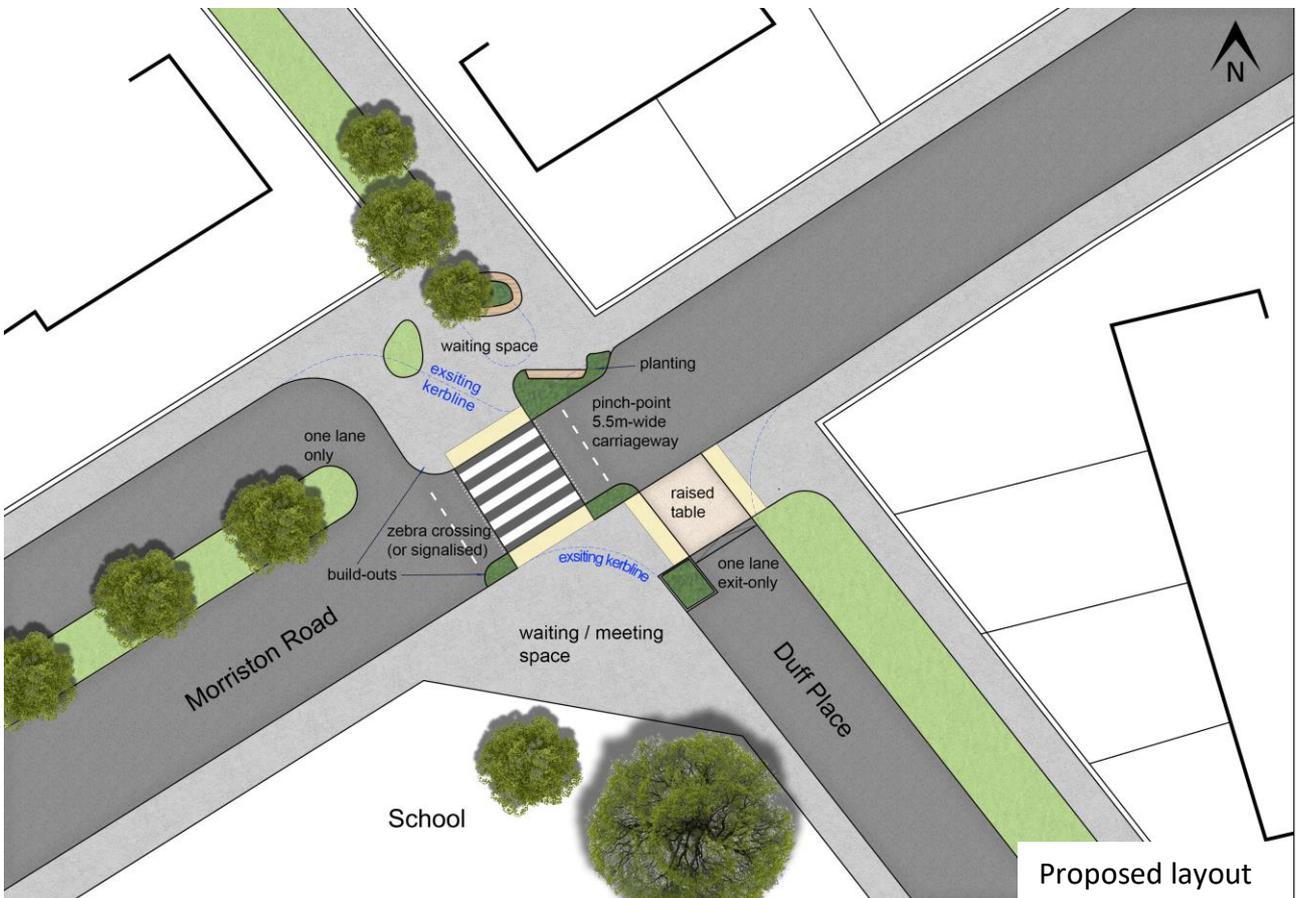
|    |  |
|----|--|
|    | time until a child is killed on that road unless something is done about it, and the new Pelican crossing in front of Elgin Academy is too far away: children don't walk up to it. If the current road layout and proximity of Duff Place is unsuitable for a Zebra or Pelican crossing across Morriston Road and the only solution is to make the junction of Morriston Road and Duff Place a full signal-controlled junction with pedestrian crossings - and blocking off the entrance to the parallel residential section of Morriston road - then so be it. Redesigning roads is far better than losing the life of a child. |
| 20 | Support for parents to set up "walking buses" from some neighbourhoods may help encourage walking and share the load of taking kids to school. Recognised crossing points at a more natural place to cross Morriston Road. Speed limit lowered specifically around school start and finish. Parking is stupid. People are parking stupidly and causing unnecessary hold ups in traffic and must cause havoc for residents.   |
| 21 | I don't feel confident letting my son cross Morriston Road himself safely. Dedicated cycle lanes would be great. Also sometimes feels like footways last to be gritted!  |
| 22 | It is at Morriston road crossing directly from the pavement if there was more double lines you would be able to see further down the road when crossing. Not having to walk into the middle of the road to check for cars.   |
| 23 | Morriston Road is heavily used with vehicles. Most don't stick to speed limit, very dangerous when trying to cross road with young children near school due to flow of traffic and cars parked. Just complete chaos and an accident will happen due to this  |
| 24 | Lolly pop person would be the best option  |
| 25 | I really think there ought to be a pelican crossing outside Bishopmill Primary, like there is outside the Academy. Sometimes it's really difficult to cross. I think limiting traffic to cars (no lorries) would allow for a safer environment. Some Lorries tear past the school way too fast. How about a no-HGVs restriction from 0800-0910, then 1430-1510?  |
| 26 | Some positive acknowledgement that sometimes walking is possible at the end of the day, but life is too rushed at the end of the day. Maybe concentrate on encouraging walking at the end of the day (when parking is worse) than at the start of the day (when drop off is more staggered).   |
| 27 | The amount of cars directly outside of the school can be dangerous.  |
| 28 | My main concerns at Bishopmill are crossing Morriston road at the junction of Duff Place. Too much traffic from 4 different directions, many cars ignore 20mph speed limit. Parking in this area also severely restricts vision in crossing the road even as an adult. I live in the Hamilton gardens development, I find that traffic on duffus ignore the speed limit with many cars still going 40mph beyond the Hamilton drive junction. There's also a complete   |

|    |   |
|----|---|
|    | <p>lack of signage to let drivers know if school children about along this path up to the junction of Duffus Heights.</p> <p>Ultimately to make me comfortable in allowing my child walk to school on their own would be crossings with traffic lights or lollipop ladies at all the principal crossing points. Additional signage and traffic calming on Morriston road and duffus brae would assist in slowing traffic and making the road easier to cross. Also the roads need to be strictly policed with regards to speed which I admit would be very difficult to achieve. On a positive note my child does enjoy the travel tracker and getting a reward for sustainable travel to school.</p> |
| 29 | In an ideal world I would welcome the return of school traffic patrollers. However, if something could be done to make crossing Morriston road safer for everyone, that would be brilliant.   |
| 30 | Good luck! Far too many kids are dropped off in a car by parents that then head straight home again that could have walked or cycled instead. There are times when parents need to drop off on the way to work and this is completely understandable but lots of opportunities for active travel are missed even in good weather!   |
| 31 | Installing dropped kerbs on routes to school is important. Ensuring safe cycle routes to the schools and installing a crossing closer to Bishopmill. The lights that have been installed down at the Academy don't help the volume of pupils accessing Bishopmill. Fines for people parking on Kerbs.   |
| 32 | Level and consideration of parking on Morriston Road outside BPS is ridiculous - makes it extremely difficult to cross safely at junction. Level and speed of traffic on Duff Place is dangerous.   |
| 33 | Possible to restrict traffic around school to a one way system during 8.30am / 9.10am and again 2.45pm / 3.15pm.  |
| 34 | Not being allowed in the playground fully to collect younger children has a big impact on children's safety. The traffic lights should of been put up nearer the primary school and not beside the academy then there would be a safer crossing for the children  |
| 35 | More crossings  |

## Appendix C – Maps and concept diagrams

1. Barriers to staff car park and south end of Duff Place
2. School Street at Duff Place
3. Crossing on Morriston Road
4. Restricting parking at crossing on Duncan Drive
5. Hamilton Drive junction redesign
6. Extension of speed limit on Duffus Road
7. Crossings at junction of Duffus Road and Beech Brae
8. Redesign of junction of Duffus Road and Morriston Road
9. Improving visibility and crossing at junction of Duncan Drive and Morriston Road
10. Dropped kerbs and drainage at Braemorrison Road and Duff Place
11. Footways at courtyard entrance on Duff Place
12. Restricting parking space on western end of Duff Place

### 3. Morriston Road and Duff Place junction



## Issue record

| <b>Issue no.</b> | <b>Written by:</b> | <b>Checked/ approved by:</b> | <b>Issued by:</b> |
|------------------|--------------------|------------------------------|-------------------|
| Draft 01         | Name: Hasia Hutna  | Danielle Angeli              |                   |
|                  | Date: May 2024     | August 2024                  |                   |
| Draft 02         | Name:              |                              |                   |
|                  | Date:              |                              |                   |
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|                  | Date:              |                              |                   |

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