

School Route Audit Report

St. Peter's RC Primary School, Buckie

Spring/Summer 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.



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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 St. Peter's RC Primary School to facilitate, encourage and increase everyday walking in Buckie.

On 17th June 2024, 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 St. Peter's RC 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 Buckie were:

- **Poor driving and parking manner** at St. Peter's Terrace creating a dangerous environment for pupils to walk in at school starting and finishing times.
- **Major and minor junctions designed to prioritise vehicles and facilitate speeds**, which makes them inconvenient or dangerous to cross.
- **Quality of walking environment and public spaces**: There are missing dropped kerbs, tactile paving, poor surface quality, occasional drainage issues, and a general lack of seating and resting opportunities.

Recommendations discussed at the SRA included:

Short term

- Signage to indicate shared use space giving priority to pedestrians installed on Cross Lane, section of Anton Street and Union Terrace
- Signage and flashing lights to warn of school area installed on St. Peter's Road and W. Church Street on approach to school
- Reminding parents to use the park and stride site at Merson Park.

Medium & long term

- Full or part time restrictions to traffic at school drop off and pick up times on St. Peter's Terrace.
- Redesigning the space in front of the church and shops, including the existing crossing, to line up with desire lines, reduce traffic speeds, and ensure sufficient space for pedestrians.
- Providing resting spaces and street furniture, greenery, and rain gardens to manage runoff.
- Installing dropped kerbs and/or build-outs with tactile paving at crossings and side streets. Relocating planned dropped kerbs/tactile paving to desire lines – this may mean reducing corner radii.

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 Buckie, particularly in the Buckpool area on the streets around St. Peter's RC 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.

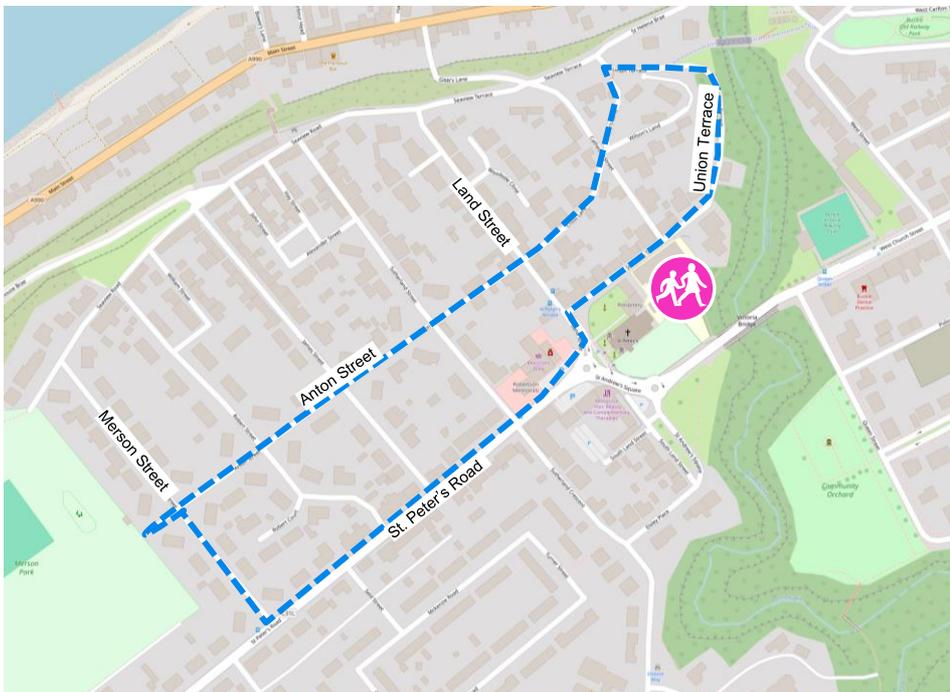
During the audit walk, participants were asked to consider the issues listed below:

| | |
|---|---|
| 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 St. Peter’s RC Primary School. This included the area around the school on St. Peter’s Terrace, St. Peter’s Road, Merson Street, Anton Street, Cross Lane, and Union Terrace. The group walked the route in an anti-clockwise direction starting at the front of the school on St. Peter’s Terrace. Areas for investigation in the SRA were identified by Living Streets and agreed by St. Peter’s RC Primary School.

Map of area



© Open Street Map - - - - - Audit route

School background

St. Peter's RC Primary School is a co-educational, denominational school in Buckpool, Buckie. The pupil roll is 102. The school has grown from its original single classroom to include several spacious and well-equipped classrooms that support a modern curriculum. There is a library, a general-purpose room, a learning support base, a hall, and several resource rooms. At the rear and side of the building is an enclosed, walled playground that provides a secure play area for pupils. At the top of the playground is a fenced play park with a soft surface, swing, slide, and climbing frames. The school also occasionally uses the adjacent church grounds.

St. Peter's RC Primary School takes part in WOW — the walk to school challenge from Living Streets Scotland, and uses the Travel Tracker app to log pupil's journeys to school. The school took part in the 2022 Hands Up Scotland Survey, which indicated that almost three-quarters of its pupils travel actively, either partially or entirely, to school (Appendix A).

School site:

There is on-street vehicle parking at the front of the school and in the surrounding streets. There is a bus/taxi drop off point at the front of the school in St. Peter's Terrace. There is a lack of bicycle parking, with bicycles leaned alongside a wall to the side of the school entrance. Parents are encouraged to park and stride if it is too far for pupils to walk from home. An informal park-and-stride site is located at Merson Park near the golf course.

Area context

Buckie, a town in Moray with a population of around 9,000, dates back to the late 16th and early 17th centuries. It was originally laid out in linear fashion along a ridge parallel to the coast.

There are four schools in Buckie: two non-denominational primary schools and a high school. Buckie High School serves around 826 pupils from Buckie, neighbouring villages, and surrounding rural areas. The primary schools are Cluny Primary School, located directly opposite Buckie High School, with 318 pupils; Milbank Primary School with 212 pupils; and St. Peter's Roman Catholic Primary School, with 102 pupils. The catchment area for St. Peter's RC extends from Cullen to the east and Spey Bay to the west, and about 6 km inland.

Until the mid-20th century, Buckie had excellent rail connections within the Northeast of Scotland. Today, the town has bus services to Aberdeen, Macduff and Elgin, but most people rely on private vehicles. Buckie is situated just north of the A98, with A942 connecting to it and becoming the High Street, leading eastwards along the coast. The A990 leads west to Portgordon. These routes can be quite busy, and the connection through Barhill Road, St. Peter's Road, and West Church Street is also heavily trafficked, making them unsafe to cross. In June 2019, school crossing patrols ended across Moray including, those in Buckie.

4 Audit and surveys

Audit details

Living Streets staff identified the audit route on a visit to Buckie on 13th March 2024. The audit was carried out with 7 pupils from St. Peter's RC Primary School, a school staff member, and Living Streets Scotland staff on June 17th, 2024

A survey was conducted to gather information from parents, school staff, and other members of the local community, with 27 surveys completed (Appendix B) . A parent met with Living Streets Scotland staff to speak about additional concerns.

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's very dangerous trying to join Land Street from St Peters Terrace as visibility is very poor and traffic can be very busy. [...] there is very little room to turn. This also, I feel, poses a real risk to the children.*
- *Not enough signs to say there is a school, no flashing school lights as you come over to Buckpool over the bridge, cars fly round the double mini roundabout without care and attention.*
- *It [the traffic] is atrocious! I'm surprised there hasn't been a major crash yet. People turn their cars around in the street and recently a delivery truck reversed all the way along [St. Peter's Terrace] when children were walking here.*
- *The walking buses worked really well when they were active, however I know it is tying to the small number of parents/staff who volunteered to facilitate this.*
- *The parking for the school is absolutely horrendous. Cars don't look and park where they like. The main road is absolutely horrific for getting across safely, especially if there are waiting cars you can't see. [...]*
- *Think it's poor that some parents still park on the bus stop area or the yellow zig zags, something we see daily on our walk to and from school*

- *Some parents/guardians disregard emails and posts about not parking in certain areas and more should be done by Moray Council to address this.*
- *Please consider a one way system at set times plus traffic calming measures*
- *There is no disabled parking. It was suggested to park in the bus bay [...]*
- *Kids crossing the road to St Peter's is not safe as there is a bend on the road which doesn't give children who are walking biking very much time to cross safely. It's a shame they did away with lollipop men / women who use to help escort kids across that busy road.*
- *I don't like the potholes because when I'm not looking properly I trip.*
- *I prefer the quiet street because if it's noisy it hurts your ears and you can't talk [to each other].*
- *It is a long walk, but no benches.*
- *There is no pavement so we have to walk in the road.*
- *I don't enjoy either [the main or quiet] route because they are both boring to walk along.*
- *I like the quiet street because it feels like a nice place to be in. It's quiet and there are not so many cars.*

Survey Results Highlights

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

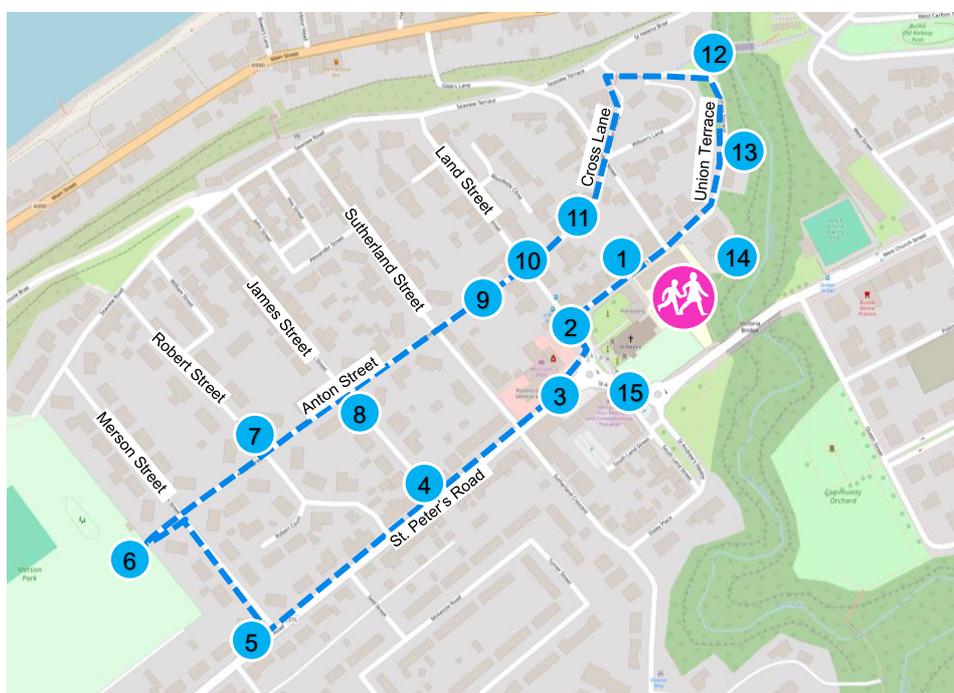
The survey asked parents how their children usually travel to school. 53% of respondents reported their children usually travel actively by walking, cycling, or scooting to school.

Respondents were asked to categorise concerns which cause barriers to walking and active travel to St. Peter's RC Primary School. The top four concerns reported were:

- There aren't enough safe crossing points on the journey to school (81% said 'very important')
- Traffic – speed and amount (81% said 'very important')
- Inconsiderate parking (76% said 'very important')
- Road and footway layout (56% said 'very important')

Findings and Recommendations

Map of findings



1

Observation locations



Audit route (streets / paths)

© Open Street Map

1 St. Peter's Terrace in front of school

- **Issue:** Large volume of traffic and inconsiderate parking at school times.
- **Recommendation 1:** Consider introducing parking or traffic restrictions in St. Peter's Terrace at school times. Alternatively, organise a community event to bring attention to the dangers of traffic in this street and promote park-and-stride locations. Reactivate 'walking bus'.
- **Recommendation 2:** Redesign the street to slow traffic: consider providing build-outs at the entrance to the school and at junction with Land Street to narrow carriageway to one lane only. Consider one-way system.



2 Crossing on Land Street and space in front of church

- **Issue:** Lack of tactile paving on either side of street (tactile paving present on 'island'). Necessary to walk into the carriageway/layby to cross in front of church and into the parking space on eastern side. Space on corner of Land Street and St. Peter's Terrace, but no seating.
- **Recommendation:** Consider redesign of space in front of church and corner of Land Street and St. Peter's Terrace to include:
 - a priority crossing (raised or level) on the desire line, with build-outs and tactile paving on either side.
 - Build-outs allow for a single, more convenient crossing, which may encourage drivers to give way, while an island involves two crossings and can be more difficult.
- Seating and waiting spaces



Commented [DA1]: I am confused by this sentence @Hasia Hutna @Rachel Bliss

Commented [RB2R1]: @Hasia Hutna what do you think?

- greenery, including rain gardens to avoid drainage issues

3 St. Andrew's Square – space in front of shops

- **Issue:** Space is designed and geared towards vehicles and their drivers. There is little space for pedestrians, no dropped kerbs, very narrow footways that abruptly end.
- **Recommendation:** Rearrange the space to prioritise people, while retaining car parking spaces. Ensure there is a direct path from the crossing in front of the church towards St. Peter's Road. Consider a crossing on St. Peter's Road. Consider providing a spill-out space for seating/tables.



4 St. Peter's Road – side streets

- **Issue:** Some drainage issues with puddles blocking crossings, (Sutherland Street) and lack of dropped kerbs at side street crossing (Robert Street).
- **Recommendation 1:** Consider providing continuous footways where appropriate, or install priority crossings with tactile paving and raised tables or dropped kerbs on the desire line.
- **Recommendation 2:** Ensure regular maintenance of drains to avoid puddles forming at crossing points. Consider installation of rain gardens to address future drainage issues.



5 Merson Street and St. Peter's Road junction

- **Issue:** Lack of dropped kerbs and tactile paving. Wide carriageway with a long way to cross on desire line, with large corner radii which facilitate high vehicle speeds when turning.
- **Recommendation:** provide crossing on desire line with small (up to 1m) corner radii, a raised table or dropped kerbs, and tactile paving, build-outs, and rain gardens.



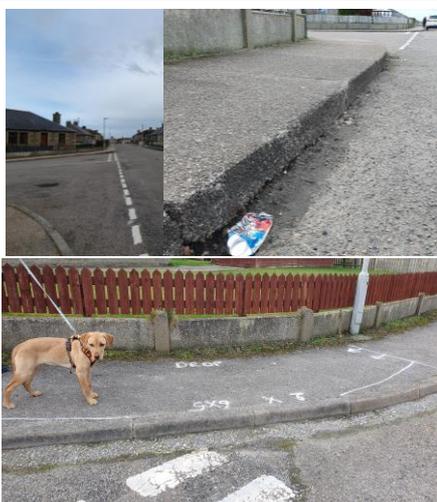
6 Path through Merson Park

- **Issue:** Occasionally muddy and wet path through park to park-and-stride site.
- **Recommendation:** consider installing drains and a gravel (or other surface) footpath to ensure a dry route through the park in all weather.



7 Anton Street

- **Issue:** High kerbs with a lack of dropped kerbs for pedestrians (some work to amend this was already planned as seen in third photo)
- **Issue:** Large corner radii with wide crossing distance at nearly every junction, although streets are fairly quiet and residential.
- **Recommendation:** Redesign junctions with wide corner radii. Reduce speed limit to 20mph. Consider continuous footways where appropriate or raised tables with build-outs to create more useable public space.



8 Corner of James Street – empty lot?

- **Issue:** Lack of seating and interesting things to see and do.
- **Recommendation:** An empty lot on the corner of Anton Street and James Street has a low wall that can be used to rest and a seemingly unused lot of land behind it. There may be potential here to create a public space.



9 One-sided footway on Anton Street

- **Issue:** Footway on one side only, often obstructed by parked cars.
- **Recommendation 1:** Make residents aware of pavement parking ban and enforce it.
- **Recommendation 2:** Consider introducing traffic and parking restrictions at school times (or all times) and transform the street into a pedestrian space with vehicular access for residents only, and continuous footways across both entrances. As an alternative, install pedestrian priority signage and redesign the street to make it feel like a pedestrian space, without excluding vehicles.



10 Crossing on Land Street

- **Issue:** Although new dropped kerbs have been installed, there is still a considerable wait involved in crossing both Land Street and Anton Street at this junction, with pedestrians not given priority (this is well demonstrated in Google Streetview imagery). Visibility is limited on the corner for vehicles entering and leaving Anton Street.
- **Recommendation:** (as above) consider continuous footways across Anton Street and build-outs to improve crossing visibility when crossing Land Street. Consider a priority crossing with a raised table or zebra markings across Land Street.



Series of three Google Streetview images illustrating pedestrians giving way to a vehicle when crossing the side street (Anton Street):

9 Cross Ln - Google Maps

2 Anton St - Google Maps

2 Anton St - Google Maps

11 Cross Lane

8 Cross Ln - Google Maps

- **Issue:** Lack of footways
- **Recommendation:** Install pedestrian priority signage as a short-term measure. Design street as a pedestrian space with continuous footways across entrances to encourage low speeds. Consider providing seating and greenery to emphasise predominantly pedestrian use of street.

12 Footbridge from Buckpool to Buckie

- **Issue:** Lighting columns far between and obstructed by trees. Unkempt look of space/route.
- **Recommendation:** Ensure regular maintenance of greenery to prevent obstruction of lighting columns, ensure lighting is sufficient to make route feel safe in low-light conditions, particularly evenings and winter months.



13 Union Terrace

- **Issue:** Lack of footways along green route, which may get busy at school times. Participants noted 'bumpy' road surface.
- **Recommendation:** Resurface street and introduce design measures to emphasise pedestrian priority. As a temporary measure install pedestrian priority signage. Consider introducing traffic restrictions.



Additional findings recorded in the vicinity of the school by Living Streets coordinators:

14 Path above Burn of Buckie at back of school

- **Issue:** A traffic-free shortcut near the school. Litter and lack of overlooking make the path feel less pleasant to walk in.
- **Recommendation:** Organise community litter-pick and competition for ideas to improve the look and feel of the path. Ensure good lighting in the evenings and in winter months.



15 Roundabouts on St. Andrew's Square

- **Issue:** Two roundabouts facilitate higher speeds; difficult to cross due to wide carriageways and no crossings on desire lines.
- **Recommendation 1:** Install 'school' signs with flashing lights on St. Peter's Road and West Church Street to warn drivers of school area. Reduce speed limit to 20mph within town.
- **Recommendation 2:** Consider redesign of both junctions without roundabouts to prioritise people on foot and encourage slower speeds. Install crossings on desire lines and provide street furniture to create an attractive space.



16 Entrance to school

- **Issue:** Lack of dedicated bike and scooter parking may cause obstructions and may discourage some from actively travelling to school.
- **Recommendation:** Install dedicated bike and scooter shelter or covered racks.



6 Conclusion

A School Route Audit was undertaken with participants from the St. Peter's RC Primary School community to identify any issues that may discourage people from walking.

SUMMARY OF OBSERVATIONS

- **Driving and parking manner:** Both during the audit and in survey responses, attention was brought to serious traffic and parking issues at St. Peter's Terrace creating a dangerous environment for pupils to walk in at school starting and finishing times.
- **Vehicles prioritised at junctions and crossings:** Major junctions, such as the two roundabouts at the front of the church, as well as minor junctions, are designed to facilitate vehicle speeds and can be inconvenient or dangerous to cross.
- **Quality of walking environment and public spaces:** There are missing dropped kerbs and tactile paving, poor surface quality, occasional drainage issues, and a general lack of seating and resting opportunities.

KEY PHYSICAL INTERVENTIONS

- **Narrowing of carriageway on St. Peter's Terrace through installing build-outs** near the school entrance and at the junction with Land Street to create more pedestrian space, decrease crossing distance, improving visibility, and encouraging slower vehicular speeds.
- **Redesigning and reallocating road space** in front of the church and the double roundabouts to prioritise pedestrians. This would benefit from build-outs on either side to ensure 'daylighting' of the crossing, and a raised table or dropped kerbs.
- **Redesigning smaller junctions:** Reducing corner radii, providing missing dropped kerbs and tactile paving, installing rain gardens, providing spaces to rest and bringing interest to the street.

KEY BEHAVIOUR CHANGE ACTIONS

- Pupils at St Peter’s RC 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 to the school to engage with all aspects of the programme. This will include school visits and promotion of initiatives to increase active travel.
- St Peter’s RC Primary School staff will work with pupils 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 St Peter’s RC Primary School to identify safe routes to school, as well as Park and Stride options (including the current site in Merson Park) 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 St. Peter’s Terrace to drop off and pick up pupils.
- St Peter’s RC Primary School will work with the Parent Council, Moray Council, and Living Streets to come up with **ways to reduce traffic volumes** around the school, and consider working with the Police to ensure sufficient enforcement of any new rules.
- The school and parents will work together to **re-introduce ‘Walking buses’**.
- **Reducing speed limits** within the town to 20mph should be considered to improve safety along all streets.

This report is being submitted to members of staff at Moray Council and St. Peter’s RC Primary School so that recommendations can be discussed, and actions undertaken as required. St. Peter’s RC 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. St. Peter’s RC Primary School should also work to carry out action points and ensure their longevity, calling on community members 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.

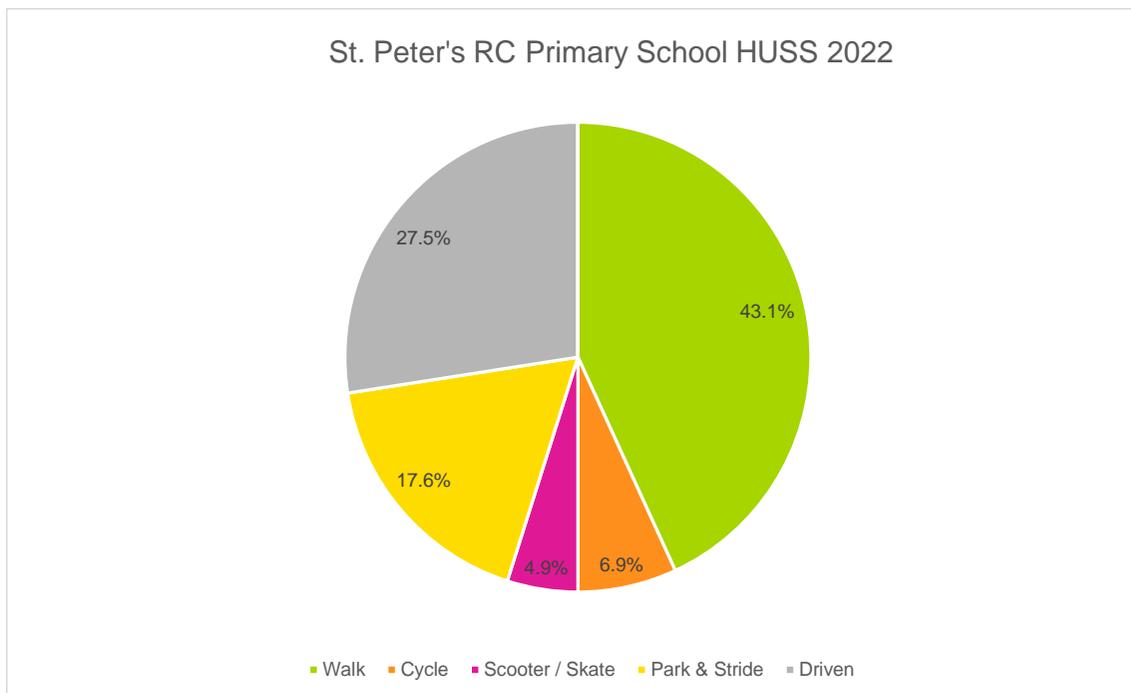
| Issues/Findings | Suggested Actions for Moray Council | How can the school support? | How can residents/parents support? |
|--|---|--|--|
| Traffic and parking issues at St. Peter's Terrace | Consider introducing parking or traffic restrictions in St. Peter's Terrace at school times. Introduce street design to slow traffic, such as build-outs. Consider introducing a one-way system. | <ul style="list-style-type: none"> • Complete a School Travel Plan. • 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 crossings for improvement. • Encourage parents to use park and stride sites and to avoid driving in St. Peter's Terrace – organize community event to bring attention to dangers of traffic in this street. • Work with parents to introduce a 'Walking bus' | <ul style="list-style-type: none"> • Write to local councilors. • Support the pupils to make active travel choices. • Avoid driving and parking in nearby streets at school times. • Work together with the school to re-introduce 'Walking buses' • Work together with the school to bring attention of drivers to issues of traffic and parking near the school entrance. |
| Poor quality spaces, lack of seating and greenery | Reallocate road space to include seating and waiting areas, spill-out spaces and greenery, including rain gardens. | | |
| Drainage issues at crossings and in Merson Park | Ensure regular clearing of drains. Install footpath through park and rain gardens along streets. | | |
| Poor quality or lack of crossing facilities | Install priority crossings with tactile paving and raised tables / dropped kerbs on the desire line or continuous footways, where appropriate. Reduce speed limit to 20mph. Reduce corner radii and install footways. | | |

| | | | |
|---|---|--|---|
| <p>Lack of footways, pavement parking</p> | <p>Make residents aware of pavement parking ban and work with police to enforce it.</p> <p>Introduce traffic and parking restrictions and transform the street to a pedestrian space with vehicular access for residents only.</p> <p>Alternatively, install pedestrian priority signage and redesign the street to make it feel like a pedestrian space, without excluding vehicles.</p> | <ul style="list-style-type: none"> • Complete a School Travel Plan. • 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 crossings for improvement. • Encourage parents to use park and stride sites and to avoid driving in St. Peter’s Terrace – organize community event to bring attention to dangers of traffic in this street. • Work with parents to introduce a ‘Walking bus’ • Organise a litter pick and a competition for pupils for ideas to improve look of spaces and bringing interest to streets (i.e. a poster competition) | <ul style="list-style-type: none"> • Write to local councilors. • Support the pupils to make active travel choices. • Avoid driving and parking in nearby streets at school times. • Work together with the school to re-introduce ‘Walking buses’ Work together with the school to bring attention of drivers to issues of traffic and parking near the school entrance. |
| <p>Little ongoing maintenance of greenery, litter, lack of inviting traffic-free paths</p> | <p>Ensure regular maintenance of greenery to prevent obstruction of lighting.</p> <p>Ensure lighting is sufficient to make routes feel safe in low-light conditions.</p> <p>Organise community litter-picks and competitions for ideas on improving local paths and bringing interest to streets.</p> | | |
| <p>Uneven road surfaces due to damage or poor quality paving</p> | <p>Install pedestrian priority signage.</p> <p>Consider introducing traffic restrictions.</p> <p>Resurface street and introduce design measures to emphasise pedestrian priority.</p> | | |
| <p>Design of streets facilitating higher speeds and difficult to cross</p> | <p>Install ‘school’ signs with flashing lights on St. Peter’s Road and West Church Street.</p> <p>Reduce speed limit to 20mph within town.</p> <p>Redesign junctions to prioritise people on foot and encourage slower speeds. Install crossings on desire lines and provide street furniture to create an attractive space.</p> | | |
| <p>Lack of dedicated bike and scooter parking.</p> | <p>Install dedicated bike and scooter shelter or covered racks.</p> | | |

Appendices



Appendix A

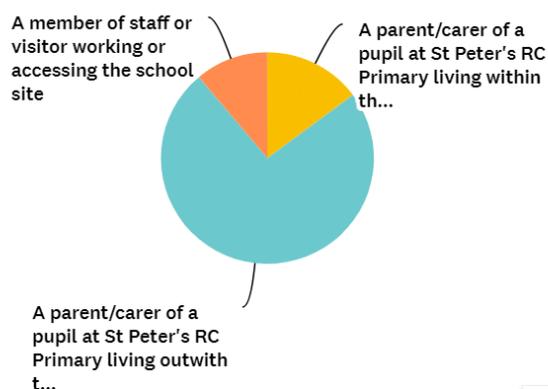


Appendix B

Survey responses.

Are you (Please see map insert)

Answered: 27 Skipped: 0

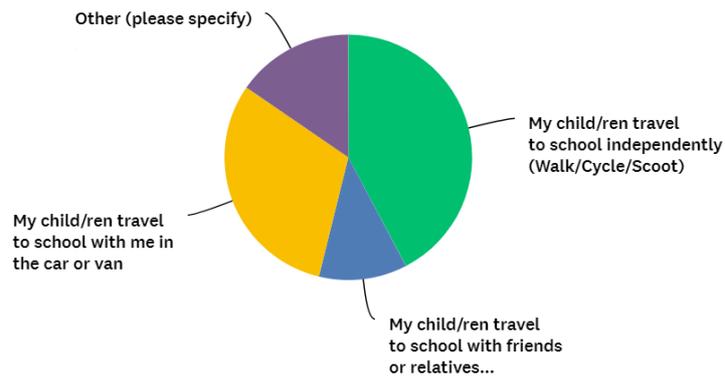


(Map on Page 7)

| ANSWER CHOICES | RESPONSES |
|---|-----------|
| A resident, without a pupil at St Peter's RC Primary, living within the streets bound by the pink dashed line on the map. | 0% 0 |
| A resident of Buckie without a pupil at St Peter's RC Primary, living outwith the area of the pink dashed line. | 0% 0 |
| A parent/carer of a pupil at St Peter's RC Primary living within the streets bound by the blue dashed line on the map. | 14.8% 4 |
| A parent/carer of a pupil at St Peter's RC Primary living out with the area of the pink dashed line. | 74% 20 |
| A member of staff or visitor working or accessing the school site | 11% 3 |
| Other (please specify) | 0% 0 |
| TOTAL | 27 |

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

Answered: 26 Skipped: 1



| ANSWER CHOICES | RESPONSES |
|--|-----------|
| My child/ren travel to school independently (Walk/Cycle/Scoot) | 42% 11 |
| My child/ren travel to school with friends or relatives (Walk/Cycle/Scoot) | 11.5% 3 |
| My child/ren travel to school with me in the car or van | 30.7% 8 |
| My child/ren get a lift in with friends or relatives | 0% 0 |
| My child/ren is/are taken by arranged school transport – bus or taxi | 0% 0 |
| Other (please specify) | 15% 4 |
| TOTAL | 26 |

| # | OTHER (PLEASE SPECIFY) |
|---|----------------------------------|
| 1 | Not a parent |
| 2 | Teaching member of staff |
| 3 | A mix of both walking and by car |
| | Child walks to school with me |

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: 14 Skipped: 0

| | NOT EFFECTIVE | SOMEWHAT EFFECTIVE | VERY EFFECTIVE |
|--|---------------|--------------------|----------------|
| Walking and Cycling Promotions eg. Walk to School Week | 19% 5 | 59% 16 | 22% 6 |
| Communications to parents and residents eg. considerate parking guidance | 41% 11 | 49% 13 | 11% 3 |
| Part time closures to traffic on some streets | 46% 12 | 42% 11 | 12% 3 |
| Speed limits and street design features such as speed tables | 54% 14 | 31% 8 | 15% 4 |
| Enforcement of parking restrictions | 68% 17 | 28% 7 | 4% 1 |

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 | 4% 1 | 48% 12 | 48% 12 |
| Road and footway layout | 8% 2 | 36% 9 | 56% 14 |
| Traffic - speed and amount | 4% 1 | 15% 4 | 80% 21 |
| Inconsiderate parking e.g. pavement parking | 4% 0 | 20% 5 | 76% 19 |
| There aren't enough safe crossing points on the journey to school | 0% 0 | 19% 5 | 81% 21 |
| It is too far to walk | 42% 11 | 42% 11 | 15% 4 |
| Weather conditions | 25% 6 | 54% 13 | 21% 5 |
| Routes - accessibility and signage | 12% 3 | 44% 11 | 44% 11 |
| TOTALS | | | |

| # | OTHER (PLEASE SPECIFY) |
|---|--|
| 1 | I feel that St Peter's terrace should be a one way road from land street down towards the school. It's very dangerous trying to join land street from St Peters terrace as visibility is very poor and traffic can be very busy. There can been many occasions where two vehicles have meet each other on St Peter's terrace traveling in opposite directions causing a very difficult situation for all involved as there is very little room to turn this also, I feel, poses a real risk to the children. |
| 2 | Not enough Signs to say there is a school no flashing school lights as you come over to Buckpool over the bridge, cars fly round the double mini roundabout with out care and attention. |

Q5 Additional feedback or comments

Answered: 5 Skipped: 9

| # | RESPONSES |
|---|---|
| 1 | I feel there should be a traffic warden or something in place as no matter how many times the school has asked and have put out emails about no parking in the school bus stop and the keep clear part we are still getting cars park there, this is very dangerous for the kids. |
| 2 | The walking buses worked really well when they were active, however I know it is tying to the small number of parents/staff who volunteered to facilitate this. |
| 3 | The parking for the school is absolutely horrendous. Cars don't look and park where they like. Kids on bikes literally on your ankles to get passed because the streets are too narrow & busy. The main road is absolutely horrific for getting crossed safely especially if there are waiting cars you can't see. The footpaths are questionable but most importantly to get the kids to school safely there just isn't enough safety measures but most of those stem from the schools location which can't be helped but there's no parking. There's no one way system for travelling. There's people who live there & people going the school run so the bus lane is always full of cars because there is no where else to go. If we are to wait for adequate parking our kids would be late to school & the kids get wrote down on a late attendance. There has to be something done whether it be safety walking measures or better vehicle parking & a one way system enforced. |
| 4 | Think it's poor that some parents still park on the bus stop area or the yellow zig zags, something we see daily on our walk to and from school |
| 5 | Please consider a one way system at set times plus traffic calming measures |
| 6 | There is no disabled parking. It was suggested to park in the bus bay however any Tom Dick and Harry park there willy nilly there aren't spaces for disabled people to park. |
| 7 | Kids crossing the road to St Peter's is not safe as there is a bend on the road which doesn't give children who are walking biking very much time to cross safely. It's a shame they did away with lollipop men / women who use to help escort kids across that busy road. |
| 8 | Some parents/guardians disregard emails and posts about not parking in certain areas and more should be done by moray council to address this. |
| 9 | As St.Peter's is a denominational school and we are a Catholic family, our children attend the school despite the travel distance. The travel distance is only manageable by car as a result. |

Issue record

| Issue no. | Written by: | Checked/ approved by: | Issued by: |
|------------------|---|------------------------------|-------------------|
| Draft 01 | Name: Hasia Hutna Date: Aug 2024 | Danielle Angeli | |
| Draft 02 | Name: Danielle Angeli Date: Aug 2024 | | |
| Final Issue | Name: Date: | | |

We are Living Streets, the charity for everyday walking.
Our mission is to achieve a better walking environment
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