

Gynack Gardens, Kingussie Follow up Report – a Cycle Friendly Kingussie PfE scheme

Places for Everyone (King CDC-PFE-3119)



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Executive summary

The Cycle Friendly Kingussie 'Gynack Gardens' scheme has transformed a previously uninviting and under-used community space into an active travel link, improving connections from the town centre to local schools, the railway station, and amenities on the High Street. Changes included the removal of metal railings and creation of a new public plaza, as well as new paths (including a crossing to a primary school), planting, benches, and a bike shelter.

The project was led by Cycle Friendly Kingussie with support from The Highland Council. It was primarily funded through Transport Scotland's Places for Everyone fund (via Sustrans). Construction took place from Autumn 2020 to March 2021.

Levels of active travel



How many trips? The number of people who are using the area per year has more than doubled following the changes, with an estimated additional **214,000** trips per year.



For what purpose? Most people are visiting the area for leisure purposes: **64%** of those interviewed were using the gardens for recreation (such as exercise and dog walking). **36%** of those interviewed use gardens for an everyday journey, including accessing shops, tourist/visitor attractions, and transport.



The scheme has **supported active journeys to Kingussie Primary**, enabled by a new crossing point via the gardens. Active travel to the school increased from **53%** of children in 2018 to **59%** in 2021. Cycling to the school has increased from very low levels in 2018 and 2021, to **13%** in 2022, over double the average for Scotland as a whole (5%).

'Between 08:35 and 09:00 and around 15:15, during term times, the gardens are well used to travel to school.'

How are people travelling in the area?



Following the changes, **pedestrians still make up the vast majority of route users** (**93%** of trips in 2020 and **90%** in 2023 were made by pedestrians)...



...however, **the scheme has encouraged more people to cycle and wheel in the area:** cycling trips per year are estimated to have increased over **260%** relative to pre-intervention volume, whilst pushchair and wheelchair trips per year have increased by approximately **650%** and **70%** respectively.



These increases indicate that the changes have enabled a wider variety of users to access the gardens, both as a through route and as a place to visit.

Meeting the needs of the community



The scheme has **improved access to green space**: **94%** of survey respondents agreed that they use the route because they like the surroundings; **67%** of survey respondents said the redevelopment of the gardens helped them to access green space.

91% of route users now spend more time on the route, compared to before the changes.



The scheme has **increased physical activity**: **90%** of survey respondents said that this route has helped them to increase the amount of physical activity they regularly take.

‘Before the garden had closed gates, barriers, signs saying ‘no ball games and no dogs’, now it is totally transformed’.



Accessibility: **100%** of survey respondents agreed ‘this path is easily accessible’.

What do people think of the area?

Positive perceptions of ‘quality of place’



The changes have enhanced perceptions of the gardens: **99%** agreed the path ‘enhances the area’, **96%** agreed the path ‘is well maintained’, and **94%** agreed ‘the path is fit for purpose’.

Children from Kingussie Primary School felt the gardens were of a high quality. They had particularly **positive perceptions of the bike shelter, information boards, and benches**, all of which were important elements of the garden changes.



A place for events: the changes have enabled the hosting of community events, like a monthly farmers’ market, annual Hogmanay torch procession, and balance bike workshops. These had not previously been held at the gardens.



Safety and comfort: children who participated in a ‘photovoice walkabout’ indicated they Kingussie Primary School felt comfortable in the gardens. Some of the children mentioned that they visit the gardens alone or with friends, as well as with their parents. This is a positive indication of how the gardens are perceived as a comfortable and safe space for children, both by the children themselves and their parents.



Combined with evidence from video monitoring, this indicates the **changes have created a new, safe space for all people to use**, though particularly for children going to school and people using walking aids and wheelchairs.

1. About the scheme

1.1 Story of the garden changes

1.1.1 The need for active travel infrastructure

Kingussie is a small town in the Cairngorms National Park, south-west of Aviemore. Gynack Gardens are located at the heart of Kingussie, adjacent to the A86 trunk road and opposite the Duke of Gordon Hotel. The gardens are owned and managed by The Highland Council.

The A86 divides Kingussie along the High Street, separating the town's main residential area from key community facilities, including the Badenoch Centre (which provides leisure, sports, library, a youth centre, and adult learning facilities), area council offices, primary and secondary schools, and the railway station. Gynack Gardens provides a north-south link from the A86 and High Street to the railway station and local schools.

Before the project was delivered the gardens were not suitable for active travel – the majority of the gardens were grassed, and metal railings at the north end and a narrow gate at the south end limited access for through trips (see Figure 1). Although the gardens had attractive flower displays in the summer, there was limited seating, and three interpretative plaques were well-worn. Moreover, there was a lack of cycle storage/parking. Overall, the gardens were an uninviting and under-used community space.

Figure 1: Gynack Gardens before the changes (north entrance)



Photo credit: Sustrans

1.1.2 Bringing about the changes: a Places for Everyone scheme

Places for Everyone is an infrastructure fund that aims to create safe, attractive, healthier places by increasing the number of trips made by walking, cycling, and wheeling¹ for everyday journeys.² The scheme is funded by the Scottish Government through Transport Scotland and is administered by Sustrans.

The project received approximately £240,000 from Sustrans (including indirect match funding) through the Places for Everyone programme (formerly Community Links), and approximately £57,000 from the Highlands Council to redevelop the gardens into a welcoming, active travel-friendly area between 2018 and 2022.

The Kingussie Community Development Company (KCDC) were the main partner for the project. Cycle Friendly Kingussie, a sub-group of KCDC, recognised that improved infrastructure would help encourage Kingussie residents to undertake everyday journeys by bike or on foot. This would also benefit visitors to the town. The group applied for Community Links funding to identify ways to improve active travel infrastructure in the town. Six potential projects were identified in a concept plan undertaken by AECOM, including improvements to the A86 / B970 (Station Road) junction streetscape and Gynack Gardens (this scheme). This was then taken forward through Places for Everyone funding.

The scheme complements an earlier Cycle Friendly Kingussie led project, which has been successful in reducing social barriers to cycling in Kingussie over the past four years by organising guided rides, maintenance evenings, e-bike loans, and other events.

1.1.3 The changes

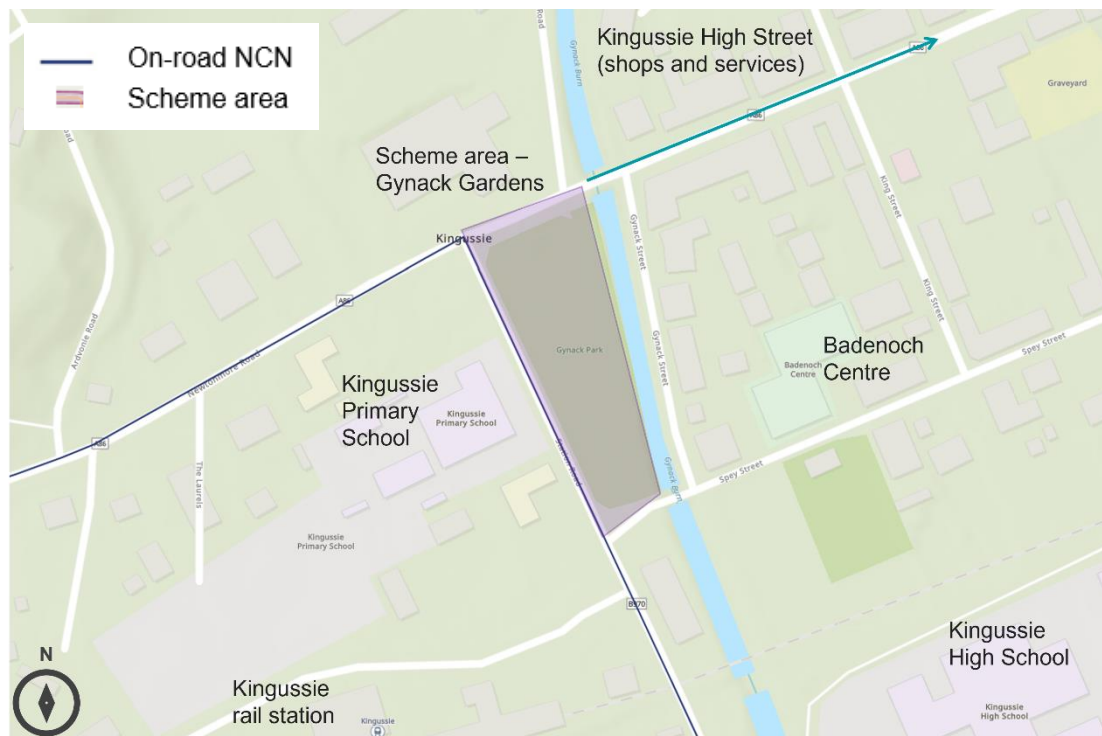
The project aimed to improve links to two schools in the area (Kingussie Primary and Kingussie High), as well as to the railway station, the Badenoch Centre, and town centre facilities located on the High Street (see Figure 2).

The National Cycle Network (NCN) route 7 also runs through Kingussie adjacent to Gynack Gardens, and this scheme aimed to improve connections to the NCN, as well as to nationally-recognised active travel routes like the Badenoch Way and the Speyside Way.

¹ Wheeling refers to using a wheelchair or mobility scooter, here and throughout the report.

² Everyday journeys are defined as those which are short, regular trips made in day-to-day life, such as when you travel to work, school, or the shops.

Figure 2: Scheme area within Kingussie



The changes to Gynack Gardens included:

- The removal of the metal railing fence and gate at the north end of the gardens, replaced with a new, open public plaza (see Figure 3).
- The creation of new paths around the gardens, including a path linking to the primary school access point and a path next to the Gynack Burn, and the widening of existing paths, for example, the central path to the war memorial (see Figure 3).
- The creation of a new, integrated bench and information boards adjacent to the plaza at the north end of the gardens, as well as a new cycle shelter, including a bike pump and repair tools (see Figure 3).
- The removal of a section of stone wall on the western edge of the gardens (Station Road) to create a new, safe access point to Kingussie Primary School (see Figure 4).
- Traffic calming build-outs and widened pavements on the B970 Station Road outside Kingussie Primary School to enable safer crossing (see Figure 5).
- Additional changes throughout the gardens, including integrated lighting of the central path, flower planting, additional benches, and an Indian war memorial.

Figure 3: Aerial overview of Gynack Gardens highlighting the changes

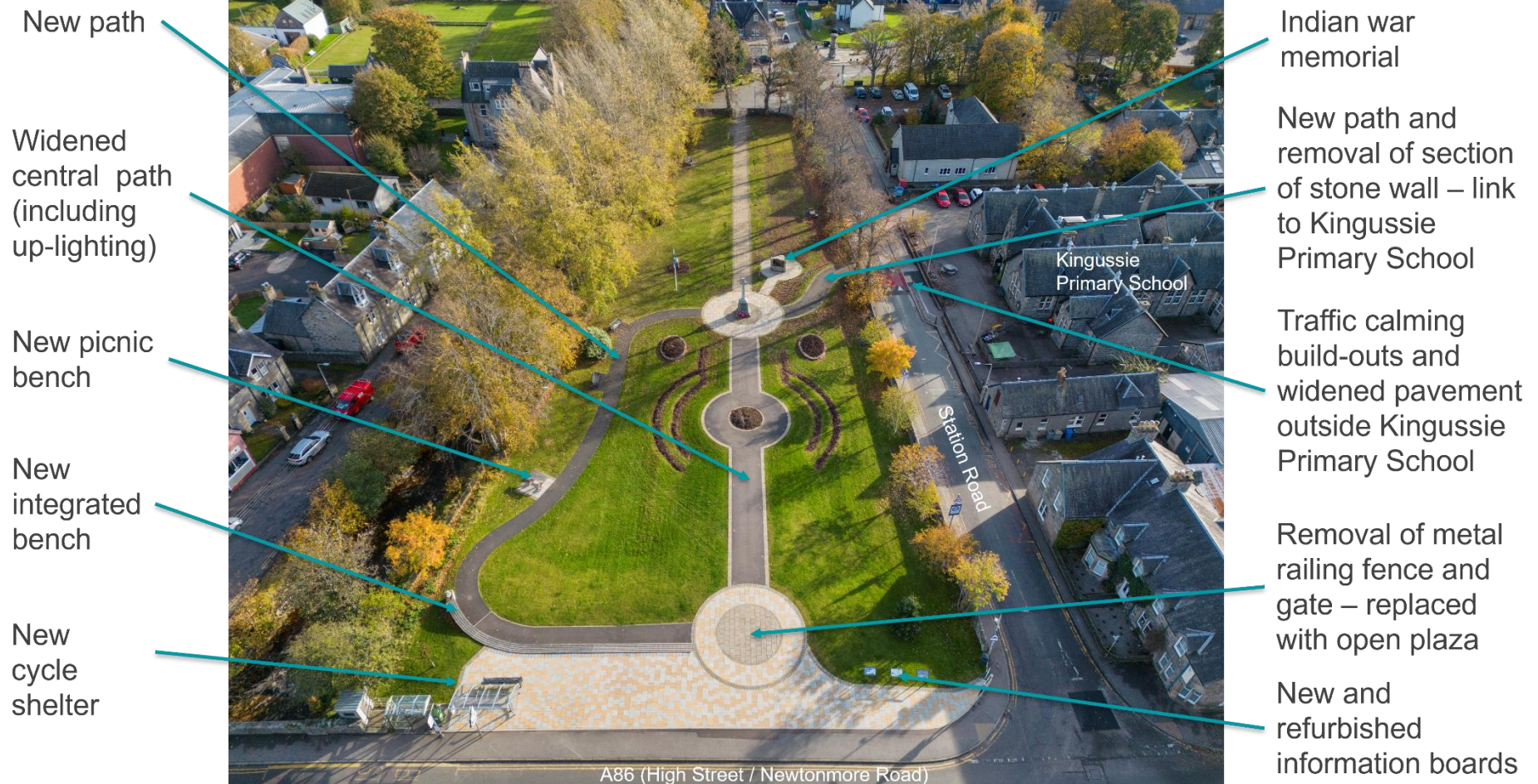


Photo credit: Sustrans / McAteer

Figure 4: New safer access point to Kingussie Primary School from the gardens – before construction in 2015 (left), and after in 2021 (right)



Figure 5: Wider pavement for safer crossing to Kingussie Primary School – before construction in 2015 (left), and after in 2021 (right)



Photo credits: Google Maps

1.2 Evaluating the impacts of the scheme

1.2.1 Place for Everyone outcomes

This project was originally funded under the Community Links programme (now Places for Everyone) in the 2018/19 funding year. The overall programme objectives were to:

1. **Increase number of people and trips for walking, cycling, and wheeling for everyday journeys.**
2. Ensure communities are proactively engaged in project development and decision making.
3. **Improve the quality of place and where possible increase the quality and quantity of green infrastructure.**
4. **Provide dedicated, safe spaces for people to walk, cycle and wheel through, adhering to Sustrans Scotland's Design Principles.**
5. Improve accessibility for people with protected characteristics.

Objectives 1, 3 and 4 are particularly relevant to this scheme, and these are the outcomes we will be monitoring against.

1.2.2 Methodology summary

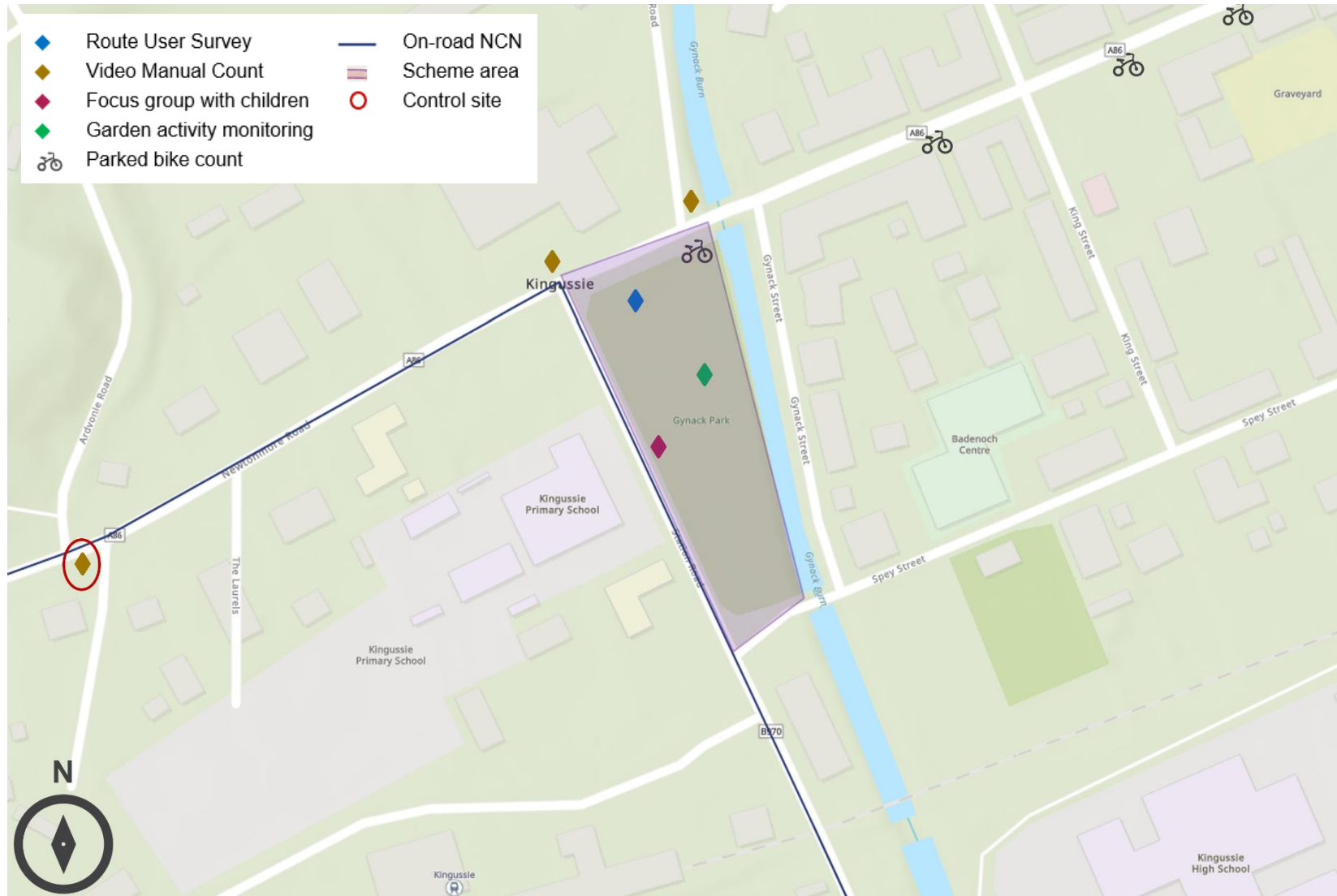
To evaluate the scheme against the project objectives, a monitoring and evaluation plan was created in collaboration between Sustrans and KCDC. This plan identified the quantitative and qualitative data which would be collected before and after construction, the comparison of which has enabled us to assess the impact of the Gynack Gardens scheme.

Baseline monitoring data was collected from July 2019 to July 2020. Construction began in September 2020 and completed in March 2021. Follow-up monitoring was conducted from June to October 2023.

1.2.3 Monitoring tools

Figure 6 shows a map of monitoring tool locations.

Figure 6: Map of monitoring tool locations



Active travel counts

In July 2019, the number of pedestrians and cyclists travelling in three locations around Gynack Gardens were recorded using a Video Manual Count (VMC) survey. The surveys counted users over 12 hours per day (07:00-19:00) for 7 days. The locations were:

- Gynack Gardens: A86 / Gynack Road junction.
- Station Road: A86 / B970 junction.
- Avondale House: A86, west of Gynack Gardens (control site).

These video surveys were replicated in September 2023. VMC data was used to calculate an annual usage estimate (AUE) of active travel trips taken through and around the gardens.

Route user intercept survey

A Route User Intercept Survey (RUIS) was conducted in the gardens over a 12-hour period for four days in October 2023. As the survey could not be conducted at the pre-monitoring stage due to Covid-19 social distancing, retrospective questions were asked at post-construction to assess changes in active travel behaviour and perceptions of the scheme.

Focus group with primary school children

A focus group with children from Kingussie Primary School was conducted in July 2023 to gain insight into pupils' perceptions of the project and the impact it has had, if any, on their travel to school. Due to Covid-19, the focus group was only carried out post-construction.

The focus group consisted of a led walk around the gardens where children could take photographs of elements and explain why they did or didn't like it. Facilitators helped to foster discussion around elements of the scheme. Discussion topics focused on safety, comfort, enjoyment, and behaviour change.

Parked cycle counts

Counts of parked cycles were conducted by volunteers from KCDC between July and August 2019. This was repeated at follow up between June and September 2023. The count consisted of walking down the High Street (A86) and counting the number of cycles at shops, outside the council, in front of the gardens, and in other locations

Garden activity monitoring

Monitoring of activities taking place in Gynack Gardens was conducted by volunteers from KCDC between July and August 2019. This was repeated at follow up between June and September 2023. The method involved noting how many people were in the gardens and the activities that they were undertaking at set times (usually only once a day), including using

benches, playing, and walking. The approximate age of the people (children or adults) was also noted.

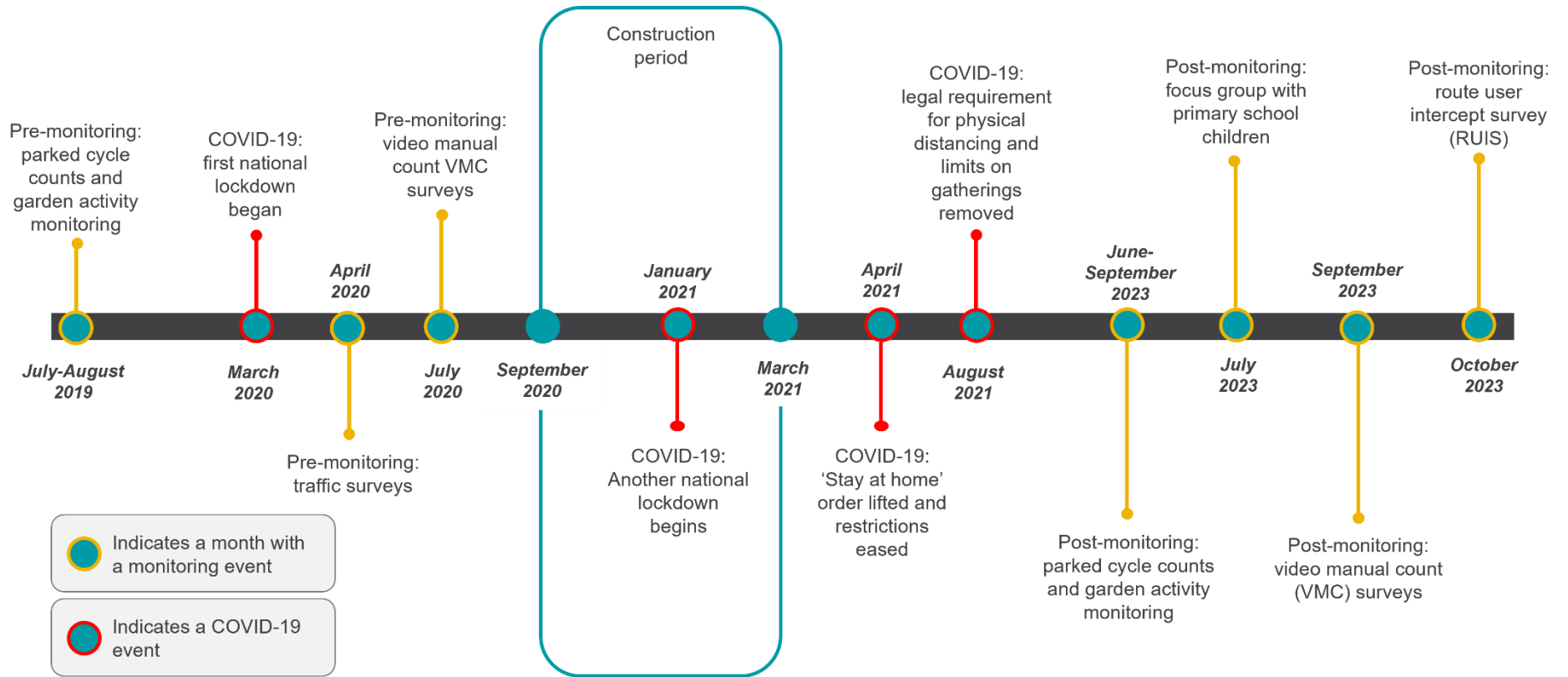
Key stakeholder interview

An interview with a stakeholder at KCDC (the main project partner) was conducted in February 2024 to inform understanding of community involvement from the point of view of the community organisation who implemented the scheme. The interview also provided information on how Gynack Gardens were being used by local residents and visitors approximately three years after changes had been made.

1.2.4 Monitoring timeline

Figure 7 shows a timeline of scheme delivery alongside monitoring tool delivery and external factors (e.g., the Covid-19 pandemic).

Figure 7: Timeline of scheme delivery, monitoring, and external factors



2. Findings

2.1 Outcome 1 – Active travel levels

Outcome: increase number of people and trips for walking, cycling, and wheeling for everyday journeys.

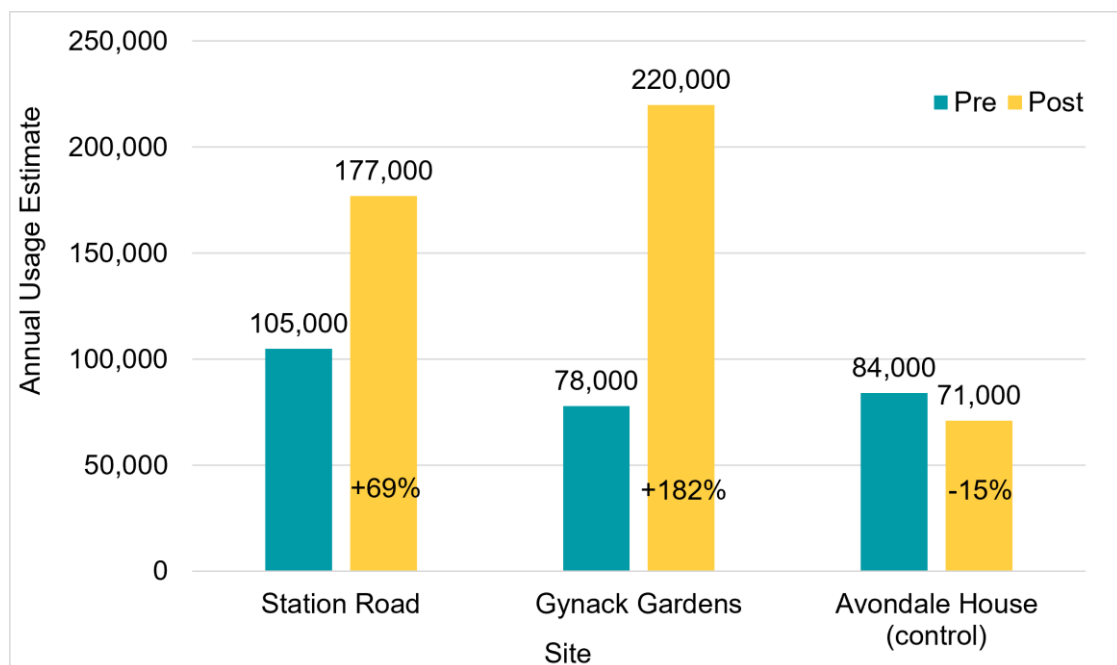
Monitoring indicates there has been an increase in the number of walking, cycling, and wheeling trips through Gynack Gardens and around the wider project area.

2.1.1 Levels of active travel

The estimated number of people who use the area per year has nearly doubled. This equates to an estimated additional **214,000** trips per year, from 183,000 before the changes to 397,000 after (an increase of **117%**).

Video monitoring of active travellers was carried out at two sites next to the gardens and a third control site. Both sites next to the gardens (Gynack Gardens and Station Road) saw large increases in the number of active travellers (all modes), which is reflected in a comparison of annual usage estimates (AUE) before and after the changes (see Figure 8).

Figure 8: Annual Usage Estimates (AUE) for the scheme's video monitoring sites



The control site at Avondale House saw a 15% decrease in active travellers. The purpose of the control site was to assess whether the increase in active travel could be attributable to the changes to Gynack Gardens, or whether it was part of a general trend.

The decrease in active travel at Avondale House suggests the increase in active travel around Gynack Gardens could be caused by the project. However, it should be noted that the follow-up VMC was conducted during term-time, where the gardens may be used more frequently (e.g. for journeys to school) and the NCN route 7, which runs past Avondale House along the A86, may be used less frequently.

Comparison to national trends

The increase in active travel seen in and around Gynack Gardens between 2020 and 2023 was much greater than seen at a national level. For example, across a sample of PfE projects where data is aggregated at pre and post, there was an increase of 29% for all active travel modes,³ compared to an overall increase of 117% for this scheme, and 182% within the gardens themselves.

The most recent data from the Scottish Household Survey⁴ shows that from 2019 to 2022, journeys where walking was the main mode increased slightly from 22% to 23%, and journeys where cycling was the main mode increased from 1% to 2%.⁵ Whilst these figures relate to modal share rather than active travel journeys as a whole, it shows a small increase nationally in active travel, compared to the large increase seen at Gynack Gardens.

As the increase in active travel around Gynack Gardens is greater than wider national trends, the uptake of active travel can be attributed to the redevelopment of the gardens.

2.1.2 Active travel modes

Walking is by far the most popular active travel mode at the Gynack Gardens video monitoring site, accounting for **93%** of estimated annual journeys before and **90%** after the project (see Table 1).

³ See: <https://www.showcase-sustrans.org.uk/wp-content/uploads/2024/05/SUSR2267-Places-for-Everyone-Infrastructure-Impact-Summary-Report-2022-23-v1.0.pdf>

⁴ It should be noted these figures were affected by the pandemic and the subsequent lockdowns experienced across Scotland in 2020-21.

⁵ See: Transport Scotland, [Transport and Travel in Scotland – Results from the Scottish Household Survey, 2022](#) (2022), pp.8-9.

Table 1: Modal share for Gynack Gardens video monitoring site

Mode	Pre AUE	Pre %	Post AUE	Post %	% change
Bicycle (non-electric)	3,000	4%	11,000	5%	+267
Walking	72,000	93%	200,000	90%	+178
Walking with aid	0	0%	3,000	1%	-
Jogging	1,500	2%	1,500	1%	0
Wheelchair	500	1%	850	0%	+70
Pushchair	600	1%	4,500	2%	+650
Other wheeled⁶	0	0%	1,500	1%	-
Other⁷	50	0%	350	0%	+600

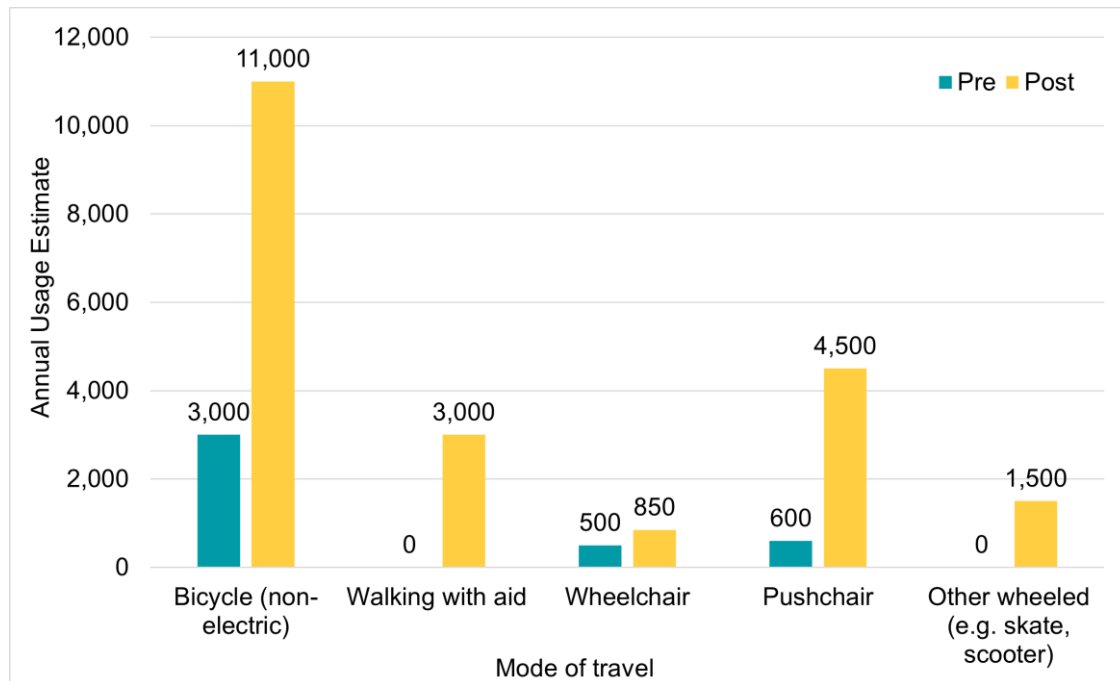
Of note, there have been **large AUE increases for bicycle users, users walking with an aid, pushchair users, and other wheeled users** e.g. scooters, skateboards, and rollerskates (see Figure 9). These increases are not reflected in the modal share breakdown due to large increase in walking, and indicate that the changes have enabled a wider variety of users to access the gardens, both as a through route and as a place to visit.

For example, the increased AUE for pushchair users and other wheeled users suggests that the gardens are a safe place for children and families, perhaps travelling to school. The increased AUE for bicycle, walking with an aid, and wheelchair users suggests the gardens are accessible and welcoming to a range of active travellers.

⁶ 'Other wheeled' users including scooters, electric scooters, skateboards, rollerskates etc.

⁷ 'Other' users includes all other users not recorded in any other mode group e.g. horse riders.

Figure 9: AUEs for selected modes – Gynack Gardens video monitoring site



2.1.3 Accessibility and equality

The gardens are now more accessible and welcoming to a wider range of people. Video monitoring shows large increases in estimated annual journeys for users walking with an aid, pushchair users, and other wheeled users e.g. scooters, skateboards, and rollerskates (see Figure 9).

Two examples of the way the gardens now encourage inclusive use is the removal of the gate and fence at the north end of the gardens, and the addition of a new wheelchair-accessible picnic bench, a feature specifically pointed out by a pupil from Kingussie Primary School during the focus group walkabout (see Figure 10).

Moreover, the RUIS results show that **100%** of route users agree the route is easily accessible after the changes.

Figure 10: Wheelchair accessible picnic bench



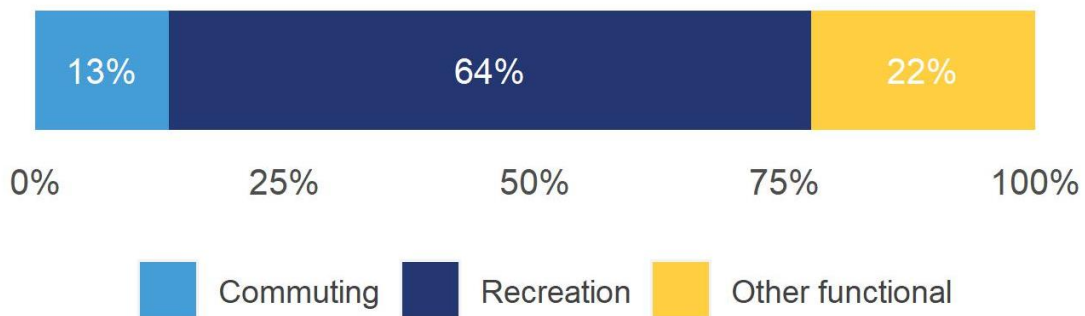
Photo credit: Kingussie Primary School pupils

2.1.4 Everyday journeys

‘Everyday journeys’ are defined as those which are short, regular trips made in day-to-day life, such as when you travel to work, school, or the shops.

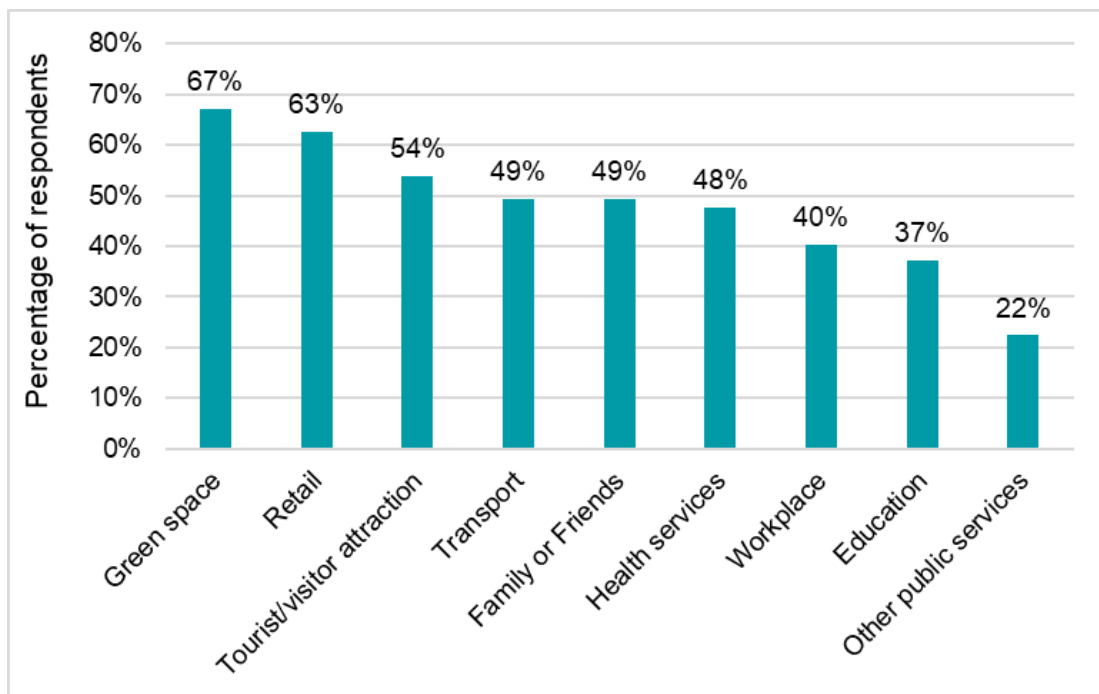
The majority of journeys being made by respondents to the Route User Intercept Survey (RUIS) were leisure journeys: **64%** of respondents stated the purpose of their trip was for recreation (i.e. leisure trips, including touring and dog walking), whilst **36%** of respondents were making everyday journeys for work, school, shopping, or other personal business.

Figure 11: Trip purpose (RUIS respondents)



The route has helped respondents access a range of amenities within Kingussie, including green space, retail, transport (e.g. rail station), and family or friends (see Figure 12).

Figure 12: Has the presence of this route helped you access any of the following?



2.1.5 Travelling to school

Hands Up Scotland survey

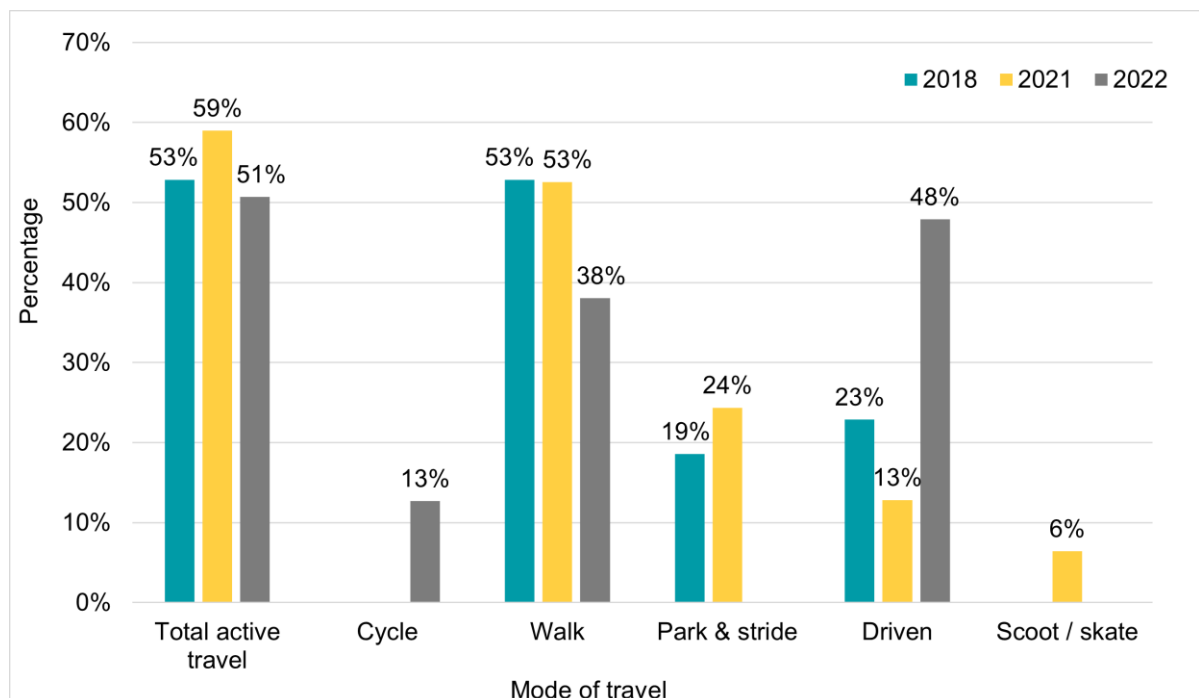
Responses to the annual Hands Up Scotland survey show that active travel journeys (which includes walking, cycling, and scooting/skating) to Kingussie Primary School increased from a baseline of **53%** of children in 2018 to **59%** in 2021 (see Figure 13).

Compared to primary schools in Scotland as a whole, active travel journeys to Kingussie Primary School were similar in 2018 (both 53%) and were higher than the Scotland average of 54% in 2021 (see Table 2).

However, active travel levels to Kingussie Primary School fell to 51% in 2022, below the Scotland average of 54%. This is mainly due to an increase in driving.

Of note, cycling to the school has increased from very low levels in 2018 and 2021, to **13%** in 2022.⁸ This is **more than double that of the Scotland average** of 5%. This suggests that the changes made to Gynack Gardens as part of the project – including a new cycle shelter, improved cycle accessibility through the gardens, and a new path/entrance to the school via the gardens – has enabled more schoolchildren to cycle to school.

Figure 13: Active travel journeys to Kingussie Primary School



⁸ For 2018 and 2021, the percentage of children travelling to Kingussie Primary School by cycle was not reported due to the low number of children travelling by this mode – this to protect the anonymity of respondents.

Table 2: Active travel journeys to school for Scotland and Kingussie: 2018, 2021 and 2022

Mode	Scotland (2018)	Kingussie Primary School (2018)	Scotland (2021)	Kingussie Primary School (2021)	Scotland (2022)	Kingussie Primary School (2022)
Walk	44%	53%	45%	53%	44%	38%
Cycle	5%	*	5%	*	5%	13%
Scoot/skate	4%	0%	4%	6%	5%	0%
Park & stride	13%	19%	12%	24%	12%	0%
Driven ⁹	27%	23%	27%	13%	27%	48%
Total active travel¹⁰	53%	53%	54%	59%	54%	51%

⁹ Does not include bus or taxi. As very low numbers of Kingussie Primary School children reported using these modes to travel to school, they are not included in this table.

¹⁰ Active travel journeys refer to walking, cycling, and scooting/skating.

An important factor to note for this Kingussie Primary School dataset is that the sample size is small, so the variability between cohorts can affect the survey results.

Additionally, the difference between urban and rural areas should be noted when comparing Kingussie Primary School with national data. The catchment area for a rural school like Kingussie is larger than those of a comparable school in an urban setting. Therefore, the distance each cohort of school children are having to travel from home to the school can vary significantly, and this could lend itself to more children being driven to school and fewer active travel journeys. For example, UK government research shows that the average minimum travel times to primary schools were twice as long on foot in rural areas than in urban ones.¹¹

Data from the Hands Up Scotland survey correlates with qualitative information from KCDC, which suggests the gardens are now the preferred route to Kingussie Primary School from the High Street:

‘Between 08:35 and 09:00 and around 15:15, during term times, the gardens are well used to travel to school.’

Figure 14: School run using the new Gynack Gardens plaza



Photo credit: Bob Kinniard / KCDC

¹¹ See: <https://www.gov.uk/government/statistics/rural-transport-travel-and-accessibility-statistics/rural-accessibility-2019-by-car-walking-and-public-transport>

2.1.6 Parked cycle count

Counts of parked cycles at four locations along Kingussie High Street suggests more people are using cycles to get around the town. In 2019, before the project, the average number of parked cycles at all four locations per count was **two** – this increased to an average of **five** after the project in 2023 (see Figure 16).

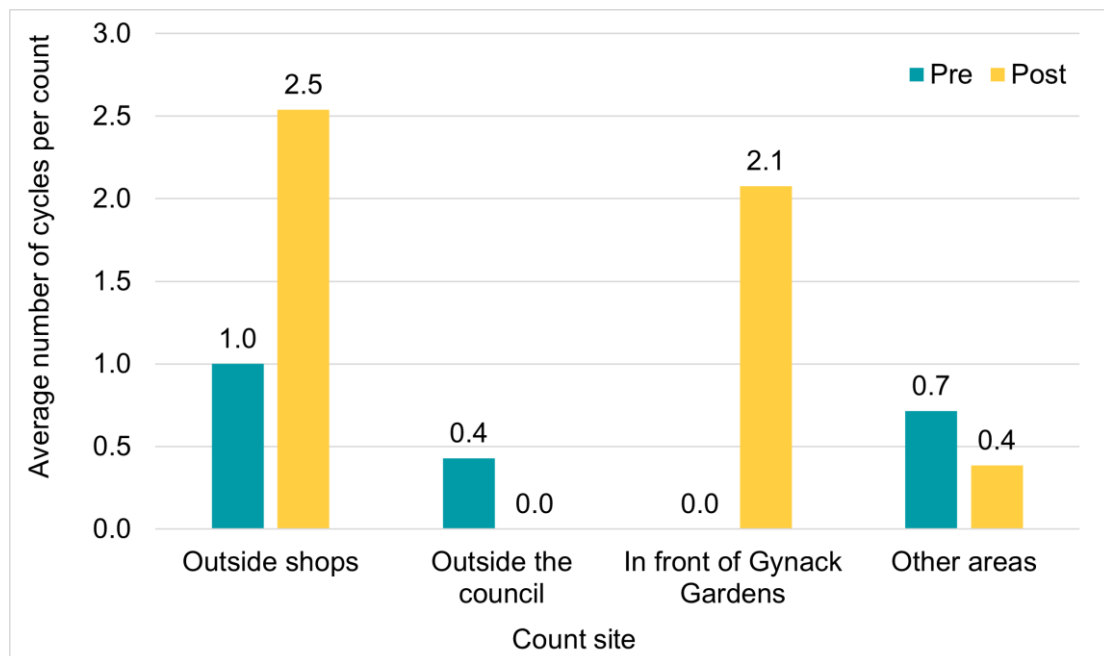
The new cycle shelter installed in the gardens as part of the project saw a large increase – there were no cycles parked in the location before the project (where there was no cycle shelter), and at follow up there were an average of two per count (0 in total counted at baseline, **27** counted at follow up). There was previously no central, dedicated cycle parking in Kingussie, so the usage suggests the community need for such facilities.

Figure 15: Cycles parked outside the Co-op on Kingussie High Street



Photo credit: Bob Kinniard / KCDC

Figure 16: Average number of parked cycles per count, by count site



2.2 Outcome 2 – Community engagement

Outcome: ensure communities are proactively engaged in project development and decision making.

While this outcome was not originally included in Sustrans' evaluation plans as the scheme developed it became apparent that it could provide valuable transferable learning about how community organisations can effectively deliver active travel infrastructure schemes.

We therefore carried out a stakeholder interview with a key member of the implementing community organisation to understand more about how it was community-led and which aspects of delivery contributed to the scheme's success.

2.2.1 A community-led project

The Gynack Gardens project was led by Cycle Friendly Kingussie (a sub-group of KCDC), which recognised the need for improved active travel infrastructure in the town, and proactively applied for funding to design and deliver the scheme.

The Kingussie community was proactively engaged throughout the design, planning, and construction process. KCDC directors met with the community in the gardens over several days and invited the community to engage with the scheme – this provided ideas and feedback on the proposals. The community was regularly updated through the construction phase via the KCDC website, the local paper, and a community notice board outside the northern entrance of the gardens. This was achieved through challenging Covid communication and engagement restrictions.

2.2.2 Contributions to success

There were several learnings from this scheme about factors contributing to successful delivery of community-led infrastructure schemes:

- Achieving a high level of community involvement requires having a **vehicle to deliver such projects**: it is necessary to have a formalised organisation. Local community organisations also need to work together, and it is better if they complement each other by having distinct areas of expertise and interest. For example, Cycle Friendly Kingussie focuses on cycling and paths. It is vital that the community organisation is effectively linked with the Local Authority. This could be achieved through collaborations with a local Community Council.

- It is optimal to have higher **community ownership of such projects in its early phases** so the community can shape a project throughout design phases prior to construction. Local Authorities may then be best placed to oversee construction, at which point it is important that community ownership is retained – ideally there should always be a community representative in the room to ensure community involvement in decision-making.
- A key challenge for community-led organisations is **capacity to manage projects** of this nature, which place a large demand on predominantly volunteer-led groups. Consideration should be given to allocating budget for a part-time professional officer to manage such projects. However, this places other burdens in terms of employment and accountability on community organisations, which would be managing an employee rather than the project.
- There needs to be **active travel practitioner support to facilitate** people in community groups to do the work, ideally from **someone who is familiar with the locality and community**. Having a Sustrans Places for Everyone officer based in the area was hugely beneficial for this scheme, as the officer provided support to help with the various deliverables required from infrastructure projects, which are disparate and often technical (e.g. Equalities Impact Assessment).
- The **motivation of volunteers** in community organisations is important – this usually lies in doing something for the community. Credibility and recognition matters for volunteers. This can come from funding bodies (through celebration events and awards) and from the local community; for example, walking down the High Street and people saying what a difference you have made.
- **Openness and transparency with the local community** is also key to success – it cannot be assumed that people know what is going on, it is important to ‘share, share, share’.

2.3 Outcome 3 – Placemaking: quality

Outcome: improve the quality of place and where possible increase the quality and quantity of green infrastructure.

Beyond providing an enhanced, off-road active travel route, the project has created an improved public and community space, becoming a destination for local residents and visitors attracted to the green space and facilities. Improving the quality of infrastructure was a key project objective, and evidence from monitoring indicates that people view the quality of the gardens more favourably now than they did before the changes were made.

“Before the garden had closed gates, barriers, signs saying ‘no ball games and no dogs’, now it is totally transformed”.¹²

2.3.1 Perceptions of quality

Route user survey

Evidence from the route user survey indicates the project has improved the quality of place and enhanced the quality of green infrastructure of Gynack Gardens, with the effect that users now spend more time in the gardens than previously.



91% of survey respondents now spend more time on the route, compared to before the changes.



94% of survey respondents agreed that they used this route because they like the surroundings.



67% of survey respondents said that this route has helped them to access green space.

Respondents were particularly satisfied with the quality of the space, with large increases in perceptions of quality before and after construction.

¹² KCDC key stakeholder interview.



97% of route users agreed this route is well lit



88% of route users agreed this route has a high-quality surface



96% of route users agreed this route is well maintained



99% of route users agreed this route enhances the area



94% of route users agreed this route is fit for purpose

Focus group and photo elicitation activities with children

Insights from our analysis of qualitative data from focus group and photo elicitation activities with children from Kingussie Primary School after the changes indicates they are satisfied with the quality of the redeveloped gardens.

Quality in this context refers to the standard of the garden according to the children. For example, when the children reflected positively on elements of the infrastructure changes, it was taken to mean that the quality of the garden element was good.

Overall, children took 189 photos of elements of the gardens related to quality. Of these, **69%** (131 photos) were 'positive', whilst 28% (52 photos) were 'negative'; six photos (3%) were 'neutral'. The children particularly appreciated the flowers, ornaments (e.g. the deer, the sundial), and trees. These elements were also the most photographed by the children (see Figure 17).

Note on method

The method consisted of a led walk around the gardens and included six main stopping points which provided opportunity for discussion and photographs of the gardens. Children were given cameras and three perception cards (representing positive, neutral, and negative) – children could take photographs of different elements of the gardens and explain why they did or didn't like it. Photographs were coded as 'positive', 'neutral', or 'negative' based on the perception cards and discussions.

Figure 17: Elements of the gardens related to quality which were the most photographed by children

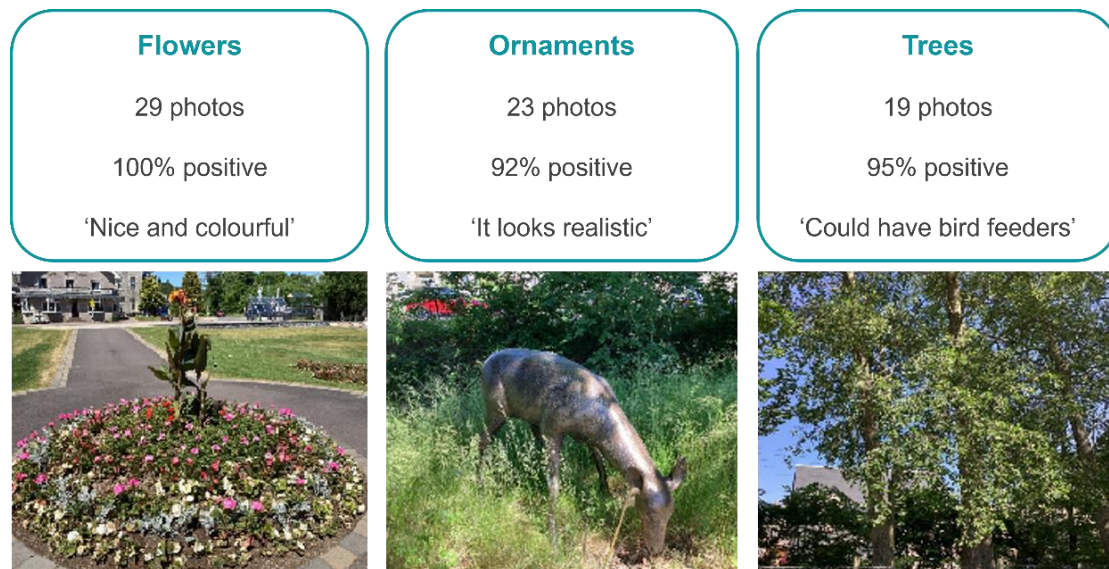


Photo credits: Kingussie Primary School pupils

During discussions, the most common features the children appreciated were the green space and flowers. They consistently liked the colourful flowers at the top of the gardens, the planters at the top of the park next to the bench, and the Rhododendron bush because of the size of the flowers. One child commented that it was nice to have more flowers than before the upgrades. The birds that were present in the gardens were also welcomed, with one child saying they come to the gardens with their parents to listen to them.

The children had positive reflections on the notice boards and other signage which were upgraded as part of the changes. For example, one planter had information about garden upgrades, and one of the notice boards had information regarding shinty, which some of the children enjoyed (see Figure 18).

Figure 18: Garden elements with positive perceptions of quality: flowers, birds, information board



Photo credits: Kingussie Primary School pupils

The bike shelter was praised, sometimes just for being a place for sheltering from the rain, but also because of the repair station, including a bike pump and maintenance tools. This was another key element of the garden changes. The children also liked the number of benches, and some liked the seating at the top of the park because of the stone design.

Figure 19: Elements with positive perceptions of quality: bike shelter and benches



Photo credits: Kingussie Primary School pupils

The children also shared some negative reflections, mainly about litter, graffiti, and the gate at the south end of the gardens, which was viewed as old, rusty and in disrepair (Figure 20).

Improvements suggested by the children focused on adding more flowers, trees, and plants to areas of the gardens. For example, at the top and bottom of the park where the children thought the space was bare. One of the children also suggested adding bird feeders to the trees.

Additionally, children would like better maintenance of the green space, including clearing away nettles, trimming back trees, and

feeding the grass during dry spells. Better maintenance of the ornaments (e.g., cleaning the sundial) was also mentioned. One child thought that there should be a path linking to the Indian War Memorial, as currently there is only gravel. The children also thought that the wire fence along the river gardens could be improved by replacing it with a wooden fence.

Figure 20: Garden elements with negative perceptions of quality: the gates at the south end of the gardens



Photo credits: Kingussie Primary School pupils

Overall, the number of 'positive' photos taken and feedback from children indicate that the gardens are of high quality. Of note is the positive perceptions of the bike shelter, information boards, and benches, all of which were important elements of the garden upgrades.

2.3.2 Use of public space

A place for events

The changes to Gynack Gardens have transformed it into a place for hosting community events, which previously were not held there. For example, the gardens now holds a monthly Sunday farmers' market for eight months of the year – the market occupies the whole site for the entire day (see Figure 21).

Data from the Gynack Gardens video monitoring site indicates that the Sunday farmers' market has increased footfall and usage of the gardens. Based on average increase of +292 from pre to post across the other six days of monitoring, we would expect the number of people on a normal Sunday to be 410. However, baseline data showed 118 people around the area on Sunday, whereas follow-up on market-day showed 1,529 people, an increase of 1,411.

This indicates that the additional increase in usage is due to the market, which would not have taken place if the project had not taken place.

The gardens also now provide a dedicated space for events which previously used the High Street, for example, the annual Hogmanay torch procession and Christmas events, and the Coronation picnic. Additionally, Scottish Opera have held a pop-event event in the gardens.

The gardens are also the location for balance bike workshops, with up to 30 family participants involved. The sloped design of the plaza are ideal for skating and biking, and there is now a 'balance bikes' section in the local Bikeathon competition, potentially as a consequence. Additionally, the gardens are now the regular meeting place for weekly Cycle Friendly Kingussie rides (usually around 10 participants).

A place for everyday activities




Evidence from KCDC monitoring of the gardens suggests more people are using the improved space for everyday activities. For example, there have been large increases in the average number of people using the benches (e.g. for picnics), walking in the garden, and playing in the garden (Table 3). Other activities included reading the new interpretation boards and looking at the war memorial. The use of the gardens for everyday activities indicates that the space is a quality place to spend time in.

Figure 21: Sunday farmers' market in Gynack Gardens



Photo credit: Bob Kinniard / KCDC

Table 3: Counts of people using the garden by different activities

	Activity	Pre	Post	Change
	Using the new benches for picnics, including by tourists/visitors	28	76	+48
	Walking, including dog walking	16	80	+64
	Playing, including playing on bikes and rollerskates	0	22	+22

2.4 Outcome 4 – Placemaking: safety

Outcome: provide dedicated, safe spaces for people to walk, cycle and wheel through, adhering to Sustrans Scotland's Design Principles.

The project has created an improved public and community space which provides a welcoming and safe space for off-road active travel and everyday activities, particularly for school children. Evidence from monitoring shows that people view the safety of the gardens more favourably now than they did before the changes were made, and indicates the gardens now provide a dedicated, safe space for people to walk, cycle, and wheel.

2.4.1 Perceptions of safety

Respondents were particularly satisfied with the safety of the space, with large increases in perceptions of safety before and after construction.



100% of route users agree this route is easily accessible



91% of route users agree this route feels safe with regard to motor traffic



96% of route users agree this route feels like a safe place to be during the day



97% of route users agree it feels like a safe place to be after dark

Focus group and photo elicitation activities with children

During the focus group and photo elicitation activities with children from Kingussie Primary School, it was clear that the children felt comfortable in the gardens. Moreover, some of the children mentioned that they visit the gardens alone or with friends, as well as with their parents. This is a positive indication of how the gardens are perceived as a comfortable and safe space for children, both by the children themselves and their parents.

Safety refers to how physically safe the park is.
 Comfort refers to how comfortable a person feels in a place socially.

Overall, children took 17 photos of elements of the gardens related to safety. Of these, **18%** (3 photos) were 'positive', whilst 82% (14 photos) were 'negative'; no photos were 'neutral'.

The positive element photographed was a CCTV camera (see Figure 22), which children thought could be used to catch people who graffiti objects in the gardens (though the purpose of the camera is to monitor water levels, as it is pointed at the river and not the gardens).

Figure 22: Photo of garden elements with positive perceptions of safety: camera



Photo credit: Kingussie Primary School pupils

The children did mention and photograph 'negative' elements of the garden related to safety. There were only four elements deemed negative: a broken fence, a trip hazard, the new path lighting, and the new bench at the top of the park (see Figure 23).

Figure 23: Elements of the garden related to safety which were most photographed by children

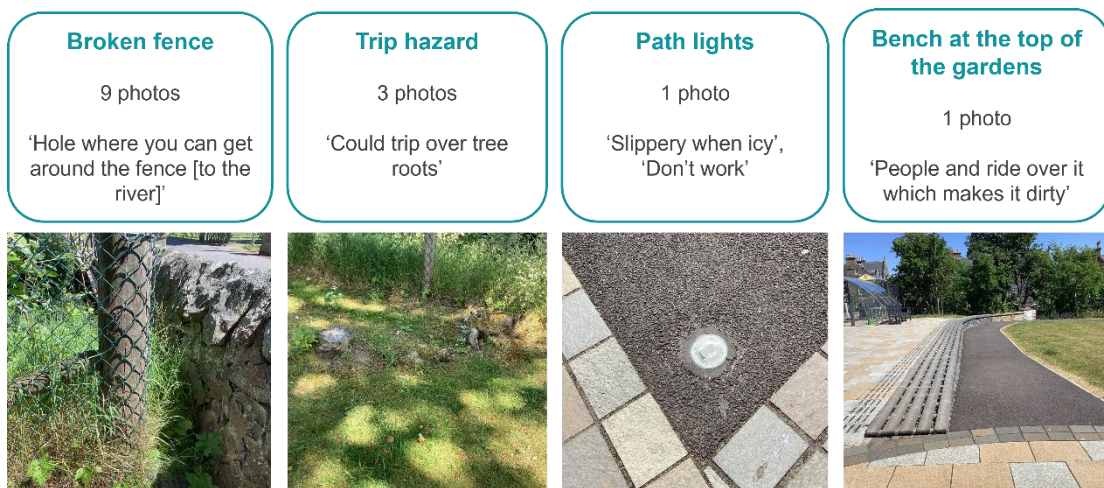


Photo credits: Kingussie Primary School pupils

Several children noted that the paving at the top of the park gets slippery in the winter, as well as the lights that are in the ground which are slippery all year round. They had seen others slip and fall and/or slip themselves. The wooden slats on the new bench at the top of the gardens could also get slippery.

Other issues identified include the tree roots and the bench at the top of the park which could be tripped over (the seating is slightly raised above the level of the pavement). The broken fence also means that children can get down to the river. The lack of fence at the top of the park now means that the children could run into the road.

It should be noted that the broken fence and the trip hazard are located at the southern end of the gardens, and will likely be upgraded as part of the Spey Street junction sub-project (not being funded and delivered under Places for Everyone). The focus group and photo elicitation activities therefore provide important evidence for this sub-project, which should be considered during design and delivery.

Whilst children highlighted several negative aspects of safety related to the gardens, the number of photos taken (14) represented a small proportion of the overall total (206). Additionally, the safety aspects identified provide important lessons learned for future schemes.

3. Detailed methodology

3.1 Description of tools

This section describes each monitoring tool in greater detail, including an explanation of the tool, the specifics of data collection, and the process for analysis.

3.1.1 Retrospective Route User Intercept Survey (RUIS)

The Route User Intercept Survey (RUIS) comprised a manual count of users alongside interviews over a 12-hour period (7am-7pm) on four days (two weekdays and two weekend days during term-time and school holidays).

The RUIS was conducted on the new plaza at the northern end of the gardens in October 2023 (see Figure 24). The surveyors intercepted as many route users as possible over the age of sixteen and route users were only interviewed once over the four-day period. The survey included questions about journey purpose, travel behaviour, perceptions of safety and physical activity.

Figure 24: RUIS location



Photo credit: Sustrans / McAteer

As the survey was not conducted before construction due to Covid-19 related restrictions, retrospective questions were asked to capture changes – the survey asked route users to think back and consider the route prior to the changes. As such, the level of service questions which asked about perceptions before and after the changes are not a true pre and post comparison. Moreover, the survey was conducted two years after construction, which may have impacted users' abilities to accurately recall the gardens before the changes.

Survey responses were analysed in R Studio and Microsoft Excel. Due to the number of survey responses received, results could not be weighted and are based on the number of respondents alone (noted where applicable). Survey results should therefore not be considered representative of all route users. The Annual Usage Estimates (AUEs) have, however, been weighted since the demographic and travel mode profile of respondents was sufficiently similar to the observations from the manual count.

Of the 412 users counted during the manual count, 67 submitted survey responses. Due to the number of surveys, responses have not been weighted based on observations of the manual count, and therefore results do not mitigate against bias in the sampling strategy.

3.1.2 Video Manual Counts (VMC)

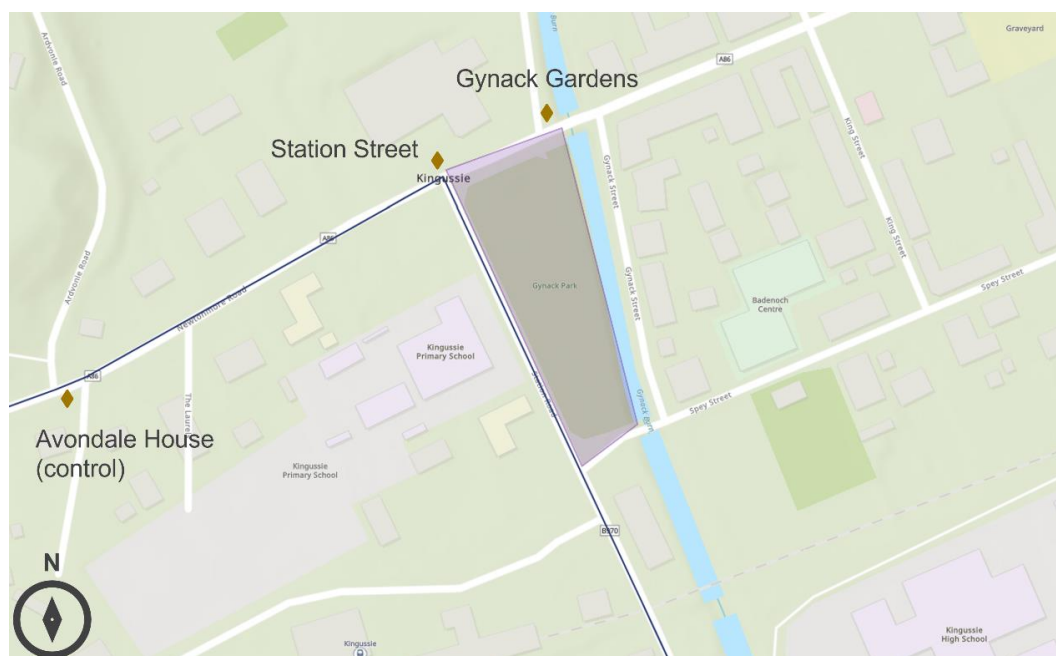
Three video manual counts (VMCs) counted users over 12 hours per day (07:00-19:00) for 7 days, and noted the mode of travel, age of user (adult/child), and direction of travel. The locations were:

- Gynack Gardens: A86 / Gynack Road junction.
- Station Road: A86 / B970 junction.
- Avondale House: A86, west of Gynack Gardens (control site).

The VMCs at baseline were conducted in July 2020 during school holidays and during the Covid-19 pandemic, whereas follow-up was conducted in September 2023 during term time. This may have impacted the number of active travel trips recorded and therefore the AUE.

Additionally, during Sunday post-construction monitoring, there was a farmers' market in the gardens, which likely increased footfall. Whilst it is reasonable to argue that the market only takes place due to the garden changes, pre and post data for the Gynack Gardens video monitoring site was removed from the analysis due to the likelihood of over-estimating annual usage based on this day.

Figure 25: Video manual count sites



3.1.3 Primary school focus groups and photo elicitation activities

Three focus groups with children from Kingussie Primary School, combined with photo elicitation activities, were conducted in July 2023 to gain insight into pupils' perceptions of the project and the impact it has had, if any, on their travel to school. Due to Covid-19, the focus group was only carried out post-construction. The aim of the method was to explore children's perceptions of the change after the project had been implemented. It is particularly suitable for interventions that will involve enhancements of the playfulness of the street environment.

Children from Kingussie Primary School were guided around Gynack Gardens as part of a led walk of the changes (see Figure 26). There were six main stopping points which provided opportunity for discussion and photographs of the gardens, as follows:

- Stop 1: Start – new entrance/exit to gardens from School (on Station Road)
- Stop 2: Top of the park at the new public plaza
- Stop 3: Bottom of the park, exit to Spey Street
- Stop 4: Spey Street junction
- Stop 5: Bottom of the gardens, entrance from Spey Street
- Stop 6: Finish – new entrance/exit to gardens from School (on Station Road)

Figure 26: Map of the led walk of Gynack Gardens for Kingussie Primary School pupils

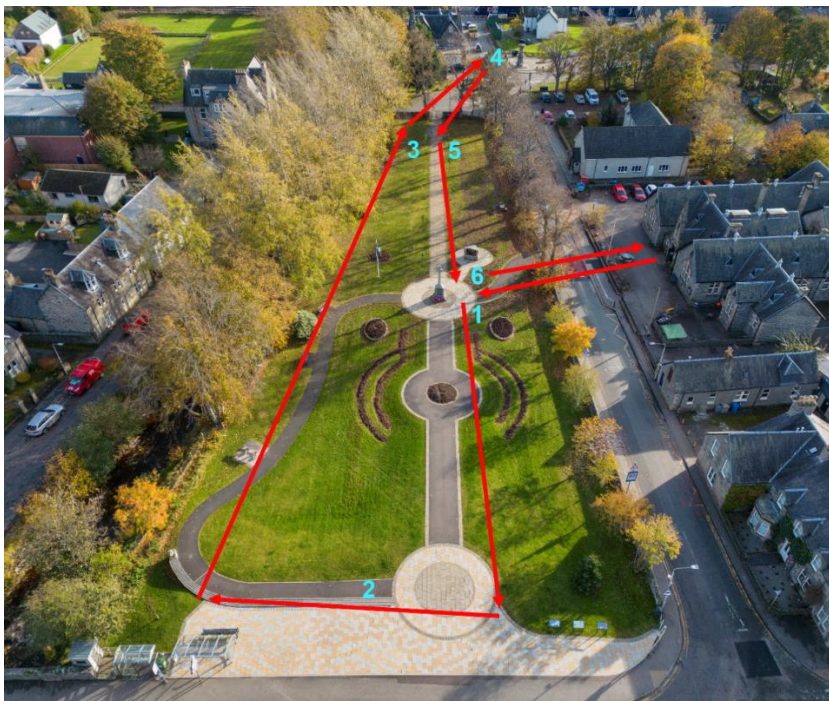


Photo credit: Sustrans / McAteer

Children were given cameras and three cards representing positive, neutral, or negative expressions (red with unhappy face, amber with neutral face, green with happy face) – children could take photographs of different elements of the gardens and explain why they did or didn't like it using the cards. Facilitators helped to foster discussion around elements of the scheme. Discussion topics focused on safety, comfort, enjoyment, and behaviour change.

All the focus groups were recorded by one facilitator and notes were taken by the other facilitator. The recording was then transcribed into note form and the notes of the facilitator were added when the recording had not picked up what a child had said (sometimes this was because the child was away from the main group). These notes were then coded into themes so they could be analysed. The analysis was partly deductive and partly inductive. The deductive part was the creation of broad themes to code the focus groups against which were created from the project's intended outcomes. However, more precise codes were created inductively from the data.

When the photos were copied from the camera which was used to take pictures of the children using smiley faces to rate pieces of infrastructure to the computer the files were corrupted and lost so no mention of these is made in reporting.

The focus group route incorporated elements and questions related to both the Gynack Gardens and Spey Street junction sub-projects. However, only responses and photos relevant to the gardens have been included in this analysis and reporting.

Overall, children took 296 photos. At the analysis stage, the data was cleaned by removing 60 duplicate photos, leaving 236 photos. The photos were then sorted and coded by element, whether children saw this as positive, neutral, or negative, and whether the photo referred to quality or safety aspects. Additionally, of these 236 photos, 30 related to the Spey Street junction sub-project, and were removed from the analysis. Overall, 206 photos relating to the Gynack Gardens sub-project were analysed and reported on.

3.1.4 Hands Up Scotland Survey (HUSS)

Kingussie Primary School takes part in the annual [Hands Up Scotland survey](#), in which schoolchildren report the mode of transport they most frequently use to travel to school.

Each September, schools across Scotland complete the survey by asking their pupils 'How do you normally travel to school?'. Local authority officers distribute the survey to schools and return responses to Sustrans' Research and Monitoring Unit for overall collation, analysis, and reporting.

A Parliamentary Order was passed designating Sustrans as Official Statistics Providers in the production of Hands Up Scotland on 1 June 2012. The results provide a valuable annual snapshot of school travel.

Data for Kingussie Primary School is available for 2018, 2021 and 2022. Data is not available for 2019 and 2020 as the school did not complete the survey.

3.1.5 Parked cycle count

Counts of parked cycles were conducted by volunteers from KCDC between July and August 2019. This was repeated at follow up between June and September 2023. The count consisted of walking down the High Street (A86) and counting the number of cycles at shops (e.g. the Co-op), outside the council offices, in front of Gynack Gardens (which at follow up had a designated cycle shelter), and in other locations (e.g. the Police Station).

3.1.6 Garden monitoring

Observational monitoring of activities taking place in Gynack Gardens was conducted by volunteers from KCDC between July and August 2019 (37 observations over 24 days). Sustrans RMU provided feedback on the monitoring, which was then repeated at follow up between June and September 2023 (24 observations over 24 days).

The purpose of this tool was to assess the range of activities carried out and the frequency of those activities before and after construction which would indicate the quality of the infrastructure. The method involved noting how many people were in the gardens and the activities that they were undertaking at set times (usually only once a day), including using benches, playing, and walking. The age of the people (children or adults) was also noted.

3.1.7 Key stakeholder interview

An interview with a stakeholder at KCDC (the main project partner) was conducted in February 2024 to inform understanding of community involvement from the point of view of the community organisation who implemented the scheme. The interview also provided information on how Gynack Gardens were being used by local residents and visitors approximately three years after changes had been made.

3.2 Discussion of monitoring methodology

3.2.1 Tools not carried out at follow up

Table 4 outlines the monitoring tools not carried out at follow up for the Gynack Gardens sub-project.

Table 4: Monitoring tools not carried out

Monitoring tool	Reason for not using
High school focus group	As the Spey Street junction sub-project was no longer being delivered through Places for Everyone, the scheme had reduced in scale and the planned monitoring was deemed disproportionately large. Moreover, a focus group with primary school children had already been carried out.
Traffic speed and volume counts	Due to the Highland Council's roll-out of 20 mph speed limits for residential roads ¹³ and a reduced speed limit of 30 mph on the A86 (not introduced as part of this project), a follow up traffic speed and volume survey was not conducted.

3.2.2 Covid-19 restrictions

The monitoring approach for this scheme was constrained by social distancing and travel restrictions associated with Covid-19, in place from March 2020 (see Figure 7). For example:

- A route-user intercept survey (RUIS) was not viable during social distancing and therefore wasn't conducted at the pre-construction stage. Retrospective questions were asked at post-construction to assess changes in active travel behaviour and perceptions of the scheme.
- In-person manual counts were also not viable during Covid-19 restrictions and were therefore not conducted for pre-construction. Active travel counts were captured via video footage instead.

Some baseline data was collected during Covid-19 restrictions (e.g., the video manual counts). However, follow up data was collected in 2023 and therefore not affected by such measures. This makes it challenging to compare results. For example, the impact on active travel included people being permitted to meet and travel with a greater number and diversity of people at closer quarters, the re-opening of schools, non-essential shops, and other amenities, as well as increasing numbers of people returning to workplaces.

3.2.3 Control site selection

To distinguish the effects of the scheme from effects due to changes in the numbers of people walking, cycling, and wheeling due to Covid-19 restrictions, a control site was selected with similar characteristics, proximity to amenities, and walkability to Gynack

¹³ See: https://www.highland.gov.uk/info/1523/transport_and_streets/1049/20mph_programme

Gardens. The control site chosen was on the A86 at Avondale House (see Figure 25) – this site was chosen for the following reasons:

- It is on the same road, and in close proximity to the Gynack Gardens count site (approximately 250m west along the A86).
- Walkability is similar – there are pavements of similar width to the Gynack site on both sides of the road.
- It is enroute to many of the key amenities in Kingussie.
- It is on the NCN route 7, and the count data will be a useful in monitoring other sub-projects in this scheme.

3.2.4 Scheme phases and scope of monitoring

The scheme originally consisted of three elements:

1. Gynack Gardens
2. Spey Street Junction
3. Newtonmore Road (A86)

The Spey Street Junction sub-project is no longer being delivered through Places for Everyone (PfE) funding, whilst the Newtonmore Road sub-project currently has funding for Stage 2 (Concept Design). Both are yet to complete construction.

Baseline monitoring covered the Gynack Gardens and Spey Street Junction sub-projects. However, follow-up monitoring was only conducted for the Gynack Gardens element, which has completed construction (see Table 5).

For example, a VMC, a traffic speed and volume survey, and interviews were conducted for the Spey Street Junction sub-project at baseline (alongside baseline monitoring for the Gynack Gardens sub-project), but this was not repeated at follow-up. Similarly, a planned retrospective RUIS located at the junction was not carried out.

The focus group with children from Kingussie Primary School conducted at follow up incorporated questions related to both the Gynack Gardens and Spey Street junction sub-projects. However, only responses and photos relevant to the gardens have been included in this analysis and reporting.

Table 5: Scheme phases and scope of monitoring

Sub-project	Sub-project summary	Funding status	Construction start	Construction completion	RMU monitoring status
1. Gynack Gardens	Improving the gardens for active travel journeys, including new and widened paths, a path linking to Kingussie primary School, an extended plaza area and opening of park front (by removing the gate and fence), and the installation of benches, information boards, a bike shelter, ground lighting, and an Indian war memorial.	Complete	Autumn 2020	March 2021	Reporting
2. Spey Street Junction	Improving safety and placemaking at the junction of Spey Street and Station Road, located at the southern end of Gynack Gardens.	This reached construction stage before finding other sources of funding. Now being delivered by the Highland Council.	Winter 2023 (estimated)	Spring 2024 (estimated)	Baseline monitoring data collection and analysis complete
3. Newtonmore Road (A86)	Improving a section of on-road NCN7 which runs west from Gynack Gardens along the A86 to where the NCN goes off road, to enhance links to the town centre.	Has funding for Stage 2	Not yet known	Not yet known	Monitoring plan

3.3 Future monitoring

Legacy monitoring is undertaken to understand the longer-term impacts of the scheme, typically carried out more than two years after project construction has finished to allow time for the local community to build familiarity with the new infrastructure and for usage to settle. Future monitoring would aim to examine the long-term impact of the scheme on the original scheme outcomes as well as any additional outcomes as appropriate (e.g. maintenance).

3.3.1 Monitoring tools to be repeated at legacy monitoring

Data from all tools included in this report should be repeated at legacy monitoring: RUIS with Manual Count, Video Manual Counts, the Hands Up Scotland Survey, and focus groups with school children.

3.3.2 Additional monitoring to carry out at legacy

These are suggestions for areas to investigate and monitoring tools to use at follow up in cases where additional research is needed, or data will subsequently be available.

Analysis of counter data

Currently no counter data has been included in the form of an Annual Usage Estimate. There is one counter located along the A86, approximately one mile west of Kingussie on a traffic-free section of NCN 7. As this counter is outside the scheme area, it was not used as part of baseline or follow up monitoring. However, it may be appropriate to use this data to assess if changes to Gynack Gardens have made Kingussie more attractive as a recreation/touring route for cyclists (e.g. for those using NCN 7, the Badenoch Way, or Speyside Way). This may be more relevant if the Newtonmore Road (A86) sub-project is delivered, which aims to improve this section of NCN 7.

Collection of additional qualitative data

Qualitative data was collected at follow up via focus groups with Kingussie Primary School children. Additional qualitative data could be collected via other resident groups (e.g. parents, secondary school-aged children, older residents) to assess how the improvements to Gynack Gardens has changed their behaviour in terms of travelling to school and other amenities (e.g. the train station), as well as use of the gardens as a community space (e.g. farmers' market, other activities). This could replace the garden monitoring activities undertaken by KCDC at baseline and follow-up, which is unlikely to take place at the legacy stage.

Maintenance audit of new infrastructure and amenities

To ensure the new infrastructure and amenities (paths and paving, benches, ornaments) are in good state of repair.

4. Appendix

4.1 Topic guide for Kingussie Primary School focus groups

Starter question	Follow on questions/prompts	Facilitator action
Introductions and consent		
Questions inside: travel to school		
<p>We'd like you to think about your journey to school.</p> <ul style="list-style-type: none"> • Please put your hand up if you live in Kingussie. • Hands up if you live outside of Kingussie. 		<p>Take a note of pupils putting their hand up</p>
<p>Please put your hand up when we say the way that you normally travel from home to school:</p> <ul style="list-style-type: none"> • Driving • Walking • Cycling • Scooting or skating • Park and stride • Train, bus, or taxi 		<p>Take a note of pupils putting their hand up for each mode</p>
<p>Those of you who said [mode], do you feel safe travelling to school in this way?</p>	<p>If not, why do you feel unsafe?</p>	
<p>Can you remember what the road outside school was like before the changes were made? e.g. fence added and pavements made wider (optional).</p>	<p>Since the changes were made, do you feel more safe, less safe, or the same when arriving at school? (optional)</p>	
<p>Do you ever travel around Kingussie in another way to the way you travel to school?</p>	<p>If you're travelling through this area, where are you going? e.g. to the station, to the shops?</p>	

Starter question	Follow on questions/prompts	Facilitator action
	Do you ever stop to visit gardens? If not, why not?	
Stop 1: School entrance to the gardens		
Using the face covering (positive, neutral, negative) we gave you, show us what do you think of the memorial here?		Take picture with the face covering Prompt pupils to take pictures on the walk
Stop 2: Top of the gardens		
Is there anything here that you like or dislike that you would like to take a picture of? Using the face coverings, show us what do you think of the seating, bike station and information boards?	Why do you like/dislike this feature?	Take picture with the face covering Prompt pupils to take pictures on the walk
Stop 3: Bottom of the gardens		
Is there anything here that you like or dislike that you would like to take a picture of?	Why do you like/dislike this feature?	
Using the face coverings, please show us what you thought of the walk down?		Take picture with the face coverings
Using the face coverings show us what did you think of the grass and trees on the walk?		Take picture with the face coverings
Stop 4: Spey Street junction		
Is there anything here that you like or dislike that you would like to take a picture of?	Why do you like/dislike this feature?	
Using the face covering show us what you think of this junction?	How do you think this area could be improved? (optional)	Take picture with the face coverings
Stop 5: Entrance to the gardens		
Is there anything here that you like or dislike that you would like to take a picture of?	Why do you like/dislike this feature?	

Starter question	Follow on questions/prompts	Facilitator action
Using the face covering show us what you think of the entrance to the town?	Do you think the junction is safe for everyone?	Take picture with the face coverings
	Do you think it could be improved? How? (optional)	Prompt pupils to take pictures on the walk
	How did you feel when we were crossing the road?	
Stop 6: Finish (10 minutes)		
Is there anything here that you like or dislike that you would like to take a picture of?	Why do you like/dislike this feature?	
Using the face covering please show us what you think about the information board here?		Take picture with the face coverings
On the whole, what do you think about the gardens?		Take picture with the face coverings
Was there anything else you would like to tell us about the junction or the gardens?		

4.2 Additional project delivery details

Key feature	
Category	2
New route (currently not passable on foot)	No
Upgrade of existing route	Yes
Length (if linear / known)	n/a
Estimated date of works starting	Autumn 2020
Estimated date of works completion	March 2021

4.3 Key Contacts

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