



Movement Strategy: Consultation Responses

Hyde Park

08 March 2021



Prepared for The Royal Parks by Sustrans' Research and Monitoring Unit

Document details	
Version:	1.1
Client:	The Royal Parks
Circulation Status:	Public
Issue Date:	08/03/2021
Author(s):	Sabina Assan
Reviewed by:	Will Wright 05/02/2021; Alicia Morton 05/03/2021
Signed off by:	Will Wright (08/03/2021)

Contents

Executive summary	4
1. Hyde Park	6
1.1 Hyde Park changes	6
1.2 About the survey	7
2. Responses: Overall	8
2.1 Should the change be made permanent?	8
2.2 Views on how the changes are working	9
2.3 Further Responses: Open text	10
2.4 Further responses: Email submissions	12
3. Respondents	13
3.1 Respondent location	13
3.2 Respondent park use	14
3.3 Park user frequency	17
3.4 How respondents access Hyde Park	18
3.5 Respondent demographics	19
3.5.1 Gender	19
3.5.2 Age	20
3.5.3 Disability/Health Issue	20
3.5.4 Ethnicity	22
4. Scheme I: Expanding the regular Sunday motor vehicle restriction on South Carriage Drive to include Saturday	23
4.1 Should the expansion of the regular Sunday motor vehicle restriction on South Carriage Drive to include Saturday be made permanent?	24
4.2 Views on how the change is working	25
4.3 Responses by respondent location	26
4.4 Responses by park user type	29
4.5 Responses by park access mode	32
4.1 Responses by gender	35
4.2 Responses by age	37
4.3 Responses by disability/health issue	37
5. Scheme II: Full time closure of North Carriage Drive	40
5.1 Should the scheme be made permanent?	41
5.2 Views on how the change is working	41
5.3 Responses by respondent location	43
5.4 Responses by park user type	45

5.5	Responses by park access mode	48
5.6	Responses by gender	51
5.7	Responses by age	53
5.8	Responses by disability/health issue	53
6.	Appendix	56
6.1	Detail of outreach and engagement	56
6.1.1	Stakeholder mapping and digital outreach	56
6.1.2	Face to face engagement	57
6.2	Methodology	58

Executive summary

This report details the results of The Royal Parks Movement Strategy consultation survey for changes made in Hyde Park.

The two schemes consulted on were:

- I: Expanding the regular Sunday motor vehicle restriction on South Carriage Drive to include Saturday,
- II: Motor vehicle restriction on North Carriage Drive

There were 966 responses to the consultation which ran from November 2020 – January 2021.

Of all responses:

- 16% were from local postcodes.
- The most common reasons for using the park are walking, cycling, and relaxation/mental wellbeing.
- 77% said they use the park fortnightly or more regularly.
- The most common ways to access the park are cycling, walking, and public transport.

For both schemes:

- 74% of responses said they thought the schemes should be made permanent.
- 75% of responses said that the schemes have made the park a more pleasant place to spend time and have had a positive impact on the park.

- Most responses said that the schemes have not made it harder to access the park, nor has it had a negative impact on the surrounding area.
- While there was overall support and positivity from *both* local and non-local responses, there was less support and positivity from local responses.
- All park user groups analysed – except for those using the park to drive through by car – had greater levels of support and positivity for the scheme.
- For all the main transport modes to access the park, all had greater levels of support and positivity for the scheme except those accessing the park by Taxi/Coach.
- There was overall support and positivity from both men and women in similar proportions.
- A lower proportion of disabled respondents or those with a health issue(s) supported the scheme than non-disabled respondents.

The most common themes left in open text comments on the consultation were:

- Support for further measures discouraging vehicles, particularly removing all through traffic.
- Emphasis of the improved park environment since the changes.
- Concerns that the changes have increased traffic in the surrounding area.
- Suggestions for further changes that improve cycle infrastructure and/or separate pedestrians from cyclists.

1. Hyde Park

This report details the results of The Royal Parks Movement Strategy consultation survey for changes made in Hyde Park.

1.1 Hyde Park changes

The Royal Parks' Movement Strategy sets a framework to help shape how park visitors can access, experience and move within parks. The strategy has also led to the implementation of a series of trials across five parks that seek to reduce through traffic to create new, safer and more enjoyable park space for visitors.

Figure 1 Map detailing changes to Hyde Park



As part of the Movement Strategy¹, The Royal Parks have implemented two changes in Hyde Park:

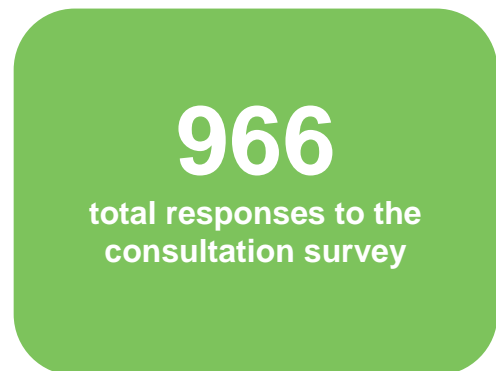
- **Full- time closure of North Carriage Drive road (normally closed for up to six months due to the occurrence of events)**
- **Extended the closure of South Carriage Drive to vehicle traffic on Saturdays (in addition to the current closure on Sundays)**

All roads have remained open to all park users walking, cycling and wheeling. Car parks have remained open and accessible though only to be accessed from the closest park gates. Cars have not been able use North Carriage Drive as a through route at any time during this trial, nor South Carriage Drive on weekends (Figure 1).

A formal consultation with park visitors, residents and stakeholders was undertaken. This report details the results of the public consultation run by The Royal Parks and administered by Sustrans. A consultation survey was open between November 2020 and January 2021.

Accompanying the online survey were stakeholder mapping and contacts and targeted social media posts.

In total, there were 966 responses to the online survey.



1.2 About the survey

The survey was designed to gain an insight into how the changes were working for the public, including how they affected for park visitors and stakeholders. As the survey is a self-selecting sample, as opposed to a representative sample of the public at large or targeted at a small sample of local people, it is not designed to be a referendum as to whether the changes are working.

All percentages are calculated based on the number of responses received for each specific question and are rounded to the nearest whole. They therefore may not always total 100%.

For further methodological notes, see the Appendix.

¹ <https://www.royalparks.org.uk/managing-the-parks/park-strategies/the-royal-parks-REtransport-and-movement-strategy>

2. Responses: Overall

This section summarises the overall results of the consultation survey.

- For both schemes, 74% said they would like to see the changes made permanent.
- Most responses think the changes have improved the park, whilst not impacting their accessibility or having an adverse effect on the surrounding area.
- 55% of responses included an open-text comment. Over half of these suggested that there should be further changes to the park to restrict motor vehicles.

2.1 Should the change be made permanent?

For both schemes, the majority of responses said they thought the changes should be made permanent (Figure 2).

74% (715 responses) said they thought the Saturday vehicle restriction on South Carriage Drive should be made permanent, whilst 24% (226 responses) thought it should not be made permanent.

74% (718 responses) said they thought the vehicle restriction on North Carriage Drive should be made permanent, while 24% (229 responses) thought it should not be made permanent.

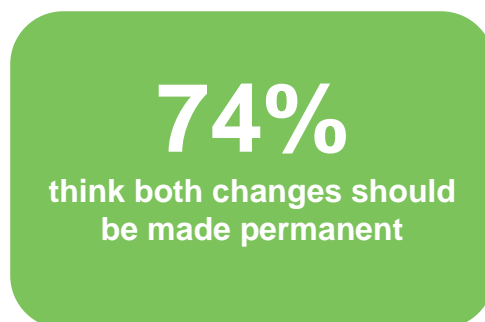
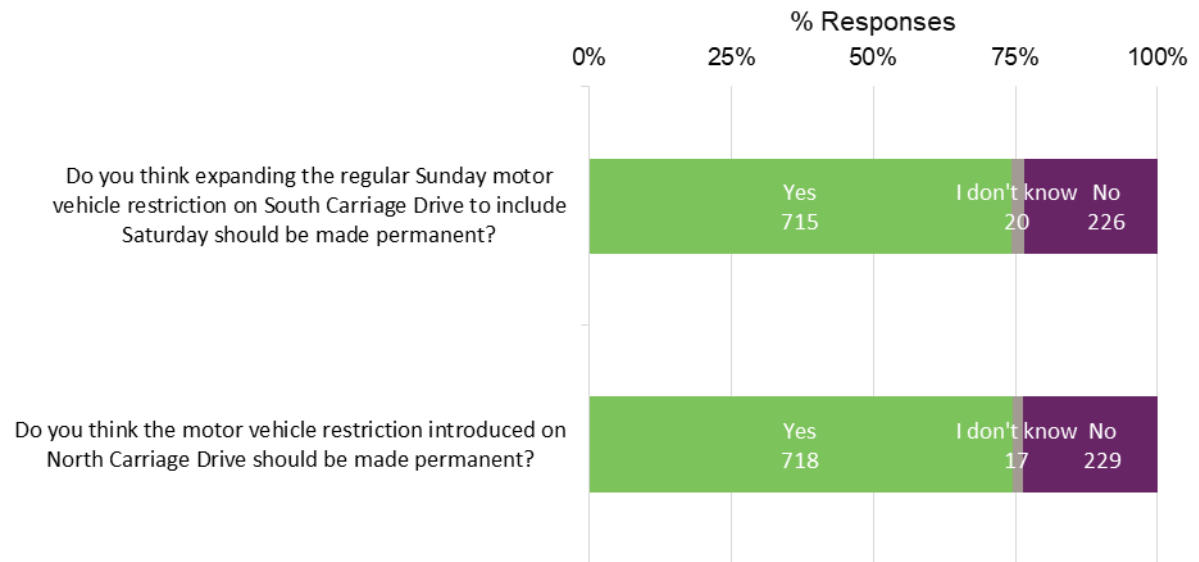


Figure 2 Should the change be made permanent?



2.2 Views on how the changes are working

Respondents were asked the extent to which they agreed with a series of statements to understand how respondents thought the schemes are working. These were:

- These changes have made the park a more pleasant place to spend time
- The changes have had a positive impact on the park
- The changes have had a negative impact on the area surrounding the park
- The changes have made it harder for me to access the park

Respondents viewed the two schemes similarly. For both, 75% of respondents think the changes have had a positive impact on the park and made the park a more pleasant place to spend time.

For both schemes, most responses do not think the changes have had a negative impact on the surrounding area. The impact on the surrounding area was the response that consistently had the highest amount of “I don’t know” responses.

Most responses do not think either change has made it harder for them to access the park.

2.3 Further Responses: Open text

Respondents were invited to provide additional comments on their experience of the consultation area. Of the 966 total responses, 530 included open text comments.

Support for further measures discouraging vehicles

The most common theme which emerged from respondents' comments was their support for **further measures discouraging motor vehicles in the park**, accounting for over half of all comments. Of these responses, approximately half noted they would like **all through traffic stopped**, with many highlighting the park would be a safer and more enjoyable environment without motor vehicles. Around a third of responses commenting under this theme specified they would like to see the removal of vehicle traffic on West Carriage Drive, and a third mentioned they would like to see South Carriage Drive closed to motor vehicles on weekdays. A number of these comments highlighted the importance to keep parking for those with disabilities.

*“Please make these changes 24/7 and not just weekends! It makes the park so much more enjoyable, quieter, and safer. It’s amazing to see young kids riding their bikes in the park when it’s safe.”
(H00147, SW9)*

“More restrictions should be introduced for through traffic on weekdays, ideally 24 hours a day, 7 days a week including on West Carriage Drive. Disabled parking facilities should be increased.” (H00887, SE9)

Improved environment for park users due to closures

The next most common theme that emerged from the open text responses were comments noting how much **better the park is for the changes**. Two thirds of these comments sought to highlight that the change created a **more pleasant park environment**, other responses noted more people walking, cycling and better air quality.

*“This makes the park a more peaceful and pleasant place, a tranquil escape from the otherwise busy city, which is easily accessible. At weekends in particular families are out on bikes and walking. Less cars allows easier crossing at safer distances.”
(H00776, NW6)*

“I set up a birthday cycling treasure hunt for my girlfriend, and I used Hyde Park in part because I knew there were less cars and it was much more pleasant in the park now. It’s definitely made the park more of a top tier park.” (H00940, E8)

“The changes have had a significant positive impact. It is now much safer, and more pleasant, to walk and cycle in the park, and the air quality has noticeably improved. I do hope that the changes can be made permanent.” (H00092, SW6)

Scheme has increased the traffic in surrounding area

A similar number of responses commented on an increase of traffic on the surrounding roads. Almost half of these comments also mentioned that they were concerned about **longer journey times**, and **increased air pollution** in the neighbourhood due to the congestion. Many of these responses made references to specific locations where they felt the traffic was particularly bad such as Knightsbridge and Bayswater road. This was the most common response theme for those that do not think the schemes should be made permanent.

“The traffic impact on both west carriage drive and bayswater rd is bad. Particularly on West carriage drive the queues of traffic when north carriage is closed seem to increase 10-20 mins. On top of the obvious traffic issue, the air quality impact of this must be horrible.” (H00389, W2)

“We live in Hyde Park Estatae area. Closing North Carriage permanently is a bad idea. The current build up of traffic on west carriage due to the north carriage closures is terrible. cars back up with engines pumping out pollution into the park, and of course slow down the flow of traffic.” (H00390, W22H)

Request for more walking/cycling infrastructure within the park and wider area

A number of the open text responses commented that they would like to see more cycle infrastructure within the park, and in the wider area to provide better connections to the park. Others highlighted the need for segregated paths for cyclists and pedestrians, and better path signage to reduce any dangerous interaction between the two park users.

“for pedestrians the park is less comfortable as the paths are overrun by cyclists, who even ride across the grass. They are a menace not sticking to the cycle paths. Paths need to be clearly marked and enforced.” (H00143)

“You need separate paths for cyclists and pedestrians, particularly the east-west route that goes south of the round pond. There's room to have two parallel paths one clearly marked for cycling (red tarmac, cycle symbols, white dotted line in centre). It would make it so much pleasanter and safer for both cyclists and pedestrians, and would avoid the need for those horrible humps.” (H00149, W6)

Additional comments

Further comments provided general support for the scheme and The Royal Parks Movement Strategy as a whole, whilst a slightly fewer number of responses explicitly said they were opposed to the changes and would like to see them removed.

There was also a number of less common themes. For example, some comments suggested alternative changes to the park which do not discourage vehicles such as lower speed limits or suggesting that taxis be exempt from the changes. Additionally, various comments highlighted that the scheme has made accessibility more difficult, in particular for those with disability/mobility health issues.

“Disabled people like myself need access to parks via London black cabs I understand trying to stop car access to parks but London Black Cabs are a god send for disabled people I use them and have seen many wheelchair bound people using them to get to our beautiful parks.” (H00570, W2)

“Taxi [sic] should be exempt from the schemes as we are part of a regulated public transport offering, and displacement affects surrounding roads.” (H00563)

“Closing the park to traffic discriminates against people with a disability. By closing the roads how can disabled people like my daughter travel to the Princess of Wales fountains.” (H00760, SW1V)

2.4 Further responses: Email submissions

In addition to the survey responses, The Royal Parks received 17 emails from the public about the changes to Hyde Park during the consultation period. Of these, 11 were supportive of the schemes or wanted them made permanent, while 6 opposed the schemes or wanted them removed.



3. Respondents

This section summarises who responded to the survey

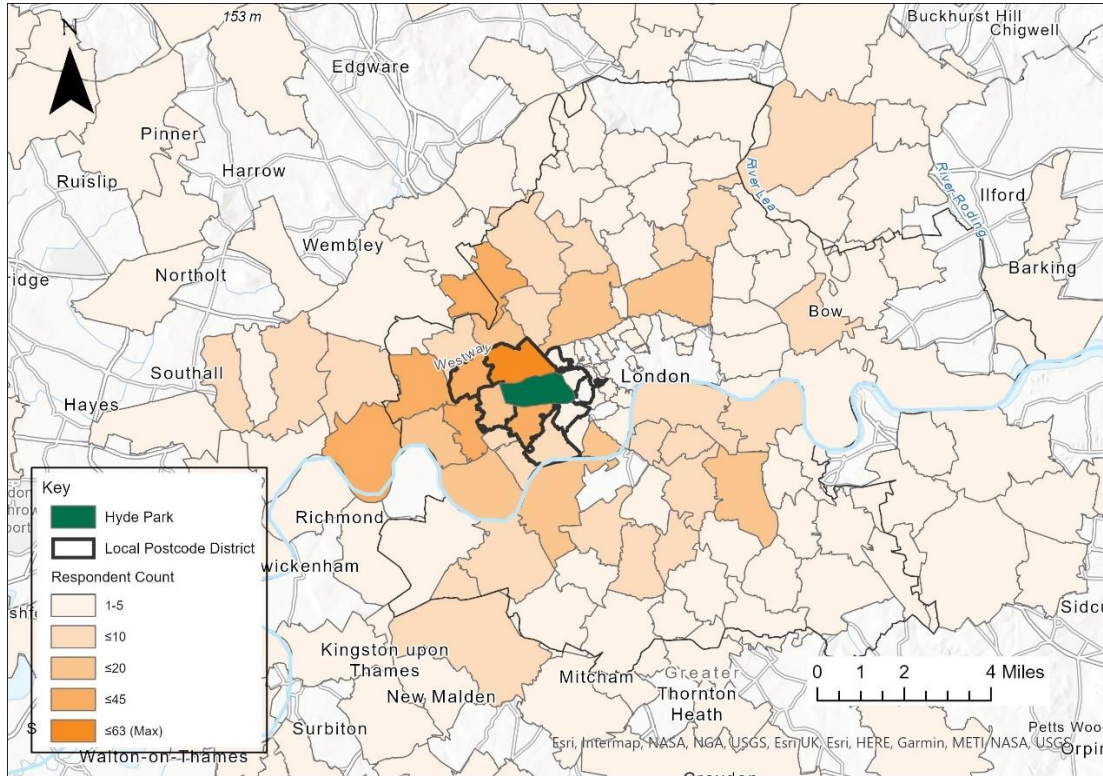
- 16% of responses were from local postcodes.
- The most common reasons for using the park was walking, cycling and relaxation/metal wellbeing.
- 80% of responses said they use the park fortnightly or more regularly.
- The most common ways respondents access the park is cycling, walking, and public transport.
- Demographic groups that are overrepresented in the overall survey responses include men, those aged 35-54, non-disabled people and those from white ethnic groups.

3.1 Respondent location

Respondents were asked to provide their postal district. 9 postcode districts were identified as local to Hyde Park (Figure 3) and are: W2, W11, W8, SW7, SW1X, W1K, SW3, W1H, and W1J. Out of all responses, 16% (151 responses) were from local post codes. 71% (690 responses) were from other locations in the U.K (the majority from within Greater London) while 13% (125 responses) either provided invalid or no information. The postcode district with the largest number of responses was W2, from which 7% of all responses were received (63 responses). W1J was the only local district with no responses. The non-local postcode district with the highest number of responses was W4, from which 3% of all responses (27 responses) were received.

16%
of responses were from
postcodes local to
Hyde Park

Figure 3 Map of respondent location within London



3.2 Respondent park use

Respondents were asked what they usually do in Hyde Park. They were able to select up to three activities from a multiple choice list, which included an “Other” option (Figure 4).

The most common option selected by respondents was “Walking” with 67% of responses (643 responses). These respondents were also asked about the type of walking they most commonly do in Hyde Park. Of those that provided further information, 80% (506 responses) said “Casual stroll/with family or children”, 8% (51 responses) said “Dog walking”, 7% (44 responses) said “Hiking” and 5% (34 responses) said “Other” (Figure 5).

67%
use the park for walking



Figure 4 Respondent activities in Hyde Park

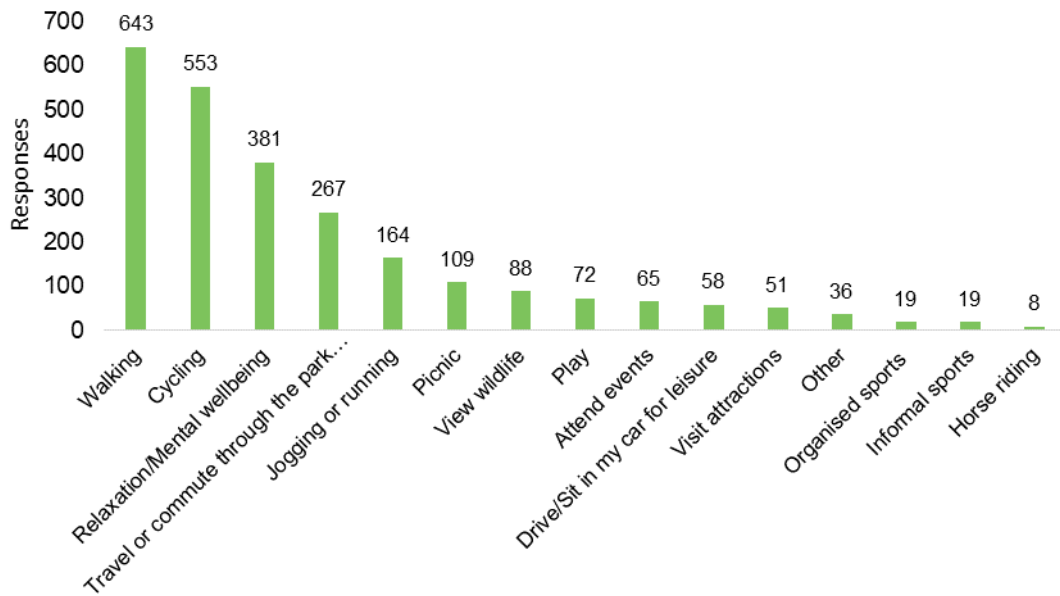
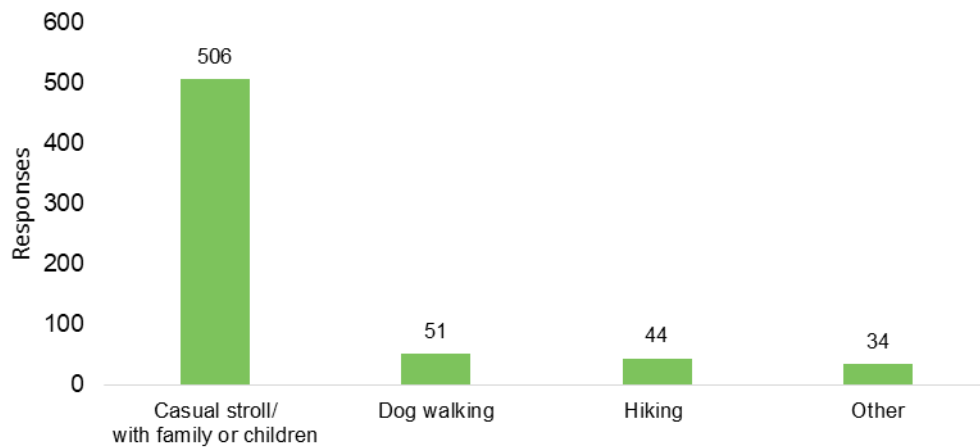
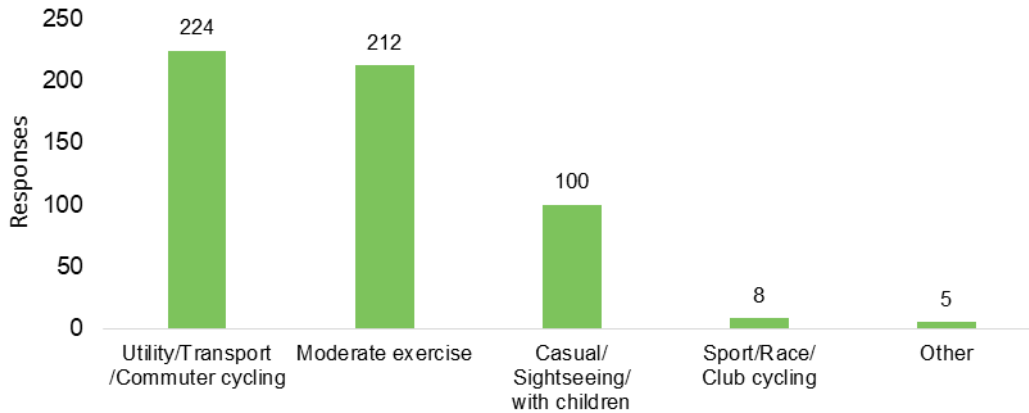


Figure 5 Type of walking undertaken



The second most common option selected by respondents was “Cycling” with 57% of responses (553 responses). These respondents were asked about the type of cycling they most commonly do in Hyde Park. Of those that provided this information, 41% (224 responses) said “Utility/Transport/Commuter cycling”, 39% (212 responses) said “Moderate exercise”, 18% (100 responses) said “Casual/Sightseeing/with children”, 1% (8 responses) said “Sport/Race/club cycling”, and 1% (5 responses) selected “Other” (Figure 6).

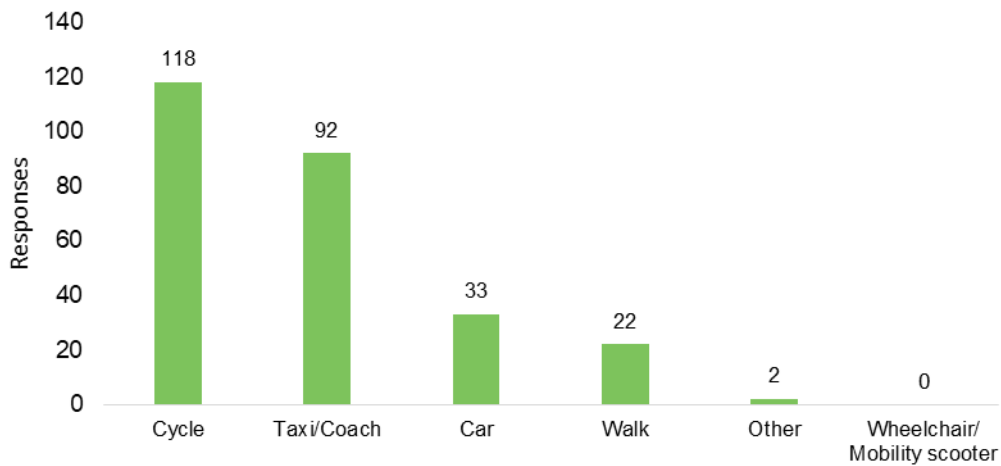
Figure 6 Type of cycling undertaken



Responses show park users visit for other common activities, 40% of responses (381 responses) said they visit the park for “Relaxation/Mental wellbeing”, 28% (267 responses) said for “Travel or commute through the park without stopping” and 17% (164 responses) “Jogging or running”.

Those that said they “Travel or commute through the park without stopping”, were also asked about how they most commonly commute through Hyde Park. Of those that provided further information, 44% (118 responses) said they travel by cycle, 34% (92 responses) said they travel by taxi/coach, 12% (33 responses) said they travel by car, 8% (22 responses) said they walked and 1% (2 responses) selected “Other” (Figure 7).

Figure 7 Mode of those who travel or commute through the park without stopping

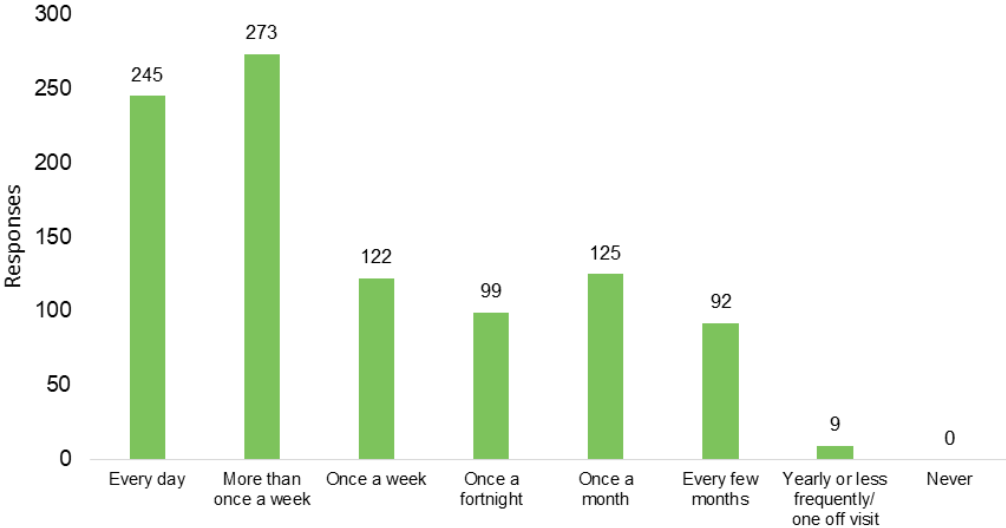


3.3 Park user frequency

Respondents were asked roughly how often they visit or travel through Hyde Park (Figure 8). The most common response was “More than once a week” with 28% of responses (273 responses). Most respondents are regular park visitors with 77% (739 responses) saying they visit once a fortnight or more frequently.

77%
visit the park at least once a fortnight

Figure 8 How often do respondents visit or travel through Hyde Park



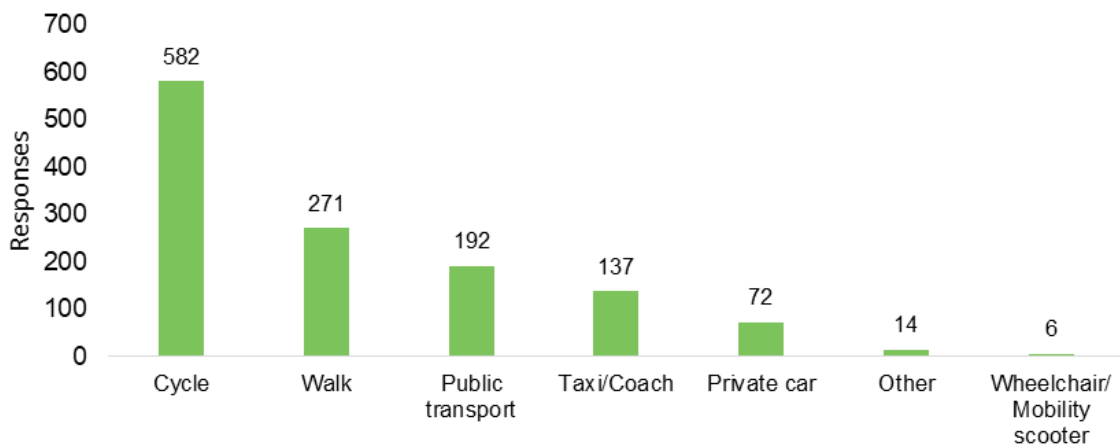
3.4 How respondents access Hyde Park

Respondents were asked how they most commonly travel to Hyde Park. They were able to select up to two travel modes from a multiple choice list, which included an “Other” option (Figure 9).

The most common travel mode selected by respondents was “Cycle” with 60% of responses (582 responses). The second most common option was “Walk” with 28% (271 responses), followed by 20% (192 responses) selecting “Public transport”. Additionally, 14% (137 responses) selected “Taxi/Coach”, 7% (72 responses) selected “Private car” and 1% (6 responses) selected “Wheelchair/Mobility scooter”.

60%
Access the park by cycling

Figure 9 Respondents travel mode Hyde Park



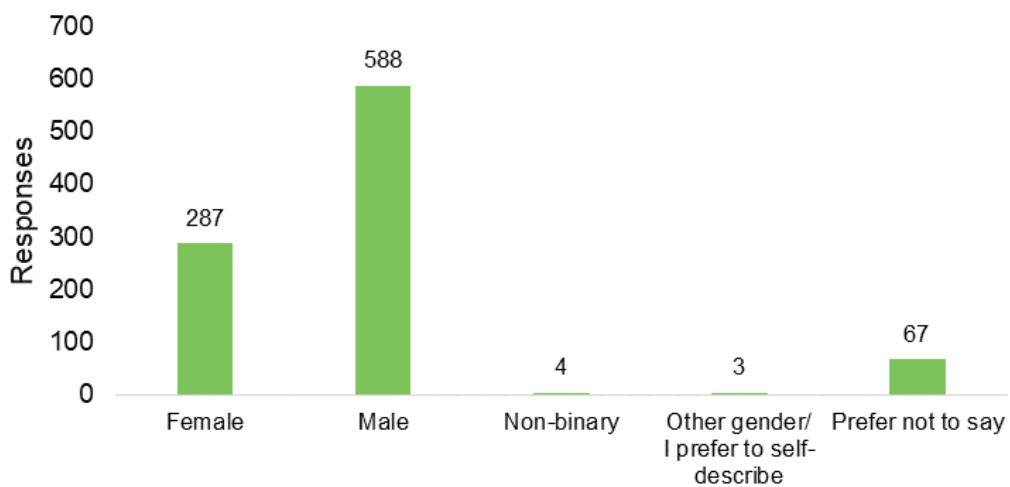
3.5 Respondent demographics

Respondents were asked a series of demographic questions. This was to track how representative the survey responses were and to explore how the changes potentially affected groups differently².

3.5.1 Gender

Of all respondents, 30% (287 responses) selected “Female” and 62% (588 responses) selected “Male” (Figure 10). Less than 1% (4 responses) said they were non-binary and less than 1% (3 responses) said they were another gender or preferred to self-describe³. 7% (67 responses) said they preferred not to say.

Figure 10 Gender of responses



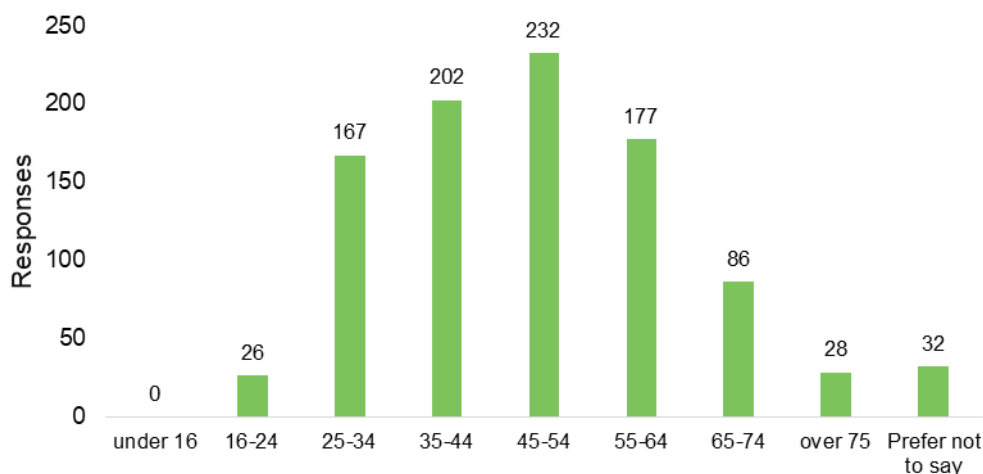
² See Appendix for an explanation on how demographic questions were asked.

³ Currently there are not reliable figures for non-binary and other genders population in the UK, but it is estimated to be up to 1%: see e.g. <https://www.stonewall.org.uk/truth-about-trans#:~:text=The%20best%20estimate%20at%20the,population%20of%20over%2060%20million>.

3.5.2 Age

The most common age group selected by respondents was 45-54 year olds, with 24% (232 responses) of responses. This was followed by 35-44 year olds, with 21% (202 responses, Figure 11) of responses. Compared with UK averages⁴, these age groups are overrepresented. The least common age groups to respond⁵ were the 16-24, and 75+ age groups with 3% of responses each (26 and 28 responses respectively). Compared with UK averages, these age groups are underrepresented. There were 3% of responses (32 responses) who preferred not to say.

Figure 11 Age of responses



3.5.3 Disability/Health Issue

Overall, 79% (748 responses) said they did not have a disability or health issue, while 11% (101 responses) said their day to day activities were “limited a little” by a disability or health issue and 1% (14 responses) said they were “limited a lot”. 8% (78 responses) preferred not to say (Figure 12). Compared with UK averages, disabled respondents are underrepresented in the overall survey figures⁶.

Disabled respondents or those with a health issue were asked to indicate the nature of their disability/health issue by selecting as many as apply to them from a list. Of these, 38% (51

⁴<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/tablea21principalprojectionukpopulationinagegroups>

⁵ With the exception of Under 16 – see Appendix – Methodological note.

⁶ <https://www.gov.uk/government/statistics/disability-prevalence-estimates-200203-to-201112-apr-to-mar>

responses) said their disability/health issue related to mobility, 17% (23 responses) said it related to a respiratory issue and 16% (21 responses) said it related to mental health. 12% (16 responses) of responses preferred not to say (Figure 13).

Figure 12 Disability/health issues of responses

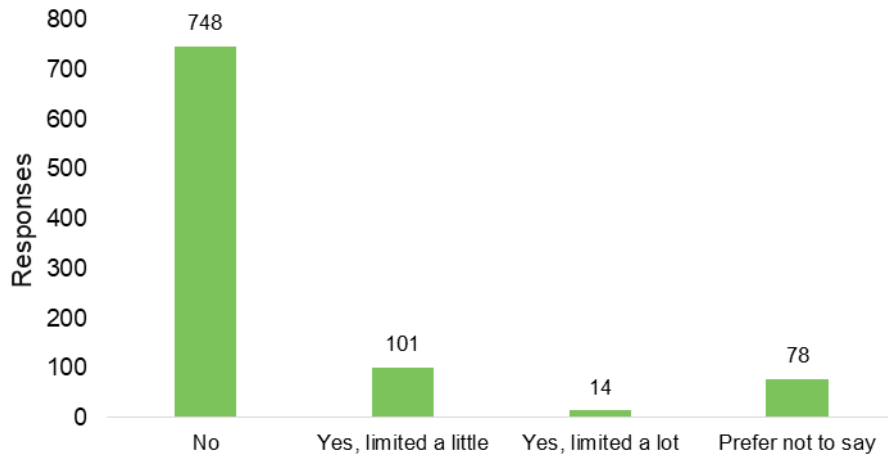
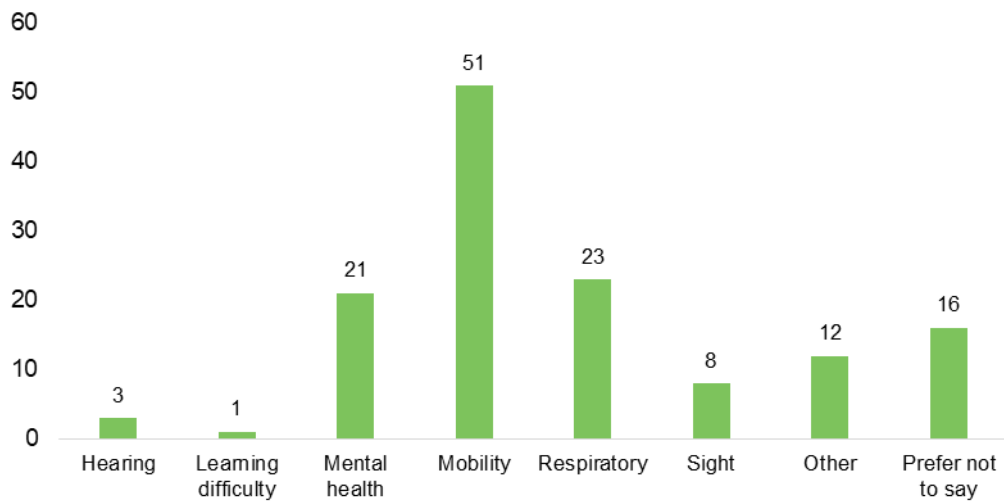


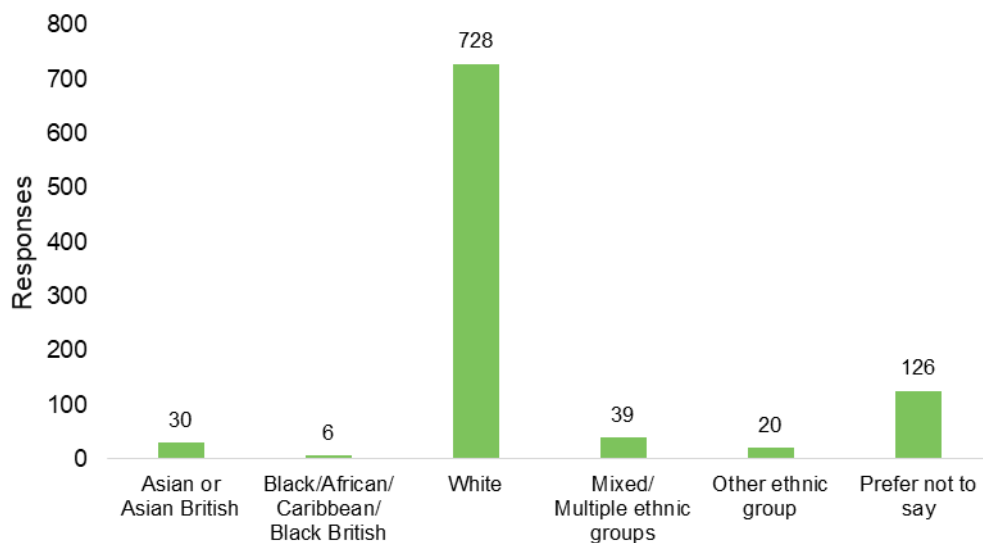
Figure 13 Category of disability/health issue of responses



3.5.4 Ethnicity

The most common ethnicity selected by respondents was “White” with 77% (728 responses) responses. 4% (39 responses) selected “Mixed/Multiple ethnic groups”, 3% (30 responses) selected “Asian or Asian British”, and 1% (6 responses) said they were “Black/African/Caribbean/Black British”. 2% (20 responses) selected “Other” and 13% (126 responses) preferred not to say (Figure 14). Compared to UK averages, White ethnic groups were slightly overrepresented, while Asian or Asian British and Black/African/Caribbean/Black British were underrepresented in the consultation⁷.

Figure 14 Ethnicity of responses



⁷ <https://www.ethnicity-facts-figures.service.gov.uk/uk-population-by-ethnicity/national-and-regional-populations/population-of-england-and-wales/latest>

4. Scheme I: Expanding the regular Sunday motor vehicle restriction on South Carriage Drive to include Saturday

This section highlights the responses to Scheme I.

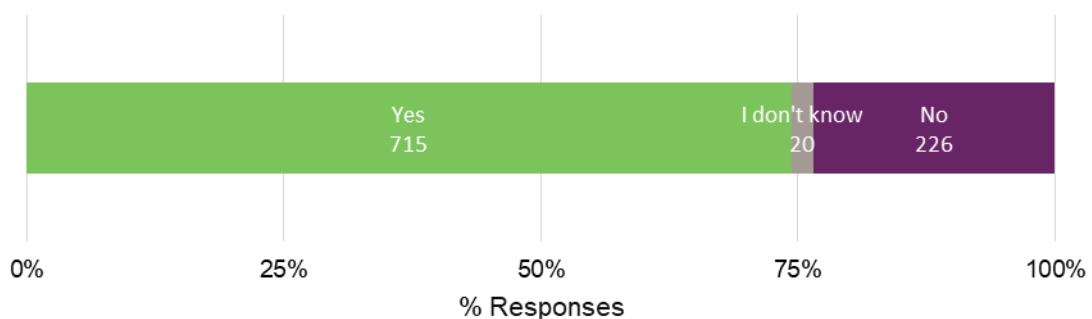
- This scheme extends the current Sunday vehicle traffic restriction to include Saturdays, specifically the closure covers the road from Prince of Wales Gate to Hyde Park Corner / Queen Elizabeth Gates.
- 74% of responses said they thought the scheme should be made permanent.
- Most responses said they thought the park has become a more pleasant place to spend time and have had a positive impact on the park.
- Most responses do not think the area surrounding the park has been negatively impacted by the change nor has the scheme made it more difficult to access the park.
- There was overall support and positivity from *both* local and non-local responses,
- Responses from all park user groups analysed – except those who use the park for driving through – supported the scheme
- All the main transport modes to access the park had greater levels of support and positivity for the scheme *except* those accessing the park by taxi or coach.
- There was similar support and positivity from both men and women.
- A lower proportion of responses from disabled respondents or those with health issues were supportive and positive of the scheme than non-disabled respondents

4.1 Should the expansion of the regular Sunday motor vehicle restriction on South Carriage Drive to include Saturday be made permanent?

Respondents were asked whether they thought these changes should be made permanent. Of those that answered the question, 74% (715 responses) said they thought the changes should be made permanent (Figure 15). This is compared to 24% (226 responses) that said they did not think the changes should be made permanent. 2% (20 responses) said they did not know.

74%
think the scheme should be made permanent

Figure 15 Overall responses to “Do you think expanding the regular Sunday motor vehicle restriction on South Carriage Drive to include Saturday should be made permanent?”



4.2 Views on how the change is working

Respondents were asked the extent to which they agreed with a series of statements about how the Saturday motor vehicle restriction on South Carriage Drive is working for them (Figure 16).

For the statement “**These changes have made the park a more pleasant place to spend time**” 75% (717 responses) said they agreed/strongly agreed. This is compared with 20% (194 responses) who disagreed/strongly disagreed. 4% (40 responses) said they neither agreed nor disagreed, while 1% (10 responses) said they did not know.

For the statement “**The changes have had a positive impact on the park**” 75% (720 responses) said they agreed/strongly agreed. This is compared with 19% (182 responses) who disagreed/strongly disagreed. 5% (44 responses) said they neither agreed nor disagreed, while 1% (14 responses) said they did not know.

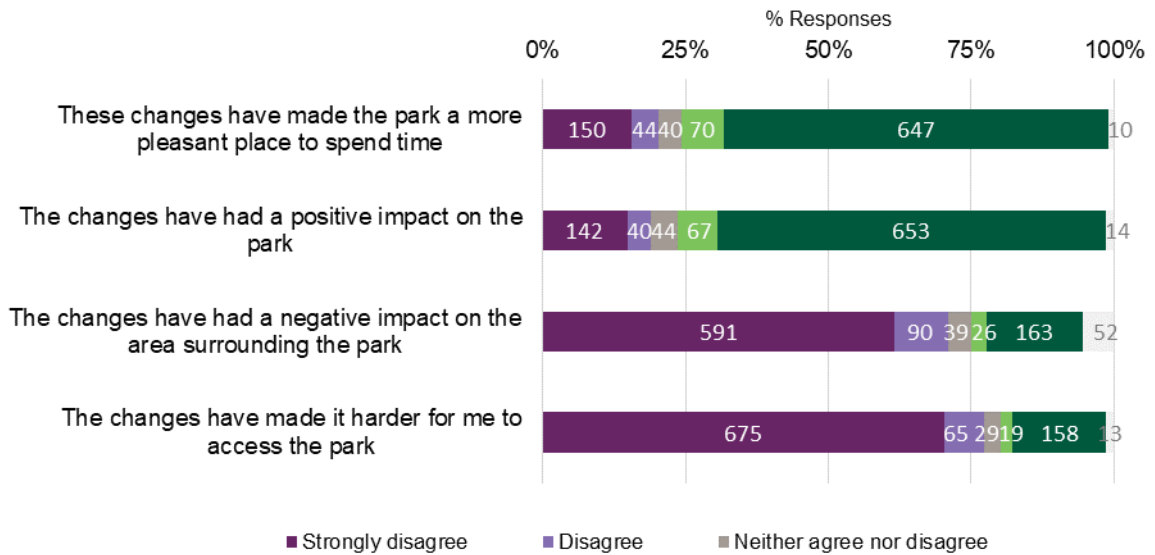
75%
think the scheme has had
a positive impact on the
park

For the statement “**The changes have had a negative impact on the area surrounding the park**” 20% (189 responses) said they agreed/strongly agreed. This is compared with 71% (681 responses) who disagreed/strongly disagreed. This was the statement that most people were neutral or undecided about, with 4% (39 responses) that said they neither agreed nor disagreed, and 5% (52 responses) that said they did not know.

20%
think the scheme has had
a negative impact on the
area surrounding the park

For the statement “**The changes have made it harder for me to access the park**” 18% (177 responses) said they agreed/strongly agreed. This is compared with 77% (740 responses) who disagreed/strongly disagreed. 3% (29 responses) said they neither agreed nor disagreed, while 1% (13 responses) said they did not know.

Figure 16 Overall responses to “Thinking about expanding the regular Sunday motor vehicle restriction on South Carriage Drive to include Saturday, to what extent do you agree or disagree with the following statements?”



4.3 Responses by respondent location

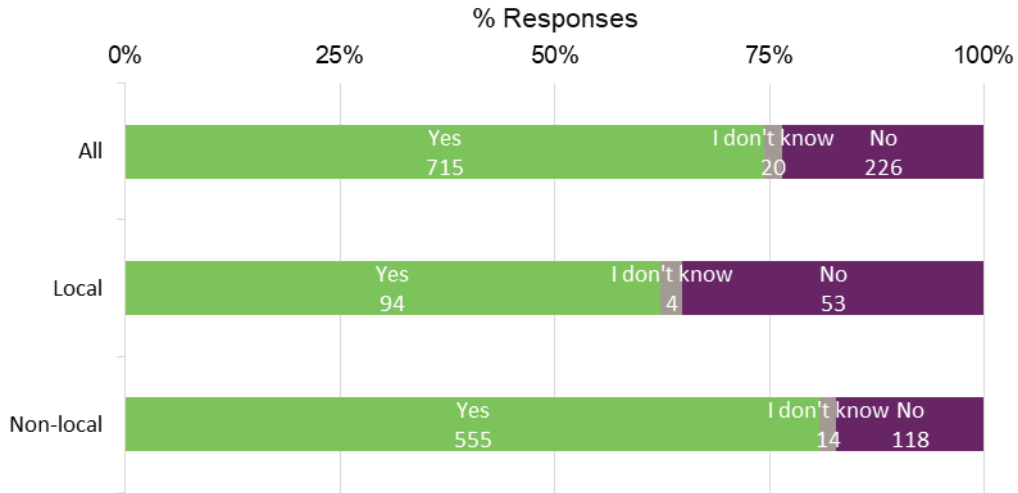
When asked about expanding the regular Sunday vehicle restriction on South Carriage Drive to include Saturday, responses from non-local postcodes were largely in favour of making the scheme permanent, whilst opinion from local responses, although majority positive, had more opposition.

62% of local responses (94 responses), and 81% of non-local responses (555 responses) thought the scheme should be made permanent, whereas 35% of local responses (53 responses) and 17% of non-local responses (118 responses) did not think the scheme should be made permanent (Figure 17).

62%
of local responses
thought the scheme
should be made
permanent



Figure 17 Responses to “Do you think expanding the regular Sunday motor vehicle restriction on South Carriage Drive to include Saturday should be made permanent?” by location



For the statement “**These changes has made the park a more pleasant place to spend time**” both local and non-local postcodes had more responses agreeing/strongly agreeing compared with those in disagreement. However, a higher proportion of non-local responses were in agreement (Figure 18).

For the statement “**The changes have had a positive impact on the park**” both local and non-local postcodes had more responses agreeing/strongly agreeing compared with those in disagreement. However, a higher proportion of non-local responses were in agreement (Figure 19).

For the statement, ‘**The changes have had a negative impact on the area surrounding the park**’ both local and non-local postcodes had more responses disagreeing/strongly disagreeing compared with those in agreement. However, a higher proportion of local responses were in agreement (Figure 20).

When asked if **the changes have made it harder for them to access the park**, both local and non-local postcodes had more responses disagreeing/strongly disagreeing compared with those in agreement. However, a higher proportion of local responses were in agreement. (Figure 21).

Figure 18 Responses to “These changes have made the park a more pleasant place to spend time” by location

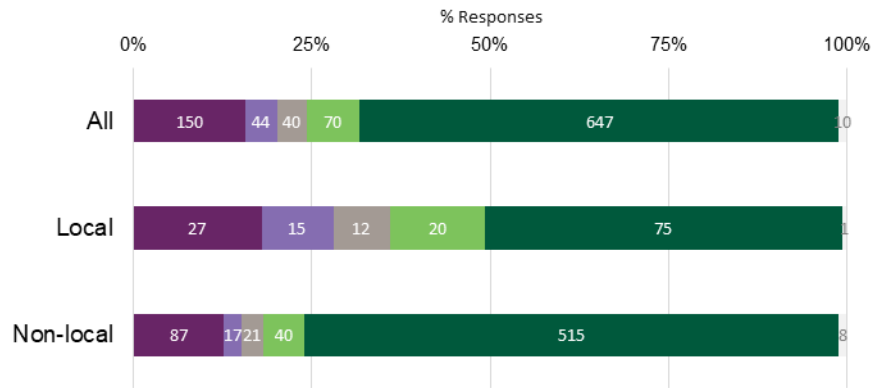


Figure 19 Responses to “The changes have had a positive impact on the park” by location

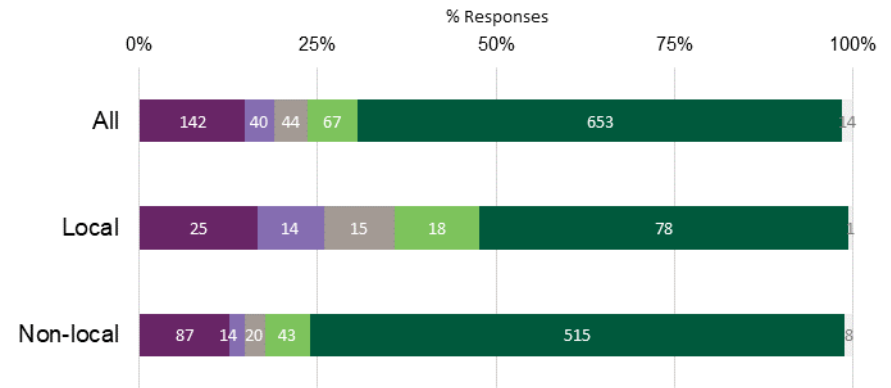


Figure 20 Responses to “The changes have had a negative impact on the area surrounding the park” by location

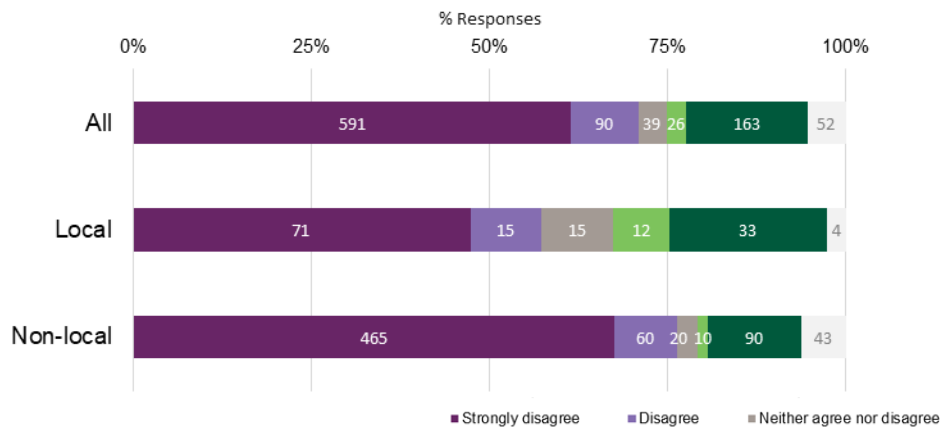
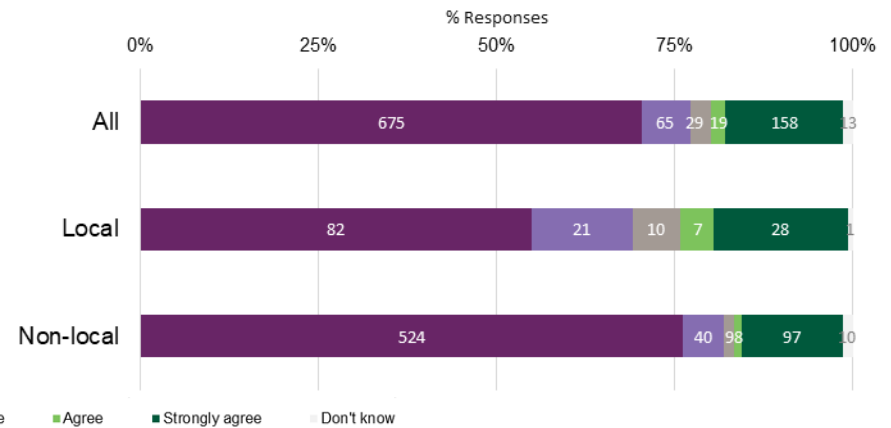


Figure 21 Responses to “The changes have made it harder for me to access the park” by location



4.4 Responses by park user type

Responses were broken down by park user type for the two schemes. The three most common user types – walking, cycling and relaxation/mental wellbeing – were reviewed, as well as those driving through the park by car, taxi or coach to provide a comparison.

For each of the four park user types reported on below, the proportion of responses received for each group was: 67% walking (643 responses), 57% cycling (553 responses), 40% relaxation/mental wellbeing (381 responses) and 13% travel/commute through the park by car, taxi or coach (125 responses).

Those who use the park for walking and relaxation/mental wellbeing responded similarly to the statements. 81% (519 responses) of responses selecting “Walking” and 82% (309 responses) of responses selecting “Relaxation/Mental wellbeing” said that the changes should be made permanent. This compared to 17% (109 responses) of people who use the park for walking and 15% (58 responses) who use it for relaxation/mental wellbeing who do not think the changes should be made permanent.

93% (505 responses) of those who use the park for cycling thought the scheme should be made permanent, while 6% (32 responses) did not.

The majority of those who use the park for driving through by car, taxi or coach did not think the scheme should become permanent with 96% (119 responses) against permanent change and 3% (4 responses) in favour (Figure 22).

81%

using the park for walking support the scheme being made permanent

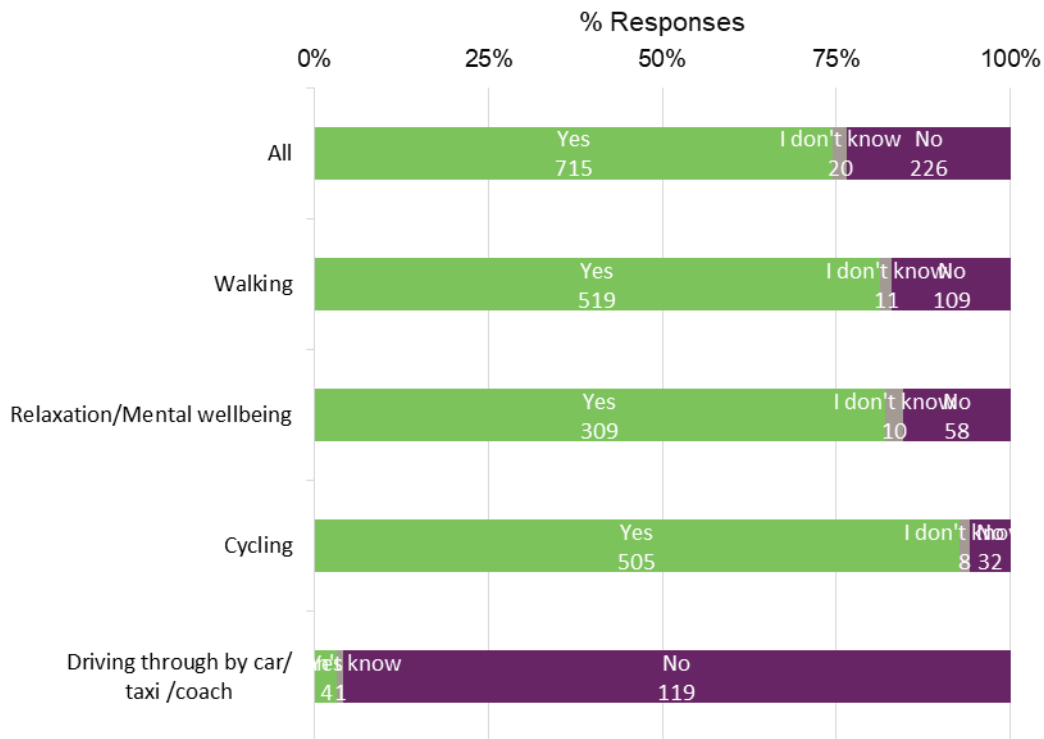
93%

using the park for cycling support the scheme being made permanent

3%

using the park for driving through support the scheme being made permanent

Figure 22 Responses to “Do you think removing all traffic on the eastern side of the park should be made permanent?” by park user type



For the statement “**These changes have made the park a more pleasant place to spend time**” all analysed park user types except those driving through by car/taxi/coach had more responses agreeing/strongly agreeing compared with those in disagreement (Figure 23).

For the statement “**The changes have had a positive impact on the park**” all analysed park user types, except those driving through by car/taxi/coach, had more responses agreeing/strongly agreeing compared than those in disagreement (Figure 24).

For the statement “**The changes have had a negative impact on the area surrounding the park**” all analysed park user types except those driving through by car/taxi/coach had more responses disagreeing/strongly disagreeing compared with those in agreement (Figure 25).

Similarly, for the statement “**The changes have made it harder for me to access the park**”, all analysed park user types, except those driving through by car/taxi/coach, had more responses disagreeing/strongly disagreeing compared with those in agreement (Figure 26).

Figure 23 Park user responses to “These changes have made the park a more pleasant place to spend time”

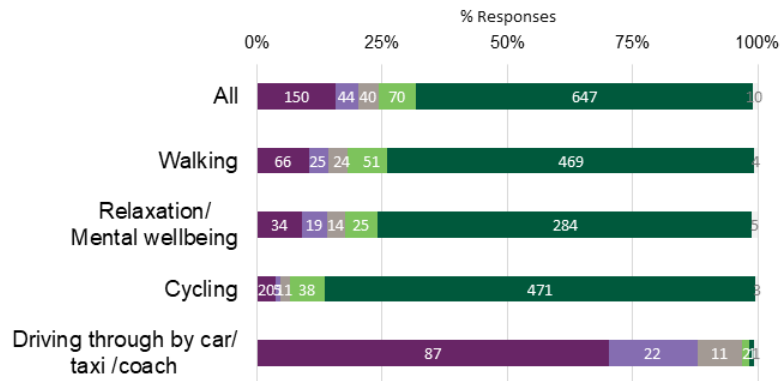


Figure 24 Park user responses to “The changes have had a positive impact on the park”

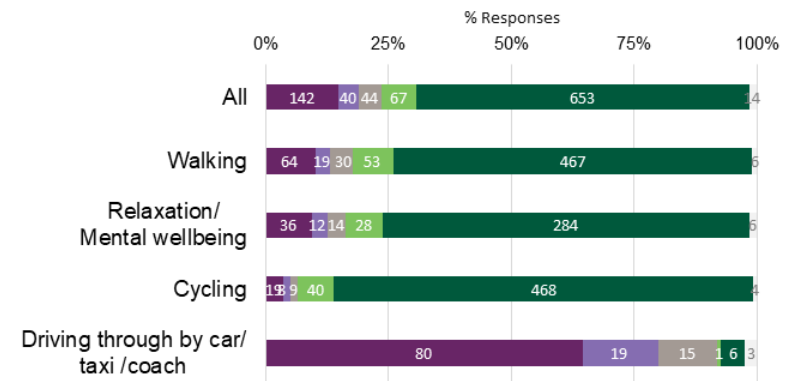


Figure 25 Park user responses to “The changes have had a negative impact on the area surrounding the park”

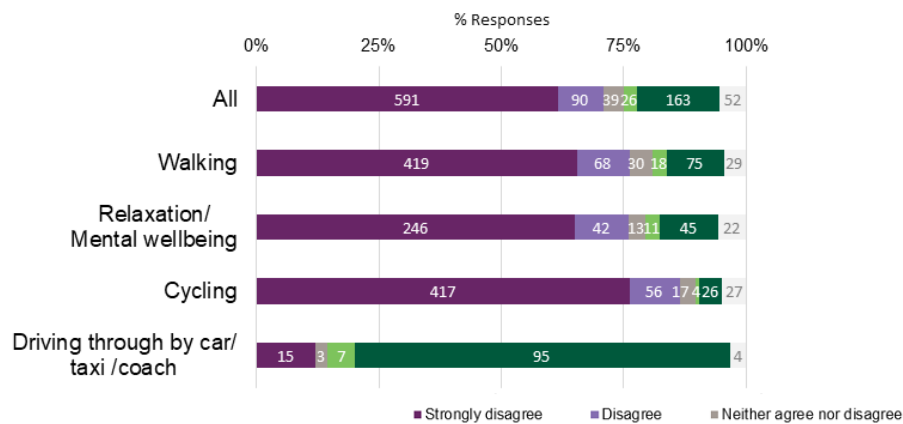
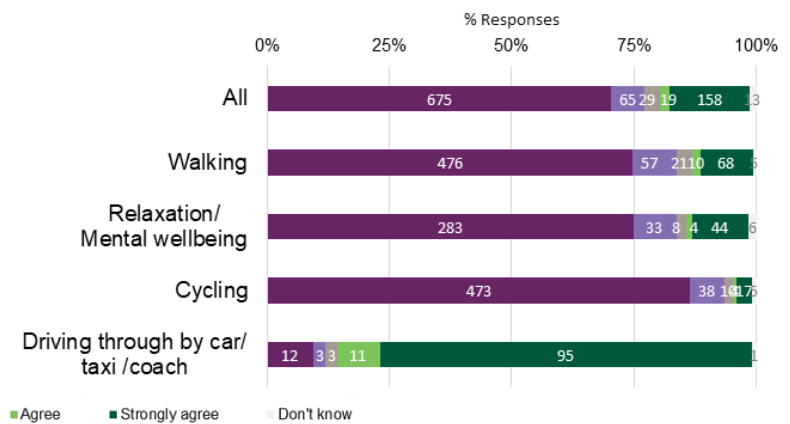


Figure 26 Park user responses to “The changes have made it harder for me to access the park”



4.5 Responses by park access mode

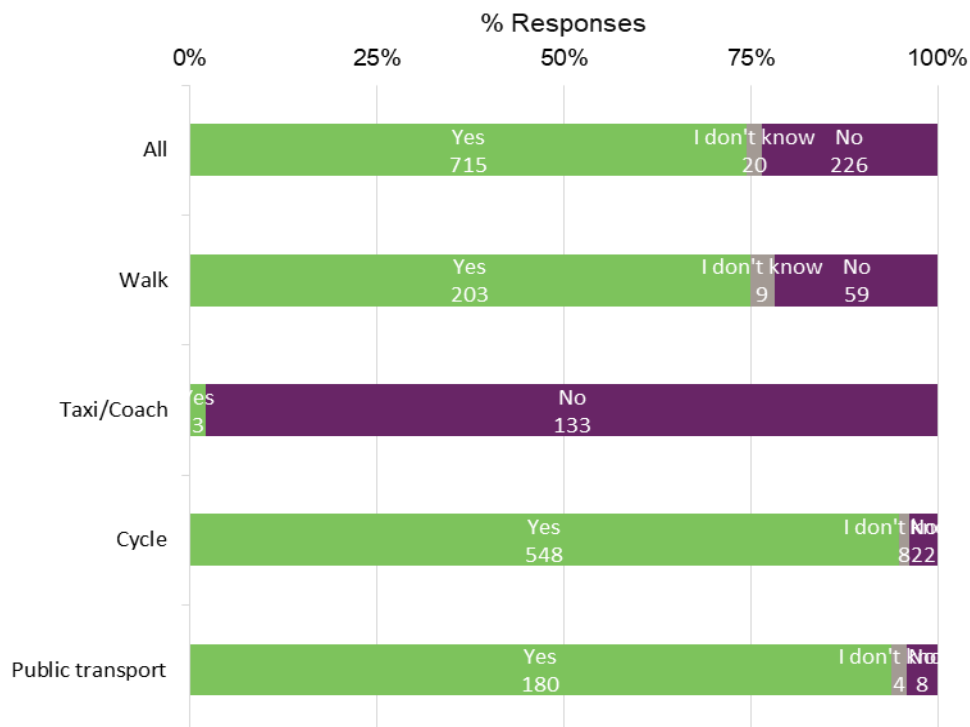
Of the different modes of transport to access the park, people who cycle and take public transport were most positive about the scheme, whereas those who drive in a taxi/coach were most negative.

Of those who walk to the park, 75% (203 responses) thought the scheme should be made permanent, compared with 22% (59 responses) who did not. Of those who access the park by taxi/coach, 2% (3 responses) were in favour of making the scheme permanent, while 98% (133 responses) were not. For people cycling to the park, 95% (548 responses) thought the scheme should be made permanent and 4% (8 responses) did not. Of those who access the park via public transport, 94% (180 responses) thought the scheme should be made permanent, compared with 4% (8 responses) who did not (Figure 27).

75%
accessing the park by walking support the scheme being made permanent

2%
accessing the park by taxi/coach support the scheme being made permanent

Figure 27 Responses to “Do you want to make the changes permanent?” by park access mode



When asked if **the changes have made the park a more pleasant place to spend time**, respondents who cycle, walk or use public transport had more responses that agree/strongly agree with the statement than disagreeing/strongly disagreeing. Responses from those who travel to the park by taxi/coach had an opposite trend, with more responses having disagreed/strongly disagreed (Figure 28).

All groups analysed had more responses agreeing/strongly agreeing that **the changes have made a positive impact to the park** than those who disagreed/strongly disagreed, with the exception of people who access the park by taxi/coach (Figure 29).

When asked whether **the changes have had a negative impact on the area surrounding the park**, the only group that had more responses agreeing/strongly agreeing than disagreeing/strongly disagreeing with this statement were those who access the park by taxi/coach (Figure 30).

Similarly, the only group that had more responses agreeing/strongly agreeing than disagreeing/strongly disagreeing that **the changes has made it more difficult for them to access the park** were those who access the park by taxi/coach (Figure 31).



Figure 28 Responses to “The changes have made the park a more pleasant place to spend time” by park access mode

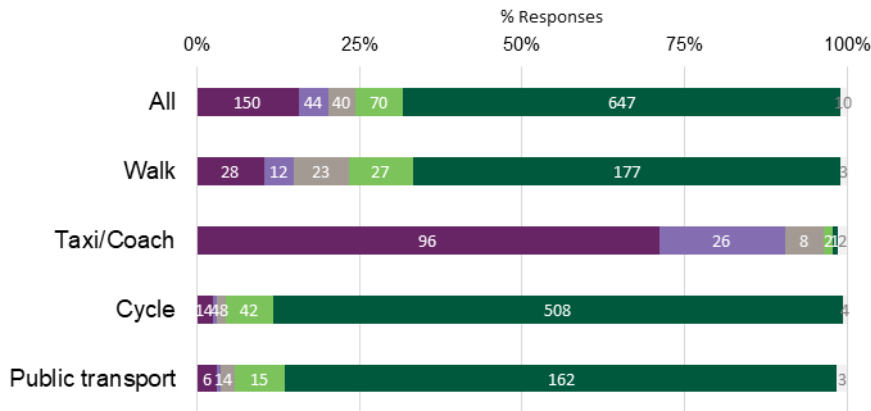


Figure 29 Responses to “The changes have had a positive impact on the park” by park access mode

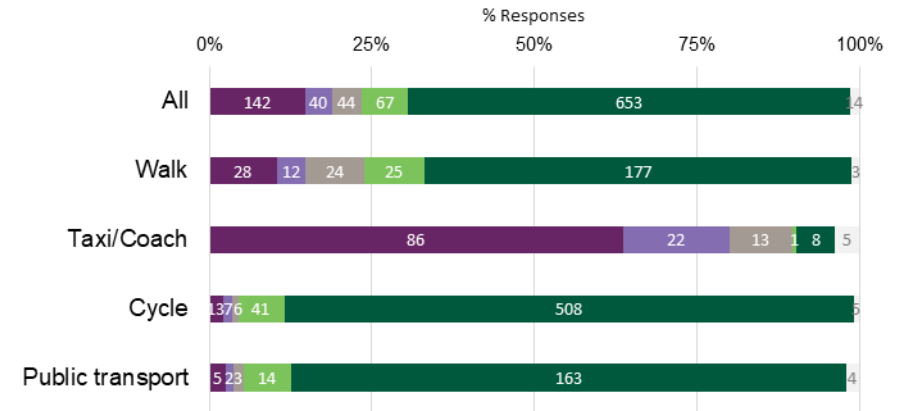


Figure 30 Responses to “The changes have had a negative impact on the area surrounding the park” by park access mode

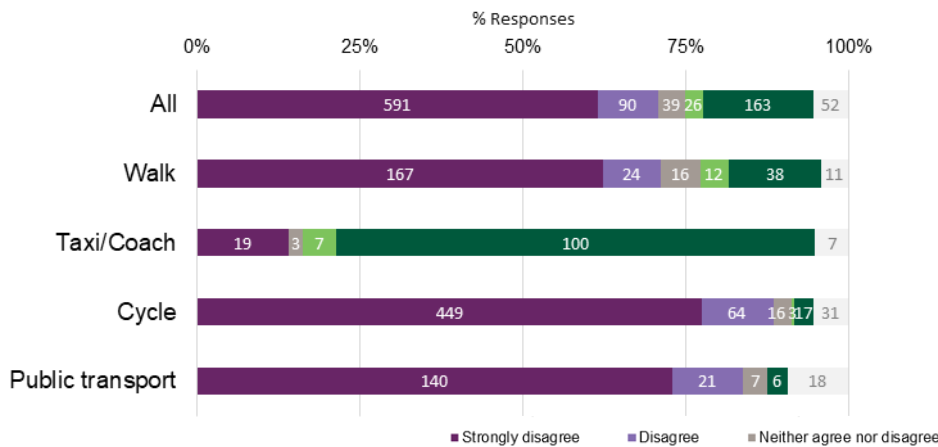
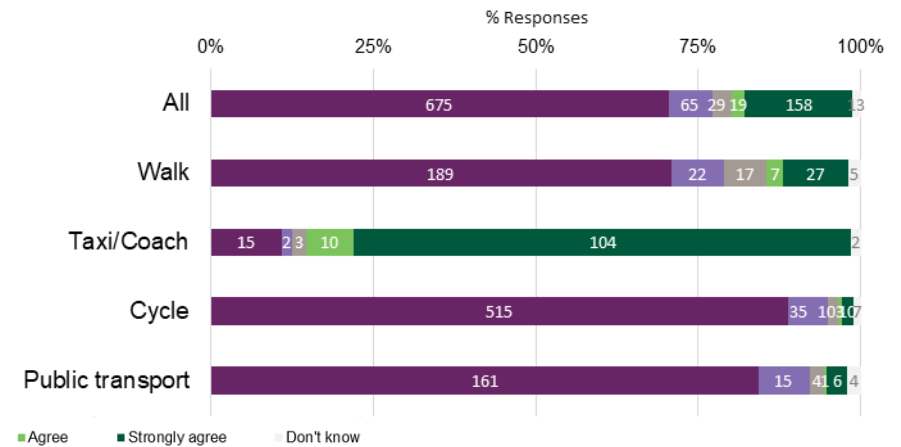


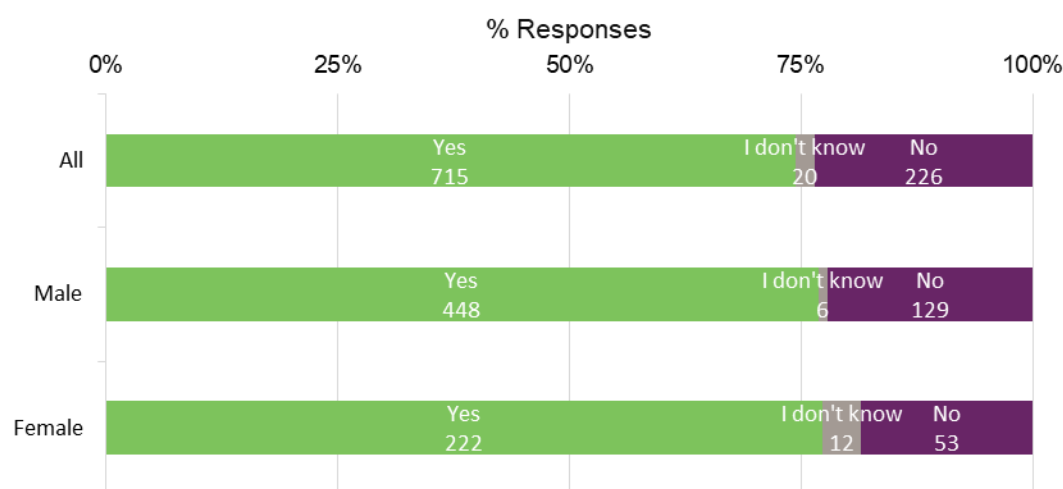
Figure 31 Responses to “The changes have made it harder for me to access the park” by park access mode



4.1 Responses by gender

When asked about **expanding the regular Sunday motor vehicle restriction on South Carriage Drive to include Saturday permanently**, women and men were similarly in favour of the scheme becoming permanent, with 77% of women and 77% of men supporting the scheme (222 responses and 448 responses respectively). 22% of men and 18% of women (129 and 53 responses respectively) did not want to see the scheme become permanent (Figure 32). There were not enough responses from those who selected non-binary or other/self-described genders to provide a comparison.

Figure 32 Responses to “Do you want to make the changes permanent?” by gender



For the statement “**These changes have made the park a more pleasant place to spend time**” both men and women had more responses agreeing/strongly agreeing compared with those in disagreement (Figure 33).

For the statement “**The changes have had a positive impact on the park**” both men and women had more responses agreeing/strongly agreeing compared with those in disagreement (Figure 34).

When asked whether **the changes have had a negative impact on the area surrounding the park**, both men and women had more responses disagreeing/strongly disagreeing compared with those in agreement (Figure 35).

When asked whether **the changes have made it harder for me to access the park**, both men and women had more responses disagreeing/strongly disagreeing compared with those in agreement. (Figure 36).

Figure 33 Responses to “These changes have made the park a more pleasant place to spend time” by gender

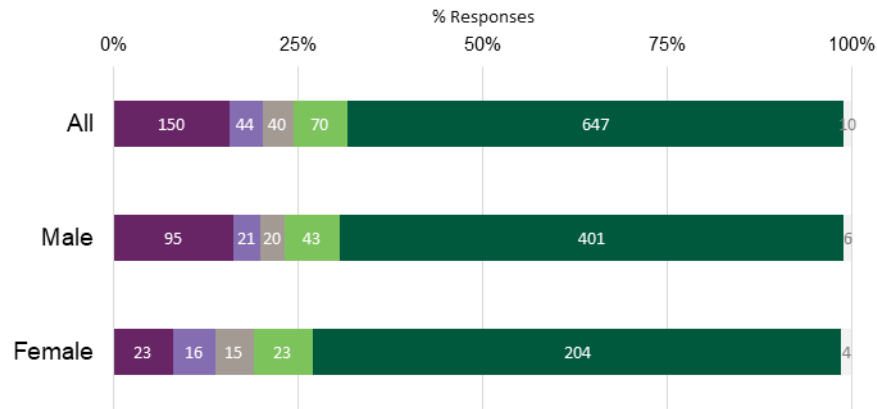


Figure 34 Responses to “The changes have had a positive impact on the park” by gender

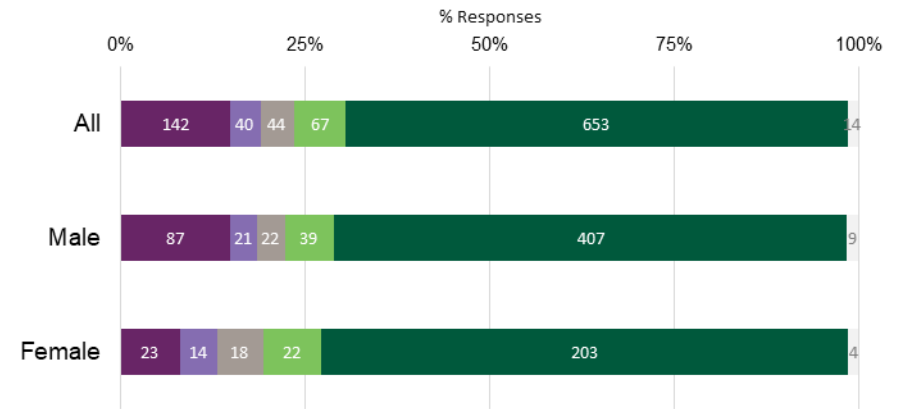


Figure 35 Responses to “The changes have had a negative impact on the area surrounding the park” by gender

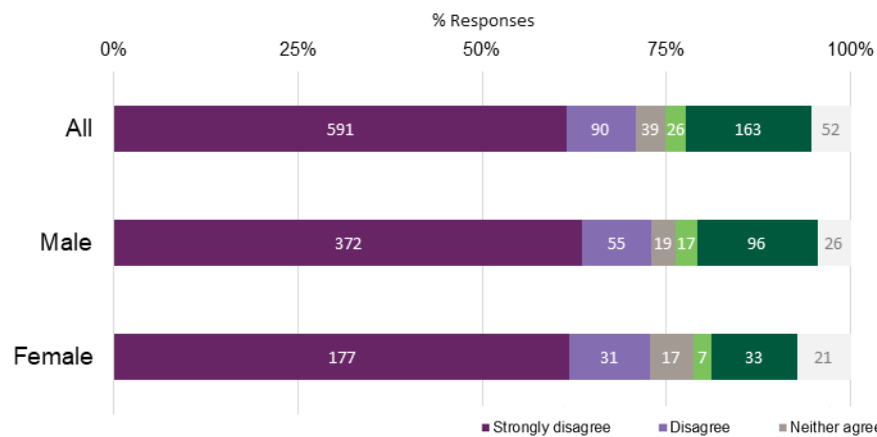
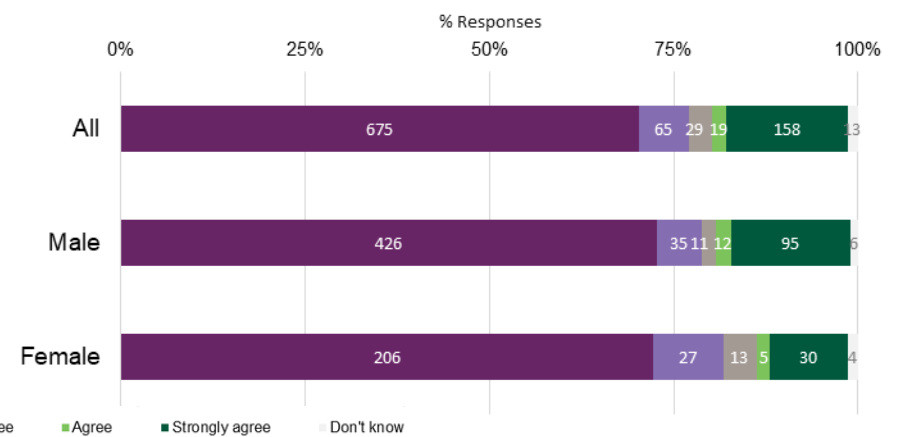


Figure 36 Responses to “The changes have made it harder for me to access the park” by gender



4.2 Responses by age

Responses to the statements on **expanding the regular Sunday motor vehicle restriction on South Carriage Drive to include Saturday** were overall positive for all age groups, with 25-34 year olds the most in favour of making the scheme permanent.

When asked whether the **changes should be made permanent**, all age groups ranging from 16 to 75+ a majority of responses selecting “Yes” to the question.

For the statement “**These changes have made the park a more pleasant place to spend time**” all age groups had more responses agreeing/strongly agreeing than those in disagreement.

For the statement “**The changes have had a positive impact on the park**” all age groups had more responses agreeing/strongly agreeing than those in disagreement.

When asked whether **the changes have had a negative impact on the area surrounding the park**, all age groups had more responses disagreeing/strongly disagreeing than those in agreement.

When asked whether **the changes have made it harder for them to access the park**, all age groups had more responses disagreeing/strongly disagreeing than those in agreement.

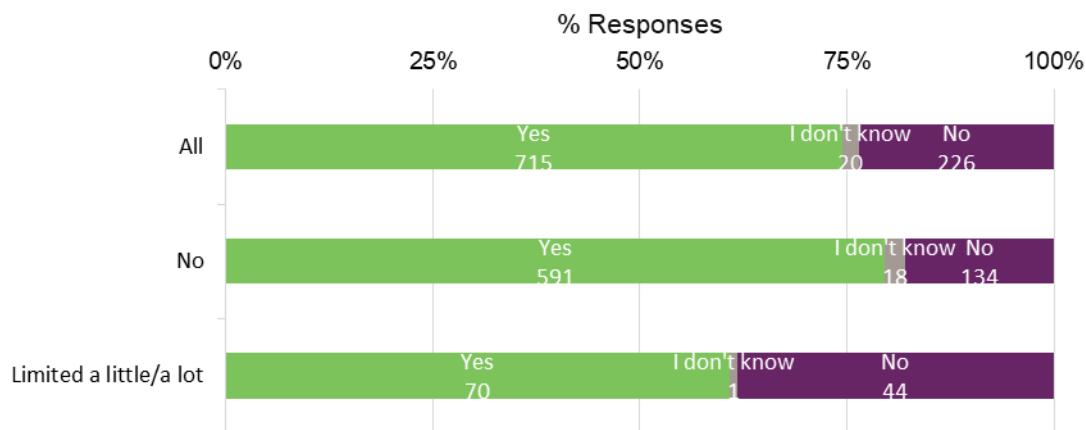
4.3 Responses by disability/health issue

Responses from non-disabled respondents/without a health issue were more in support of **expanding the regular Sunday motor vehicle restriction on South Carriage Drive to include Saturday** than those with a disability/health issue.

80% (591 responses) of non-disabled respondents supported making the scheme permanent, 18% (134 responses) did not think the scheme should be made permanent and 2% (18 responses) responded ‘I don’t know’ (Figure 37). The majority of responses who said they were ‘limited a little’ or ‘limited a lot’ in their day to day activities by a disability/health issue also thought the scheme should be made permanent, with 61% (70 responses) answering “Yes”, while 38% (44 responses) opposed the scheme and 1% (1 response) responded ‘I don’t know’.



Figure 37 Responses to “Do you want to make the changes permanent?” by disability/health issue



For the statement “**These changes have made the park a more pleasant place to spend time**” there were more responses that agreed/strongly agreed than those who disagreed/strongly disagreed, for both disabled and non-disabled people. More responses disagreed/strongly disagreed from those who selected limited “a little” or “a lot” by a disability/health issue (Figure 38).

For the statement “**The changes have had a positive impact on the park**” there were more responses that agreed/strongly agreed than those who disagreed/strongly disagreed from both people not limited by a disability/health issue and those limited a little or a lot. There were higher levels of disagreement from the latter group (Figure 39).

For the statement “**The changes have had a negative impact on the area surrounding the park**”, both groups had more responses disagreeing/strongly disagreeing than those in agreement. However, responses from disabled people had a higher proportion of responses in agreement (Figure 40).

There was a similar pattern of responses for the statement “**The changes have made it harder for me to access the park**”, with more responses disagreeing or strongly disagreeing for both groups, with the highest level of agreement coming from respondents with a disability/health issue (Figure 41).



Figure 38 Responses to “These changes have made the park a more pleasant place to spend time” by disability/health issue

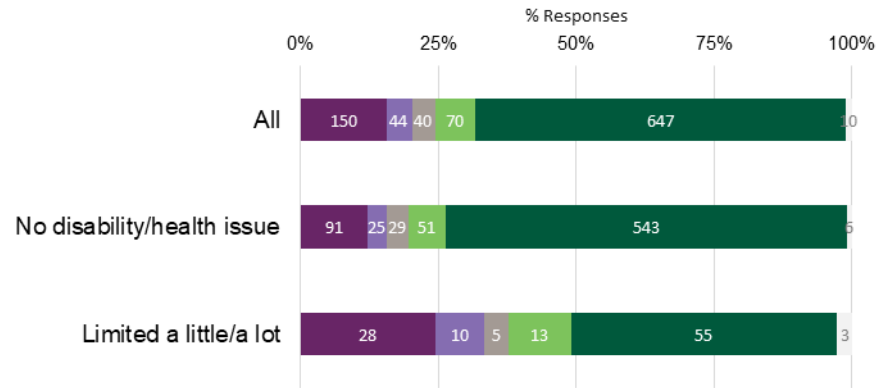


Figure 39 Responses to “The changes have had a positive impact on the park” by disability/health issue

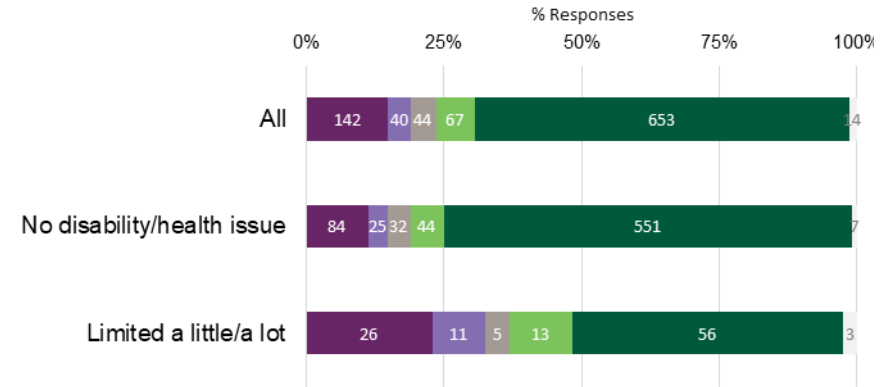


Figure 40 Responses to “The changes have had a negative impact on the area surrounding the park” by disability/health issue

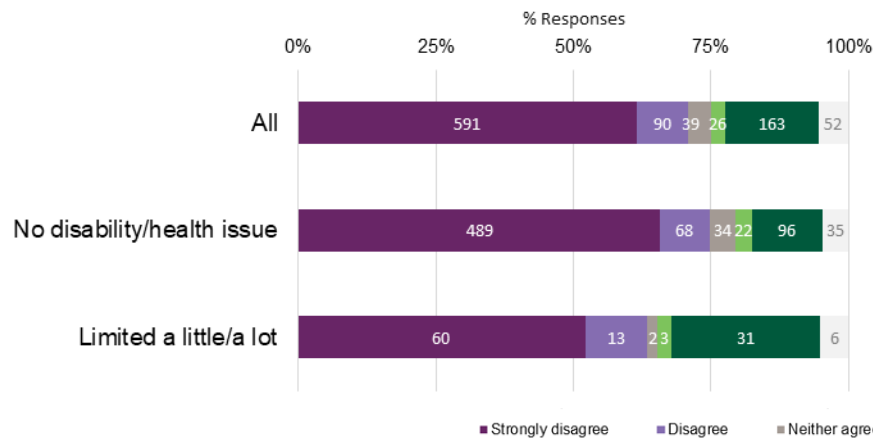
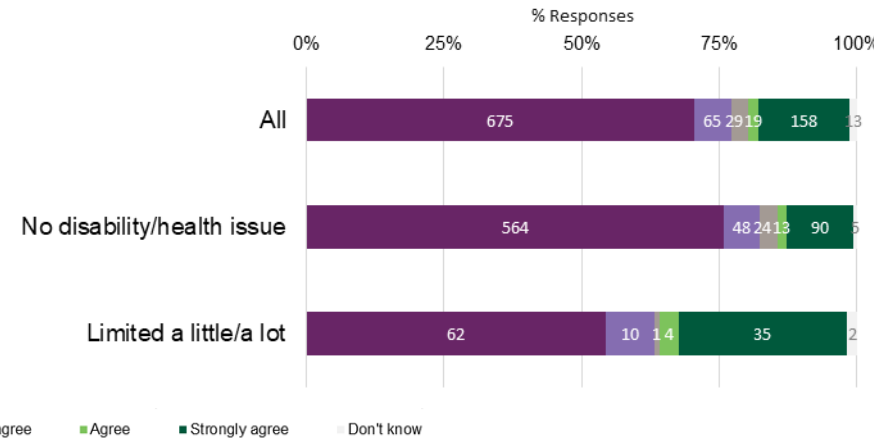


Figure 41 Responses to “The changes have made it harder for me to access the park” by disability/health issue



5. Scheme II: Full time closure of North Carriage Drive

This section details responses to Scheme II

- 74% of respondents would like to see the full time closure of North Carriage Drive to motor traffic become permanent.
- 75% of responses say that the scheme has made the park a more pleasant place to spend time and has had a positive impact on the park.
- 76% of responses said the scheme has not made it harder to access the park.
- 69% of responses said the scheme has not had a negative impact on the surrounding area.
- There was overall support and positivity from *both* local and non-local responses, slightly less so from local responses.
- Responses from all park user groups analysed – except those driving through the park by car, taxi or coach – were positive about the scheme overall.
- All the main transport modes to access the park had greater levels of support and positivity for the scheme *except* those accessing the park by taxi or coach.
- There was similar support and positivity from both men and women.
- A lower proportion of responses from disabled respondents or those with a health issue were supportive and positive of the scheme than those non-disabled responses



5.1 Should the scheme be made permanent?

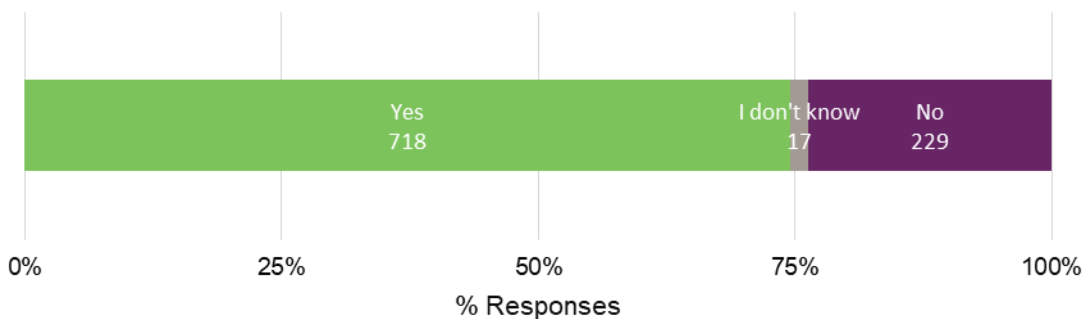
Respondents were asked whether they thought the **motor vehicle restriction introduced on North Carriage Drive** should be made permanent.

This scheme had a similar proportion of responses supporting and opposing the scheme as Scheme I.

74% (718 responses) said they thought the changes should be made permanent (Figure 42). This is compared to 24% (229 responses) that said they did not think the changes should be made permanent. 2% (17 responses) said they did not know.

74%
think the scheme should be made permanent

Figure 42 Overall responses to “Do you think the motor vehicle restriction introduced on North Carriage Drive should be made permanent?”



5.2 Views on how the change is working

Respondents were asked the extent to which they agreed with a series of statements about how the **motor vehicle restriction on North Carriage Drive** is working for them (Figure 43). This scheme had a similar proportion of responses to each question as Scheme I.

For the statement “**These changes have made the park a more pleasant place to spend time**”

75% (717 responses) said they agreed/strongly agreed.

This is compared with 21% (200 responses) who disagreed/strongly disagreed. 3% (30 responses) said they neither agreed nor disagreed, while 1% (14 responses) said they did not know.

For the statement “**The changes have had a positive impact on the park**” 75% (724 responses) said they

75%
think the scheme has had a positive impact on the park

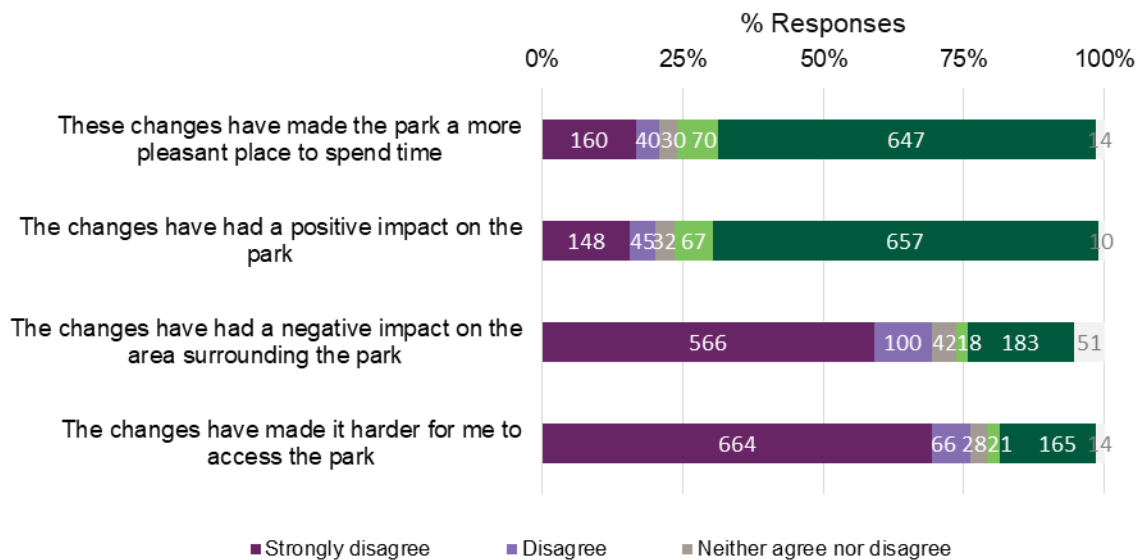
agreed/strongly agreed. This is compared with 20% (193 responses) who disagreed/strongly disagreed. 3% (32 responses) said they neither agreed nor disagreed, while 1% (10 responses) said they did not know.

21%
think the scheme has had a negative impact on the area surrounding the park

For the statement “**The changes have had a negative impact on the area surrounding the park**” 21% (201 responses) said they agreed/strongly agreed. This is compared with 69% (666 responses) who disagreed/strongly disagreed. This was the statement that most people were neutral or undecided about, with 4% (42 responses) that said they neither agreed nor disagreed, and 5% (51 responses) that said they did not know.

For the statement “**The changes have made it harder for me to access the park**” 19% (186 responses) said they agreed/strongly agreed. This is compared with 76% (730 responses) who disagreed/strongly disagreed. 3% (28 responses) said they neither agreed nor disagreed, while 2% (14 responses) said they did not know.

Figure 43 Overall responses to “Thinking about the motor vehicle restriction introduced on North Carriage Drive, to what extent do you agree or disagree with the following statements?”

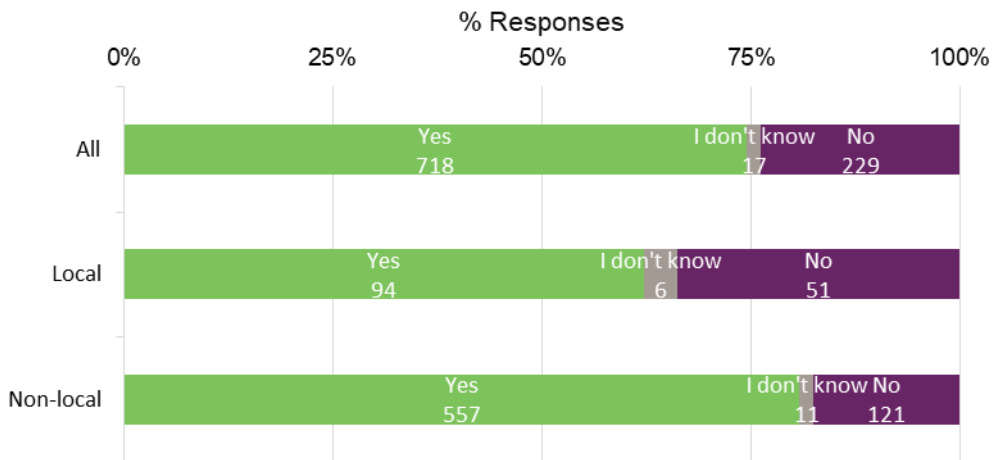


5.3 Responses by respondent location

The majority of both local and non-local responses said they thought **the vehicle restriction on North Carriage Drive** should be closed permanently. The proportion of local and non-local responses to all the statements were similar to Scheme 1. 62% (94 responses) of local responses thought it should be made permanent, while 34% (51 responses) did not (Figure 44). Non-local responses were more in favour, with 81% (557 responses) saying the change should be made permanent, while 18% (121 responses) said it should not be made permanent.

62%
of local responses think the scheme should be made permanent

Figure 44 Responses to “Do you want to make the changes permanent?” by location



For the statement “**These changes have made the park a more pleasant place to spend time**” both local and non-local postcodes had more responses agreeing/strongly agreeing compared with those in disagreement. However, a higher proportion of non-local responses were in agreement (Figure 45).

For the statement “**The changes have had a positive impact on the park**” both local and non-local postcodes had more responses agreeing/strongly agreeing compared with those in disagreement. However, a higher proportion of non-local responses were in agreement (Figure 46).

For the statement, ‘**The changes have had a negative impact on the area surrounding the park**’ both local and non-local postcodes had more responses disagreeing/strongly disagreeing compared with those in agreement. However, a higher proportion of local responses were in agreement (Figure 47).

For the statement “**The changes have made access harder for me to access the park**”, both local and non-local postcodes had more responses disagreeing/strongly disagreeing compared with those in agreement. However, a higher proportion of local responses were in agreement (Figure 48).

Figure 45 Responses to “These changes have made the park a more pleasant place to spend time” by location

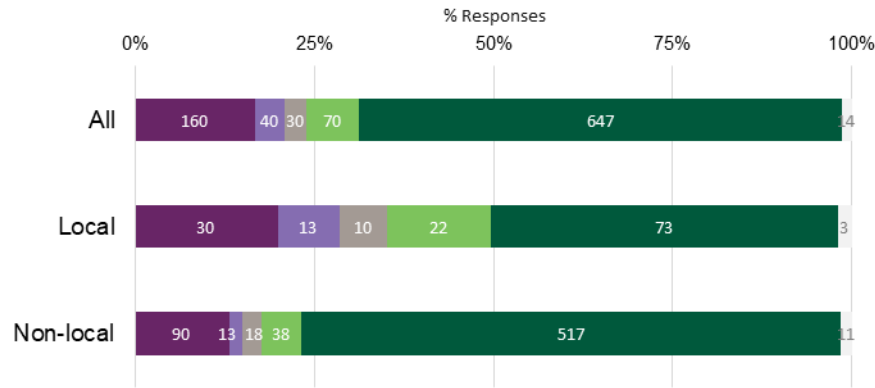


Figure 46 Responses to “The changes have had a positive impact on the park” by location

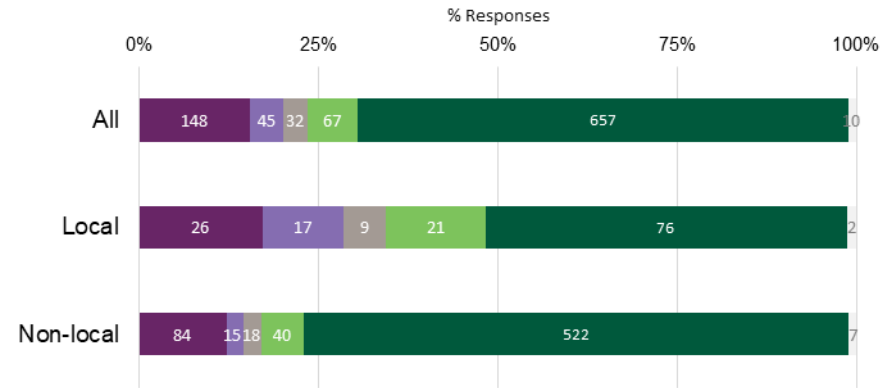


Figure 47 Responses to “The changes have had a negative impact on the area surrounding the park” by location

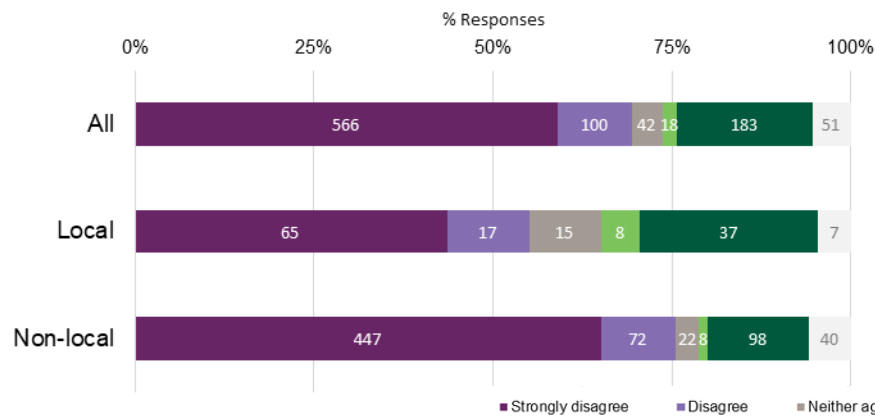
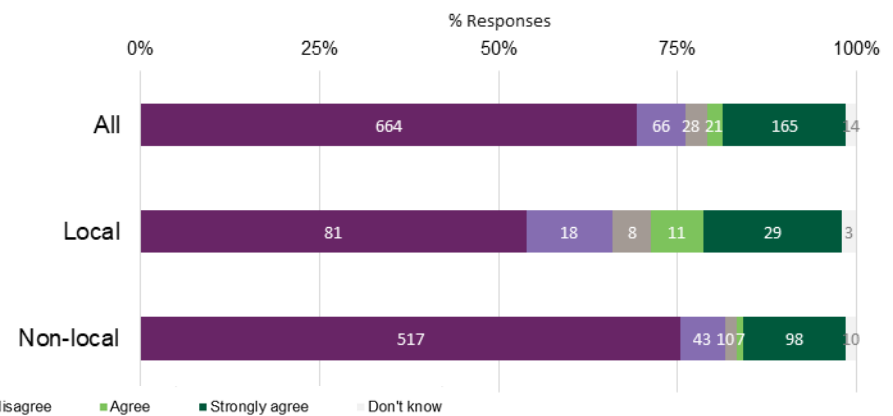


Figure 48 Responses to “The changes have made it harder for me to access the park” by location



5.4 Responses by park user type

Responses were broken down by park user type for the two schemes. The three most common user types – walking, cycling and relaxation/mental wellbeing – were reviewed, as well as those driving through the park by car, taxi or coach to provide a comparison.

For each of the four park user types reported on below, the proportion of responses received for each group was: 67% walking (643 responses), 57% cycling (553 responses), 40% relaxation/mental wellbeing (381 responses) and 13% travel/commute through the park by car, taxi or coach (125 responses).

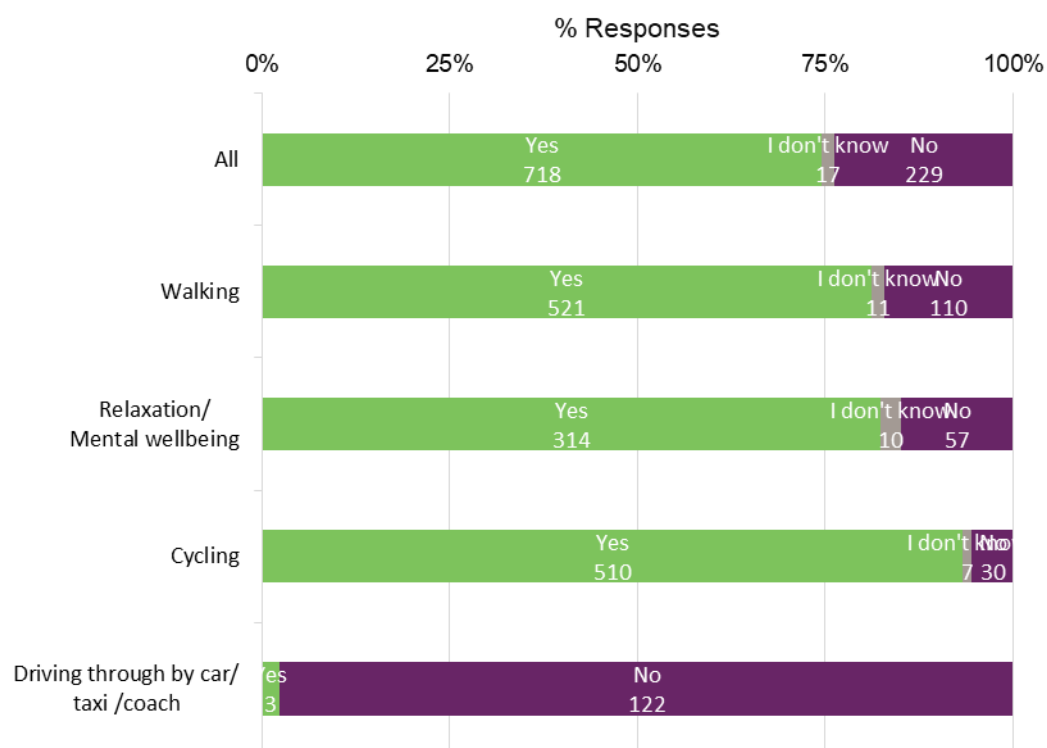
The majority of responses from those who use the park for cycling, walking and relaxation/mental wellbeing would like to see the **vehicle restriction on North Carriage Drive permanently closed**, whilst the majority of responses who drive through either by car, taxi or coach did not (Figure 49).

81% (521 responses) using park for walking, 82% (314 responses) of those using it for relaxation/mental wellbeing and 93% (510 responses) using the park for cycling selected “Yes” when asked if the change should be made permanent. This compared to 17% (110 responses) of those walking, 15% (57 responses) of those using park for relaxation/mental wellbeing, and 5% (30 responses) of those cycling opposing the scheme becoming permanent.

98% (122 responses) of those who use the park for driving through by car, taxi or coach did not think the scheme should be made permanent whilst 2% (3 responses) thought that it should.



Figure 49 Park user responses to “Do you want to make the changes permanent?”



For the statement “**These changes have made the park a more pleasant place to spend time**” all analysed park user types – except those driving through by car, taxi or coach – had more responses agreeing/strongly agreeing compared with those in disagreement. Those cycling had the highest proportion of responses in agreement (Figure 50).

For the statement “**The changes have had a positive impact on the park**” all analysed park user types – except those driving through by car, taxi or coach – had more responses agreeing/strongly agreeing compared with those in disagreement (Figure 51).

For the statement “**The changes have had a negative impact on the area surrounding the park**” all analysed park user types – except those driving through by car, taxi or coach – had more responses disagreeing/strongly disagreeing compared with those in agreement (Figure 52).

When asked if **the changes have made it harder for them to access the park**, all analysed park user types – except those driving through by car, taxi or coach – had more responses disagreeing/strongly disagreeing compared with those in agreement (Figure 53).

Figure 50 Park user responses to “These changes have made the park a more pleasant place to spend time”

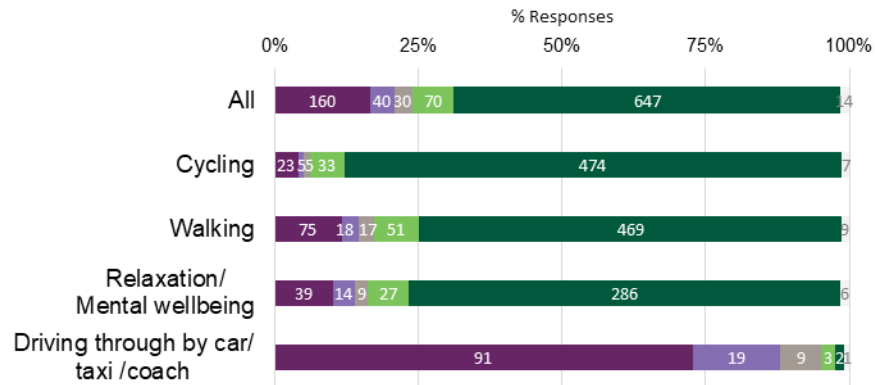


Figure 51 Park user responses to “The changes have had a positive impact on the park”

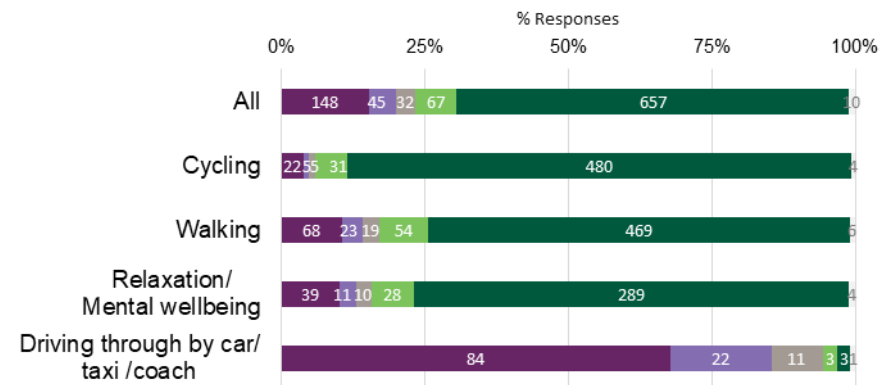


Figure 52 Park user responses to “The changes have had a negative impact on the area surrounding the park”

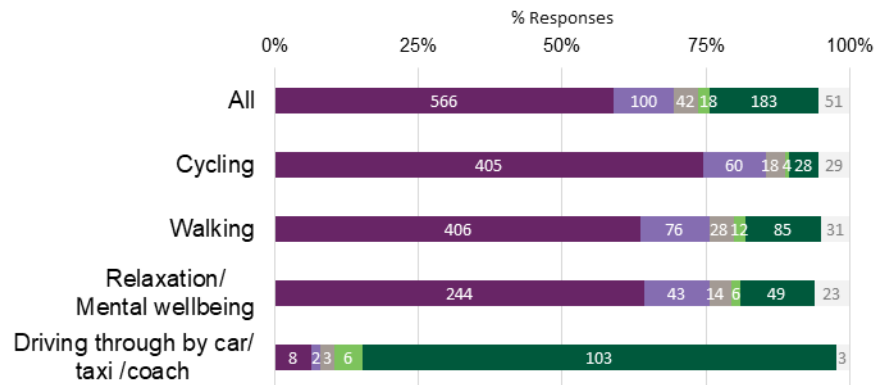
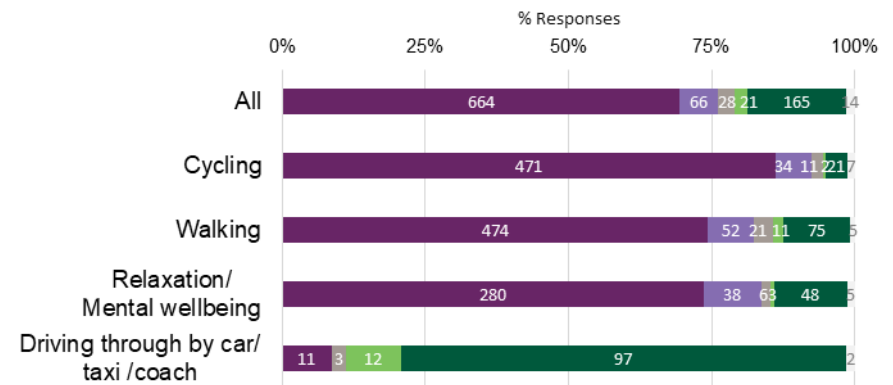


Figure 53 Park user responses to ” “The changes have made it harder for me to access the park”



Strongly disagree Disagree Neither agree nor disagree Agree Strongly agree Don't know

5.5 Responses by park access mode

Those who access the park by cycling or public transport had the largest amount of respondents who thought that **the motor vehicle restriction on North Carriage Drive** should be made permanent.

Of people who access the park by walking, 75% (204 responses) were in favour of making scheme permanent, whereas 22% (59 responses) were not.

The majority of respondents who most commonly arrive at the park by taxi/coach opposed the scheme becoming permanent with 98% (134 responses) opposing it and 2% (3 responses) of taxi/coach users who supported the scheme (Figure 54).

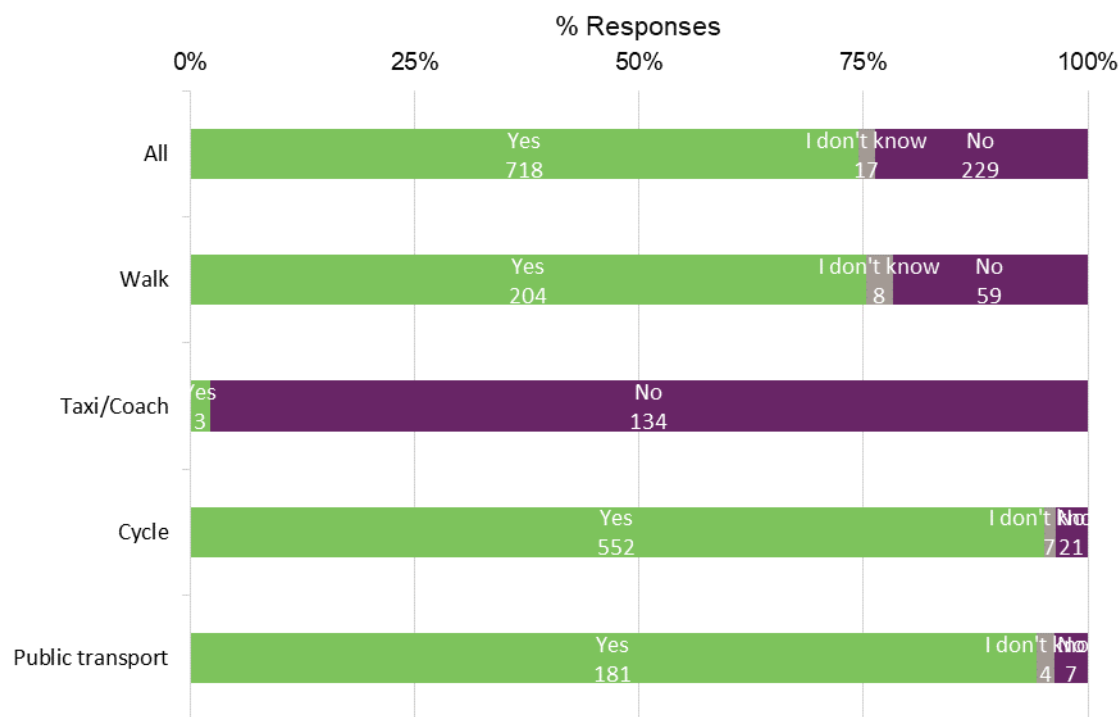
95% (552 responses) of people cycling and 94% (181 responses) of public transport users were in favour of making the scheme permanent, compared to 4% of both people cycling and public transport users who opposed it (21 and 7 responses, respectively).

94%
accessing the park by public transport support the scheme being made permanent

2%
accessing the park by taxi/coach support the scheme being made permanent



Figure 54 Responses to “Do you want to make the changes permanent?” by park access mode



All groups analysed had more responses agreeing/strongly agreeing that **the changes have made the park a more pleasant place to spend time** than those disagreeing/strongly disagreeing, with the exception of people who access the park by taxi/coach (Figure 55).

When asked if **the changes have had a positive impact on the park**, responses from those who cycle, walk or use public transport to access the park had more responses that agree/strongly agree with the statement than disagree/strongly disagree. Responses from those who access the park by taxi/coach had more responses disagreeing/strongly disagreeing. (Figure 56).

When asked whether **the changes have had a negative impact on the area surrounding the park**, the only group that had more responses agreeing/strongly agreeing with this statement than disagreeing/strongly disagreeing were those who access the park by taxi/coach (Figure 57).

Similarly, the only group that had more responses agreeing/strongly agreeing than disagreeing/strongly disagreeing that **the changes have made it more difficult for them to access the park** were those who access the park by taxi/coach (Figure 58).

Figure 55 Responses to “The changes have made the park a more pleasant place to spend time” by park access mode

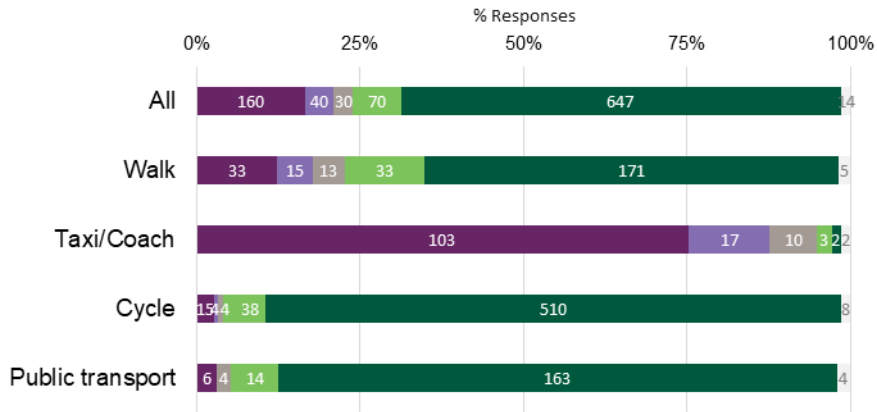


Figure 56 Responses to “The changes have had a positive impact on the park” by park access mode

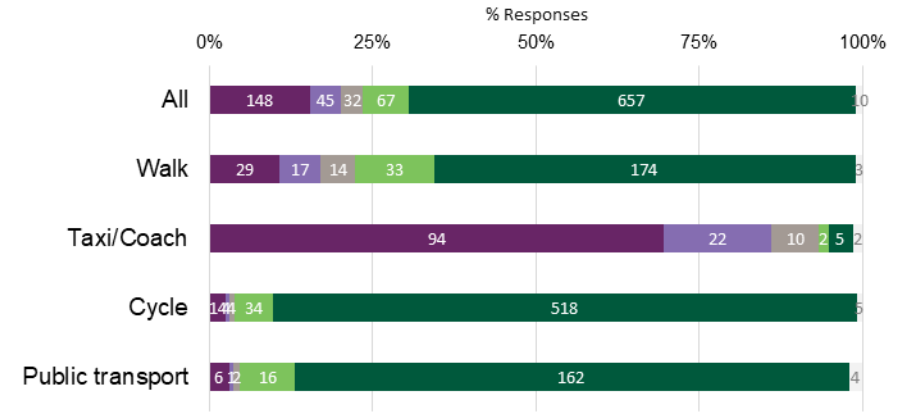


Figure 57 Responses to “The changes have had a negative impact on the area surrounding the park” by park access mode

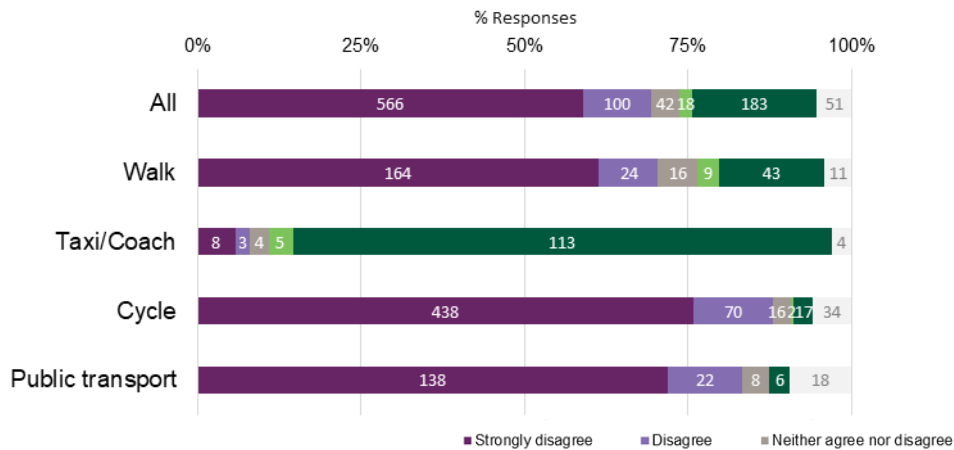
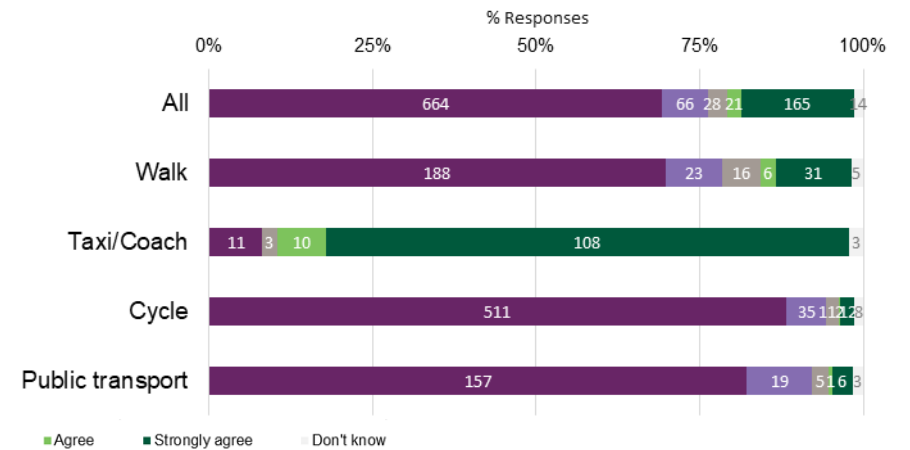


Figure 58 Responses to “The changes have made it harder for me to access the park” by park access mode

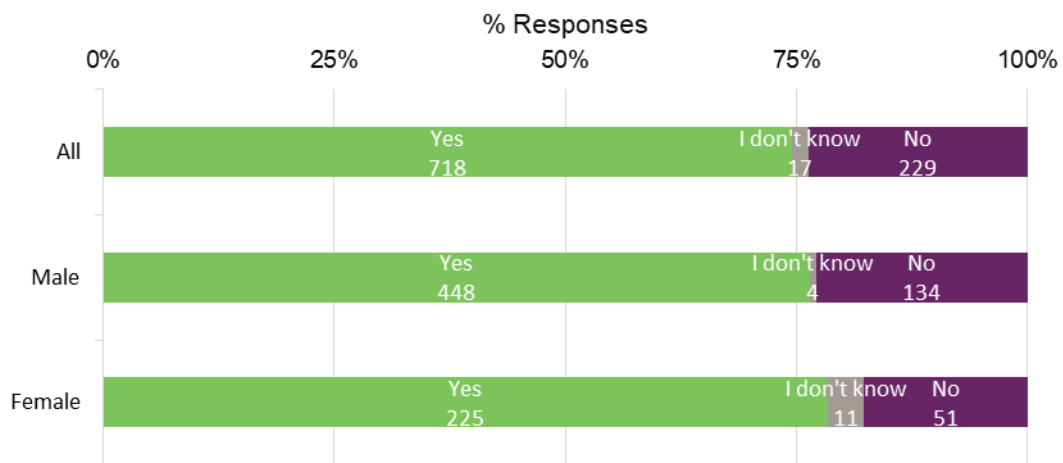


5.6 Responses by gender

Men and women responded similarly when asked **about whether the motor vehicle restriction on North Carriage Drive should be made permanent**.

76% (448 responses) of men answered “Yes” when asked if the scheme should become permanent, while 24% (134 responses) of men answered “No”. Women were slightly more in favour of the change with 78% (225 responses) wanting to see the change become permanent compared to 18% (51 responses) of women who did not (Figure 59). There were not enough responses from those who selected non-binary or other/self-described genders to provide a direct comparison.

Figure 59 Responses to “Do you want to make the changes permanent?” by gender



For the statement “**These changes have made the park a more pleasant place to spend time**” both men and women had more responses agreeing/strongly agreeing compared to those in disagreement (Figure 60).

For the statement “**The changes have had a positive impact on the park**” both men and women had more responses agreeing/strongly agreeing compared to those in disagreement (Figure 61).

For the statement “**The changes have had a negative impact on the area surrounding the park**”, both men and women had more responses disagreeing/strongly disagreeing compared with those in agreement (Figure 62).

For the statement “**The changes have made it harder for me to access to the park**”, both men and women had more responses disagreeing/strongly disagreeing compared with those in agreement (Figure 63).

Figure 60 Responses to “These changes have made the park a more pleasant place to spend time” by gender

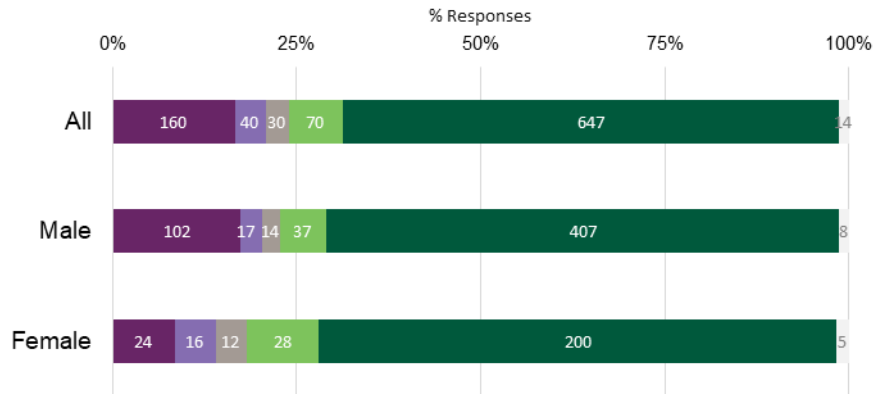


Figure 61 Responses to “The changes have had a positive impact on the park” by gender

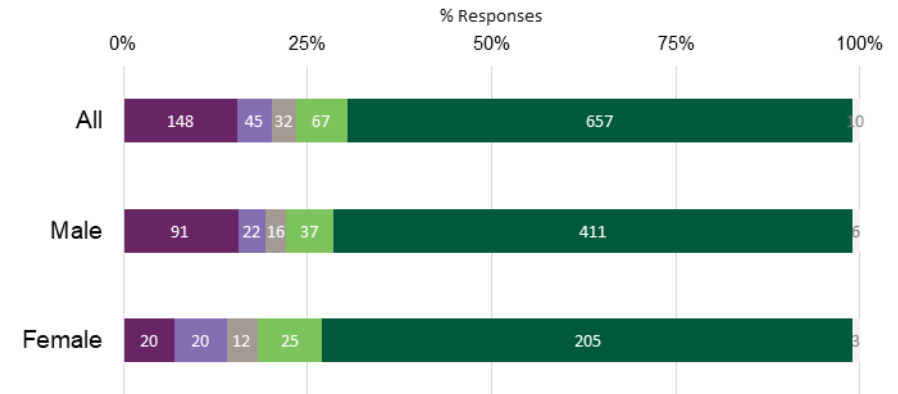


Figure 62 Responses to “The changes have had a negative impact on the area surrounding the park” by gender

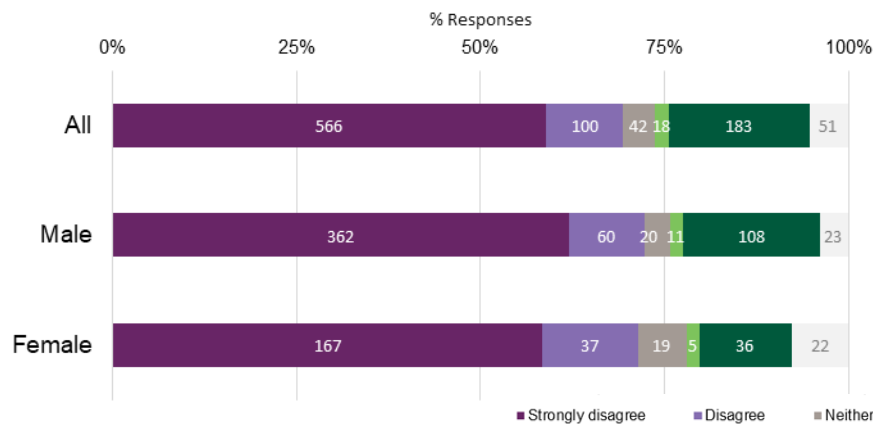
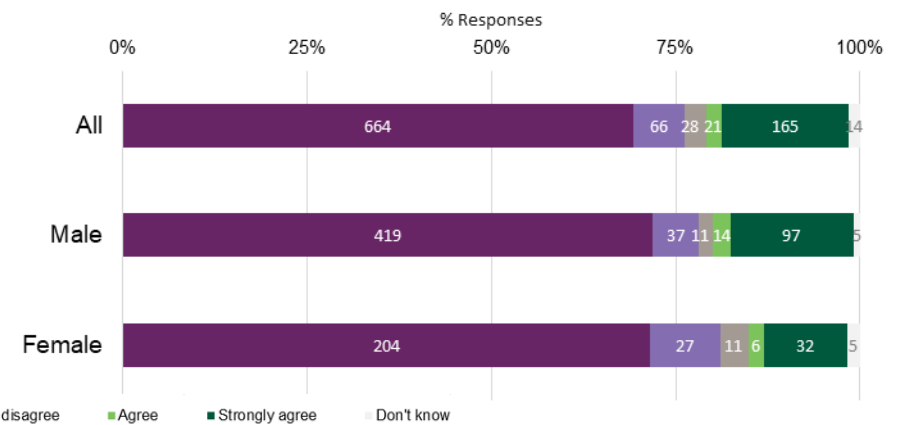


Figure 63 Responses to “The changes have made it harder for me to access the park” by gender



5.7 Responses by age

Responses to the statements about **permanently closing North Carriage Drive to motor vehicles** varied by age. As for Scheme I, responses from those between the ages of 45-64 were more likely to be negative about the changes than other age groups.

When asked whether the **change should be made permanent**, all age groups were overall positive. The age group most in favour was the 25-34 age group. The largest opposition was received from responses from the 45-54 and 55-64 age groups

For the statement “**These changes have made the park a more pleasant place to spend time**” all age groups had more responses agreeing/strongly agreeing than those in disagreement.

For the statement “**The changes have had a positive impact on the park**” all age groups had more responses agreeing/strongly agreeing than those in disagreement.

When asked whether **the changes have had a negative impact on the area surrounding the park**, all age groups had more responses disagreeing/strongly disagreeing than those in agreement.

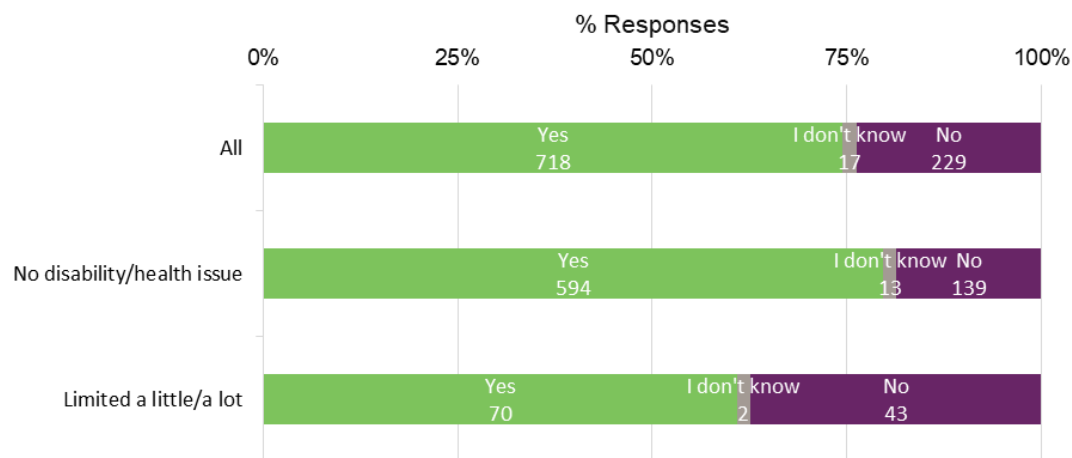
When asked whether **the changes have made it harder for them to access the park**, all age groups had more responses disagreeing/strongly disagreeing than those in agreement.

5.8 Responses by disability/health issue

Disabled respondents or those with a health issue were more likely to oppose **permanently closing North Carriage Drive to motor vehicles** than respondents without a disability/health issue. Of non-disabled respondents/those without a health issue, 80% (594 respondents) thought the scheme should be made permanent while 19% (139 respondents) did not (Figure 64). Respondents who selected 'limited a little' or 'limited a lot' in their day to day life by a disability/health issue showed a higher level of opposition, with 61% (70 respondents) supporting the change becoming permanent, while 37% (43 respondents) did not.



Figure 64 Responses to “Do you want to make the changes permanent?” by disability/health issue



Responses from both those without a disability and those with a disability/health issue had a greater number of responses that agreed/strongly agreed that **the changes have made the park a more pleasant place to spend time** than disagreed/strongly disagreed. Those with a disability had a larger proportion of responses which strongly disagreed/disagreed (Figure 65).

For the statement “**The changes have had a positive impact on the park**” there were more responses that agreed/strongly agreed than responses in disagreement from both those who are limited by a disability/health issue and those who are not. Responses from those limited by a disability or health issue had a higher proportion of responses in disagreement (Figure 66).

When asked whether **the change has had a negative impact on the area surrounding the park**, both those who are limited by a disability/health issue and those who are not had more responses agreeing/strongly agreeing than those in disagreement. Those without a disability had a higher proportion of responses disagreeing/strongly disagreeing (Figure 67).

For the statement “**The changes have made it harder for me to access the park**”, there were more responses that disagreed/strongly disagreed than responses in agreement from those who are and are not limited by a disability/health issue. The highest level of disagreement came from responses without a disability/health issue (Figure 68).



Figure 65 Responses to “These changes have made the park a more pleasant place to spend time” by disability/health issue

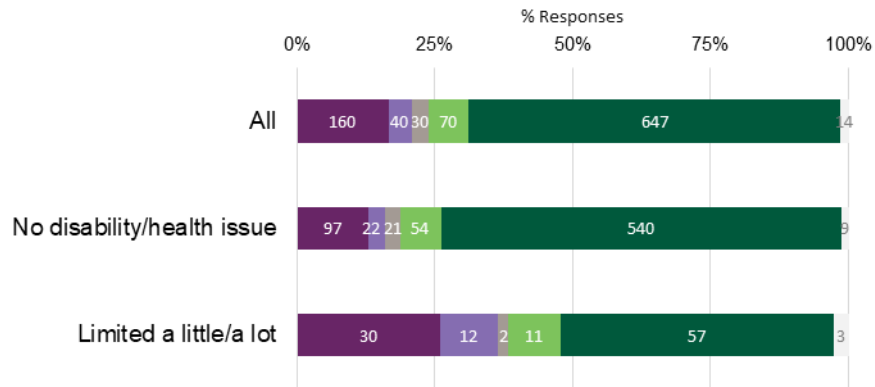


Figure 66 Responses to “The changes have had a positive impact on the park” by disability/health issue

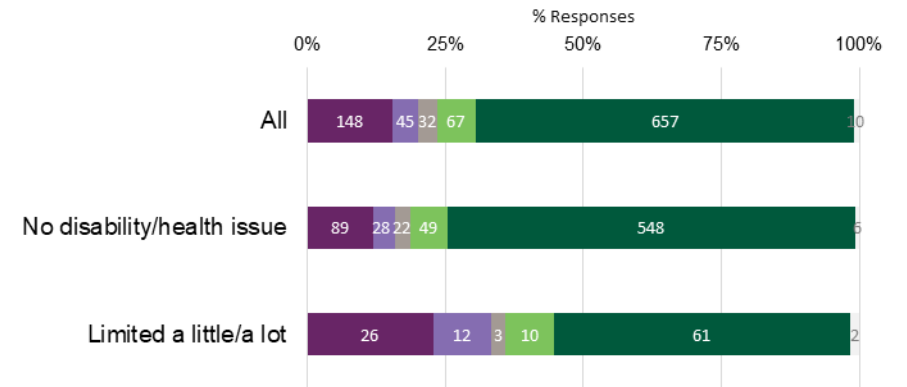


Figure 67 Responses to “The changes have had a negative impact on the area surrounding the park” by disability/health issue

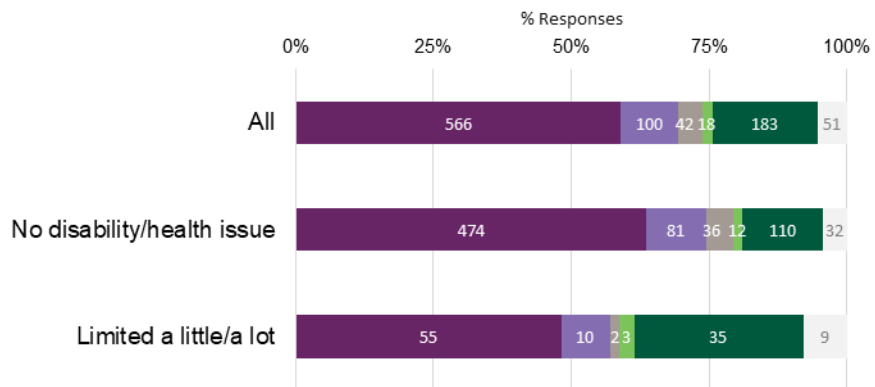
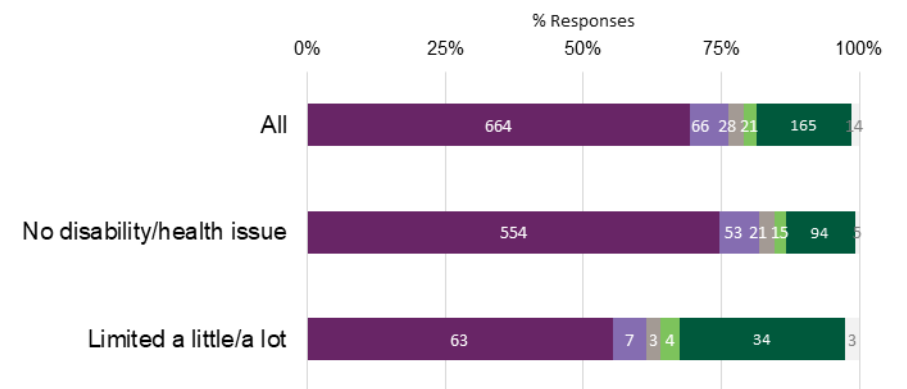


Figure 68 Responses to “The changes have made it harder for me to access the park” by disability/health issue



6. Appendix

6.1 Detail of outreach and engagement

The Royal Parks (TRP) undertook this formal consultation exercise to understand park visitor and stakeholder perceptions of the trials currently in place across five parks that seek to reduce cut through traffic to create new, safer and more enjoyable park space for visitors. Sustrans were commissioned by TRP to assist in the delivery of digital and face to face engagement.

Our engagement approach aimed to:

- Provide people with additional opportunities to fill in the survey who otherwise would not have the opportunity.
- Increase the range of people responding to the survey. Online only surveys, with no other public engagement, generally return responses from a narrow demographic and those with strong opinions – both for and against (particularly the latter).
- Inform people about the schemes and their aims in order to minimise responses based on misinformation or falsehoods relating to the scheme.

We delivered:

- Stakeholder mapping and digital outreach
- 6 x 3 hour face to face engagement sessions across the Parks

Our approach was tailored to be flexible and responsive to government guidelines for COVID-19 when the engagement took place in December 2020. Staff used tablets and roamed around specified areas of each Park, conducting surveys with members of the public at a distance. We had initially planned to conduct nine face to face engagement sessions however we were unable to continue face to face engagement in January 2021 due to the third national lockdown which came into place.

6.1.1 Stakeholder mapping and digital outreach

At the outset of the project, TRP and Sustrans collaborated on a stakeholder mapping spreadsheet, which formed the basis of the digital engagement and outreach throughout the consultation. Each park had its own list of community groups, schools, tenants/residents associations, cultural and faith

organisations which the project team reached out to at various points of the project to distribute information about the consultation and to ensure the survey was shared amongst communities local to the Parks.

	A	B	C	D	E	F
1	Stakeholder List					
2	Name	Category	Email	Phone num	Website	Relationship
3	Abbey Community Association	Community	Redaction			
4	Arachne Greek Cypriot Women's Group	Culture				
5	Bengali Workers Association	Culture				
6	Churchill Community Hub - Open Age	Community				
7	Eritrean Muslim Community Association	Culture				
8	Home-Start Westminster	Community				
9	Knightsbridge Association	Resident Association				
10	London Chinatown Chinese Association	Culture				
11	Migrants Resource Centre	Migration				
12	National Autistic Society West London Branch	Disability				
13	Westminster Belriend a Family	Community				
14	The Westminster Society	Community				
15	The Thorney Island Society and Friends of Environment					
16	Westminster Senior Citizens Forum	Community				
17	Youth Offending Team	Youth				
18	3rd Paddington Scout Group	Youth				
19	One Westminster	Community				
20	Abdul Mageed Educational Trust	Culture				
21	Abundance Arts	Culture				
22	Advantages of Age	Community				
23	Age UK Westminster	Community				

6.1.2 Face to face engagement

A total of six face to face engagement sessions were carried out across the Parks. We had initially planned to conduct nine sessions however we were unable to continue face to face engagement in January 2021 due to the third national lockdown which came into place.

In preparing for these sessions, key locations were mapped out to ensure we were talking to people who may have accessed the Parks from different areas. We used a roaming approach rather than a standstill pop-up with boards in order to avoid people gathering in groups and to stay in line with government mandated COVID-19 guidelines. During these engagement sessions, staff were given tablets to use and roamed around specified areas of each Park, conducting surveys with members of the public at a distance. Where people did not have time to do a survey, or wanted to share the information more widely amongst their networks, we had QR codes available for them to access the survey link directly on their own mobile devices.

Given the higher profile and ambition of the Richmond and Bushy Park schemes, we carried out two face to face engagement sessions in each of those parks, one session in St James' Park and one in Greenwich Park. The below table shows the number of face to face surveys we conducted in each Park, with lower numbers in Richmond most likely due to the longer nature of the survey.

Responses collected in each Park

	Total Face to Face Responses
Richmond Park	88
Bushy Park	186
St James's Park	113
Greenwich Park	86

473
people filling in surveys at face to face events across all parks



6.2 Methodology

- The survey was peer reviewed by an independent party to ensure that the survey avoided leading questions or other biases.
- The survey was designed to gain an insight into how the changes are working for the public, including how they work differently for specific groups. As the survey is a self-selecting sample, as opposed to a representative sample of the public at large or targeted at a small sample of local people, it is not designed to be a referendum as to whether the changes are working.
- Responses were closely monitored to ensure that multiple submissions did not skew the data. While it is possible that some people may have left multiple submissions, these will have not been extensive enough to significantly alter the final results. For this reason, the results in this report make reference to a number of responses and not respondents, as it is not possible to distinguish between the exact number of individual respondents to the survey.

- Data was downloaded and cleaned. Key changes that were made to the data included reallocating “Other” categories when people had inadvertently put an existing multiple choice option in the open text box, removing invalid postcodes, and removing blank responses with no questions answers.
- Percentages were rounded to the nearest whole number. As such, in some instances percentages may not total 100%. Percentages were calculated based on the number of responses to that question. They include responses saying “I don’t know” or “I prefer not to say” where applicable, unless stated.
- In order to gain additional insight, results were cross-tabulated and broken down by different categories. Categories were chosen based on groups with high numbers of responses or were of particular interest. Results are only presented as graphs and percentages when $n > 100$.
- Open text comments were all read and coded manually using a basic coding technique. Coding themes were established from an initial analysis of a sample of comments, with the themes emerging from the data. Codes were checked by at least one additional analyst to ensure consistency.
- All open text quotes are copied verbatim with original errors unedited.
- Demographic questions were structured to provide comparable data to UK Census and official statistics. Questions and answer options mirrored those asked in the 2011 Census, with the exception of gender, which focused more on gender identity rather than biological sex. As such, this had additional categories added.
- Postcodes were cleaned and categorised into “Local”, “Non-local” and “Not valid”. Postcodes were identified using a GIS postcode database. Maps were created using ArcGIS.
- Under 16s were included as an age category on the survey. However, the survey was not aimed at children. For child protection reasons, we did not go into detailed analysis of Under 16 results, or presented specific responses from Under 16s. All Under 16 responses were included in the overall data.