



Movement Strategy: Consultation Responses

Richmond Park

08 March 2021



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Executive summary

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

The three schemes consulted on were:

- I: Removing all through-traffic on the eastern side of the park
- II: Closing the vehicle link between Sheen Gate and Sheen Cross
- III: Creating new park space on weekends by removing all unauthorised vehicle traffic between Richmond and Roehampton Gates

There were 10,765 responses to to the consultation which ran from 16th November 2020 – 10th January 2021.

Of all responses:

- 43% were from local postcodes.
- 82% said they use the park fortnightly or more regularly.
- The most common reasons for using the park are walking, cycling and relaxation/mental wellbeing.
- The most common ways to access the park are cycling, walking, and private car.
- Groups that have a higher proportion of responses in the overall survey compared to the UK population include men, those aged 35-54, non-disabled people and those from white ethnic groups.



For all three schemes:

- The majority of responses said they thought the schemes should be made permanent.
- Most responses say 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 say that the schemes have not made it harder to access the park, nor have they 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.
- The three main park user types (people using the park for walking, cycling and relaxing/mental wellbeing) had overall support and positivity for the scheme. Those driving through the park without stopping had a greater level of opposition and negativity.
- For all the main transport modes to access the park, all had greater levels of support and positivity for the scheme *except* those driving to the park.
- There was overall support and positivity from both men and women, although a higher proportion of men were supportive and positive about the scheme.
- While all age groups were generally supportive and positive about the scheme, levels of support and positivity decreased as age groups got older.
- 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.
- Concerns that the changes have increased traffic in the surrounding area.
- Concerns about dangerous interactions between people cycling (specifically sport cyclists) and other park users
- Suggestions for further changes that restrict people cycling and/or improve facilities for those walking



1. Richmond Park

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

1.1 Richmond Park: Movement Strategy

The Royal Parks' Movement Strategy sets a framework to shape how park visitors can access, experience and move within parks. The strategy has 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.

As part of the Movement Strategy¹, The Royal Parks have implemented three key changes in Richmond Park:

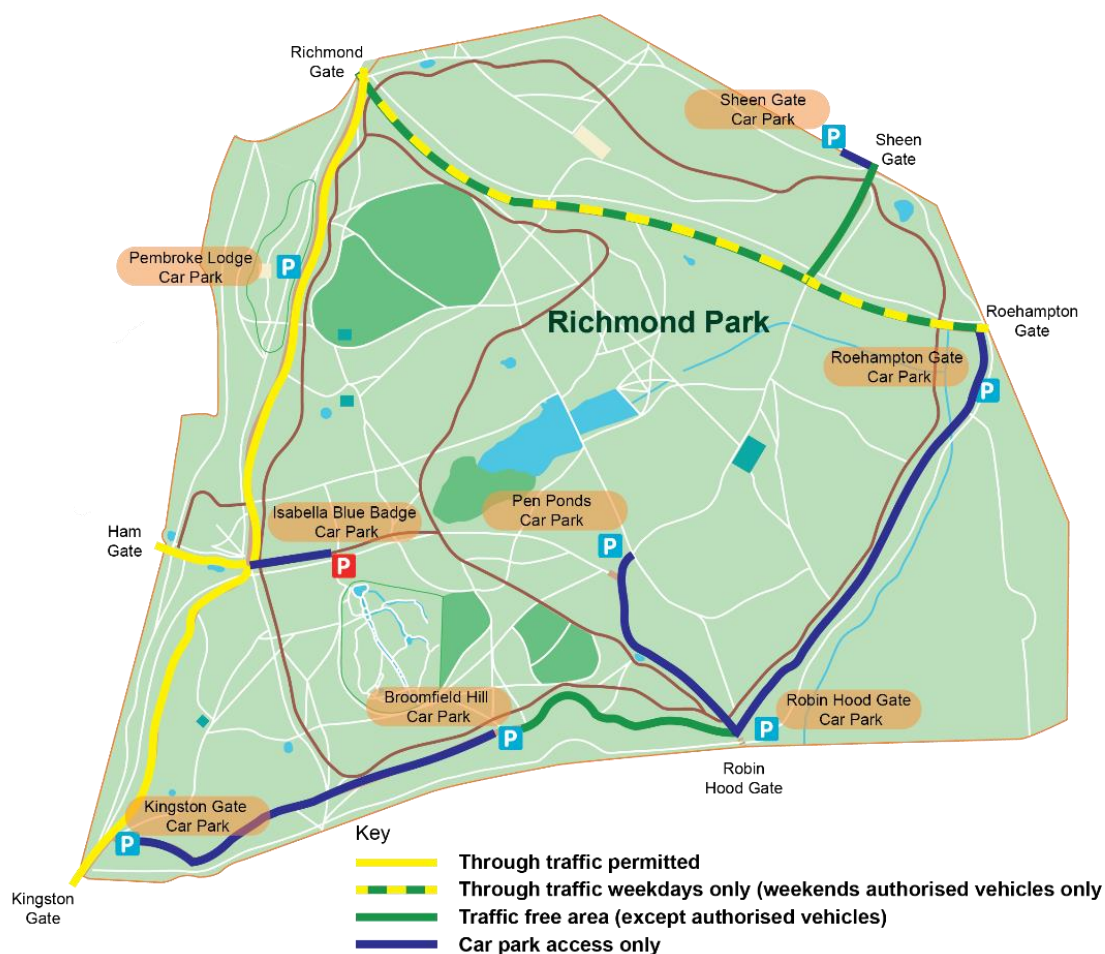
- I: Remove all through-traffic on the eastern side of the park
- II: Close the vehicle link between Sheen Gate and Sheen Cross
- III: Create new park space on weekends by removing all unauthorised vehicle traffic between Richmond and Roehampton Gates

All roads have remained open to all park users walking, cycling and wheeling. Car parks have remained open and accessible, though only accessed from the closest park gates. People driving have not been able to use certain roads as through routes during this trial (Figure 1).



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

Figure 1 Map detailing changes to Richmond Park



A formal consultation with park visitors, residents and stakeholders was undertaken. This report details the results of the consultation run by The Royal Parks and administered by Sustrans. A consultation survey was open between 16th November 2020 and 10th January 2021.

Accompanying the online survey, two face to face engagement sessions were held in the park to increase and diversify participation. These were supported by stakeholder mapping and outreach, targeted social media posts, letter drops to local households, publicity in local media, and survey information posters in the park. For more information on our engagement approach see the Appendix.

In total, there were 10,765 responses to the survey. Of these, 10,677 were captured online and 88 were through face to face surveys.

10,765
total responses to the
consultation 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 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.



2. Responses: Overall

This section summarises the overall results of the consultation survey.

- For all three schemes, most responses said they thought the changes should be made permanent.
- Most responses think the changes have improved the park, whilst not impacting respondent park accessibility or having an adverse effect on the surrounding area.
- Further comments highlighted that many respondents would welcome further changes that discourage motor vehicles in the park.
- However, a number of responses raised concerns about increased traffic in the surrounding area, dangerous interactions between (sport) cyclists and other park users, and reduced accessibility.

2.1 Should the schemes be made permanent?

Respondents were asked if they thought the schemes should be made permanent. For all three schemes, the majority of responses said they thought the changes should be made permanent (Figure 2).

For **Scheme I “Removing all cut through traffic on the eastern side of the park”** 73% (7,711 responses) said they thought the changes should be made permanent, while 24% of responses did not think that the scheme should be made permanent (2,528 responses)

For **Scheme II “Closing the vehicle link between Sheen Gate and Sheen Cross”**, 69% of responses said they thought the scheme should be made permanent (7,264 responses), compared with 24% of responses who thought the scheme should not be made permanent (2,493 responses).

73%

think Scheme I should be made permanent

69%

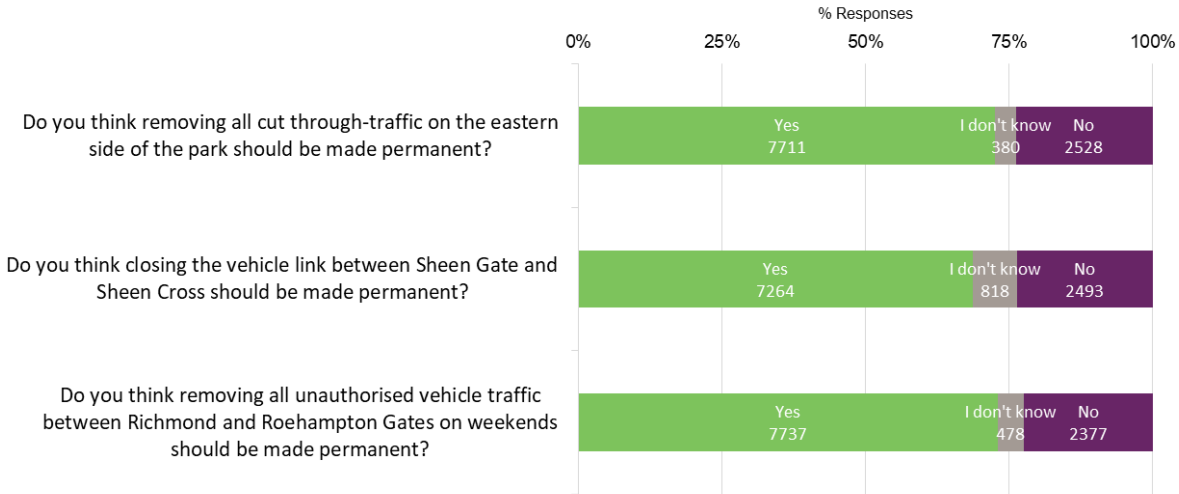
think Scheme II should be made permanent

For **Scheme III “Removing all unauthorised vehicle traffic between Richmond and Roehampton Gates on weekends”** 73% (7,737 responses) said they thought the changes should be made permanent, while 22% of responses did not think that the scheme should be made permanent (2,377 responses).

73%

think Scheme III should be made permanent

Figure 2 Should the changes be made permanent?



2.2 Views on how the schemes are working

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

For all three schemes, most responses think the changes have made the park a more pleasant place to spend time and that they have had a positive impact on the park. Most responses do not think the changes have had a negative impact on the surrounding area and they also do not think the changes have 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. Out of the 10,765 total responses, 6,389 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 nearly half of all comments. Of these responses, approximately half noted they would like to **remove through traffic completely from the park** with many highlighting that cars should only be allowed to the car park closest to the gate in which they entered. Of those who support total removal of through traffic, some specified that they would like to see **through traffic from Kingston Gate and Richmond gate restricted**. Many responses also highlighted that they would like to see a **total removal of traffic from the park**, however some of these comments emphasised that **access should still be possible for disabled people**. There was also some support for car park charges being instated to further discourage vehicles accessing the park. Many responses referenced the total closure of the park to vehicles that occurred in response to government Covid-19 restrictions early in 2020 and would like to see the park return to a similar state.

“Cut through traffic should be prohibited from all of the park at all times. Just allow vehicles to enter the nearest gate to the car park to which they wish to park” (R00105, SW13).

“I think you should ban all motor vehicles apart from blue badges from ... all of the roads apart from the access the existing car parks” (R07442, TW10).

Schemes have increased the traffic in surrounding area

The next most common theme that emerged from the comments was responses saying the **schemes have increased traffic in the surrounding area**. Many of these respondents noted they were local residents, such as from Sheen and Richmond, and that traffic has increased outside their own homes and/or has negatively affected their journeys in the surrounding neighbourhood. Many were concerned about **longer journey times**, such as to work or taking children to school, and **increased air pollution** due to idling vehicles or having to drive further than before to access the same destinations. Some of these responses made reference to the additional traffic resulting from the closure of Hammersmith Bridge, with the park road closures only worsening the effect. **This was the most common response theme for those that do not think the schemes should be made permanent.**

“As a resident of East Sheen, I have been massively inconvenienced by the various restrictions to cars in the Park. The congestion, & consequent increase in pollution levels, on all the roads around the Park, in particular The Upper Richmond Road, is terrible & totally unnecessary. Allowing traffic to flow freely through the Park is better for local pollution levels & everyone's quality of life, rather than forcing additional traffic onto already highly congested routes. Free flowing traffic through the Park does not

detract from the appeal & enjoyment to be had by all Park users” (R05632, SW14).

“Closing the park to through traffic makes congestion and pollution in surrounding roads significantly worse and increased journey times unnecessarily” (R09260, TW10).

Dangerous interaction between cyclists and other park users

A similar number of responses commented on the **dangerous interaction between cyclists and other park users**. A majority of these comments emphasize that speeding cyclists - specifically sport cyclists - create an unsafe environment within the park, especially for pedestrians. A small minority of these comments highlighted that cars and cycles have had problems as they both rely on the same road space. The dangerous interactions between cyclists and other park users was referenced by both those who generally support the proposal and those who do not, with some respondents believing this issue has gotten worse since the closures came into effect. There was also a high number of comments suggesting that there should be **restrictions in place for cyclists**. This included speed bump installation, timed cycling restrictions and cycle lane creation.

“Restricting the movement of cars is a good idea -but it leaves cyclists free to whizz around the Park in ever greater numbers-frequently at dangerous speeds and with little regard for pedestrians--including children” (R03682, KT2).

“The cyclists are now dangerous in packs and way above the speed limit. No consideration for pedestrians. This needs to be addressed as there will be a fatality” (R06208, SW14).

Scheme has made it harder to access park

A number of responses cited that the **scheme has made it harder to access the park**, especially for those who travel to the park by car. Many of these responses note that they feel restricted to certain areas of the park seeing as it's much more difficult to drive to other locations within Richmond Park. Some respondents also commented on their inability to leisurely drive around the park due to the closures. A large number of these comments highlighted these issues with specific reference to those with mobility issues, including disabled and elderly people. Some of these respondents indicate they are not eligible for blue badges, but are nonetheless unable to walk/cycle greater distances.

“The proposed changes restrict access to the park and will make me drive further to get to rhe [sic] areas of the park I visit” (R02053, SW14).

“For people who can't walk far, it unfairly restricts their use of the park for them not to be able to drive inside the park” (R03119, SW15)

Additional comments

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

“All the recent changes have had a huge positive impact and now needs to be made permanent .Richmond park is a nature reserve and not a rat run for cars (R00838, SW14).

“Please re-open Sheen Gate and allow vehicle access to/from Sheen Cross.” (R03943, TW10)

There were a number of less common themes but nevertheless important issues or insights raised in the additional comments. For example, some comments suggested a shuttle bus or tram should be implemented to take park visitors – especially those with mobility issues – around the park if the roads are shut to traffic. Additionally, various comments indicated that better signage was needed to inform park visitors of full car parks to avoid cars driving into the park only to turn around and exit due to lack of parking. Similarly, some responses noted general issues with parking both inside the park gates and in the surrounding area due to the road closures. Various respondents were also concerned that their journeys – along with emergency vehicle trips – would be made more difficult to the local hospitals due to the road restrictions. Some comments also indicated that people feel that public transport links to the park should be improved if driving is to be discouraged.

“To avoid long car queues for the parking lots it would be beneficial to let drivers know at the gates that the car parks are full” (R08750, TW10)

“Reducing traffic across the park is positive. However, it does stop our family accessing a lot of the park. We would often drive to different car parks to do different walks ... Could there be an option for a shuttle bus in the park? ...” (R06741, SW15)



2.4 Further responses: Written submissions

In addition to the survey responses, The Royal Parks received 260 written submissions from the public about the changes to Richmond Park during the consultation period. Of these, 67% (175 submissions) were supportive of the schemes or wanted them made permanent, while 33% (85 submissions) opposed the schemes or wanted them removed.

Email submissions covered a range of detail and raised multiple points. The most common themes/topics raised included:

- Support for further changes that encourage active travel or discourage motor vehicle use - including removing through traffic from the park (88 emails)
- Comments on improved park environment due to the schemes (85 emails)
- Requests to keep the Sheen Gate closure (45 emails)
- Comments on the schemes increasing traffic in surrounding areas (44 emails)
- Comments on dangerous interactions between people cycling (specifically sport cycling or racing) and other park users, including other cyclists (41 emails)
- Comments that the scheme has made it harder to access the park (34 emails)
- Requests to reopen Sheen Gate (29 emails)
- Comments on increased journey times and a perceived increase in pollution due to the schemes (27 emails)
- Other themes included comments on the introduction of a shuttle bus, on parking issues, support for other changes in the park, comments on the schemes having a positive impact outside the park, and comments that the schemes increased traffic within the park.



3. Respondents

This section summarises who responded to the survey.

- 42% of responses were from local postcodes.
- The most common reasons responses provided for using the park were walking, cycling and relaxation/mental wellbeing.
- Over 80% of responses said they use the park fortnightly or more regularly.
- The most common ways responses said they access the park were cycling, walking, and private car.
- Responses came from a range of demographic groups, although are not necessarily representative of the population more broadly.

3.1 Respondent location

Respondents were asked to provide their postal district. Six postcode districts were identified as local to Richmond Park (Figure 3), and are: TW10, SW14, SW15, SW13, KT2 and TW9.

Out of all responses, 42% (4,572 responses) were from local postcodes. 48% of all responses (5,135 responses) were from other locations in the UK (the majority from within Greater London). 10% of all responses (1,058 responses) either provided invalid or no information. The postcode district with the largest number of responses was SW14, from which 12% of all responses (1,306 responses) were received. The non-local postcode district with the highest number of responses was TW1, from which 3% of all responses (284 responses) were received.

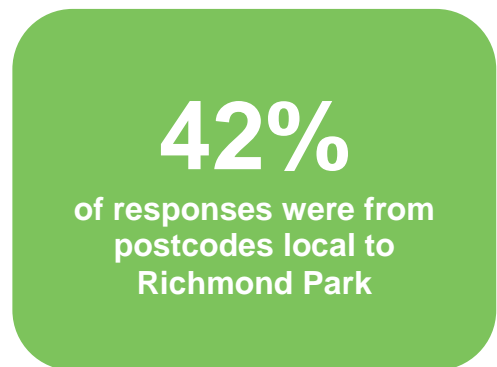
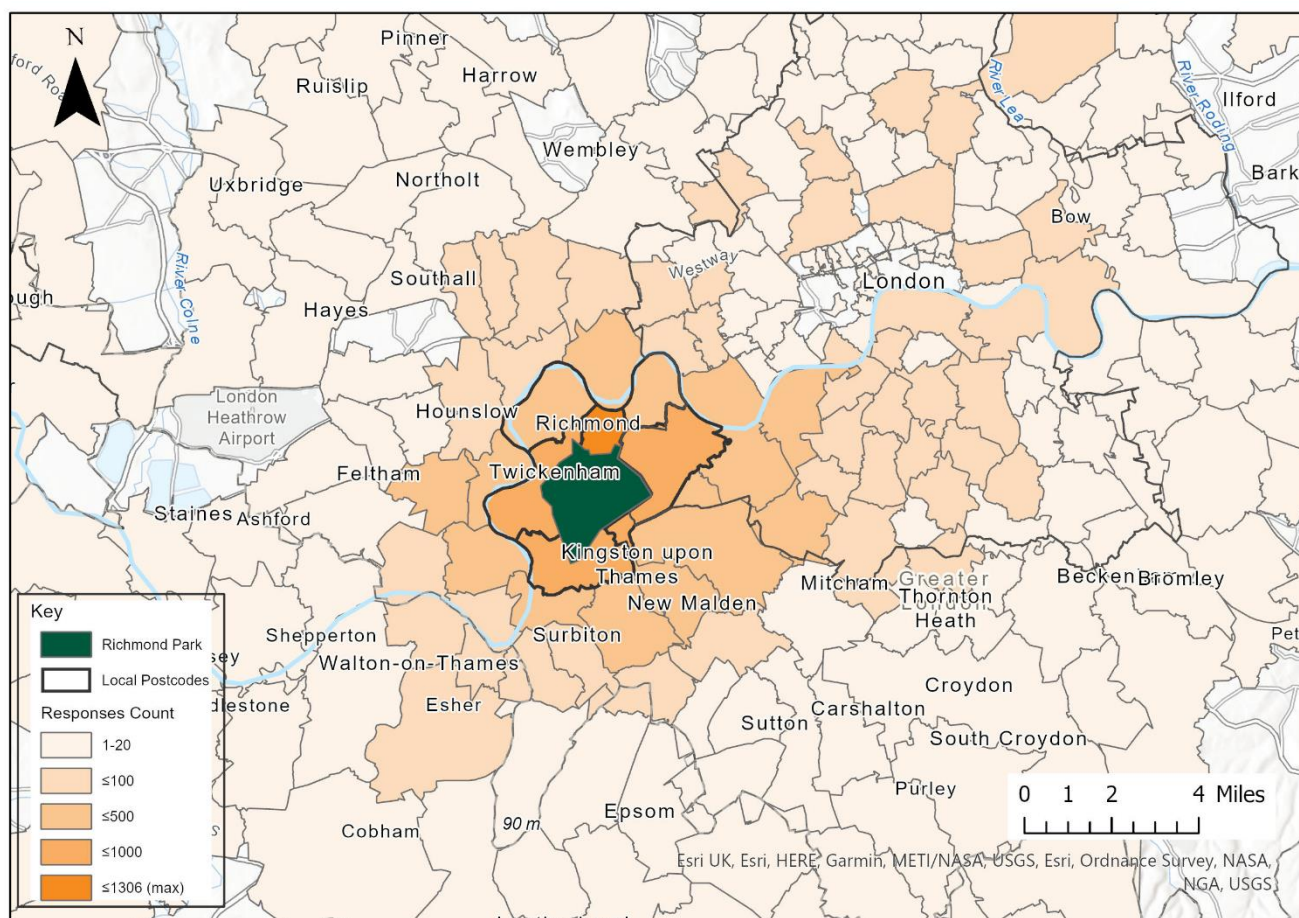


Figure 3 Map of respondent location within London



3.2 Respondent park use

Respondents were asked what they usually do in Richmond 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 activity selected was “Walking” with 74% of responses (7,924 responses). These respondents were also asked about the type of walking they most commonly do in Richmond Park. Of those that provided further information, 64% (5,060 responses) said “Casual stroll/with family or children”, 18% (1,402 responses) said “Dog walking”, 15% (1,169 responses) said “Hiking” and 3% (239 responses) said “Other” (Figure 5).

74%
said they use the park for walking

Figure 4 Respondent activities in Richmond Park

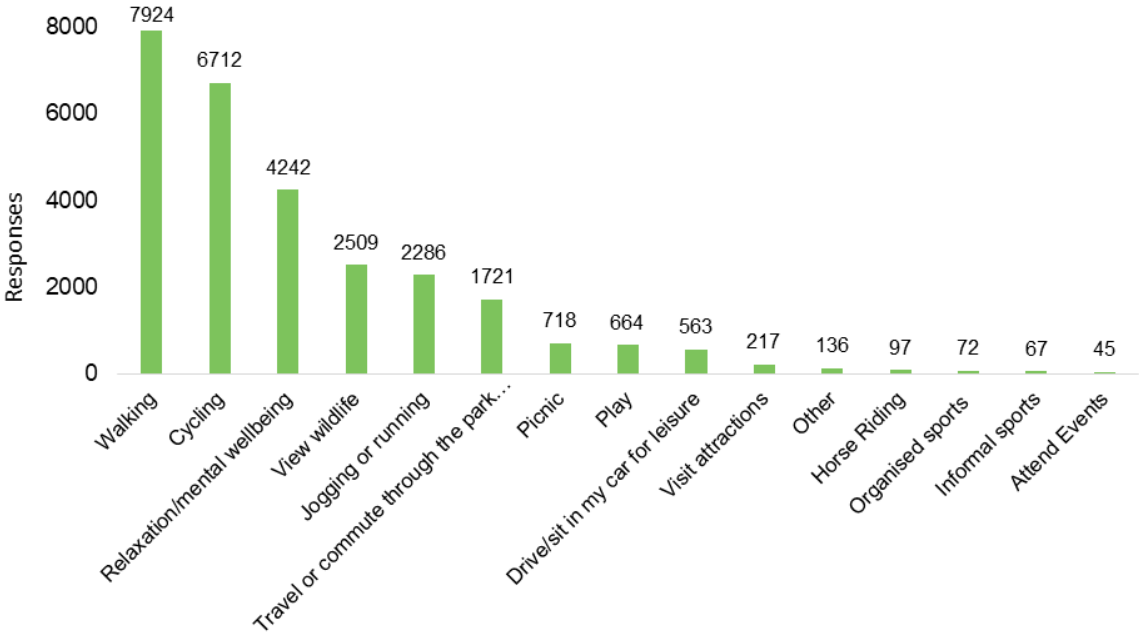
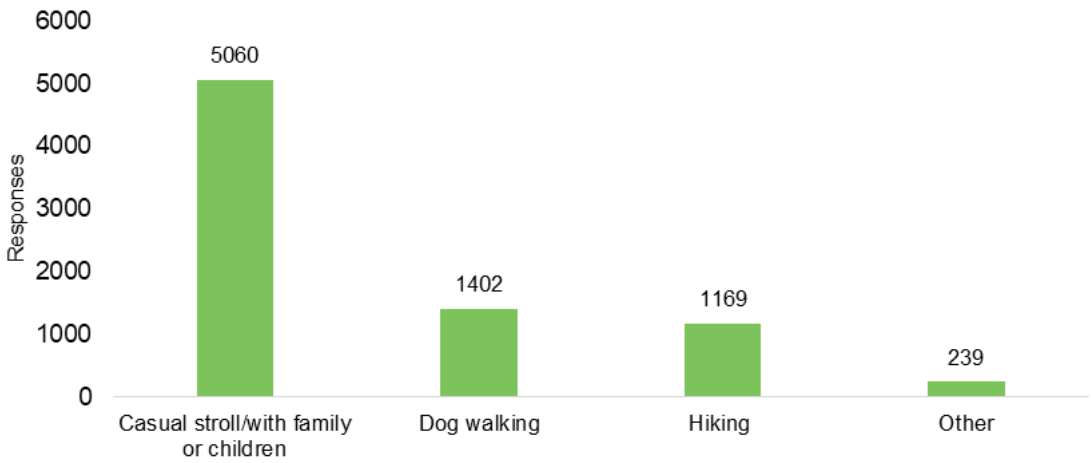
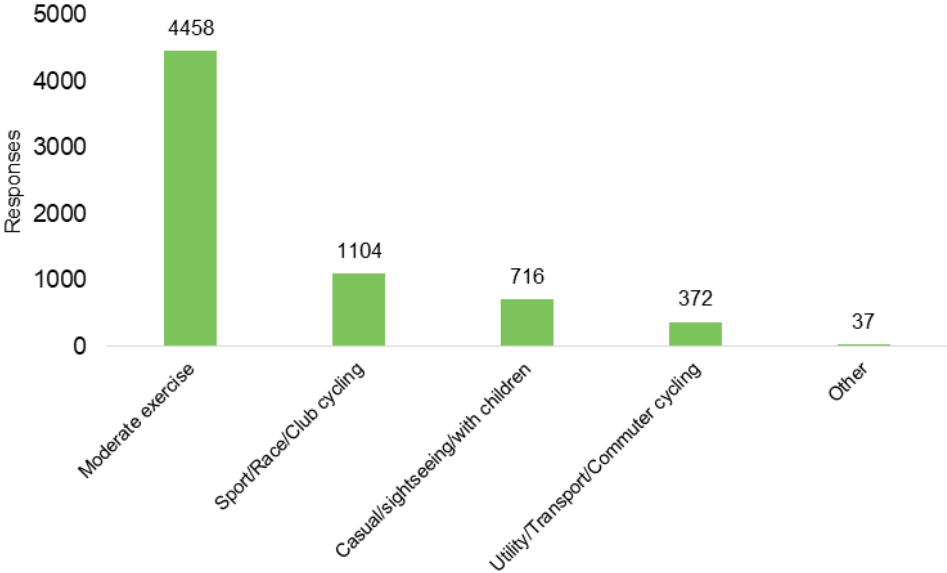


Figure 5 Type of walking undertaken



The second most common option selected by respondents was “**Cycling**” with 63% of responses (6,712 responses). These respondents were also asked about the type of cycling they most commonly do in Richmond Park. Of those that provided this information, 67% (4,458 responses) said “Moderate exercise”, 17% (1,104 responses) said “Sport/Race/Club cycling”, 11% (716 responses) said “Casual/Sightseeing/With children”, 6% (372 responses) said “Utility/Transport/Commuter Cycling”, and 1% (37 responses) selected “Other” (Figure 6).

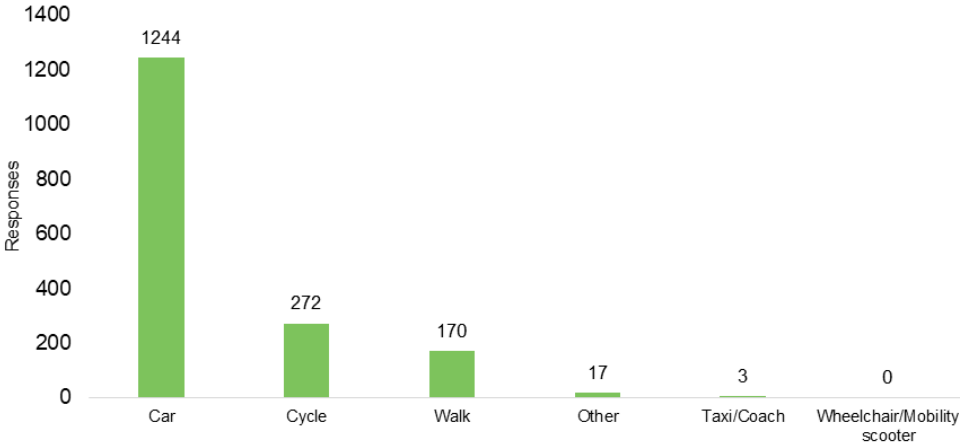
Figure 6 Type of cycling undertaken



Other common activities respondents selected included 40% (4,242 responses) “**Relaxation/mental wellbeing**”, 24% (2,509 responses) “**Viewing wildlife**”, and 21% (2,286 responses) “**Jogging or running**”.

Additionally, 16% (1,721 responses) said that they “**Travel or commute through the park without stopping**”. Of those that provided further information, 73% (1,244 responses) said they travel by car, 16% (272 responses) said they travel by cycle, 10% (170 responses) said they walked and 1% (17 responses) selected "Other" (Figure 7).

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



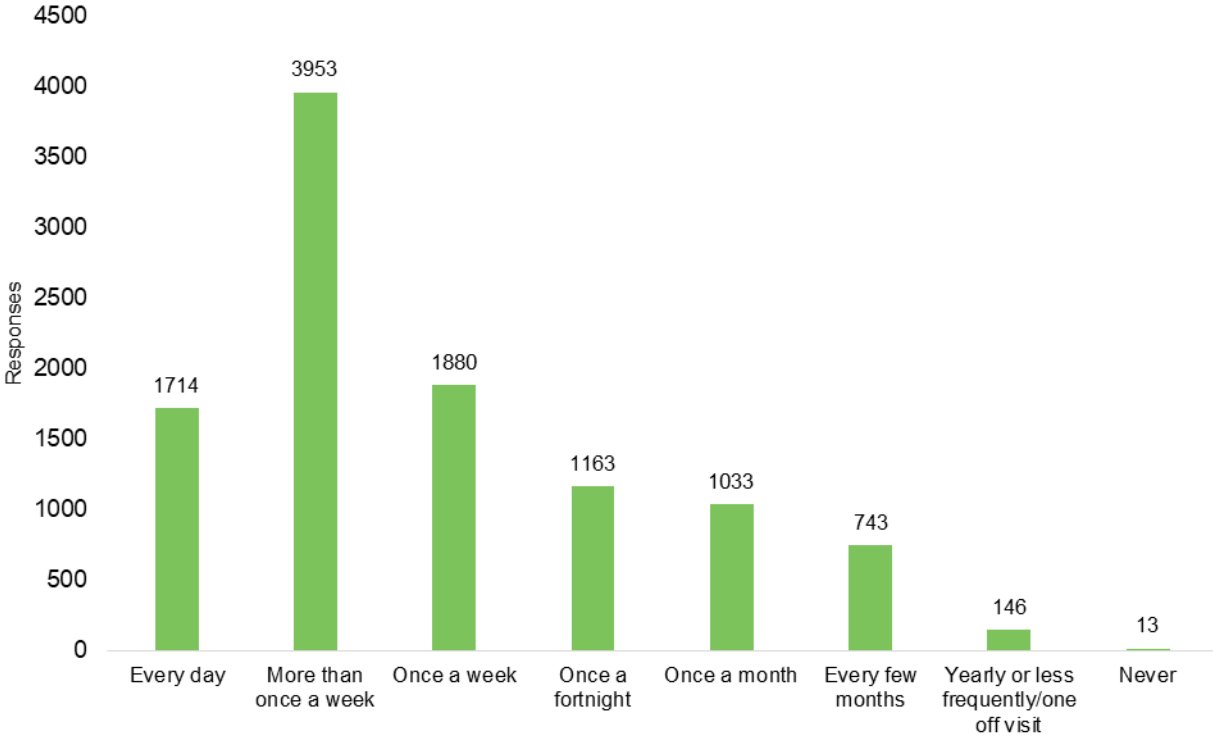
3.3 Park user frequency

Respondents were asked roughly how often they visit or travel through Richmond Park (Figure 8).

The most common response was “More than once a week” with 37% of responses (3,953 responses). Most respondents are regular park visitors, with 82% (8,710 responses) saying they visit once a fortnight or more frequently.

82%
visit the park at least once
a fortnight

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



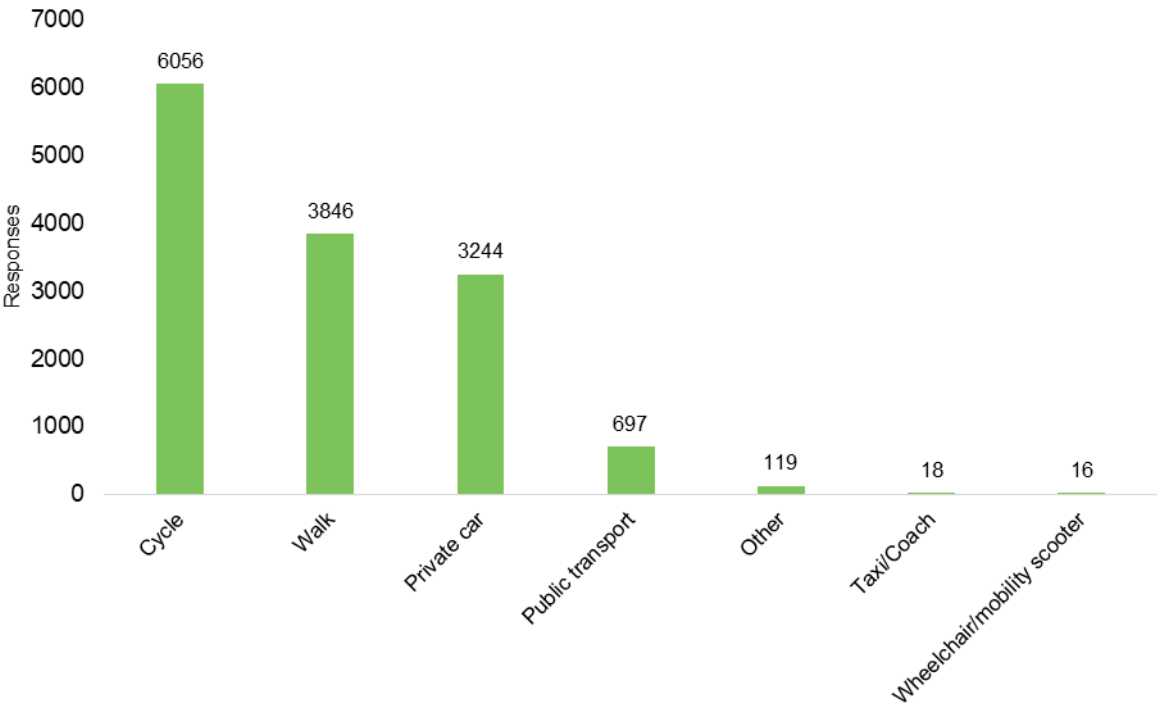
3.4 How respondents access Richmond Park

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

57%
access the park by cycling

The most common travel mode selected by respondents was “Cycle” with 57% of responses (6,056 responses). The second most common option was “Walk” with 36% (3,846 responses), followed by 31% (3,244 responses) who selected “Drive”. Additionally, 6.6% (697 responses) selected “Public transport”.

Figure 9 Respondents travel mode to Richmond Park



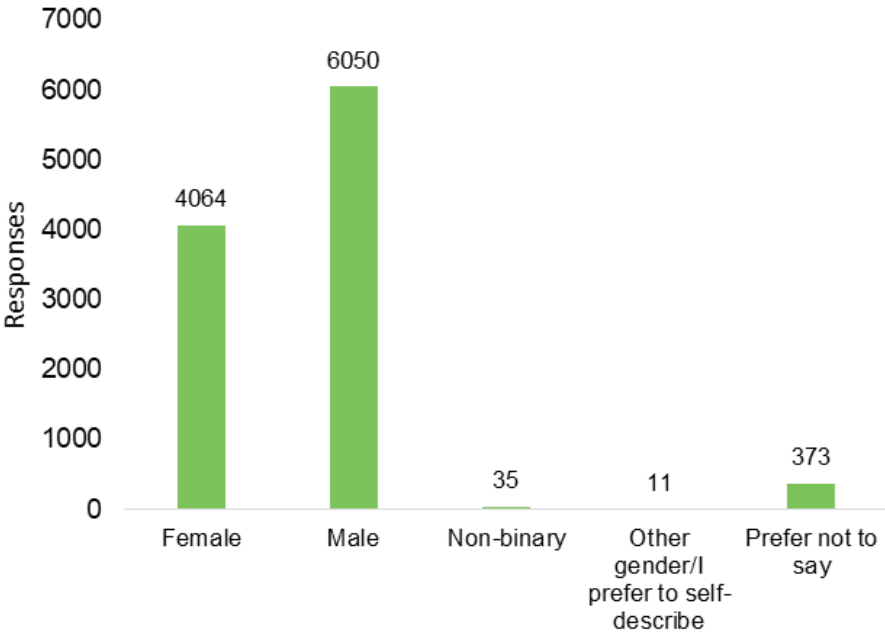
3.5 Respondent demographics

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

3.5.1 Gender

Overall, 4,064 responses (39%) selected “Female” and 6,050 responses (57%) selected “Male” (Figure 10). Compared with UK averages, responses highlight an underrepresentation of women and an overrepresentation of men³. 35 responses (under 1%) selected “Non-binary” and 11 responses (under 1%) said they were another gender or preferred to self-describe⁴. 373 responses (4%) said they preferred not to say.

Figure 10 Gender of responses



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

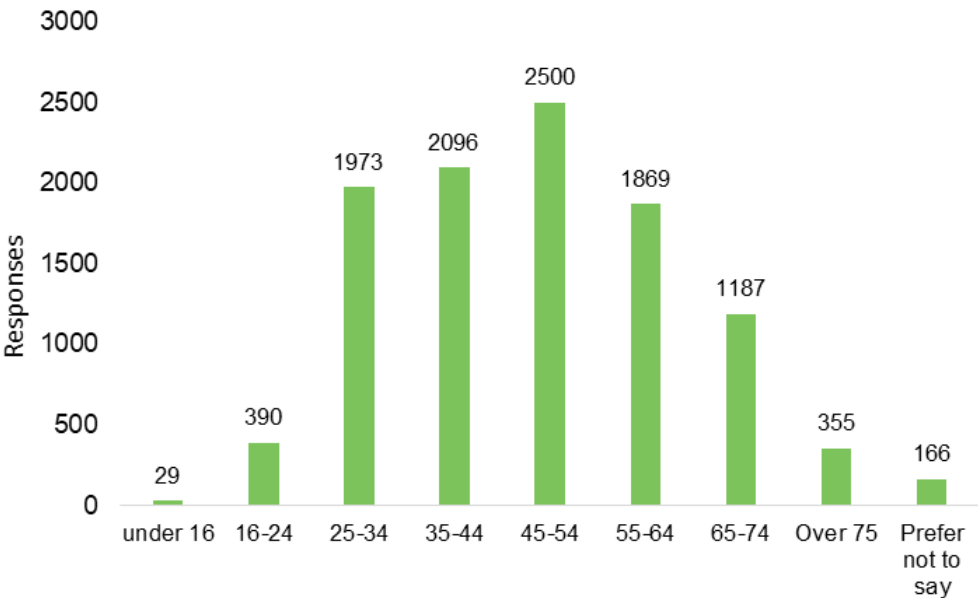
³ <https://www.ethnicity-facts-figures.service.gov.uk/uk-population-by-ethnicity/demographics/male-and-female-populations/latest>

⁴ Currently there are not reliable figures for non-binary and other genders population in the UK. It is estimated that up to 1% of the UK is trans (who may have put male or female in this survey) or non-binary: <https://www.stonewall.org.uk/truth-about-trans>

3.5.2 Age

The most common age group selected by respondents was 45-54 years old, with 24% of responses (2,500 responses), followed by 35-44 years old, with 20% of responses (2,096 responses; Figure 11). Compared with UK averages⁵, these age groups are overrepresented. The least common age groups to respond⁶ were the 16-24 age group, with 4% of responses (390 responses) and 75+ with 3% of responses (355 responses). Compared with UK averages, these age groups are underrepresented. There were 2% of responses (166 responses) who preferred not to provide their age.

Figure 11 Age of responses



3.5.3 Disability/Health Issue

Overall, 86% of responses (9,011 responses) said they did not have a disability or health issue, while 7% (778 responses) said their day to day activities were “limited a little” by a disability or health issue and 2% (192 responses) indicated they were “limited a lot”. 5% (504 responses) preferred not to say (Figure 12). Compared with UK averages, disabled respondents are underrepresented in the overall survey figures⁷.

⁵<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/ablea21principalprojectionukpopulationinagegroups>

⁶ With the exception of Under 16 – see the Appendix.

⁷ <https://www.gov.uk/government/statistics/disability-prevalence-estimates-200203-to-201112-apr-to-mar>

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 common disabilities or health issues. Of those that provided this information, 48% (561 responses) said their disability/health issue related to mobility, 16% (188 responses) said it related to a respiratory issue and 9% (112 responses) said it related to mental health. 8% (88 responses) of responses preferred not to say (Figure 13).

Figure 12 Disability/health issues of responses

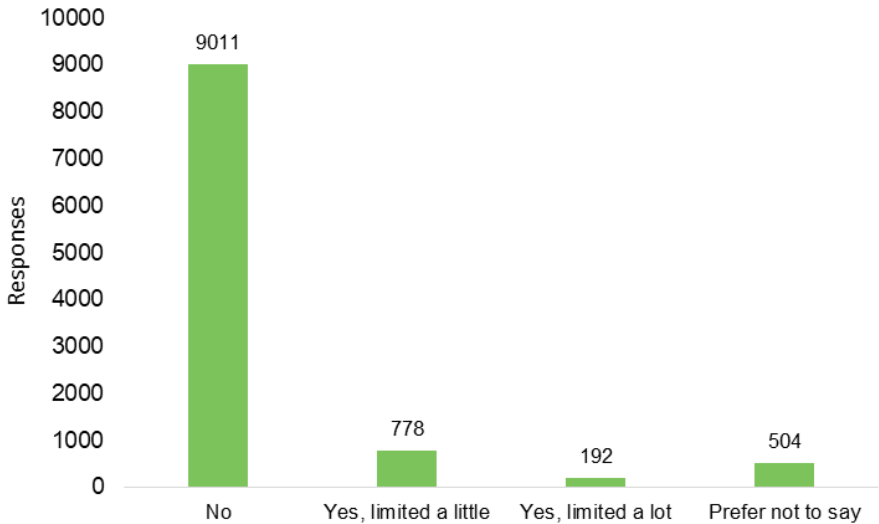
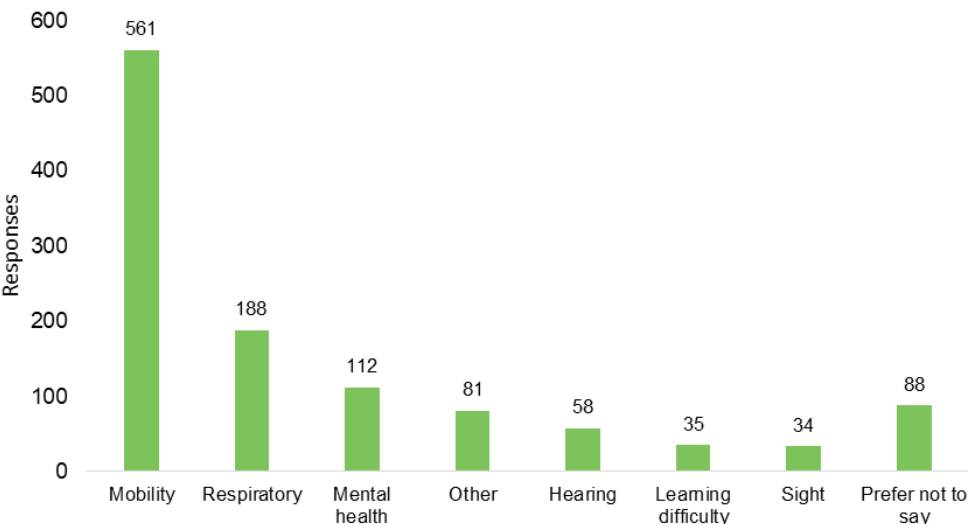


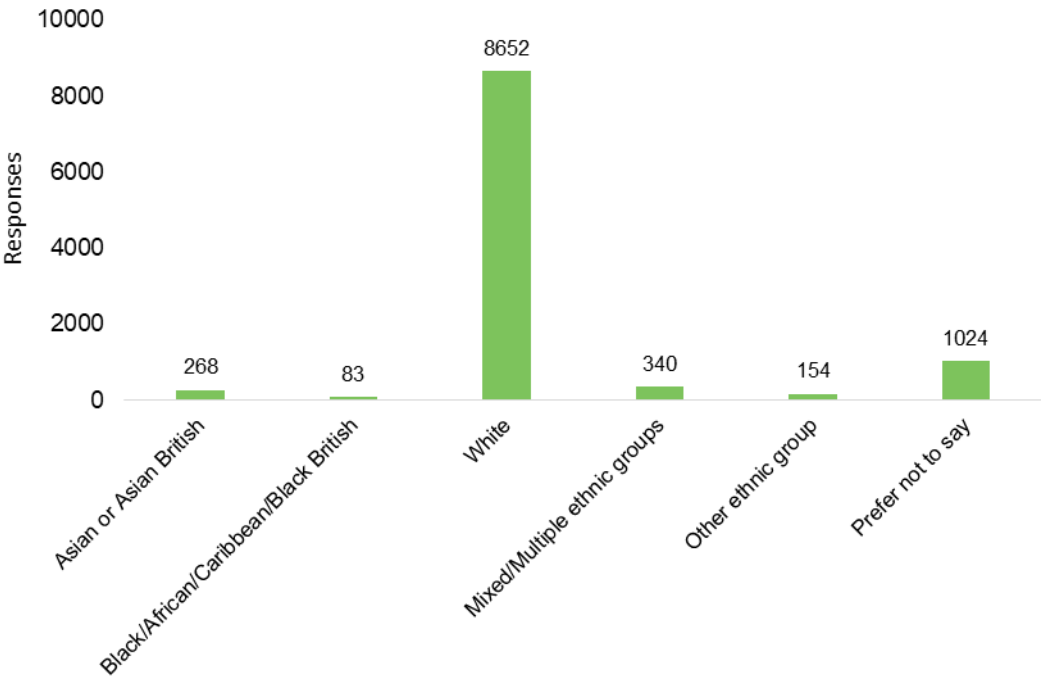
Figure 13 Nature of disability/health issue of responses



3.5.4 Ethnicity

The most common ethnicity selected by respondents was “White” with 82% (8,652 responses) respondents. 3% (340 responses) selected “Mixed/Multiple ethnic groups”, 3% (268 responses) selected “Asian or Asian British”, and 1% (83 responses) selected “Black/African/Caribbean/Black British”. 2% (154 responses) selected “Other ethnic group” and 10% (1,024 responses) preferred not to say (Figure 14).

Figure 14 Ethnicity of responses



4. Scheme I: Removing all traffic on the eastern side of the park

This section highlights the responses to Scheme I.

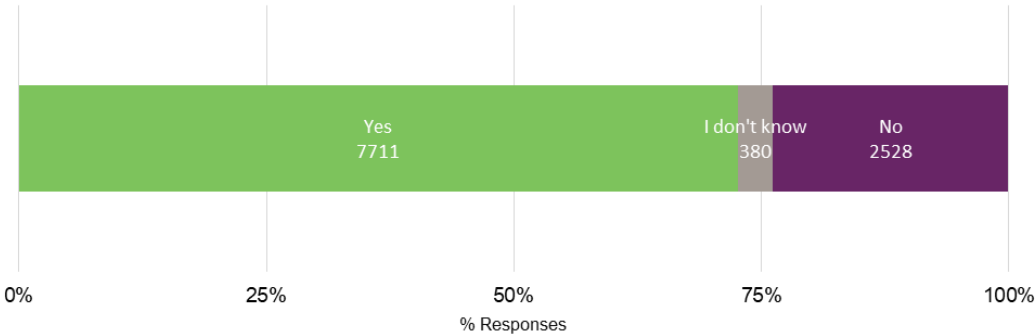
- This scheme removes all traffic on the eastern side of Richmond Park, specifically on the section of Broomfield Hill between Robin Hood Car Park and Broomfield Hill Car Park. This also prevents through traffic from Roehampton Gate to Kingston Gate, whilst maintaining access to all existing car parks.
- 73% of responses said they thought the scheme should be made permanent.
- Most responses said that the scheme has made the park a more pleasant place to spend time and has had a positive impact on the park. For most responses, the scheme has 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 of the park user groups analysed had greater levels of support and positivity for the scheme *except* those driving through the park without stopping.
- For all the responses on access to the park, all the main transport modes had greater levels of support and positivity for the scheme *except* those driving to the park.
- There was overall support and positivity from both men and women, although a higher proportion of men were supportive and positive about the scheme.
- While all age groups were generally supportive and positive about the scheme, levels of support and positivity decreased as age groups got older.
- Disabled respondents or those with a health issue(s) were less likely to support the scheme than non-disabled respondents.

4.1 Should the scheme be made permanent?

Respondents were asked whether they thought these changes should be made permanent. Of those that answered the question, 73% (7,711 responses) said they thought the changes should be made permanent (Figure 15). This compares to 24% (2,528 responses) that said they did not think the changes should be made permanent. 4% (380 responses) said they did not know.

73%
think the scheme should be made permanent

Figure 15 Overall responses to “Do you think removing all traffic on the eastern side of the park should be made permanent?”



4.2 Views on how the scheme is working

Respondents were asked the extent to which they agreed with a series of statements about how removing all traffic on the eastern side of the park is working for them (Figure 16).

For the statement “**These changes have made the park a more pleasant place to spend time**” 72% (7,668 responses) said they agreed/strongly agreed. This is compared with 19% (2,039 responses) who disagreed/strongly disagreed. 8% (807 responses) said they neither agreed nor disagreed, while 1% (83 responses) said they did not know.

For the statement “**The changes have had a positive impact on the park**” 71% (7,529 responses) said they agreed/strongly agreed. This is compared with 18% (1,909 responses) who disagreed/strongly disagreed.

71%
think the scheme has had a positive impact on the park

responses) who disagreed/strongly disagreed. 9% (902 responses) said they neither agreed nor disagreed, while 2% (213 responses) said they did not know.

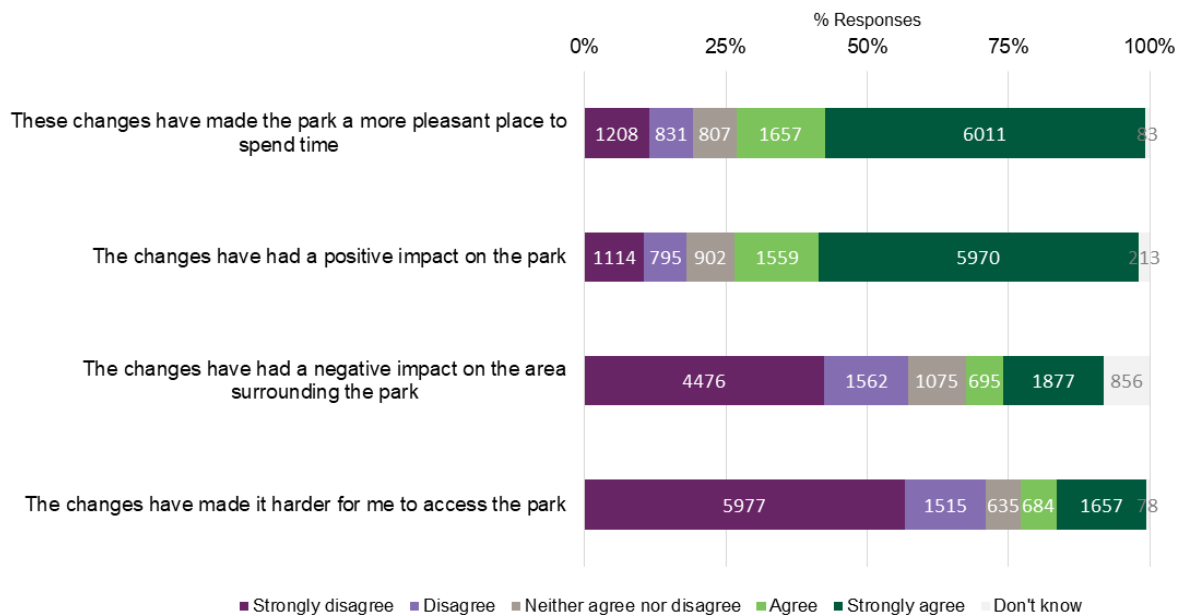
For the statement “**The changes have had a negative impact on the area surrounding the park**” 24% (2,572 responses) said they agreed/strongly agreed. This is compared with 57% (6,038 responses) who disagreed/strongly disagreed. This was the statement that most people were neutral or undecided about, with 10% (1,075 responses) that said they neither agreed nor disagreed, and 8% (856 responses) that said they did not know.

For the statement “**The changes have made it harder for me to access the park**” 22% (2,341 responses) said they agreed/strongly agreed. This is compared with 71% (7,492 responses) who disagreed/strongly disagreed. 6% (635 responses) said they neither agreed nor disagreed, while 1% (78 responses) said they did not know.

24%
think the scheme has had a negative impact on the area surrounding the park

22%
think the scheme has made it harder for them to access the park

Figure 16 Overall responses to “Thinking about removing all traffic on the eastern side of the park, to what extent do you agree with the following statements?”



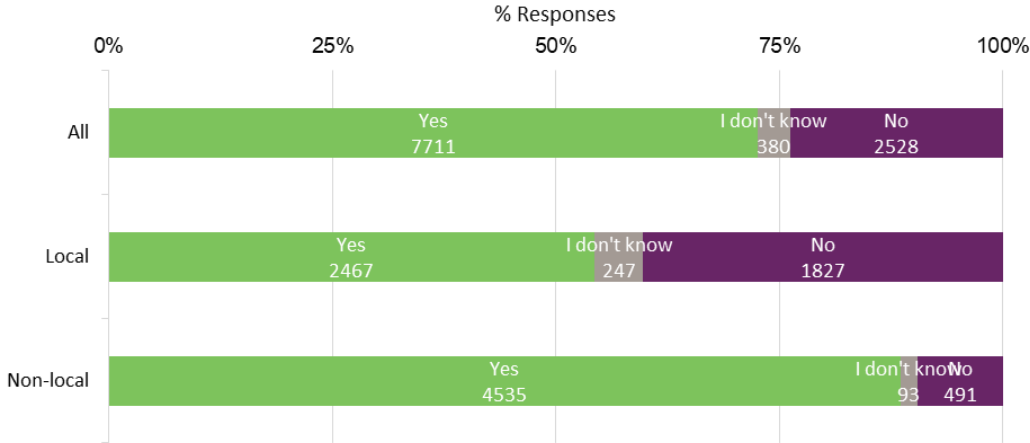
4.3 Responses by respondent location

When asked about the removal of through traffic on the eastern side of the park, responses from non-local postcodes were largely in favour of making the scheme permanent, whilst opinion from local responses, although majority were positive, was more divided.

54% of local responses (2,467 responses) and 89% of non-local responses (4,535 responses) thought the scheme should be made permanent. In contrast, 40% of local responses (1,827 responses) and 10% of non-local responses (491 responses) did not think the scheme should be made permanent (Figure 17).

54%
of responses from local postcodes want the scheme to be made permanent

Figure 17 Responses to “Do you think removing all traffic on the eastern side of the park should be made permanent?” by location



For the statement “**The change 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, local responses to this statement were much more evenly split than other statements (Figure 20).

For the statement “**The change has 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 21).

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

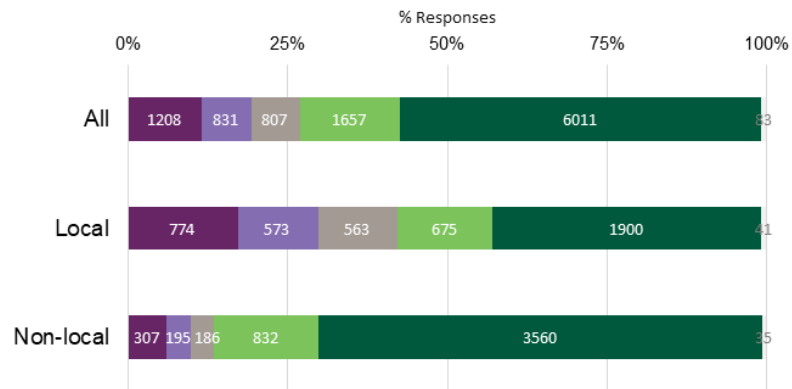


Figure 19 Responses to “The changes have had a positive impact on the park” by location

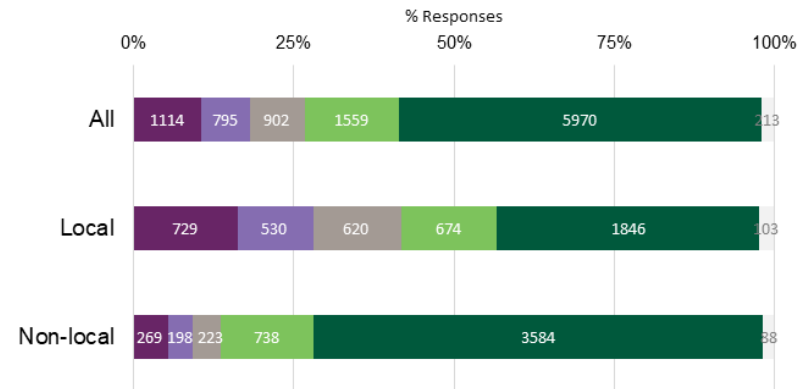


Figure 20 Responses to “The changes have had a negative impact on the area surrounding the park” by location

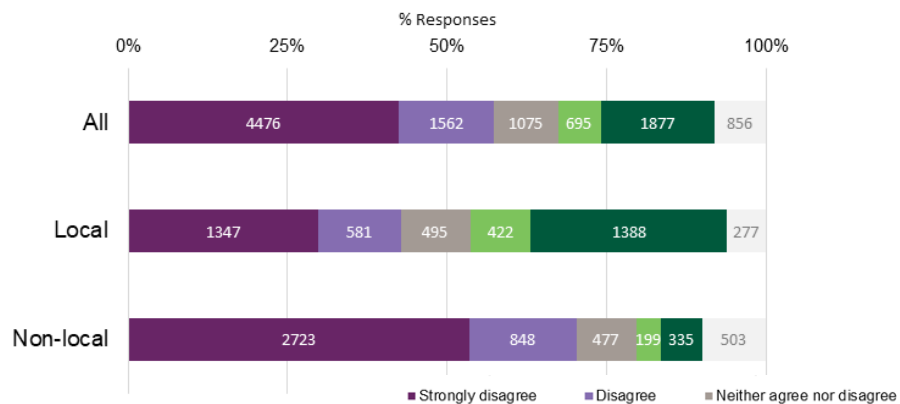
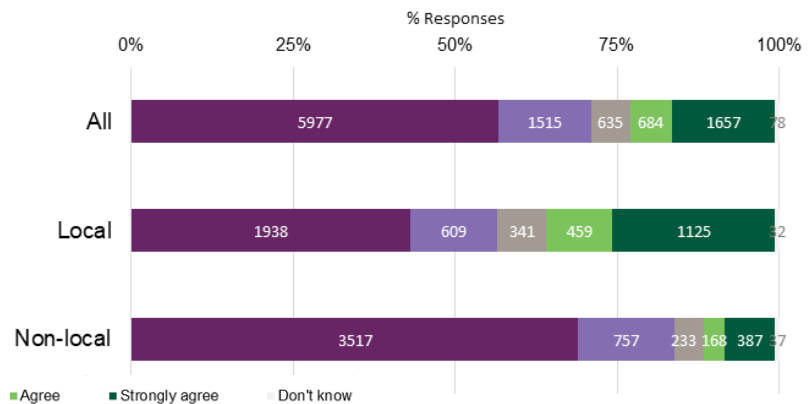


Figure 21 Responses to “The changes have made it harder for me to access the park” by location



4.4 Responses by park user type

Responses were broken down by park user type for the three 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 to provide a comparison. Responses for driving through the park by car represent the sixth most common park user type (after walking, cycling, relaxation/mental wellbeing, view wildlife and jogging or running). For each of the four park user types reported on below, the proportion of responses received for each group was as follows: 74% walking (7,924 responses), 63% cycling (6,712 responses), 40% relaxation/mental wellbeing (4,242 responses) and 12% driving through by car (1,244 responses).

Those who use the park for walking and relaxation/mental wellbeing responded similarly to the overall responses, with 71% (5,590 responses) and 72% (3,309 responses) thinking that the changes should be made permanent, respectively. This is compared to 25% (1,967 responses) of people who use the park for walking and 24% (1,011 responses) who use it for relaxing/mental wellbeing who do not think the changes should be made permanent.

89% (5,975 responses) of those who use the park for cycling thought the scheme should be made permanent, while 9% (575 responses) did not.

The majority of those who use the park for driving through in their car did not think the scheme should become permanent. Responses show 80% (988 responses) of car drivers being against permanent change and 15% (181 responses) in favour (Figure 22).

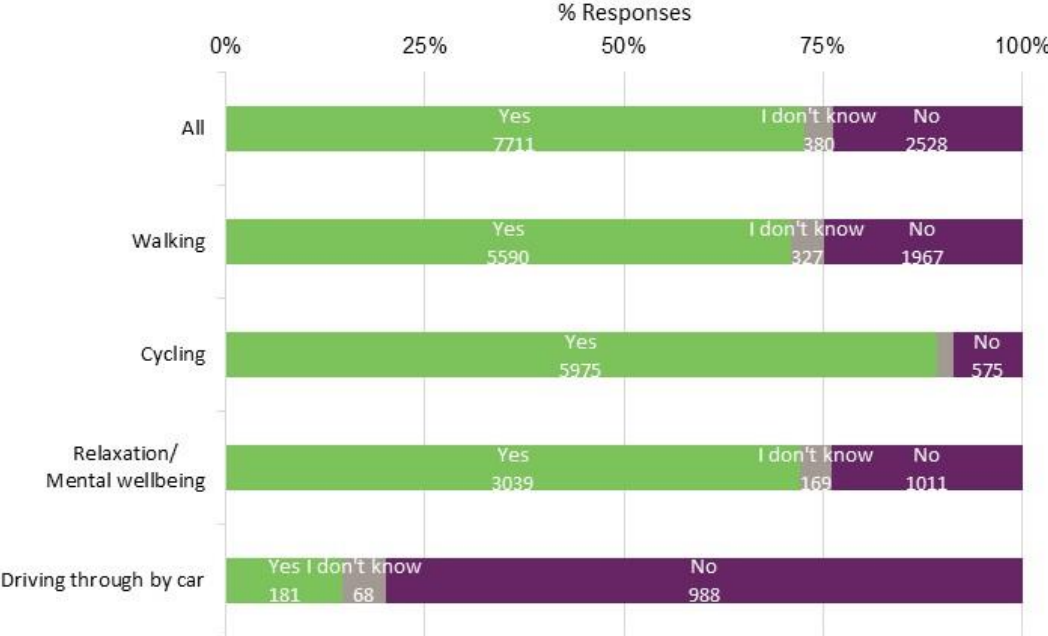
71%
of responses from those using the park for walking want the scheme to be made permanent

89%
of responses from those using the park for cycling want the scheme to be made permanent

15%
of responses from those using the park for driving through want the scheme to be 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 main park user types (walking, cycling and relaxation/mental wellbeing) had more responses agreeing/strongly agreeing compared with those in disagreement. Those who drive through the park had more responses disagreeing/strongly disagreeing with this statement, than those in agreement (Figure 23).

For the statement “**These changes have had a positive impact on the park**” all main park user types (walking, cycling and relaxation/mental wellbeing) had more responses agreeing/strongly agreeing compared with those in disagreement. For those driving through by car, a larger number of responses were in disagreement with this statement than in agreement (Figure 24).

For the statement “**The changes have had a negative impact on the area surrounding the park**” all main park user types (walking, cycling and relaxation/mental wellbeing) had more responses disagreeing/strongly disagreeing compared with those in agreement. For those driving through by car, the majority of responses agreed or strongly agreed with this statement. A very small number were in disagreement, with most responses from this park user type strongly agreeing the changes have had a negative impact on the area surrounding the park (Figure 25).

When asked if **the change has made it harder to access the park**, all the main park user types (walking, cycling and relaxation/mental wellbeing) had more responses disagreeing/strongly disagreeing compared with those in agreement. Conversely, responses from those who drive through by car had more responses agreeing/strongly agreeing than in disagreement with this statement, with the largest number of responses strongly agreeing (Figure 26).

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

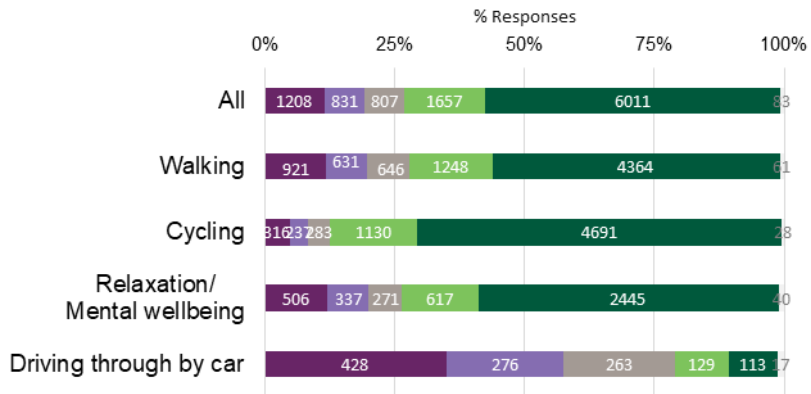


Figure 24 Park user responses to “The changes have had a positive impact on the park”

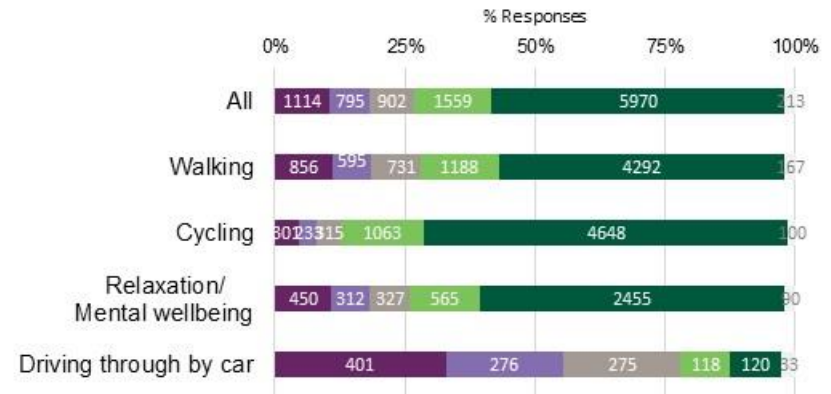


Figure 25 Park user responses to “The changes have had a negative impact on the area surrounding the park”

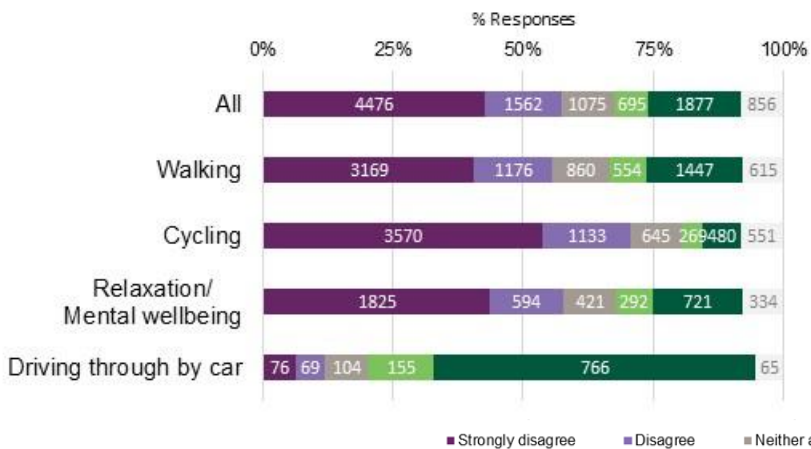
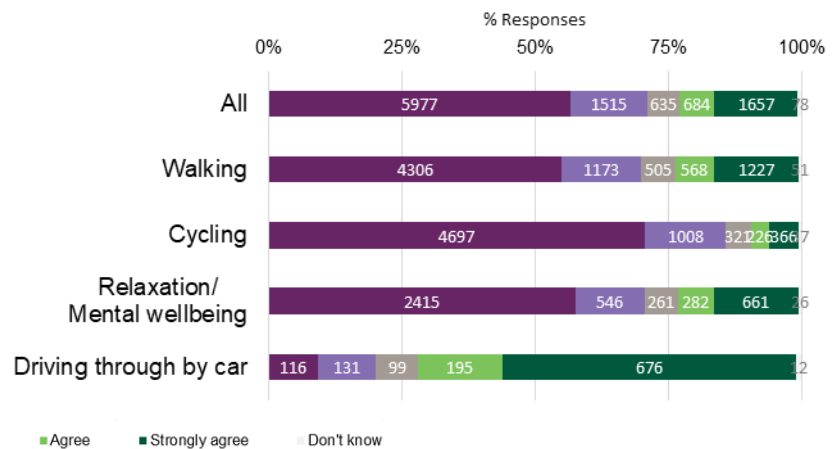


Figure 26 Park user responses to ” “The changes have made it harder for me to access the park”



4.5 Responses by park access mode

People who cycle and take public transport to access the park were most positive about the scheme. The next most positive responses were from those who walk to the park. Those who access the park by driving in a private car responded more negatively about the changes. Responses from those accessing the park by private car was the only user group to submit more negative responses than positive.

Of those who walk to the park, 66% (2,515 responses) thought the scheme should be made permanent, compared with 29% (1,091 responses) who did not (Figure 27).

Of those who drive a private car to the park, 35% (1,137 responses) were in favour of making the scheme permanent, while 59% (1,915 responses) were not.

For people cycling to the park, 93% (5,600 responses) thought the scheme should be made permanent and 6% (339 responses) did not.

Of those who access the park via public transport, 96% (668 responses) thought the scheme should be made permanent, compared with 3% (19 responses) who did not.

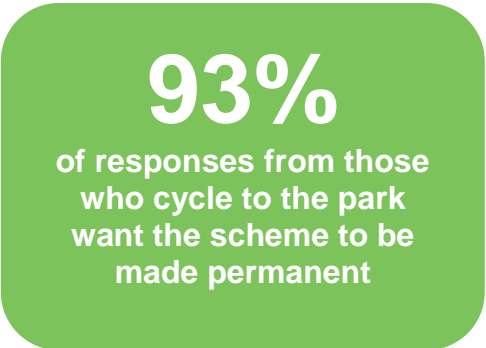
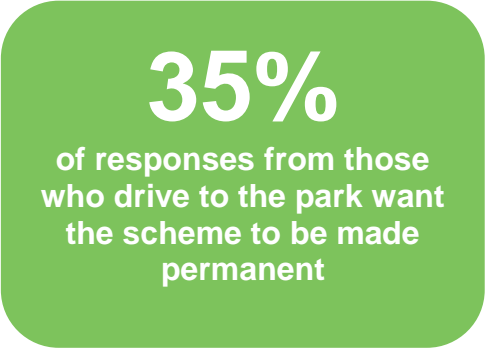
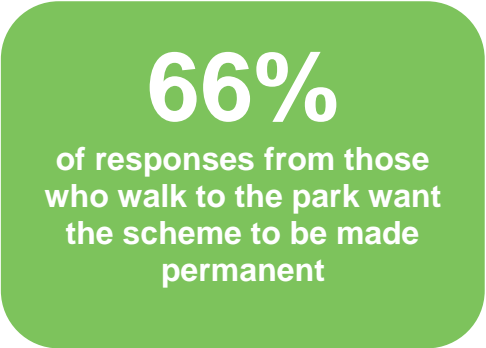
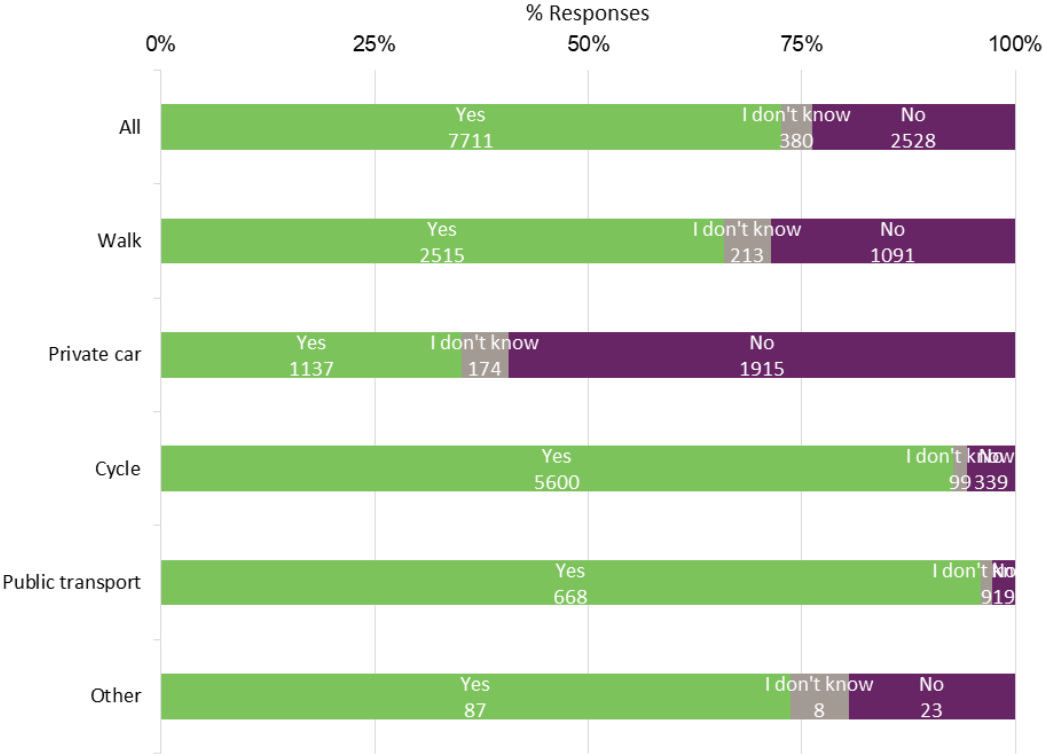


Figure 27 Responses to “Do you want to make the changes permanent?” by park access mode



All groups analysed had more responses agreeing/strongly agreeing that the **change has 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 driving (Figure 28).

All groups analysed had more responses agreeing/strongly agreeing that the **change has made a positive impact to the park** than those in disagreement, with the exception of people who access the park by driving (Figure 29).

When asked whether the change has had a **negative impact on the area surrounding the park**, the only group analysed that had more responses agreeing/strongly agreeing than disagreeing/strongly disagreeing with this statement were those who access the park by driving a private car (Figure 30).

The only group analysed that had more responses agreeing/strongly agreeing than disagreeing/strongly disagreeing that **the change has made it more difficult to access the park** were those who access the park by driving a private car (Figure 31).

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

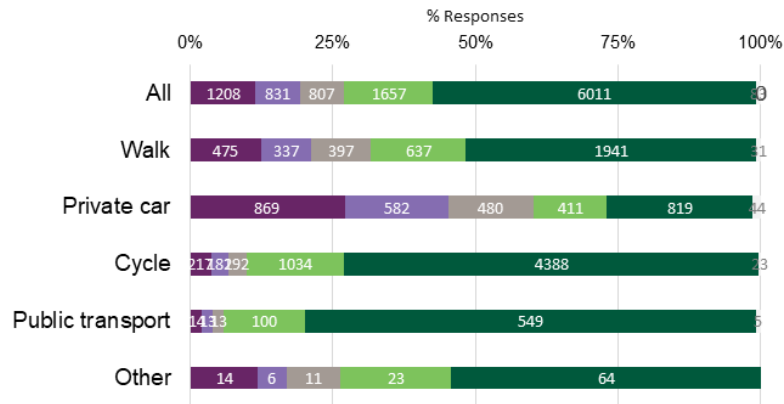


Figure 29 Responses to “The changes have had a positive impact on the park” by park access mode

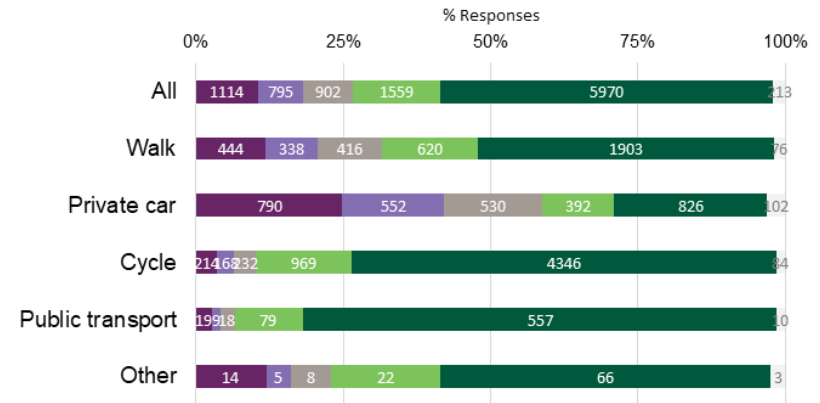


Figure 30 Responses to “The changes have had a negative impact on the area surrounding the park” by park access mode

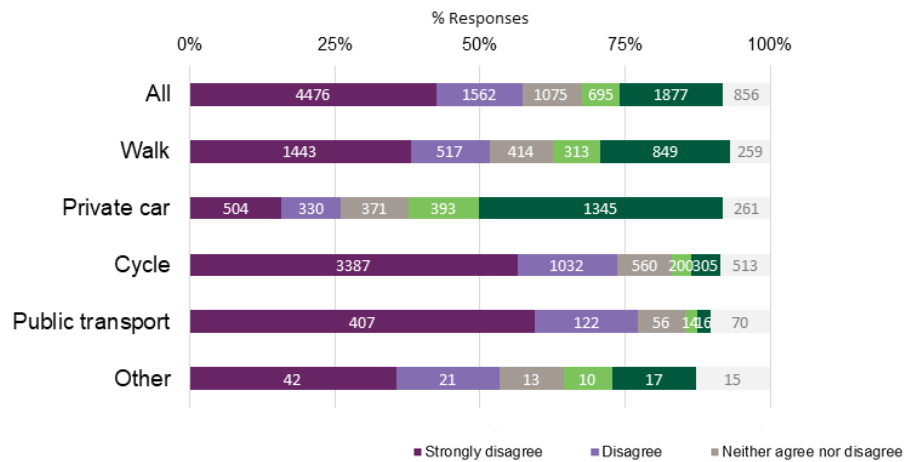
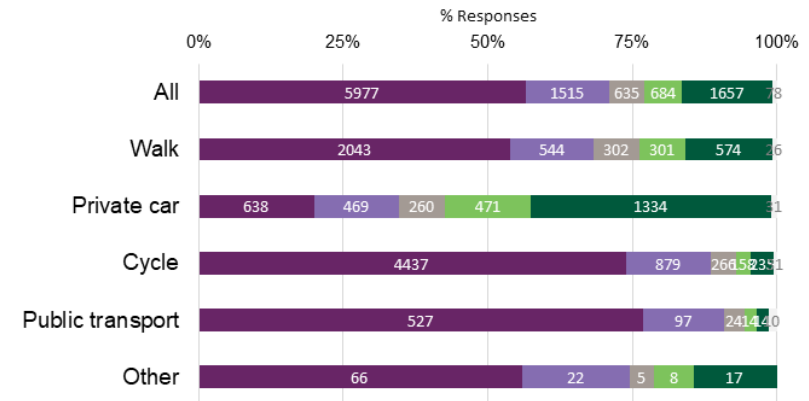


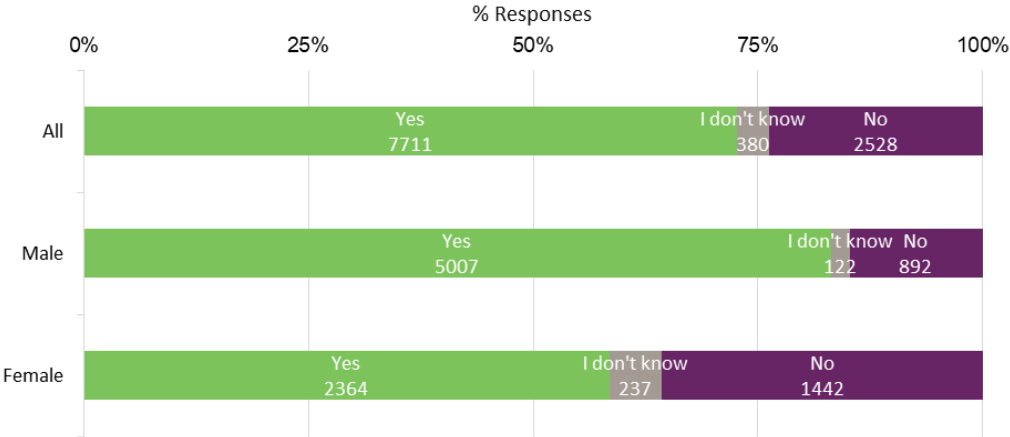
Figure 31 Responses to “The changes have made it harder for me to access the park” by park access mode



4.6 Responses by gender

When asked about **removing all traffic from the eastern side of the park permanently**, men were more in favour of the scheme becoming permanent than women, with 83% (5,007 responses) of male responses supporting the scheme compared to 59% of females (2,364 responses). 15% (892 responses) of males and 36% (1,442 responses) of females 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-describe” to provide a comparison.

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



For the statement “**The change has 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. However, a higher proportion of men responses were in agreement (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. However, a higher proportion of men responses were in agreement (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. However, a higher proportion of women were in agreement. (Figure 35).

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

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

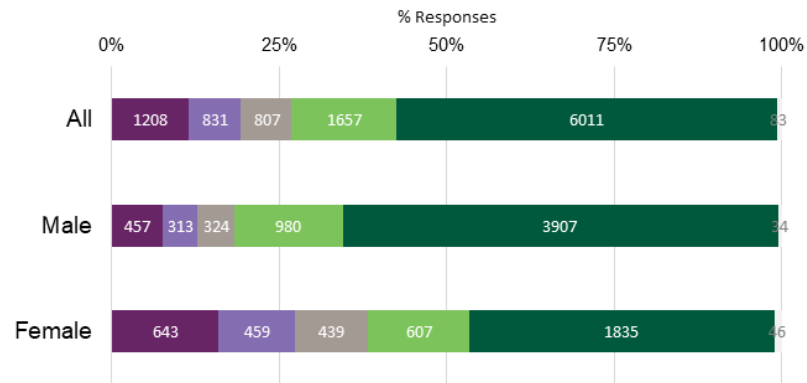


Figure 34 Responses to “The changes have had a positive impact on the park” by gender

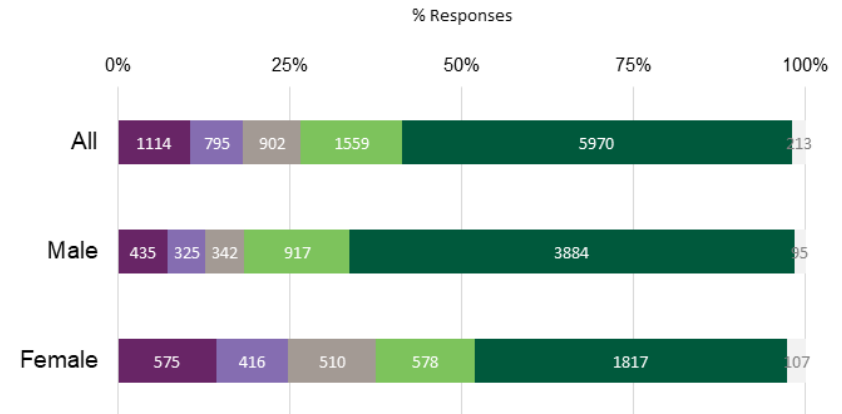


Figure 35 Responses to “The changes have had a negative impact on the area surrounding the park” by gender

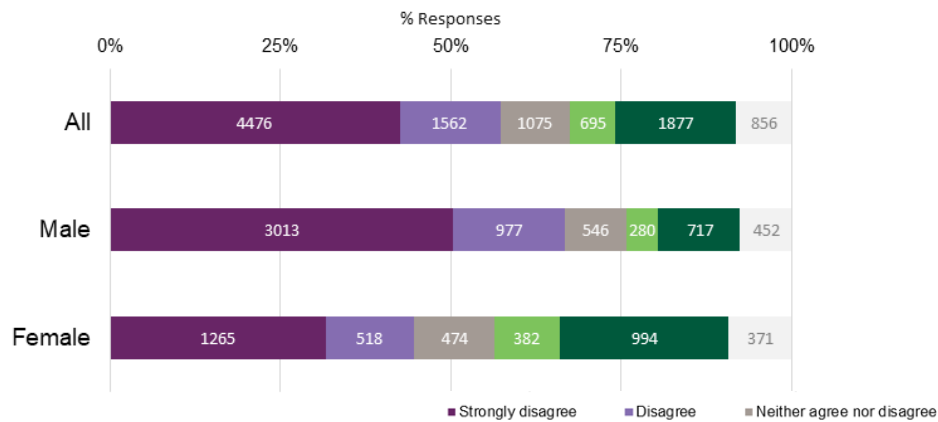
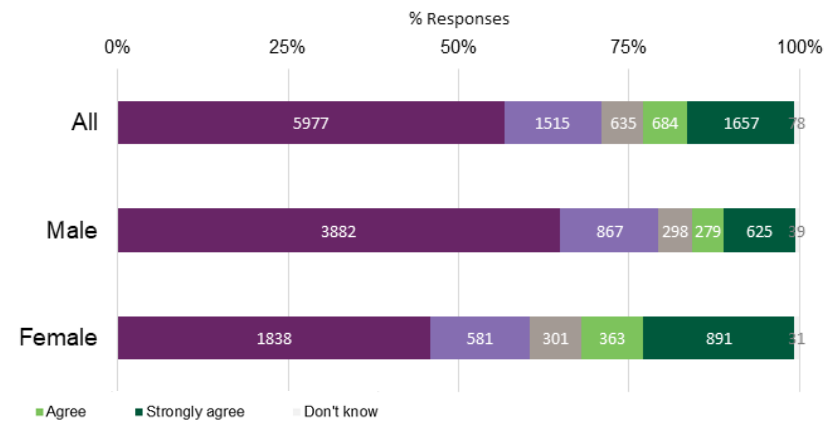


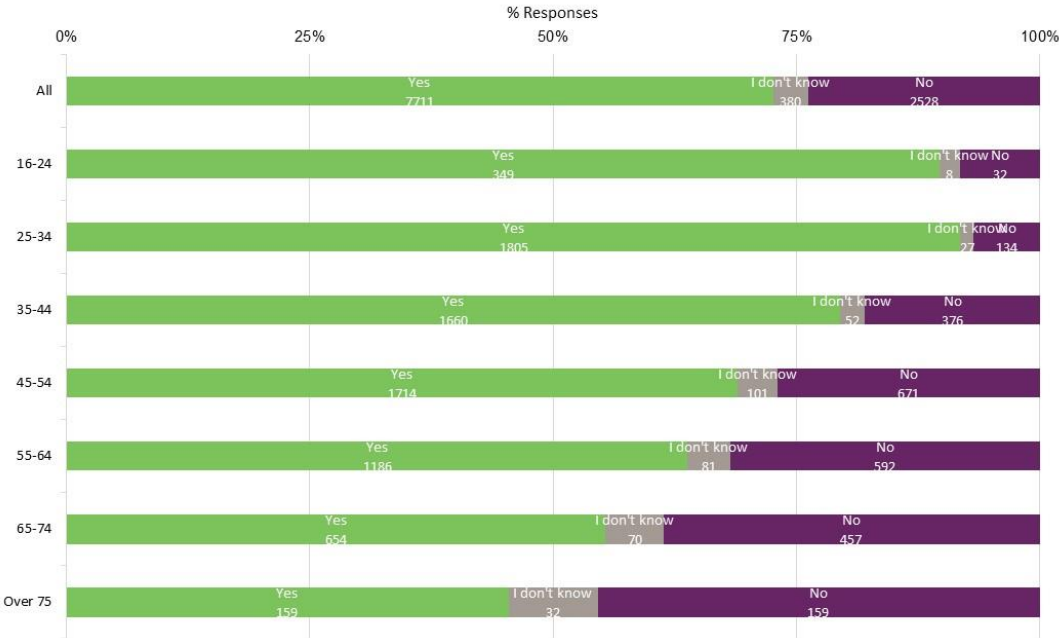
Figure 36 Responses to “The changes have made it harder for me to access the park” by gender



4.7 Responses by age

Responses to the questions on removing all through traffic on the eastern side of the park varied by respondents' age, with younger respondents responding more positively than older respondents. When asked whether the **changes should be made permanent**, the age group most in favour were 25-34 year olds, from which 92% (1,805 responses) thought the scheme should be made permanent scheme and 7% (134 responses) did not. The largest opposition to this statement was from responses over the age of 75. 45% (159 responses) of those from this age group thought the scheme should be made permanent and the same number did not (Figure 37).

Figure 37 Responses to “Do you want to make the changes permanent?” by age



For the statement “**The change has made the park a more pleasant place to spend time**” all age groups had more responses agreeing/strongly agreeing than those in disagreement. Younger age groups had a higher proportion of responses in agreement than older age groups (Figure 38).

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. Younger age groups had a higher proportion of responses in agreement than older age groups (Figure 39).

When asked whether **the change have had a negative impact on the area surrounding the park**, all age groups had more responses disagreeing/strongly disagreeing than those in agreement. However, older age groups had a higher proportion of responses in agreement (Figure 40).

When asked whether **the change has made it harder for them to access the park**, all age groups had more responses disagreeing/strongly disagreeing than those in agreement. However, older age groups had a higher proportion of responses agreeing/strongly agreeing (Figure 41).

Figure 38 Responses to “These changes have made the park a more pleasant place to spend time” by age

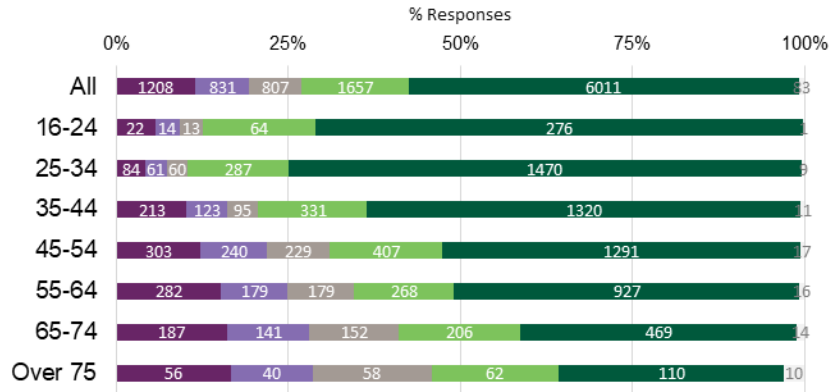


Figure 39 Responses to “The changes have had a positive impact on the park” by age

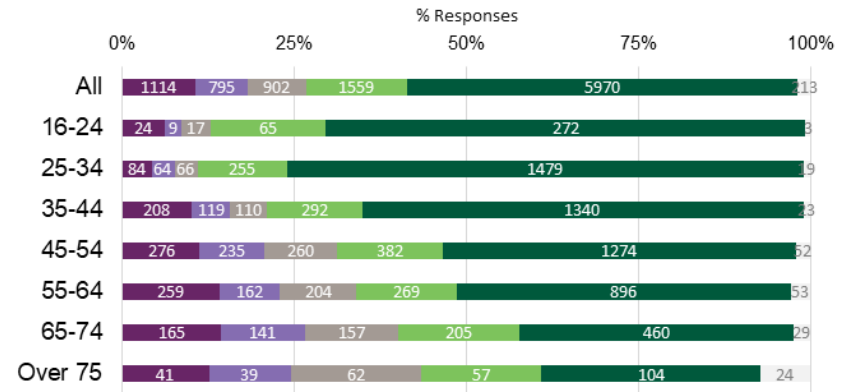


Figure 40 Responses to “The changes have had a negative impact on the area surrounding the park” by age

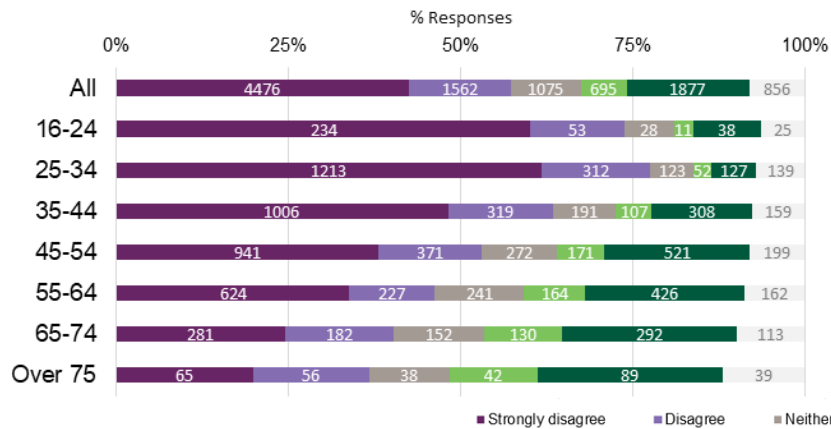
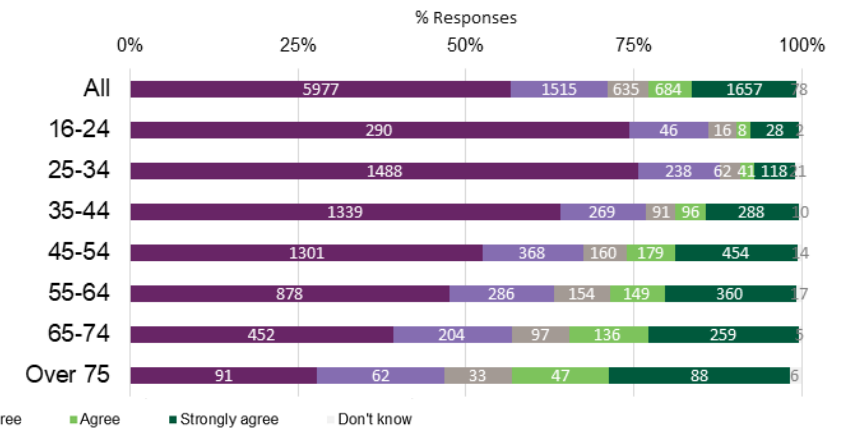


Figure 41 Responses to “The changes have made it harder for me to access the park” by age



4.8 Responses by disability/health issue

Disabled respondents or those with a health issue(s) were more likely to oppose making the scheme permanent than responses from non-disabled people.

Responses from those without a disability/health issue were largely in support of **making all through traffic on the eastern side of the park permanent**. 77% (6,918 responses) supported making the scheme permanent, 19% (1,730 responses) did not think the scheme should be made permanent and 4% (321 responses) responded 'I don't know' (Figure 42). The majority of responses who said they were 'limited a little' in their day to day activities by a disability/health issue also thought the scheme should be made permanent. Of those who said they were 'limited a little' in their daily activities, 52% (404 responses) were supportive of the scheme being made permanent, while 44% (336 responses) of responses did not. Conversely, the majority of responses who said they were 'limited a lot' in their day to day activities by a disability/health issue did not think the scheme should be made permanent. Within this group, 21% (40 responses) of responses answered 'Yes' while 74% (143 responses) answered 'No'.

When broken down by type, disability/health issues relating to "Mobility" and "Respiratory" categories had more responses who did not think the scheme should be made permanent than those who did. Conversely, there were more responses who selected "Mental health" who thought the scheme should be made permanent than those who did not (Figure 43)

Figure 42 Responses to "Do you want to make the changes permanent?" by disability/health issue

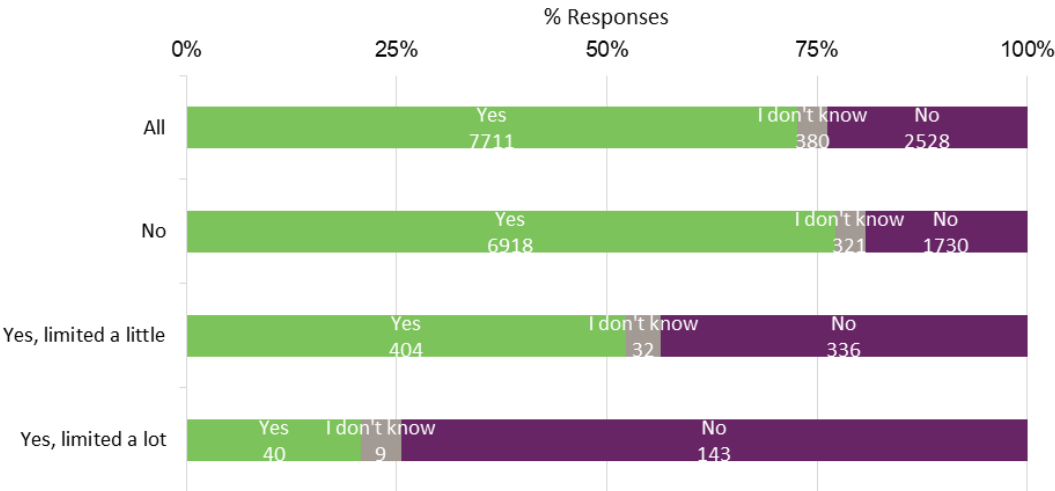
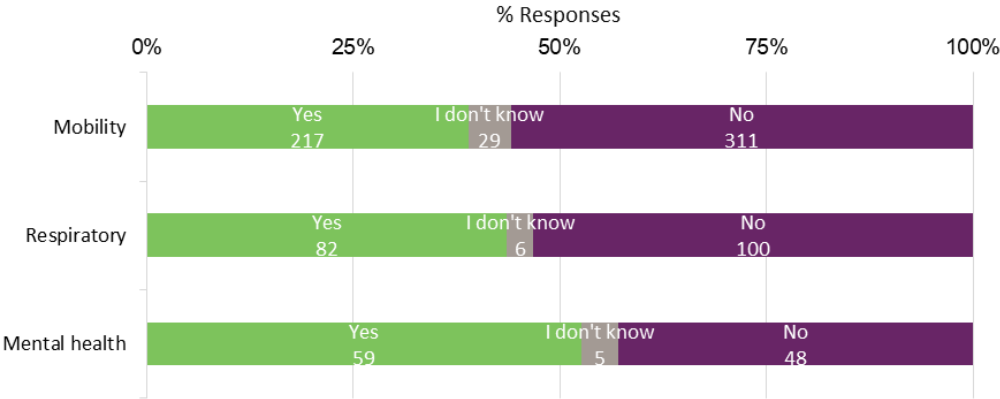


Figure 43 Responses to “Do you want to make the changes permanent?” by type of disability/health issue



For the statement “**The change has made the park a more pleasant place to spend time**” there were more responses that disagreed/strongly disagreed than responses in agreement from those who are ‘limited a lot’ by a disability/health issue. For responses from those who are ‘limited a little’ by a disability/health issue and those without a disability or health issue, there were more responses that agreed/strongly agreed than those who disagreed/strongly disagreed, although high levels of agreement from the latter group (Figure 44).

For the statement “**The changes have had a positive impact on the park**” there were more responses that disagreed/strongly disagreed than responses in agreement from those who are ‘limited a lot’ by a disability/health issue. For responses from those who are ‘limited a little’ by a disability/health issue and those without a disability or health issue, there were more responses that agreed/strongly agreed than those who disagreed/strongly disagreed, with higher levels of agreement from the latter group (Figure 45).

When asked whether **the changes have had a negative impact on the area surrounding the park**, those who are ‘limited a lot’ by a disability/health issue had more responses strongly agreeing/agreeing than those in disagreement. Responses from those ‘limited a little’ were more evenly split, with slightly more responses in disagreement. Those without a disability had more responses disagreeing/strongly disagreeing than those in agreement (Figure 46).

There was a similar pattern of response for the statement **the change has made it harder for me to access the park**, with more responses that agreed/strongly agreed than responses in disagreement from those who are ‘limited a lot’ by a disability/health issue. Similarly, the highest level of disagreement came from responses without a disability/health issue (Figure 47). Additionally, 57% of responses with a disability/health issue related to ‘Mobility’ agreed or strongly agreed with this statement.

Figure 44 Responses to “These changes have made the park a more pleasant place to spend time” by disability/health issue

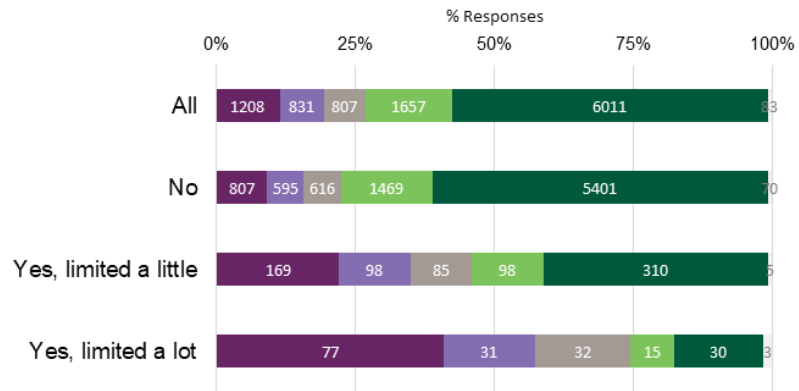


Figure 45 Responses to “The changes have had a positive impact on the park” by disability/health issue

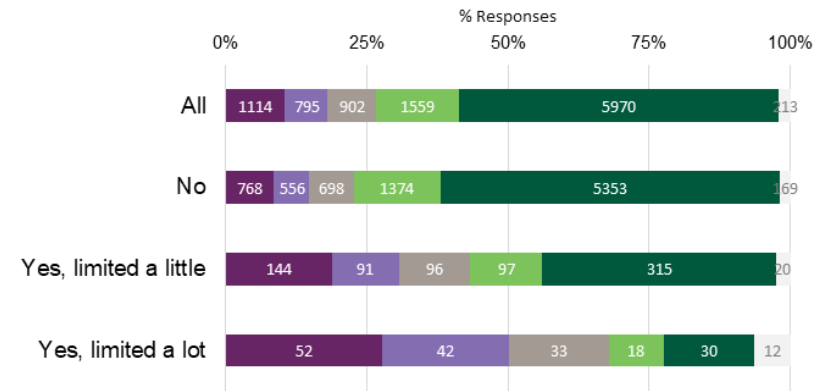


Figure 46 Responses to “The changes have had a negative impact on the area surrounding the park” by disability/health issue

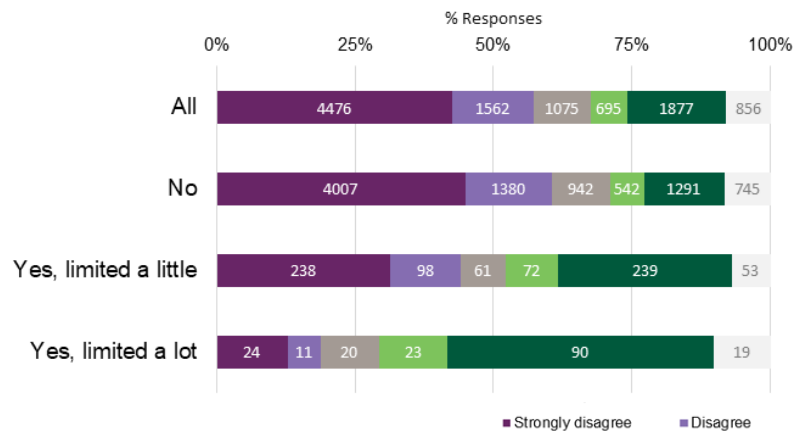
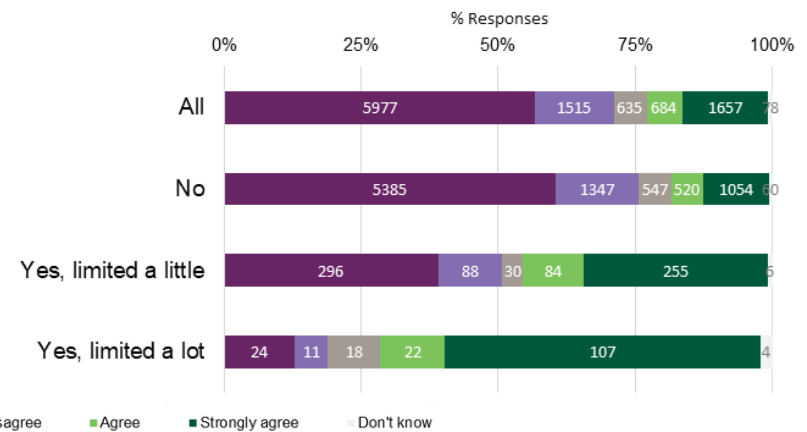


Figure 47 Responses to “The changes have made it harder for me to access the park” by disability/health issue



5. Scheme II: Closing the vehicle link between Sheen Gate and Sheen Cross

This section details responses to Scheme II

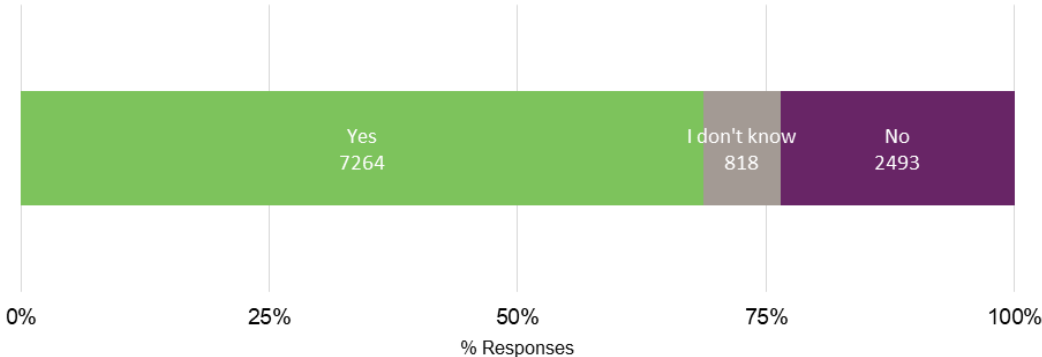
- This scheme closes the vehicle link between Sheen Gate and Sheen Cross. Access to Sheen Gate Car Park is only available through Sheen Gate.
- Overall, just over two thirds of responses said they thought the scheme should be made permanent.
- Most responses say that the scheme has made the park a more pleasant place to spend time and have had a positive impact on the park. For most responses, the scheme has 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 of the park user groups analysed had greater levels of support and positivity for the scheme *except* those driving through the park without stopping.
- For all the main transport modes to access the park, all had greater levels of support and positivity for the scheme *except* those driving to the park.
- There was overall support and positivity from both men and women, although a higher proportion of men were supportive and positive about the scheme.
- While all age groups were generally supportive and positive about the scheme, levels of support and positivity decreased as age groups got older.
- Disabled respondents or those with a health issue(s) were less likely to support the scheme than non-disabled respondents.

5.1 Should the scheme be made permanent?

Respondents were asked whether they thought closing the vehicle link between Sheen Gate and Sheen Cross should be made permanent. 69% (7,264 responses) said they thought the changes should be made permanent (Figure 48). This is compared to 24% (2,493 responses) that said they did not think the changes should be made permanent. 8% (818 responses) said they did not know. This scheme had the lowest proportion of responses that thought the changes should be made permanent, and the highest proportion of responses that said they did not know.

69%
think the scheme should be made permanent

Figure 48 Overall responses to “Do you think closing the vehicle link between Sheen Gate and Sheen Cross should be made permanent?”



5.2 Views on how the scheme is working

Respondents were asked the extent to which they agreed with a series of statements about how closing the vehicle link between Sheen Gate and Sheen Cross is working for them (Figure 49).

For the statement “**These changes have made the park a more pleasant place to spend time**” 69% (7,234 responses) said they agreed/strongly agreed. This is compared with 18% (1,946 responses) who disagreed/strongly disagreed. 9% (961 responses) said they neither agreed nor disagreed, while 4% (385 responses) said they did not know.

69%
think the scheme has made the park a more pleasant place to spend time

For the statement “**The changes have had a positive impact on the park**” 69% (7,242 responses) said they agreed/strongly agreed. This is compared with 17% (1,810 responses) who disagreed/strongly disagreed. 10% (1,006 responses) said they neither agreed nor disagreed, while 4% (436 responses) said they did not know.

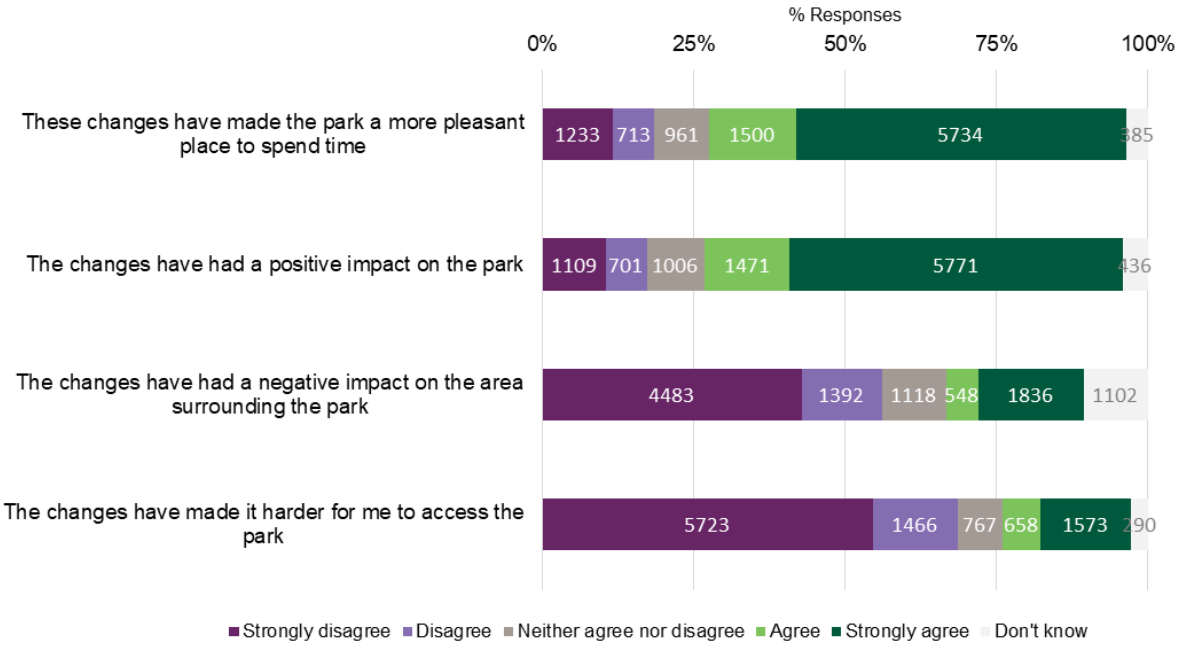
23%
think the scheme has had a negative impact on the area surrounding the park

For the statement “**The changes have had a negative impact on the area surrounding the park**” 23% (2,384 responses) said they agreed/strongly agreed. This is compared with 56% (5,875 responses) who disagreed/strongly disagreed. This was the statement that most people were neutral or undecided about, with 11% (1,118 responses) that said they neither agreed nor disagreed, and 11% (1,102 responses) that said they did not know.

21%
think the scheme has made it harder for them to access the park

For the statement “**The changes have made it harder for me to access the park**” 21% (2,231 responses) said they agreed/strongly agreed. This is compared with 69% (7,189 responses) who disagreed/strongly disagreed. 7% (767 responses) said they neither agreed nor disagreed, while 3% (290 responses) said they did not know

Figure 49 Overall responses to “Thinking about closing the vehicle link between Sheen Gate and Sheen Cross, to what extent do you agree with the following statements?”

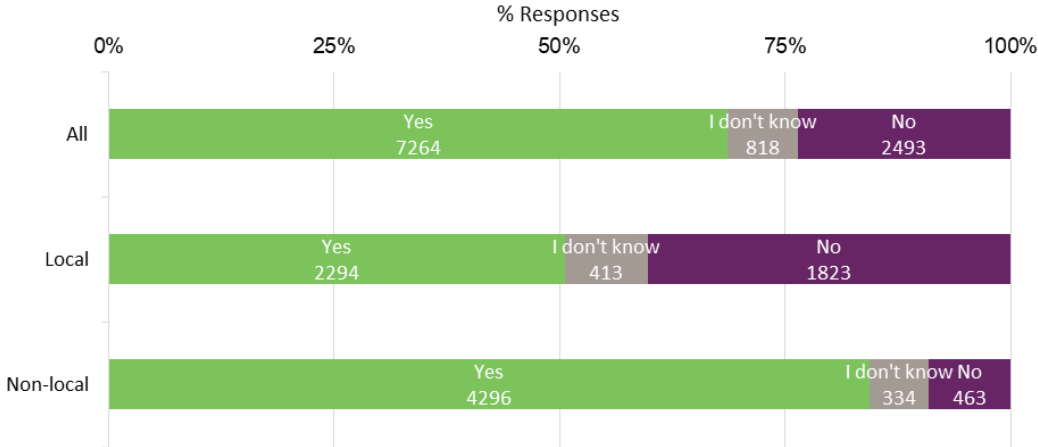


5.3 Responses by respondent location

The majority of both local and non-local responses said they thought the vehicle link between Sheen Gate and Sheen Cross should be closed permanently. 84% (4,296 responses) of non-local responses thought it should be made permanent, 9% (463 responses) did not, and 7% (334 respondents) responded they didn't know. Local responses were not as strongly in favour, with 51% (2,294 responses) who thought it should be made permanent, 40% (1,823 responses) who did not and 9% (413 respondents) answered 'I don't know' (Figure 50).

51%
of local respondents think the scheme should be made permanent

Figure 50 Responses to “Do you want to make the changes permanent?” by location



For the statement “**The change 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 51).

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 52).

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, local responses to this statement were much more evenly split than other statements (Figure 53).

When asked whether **the change has made access 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 54).

Figure 51 Responses to “These changes have made the park a more pleasant place to spend time” by location

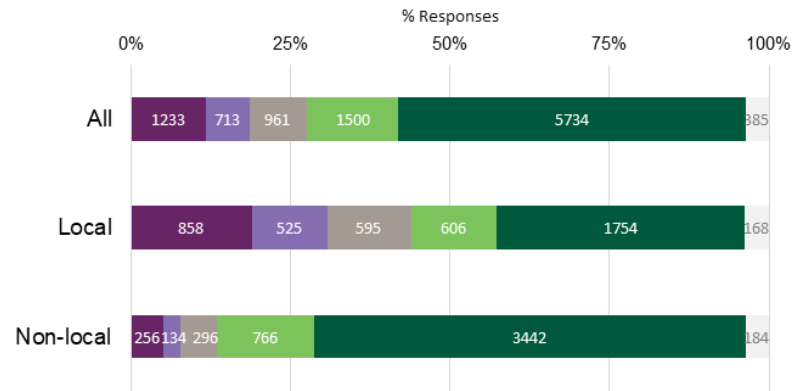


Figure 52 Responses to “The changes have had a positive impact on the park” by location

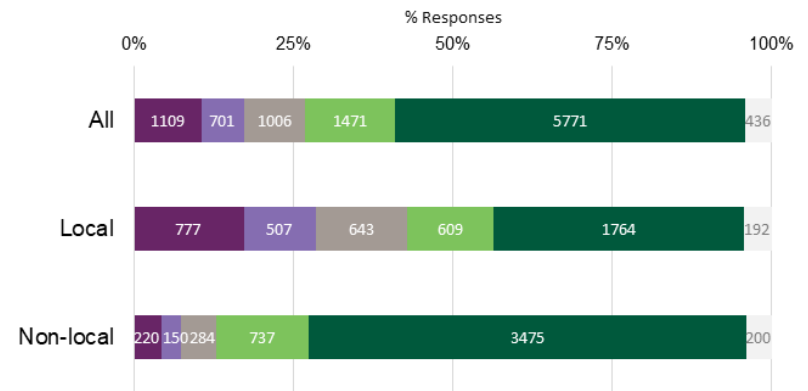


Figure 53 Responses to “The changes have had a negative impact on the area surrounding the park” by location

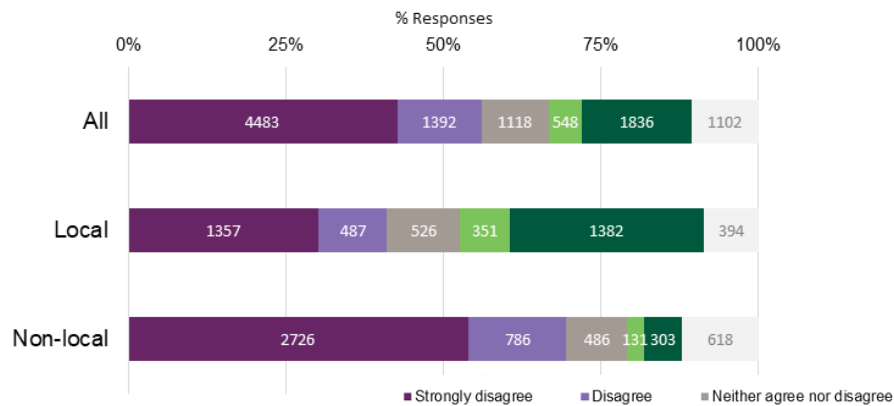
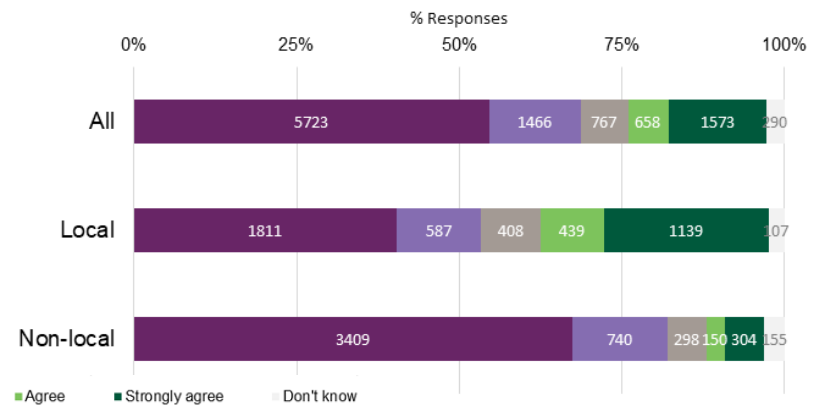


Figure 54 Responses to “The changes have made it harder for me to access the park” by location



5.4 Responses by park user type

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

Responses for driving through the park by car represent the sixth most common park user type (after walking, cycling, relaxation/mental wellbeing, view wildlife and jogging or running). For each of the four park user types reported on below, the proportion of responses received for each group was as follows: 74% walking (7,924 responses), 63% cycling (6,712 responses), 40% relaxation/mental wellbeing (4,242 responses) 12% driving through by car (1,244 responses).

The majority of responses from those who use the park for cycling, walking and relaxation/mental wellbeing would like to see the **vehicle link between Sheen Gate and Sheen remain permanently closed**, whilst the majority of car drivers did not.

67% (5,233 responses) using park for walking, 85% (5,667 responses) using the park for cycling, and 69% (2,894 responses) of those using it for relaxation/mental wellbeing selected “Yes” when asked if the change should be made permanent. This compared to 25% (1,949 responses) of those walking, 9% (584 responses) of those cycling, and 24% (989 responses) of those using park for relaxation/mental wellbeing opposing the scheme becoming permanent.

79% (977 responses) of those who use the park for driving through by car did not think the scheme should be permanent whilst 13% (165 responses) thought that it should (Figure 55).

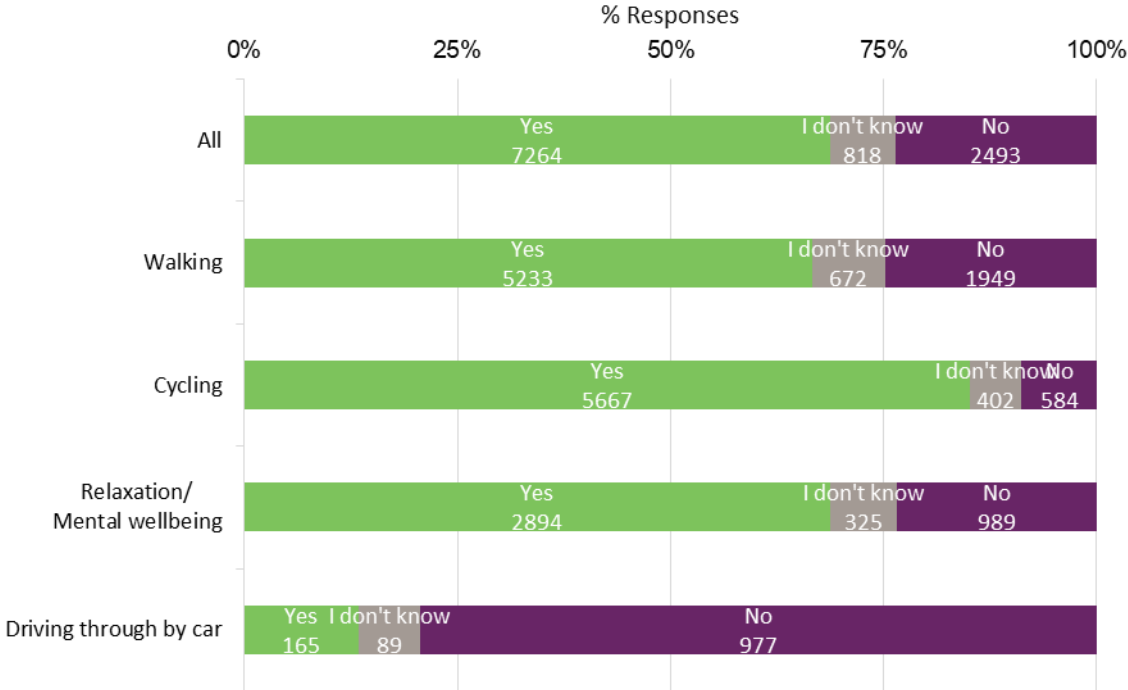
67%
of responses from those using the park for walking want the scheme to be made permanent

85%
of responses from those using the park for cycling want the scheme to be made permanent

13%
of responses from those using the park for driving through want the scheme to be made permanent



Figure 55 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 main park user types (walking, cycling and relaxation/mental wellbeing) had more responses agreeing/strongly agreeing compared with those in disagreement. Those cycling had the highest proportion of responses in agreement. Responses from those driving through by car had more responses in disagreement with this statement than in agreement (Figure 56).

For the statement “**These changes have had a positive impact on the park**” all main park user types had more responses agreeing/strongly agreeing compared with those in disagreement. For park user types driving through by car, there were more responses in disagreement than in agreement (Figure 57).

For the statement “**The changes have had a negative impact on the area surrounding the park**” all main park user types had more responses disagreeing/strongly disagreeing compared with those in agreement. For those driving through by car, there were more responses in agreement than disagreement with this statement (Figure 58).

When asked if **the change has made it harder to access the park**, all the main park user types had more responses disagreeing/strongly disagreeing compared with those in agreement. Those driving through by car had more responses agreeing/strongly agreeing with this statement than in disagreement (Figure 59).

Figure 56 Park user responses to “These changes have made the park a more pleasant place to spend time”

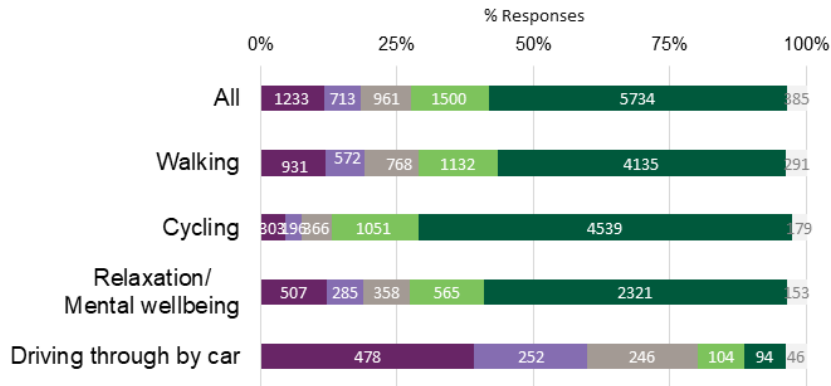


Figure 57 Park user responses to “The changes have had a positive impact on the park”

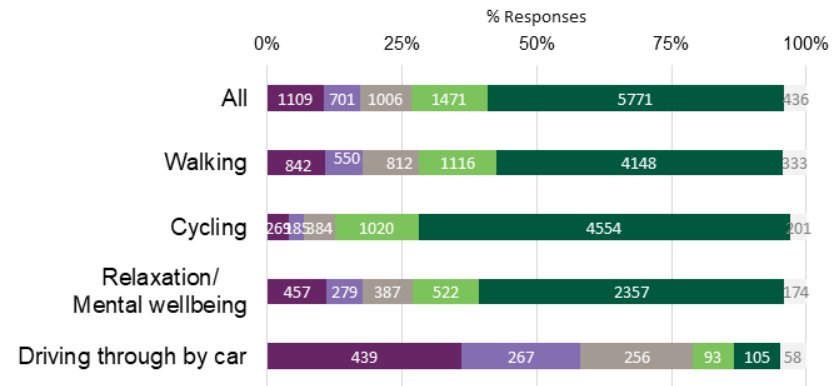


Figure 58 Park user responses to “The changes have had a negative impact on the area surrounding the park”

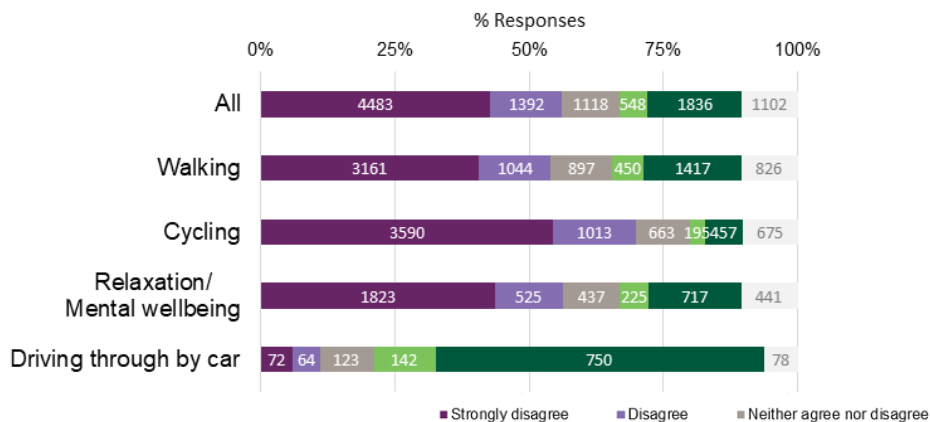
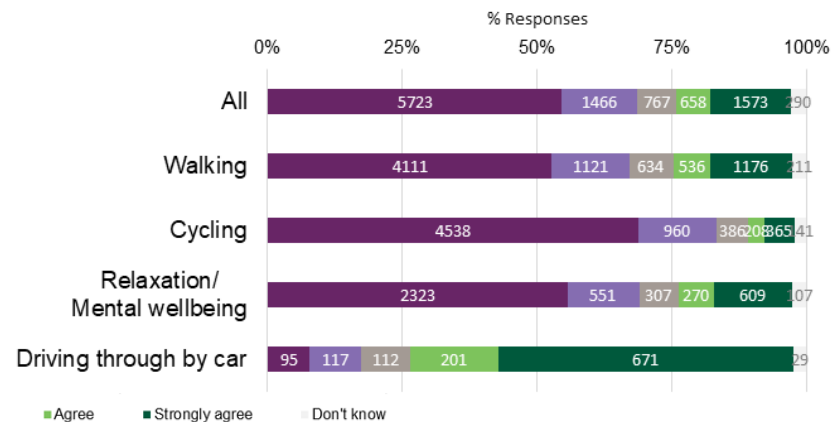


Figure 59 Park user responses to “The changes have made it harder for me to access the park”



5.5 Responses by park access mode

People who cycle and take public transport to access the park were most positive about the **closure of the vehicle link between Sheen Cross and Sheen Gate**. The next most positive responses were from those who walk to the park. Those who access the park by driving in a private car responded more negatively about the changes. Responses from those accessing the park by private car was the only user group to submit more negative responses than positive.

Of people who access the park by **walking**, 62% (2,372 responses) were in favour of making scheme permanent, whereas 29% (1,102 responses) were not.

Respondents who most commonly arrive at the park in a **private car** were less in support of the scheme becoming permanent, with 31% (982 responses) who thought it should be made permanent and 58% (1,867 responses) of car users who did not (Figure 60).

89% (5,320 responses) of people **cycling** and 94% (651 responses) of **public transport** users were in favour of making the scheme permanent, compared to 6% (354 responses) of people cycling and 3% (18 responses) of public transport users who opposed it.

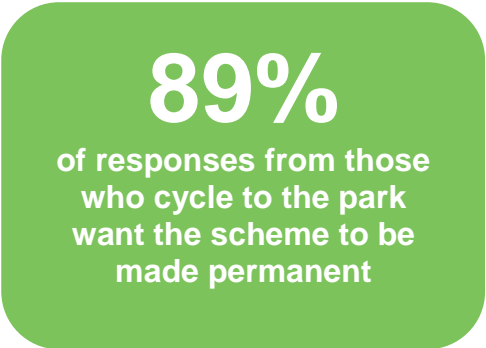
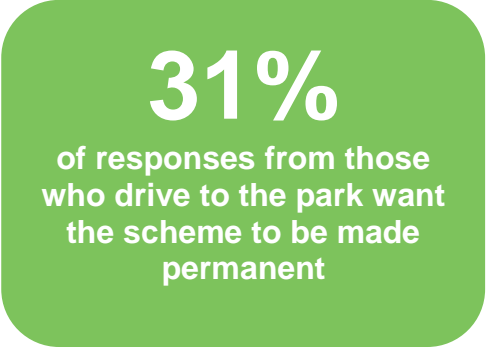
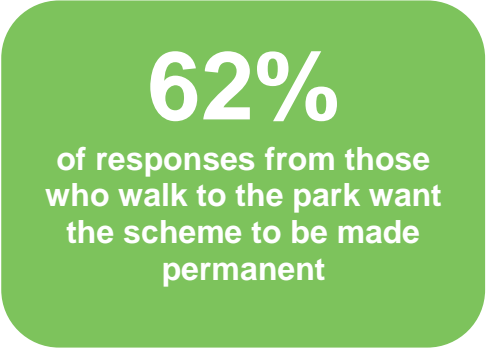
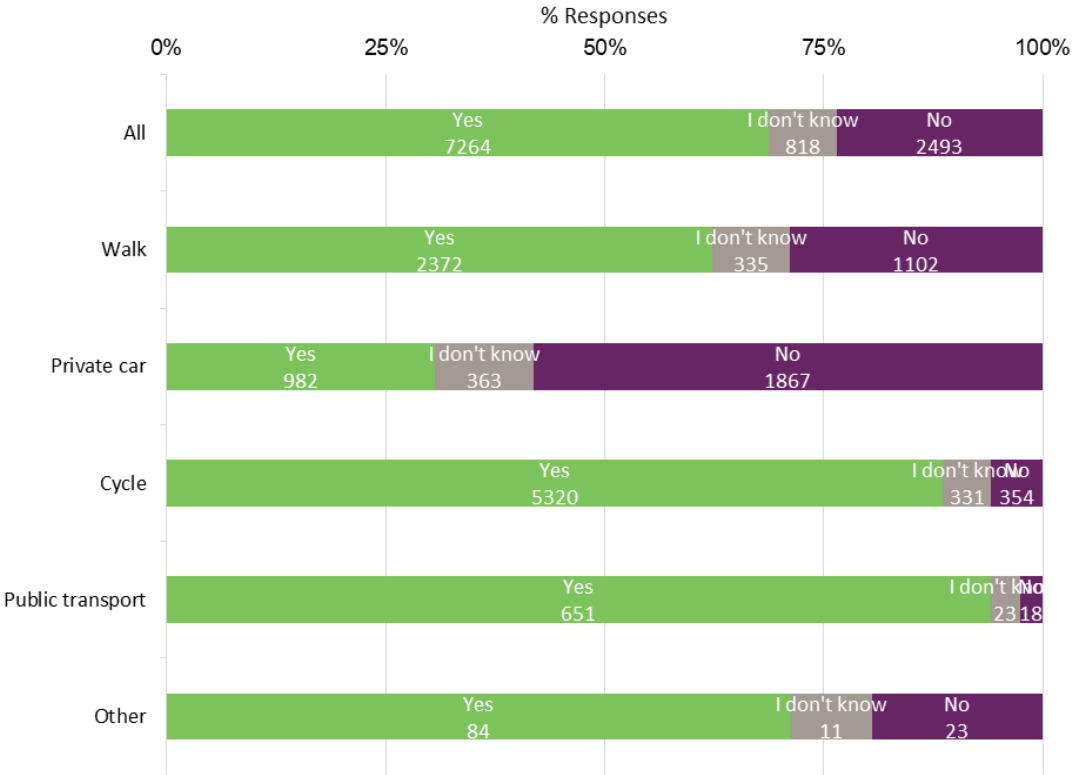


Figure 60 Responses to “Do you want to make the changes permanent?” by park access mode



All groups analysed had more responses agreeing/strongly agreeing that the **change has 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 driving (Figure 61).

All groups analysed had more responses agreeing/strongly agreeing that the **change has made a positive impact to the park** than those in disagreement, with the exception of people who access the park by driving (Figure 62).

When asked whether the change has 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 driving a private car (Figure 63).

Similarly, the only group that had more responses agreeing/strongly agreeing than disagreeing/strongly disagreeing that **the change has made it more difficult to access the park** were those who access the park by driving a private car (Figure 64).

Figure 61 Responses to “The changes have made the park a more pleasant place to spend time” by park access mode

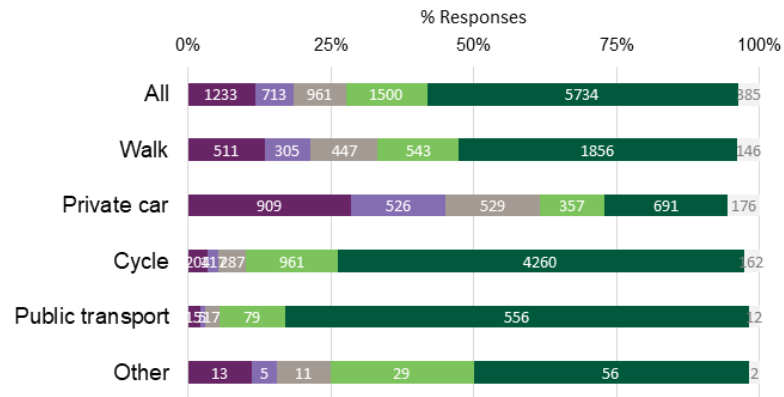


Figure 62 Responses to “The changes have had a positive impact on the park” by park access mode

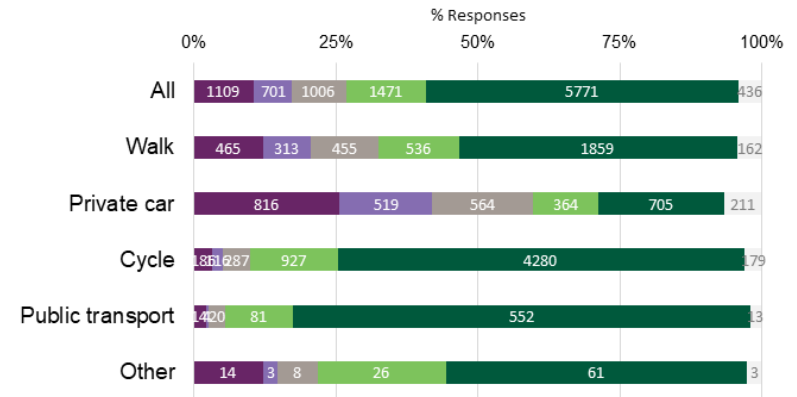


Figure 63 Responses to “The changes have had a negative impact on the area surrounding the park” by park access mode

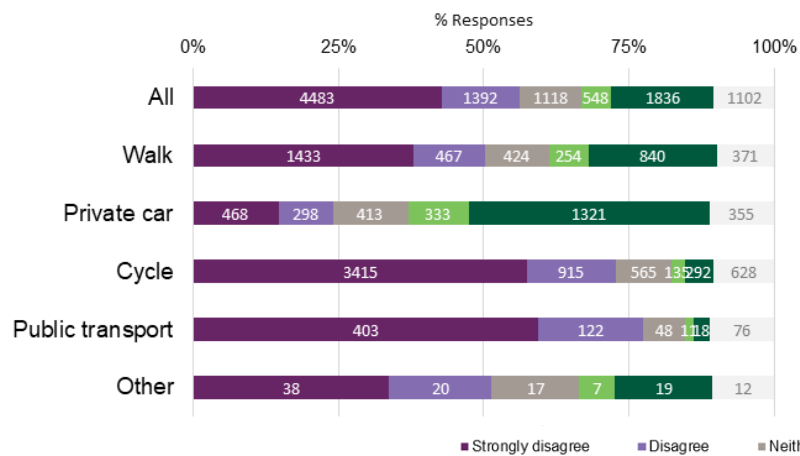
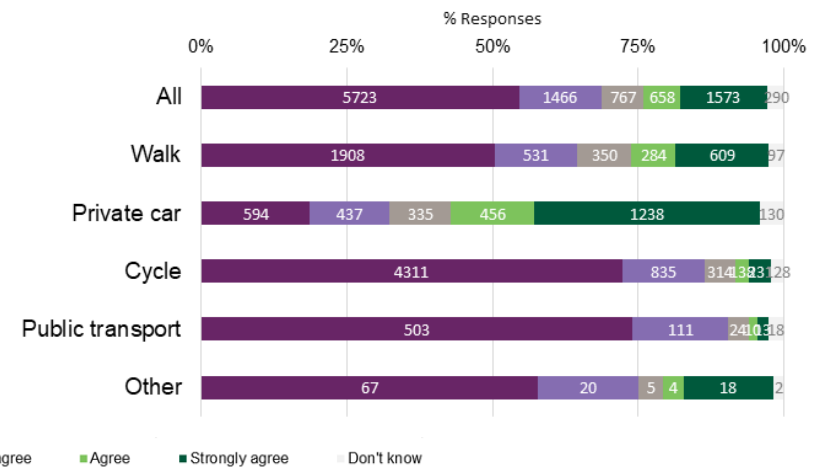


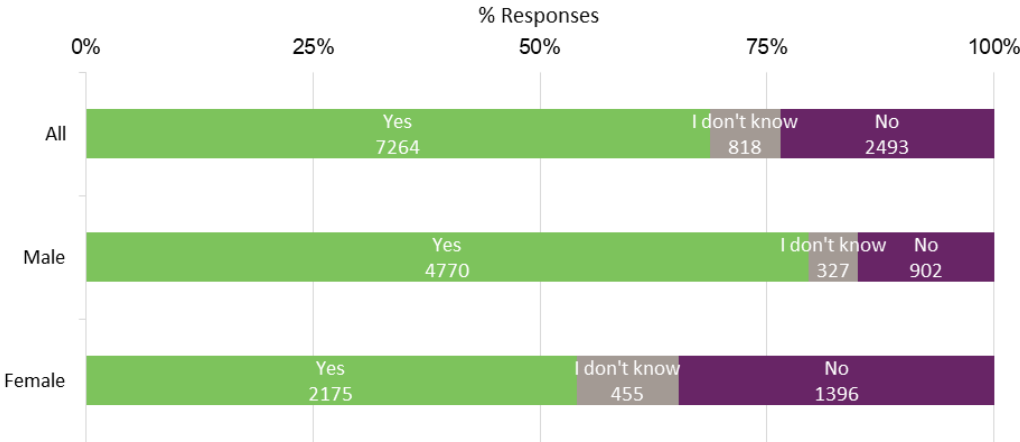
Figure 64 Responses to “The changes have made it harder for me to access the park” by park access mode



5.6 Responses by gender

Men and women responded differently when asked **about closing the vehicle link between Sheen Gate and Sheen Cross permanently**. Men were more in favour of the change with 80% (4,770 responses) wanting to see the changes become permanent compared to 15% (902 responses) of men who did not. 54% (2,175 responses) of women answered “Yes” when asked if the scheme should become permanent, while 35% (1,396 responses) of women answered “No” (Figure 65). There were not enough responses from those who put non-binary or other/self-described genders to provide a comparison.

Figure 65 Responses to “Do you want to make the changes permanent?” by gender



For the statement **“The change has 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. However, a higher proportion of responses from men were in agreement (Figure 66).

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. However, a higher proportion of responses from men were in agreement (Figure 67).

When asked whether **the change has 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. However, a higher proportion of women were in agreement (Figure 68).

When asked whether **the change has made access harder for them to access the park**, both men and women had more responses disagreeing/strongly disagreeing compared with those in agreement. However, a higher proportion of women were in agreement. (Figure 69).

Figure 66 Responses to “These changes have made the park a more pleasant place to spend time” by gender

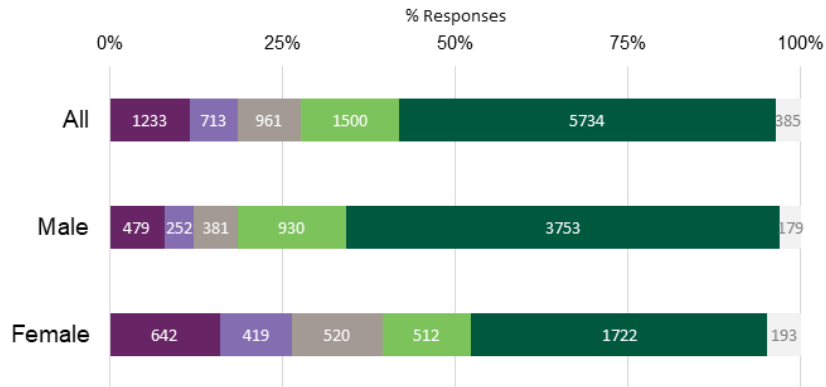


Figure 67 Responses to “The changes have had a positive impact on the park” by gender

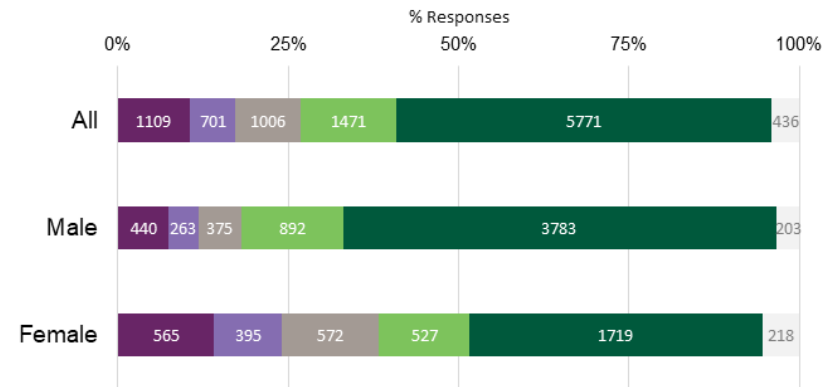


Figure 68 Responses to “The changes have had a negative impact on the area surrounding the park” by gender

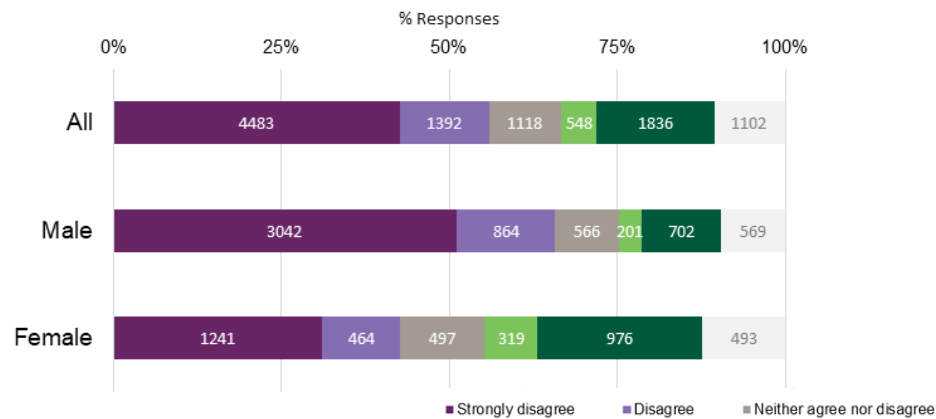
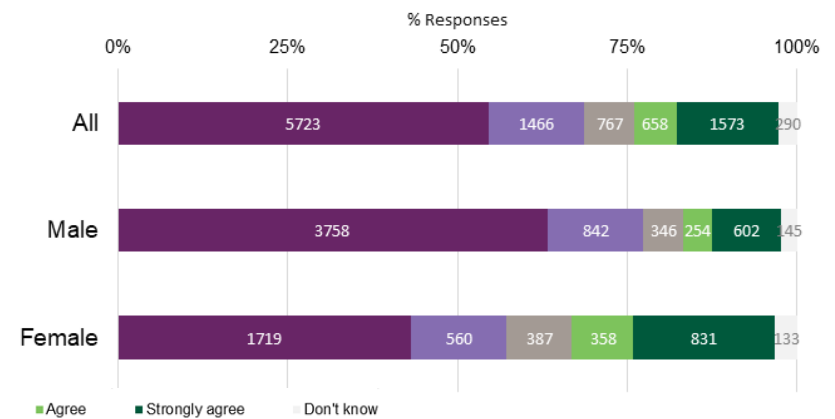


Figure 69 Responses to “The changes have made it harder for me to access the park” by gender

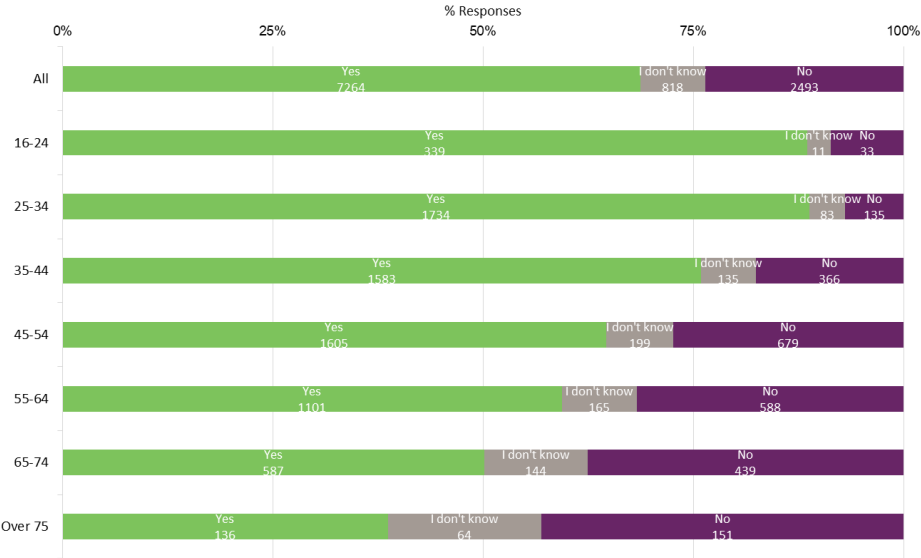


5.7 Responses by age

Responses to the statements about closing the vehicle link between Sheen Gate and Sheen Cross varied by age, with younger respondents more likely to be positive about the changes than older.

When asked whether the **changes should be made permanent**, the age group most in favour was 25-34 year olds, from which 89% (1,734 responses) thought it should be made permanent and 7% (135 responses) did not (Figure 70). The largest opposition was received in responses from over 75 year olds, with 43% (151 responses) who thought the scheme should not be made permanent while 39% (136 responses) thought it should.

Figure 70 Responses to “Do you want to make the changes permanent?” by age



For the statement “**The change has made the park a more pleasant place to spend time**” all age groups had more responses agreeing/strongly agreeing than those in disagreement. Younger age groups had a higher proportion of responses in agreement than older age groups (Figure 71).

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. Younger age groups had a higher proportion of responses in agreement than older age groups (Figure 72).

When asked whether **the change have had a negative impact on the area surrounding the park**, all age groups had more responses disagreeing/strongly disagreeing than those in agreement. However, older age groups had a higher proportion of responses in agreement (Figure 73)

When asked whether **the change has made it harder for them to access the park**, all age groups had more responses disagreeing/strongly disagreeing than those in agreement. However, older age groups had a higher proportion of responses in agreement (Figure 74).

Figure 71 Responses to “These changes have made the park a more pleasant place to spend time” by age

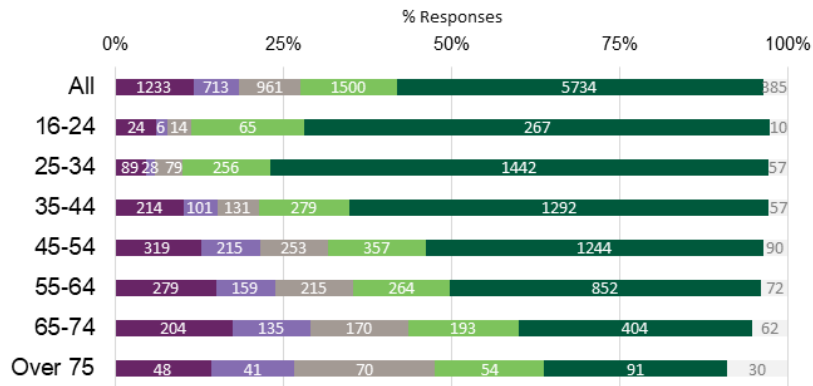


Figure 72 Responses to “The changes have had a positive impact on the park” by age

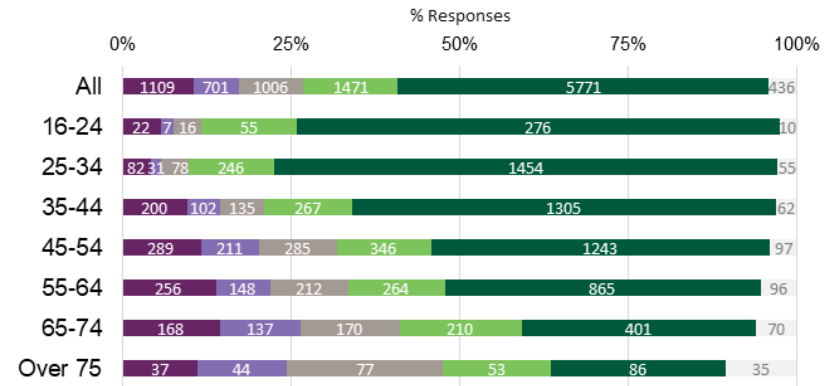


Figure 73 Responses to “The changes have had a negative impact on the area surrounding the park” by age

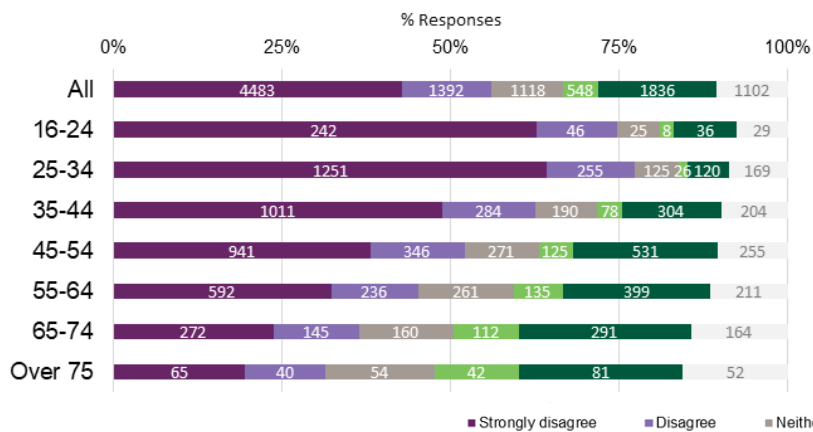
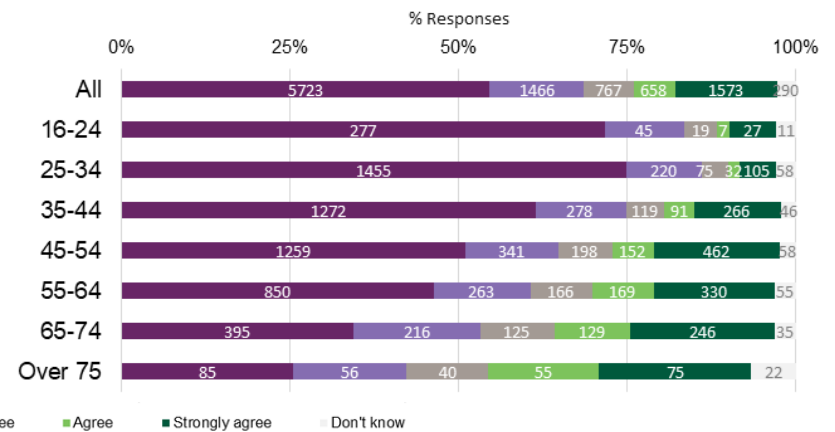


Figure 74 Responses to “The changes have made it harder for me to access the park” by age



5.8 Responses by disability/health issue

Disabled respondents or those with a health issue(s) were more likely to oppose Scheme 2 than respondents who do not.

Non-disabled respondents were largely in support of **closing the vehicle link between Sheen Gate and Sheen Cross permanently**. Of those without a disability or health issue, 73% (6,523 responses) thought the scheme should be made permanent while 19% (1,716 responses) did not (Figure 75). Responses that stated they are ‘limited a little’ in their day to day life by a disability/health issue were more split. Of these responses, 48% (371 responses) thought the scheme should be made permanent, while 43% (327 responses) did not. The majority of responses who reported they are ‘limited a lot’ in their day to day activities by a disability/health issue do not think the scheme should be made permanent. Within this group 19% (37 responses) thought the scheme should be made permanent whilst 71% (134 responses) did not.

When broken down by type, disability/health issues relating to “Mobility” and “Respiratory” categories had more responses who did not think the scheme should be made permanent than those who did. Conversely, there were more responses who selected “Mental health” who thought the scheme should be made permanent than those who did not (Figure 76).

Figure 75 Responses to “Do you want to make the changes permanent?” by disability/health issue

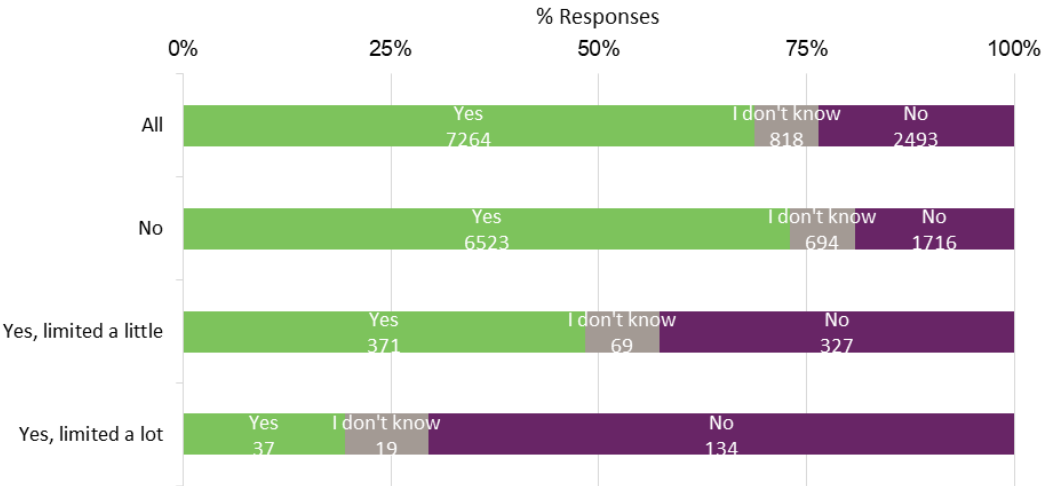
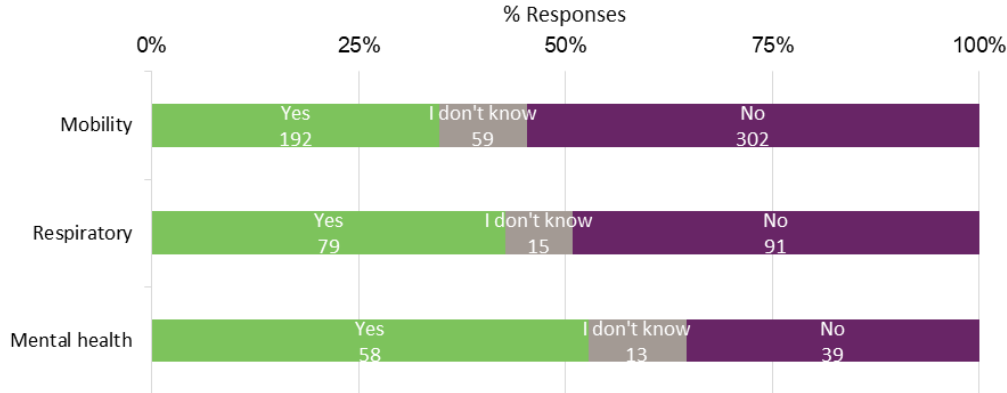


Figure 76 Responses to “Do you want to make the changes permanent?” by type of disability/health issue



For the statement “**The change has made the park a more pleasant place to spend time**”, responses from those who are ‘limited a lot’ by a disability/health issue there were more who disagreed/strongly disagreed than those in agreement. For responses from those who are ‘limited a little’ by a disability/health issue and those without a disability or health issue, there were more responses that agreed/strongly agreed than those who disagreed/strongly disagreed, although higher levels of agreement from the latter group (Figure 77).

For the statement “**The changes have had a positive impact on the park**” there were more responses that disagreed/strongly disagreed than responses in agreement from those who are ‘limited a lot’ by a disability/health issue. For responses from those who are ‘limited a little’ by a disability/health issue and those without a disability or health issue, there were more responses that agreed/strongly agreed than those who disagreed/strongly disagreed, although high levels of agreement from the latter group (Figure 78).

When asked whether **the change has had a negative impact on the area surrounding the park**, those who are ‘limited a lot’ by a disability/health issue had more responses strongly agreeing/agreeing than those in disagreement. Responses from those ‘limited a little’ were more evenly split, with slightly more responses in disagreement. Those without a disability had more responses disagreeing/strongly disagreeing than those in agreement (Figure 79).

For the statement **the change has made it harder for me to access the park**, there were more responses that agreed/strongly agreed than responses in disagreement from those who are limited a lot by a disability/health issue. The highest level of disagreement came from responses without a disability/health issue (Figure 80). Additionally, of those whose disability/health issue relates to ‘Mobility’, 54% agreed or strongly agreed with this statement.

Figure 77 Responses to “These changes have made the park a more pleasant place to spend time” by disability/health issue

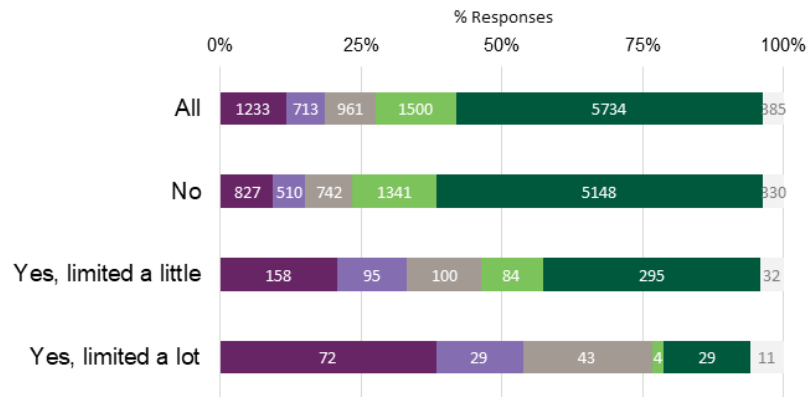


Figure 78 Responses to “The changes have had a positive impact on the park” by disability/health issue

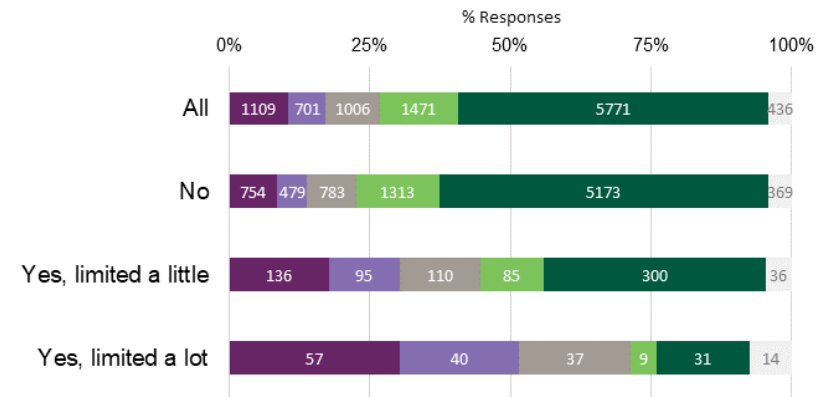


Figure 79 Responses to “The changes have had a negative impact on the area surrounding the park” by disability/health issue

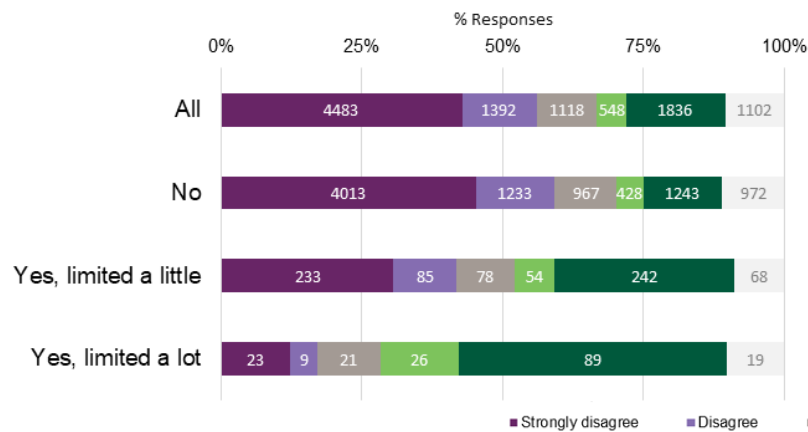
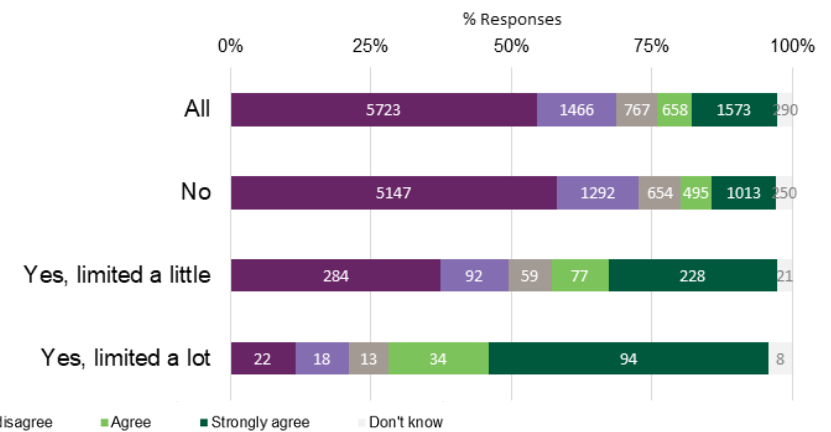


Figure 80 Responses to “The changes have made it harder for me to access the park” by disability/health issue



6. Scheme III: Removing all unauthorised vehicle traffic between Richmond and Roehampton Gates on weekends

This section details responses to Scheme III

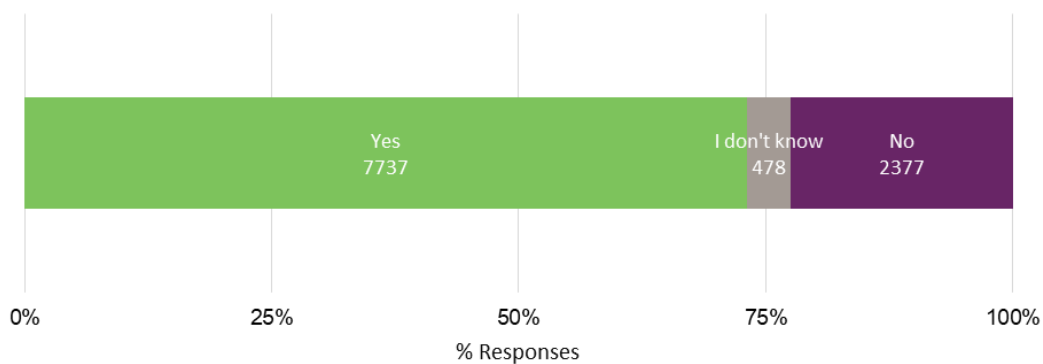
- This scheme restricts all through traffic between Roehampton and Richmond Gates on weekends. Access to Pen Ponds, Robin Hood and Roehampton Car Parks is only available from Roehampton Gate.
- Overall, 73% of responses said they thought the scheme should be made permanent.
- Most responses said that the scheme has made the park a more pleasant place to spend time and has had a positive impact on the park. For most responses, the scheme has 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 of the park user groups analysed had greater levels of support and positivity for the scheme *except* those driving through the park without stopping.
- For all the main transport modes to access the park, all had greater levels of support and positivity for the scheme *except* those driving to the park.
- There was overall support and positivity from both men and women, although a higher proportion of men were supportive and positive about the scheme.
- While all age groups were generally supportive and positive about the scheme, levels of support and positivity decreased as age groups got older.
- Disabled respondents or those with a health issue(s) were less likely to support the scheme than non-disabled respondents.

6.1 Should the scheme be made permanent?

Respondents were asked whether they thought **removing all unauthorised vehicle traffic between Richmond and Roehampton Gates on weekends** should be made permanent. 73% (7,737 responses) said they thought the changes should be made permanent (Figure 81). This compares to 22% (2,377 responses) that said they did not think the changes should be made permanent. 5% (478 responses) said they did not know.

73%
said they thought the changes should be made permanent

Figure 81 Overall responses to “Do you think removing all unauthorised vehicle traffic between Richmond and Roehampton Gates on weekends should be made permanent?”



6.2 Views on how the scheme is working

Respondents were asked the extent to which they agreed with a series of statements about how removing unauthorised traffic between Richmond and Roehampton Gates on weekends is working for them (Figure 82).

For the statement “**These changes have made the park a more pleasant place to spend time**” 74% (7,807 responses) said they agreed/strongly agreed. This is compared with 18% (1,926 responses) (18%) who disagreed/strongly disagreed. 6% (684 responses) said they neither agreed nor disagreed, while 1% (150 responses) said they did not know.

74%
think the changes have made the park a more pleasant place to spend time

For the statement “**The changes have had a positive impact on the park**” 74% (7,742 responses) said they agreed/strongly agreed. This is compared with 17% (1,806 responses) who

disagreed/strongly disagreed. (7%) 769 responses said they neither agreed nor disagreed, while 2% (213 responses) said they did not know.

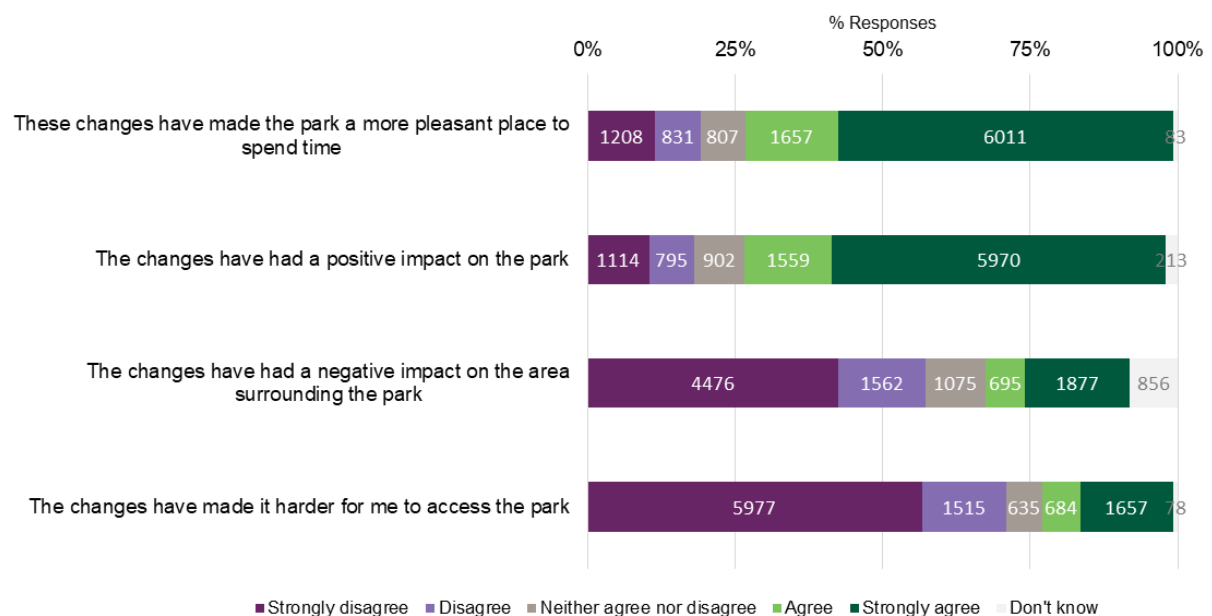
For the statement “**The changes have had a negative impact on the area surrounding the park**” 23% (2,457 responses) said they agreed/strongly agreed. This is compared with 58% (6,141 responses) who disagreed/strongly disagreed. This was the statement that most people were neutral or undecided about, with 9% (985 responses) that said they neither agreed nor disagreed, and 9% (921 responses) that said they did not know.

23%
think the changes have 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**” 22% (2,274 responses) said they agreed/strongly agreed. This is compared with 71% (7,442 responses) who disagreed/strongly disagreed. 6% (655 responses) said they neither agreed nor disagreed, while 1% (140 responses) said they did not know.

22%
think the changes have made it harder for them to access the park

Figure 82 Overall responses to “Thinking about removing all unauthorised vehicle traffic between Richmond and Roehampton Gates on weekends, to what extent do you agree with the following statements?”

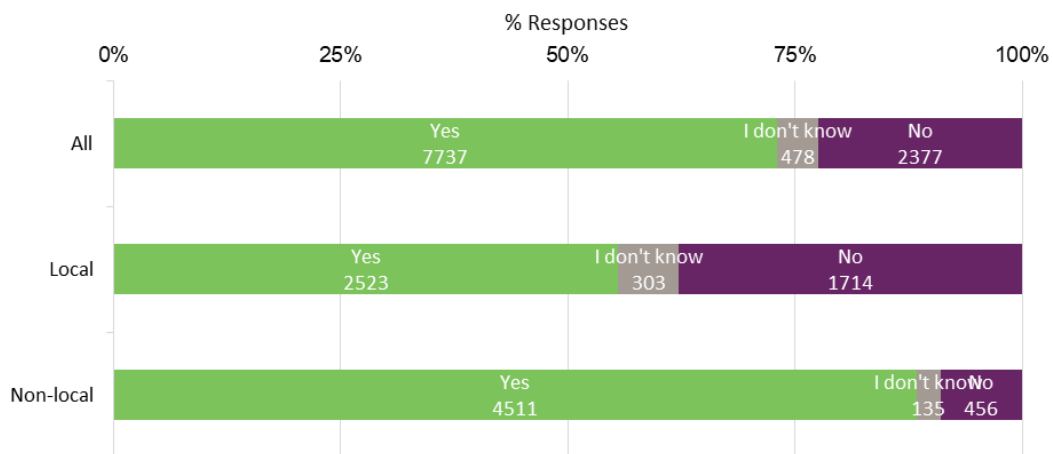


6.3 Responses by respondent location

The majority of both local and non-local responses are supportive of removing unauthorised vehicle traffic between Richmond and Roehampton Gates on weekends permanently. 88% (4,511 responses) of non-local responses thought the scheme should be made permanent, while 9% (456 responses) did not. This is compared to 56% (2,523 respondents) of local responses who thought the scheme should be made permanent, while 38% (1,714 respondents) did not (Figure 83).

56%
of local responses support making the scheme permanent

Figure 83 Responses to “Do you want to make the changes permanent?” by location



For the statement “**The change 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 84).

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 85).

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, local responses to this statement were much more evenly split than other statements (Figure 86).

When asked whether **the change has made access 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 87).

Figure 84 Responses to “These changes have made the park a more pleasant place to spend time” by location

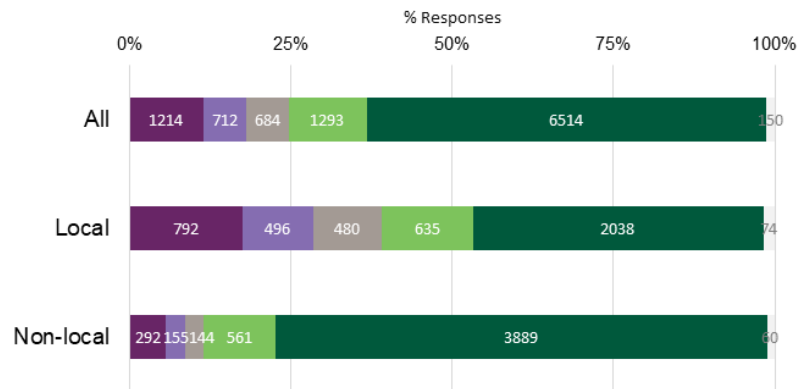


Figure 85 Responses to “The changes have had a positive impact on the park” by location

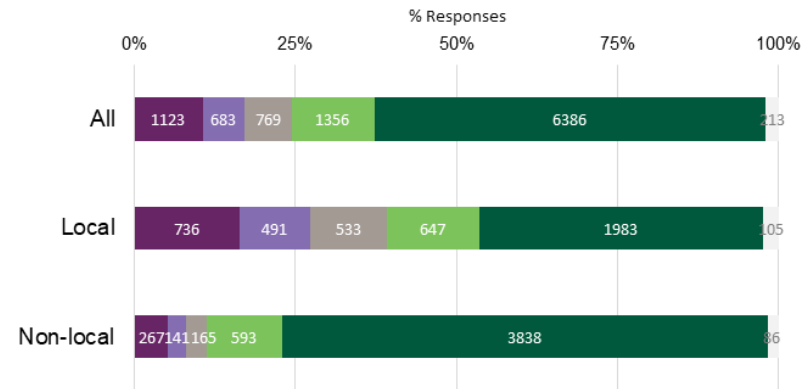


Figure 86 Responses to “The changes have had a negative impact on the area surrounding the park” by location

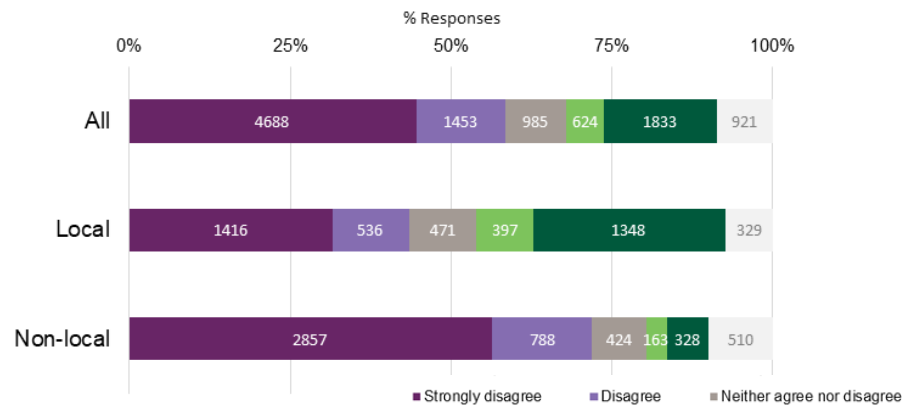
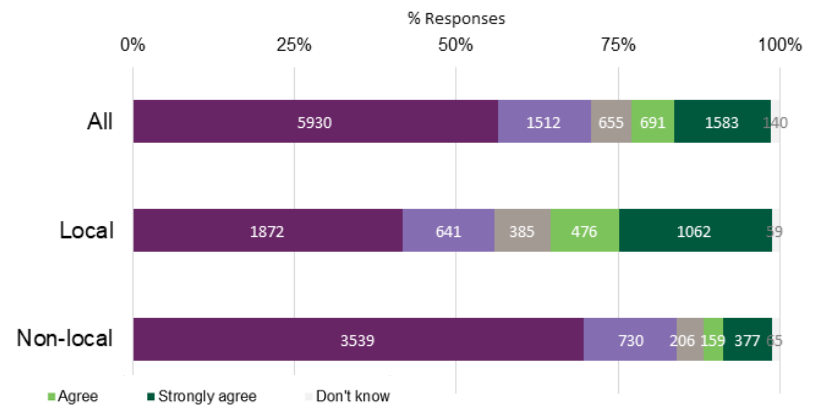


Figure 87 Responses to “The changes have made it harder for me to access the park” by location



6.4 Responses by park user type

Responses were broken down by park user type for the three schemes. The three most common user types – walking, cycling and relaxation/mental wellbeing – were included, as well as those driving through the park by car to provide a comparison. Responses for driving through the park by car represent the sixth most common park user type (after walking, cycling, relaxation/mental wellbeing, view wildlife and jogging or running). For each of the four park user types reported on below, the proportion of responses received for each group was as follows: 74% walking (7,924 responses), 63% cycling (6,712 responses), 40% relaxation/mental wellbeing (4,242 responses) and 12% driving through by car (1,244 responses).

For the three main park user types there were more responses who thought “**The removal of all unauthorised vehicle traffic between Richmond and Roehampton Gates on weekends should be made permanent**”, whereas the opposite was true for those driving through the park.

71% (5,603 responses) of those using the park for walking and 73% (3,079 responses) using it for relaxation/mental wellbeing also agreed with making the changes permanent whilst 23% (1,844 responses) of people walking and 22% (933 responses) relaxation/mental wellbeing users disagreed.

89% (5,967 responses) of response of those using the park for cycling answered “Yes”, compared to 8% (532 responses) of those who responded “No” when asked if the scheme should be made permanent.

Users driving through by car were the least supportive with 16% (193 responses) thinking the scheme should be made permanent and 77% (945 responses) who did not (Figure 88).

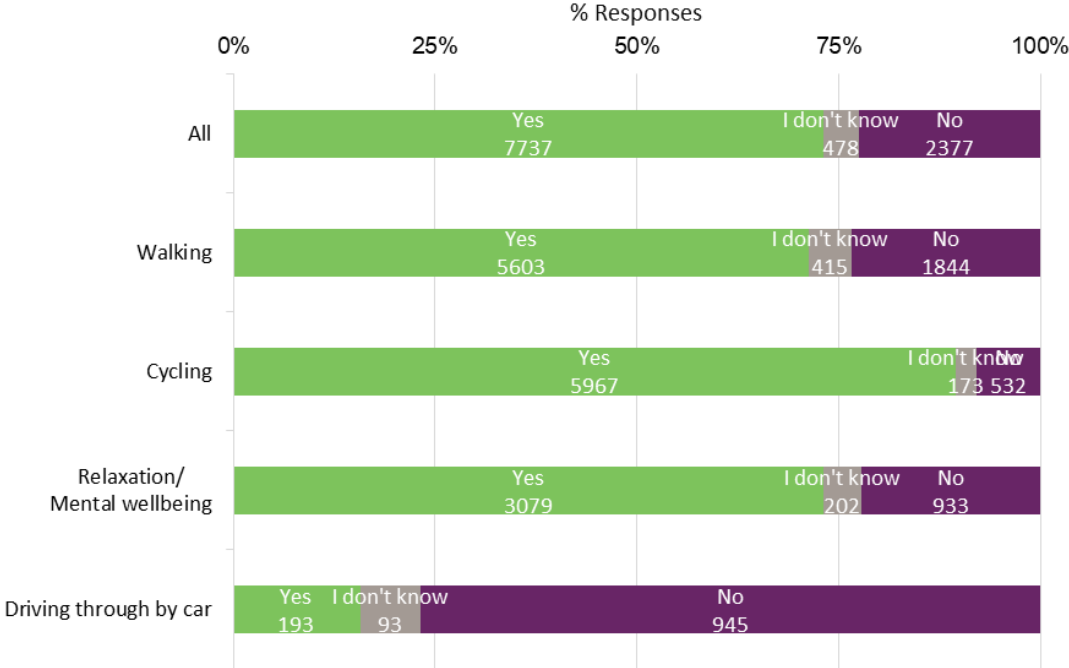
71%
of responses from those using the park for walking want the scheme to be made permanent

89%
of responses from those using the park for cycling want the scheme to be made permanent

16%
of responses from those using the park for driving through want the scheme to be made permanent



Figure 88 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 main park user types (walking, cycling and relaxation/mental wellbeing) had more responses agreeing/strongly agreeing compared with those in disagreement. Those cycling had the highest proportion of responses in agreement. Those driving through by car had more responses in disagreement than in agreement with this statement (Figure 89).

For the statement “**These changes have had a positive impact on the park**” all main park user types (walking, cycling and relaxation/mental wellbeing) had more responses agreeing/strongly agreeing compared with those in disagreement. For those driving through the park by car, there were more responses disagreeing/strongly disagreeing with this statement than agreeing/strongly agreeing (Figure 90).

For the statement “**The changes have had a negative impact on the area surrounding the park**” all park user groups analysed except those driving through by car had more responses disagreeing/strongly disagreeing compared with those in agreement. For those driving through by car, most responses strongly agreed that these changes have had a negative impact on the area surrounding the park (Figure 91).

When asked if **the change has made it harder to access the park**, all main park user types (walking, cycling and those using the park for relaxation/mental wellbeing) had more responses disagreeing/strongly disagreeing compared with those in agreement. Those driving through by car had more responses agreeing with this statement, with most responses strongly agreeing these changes had made the park harder to access (Figure 92).

Figure 89 Park user responses to “These changes have made the park a more pleasant place to spend time”

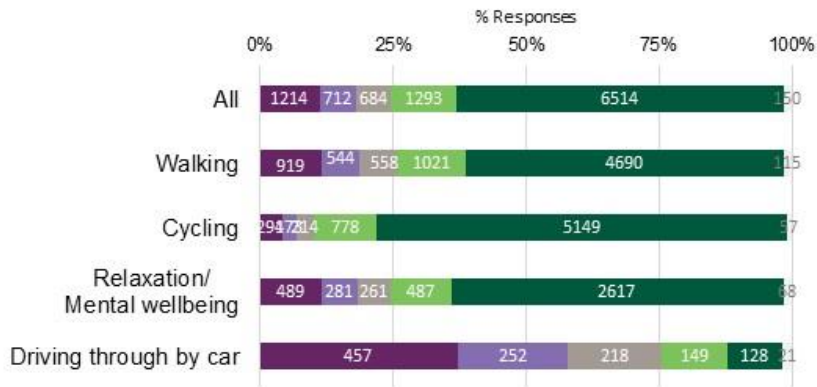


Figure 90 Park user responses to “The changes have had a positive impact on the park”

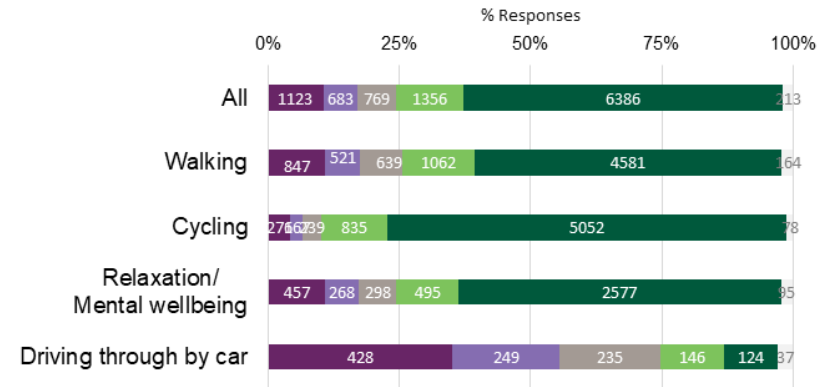


Figure 91 Park user responses to “The changes have had a negative impact on the area surrounding the park”

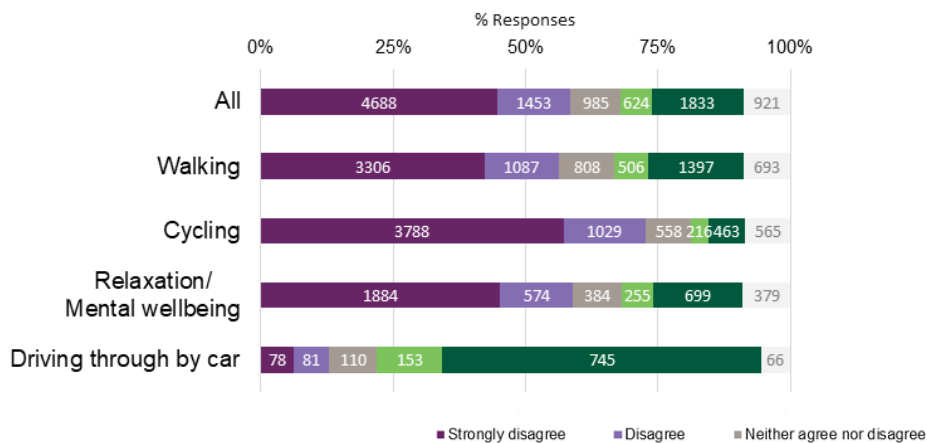
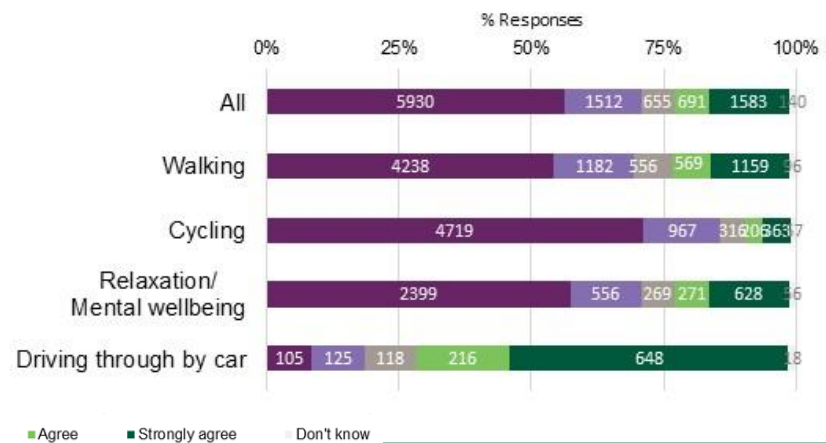


Figure 92 Park user responses to “The changes have made it harder for me to access the park”



6.5 Responses by park access mode

Those who access the park by cycling or public transport had the largest proportion of responses who thought the **removing all unauthorised vehicle traffic between Richmond and Roehampton Gates on weekends** should be made permanent. Of the access modes analysed, people arriving by private car had the lowest proportion of responses who thought the scheme should be made permanent.

Of people who access the park by **walking**, 67% (2,575 responses) were in favour of making scheme permanent, whereas 26% (1,005) were not.

Responses from those who most commonly arrive at the park in a **private car** were less in support of the scheme becoming permanent, with 35% (1,130 responses) who thought it should be made permanent and 57% (1,828 responses) who did not.

93% (5,584 responses) of people **cycling** and 96% (663 responses) of **public transport** users were in favour of making the scheme permanent, compared to 5% (309 responses) of people cycling and 3% (18 responses) of public transport users who opposed it (Figure 93).

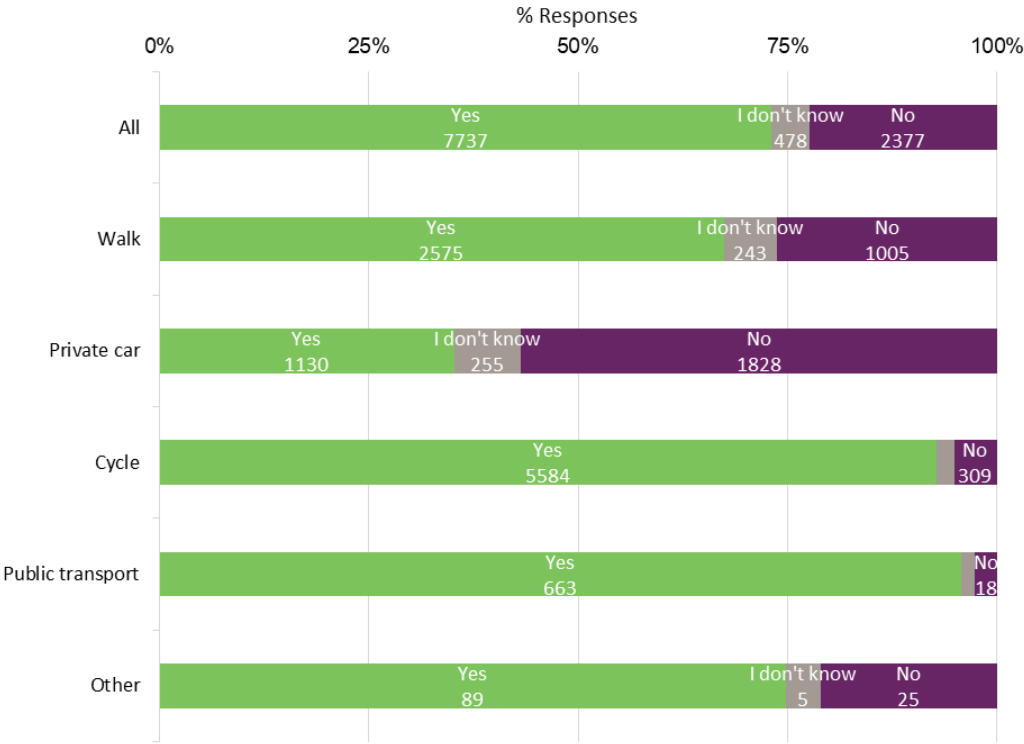
67%
of responses from those who walk to the park want the scheme to be made permanent

35%
of responses from those who drive to the park want the scheme to be made permanent

93%
of responses from those who cycle to the park want the scheme to be made permanent



Figure 93 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 **change has 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 driving (Figure 94).

All groups analysed had more responses agreeing/strongly agreeing that the **change has made a positive impact to the park** than those in disagreement, with the exception of people who access the park by driving (Figure 95).

When asked whether the change has had a **negative impact on the area surrounding the park**, the only group that had more responses agreeing/strongly agreeing with this statement than those in disagreement were those who access the park by driving a private car (Figure 96).

Similarly, the only group that had more responses agreeing/strongly agreeing than disagreeing/strongly disagreeing that **the change has made it more difficult to access the park** were those who access the park by driving a private car (Figure 97).

Figure 94 Responses to “The changes have made the park a more pleasant place to spend time” by park access mode

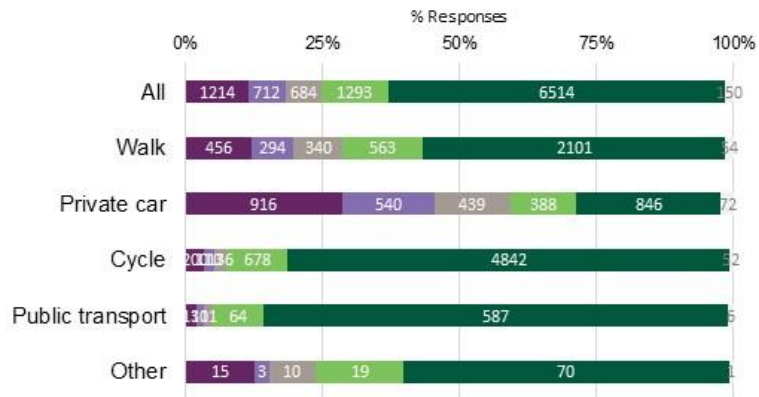


Figure 95 Responses to “The changes have had a positive impact on the park” by park access mode

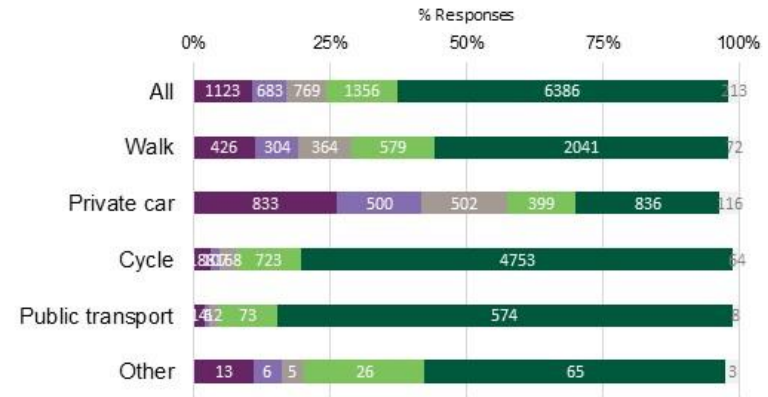


Figure 96 Responses to “The changes have had a negative impact on the area surrounding the park” by park access mode

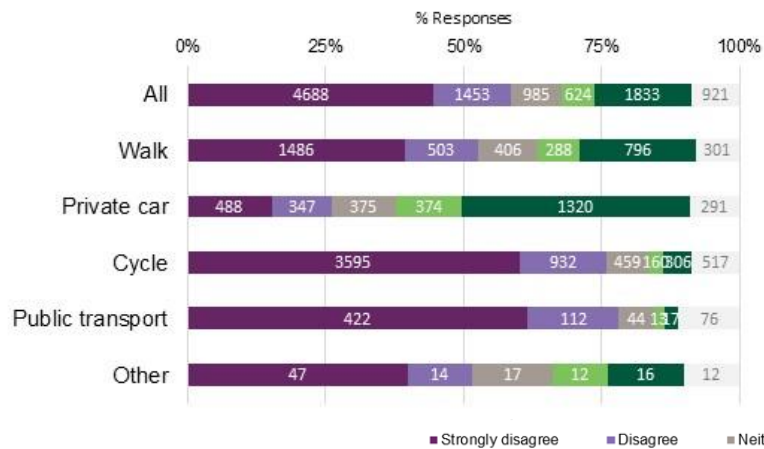
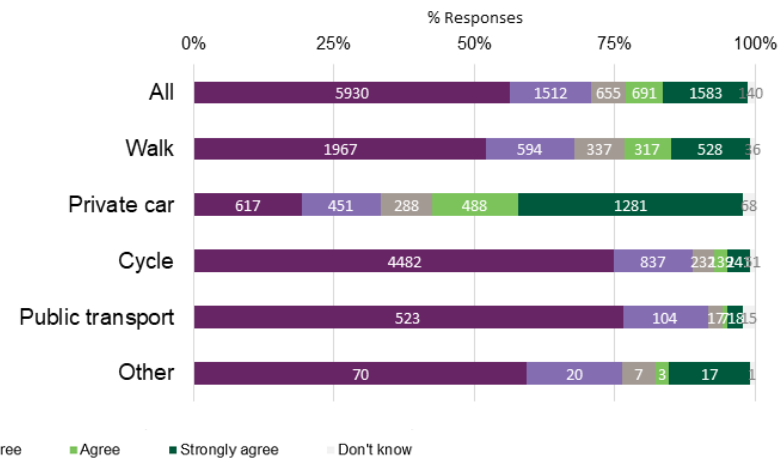


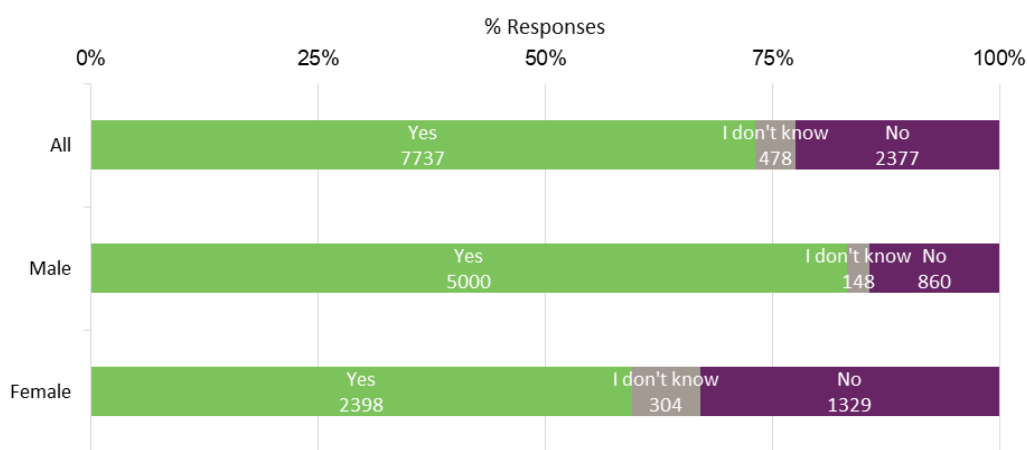
Figure 97 Responses to “The changes have made it harder for me to access the park” by park access mode



6.6 Responses by gender

When asked if participants thought that **removing all unauthorised vehicle traffic between Richmond and Roehampton Gates on weekends should be made permanent**, 83% (5,000 responses) of men and 59% (2,398 responses) of women answered “Yes”. This compared to the 14% (860 responses) of men and 33% (1,329 responses) of women who answered “No” (Figure 98). There were not enough responses from those who put non-binary or other/self-described genders to provide a comparison.

Figure 98 Responses to “Do you want to make the changes permanent?” by gender



For the statement “**The change has 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. However, a higher proportion of responses from men were in agreement (Figure 99).

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. However, a higher proportion of responses from men were in agreement (Figure 100).

When asked whether **the change has 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. However, a higher proportion of women were in agreement. (Figure 101).

When asked whether **the change has made access harder for them to access the park**, both men and women had more responses disagreeing/strongly disagreeing compared with those in agreement. However, a higher proportion of women were in agreement. (Figure 102).

Figure 99 Responses to “These changes have made the park a more pleasant place to spend time” by gender



Figure 100 Responses to “The changes have had a positive impact on the park” by gender



Figure 101 Responses to “The changes have had a negative impact on the area surrounding the park” by gender

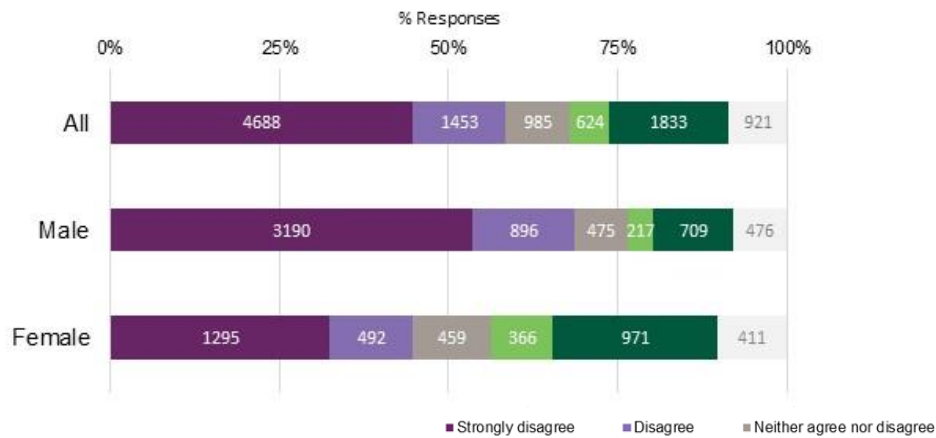
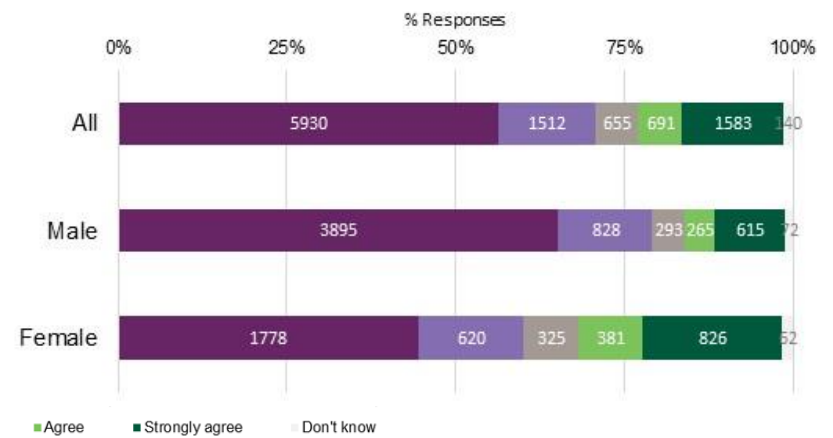


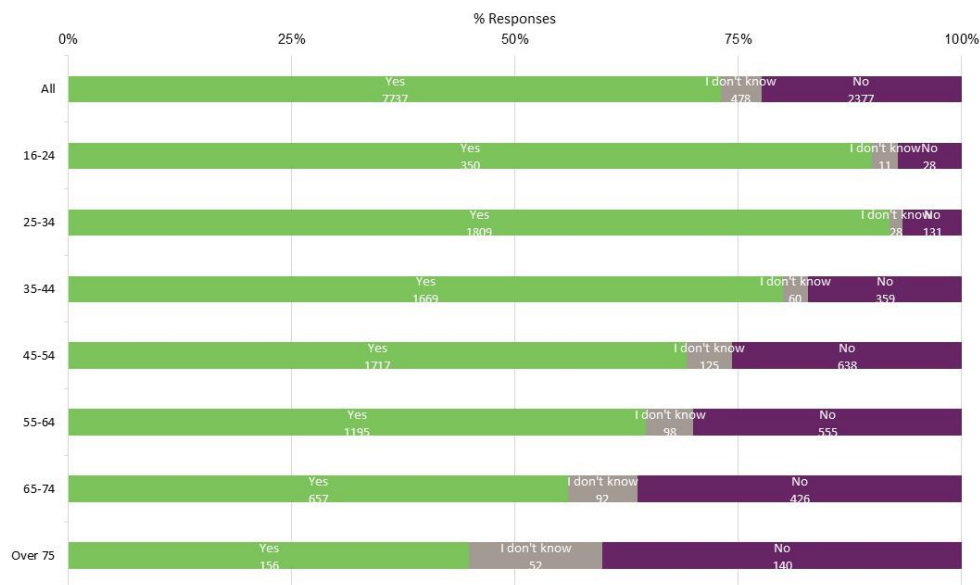
Figure 102 Responses to “The changes have made it harder for me to access the park” by gender



6.7 Responses by age

Responses to the statements about removing all unauthorised vehicle traffic between Richmond and Roehampton Gates on weekends varied by respondents' age. When asked if the **scheme should be made permanent**, all age groups had more responses agreeing than disagreeing. 25-34 year olds were the most in favour with 92% (1,809 responses) who thought the scheme should be made permanent and 7% (131 responses) who did not. The proportion of responses who thought the scheme should be made permanent decreased with older age with the lowest support for the scheme becoming permanent in those over the age of 75. 45% (156 responses) of over 75 year olds wanted to see the scheme become permanent whilst 40% (140 responses) did not (Figure 103).

Figure 103 Responses to “Do you want to make the changes permanent?” by age



For the statement “**The change has made the park a more pleasant place to spend time**” all age groups had more responses agreeing/strongly agreeing than those in disagreement. Younger age groups had a higher proportion of responses in agreement than older age groups (Figure 104).

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. Younger age groups had a higher proportion of responses in agreement than older age groups (Figure 105).

When asked whether **the change has had a negative impact on the area surrounding the park**, all age groups had more responses disagreeing/strongly disagreeing than those in agreement. However, older age groups had a higher proportion of responses in agreement (Figure 106).

When asked whether **the change has made it harder for them to access the park**, all age groups had more responses disagreeing/strongly disagreeing than those in agreement. However, older age groups had a higher proportion of responses agreeing/strongly agreeing (Figure 107).

Figure 104 Responses to “These changes have made the park a more pleasant place to spend time” by age

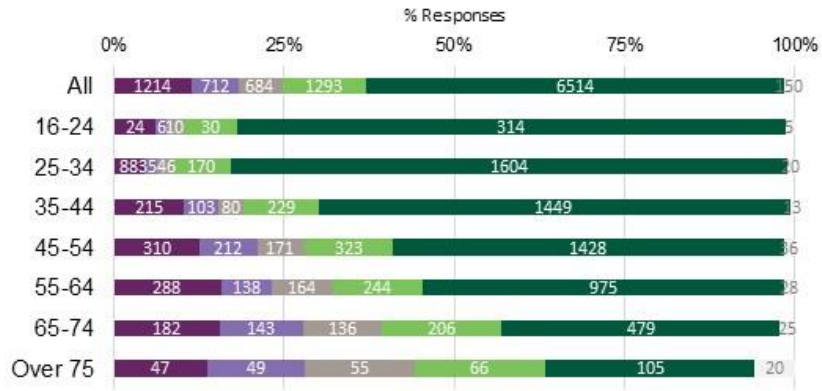


Figure 105 Responses to “The changes have had a positive impact on the park” by age

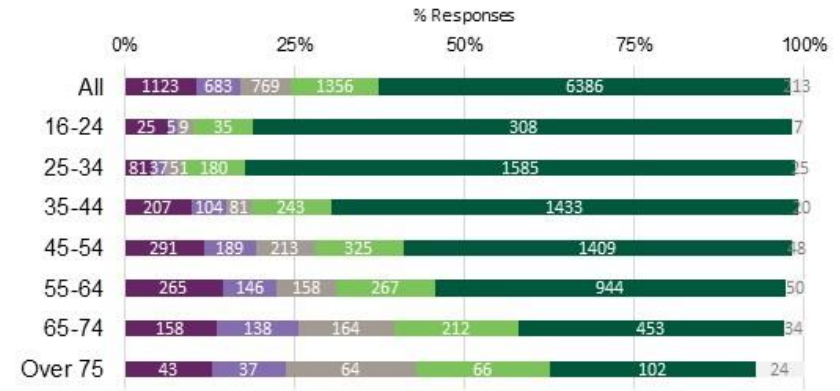


Figure 106 Responses to “The changes have had a negative impact on the area surrounding the park” by age

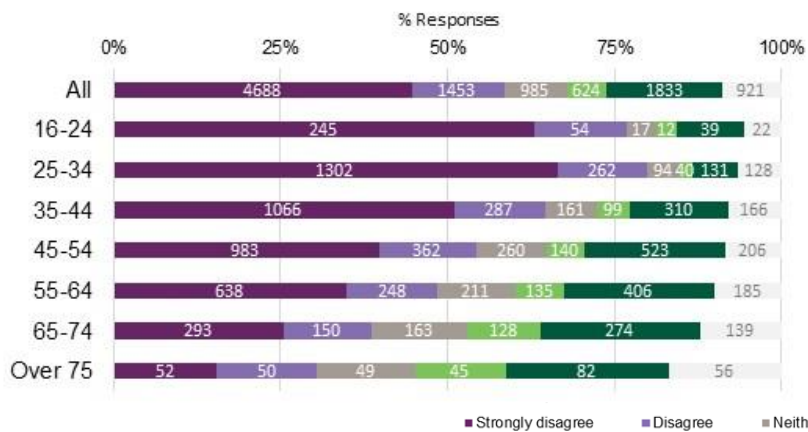
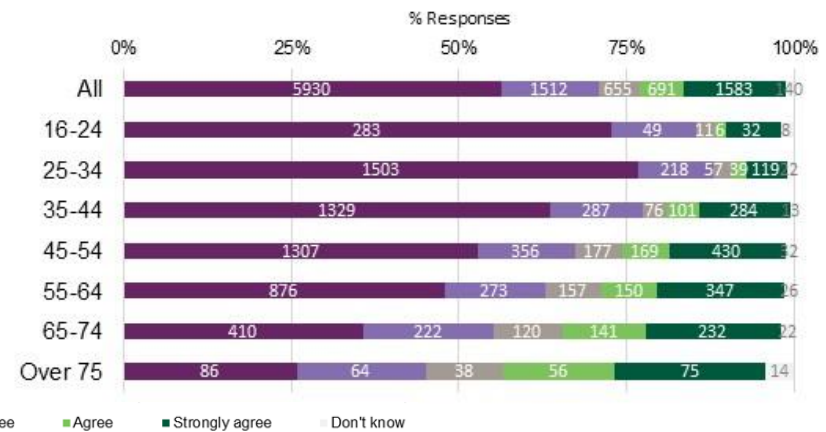


Figure 107 Responses to “The changes have made it harder for me to access the park” by age



6.8 Responses by disability/health issue

Disabled respondents or those with a health issue(s) had a high proportion of responses in opposition to Scheme III compared with respondents who do not.

Non-disabled respondents were largely in support of **removing all unauthorised vehicle traffic between Richmond and Roehampton Gates on weekend permanently**. Of those without a disability/health issue, 77% (6,932 responses) thought the scheme should be made permanent while 18% (1,622 responses) did not (Figure 108). Respondents who are 'limited a little' in their day to day life by a disability/health issue were more split. 53% (409 responses) thought the scheme should be made permanent, while 41% (320 responses) did not. The majority of respondents who are 'limited a lot' in their day to day activities by a disability/health issue do not think the scheme should be made permanent. Within this group 23% (43 responses) thought the scheme should be made permanent while 68% (130 responses) did not.

When broken down by type, disability/health issues relating to "Mobility" and "Respiratory" had more responses who did not think the scheme should be made permanent than those who did. Conversely, there were more responses who selected "Mental health" who thought the scheme should be made permanent than those who did not (Figure 109).

Figure 108 Responses to "Do you want to make the changes permanent?" by disability/health issue

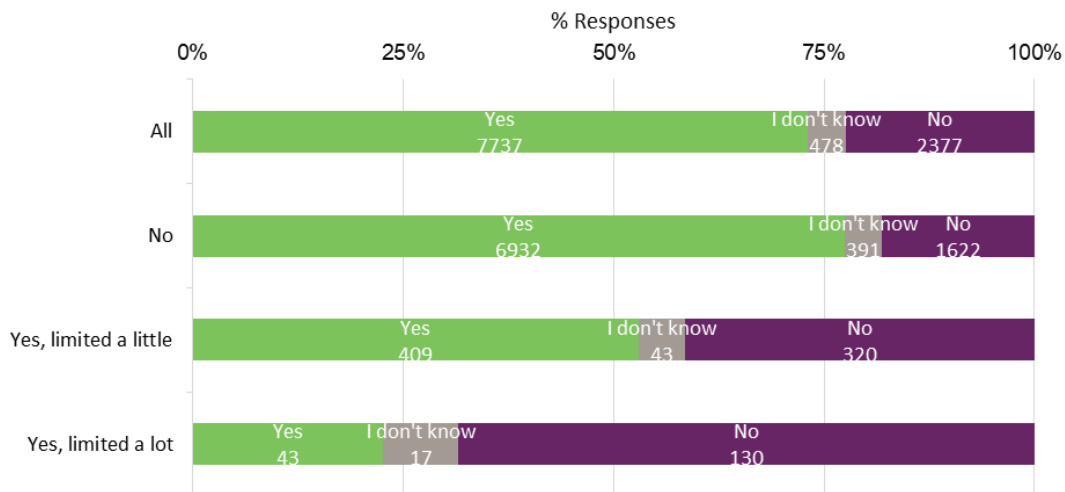
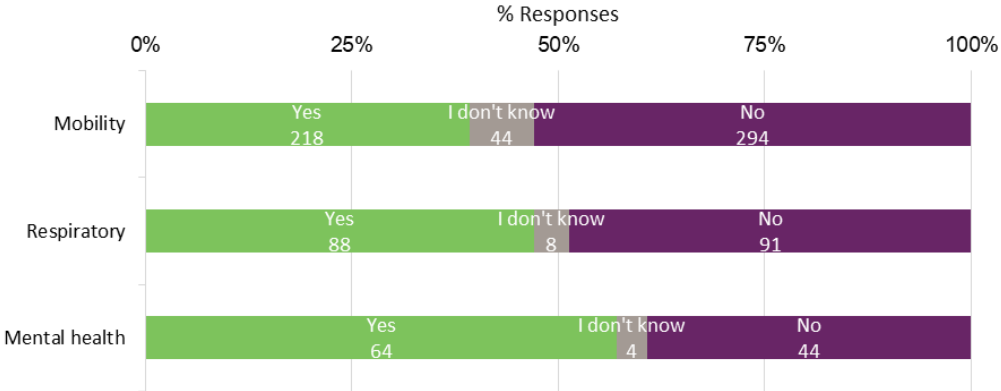


Figure 109 Responses to “Do you want to make the changes permanent?” by type of disability/health issue



For the statement “**The change has made the park a more pleasant place to spend time**”, responses from those who are ‘limited a lot’ by a disability/health issue had more who disagreed/strongly disagreed than those in agreement . For responses from those who are ‘limited a little’ by a disability/health issue there were more responses that agreed/strongly agreed than those who disagreed/strongly disagreed. This was similar for those without a disability or health issue although with higher levels of agreement (Figure 110).

For the statement “**The changes have had a positive impact on the park**” there were more responses that disagreed/strongly disagreed than responses in agreement from those who are ‘limited a lot’ by a disability/health issue. For responses from those who are ‘limited a little’ by a disability/health issue and those without a disability or health issue, there were more responses that agreed/strongly agreed than those who disagreed/strongly disagreed, although higher levels of agreement from the latter group (Figure 111).

When asked whether **the change has had a negative impact on the area surrounding the park**, those who are ‘limited a lot’ by a disability/health issue had more responses strongly agreeing/agreeing than those in disagreement. Responses from those ‘limited a little’ were more evenly split, with slightly more responses in disagreement. Those without a disability had more responses disagreeing/strongly disagreeing than those in agreement(Figure 112).

For the statement **the change has made it harder for me to access the park**, there were more responses that agreed/strongly agreed than responses in disagreement from those who are ‘limited a lot’ by a disability/health issue. The highest level of disagreement came from responses without a disability/health issue (Figure 113). In addition to this, of those whose disability/health issue relates to ‘Mobility’ 54% agreed or strongly agreed with this statement.

Figure 110 Responses to “These changes have made the park a more pleasant place to spend time” by disability/health issue

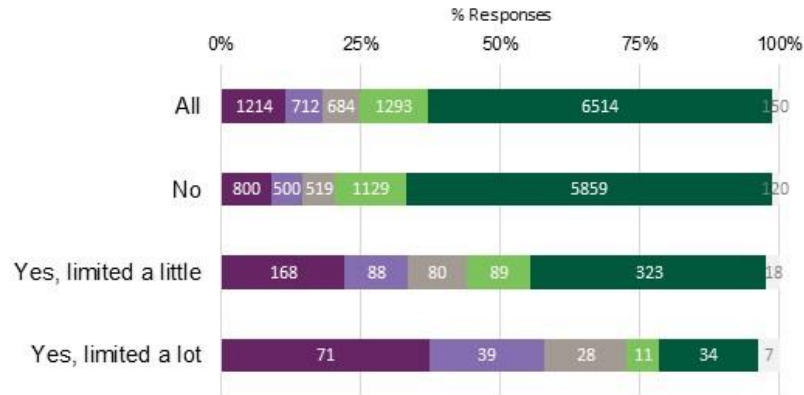


Figure 111 Responses to “The changes have had a positive impact on the park” by disability/health issue

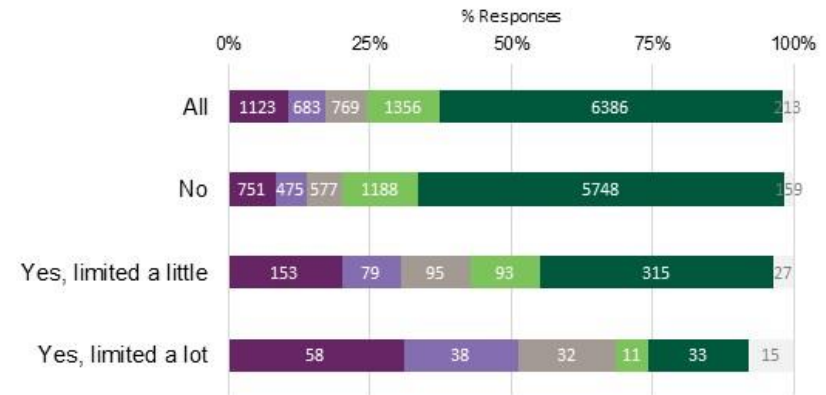


Figure 112 Responses to “The changes have had a negative impact on the area surrounding the park” by disability/health issue

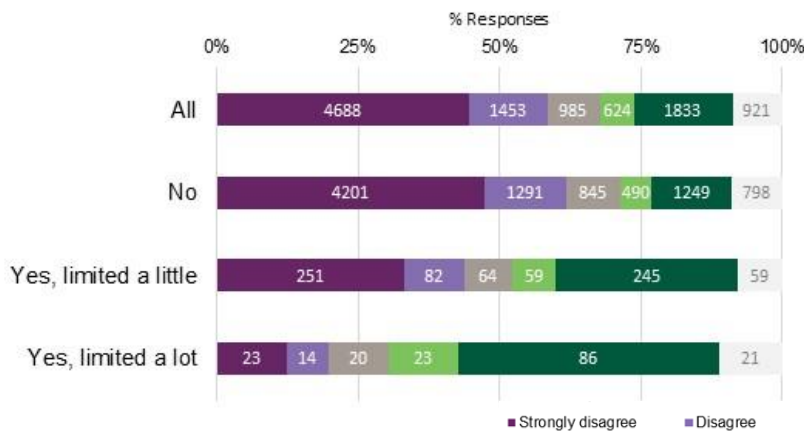
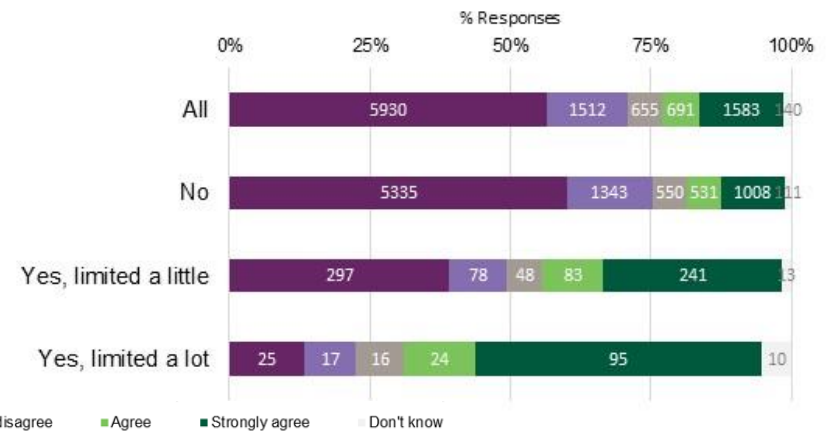


Figure 113 Responses to “The changes have made it harder for me to access the park” by disability/health issue



7. Appendix

7.1 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.

7.1.1 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 numb	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				

7.1.2 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 filled in surveys at face to face events across all parks



7.2 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 unless stated.
- 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.