



Movement Strategy: Consultation Responses

**St James's Park and The Green
Park**

08 March 2021



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Contents

Executive summary	3
1. St James’s Park and The Green Park	4
1.1 St James’s Park and The Green Park: Movement Strategy	4
1.2 About the survey	5
2. Responses: Overall	6
2.1 Should the changes be made permanent?	6
2.2 Views on how the changes are working	7
2.3 Further Responses: Open text	8
3. Respondent location	11
3.1 Respondent location	11
3.2 Responses by respondent location	11
4. Responses: Park users	13
4.1 Respondent park use	13
4.2 Park user frequency	16
4.3 Responses by park user type	17
5. Responses: Park access	20
5.1 How respondents access the park	20
5.2 Responses by park access mode	21
6. Respondent demographics	24
6.1 Respondent demographics	24
6.1.1 Gender	24
6.1.2 Age	25
6.1.3 Disability/health issue	26
6.1.4 Ethnicity	26
6.2 Responses by gender	28
6.3 Responses by age	30
6.4 Responses by disability/health issue	30
7. Appendix	31
7.1 Detail of outreach and engagement	31
7.1.1 Stakeholder mapping and digital outreach	31
7.1.2 Face to face engagement	32
7.2 Methodology	33

Executive summary

- This report details the results of The Royal Parks' Movement Strategy public consultation for St James's Park and The Green Park.
- The scheme consisted of the expansion of the regular Sunday motor vehicle restriction on The Mall and Constitution Hill to include Saturday.
- There were a total of 794 responses to the survey.
- 79% of responses were supportive of the scheme being made permanent whereas 19% were not and 2% were not sure.
- 79% of responses said they thought the changes have made the park a more pleasant place to spend time and 79% said that the changes have had a positive impact on the park.
- 18% of responses said they thought the changes have had a negative impact on the area surrounding the park while 16% of responses said the changes have made it harder for them to access the park.
- The majority of responses were from non-local postcodes. While there were not enough responses for a detailed comparison, patterns of responses between local and non-local responses were similar, although non-local responses were slightly more positive about the scheme.
- The most common use of the parks was "Walking" followed by "Cycling". Other common choices include "Relaxation/Mental wellbeing" and "Travel or commute through the park without stopping (principally by taxi/coach or cycling)". All analysed park user types – except those driving through by taxi/coach – were positive about the scheme overall.
- The most common travel mode to the park selected by respondents was "Cycle" followed by "Public Transport", "Walk" and "Taxi/Coach". Among the different modes of transport, people who cycle and take public transport were most in favour of the scheme.
- Open text responses gave further insight into respondent opinions of the trial, including requests to further expand the scheme, comments on how the scheme has improved the park environment, concerns about the impact on congestion in the wider area, the need for further cycling infrastructure and facilities and concerns from taxi drivers on the impact of the scheme on their trade.

1. St James's Park and The Green Park

This report details the results of The Royal Parks Movement Strategy consultation survey for changes made in St James's Park and The Green Park.

1.1 St James's Park and The Green Park: Movement Strategy

The Royal Parks' Movement Strategy was published in February 2020¹. As part of this, trials in six Royal Parks have been undertaken.

In St James's Park and The Green Park, the following trial was implemented:

- **The expansion of the regular Sunday motor vehicle restriction on The Mall and Constitution Hill to include Saturday.**

The road has remained open to all park users walking, cycling and wheeling. People driving have not been able to use The Mall and Constitution Hill as through route at any time on Saturday and Sunday during this trial (Figure 1).

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.



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

Figure 1 Map of changes in St James's and The Green Park



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

794
total responses to the
consultation survey

In total, there were 794 responses to the survey. Of these, 682 were captured online and 112 were through face to face surveys.

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.

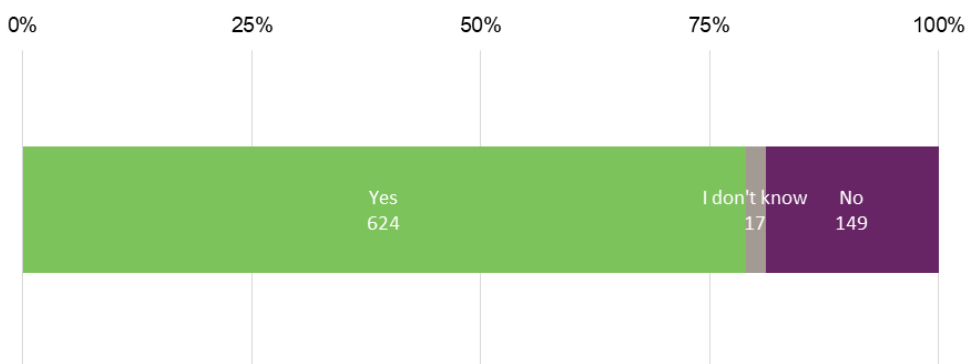
- 79% of responses said they thought the changes should be made permanent
- 79% of responses said they thought the changes have made the park a more pleasant place to spend time and 79% said that the changes have had a positive impact on the park
- 18% of responses said they thought the changes have had a negative impact on the area surrounding the park while 16% of responses said the changes have made it harder for them to access the park.

2.1 Should the changes be made permanent?

Respondents were asked whether they thought the changes should be made permanent (Figure 2). Of those that answered the question, 79% (624 responses) said they thought the changes should be made permanent. This is compared to 19% (149 responses) who thought the changes should not be made permanent, while 2% (17 responses) said they did not know.

79%
think the scheme should be made permanent

Figure 2 Overall responses to “Do you think the changes should be made permanent?”



2.2 Views on how the changes are working

Respondents were asked the extent to which they agreed with a series of statements about how the **expansion of the regular Sunday motor vehicle restriction on The Mall and Constitution Hill to include Saturday** is working for them (Figure 3).

For the statement **“These changes have made the park a more pleasant place to spend time”** 79% (625 responses) said they agreed/strongly agreed. This is compared with 17% (132 responses) who disagreed/strongly disagreed. 4% (29 responses) said they neither agreed nor disagreed, while 1% (7 responses) said they did not know.

For the statement **“The changes have had a positive impact on the park”** 79% (625 responses) said they agreed/strongly agreed. This is compared with 17% (133 responses) who disagreed/strongly disagreed. 3% (20 responses) said they neither agreed nor disagreed, while 2% (14 responses) said they did not know.

For the statement **“The changes have had a negative impact on the area surrounding the park”** 18% (139 responses) said they agreed/strongly agreed. This is compared with 72% (573 responses) who disagreed/strongly disagreed. This was the statement that most people were neutral or undecided about, with 5% (36 responses) that said they neither agreed nor disagreed, and 5% (43 responses) that said they did not know.

For the statement **“The changes have made it harder for me to access the park”** 16% (130 responses) said they agreed/strongly agreed. This is compared with 80% (636 responses) who disagreed/strongly disagreed. 2% (18 responses) said they neither agreed nor disagreed, while 2% (7 responses) said they did not know.

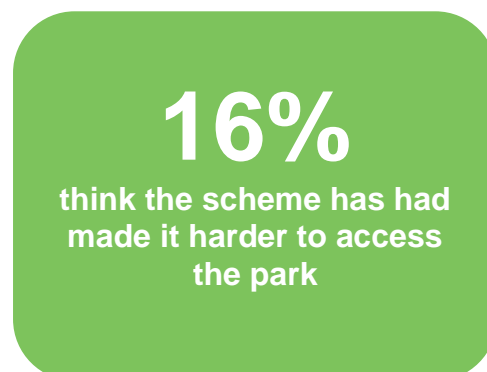
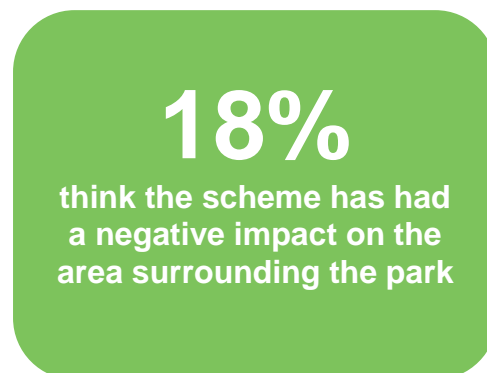
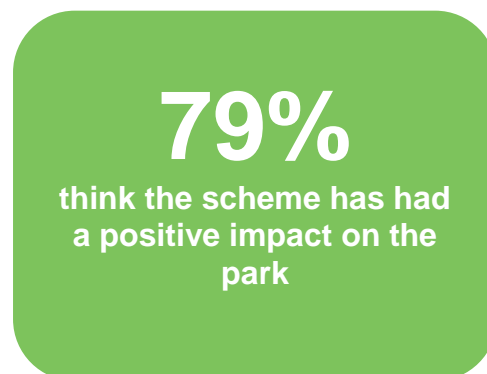
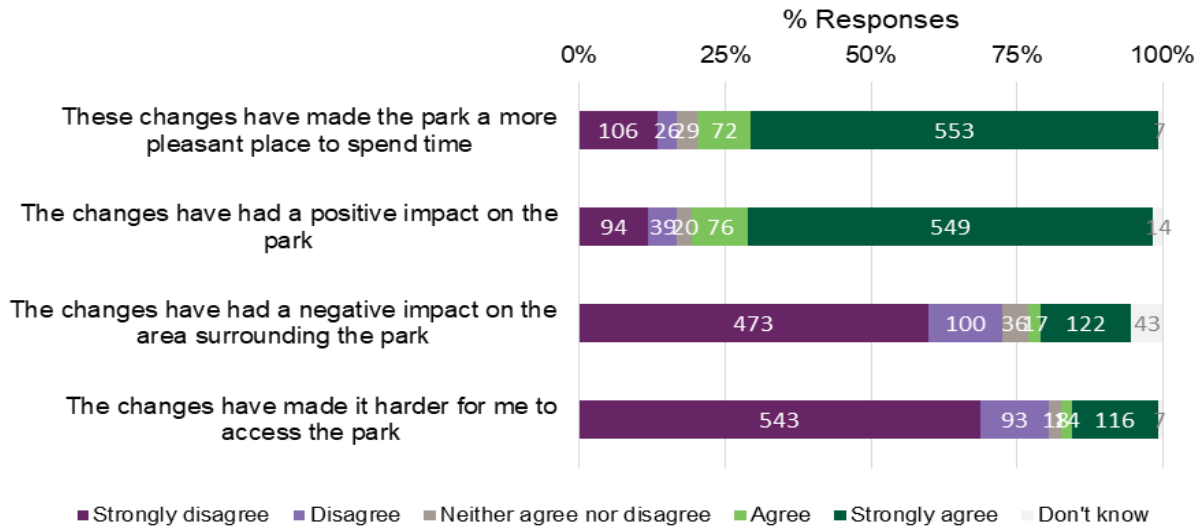


Figure 3 Overall responses to “Thinking about the scheme, to what extent do you agree with the following statements?”



2.3 Further Responses: Open text

In total 363 responses provided further comments. The most common themes raised were:

Support for further changes discouraging motor vehicles

The most common theme in the comments was support for further restrictions for motor vehicles. In particular, respondents requested that the scheme be extended to 7 days a week and 24 hours a day. In addition, some responses suggested other roads that restrictions could be extended to, notably Birdcage Walk.

“These changes should be 24/7. The only time it is truly peaceful and accessible around the parks is when car traffic is entirely cut out.” (SJ0114, SW1P)

“These changes could be further reaching to close to traffic every day of the week. Having worked in the area in the tourism industry, busy periods here are not restricted to weekends, and the roads are often closed off for events anyway so making it permanent would reduce disruption by ensuring that vehicles expecting to be able to cut through the park are not able to at any time, rather than finding it unexpectedly closed on many occasions.” (SJ0274, SW17)

“Motor traffic should be prevented from Constitution Hill and The Mall permanently, all week, not just during daylight on the weekends. What would really have a positive impact is to also

close Birdcage Walk and Horse Guards Road to traffic. This would really make the park a space for people, rather than traffic.” (SJ0675, SW19)

Improved environment for park users due to closures

A number of comments focussed on the improved park environment, citing noise, air pollution and safety for people walking and cycling as key elements that the changes have had a positive impact on.

“The changes have not only made the parks safer and more pleasant to use but have significantly improved their air quality. I hope that they can be made permanent.” (SJ0056, SW6)

“What a change it's been, the area is now lovely to visit and enjoy on the weekends, without noise and fumes from traffic. The changes should be made permanent across the week, not just Saturday and Sunday - but this is a good start!” (SJ0227, W12)

Scheme has increased traffic in the surrounding area

There were a number of comments that raised concerns about an increase in traffic in the surrounding area. Comments tended to refer to the general area rather than mentioning specific roads or areas that have seen an increase in traffic, although those that did included Pall Mall, St James Street, Piccadilly, and Parliament Square. All of these comments came from non-local responses.

“Increasing the number of days the Mall is closed to traffic is unnecessary and simply causes inconvenience and increased traffic on other roads. There are plenty of crossing points for pedestrians to cross from one side to the other and access both parks” (SJ0071, SE11)

“By restricting traffic flow you're creating a ring of extra emissions round the park. Traffic won't evaporate. Open all the roads ... to relieve pressure.” (SJ034, DA2)

“By cutting this route through the park you will be consigning pall mall and st James Street and picadilly [sic] to complete gridlock” (SJ0535, W7)

Need more walking/cycling infrastructure in the parks and wider area

A number of comments raised issues with walking and cycling infrastructure in the park's wider area. This included making infrastructure for people walking and cycling clearer, improving cycling facilities, as well as linking up to wider infrastructure and improving infrastructure in the surrounding area.

“Cyclists should have limited access to areas of the park and come as a second option behind pedestrians. Cycle paths for 'commuting' purposes should be much more clearly defined and pedestrian free.” (SJ0304, NW1)

“Please provide more cycle parking and public toilets” (SJ0477, SE26)

“Think about the onwards connections for cycling through the city, but otherwise yes please to more like this!” (SJ0108, E3)

Additional comments:

A number of comments came from taxi drivers. As well as emphasising increased congestion and journey times, comments from this group included requests to make taxis exempt from the restrictions, concerns about the impact the changes were having on taxis, and the important role taxis play, including transporting older people and disabled people.

“Please don’t permanently implement the closure of Constitution Hill and The Mall on Saturday. I need to drop off and pick up passengers including wheelchair users. Also the surrounding roads such as Grosvenor Place, Lower Grosvenor Place, Piccadilly, St James’s Street and Pall Mall will be more busy.” (SJ0233)

“Please leave these roads open, I’m a London taxi driver and my customers LOVE to driven thru the parks to view the lovely scenery , palaces and listen to the stories I tell them. They don’t all want to stop and visit they enjoy to be driven through for a beautiful view from my electric taxi. Please keep them open, London is suffering enough with all the other road closures! These will just cause more pollution, congestion & longer journeys for everyone.” (SJ0069, IG8)

“This obsession with constantly closing roads and restrictions just pushes the traffic elsewhere. You are actually increasing pollution! I am a taxi driver ... some people actually need to use our fully accessible vehicles. By restricting access you are increasing fares for people who need us most. Give taxis access please.” (SJ0187, RM7)

Other comments made by a variety of people included comments on dangerous interactions between people cycling and other park users, general comments on traffic and pollution in London, comments on the impact of COVID-19, and comments about the survey itself.

3. Respondent location

This section looks at where responses came from and differences between local and non-local responses.

- 2% of responses were from local postcodes.
- While there were not enough responses for a detailed comparison, the patterns of responses between local and non-local responses were similar, although non-local responses were overall slightly more positive about the scheme.

3.1 Respondent location

Respondents were asked to provide their post code district. Five postcodes were considered local to St James's Park and The Green Park: SW1A, W1J, SW1H, SW1E, and SW1Y. Of those that answered the question, 2% (14 responses) were from local postcodes, while 80% (636 responses) were from non-local postcodes. The remaining responses did not provide a valid postcode. The postcode district with the largest number of responses was SW1V with 2% (19 responses), with other responses coming from a range of postcodes within Greater London (Figure 4).



3.2 Responses by respondent location

There were not enough responses from local postcodes to provide a detailed comparison between local and non-local postcodes. As such, this section gives a brief overview of results by location.

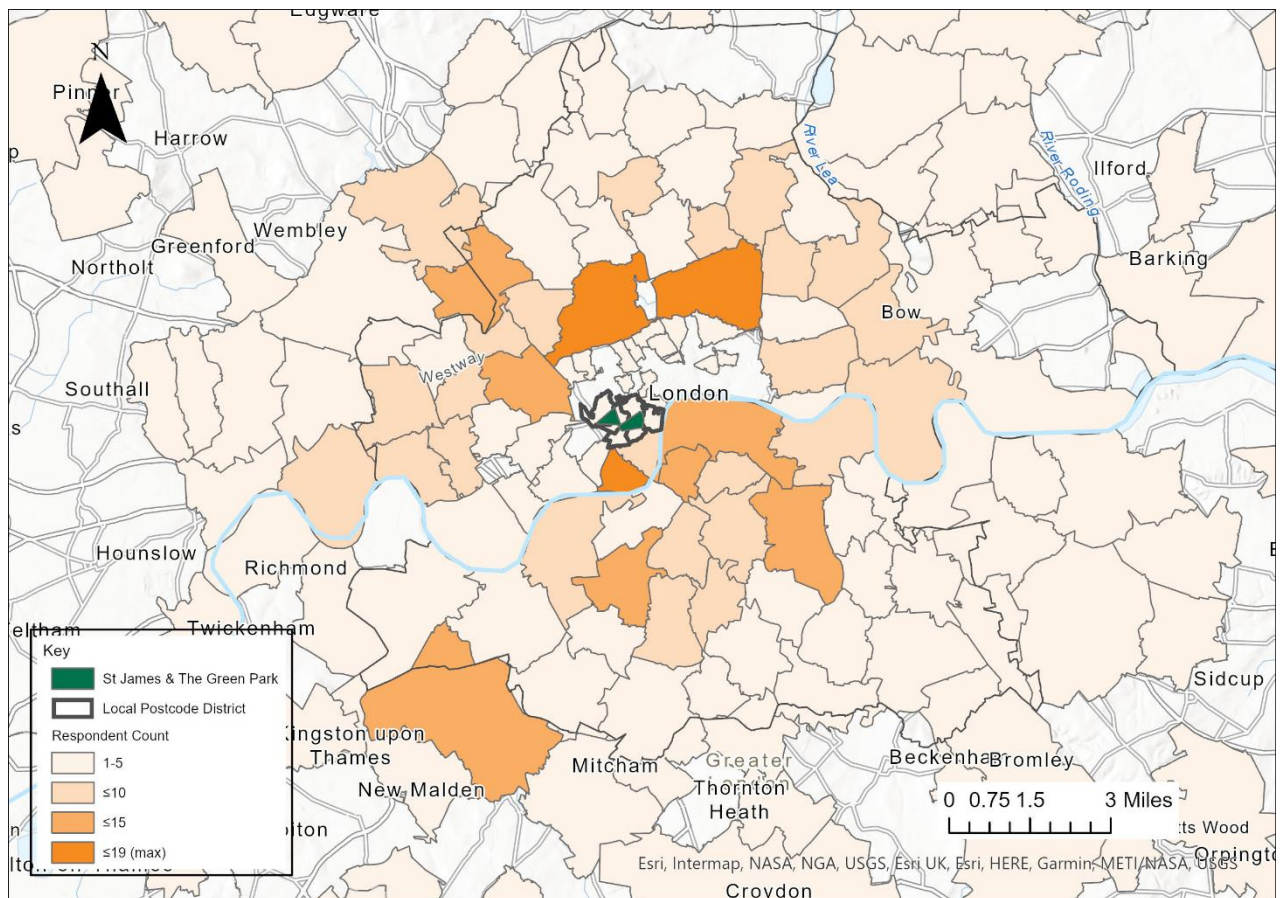
The majority of responses from local and non-local postcodes both said they thought the scheme should be made permanent. However, responses from local postcodes had slightly

fewer responses saying that the scheme should be made permanent than those from non-local postcodes.

There were similar patterns of results for questions relating to how the changes were working. Most respondents from both local and non-local postcodes agreed or strongly agreed that the changes have made the park more pleasant and had a positive impact on the park, with slightly higher levels of agreement from non-local postcodes.

Most respondents from both local and non-local postcodes disagreed or strongly disagreed that the changes had a negative impact on the area surrounding the park and have made it harder to access the park, with higher levels of disagreement from non-local postcodes. For the former point, non-local postcodes had a higher number of responses that said they did not know.

Figure 4 Map of respondent location



4. Responses: Park users

This section details how respondents use the park and the differences between park users.

- The most common use of the parks selected was “Walking” followed by “Cycling”. Other common choices include “Relaxation/Mental wellbeing” and “Travel or commute through the park without stopping (principally by taxi/coach or cycling)”.
- All park user groups analysed were in favour of making the scheme permanent, except for those who drive through the Park by taxi/coach without stopping who were overall not in favour of making the scheme permanent.
- All park user groups analysed – except those who drive through by taxi/coach – thought the scheme was having a positive impact on the park and making it a more pleasant place to spend time, without having an adverse effect on park accessibility or on the area surrounding the park.

4.1 Respondent park use

Respondents were asked what they usually do in St James’s & The Green Park. They were able to select up to three activities from a multiple choice list, which included an “Other” option (Figure 5).

The most common option selected by respondents was “Walking” with 68% of responses (541 responses). These respondents were also asked about the type of walking they most commonly do in St James’s Park and The Green Park. Of these responses, 86% (463 responses) said “Casual stroll/with family or children”, 4% (20 responses) said “Dog walking”, 3% (14 responses) said “Hiking” and 8% (41 responses) said “Other” (Figure 6).



Figure 5 Respondent activities in St James’s Park and The Green Park

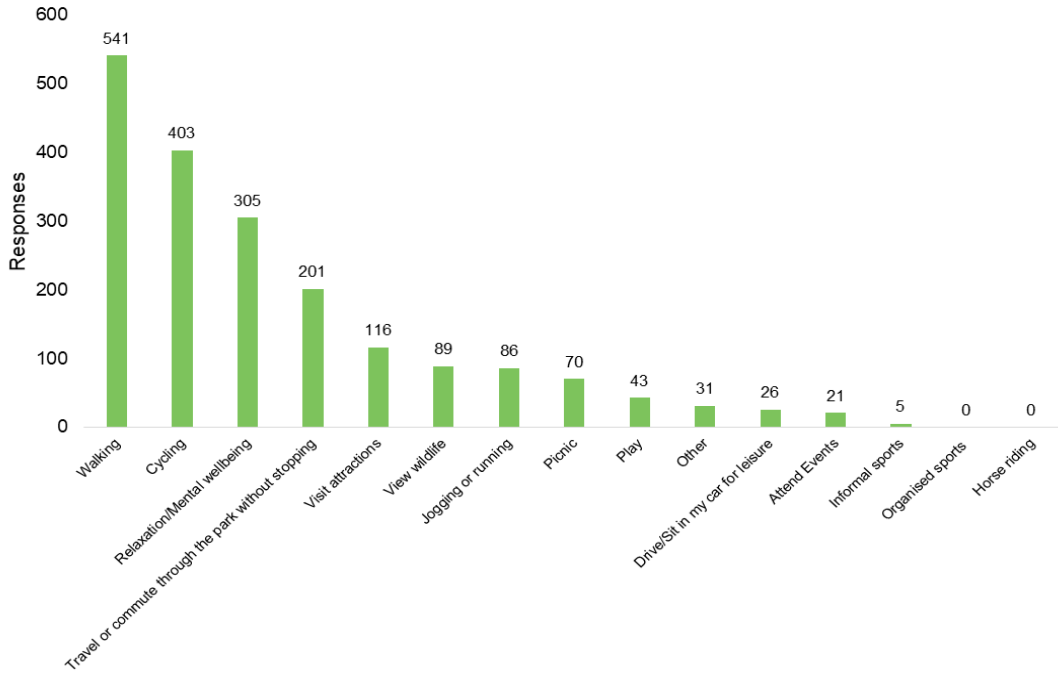
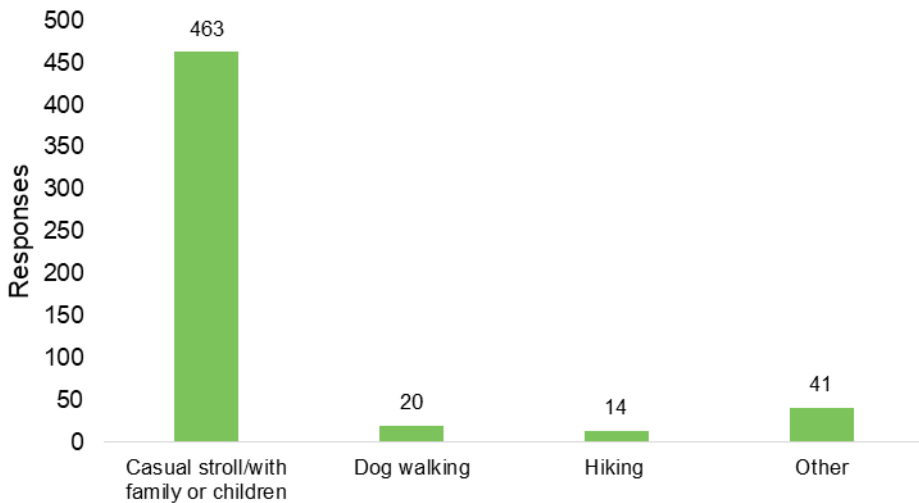


Figure 6 Type of walking



The second most common option selected by respondents was “Cycling” with 51% of responses (403 responses). These respondents were also asked about the type of cycling they most commonly do in in St James’s Park and The Green Park. Of these responses, 41% (163 responses) said “Moderate exercise”, 35% (139 responses) said “Utility/Transport/Commuter cycling”, 23% (92 responses) said “Casual/Sightseeing/with children”, 1% (3 responses) said “Sport/Race/Club cycling”, and 1% (4 responses) selected “Other” (Figure 7).

Other common activities included 38% (305 responses) selecting “Relaxation/Mental wellbeing”, 25% (201 responses) selecting “Travel or commuting through the park without stopping”, 15% (116 responses) selecting “Visiting attractions”, 11% (89 responses) selecting “Viewing wildlife”, and 11% (86 responses) selecting “Jogging or running”.

Of those who selected “Travel or commuting through the park without stopping”, 44% (88 responses) said they travelled by taxi/coach, 35% (70 responses) said cycle, 15% (29 responses) said walk and 1% (2 responses) said “Other” (Figure 8). 0 responses said wheelchair/mobility scooter, despite this being an option.

Figure 7 Type of cycling

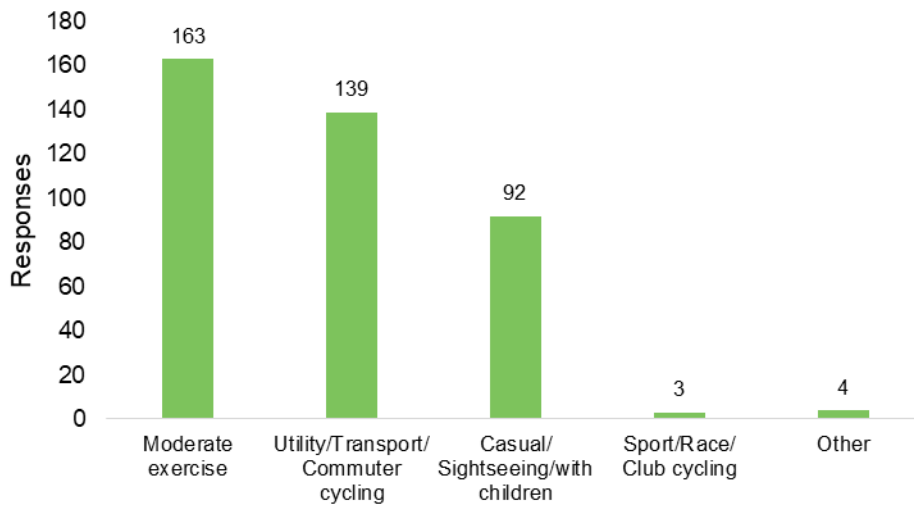
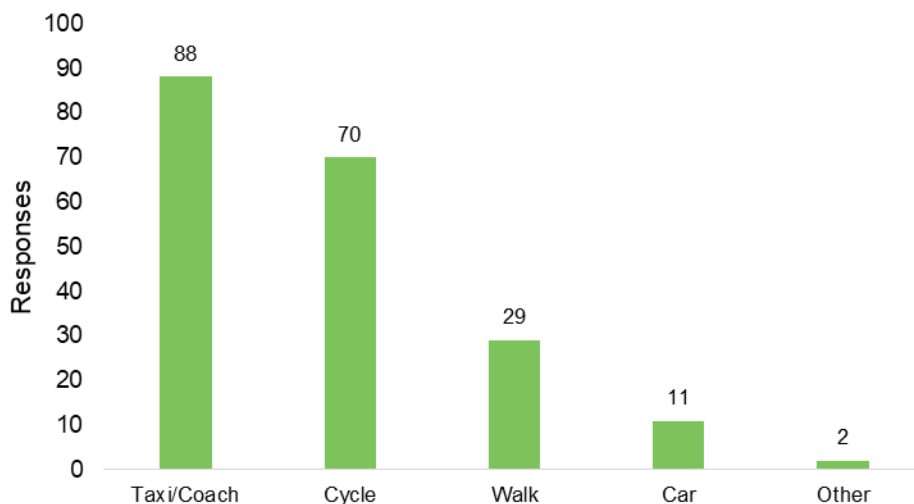


Figure 8 Mode of travel or commute through the park

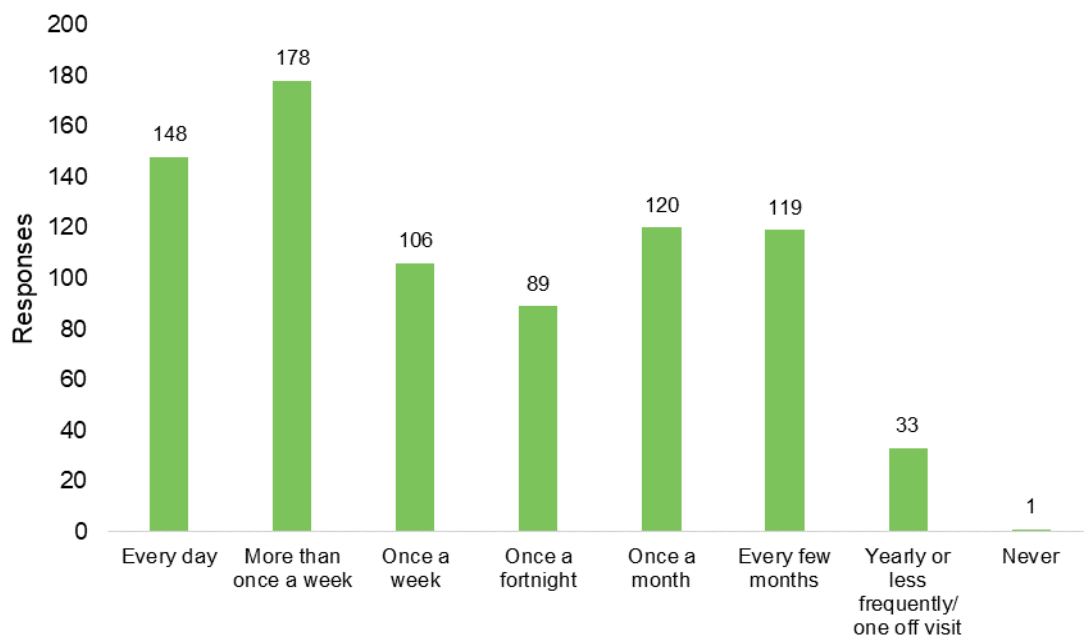


4.2 Park user frequency

Respondents were asked roughly how often they visit or travel through St James's Park and The Green Park (Figure 9). The most common response was "More than once a week" with 22% of responses (178 responses). Many respondents are regular park visitors, with 66% (521 responses) saying they visit once a fortnight or more frequently.

66%
visit the parks at least once a fortnight

Figure 9 How often do respondents visit or travel through St James's Park and The Green Park



4.3 Responses by park user type

This section compares responses by park user type, showing a breakdown for the three most common user types: walking, relaxation/mental wellbeing and cycling. To provide a comparison, responses from those who drive through the park by car/taxi/coach² have also been included in this section.

Respondents who use the park for walking and for relaxation/mental wellbeing responded very similarly when asked if the **Saturday motor vehicle restriction on The Mall and Constitution Hill should be made permanent.**

87% (465 responses) of those who use the park for walking and 87% (262 responses) of those who use it for relaxation/mental wellbeing supported the change becoming permanent (Figure 10). This is compared to 12% (62 responses) of people who use the park for walking and 11% (34 responses) who use it for relaxation/mental wellbeing who did not think the changes should be made permanent.

94% (377 responses) of those who use the park for cycling thought the scheme should be made permanent, while 5% (21 responses) did not.

The majority of those who use the park for driving through by car, taxi or coach did not think the scheme should become permanent with 98% (97 responses) of car drivers being against permanent change and 2% (2 responses) in favour.

87%

using the park for walking support the scheme being made permanent

94%

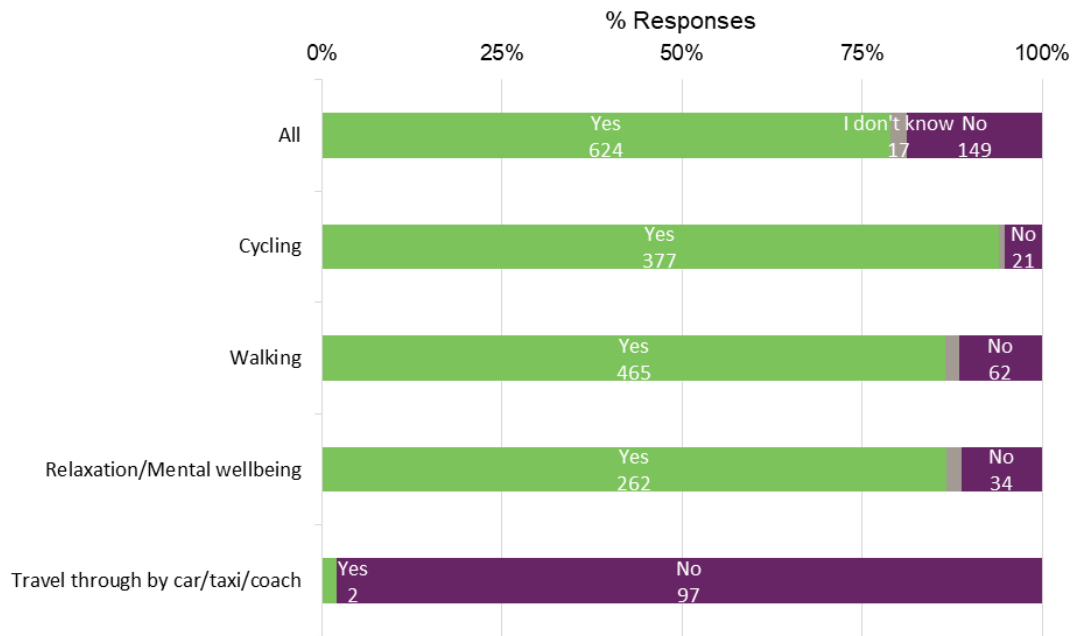
using the park for cycling support the scheme being made permanent

2%

using the park to drive through support the scheme being made permanent

² For this we combined “drive through by car” and “drive through by taxi/coach”. While our threshold for undertaking this analysis fully was n>100, these categories had 99 responses and we have included in analysis for context.

Figure 10 Do you think the changes should be made permanent by park user type?



For the statement “**These changes have made the park a more pleasant place to spend time**” all analysed park user types, except those driving through by car/taxi/coach, had more responses agreeing/strongly agreeing compared with those in disagreement (Figure 11).

For the statement “**The changes have had a positive impact on the park**” all analysed park user types, except those driving through by car/taxi/coach, had more responses agreeing/strongly agreeing compared with those in disagreement (Figure 12).

For the statement “**The changes have had a negative impact on the area surrounding the park**” all analysed park user types, except those driving through by car/taxi/coach, had more responses disagreeing/strongly disagreeing compared with those in agreement (Figure 13).

When asked if **the change has made it harder to access the park**, all analysed park user types, except those driving through by car/taxi/coach, had more responses disagreeing/strongly disagreeing compared with those in agreement (Figure 14).



Figure 11 Park user responses to “These changes have made the park a more pleasant place to spend time”

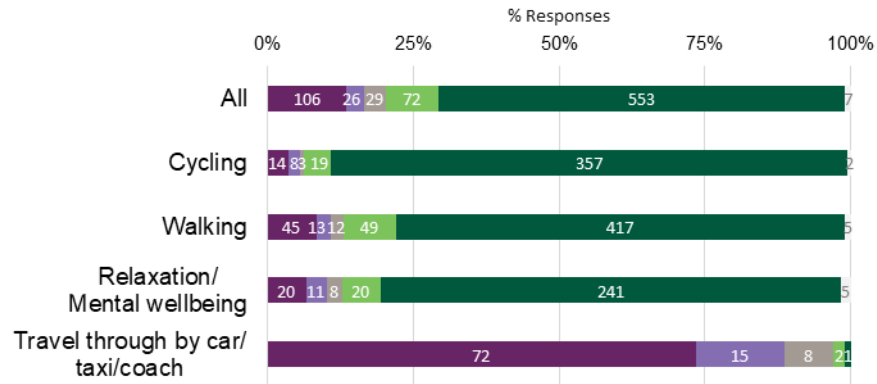


Figure 12 Park user responses to “The changes have had a positive impact on the park”

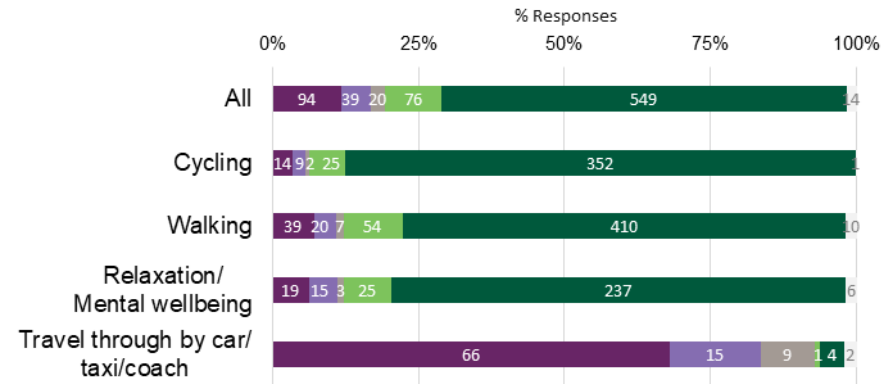


Figure 13 Park user responses to “The changes have had a negative impact on the area surrounding the park”

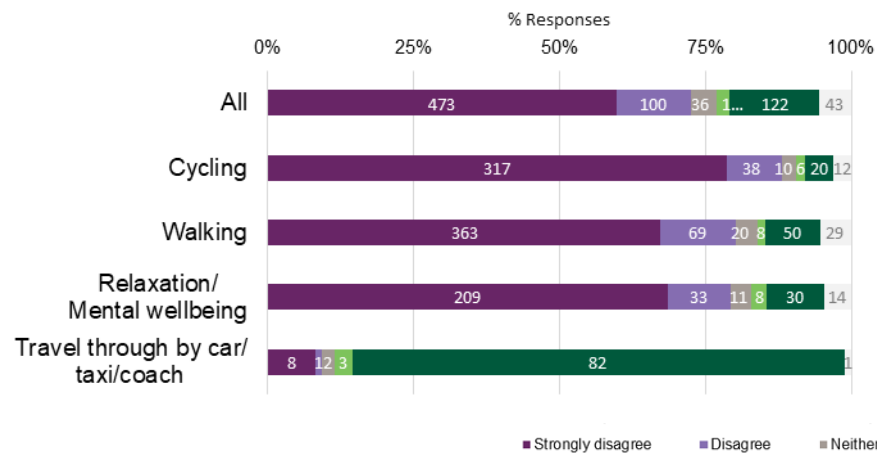
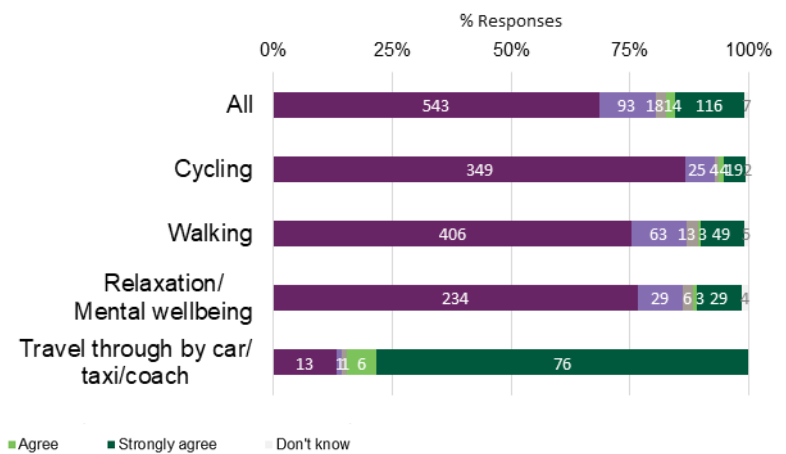


Figure 14 Park user responses to ” “The changes have made it harder for me to access the park”



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

5. Responses: Park access

This section looks at how respondents access the park and the differences in responses across travel modes.

- The most common travel mode selected by respondents was “Cycle” followed by “Public Transport”, “Walk” and “Taxi/Coach”.
- Those accessing the park by taxi/coach were generally less supportive of the scheme than those accessing the park by walking, cycling or public transport.

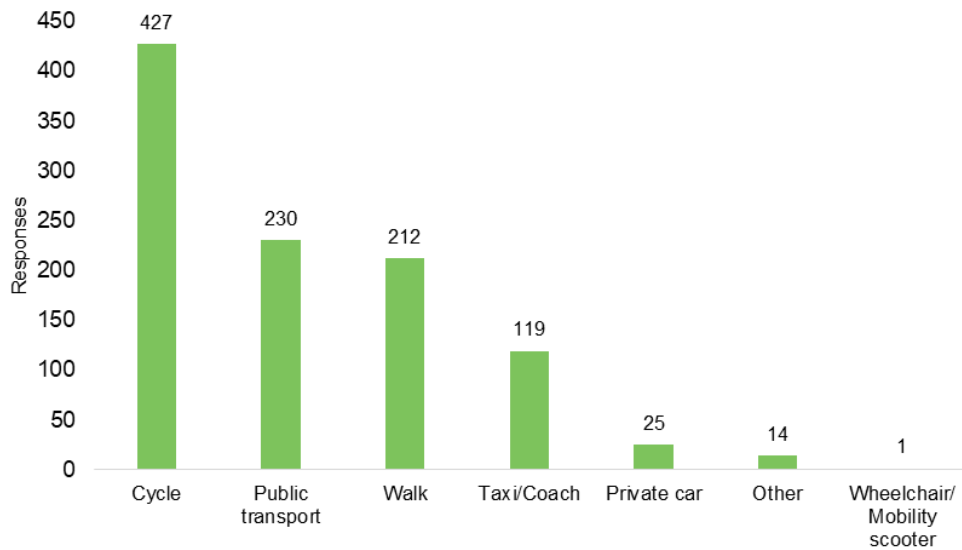
5.1 How respondents access the park

Respondents were asked how they most commonly travel to St James’s Park and The Green Park. They were able to select up to two travel modes from a multiple choice list, which included an “Other” option (Figure 15).

The most common travel mode selected by respondents was “Cycle” with 54% of responses (427 responses). The second most common option was “Public transport” with 29% (230 responses), followed by 27% (212 responses) having selected “Walk”. Additionally, 15% (119 responses) selected “Taxi/Coach”.



Figure 15 How respondents most commonly access the park



5.2 Responses by park access mode

Responses on whether the **Saturday motor vehicle restriction on The Mall and Constitution Hill** should be made permanent varied based on respondents travel mode to the park. People who cycle and take public transport were most positive about the scheme, whereas those who access the park by taxi/coach were more negative (Figure 16).

Of those who walk to the park, 85% (179 responses) thought the scheme should be made permanent, compared with 11% (24 responses) who did not.

For people cycling to the park, 97% (413 responses) thought the scheme should be made permanent and 2% (8 responses) did not.

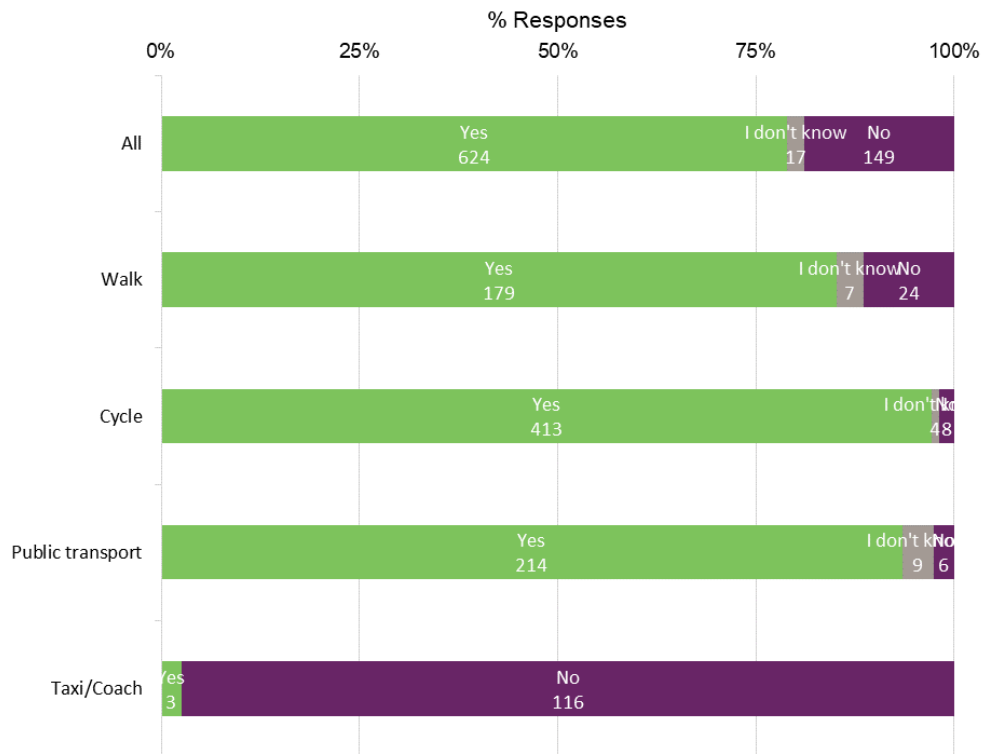
Of those who access the park via public transport, 93% (214 responses) thought the scheme should be made permanent, compared with 3% (6 responses) who did not.

For those accessing by taxi/coach, 3% (3 responses) thought the scheme should be made permanent, compared with 98% (116 responses) who did not.

85%
accessing the park by walking support the scheme being made permanent

93%
accessing the park by public transport support the scheme being made permanent

Figure 16 Do you think the changes should be made permanent by park access type?



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 taxi/coach (Figure 17).

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 taxi/coach. (Figure 18).

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 disagreeing/strongly disagreeing were those who access the park by taxi/coach (Figure 19).

The only group that had more responses agreeing/strongly agreeing that **the change has made it more difficult to access the park** than those disagreeing/strongly disagreeing were those who access the park by taxi/coach (Figure 20).

Figure 17 Responses to “The changes have made the park a more pleasant place to spend time” by park access mode

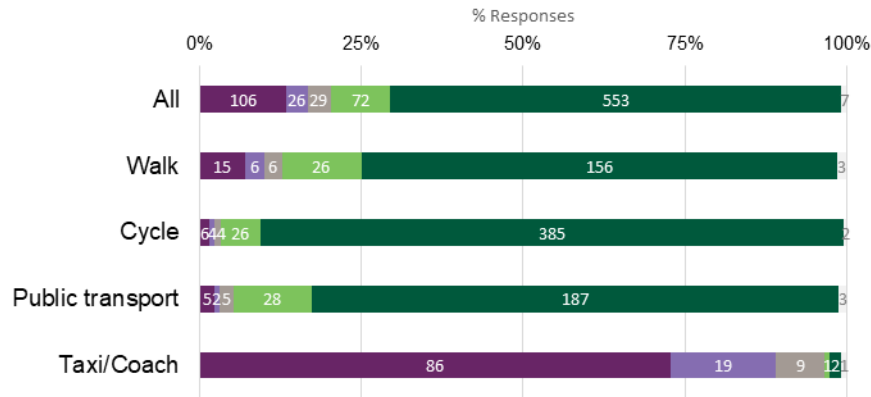


Figure 18 Responses to “The changes have had a positive impact on the park” by park access mode

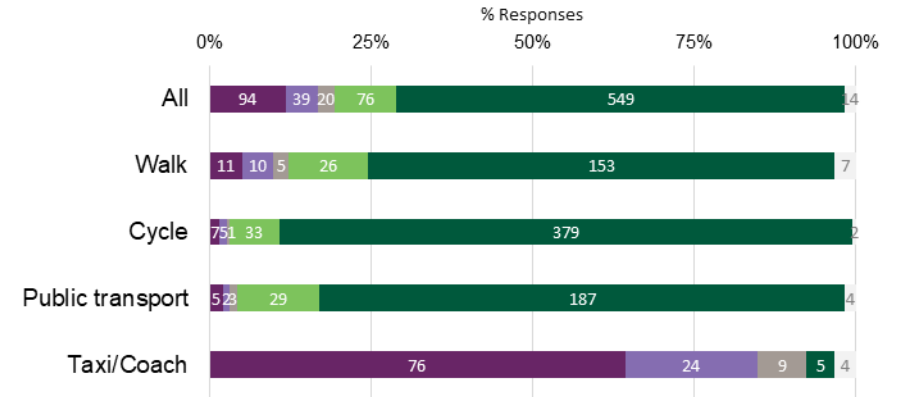


Figure 19 Responses to “The changes have had a negative impact on the area surrounding the park” by park access mode

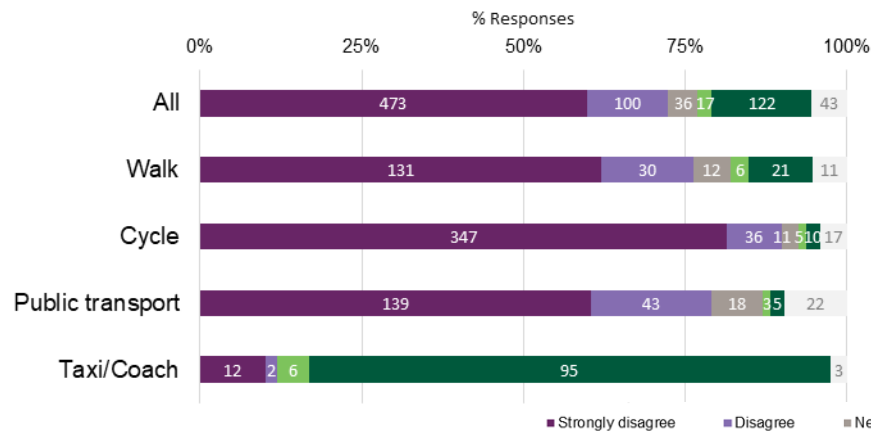
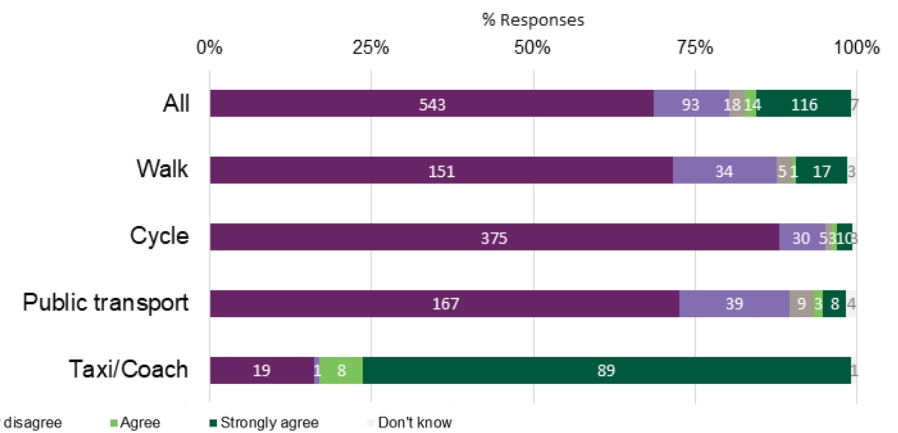


Figure 20 Responses to “The changes have made it harder for me to access the park” by park access mode



6. Respondent demographics

This section summarises respondent demographics.

- More men than women responded to the survey. The most common age category was 35-44 year olds, and the most common ethnic group was “White”
- Women and non-disabled respondents were more positive towards the scheme than men and disabled respondents. There were no clear trends between age groups.

6.1 Respondent demographics

Respondents were asked a series of demographic questions. This was to track how representative the survey responses were and to explore how the changes potentially affected groups differently³.

6.1.1 Gender

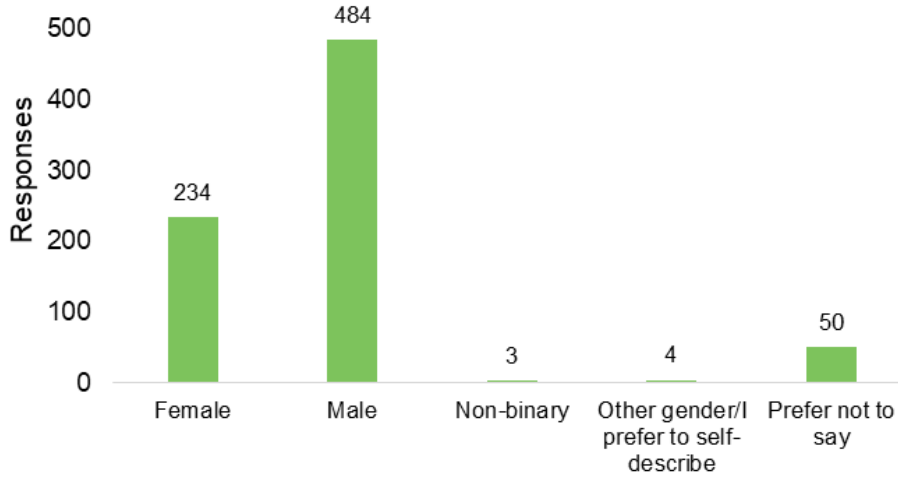
Of all respondents, 30% (234 responses) said they were female and 62% (484 responses) were male (Figure 21). Less than 1% (3 responses) said they were non-Binary and 1% (4 responses) said they were another gender or preferred to self-describe⁴. 7% (50 responses) preferred not to say.



³ See Appendix for an explanation on how demographic questions were asked.

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>

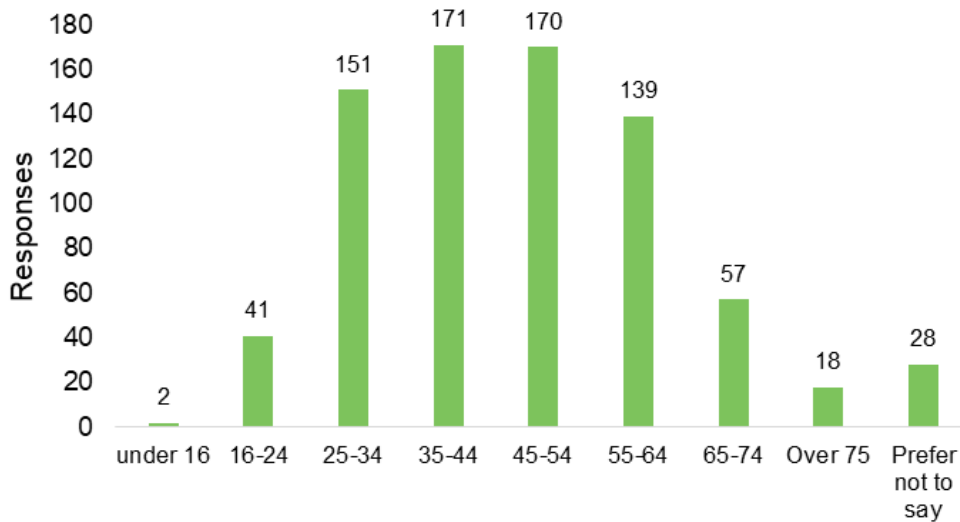
Figure 21 Gender of responses



6.1.2 Age

The most common age groups selected was 35-44 year olds, with 22% of responses (171 responses), and 45-54 year olds with 22% of responses (170 responses; Figure 22). Compared with UK averages⁵, these age groups are overrepresented. The least common age groups to respond⁶ were 16-24 year olds with 5% of responses (41 responses) and 75+ age group with 2% of responses (18 responses). Compared with UK averages, these age groups are underrepresented. There were 4% of responses (28 responses) who preferred not to provide their age.

Figure 22 Age of responses



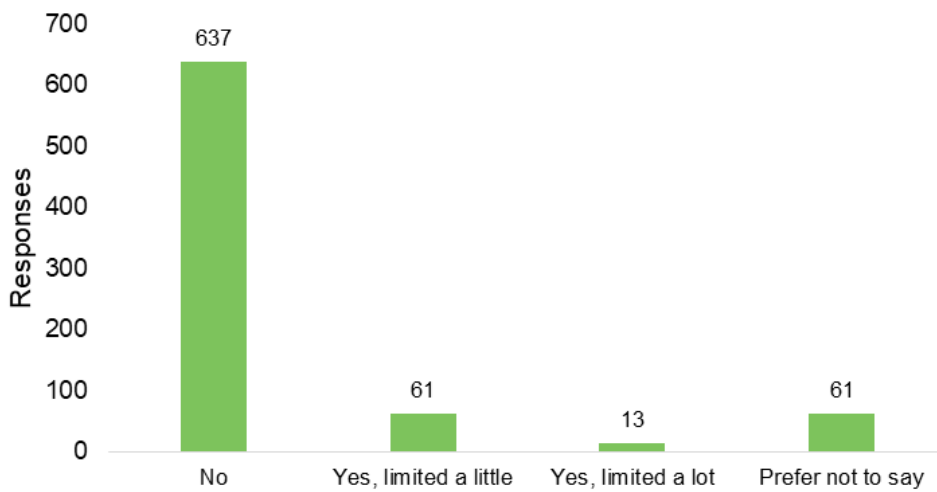
⁵<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/tablea21principalprojectionukpopulationinagegroups>

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

6.1.3 Disability/health issue

Overall, 83% (637 responses) said they did not have a disability/health issue, while 8% (61 responses) said their day to day activities were “limited a little” by a disability or health issue and 2% (13 responses) indicated they were “limited a lot” (Figure 23). 8% (61 responses) preferred not to say. Of those with a disability, 40% (35 responses) said it related to “Mobility”.

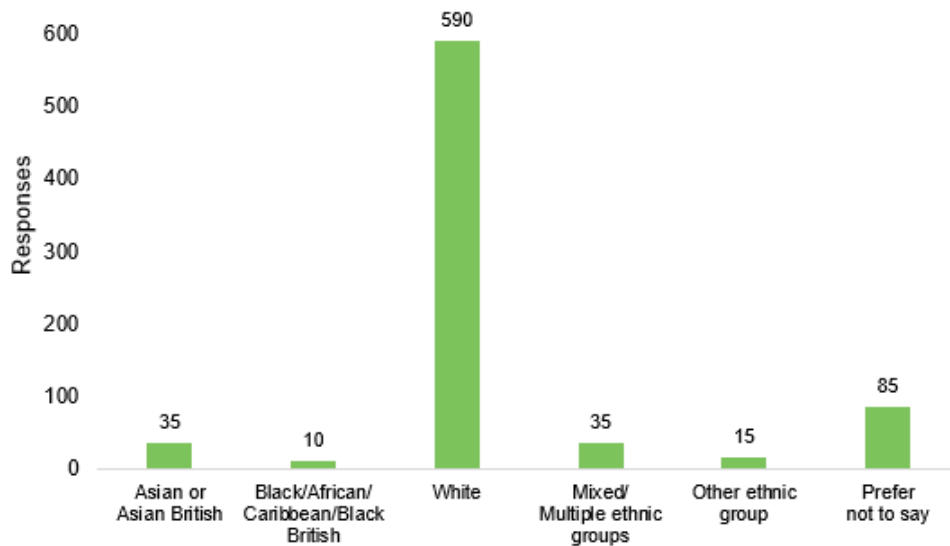
Figure 23 Disability/health issue of responses



6.1.4 Ethnicity

The most common ethnicity selected was “White” with 77% (590 responses; Figure 24). 5% (35 responses) selected “Asian or British Asian” and 5% (35 responses) also selected “Mixed/Multiple” while 1% (10 responses) selected “Black/African/Caribbean/Black British”. 11% (85 responses) preferred not to say. Compared with UK averages, there was a slight overrepresentation of Mixed/Multiple ethnicities and an underrepresentation of Asian/Asian British and Black/African/Caribbean/Black British ethnicities⁷.

Figure 24 Ethnicity of responses

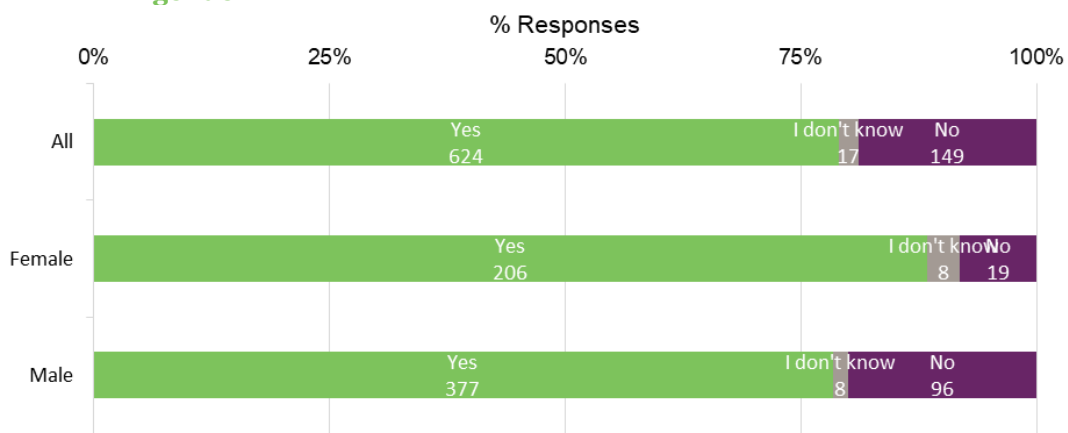


⁷ <https://www.ethnicity-facts-figures.service.gov.uk/uk-population-by-ethnicity/national-and-regional-populations/population-of-england-and-wales/latest>

6.2 Responses by gender

When asked if participants thought that the scheme should be made permanent, 88% (206 responses) of women and 78% (377 responses) of men answered “Yes”. This compared to the 8% (19 responses) of women and 20% (96 responses) of men who answered “No” (Figure 24). There were not enough responses from those who put non-binary or other/self-described genders to provide a comparison.

Figure 25 Responses to “Do you want to make the changes permanent?” by gender



For the statement “**These changes have made the park a more pleasant place to spend time**” both men and women had more responses agreeing/strongly agreeing compared with those in disagreement. However, a higher proportion of responses from women were in agreement (Figure 26).

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 women were in agreement (Figure 27).

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 men were in agreement. (Figure 28).

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 men were in agreement. (Figure 29).

Figure 26 Responses to “These changes have made the park a more pleasant place to spend time” by gender

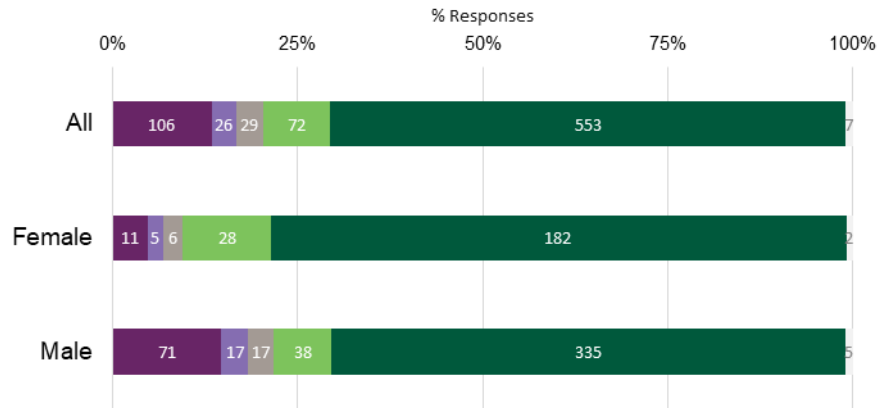


Figure 27 Responses to “The changes have had a positive impact on the park” by gender

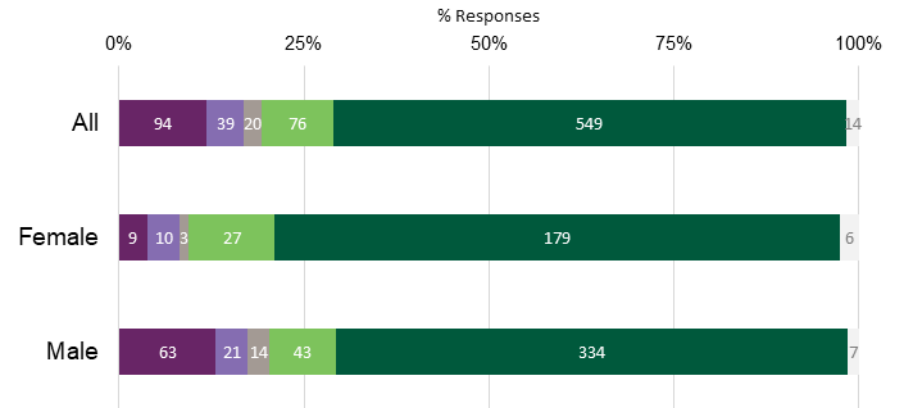


Figure 28 Responses to “The changes have had a negative impact on the area surrounding the park” by gender

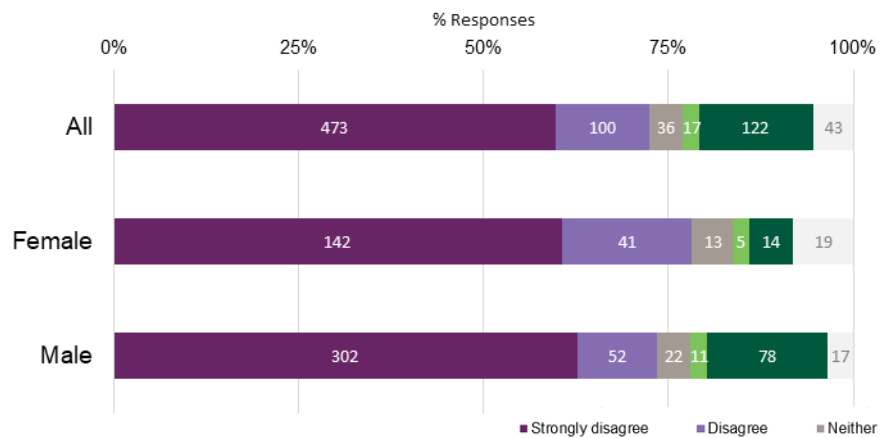
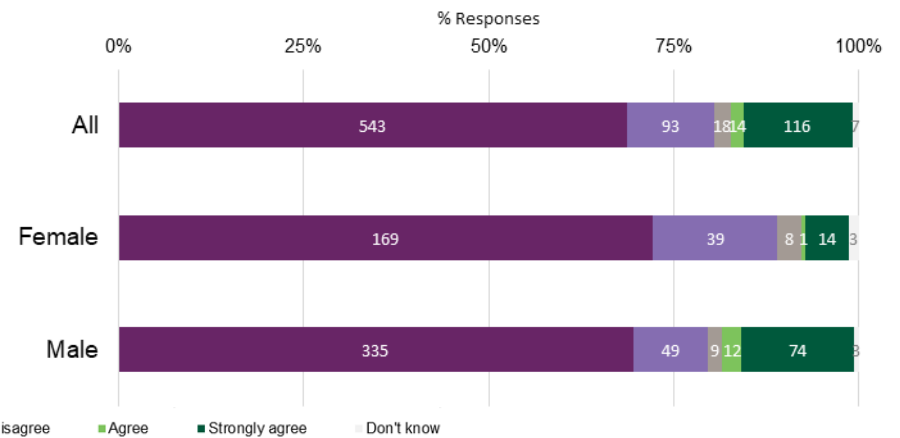


Figure 29 Responses to “The changes have made it harder for me to access the park” by gender



6.3 Responses by age

Responses to the scheme varied by respondents' age. However, there were not enough responses to undertake a detailed breakdown of responses by age, as multiple age groups had fewer than 100 responses. As an overview, while there were not clear patterns to response type by age, generally responses from 25-34 year olds had the highest proportion of those who were positive about the scheme. 45-54 year olds were generally the least positive, however there were still more responses in favour of the scheme than those against it.

6.4 Responses by disability/health issue

Responses to the scheme varied by disability status. However there were not enough responses to undertake a detailed breakdown of responses by disability status. Overall, a lower proportion of responses from disabled people were positive about the scheme than non-disabled responses.



7. Appendix

7.1 Detail of outreach and engagement

The Royal Parks (TRP) undertook this formal consultation exercise to (Sustrans were commissioned by TRP to assist in the delivery of digital and face to face engagement) 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.

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				
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’s 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.
- 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.