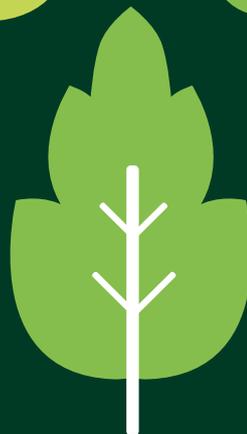
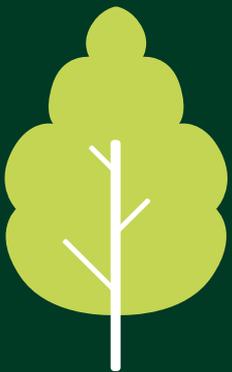
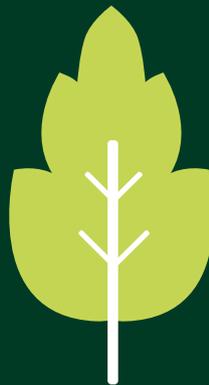




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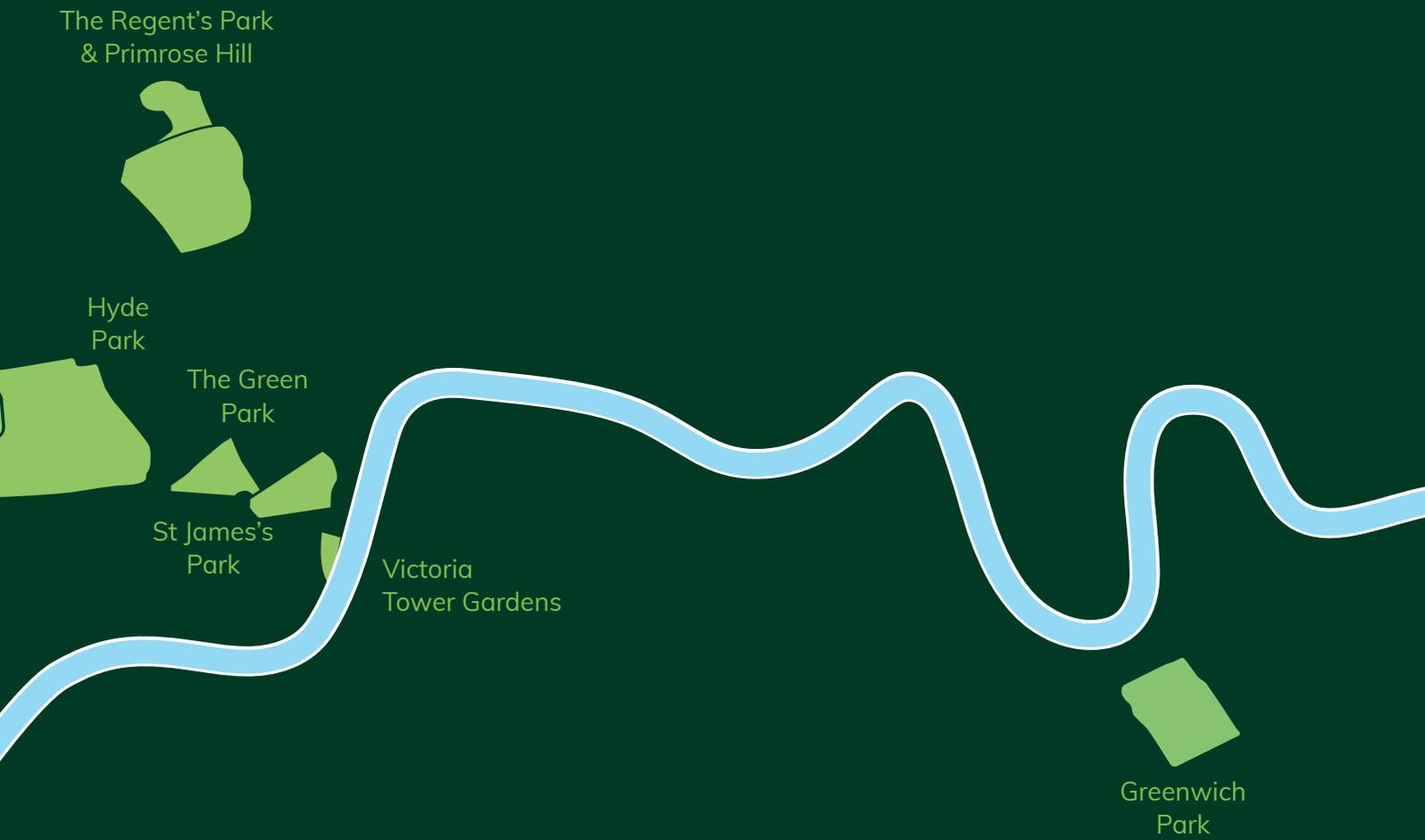
# Movement Strategy 2020



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# Introduction

This Movement Strategy sets a coherent framework to help shape and inform the policies we develop and decisions we take relating to how park visitors can access, experience, and move within the parks.

At a time that the value of our green spaces is ever more keenly felt, it is imperative that we manage the parks in a way that improves their ambience, delivers environmental benefits and enhances the quality of the visitor experience.

Embedding the principles and outcomes set out here will help us to achieve this. We believe with this strategic document and vision we have an opportunity to make meaningful changes to benefit the parks and its visitors now and into the future.

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# Context

The Royal Parks is the charity entrusted to manage eight of London's Royal Parks: Hyde Park, Kensington Gardens, St James's Park, The Green Park, The Regent's Park, Greenwich Park, Richmond Park and Bushy Park. In addition to these great parks the charity also manages other important public spaces including Brompton Cemetery and Victoria Tower Gardens. With over 5,000 acres of parkland in our care, the parks are not only important historic landscapes but also play a vital role in the living, breathing fabric of the city. These green spaces provide valuable habitats for wildlife and biodiversity in the heart of an urban environment: The Regent's Park is the largest wetland area in central London, whilst Richmond Park is one of the country's largest National Nature Reserves and is also a designated Site of Special Scientific Interest and a European Special Area of Conservation.

The Royal Parks play a significant role in tourism and the wider London economy, with over 77 million visits per annum (Ipsos MORI report 2014). Research shows that visitor numbers to the parks are increasing and that those who visit are staying longer.

## Challenges and Opportunities

London is facing a range of urban challenges including congestion and poor air quality. As London's population is projected to grow to 10 million residents by 2035 (Ref: GLA), access to high quality green open space will become increasingly important.

As this population growth continues to accelerate, more and more Londoners are using our parks to seek refuge from the busy city. We need to be prepared, informed and willing to play an important role in ensuring that London continues to be one of the most habitable cities in the world.

Many local authorities are acknowledging these challenges and embarking on projects such as expanding the pedestrianisation of town centres and introducing 20mph speed limits on local road networks. We recognise that we must also take a hard look at how people interact with and access the parks. First and foremost, parks are for people.

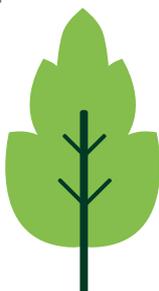
If we fail to address the negative impacts of some of these challenges, the quality of the green space and visitor enjoyment will diminish. Our parks are commonly referred to as "London's premier green spaces" and we must recognise the significant role they play in supporting this city's health, happiness and reputation.

### **The parks will have to overcome the following challenges:**

- Increased park visitation
- Increasing maintenance cost
- Increased popularity of cycling
- Parking issues
- Decreasing air quality
- Motor vehicle collisions

### **As we endeavour to mitigate these challenges, the following opportunities arise:**

- Increasing the provision of green space
- Improving safety
- Cleaner air
- Developing revenue streams
- Decreasing commercial and non-park user vehicles
- Better usage of parks police



## Understanding Movement in our Parks

Fundamental to planning for London's premier green spaces is understanding how people currently access and move throughout our parks.

### Mode Split For Park Visitor Arrival:

#### Walk



<b>49%</b> Hyde Park & Kensington Gardens	<b>41%</b> St James's Park & The Green Park	<b>55%</b> The Regent's Park	<b>33%</b> Greenwich Park	<b>25%</b> Richmond Park	<b>21%</b> Bushy Park
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#### Private Car



<b>3%</b> Hyde Park & Kensington Gardens	<b>1%</b> St James's Park & The Green Park	<b>7%</b> The Regent's Park	<b>26%</b> Greenwich Park	<b>37%</b> Richmond Park	<b>60%</b> Bushy Park
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#### Bike



<b>2%</b> Hyde Park & Kensington Gardens	<b>2%</b> St James's Park & The Green Park	<b>4%</b> The Regent's Park	<b>2%</b> Greenwich Park	<b>17%</b> Richmond Park	<b>9%</b> Bushy Park
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#### Taxi / Coach



<b>2%</b> Hyde Park & Kensington Gardens	<b>2%</b> St James's Park & The Green Park	<b>2%</b> The Regent's Park	<b>7%</b> Greenwich Park	<b>3%</b> Richmond Park	<b>0%</b> Bushy Park
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#### Public Transport



<b>44%</b> Hyde Park & Kensington Gardens	<b>54%</b> St James's Park & The Green Park	<b>32%</b> The Regent's Park	<b>32%</b> Greenwich Park	<b>18%</b> Richmond Park	<b>10%</b> Bushy Park
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\*Ipsos MORI : Visitor Satisfaction research 2018

## Context

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### Pedestrian priority

The parks can be best explored in their entirety on foot. The health benefits of park environments and walking have never been clearer. There is an established principle of pedestrian priority within the Royal Parks. In essence, this means that the needs of walkers will always be the top priority when we undertake new projects or make changes to the park environment.



### Public transport

Whilst the quality of public transport does vary across the estate, all of our parks are accessible by public transport. A significant proportion of our visitors access our parks in this way. Two of the outer parks (Richmond and Bushy Parks) do not enjoy the same levels of high quality public transport access as the central parks.



### Cycling

Cycling has become increasingly popular in recent years with thousands of journeys each day through the Royal Parks. The charity supports cycling as a means of sustainable transport. Considerate cycling is essential to ensure all users are respectful to one another and follow our Pathway Code of Conduct.

### Motor vehicles

The Royal Parks' roads and car parks are principally there for those who wish to visit the parks and vehicular access has always been subject to restriction. This includes night-time closures of road gates and Sunday road closures of certain roads, including The Mall in St James's Park, Constitution Hill in Green Park and South Carriage Drive in Hyde Park.

The parks have robust regulations that prohibit commercial vehicles, including HGVs, from using the park roads. However, congestion is created from private cars and taxis. Steps need to be taken to improve road safety and the experience for all park users by considering options to reduce speeds and volumes of traffic.



### Horses

There are numerous regularly used bridleways across many of our parks, including historic, ceremonial, and recreational routes. Horses are a familiar sight in our parks that we will continue to accommodate.

# Understanding Park Visitors' Views

The development of this strategy has been informed by extensive engagement with the public and key organisations.

The Royal Parks sought public input and feedback to help create this long-term strategy; almost 7,000 individual survey responses and numerous written submissions were received. Reports of each phase of engagement, providing more details of feedback received, can be found on our website.

[www.royalparks.org.uk/movement](http://www.royalparks.org.uk/movement)



**85%**

supported the continued protection of the parks' special qualities

**79%**

supported the promotion of active and sustainable transport as the preferred mode of transport to arrive at our parks



**78%**

supported the reduction of private motor vehicles using the park roads as commuter routes



**73%**

supported a continued prioritising of walking as the preferred mode of transport within our parks

# Vision and principles

## Vision

The Royal Parks' Movement Strategy will play an important role in protecting the park environments and enhancing the park visitor experience.

### Movement principles

**We will protect and conserve our parks' special qualities**

- Any changes or developments that affect the way visitors move within our parks should protect and enhance the heritage, character, biodiversity, wildlife and listed landscapes of the parks and must result in no net loss of trees or green space.

**Our parks are places that people visit for relaxation and recreation**

- To make that possible, we will prioritise walking within our parks wherever we can and ensure our parks are accessible for all people, including families and those with limited mobility.

**We will encourage the use of more sustainable ways to access and travel through our parks**

- We will encourage visitors to use active and sustainable modes of transport as their first choice for park visits whenever they can.

**Our park roads are not intended to be primarily commuter through-routes for motor vehicles**

- Park roads are primarily for the use of park visitors coming to the parks, not for commuters travelling through the parks. Over time, we will discourage the through-movement of motor vehicles within our parks.

**We will achieve more by delivering key projects through collaboration and partnership**

- The transport and movement decisions of our visitors do not begin and end at our park boundaries. We will collaborate with key partners on projects both within and outside the parks, to achieve the best possible outcomes for the benefit of our visitors.

**We will make evidence-based decisions**

- To make appropriate decisions concerning movement, we will use available and relevant evidence and data. We will monitor and report outcomes against objectives and embed continuous improvement into our approach.

**We will be proactive in our approach to future transport challenges and opportunities**

- The transport world is changing rapidly. We will ensure that we are prepared for these changes and opportunities, so that we can anticipate and respond to change in an informed, considered and prompt way that aligns with our purpose.



# Strategic outcomes

This section outlines our ambitions and summarises key outcomes for delivery across each of the eight Royal Parks. These outcomes are to be applied across all eight parks as appropriate.



## Outcome 1: Ensure no net loss of green space

Protecting the park environment for all park visitors today and into the future and providing landscapes that enhance opportunities for wildlife and biodiversity. As the parks develop and change, we must ensure there is no permanent net loss of green space. We will continue to protect our precious green spaces by:

- Embedding this principle into all park management plans, relevant strategies and projects
- Offsetting any additional hard spaces with new green space
- Where possible, ensuring that proposals seek to increase or reclaim the amount of green space

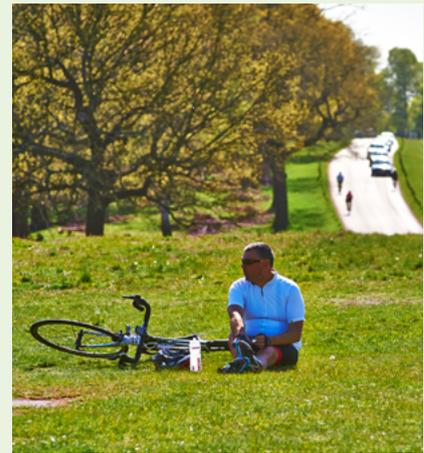
## Outcome 2: Develop a visitor dispersal and signage plan for each park

As the number of visitors to the parks grow, our spaces are put under increased pressure. Creating a visitor dispersal and signage plan for each park will enable us to plan better for this growth in visitation and achieve increased compliance with park regulations and positive behaviour change. We will protect the parks and enhance the visitor experience by:



- Undertaking research to understand visitor use in our parks
- Developing a comprehensive signage plans that include wayfinding, learning and enforcement
- Developing a strategy for visitor dispersal
- Ensuring signage plans in all parks are consistent, but also that the programme is nuanced enough to ensure each park maintains and celebrates its own identity





### **Outcome 3: Provide safe and enjoyable walking experiences for park visitors**

Walking within our parks will always be our preferred method for visitors experiencing our park environments. There are spaces, both within the parks and surrounding our parks, that can be improved to ensure a pleasant pedestrian experience. We intend to enhance the walking experience by:

- Ensuring that all park entrances are accessible for all people, including families and people with disabilities or limited mobility
- Identifying locations where additional crossing points may be required
- Reducing the amount of time people wait for a green light and giving more time to cross at signalised crossings
- Providing appropriate refuge facilities for walking
- Continuing to promote considerate cycling
- Enhancing wayfinding signage

### **Outcome 4: Reduce speed throughout our parks**

A reduction in speed is proven to increase the safety of all park users. It is also expected to improve the visitor experience for the majority of people. We have already introduced a 20mph speed restriction for motor vehicles on the roads within the outer parks and are currently working towards achieving this across all parks. We will also seek to reduce speeds for all vehicles, using a package of measures including:

- Introducing a 20mph restriction across all parks
- Increasing pedestrian crossing points
- Introducing additional physical infrastructure where appropriate
- Promoting considerate cycling behaviour
- Working with Parks Police on enforcement

### **Outcome 5: Promote considerate cycling in designated cycle areas**

We are aware that some cyclists do not demonstrate the behaviour expected by The Royal Parks when riding within our parks. We will eliminate cycling in non-permitted areas and reduce conflicts between cyclists and walkers by:

- Continuing to promote The Royal Parks pathway code of conduct (view [here](#)) with pedestrian priority as the key pillar
- Working with Parks Police to reinforce signage and target negative behaviours
- Undertaking a behaviour change campaign
- Working with Parks Police on enforcement





**Outcome 6: Reduce the amount of through traffic within our parks**

We believe that most vehicles using the park roads are not stopping within the park but are simply using the park road network as a shortcut. By reducing this traffic, we will enhance the park environment and the visitor experience, by creating a park with lower vehicle emissions and more space for park visitors. We will work towards significantly reducing non-park, car-based traffic within our parks by:

- Exploring and implement regular car-free days. Many of our parks already do this (e.g. The Mall is closed on Sundays). We will look to expand and increase these days where appropriate
- Explore opportunities to restrict park roads to through traffic
- Exploring opportunities to use technology to restrict commercial traffic on park roads (e.g. Automatic Number Plate Recognition cameras)
- Reprogramming reclaimed road space for park visitor usage

**Outcome 7: Minimise the movement of operational vehicles within the parks**

There is a limited amount of essential traffic within the parks, which includes The Royal Parks' service vehicles, concession deliveries, and events and waste management. We will seek to consolidate and minimise these vehicle movements and patterns where appropriate by:

- Working with our events partners to improve traffic management plans
- Optimising waste collection in line with the charity's Sustainability Action Plan
- Continuing to reduce staff and contractor vehicles where possible
- Transitioning existing fleet to electric where possible





# Delivering The Movement Strategy

We will undertake a series of trial projects that we believe will enhance both the park ambience and the visitor experience. These projects will be shared with all park visitors and stakeholders prior to implementation. We will undertake equality impact assessments for each major project.

For more information on delivering this strategy please visit : [www.royalparks.org.uk/movement](http://www.royalparks.org.uk/movement)