EXPLANATORY MEMORANDUM TO

THE ROYAL PARKS AND OTHER OPEN SPACES (AMENDMENT) etc. REGULATIONS 2010

[2010] No. [XXXX]

1. This explanatory memorandum has been prepared by The Department for Culture, Media and Sport and is laid before the House of Commons by Command of Her Majesty.

This memorandum contains information for the Joint Committee on Statutory Instruments.

2. Purpose of the instrument

2.1 To reduce the vehicle speed limit in Greenwich and Bushy Parks from 30mph to 20 mph; to allow licensed private hire vehicles (PHVs) into the Royal Parks and allow them and licensed taxis entering the Royal Parks to carry advertisements; to introduce parking charges in Richmond Park and Bushy Park; to increase parking charges in Greenwich, Regent's and Hyde Parks; and, to clarify the position on responsibilities for collecting horse faeces, and where a model boat may be sailed in Bushy Park.

3. Matters of special interest to the Joint Committee on Statutory Instruments

3.1 The increases in car park charges in Hyde, Regent's and Greenwich Parks are 5% above inflation for the period since the last rise in 2004. This is explained by the small amounts involved and rounding up to the nearest £0.05p so it remains practical to continue to allow visitors to pay in 15 minute blocks. The penalty for failure to display a valid ticket has been increased from £50 to £80 to ensure recovery of the related enforcement costs, reflect the amount charged in neighbouring local authorities and thus effectively control traffic in the parks. The period for payment of the excess charge has been doubled from 14 to 28 days with provision made for a 50% discount where it is paid within 14 days.

3.2 Section 2(1) of the Parks Regulation (Amendment) Act 1926 allows the Secretary of State to make such regulations as he considers necessary for securing the proper management of the Royal Parks. Section 62 of the Road Traffic Regulation Act 1984 provides that this power includes power to make provision for imposing and recovering charges for the leaving of vehicles. The Regulations therefore introduce charges for car parking in a car park in Richmond and Bushy Parks from 1st October 2010. The controlled hours and applicable charges are set out in the Regulations. The administrative arrangements for operation of the scheme, including the various means by which the charge can be paid, will be described in a notice exhibited by or on behalf of the Secretary of State at the relevant car park, as described in regulation 5(5).

3.3 There are two aspects of the new charges that may be of interest to the Committee:

(a) regulation 5(5) provides that the payment of charges may be refused if it is not made in accordance with means described in a notice exhibited in or at a parking place. The Department considered the possibility that a provision of this sort might be argued to be beyond the scope of the relevant enabling powers because it amounted to sub-delegation. The Department's view is that the provision is within scope, despite an element of discretion on the part of the Secretary of State because-

(i) the element of discretion is of a similar character to that already present in regulations made under the powers (such as the discretion of constables and the determination of where parking spaces should be);

(ii) the matter addressed (the means of payment) is one that, ordinarily would be within the discretion of the provider of a service to offer as he or she thought fit (and hence could reasonably be assumed to have been within the contemplation of

Parliament as something that could be left to the Secretary of State to determine without being spelt out in the regulations);
(iii) the matter is also at a level of detail that would reasonably support the same assumption.

(b) In regulation 5(1) it may appear that the words "(or the time at which the Park in question closes if that is earlier)" are otiose, as any shorter closing time must necessarily be included within the 08:30-18:30 overall period. However, these words are intended to reflect the policy that liability to parking charges cannot be incurred in respect of any time when the Park in question is closed as the Park closes at dusk during the winter months. This is in order to avoid any misapprehension about the relationship between parking charges and Park opening hours.

4. Legislative Context

4.1 This instrument amends the Royal Parks and Other Open Spaces Regulations 1997, the Greenwich Park (Vehicle Parking) Regulations 2000 and the Hyde Park and The Regent's Park (Vehicle Parking) Regulations 1995. Regulations 5, 6 and 7 make stand-alone provision in respect of Bushy and Richmond Parks.

5. Territorial Extent and Application

5.1 This instrument applies to England.

6. European Convention on Human Rights

The Department for Culture, Media and Sport has made the following statement regarding Human Rights:

As the instrument is subject to negative resolution procedure and does not amend primary legislation, no statement is required.

7. Policy background

- *What is being done and why*

7.1 The principal Park regulations, the Royal Parks and Other Open Spaces Regulations 1997 ("the 1997 Regulations"), which regulate the conduct of persons using the Royal Parks, were last substantially revised in 1997. The proposed amendments to those Regulations have a number of objectives:
The reduction in speed limits in Greenwich and Bushy Parks seeks to improve the Park ambience and safety for visitors and wildlife. Allowing licensed private hire vehicles (PHVs) into the Parks reflects the fact that PHVs are now licensed by Transport for London (TfL) and play an important role in public transport provision. We do not consider that this will lead to an overall increase in traffic as enforcement of this rule has been difficult in the past because PHVs were not easily identifiable as commercial vehicles. Allowing licensed Hackney Carriages ("black cabs") to carry advertisements regularises longstanding practice and is being extended to PHVs. In addition, these Regulations amend the 1997 Regulations to expressly provide that horse riders do not need to clean up after their animals and further that model boats may only be sailed on the Model Boat Pond in Bushy park (rather than on Heron Pond as previously) to minimise the impact on wildfowl and other activities.

Parking charges in Hyde, Regent's and Greenwich Parks have not increased since 2004 and the amendments in these Regulations to the Greenwich Park (Vehicle Parking) Regulations 2000 and

the Hyde Park and The Regent's Park (Vehicle Parking) Regulations 1995 allow for a small increase above RPI.

Introducing parking charges in Richmond and Bushy Parks is intended to encourage visitors to consider means of travelling to the Parks other than by private car. This seeks to help address problems caused by the volume of vehicles and the negative impact that this has on the Parks' atmosphere. Net revenue raised will be reinvested in the car parks, Park roads and related infrastructure.

- ***Consolidation***

7.2 Not applicable. These Regulations do not consolidate any legislation.

8. Consultation outcome

8.1 The Royal Parks carried out formal public consultation on these proposals between 30 January and 1 May 2009, and received around 2000 formal responses.

8.2 The majority of the proposals were broadly supported, but there was significant opposition to the possible introduction of parking charges in Richmond and Bushy Parks. A majority also opposed a proposed maximum stay for cars in Richmond and Bushy car parks, which is not now being pursued.

Car Parking In Richmond and Bushy Parks

8.3 The introduction of parking charges in Richmond and Bushy Parks was opposed by a large majority of respondents (84%), as well as local MPs and the leaders of the three surrounding local authorities. A number of petitions were also received against the proposals. Concerns raised included: the level of charge; the possibility that parking would be displaced onto surrounding residential streets; suggestions that there are inadequate public transport alternatives to driving to the Parks and assertions that a maximum stay would introduce an element of clock watching and alter the nature of a Park visit.

8.4 In light of these comments, the Government commissioned traffic consultants, Peter Brett Associates, to carry out some additional research on the likely impact of charging for parking within these Parks. Their findings suggested that the imposition of a maximum stay, rather than charging at the rates proposed, could lead to displacement parking. In addition, separate research was undertaken to identify who was using the car parks following suggestions that those on lower incomes would be disproportionately affected. The study showed that those from higher socio economic groups were significantly greater users of the car parks than those from the lowest groups when compared both to the London-wide and local socio economic spread.

8.5 The Royal Parks has recently reopened discussions with TfL about the possibility of improving bus services to the Parks and is considering the practicalities of a land train, to carry visitors within Richmond Park.

8.6 The Government has reflected on the evidence and decided to introduce parking charges at the rates proposed, but not to introduce the proposed maximum stay of six hours.

Reduction of speed limit in Bushy and Greenwich Parks

8.7 Proposals to reduce the speed limits in Bushy and Greenwich Parks from 30mph to 20mph were broadly supported by respondents, including local MPs and Councillors. The Royal Parks will consider road engineering solutions to aid enforcement.

Private Hire Vehicles (PHVs)

8.8 Respondents broadly supported proposals to allow licensed PHVs (mini cabs) to enter the Royal Parks on the same terms as black cabs: that is, to have the same exemption from the rule that prohibits vehicles "constructed, adapted or in use" as trade vehicles from using the Parks as a through route. The Government does not consider that making this concession will lead to an overall increase in traffic within the Parks.

9. Guidance

9.1 No formal or statutory guidance is being issued. The Royal Parks is expected to publicise the revised Park Regulations by way of park notices, through stakeholder groups and on its website to inform and assist visitors and other stakeholders.

10. Impact

10.1 A final impact assessment is attached to this memorandum at A.

10.2 The impact on the public sector is that surplus income from parking fees will be reinvested in the car parks, Park roads and related infrastructure.

10.3 The impact on business, charities or voluntary bodies is considered to be negligible.

11. Regulating small business

11.1 The legislation applies to small businesses.

11.2 Those who visit or operate businesses in the Parks are subject to the Regulations. The Government considers that these measures will not have a significant impact on small businesses.

11.3 Small businesses were amongst those consulted as part of the consultation exercise. In addition research was undertaken on the impact of new parking charges on displacement parking, which could potentially affect businesses operating just outside the Parks. The research concluded that the parking charges would not lead to displacement. The Government considers that the imposition of parking fees will not lead to an overall drop in the number of visitors who use businesses in the Parks, but rather will encourage people to visit using public transport and other means. Furthermore, the Government considers that the Parks provide a unique setting for those licensed to run businesses within them. This is a key part of the offer they make to their customers and one that is not readily replicated anywhere else within the locality. We consider that the parking charges are set at a reasonable level and that their introduction will not affect customer base.

12. Monitoring & review

12.1 The Regulations will be subject to an internal review by the Deputy Chief Executive of the Royal Parks within 18 months of introduction. A report will be published on the Agency's website.

13. Contact

Colin Buttery, Deputy Chief Executive, The Royal Parks, The Old Police House, Hyde Park London W2 2UH. Tel: 02072982087 or email: cbuttery@royalparks.gsi.gov.uk can answer any queries regarding the instrument.

Summary: Intervention & Options

Department /Agency: The Royal Parks	Title: Impact Assessment of The Royal Parks and Other Open Spaces (Amendment) Regulations 2010	
Stage: Implementation	Version: 2	Date: 8 January 2010

Related Publications: Royal Parks and Other Open Spaces Regulations 1997 (as amended); TRP Consultation Paper - Jan 2009; Govt Response to Results of Public Consultation - Jan 2010

Available to view or download at:

http://www.royalparks.org

Contact for enquiries: David McLaren/Julia Frayne Telephone: 020 7298 2018/2008

What is the problem under consideration? Why is government intervention necessary?

The Royal Parks are owned by the Sovereign in right of the Crown but were passed to Government under the Crown Lands Act 1851, to be managed as public open space. They are now the responsibility of the Secretary of State for DCMS, and managed on his behalf by The Royal Parks (TRP).

The Park Regulations regulate the conduct of persons using the Parks. They can be amended by Statutory Instrument made under the Parks Regulation (Amendment) Act 1926. TRP has recommended, and consulted on, a series of changes to the regulations, which the SoS has decided to implement.

What are the policy objectives and the intended effects?

The principal Royal Parks Regulations were last substantially revised in 1997(although there have been some minor amendments since then).

TRP keeps the regulations under general review, and the intended effect of these changes is to ensure that the rules which set out what you may do in the Royal Parks remain relevant, fair, appropriate, comprehensive and free of redundant references.

What policy options have been considered? Please justify any preferred option.

1 Leaving the regulations as they are.

2 Implementation of all the changes proposed in our consultation paper dated 30 January 2009.

3 Partial implementation of the changes proposed in our consultation paper dated 30 January 2009.

The preferred option is No3. We are introducing parking charges in Richmond and Bushy Parks at the rates proposed, but are not introducing the proposed maximum stay. This adjustment to the original proposal has been made on the basis of representations made to TRP during the consultation period, and additional evidence gathered from traffic consultants.

When will the policy be reviewed to establish the actual costs and benefits and the achievement of the desired effects?

Within 18 months of full implementation of the regulation changes.

Ministerial Sign-off For final proposal/implementation stage Impact Assessments:

I have read the Impact Assessment and I am satisfied that, given the available evidence, it represents a reasonable view of the likely costs, benefits and impact of the leading options.

Signed by the responsible Minister:

Margaret Hodge..... Date: 12.01.10

Summary: Analysis & Evidence

Policy Option:	Description: Costs below relate to upgrade of parking infrastructure and speed enforcement measures in Richmond, Bushy and Greenwich Parks.

COSTS

ANNUAL COSTS	Description and scale of **key monetised costs** by 'main affected groups'
One-off (Transition) Yrs	£2.9m reflects costs to TRP of upgrading car parks and installing traffic calming measures. Costs of ticket machines, signage and administration of new parking schemes will be absorbed by the contractor. Introducing parking charges will not give rise to significantly increased maintenance costs for TRP.
£ 2.9m	
Average Annual Cost (excluding one-off)	
£ 0.00	
	Total Cost (PV) **£ 2.9m**

Other **key non-monetised costs** by 'main affected groups'

BENEFITS

ANNUAL BENEFITS	Description and scale of **key monetised benefits** by 'main affected groups'
One-off Yrs	Revenue raised from the parking scheme will be reinvested in the maintenance of the car parks and their associated infrastructure. £430,000 is the estimated net revenue that will be paid to TRP by the parking contractor (it excludes figures for one car park in Bushy Park which is not yet operational).
£	
Average Annual Benefit (excluding one-off)	
£ 430,000	
	Total Benefit (PV) **£ 430,000**

Other **key non-monetised benefits** by 'main affected groups' Improved park atmosphere; better enforcement of the regulations; reduced traffic congestion within the Parks; improved park infrastructure; improved soil quality; and safer parks.

Key Assumptions/Sensitivities/Risks That income/annual operational costs of parking scheme will not represent a net burden to TRP; that proposed fees, combined with external parking initiatives, will mean no significant additional inconvenience to local residents or businesses; that there will be no significant increase in number of PHVs licensed by the PCO.

Price Base Year 0	Time Period Years	Net Benefit Range (NPV) £	NET BENEFIT (NPV Best estimate) £

What is the geographic coverage of the policy/option?			Greater London	
On what date will the policy be implemented?			During 2010/11	
Which organisation(s) will enforce the policy?			TRP and MPS	
What is the total annual cost of enforcement for these organisations?			£ no additional	
Does enforcement comply with Hampton principles?			Yes	
Will implementation go beyond minimum EU requirements?			No	
What is the value of the proposed offsetting measure per year?			£ Nil	
What is the value of changes in greenhouse gas emissions?			£ de minimis	
Will the proposal have a significant impact on competition?			No	
Annual cost (£-£) per organisation (excluding one-off)	Micro	Small	Medium	Large
Are any of these organisations exempt?	No	No	N/A	N/A

Impact on Admin Burdens Baseline (2005 Prices)			(Increase - Decrease)
Increase of £ 0.00	Decrease of £ 0.00	Net Impact	£ 0.00

Key: Annual costs and benefits: Constant Prices (Net) Present Value

Evidence Base (for summary sheets)

[Use this space (with a recommended maximum of 30 pages) to set out the evidence, analysis and detailed narrative from which you have generated your policy options or proposal. Ensure that the information is organised in such a way as to explain clearly the summary information on the preceding pages of this form.]

1 Background

1.1 The Royal Parks, which comprise over 5000 acres of historic parkland in and around London, are: Bushy Park, The Green Park, Greenwich Park, Hyde Park, Kensington Gardens, The Regent's Park & Primrose Hill, Richmond Park, and St James's Park. The Royal Parks also manages a number of other open spaces in London - including Victoria Tower Gardens, Grosvenor Square Gardens and Brompton Cemetery – where the Royal Parks Regulations also apply.

1.2 The Royal Parks are owned by the Sovereign in right of the Crown, but the Secretary of State for Culture, Media and Sport has management powers for them under the Crown Lands Act 1851. The Royal Parks is an Executive Agency of the Department for Culture, Media and Sport and manages the parks on behalf of the Secretary of State.

2 Why is government intervention necessary?

2.1 The park regulations, which set out what you may do in the Royal Parks, are made under powers granted to the Secretary of State under the Parks Regulation (Amendment) Act 1926. Regulations that relate to parking schemes are made under both the 1926 Act and the Road Traffic Regulation Act 1984. Changes to the regulations can only be made by Statutory Instrument.

2.2 The principal regulations are The Royal Parks and Other Open Spaces Regulations 1997 (SI 1997 No.1639) (as amended).

2.3 The regulations are kept under general review by The Royal Parks, and updated periodically. The last major changes to the principal regulations were made in 1997 (although there were some minor amendments in 2004).

2.4 We published a draft impact assessment alongside our proposals for amending the regulations, and invited comments on its content, which have been taken into account.

3 Details of the proposed regulation changes put forward in the consultation paper

3.1 We proposed the following changes to the Royal Parks Regulations:

- Introduce parking charges in Bushy and Richmond Parks
- Set a 20mph speed limit for motor vehicles within Greenwich and Bushy Parks
- Exempt licensed Private Hire Vehicles (PHVs) from the general prohibition on commercial vehicles driving through the Royal Parks
- Make it explicit that licensed Hackney Carriages ("black cabs") and Private Hire Vehicles (PHVs) that drive through the Royal Parks may bear advertisements
- Clarify that horse owners who use the Royal Parks are exempt from the general requirement that visitors clean up after their animals
- Clarify where, in Bushy Park, people may sail a model boat
- Increase the existing parking charges in Hyde Park, Greenwich Park and The Regent's Park.

4 Consultation

4.1 The Royal Parks carried out public consultation on these proposals between 30 January and 1 May 2009, and received around 2000 formal responses. The majority of the proposals were broadly supported, but there was strong opposition to the possible introduction of parking charges in Richmond and Bushy Parks; a number of petitions were also received against this proposal. The Royal Parks commissioned an independent report on the outcome of the consultation which was published in July 2009 and is available on our website: http://www.royalparks.org.uk/

5 Purpose and intended effects

5.1 The changes we now intend to implement are set out below with an explanation of their purpose and intended effect.

Parking charges in Richmond and Bushy Parks:

5.2 We are introducing parking charges at the rates proposed in our consultation paper (see table below). We are not introducing the proposed maximum stay of six hours.

Richmond Park Charges to apply between 08.30-18.30 (or until the park closes if earlier)	**Bushy Park** Charges to apply between 08.30-18.30 (or until the park closes if earlier)
up to 1 hour - £1.00 1 to 1½ hours - £1.50 1½ to 2 hours - £2.00 2 to 3 hours - £2.50 over 3 hours - £3.00	up to 1 hour - £0.50 1 to 1½ hours - £0.75 1½ to 2 hours - £1.00 2 to 3 hours - £1.50 over 3 hours - £2.00

5.3 A key reason for introducing parking charges is to improve the park atmosphere and address problems caused by the volume of vehicles. The fact that parking in Richmond and Bushy Parks has been free up to now has meant there has been no disincentive to going there by car. We are, therefore, introducing parking charges in an attempt to alter behaviour and discourage private car usage. Many of the car parks are in a poor state of repair and constructed in a manner that has a negative impact both visually and on the ecology of the surrounding parkland. We estimate that many of the car parks need significant investment to bring them up to the standard that visitors should expect, and to install measures that will prevent harmful run-off into the ground: monies raised from the introduction of parking charges will be reinvested in the parks.

5.4 The majority of those who formally responded to the consultation opposed the parking charge regime, as did local MPs and the leaders of the three surrounding local authorities. They raised a number of key concerns which are addressed below:

That parking charges would deter visitors, particularly those on low incomes or with mobility problems

The fees are set at what we believe to be a reasonable level, low enough so as not to be punitive, but high enough to encourage some change in behaviour. Those who feel that they need to take a car to the park can still do so. Blue Badge holders will park for free. Independent research suggests that of those who use the car parks a disproportionate number are from the higher socio-economic groups.

Displacement Parking

A number of respondents, including the local authorities, said to us that they did not consider our proposals took account of the potential for displacement parking. In light of this we commissioned traffic consultants, Peter Brett Associates, to carry out some additional research. Their report (Richmond and Bushy Park: Parking Impact Assessment- published on our website) suggested that it would be the imposition of a maximum stay, rather than charging itself, that would lead to such displacement. Many respondents also argued that a maximum stay would alter the nature of a park visit by introducing an element of clock watching. We decided, therefore, not to implement the proposal for a maximum stay.

Residents' parking restrictions are already in place in some areas. If displacement parking does occur the local authorities have the powers to extend CPZs to mitigate the problem.

That there are poor public transport links

We accept that travelling to the park by public transport if you are accustomed to travelling by car does introduce an element of inconvenience, especially if you are unable to do so by a direct route. There are public transport links to both Bushy and Richmond Parks. In the case of Richmond Park, in particular, we accept that it is only averagely served by public transport and intend to reopen discussions with Transport for London about the possibility of taking a bus route through the park. Although there has been no appetite for this in the past we consider that the introduction of parking charges could stimulate a demand.

We are also looking into the possibility of providing visitor transport, such as a land train, within both parks.

Level of charges

A number of respondents expressed concern that the charges we had proposed were too high, particularly in view of the cumulative effect on regular visitors, and they proposed a season ticket at a reduced rate to mitigate the impact. We have not taken up this suggestion. Our intention is provide a disincentive to use a car to come to the park, and offering a season ticket at a reduced rate would undermine this purpose.

We consider that the charging rates we are introducing will, as we set out above, discourage car use without making it prohibitive.

Charging rates

In Richmond Park we are introducing charges at an hourly rate of £1, up to a maximum of £3 for the whole day. These charges compare favourably with car parks locally and at similar amenities.

The charges we are introducing at Bushy Park are 50p per hour up to a maximum of £2 for the whole day. This compares to nearby Hampton Court Palace, which charges £3.50 to park for three hours at the Palace site, and offers offsite parking at 50p per hour.

The penalty for non-payment of the parking fee in Richmond and Bushy Parks will be within the charging range for such penalties imposed by the local authorities.

6 Impact on park business

6.1 The Parks provide a unique setting for those who are licensed to run businesses within their boundaries. These businesses provide a facility for visitors, and the park location is an important element of the offer they make to their customers. We consider that the public parking charges we are introducing are set at a level that will not significantly affect the customer base of these businesses, and that those who choose not to drive to the parks will use other means to visit.

6.2 The regulation change in relation to PHV access clarifies their position in law, and will lead to more effective enforcement of the general prohibition against commercial vehicles using the parks as a cut through.

6.3 The other regulation changes are not expected to have a significant impact on small businesses.

7 Reduction of speed limit in Bushy and Greenwich Parks

7.1 We are reducing the speed limits in Bushy and Greenwich Parks from 30mph to 20mph. This measure was broadly supported by respondents, including local MPs.

7.2 The principal purpose of the park roads is to provide access for visitors and facilitate the management of the parks. They are not there to provide a short cut. We consider that reducing the speed limit will have a negligible impact on drivers, but will lead to an improved park atmosphere, including less noise and less likelihood of collision between motor vehicles and pedestrians, cyclists and wildlife. It will almost certainly lessen the seriousness of collisions if they do occur: evidence from the Department for Transport indicates that if a pedestrian is hit by a car travelling at 30mph their chance of survival is 55%, whereas if the vehicle is travelling at 20mph their chance of survival increases to 95%.

7.3 We will, as we stated at the outset, consider road engineering solutions to aid enforcement before the lower speed limits are introduced.

8 Private Hire Vehicles (PHVs)

8.1 We are going to amend the regulations to allow licensed Private Hire Vehicles (mini cabs) to enter the parks on the same terms as black cabs.

8.2 The Royal Parks Regulations prohibit any vehicle that is "constructed, adapted or in use as a trade vehicle" from using the Royal Parks simply as a through route. The rule is designed to limit the amount of unnecessary traffic in the parks. The 1997 Regulations made a general exception to this rule for licensed Hackney Carriages ("black cabs") on the grounds that they provide a potential service for visitors. However, Private Hire Vehicles in London are now licensed by the Public Carriage Office (PCO) and we understand from the PCO that a wider cross-section of people use a PHV than use a black cab.

8.3 We do not consider that making this concession will lead to an overall increase in traffic within the parks. Enforcement of the rule against PHVs has always been difficult because they were not easily identifiable as commercial vehicles, and have in practice been using the park roads for many years. We expect little increase in PHV traffic within the parks, and believe that the change will go unnoticed by the majority of visitors.

8.4 PHVs using the parks will be subject to the strict licence conditions set down by the PCO. We believe that passengers who use PHVs will welcome the change. We do not consider that it will disadvantage drivers of black cabs or their passengers.

8.5 Following the introduction of a clearer PHV licensing and identification scheme by the PCO, we anticipate that enforcement of our restrictions on commercial vehicles will be more effective.

9 Other Proposed Regulation Changes

9.1 We consider that the other changes we propose to make to the Parks Regulations (which are set out at paragraph 3 above) will not have a significant impact on most visitors to the Royal Parks. We consider that increasing existing car parking charges (last increased in 2004) broadly in line with inflation to be reasonable and fair.

10 Those affected by the proposed changes to the regulations

10.1 These changes will, potentially, affect: park visitors; local residents around the parks; local authorities; PHV drivers and their passengers; public transport providers; those running licensed businesses in the parks; and the Metropolitan Police Service.

11 Enforcement, sanctions and monitoring

11.1 The Royal Parks Regulations are enforced by an Operational Command Unit (OCU) of the Metropolitan Police Service. The OCU has its headquarters at the Old Police House in Hyde Park, but has sub-stations in other Royal Parks. The Police are primarily responsible for monitoring compliance with the regulations. They liaise regularly with Park Managers and have frequent tasking meetings with Royal Parks Directors, Park Managers, and park stakeholders, including the Friends Groups. In the majority of cases, breaches of the regulations are punishable by a Level 1 fine in a Magistrates' Court. Enforcement officers, employed by TRP's parking contractors, will monitor the payment regime in the car parks.

12 Impact on equality and human rights

12.1 As an Agency of the Department for Culture, Media and Sport, The Royal Parks has specified responsibilities to promote equality and eliminate unlawful discrimination, and must assess all of its policies and practices in relation to their consequences in this regard. Neither the Department nor the Agency considers that these changes to the Royal Parks Regulations will impact on equality or human rights. We have published an Equality Impact Assessment of these changes, which is available on our website at: http://www.royalparks.org.uk/

13 Environmental Impact

13.1 It is not expected that there will be any significant decrease or increase in the emission of greenhouse gases or of air quality as a result of these regulation changes. The changes to PHV access to the parks is unlikely to lead to a noticeable impact on the number of vehicles in the parks, given that they are already "invisible" users of the parks. While the introduction of parking charges will, it is hoped, encourage people to use more sustainable transport to visit the parks, we consider that the initial impact on the annual level of emissions within the parks will be negligible. Similarly, the reduction in speed limits in Bushy and Greenwich Parks is considered not to have an overall significant impact on carbon emissions.

13.2 Resurfacing and installing new drainage systems in the car parks will prevent displacement of dust, which is harmful to the soil, and prevent petrol from seeping into the surrounding land. It will also create opportunities for the sustainable use of surface run-off water.

13.3 Reduced speed limits are expected to enhance the quality of the park environment for visitors and for park wildlife, particularly the deer. When a lower speed limit was introduced in Richmond Park, the number of deer fatalities as a result of collision with a vehicle fell.

14 Health Impact

14.1 It is not expected that there will be any significant impact on health and wellbeing as a result of these regulation changes, although the introduction of parking charges may encourage some visitors to walk or cycle to the park rather than drive. While a number of sports clubs are based in the parks, the Agency does not consider that the amount of the parking fee will have a significant impact on their activities. Lower speed limits can contribute towards a safer park and ensure lesser injuries if collisions do occur.

15 Implementation/delivery plan

15.1 The Royal Parks will contact key stakeholders - including local MPs, local authorities, Friends of the Parks groups, relevant businesses and the Metropolitan Police Service - informing them of the changes on which Ministers have decided. An explanation of the changes will also be posted on park notice boards, on The Royal Parks website, and announced through appropriate media. We will undertake a review of the effectiveness of the regulation changes, including an assessment of their impacts, within 18 months of full implementation.

16 Specific Impact Tests

16.1 The Royal Parks will monitor changes in vehicle movements in and around the parks, and other relevant impacts of the regulation changes, within 18 months of their full implementation.

Specific Impact Tests: Checklist

Use the table below to demonstrate how broadly you have considered the potential impacts of your policy options.

Ensure that the results of any tests that impact on the cost-benefit analysis are contained within the main evidence base; other results may be annexed.

Type of testing undertaken	*Results in Evidence Base?*	*Results annexed?*
Competition Assessment	No	No
Small Firms Impact Test	Yes	No
Legal Aid	No	No
Sustainable Development	Yes	No
Carbon Assessment	Yes	No
Other Environment	Yes	No
Health Impact Assessment	Yes	No
Race Equality	Yes	Yes
Disability Equality	Yes	Yes
Gender Equality	Yes	Yes
Human Rights	Yes	Yes
Rural Proofing	No	No

Annexes

Annexes attached:

Annex A: Peter Brett Associates: Parking Impact Assessment – July 2009

Annex B: Synovate Report on car park usage in Bushy and Richmond Parks – December 2009

Annex C: Equality Impact Assessment on Proposed Changes to The Royal Parks Regulations

ANNEXA

THE
ROYAL
PARKS

Richmond Park and Bushy Park

Parking Impact Assessment

Project Ref: 20827/019

July 2009

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Document Control Sheet

Project Name: Parking Impact Assessment
Project Ref: 20827/019
Report Title: Parking Study
Doc Ref: R20827/019A
Date: July 2009

	Name	Position	Signature	Date
Prepared by:	Sonja Michalowska	Engineer		27 July 2009
	Mark Way	Graduate Engineer		
Reviewed by:	Simon Earl	Associate		27 July 2009
Approved by:	Simon Earl	Associate		27 July 2009

For and on behalf of Peter Brett Associates LLP

Revision	Date	Description	Prepared	Reviewed	Approved
1	23 Jul 09	First Draft	MW / SM	SE	SE
2	27 Jul 09	Final	MW / SM	SE	SE
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1 Introduction

1.1. Peter Brett Associates (PBA) has been commissioned by The Royal Parks (TRP) to undertake an assessment of the potential impact of introducing car parking charges in Richmond Park and Bushy Park.

1.2. The Royal Parks are managed by The Royal Parks Agency which is an executive agency of the Department for Culture, Media and Sport (DCMS). TRP is considering the possibility of introducing charges to the car parks within Richmond and Bushy Park.

1.3. TRP has become concerned about the increasing vehicle congestion in Richmond and Bushy Parks. It is evident that a number people utilise the free of charge car parks within the Parks to avoid paying to park either on street or in a chargeable car park in the surrounding areas. This results in a number of car parks, particularly those located close to the Park gates, overflowing at certain times and vehicles parking illegally outside of the designated parking areas within the Parks.

1.4. This report aims to identify the potential impact of introducing parking charges within Richmond and Bushy Park and also identifies areas surrounding the two Parks where parking may be displaced. A brief summary of public transport facilities is included within the report and the likely effect the introduction of car parking fees within the Park will have on this. The report concludes with the potential impact on streets surrounding the Parks.

2 Proposals

2.1. To reduce congestion and to better manage the use of the car parks in Richmond Park and Bushy Park, TRP are considering the introduction of parking charges and maximum stay limits. This is partly intended to discourage visitors from driving to the Parks and to improve the park atmosphere. The introduction of parking charges within these two Parks may also encourage visitors to travel to the Parks by means other than that of the private car.

2.2. TRP already charges for parking in Hyde Park, The Regent's Park and Greenwich Park so the proposals are an extension of principles that have already been well established.

2.3. The potential implementation of parking charges within Richmond Park and Bushy Park is in line with current government policy in respect of discouraging car use. While travelling by car remains the only option for some people, one of Planning Policy Guidance (PPG) 13 Transport objectives is to reduce the need to travel especially by car. Paragraph 51 of PPG13 states that: *"In developing and implementing policies on parking, local authorities should:*

> *where appropriate, introduce on-street parking controls in areas adjacent to major travel generating development to minimise the potential displacement of parking where onsite parking is being limited."*

2.4. This proposal will therefore be in line with the principles of PPG13 as well as complying with TRP environmental aspirations to reduce car use.

2.5. TRP proposes to introduce the following charges into all the public car parks within Richmond Park and Bushy Park:

Table 1 - Proposed Parking Charges at Richmond and Bushy Park

Time Period	Richmond Park	Bushy Park
Up to 1 Hour	£1.00	£0.50
1 to 1.5 hours	£1.50	£0.75
1.5 to 2 Hours	£2.00	£1.00
2 to 3 Hours	£2.50	£1.50
Over 3 Hours	£3.00	£2.00

2.6. To deter car parking in the Parks by people that work full time in surrounding facilities and to ensure a reasonable turnover of parking spaces, a maximum stay of six hours will be imposed on vehicles parking within the car parks. Blue badge holders and motorbikes will be exempt from the parking charges but also subject to the maximum stay limit of six hours.

2.7. Parking charges could raise revenue towards the maintenance of the car parks and their associated infrastructure.

3 Richmond Park

3.1 Introduction

3.1.1. The areas surrounding Richmond Park fall within Wandsworth Borough Council, The Royal Kingston upon Thames Council and Richmond upon Thames Borough Council. The town of Kingston upon Thames is located to the south of the Park. Richmond town centre is located to the north, Ham to the west and Roehampton to the east of the Park.

3.1.2. In August 1999 a study by Land Use Consultants titled " Richmond Park - Traffic and Car Parking Study" was undertaken. The report carried out a review of Parking within Richmond Park, assessed existing capacities, potential improvements and extensions to the car parks and the environmental effects of the car parks and associated traffic movements in Richmond Park. This report has been used to obtain factual information regarding Richmond Park.

3.1.3. A number of activities take place in the Park most weekends such as:

- Sponsored walks and cycle rides
- Sports (golf, rugby, cricket, horse riding, fishing, kiting, cycling etc.)
- Visiting plantations
- Looking for wildlife such as the deer, birds etc.

3.1.4. It is apparent that the majority of people visiting the Park arrive by car, and once their vehicle is parked in one of the car parks, they then go on to undertake their activity.

3.1.5. In addition to these weekly activities, there are a number of events that are held in Richmond Park. The main event is the annual London Duathlon where the Park is closed to vehicular traffic and therefore all the car parks within Richmond Park are closed. Additional parking is not provided when other events are held in the Park, however an additional 20 car parking spaces are available adjacent to Pembroke Lodge car park when it reaches capacity.

3.1.6. Assuming a walking speed of 1.2m/sec a distance of 720 metres can be achieved during a ten minute walk. The surrounding area up to a distance of 720 metres from each of the car parks in Richmond Park has been assessed for determining the potential impact of introducing car parking charges within the Park. This is considered to be a reasonable walking distance from the car parks to the facilities that people are going to, however it does not account for the topography of the area. In some cases this area has been extended to include the main facilities surrounding Richmond Park.

3.1.7. The main facilities surrounding Richmond Park are:

- Kingston Hospital
- Kingston University
- Queen Mary's Hospital
- Roehampton University
- Kingston Riding Centre
- Stag Lodge Stables

- Ibstock Place School
- The Royal Star and Garter Home
- Roehampton Golf Club
- Richmond Golf Club

3.1.8. Site observations indicate that people using some of these facilities park within Richmond Park car parks. Parking availability and the cost of parking at the above facilities is discussed below.

3.1.9. The following section of the report will assess the public transport facilities available to access Richmond Park, provide an understanding of the existing parking regime, review the current parking restrictions around the park and determine the areas surrounding the park where the potential displacement of parking is likely to occur.

3.2 Public Transport

3.2.1. There are currently no public transport links available that provide direct access into or through the Park and visitor surveys indicate that less than two percent of visitors to the Park arrive by public transport. There are however a number of train stations and bus stops surrounding the Park's perimeter which provide access on foot through either the Park's vehicular or pedestrian gates.

Trains

3.2.2. The closest train stations to Richmond Park are:

- Norbiton Station (approximately 15 minutes walk)
- Mortlake Station (approximately 20 minutes walk)
- Richmond Station and Underground station (approximately 30 minutes walk)
- North Sheen Station (approximately 30 minutes walk)
- Barnes Station (approximately 30 minutes walk) and
- Barnes Bridge Station (approximately 36 minutes walk)

3.2.3. Direct access from central London is only available between Richmond and London Waterloo with a journey time of approximately 20 minutes. All other stations can be directly accessed from Clapham Junction Station. Trains from London Victoria and London Waterloo to Clapham Junction run regularly, approximately every six to ten minutes and the journey takes under ten minutes. This rail journey currently costs approximately £4.70 for a return adult ticket.

3.2.4. It is considered that although there are a wide range and frequency of train services within walking distance, the Park is only averagely well served by train. The main Richmond Station is a 30 minute walk up a reasonable gradient to reach the Park boundary.

Buses

3.2.5. Bus routes around the Richmond Park are frequent, running every six to ten minutes during the day and late into the evening. Buses routes 371 and 65 to Richmond and Kingston respectively, run directly from Richmond Train Station and provide the closest access to the Park via Petersham Gate.

3.2.6. Services 33, 85, 265, 337, 493 and K3 all run around the Park and provide access to and from Hammersmith, Clapham Junction, Tooting, Roehampton and Putney.

3.2.7. Bus services 170 and 430 terminate at Danebury Avenue approximately 400m from Roehampton Gate and provide services from Kingston Train Station and Victoria Train Station.

3.2.8. The cheapest way to pay for public transport in London is through the use of an Oyster Card. Bus fares for a single journey are £1 with a card or £2 without.

3.2.9. It is considered that although there are a wide range and good frequency of bus services within a short walk, the Park is only averagely well served by bus.

3.3 Existing Parking Regimes

Parking within the park

3.3.1. There are eight car parks within Richmond Park. Five of the car parks are situated on the perimeter of the park. The majority of car parks within Richmond Park are generally laid out informally, with only disabled parking places being marked out. The number of parking spaces in Table 2 below are therefore only approximate.

3.3.2. The car parks at Roehampton Gate and Pen Ponds are constructed from an asphalt material while the remaining car parks all have a crushed granular surfacing. The location of each of these car parks is indicated on PBA drawing number 20827/019/SK001.

Table 2 - Number of Parking Spaces in Richmond Park

Car Park	Number of Parking spaces	Number of Disabled Parking Spaces	Total Number of Parking Spaces*	Number of Cycle Parking Spaces
Sheen Gate	149	5	154	6
Roehampton Gate	208	8	216	6
Robin Hood Gate	75	None marked out	75	6
Broomfield Hill	345	5	350	6
Kingston Gate	70	5	75	6
Pembroke Lodge	255	15	270	40
Pen Ponds	339	11	350	6
Isabella Plantation	0	15	15	6

*Obtained from Richmond Park - Traffic and Car Parking Study by Land Use Consultants

3.3.3. The Metropolitan Police have erected signs at each vehicular entrance to the Park which inform visitors that parking outside of the designated car parks is not permitted. Should parking occur outside the car parks then penalty tickets are issued. All car parks within the Park are open for as long as the Park gates are open.

3.3.4. Surveys undertaken of the car parks in 1991 indicated that during the week the majority of the car parks were under capacity but on summer weekends and bank holidays it was noted that cars would park outside the car parks illegally wherever they could. No additional survey has been undertaken since, however observations from TRP indicate that this is still the case.

3.3.5. These observations relate particularly to the Pembroke Lodge car park as this becomes busy when functions are held. Additionally Roehampton Gate and Sheen Gate car parks become extremely busy during the rugby season when people play rugby in the Park.

3.3.6. The Pen Ponds car park is also known for exceeding capacity and when this occurs the half gate is closed on the internal Park road leading from Robin Hood Gate and is only reopened once spaces become available.

Facilities in Close Proximity to Richmond Park

3.3.7. As noted earlier, there are a number of facilities in close proximity to Richmond Park. These are tabled below with the associated parking fee, the times where charges are applicable and the maximum stay limit.

Table 3 - Available Parking at Surrounding Facilities

Facility	Charging period	Cost	Maximum stay limit
Kingston University	None	Staff and visitor permits only. Free Student parking only permitted at Kingston Hill Campus.	None
Roehampton University	08h00 to 16:30	Staff and visitor permits only.	None
Kingston Hospital	08h00 to 20h00 seven days / week	£1.80 for the first hour. £1.50 per hour thereafter	Five hours
Queen Mary's Hospital	24 hours	£1.60 per hour Max £6.40	None
Ibstock Place School	None	None	None
Star and Garter Home	None	None	None
Roehampton Golf Club	None	Free to members and visitors	None
Richmond Golf Club	None	Free to members and visitors	None

3.3.8. Kingston University and Roehampton University have their parking well managed through staff and visitor permits. Students parking is only permitted on the Kingston Hill Campus (opposite Richmond Park) and is available on a first come first serve basis. As the nearest car park to Kingston University is located inside the park close to Robin Hood Gate (approximately a 15 minute walk from the campus), it is likely that students park here and walk to the campus should there be no spaces available on campus.

3.3.9. The cost to park at either of the hospitals is considerably higher than the parking costs proposed by TRP. In addition to charging for parking, Kingston Hospital also has a maximum stay limit of five hours. With a walking time of approximately 12 minutes from Kingston Gate it is probable that a number of people visiting Kingston Hospital would park in the currently free car park close to Kingston Gate.

3.3.10. Kingston Riding Centre (located outside Kingston Gate and Stag Lodge Stables (located outside Robin Hood Gate) have limited parking available. Visitors to these stables tend to park in either the Kingston Gate or Robin Hood Gate car parks, collect their horse from the stables and then ride around the Park.

3.3.11. The Ibstock Place School does have parking facilities available however observations indicate that some staff park within Roehampton Gate car park. This is also the case for The Royal Star and Garter Home where staff utilise the free parking facilities at Pembroke Lodge Car Park.

3.3.12. Visitors to the Golf Clubs outside of the park are unlikely to use the Richmond Park parking facilities as the Golf Clubs provide free parking for members and visitors. However in the 1991 surveys it was estimated that 70% of vehicles parked in the Roehampton Gate car park belonged to visitors of the Richmond Park Golf Course.

Parking on roads surrounding Richmond Park

3.3.13. Drawing number 21872/019/001 highlights the local road network immediately around Richmond Park while Table 4 below indicates where restricted and unrestricted parking is available around the Park.

Table 4 – Parking Restrictions around Richmond Park

Gate	Restricted Parking	Type	Unrestricted Parking
Kingston Gate	Kings Road	Resident permit holders 8.30am – 6.30pm mon – sat only	Liverpool road (Controlled Parking Zone to be implemented 2009)
	New Road		Queens Road (Controlled Parking Zone to be implemented 2009)
	Tudor Road		Crescent road(Controlled Parking Zone to be implemented 2009)
	A3 Kingston Bypass		
Robin Hood Gate	A308 Kingston Vale	Red route no stopping at any time	None
Roehampton Gate	Priory Lane	Single Yellow line on northbound carriageway no waiting	Roehampton Gate
			Roedean Crescent
	None		Sheen Lane
			Fife Road
			Clare Lawn Avenue
Sheen Gate			York Avenue
	Queens Road	Double Yellow Lines	Star and Garter Hill
Richmond Gate	Richmond Hill	Parking Bays, permit holders only or pay and display £2 per hour maximum stay of 4 hours 8.30am to 6.30pm mon to sat	
Bishops Gate (pedestrian only access)	None		Chisholm Road
			Warboys Road
Ladderstile Gate	Kingston Hill	Single Yellow Line	Ladderstile Ride

Cambrian Gate (Pedestrian only)	None		Cambrian Road
Petersham Gate	None		Petersham Road Cedar Heights Ham Gate Avenue
Ham Gate	Ham Gate Avenue	Double Yellow Lines	Church Road
Bog Gate	None		None

3.3.14. It is evident from carrying out a review of the existing parking restrictions in the area that there are a number of streets where vehicles can park without any parking restrictions being imposed onto them. These areas are highlighted on drawing number 21872/019/SK001.

3.3.15. The area outside Robin Hood Gate is currently the only area where unrestricted on street parking is not available. The area outside Kingston Gate will introduce Controlled Parking Zones later this year and therefore unrestricted parking will also not be available outside Kingston Gate.

3.3.16. In some areas such as outside Kingston Gate and Richmond Gate, parking restrictions are only in place Monday to Saturday therefore providing free on street parking on a Sunday.

3.4 Parking Charges – Potential Impact

3.4.1. It is considered that following the introduction of parking charges within Richmond Park the cost of a ticket is unlikely to deter many visitors and is unlikely to affect businesses within the Park. However the implementation of the maximum parking limit of six hours will (if enforced) displace the members of the public who use the currently free parking for this length of time.

3.4.2. Some of these people are likely to make use of the public transport links in the area. However for those where this option is not viable or for visitors to the Park who do not consider it acceptable to pay a parking fee, the areas likely to be affected are those areas surrounding the park with no parking restrictions in place and close to an existing Park car park. These areas are indicated in Table 4 and are located outside the following Park gates:

- Kingston Gate (although the controlled parking zone area is to be extended later this year and once in place no unrestricted parking will be able to take place here)
- Roehampton Gate
- Sheen Gate
- Richmond Gate
- Bishops Gate
- Ladderstile Gate
- Cambrian Gate
- Petersham Gate
- Ham Gate

3.4.3. It is believed that displacement will not impact on public car parks in the surrounding areas as charges in these areas are generally higher than those proposed by TRP. The exception to this may be people who wish to park for longer than six hours. These users may accept the higher charges in the surrounding car parks if there is no alternative.

3.4.4. Consideration should be paid to visitors of the Park who use the Richmond Park Golf Course and to those attending functions at Pembroke Lodge. There may be an opportunity for these visitors to reclaim the cost of their parking ticket or to obtain a permit allowing them to park for longer than the proposed six hour limit.

3.5 Summary

3.5.1. Observations indicate that there are currently some capacity issues within the Park's car parks mainly on weekends and bank holidays when the weather is fine, and that some users of facilities surrounding the Park regularly use the car parks located on the perimeter of the Park.

3.5.2. The public transport provision around the perimeter of the Park is considered good despite no direct access into the Park being provided. It is considered that those visitors not willing to pay the proposed parking charges in Richmond Park may use the public transport facilities as an alternative.

3.5.3. The introduction of parking charges within Richmond Park is therefore only likely to displace those users who are not in fact using the Park or its facilities but work or attend facilities where parking restrictions or charges are currently in place. Therefore there may be a benefit to Park users as some spaces will be more easily available.

3.5.4. By implementing car parking charges within Richmond Park, it is not considered that highway safety will be adversely affected however the relevant local authority should monitor the situation to determine if the need for further restrictions on streets (where there are currently no restrictions in place) should be implemented.

4 Bushy Park

4.1 Introduction

4.1.1. Bushy Park is located within the London Borough of Richmond upon Thames and is surrounded by Teddington to the north, Hampton to the west, Hampton Wick to the east and East Molesey and Hampton Court Palace to the south.

4.1.2. Activities are common in the park especially on sunny weekends and bank holidays and include walking, cycling, rugby, cricket, tennis, bowls, fishing as well as swimming in the Hampton open air swimming pool which is located inside the Park.

4.1.3. As well as these activities, Bushy Park holds one major event each year known as Chestnut Sunday which is held on every second Sunday in May. The Park is also affected by the Hampton Court Palace events including the annual flower show.

4.1.4. The main facilities surrounding Bushy Park are:

- Hampton Court Palace
- Kingston University
- Teddington Train Station
- Hampton Train Station
- Hampton Wick Train Station

4.1.5. Following observations on site and discussions with the Park Manager, it is apparent that people using some of the above facilities utilise the free parking within Bushy Park, although actual numbers are unknown.

4.1.6. A ten minute walk from each of Bushy Park's car parks (based on a walking speed of 1.2m/sec as used in the assessment for Richmond Park) has been used to assess the potential impact on the local highway network surrounding the Park and is deemed to be a reasonable walking distance by users of the car parks to the facilities in the area.

4.1.7. The following section of the report will assess access to the Park by public transport, provide an understanding of the existing parking regime, undertake a review of current parking restrictions around the park and determine areas surrounding the park where the potential displacement of parking is likely to occur.

4.2 Public Transport

4.2.1. Similarly to Richmond Park, there is no direct public transport link into the Park. There are however a number of train stations outside the Park and bus routes that travel past the Park. This therefore requires a certain amount of walking or other transport arrangements such as a bus or taxi to access the Park through either the vehicular or pedestrian gates.

Trains

4.2.2. The train stations in close proximity to Bushy Park are:

- Hampton Wick Station (10 minutes walk)
- Teddington station (10 minutes walk)
- Hampton Court Station (15 minutes walk)
- Fulwell station (20 minutes walk)
- Hampton Station (20 minutes walk)
- Kingston Station (25 minutes walk)

4.2.3. Direct trains run from London Waterloo to Teddington, Hampton Wick and Hampton Court. A national rail journey from London Waterloo to either of these stations currently costs approximately £6.50 for an adult return.

4.2.4. The closest underground stations to Bushy Park are Richmond and Wimbledon which are approximately 40 minutes to an hour walk away.

Buses

4.2.5. There are a number of bus services that operate around Bushy Park. Route 481 runs along Sandy Lane to the northeast of the Park and access to the park can then be gained via any of the Sandy Lane pedestrian gates. To the south of the park routes 111, 216, 281, 285, 411,451,461 and 513 provide a service from Kingston, Tolworth, Staines, West Molesey, Fulwell and stop regularly along Hampton Park Road. Routes R68, R70 and 267 run to the west of the park and provide a service between Richmond, Hammersmith and Heathrow.

4.2.6. Bus fares for a single journey are £1 with an Oyster Card or £2 without.

4.2.7. Although there are a number of opportunities to travel to the edge of the Park by public transport, visitor surveys indicate that less than two percent arrive by public transport.

4.3 Existing Parking Regimes

Parking within the park

4.3.1. There are five car parks located within Bushy Park. The car parking spaces are of an informal layout (i.e. the parking spaces are not marked out) and therefore the number of spaces identified within each car park is an approximation. All car parks other than the Diana car park are made up of granular surfacing while the Diana car park is made up of an asphalt material. The location of each of these car parks is indicated on PBA drawing number 20827/019/SK002. All car parks within the park are open for as long as the main Park gates are open.

4.3.2. As in Richmond Park, signs are erected by the Metropolitan Police at each vehicular entrance to the park to highlight to drivers that only parking within the designated car parks is permitted. If parking occurs outside of these designated areas then parking fines will be issued to all offenders.

4.3.3. The number of parking spaces within each car park in Bushy Park is detailed in Table 5 below.

Table 5 - Number of Parking Spaces in Bushy Park

Car Park	Number of Parking spaces	Number of Disabled Parking Spaces	Total Number of Parking Spaces	Number of Cycle Parking Spaces
Coleshill Road (opening date currently unknown)	140 (estimate)	Unknown	140 (estimate)	Unknown
Waterhouse Woodland Gardens	0	5	5	
Pheasantry Welcome Centre *opening Aug 2009	130	10	140	10
Diana Car Park	170	10	180	10
Playground Car Park	0	5	5	10
Upper Lodge Road *Closing Aug 2009	140	0	0	0
Triss's Pond *Closing Aug 2009	0	10	10	0

4.3.4. The Pheasantry Centre car park is due to open in August 2009 and will replace the Upper Lodge car park and the disabled parking bays at Triss's Pond. Coleshill Road car park is also not yet operational at the time of writing this report however it is understood that it will be mainly used by the sports clubs at weekends as well as dog walkers. As the Pheasantry Welcome Centre car park is located within the centre of the park it is not expected to be used by non-park users when it is opened.

4.3.5. During the height of summer and at busy weekends, parking demand within the Upper Lodge Road car park and the Diana car park exceeds capacity and overspills onto the grass areas. This illegal parking is dealt with by the Metropolitan Police who issue parking tickets to all offenders.

4.3.6. A numerical assessment of parking in Bushy Park has not been undertaken however observations within the park highlight that the Diana car park and Upper Lodge car park are well used and generally always busy. Members of staff from Hampton Court and Kingston University have been identified using the Diana car park.

4.3.7. When events such as Chestnut Sunday are held in the Park, overspill parking for approximately 20 vehicles is permitted by TRP on the grass at Lime Avenue, close to the Diana fountain. This will however be removed in the near future due to ecological reasons.

Facilities

4.3.8. There are a number of facilities surrounding the Park as noted previously. Table 6 details the cost to park in these car parks and the relevant charging period.

Table 6 – Available Parking at Surrounding Facilities

Facility	Charging Period	Cost	Maximum Stay Limit
Hampton Court Palace	24 Hours	Green car park - 50p per hour Palace car park - £3.50 for 3 hours and then 50p per hour	None
Kingston University Halls of Residence	None	Staff, student and visitor permits only	None
National Physical Laboratory	N/A	Free staff and visitor parking	None

4.3.9. Hampton Court Palace has two car parks; Hampton Court Green car park and Hampton Court Palace car park. Both of these car parks are open for 24 hours and visitors to these car parks are required to pay the parking charges as set out Table 6 above. The parking charges proposed for Bushy Park are in line with those in place at the Hampton Court Green car park charges. The people who currently park in the Diana car park may therefore be partially displaced in the Hampton Court Palace car park if parking fees are implemented in Bushy Park.

4.3.10. The Kingston Bridge House University Campus is located to the east of Bushy Park and has parking available for staff, students and visitors of the halls of residence providing they have a parking permit.

4.3.11. National Physical Laboratory (NPL) is located to the north of the park however they currently have their own free parking. Once the Coleshill Road car park is opened then NPL are likely to introduce the use of permits within their car park.

4.3.12. Teddington Station, Hampton Station and Hampton Wick Station are all within close proximity to the Park and have a very limited amount of station parking associated with them. As Teddington Station is approximately a ten minute walk from Coleshill Road car park without imposing restrictions in this car park (when it becomes operational) it is likely to be used by commuters. It is not considered likely that commuters from Hampton Station or Hampton Wick Station would utilise the currently free parking within Bushy Park as these stations are not located within close proximity to any car parks.

Parking on Roads Surrounding Bushy Park

4.3.13. Drawing number 21872/019/002 indicates the local road network surrounding Bushy Park while Table 7 details the roads subject to parking restrictions and those where unrestricted parking may occur.

Table 7 – Parking Restrictions around Bushy Park

Gate	Restricted Parking	Type	Unrestricted Parking
Hampton Court Gate	Hampton Court Green Car Park	Pay and Display 50 per hour 9.00am to 11.00pm	Hampton Court Road
	Hampton Court Road	Parking Bays, Permit Holders or Vouchers or Pay and Display 40p for 30 mins 8.30am to 6.30pm Monday to Sunday Single and Double Yellow Lines	
	Hampton Court Palace	Pay and Display 50p per hour	
Church Grove Gate	Church Grove	Parking Bays, Residents and Business permit holders or Pay and Display max 10 hrs	None
	Kingston University Building	Parking bays, Permit holders only	
	St Johns Road	Parking Bays, Resident permit holders only	
Hampton Wick Gate	Park Road	Single Yellow Line	None
	Vicarage Road	Parking Bays, Resident permit holders only	
	Cedars Road	Parking Bays, Resident permit holders only	
	Sandy Lane	Single Yellow Line	
Teddington Gate	Avenue Road	Parking Bays, Resident permit holders only 8.30am to 10.30pm	Park Road
	Teddington Station	Pay and Display	Avenue Gardens Clarence Road Park Road
Coleshill Road Gate	None		Coleshill Road Car Park
Laurel Road Gate	None		Laurel Road
Blandford Road Gate	None		Blandford Road
Hampton Hill New Gate	High Street	Single Yellow Line no stopping 8.00am to 9.30am 2 hour parking for shoppers and residents of the block of flats adjacent to the car park	High Street
Hampton Hill Gate	High Street	Double Yellow Lines	Uxbridge Road Park Place Holly Road
Hampton Gate	Hampton Court Road Church Street Hogarth Way	Single Yellow Lines Double Yellow Lines Private Residents Only	Johnsons Drive
Sandy Lane Gate	None		Sandy Lane Bushy Park Road
Shaeff Gate	None		Sandy Lane Harrowdean Gardens
Dukes Head Passage	None		High Street Manor Gardens Warwick Close Cardinals Walk
Barrack Gate	Hampton Court Road	Single Yellow Line	None

4.3.14. By carrying out a review of the existing parking restrictions in the area surrounding Bushy Park, we have identified a number of streets where vehicles can park without any parking restrictions being imposed onto them.

4.3.15. The areas outside Church Grove Gate, Hampton Wick Gate and Barrack Gate are the only areas surrounding the Park where free on street parking is not available.

4.4 Parking Charges – Potential Impact

4.4.1. The introduction of parking charges in Bushy Park is unlikely to deter many visitors to the Park. The maximum parking limit of six hours will however affect those users who currently use the free parking facility for longer than six hours such as those working or visiting areas outside of the Park.

4.4.2. A number of people are likely to utilise the public transport links to gain access to the area however for those where this is not a feasible option or for those who do not wish to pay the proposed parking fee the areas likely to be affected are those surrounding the Park with out any parking restrictions imposed upon them. These areas are indicated in Table 7 and are outside the following gates:

- Hampton Court Gate
- Teddington Gate
- Laurel Road Gate
- Blandford Road Gate
- Hampton Hill New Gate
- Hampton Hill Gate
- Hampton Gate
- Sandy Lane Gate
- Shaeff Gate
- Dukes Head Passage
- Barracks Gate

4.4.3. It is considered that displacement of parking will occur on the local highway network where parking restrictions are not present, mainly by those users who will be affected by the maximum stay of six hours, who work or visit areas outside of the Park.

4.5 Summary

4.5.1. Observations indicate that there are currently some capacity concerns within The Upper Lodge car park and the Diana car park mainly during the summer months on weekends and bank holidays and that a proportion of these car park users work or use facilities outside of the Park's boundary. Therefore the introduction of parking charges may free up some spaces for Park users during these busy periods.

4.5.2. Good public transport links are provided around the Park, however less than two percent of visitors to the Park use the services.

4.5.3. The introduction of charges within Bushy Park is only likely to deter those car park users that work or visit areas located outside of the Park. And who will be affected by the six hour limit.

4.5.4. Highway safety is unlikely to be affected through the implementation of parking charges however the appropriate local authority should monitor the situation to determine if the need for implementing further Controlled Parking Zones is required.

5 Summary and Conclusion

5.1. This report aims to determine the areas where parking is likely to be displaced following the implementation of car parking charges within both Richmond Park and Bushy Park.

5.2. The principles for charging within TRP car parks has already been established through the introduction of charges in Hyde Park, The Regent's Park, and Greenwich Park and is in line with current the principles of PPG 13 and the TRP environmental agenda to reduce car use.

5.3. No numerical assessment has been carried out for the purpose of this report however the report has been written based on observations by the Park Managers as well as PBA when visiting the Parks.

5.4. For each Park, the following has been assessed:

- public transport facilities,
- the existing parking regime,
- the local facilities surrounding the Parks,
- parking restrictions on the road network surrounding the Parks, and
- the potential impact the introduction of charges will have on the current car park users

5.5. The car parking charges that TPA wish to impose in Richmond Park and Bushy Park are not considered high enough to displace parking, however those that will be affected are people wishing to park their vehicles for longer than the maximum stay of six hours.

5.6. It is apparent that a number of users of the Park's car parks are not visitors to the Park but work or visit areas surrounding the Park, therefore avoiding parking restrictions and charges elsewhere. The enforcement of the six hour maximum stay will therefore prevent these users from parking in the Parks and will make more spaces available for genuine Park users.

5.7. Visitors to the parks that do not wish to pay the car parking charges can still visit the Parks using the nearby public transport links and cycle routes.

5.8. Residents located outside of the Park gates may be concerned that visitors to the park will try to avoid these proposed parking charges which may result in the local highway network becoming congested however it is the responsibility of the relevant local authority to implement parking restrictions where they consider it necessary.

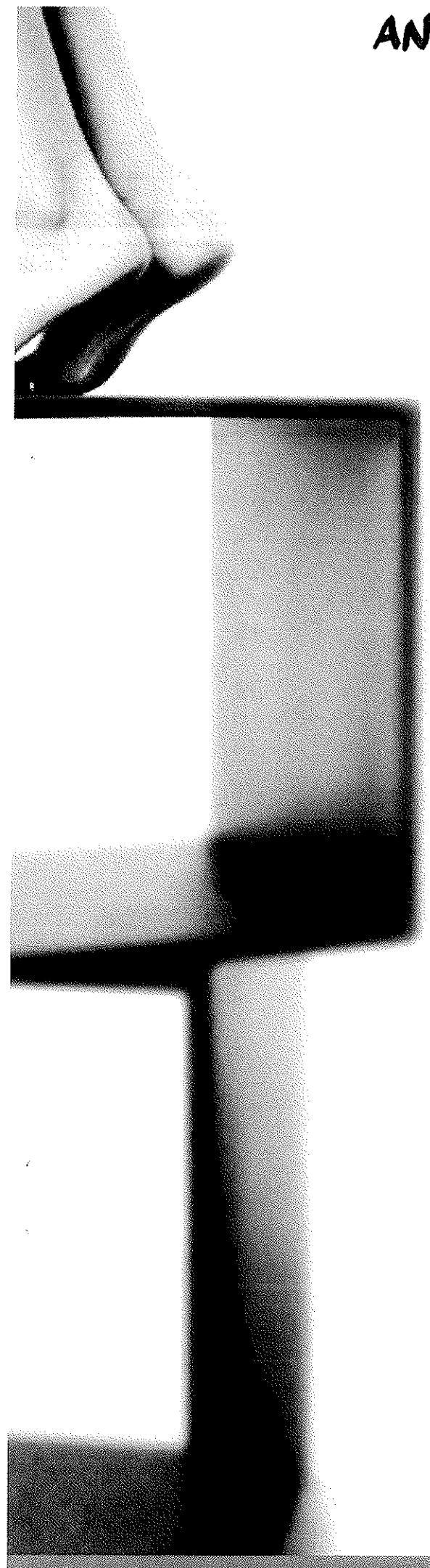
5.9. It may be beneficial to TRP to undertake surveys to determine the users of the car parks and their average length of stay before and after charges are introduced.

Figures

Richmond Park Key Plan 20827/019/SK001

Bushy Park Key Plan 20827/019/SK002

ANNEX B



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Profile of Bushy and Richmond Parks Car Park Users

Report of Findings

Prepared for:	The Royal Parks
Prepared by:	Jeremy Speechley, Josh Sorene
Date:	December 2009
Job Number:	09-2597

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1. Executive Summary

The Royal Parks (TRP) is currently considering changing its regulations to enable charging for car parking in Richmond and Bushy Parks.

There are eight car parks in Richmond Park, including one designated for Blue Badge holders, and there are three car parks in Bushy Park.

There has been some resistance by users of the Parks who argue that the introduction of car parking charges would create a barrier to park use among lower income groups.

TRP therefore wished to undertake research to ascertain the socio-economic and demographic profile of visitors who drive to the car parks in the parks, and also ascertain the profile of the cars driven to the parks.

The research draws on two research strands, both reported in this document:

- A desk research output by comparing the profile of visitors arriving by car to Bushy and Richmond Parks who were interviewed in TRP visitor surveys (in Winter 2007 and Summer 2009) with that of the profile of residents in wards adjacent to the parks (using census data from the Office of National Statistics), as well as with the profile of the London population as a whole;
- A bespoke survey among users of car parks in Bushy and Richmond Park to determine the profile of current users of the car parks, including an analysis of cars driven to the car parks during the interviewing period.

1.1 Bushy Park findings

Profile of car park users

- Car park users in Bushy Park interviewed in November 2009 are most likely to be from the higher AB socio-economic grades. Over half (55%) were from the AB groups, while a third (31%) are classified as C1, and one in ten (11%) are C2 or DE;

- Compared to the London population, visitors to the park by car are more likely to be from the AB groups: 55% in the November 2009 survey, 43% in the Winter 2007 / Summer 2009 surveys, compared to 30% of the London population;
- The proportion of AB visitors by car to the parks in the November 2009 survey (55%) is higher than that of the wards surrounding Bushy Park (40%). The proportion of those driving to the park in the Winter 2007 / Summer 2009 surveys (43%) is similar to the wards surrounding Bushy Park;
- Visitors by car to both parks are less likely to be from the lower DE groups than the wards surrounding Bushy Park and the London population (5% vs.14% and 16% respectively);
- The gender profile of car park users in Bushy Park is skewed significantly towards female: 59% were female and 41% male;
- The ethnic origin profile of car driver visitors to both parks is similar to that of local residents, with the vast majority being of White British origin (88%). The proportion of car driver visitors to the parks who are from ethnic minority groups (5%) and the local population around Bushy Park (7%) is much lower than that of the London population as a whole (29%);
- Half of all adults visit Bushy Park by car bring a child (50%), with the child most likely to be under the age of 7 (44% had a child aged up to six years in their party);
- A fifth (20%) of car park users brought a dog with them when they visited Bushy Park.

Profile of cars parked in Bushy Park

- The profile of the size of the segments of vehicles parked in Bushy Park was similar to those of the sales figures between 2004-2006 and 2008. Notable differences are:
  - Of cars with registration numbers prior to 2008, the 'C Non-Premium Segment' (cars such as Ford Focus) accounts for 32% of vehicles parked there, significantly higher than the 22% of the share of these vehicles sold between 2004-2006;
  - Of cars registered in 2008 or 2009, based on a small base size (42), the 'H SUV Compact' segment cars such as Nissan X-Trail) makes up 12% of vehicles in car parks in Bushy Park, while this segment represents 3.4% of the share of vehicles registered in 2008;

- A total of nine cars out of 407 (2%) of cars were recorded both at the start and end of an interviewing shift, meaning that they were parked within the car park for around six hours. Of these nine instances, one occurred in Upper Lodge Car Park, while eight instances occurred in the Diana Car Park.

1.2 Richmond Park findings

Profile of car park users

- Over half of car park users in Richmond Park interviewed in the November 2009 survey are categorised in the AB socio-economic group (56%), whilst a third are classified as C1 (32%) and one in eight (13%) are C2 or DE;
- The proportion of AB car park users is similar to that of visitors travelling to Richmond Park by car in the Winter 2007 and Summer 2009 surveys, namely 58%;
- The proportion of AB car park users is higher than those living adjacent to the park - 56% vs. 46% respectively - while the proportion of DE car park users (2%) is lower than the proportion of local residents (13%);
- The proportion of AB visitors arriving by car is also much higher than the proportion of the AB London population (30%) while the DE proportion is much lower (2% vs. 16% respectively);
- The gender profile of car park users in Richmond Park is skewed somewhat towards female: 56% were female and 44% were male;
- The ethnic origin profile of car driver visitors to both parks is similar to that of local residents, with the vast majority being of White British origin (86%). The proportion of car driver visitors to the parks who are from ethnic minority groups (4%) and the local population around Richmond Park (10%) is much lower than that of the London population as a whole (29%);
- A fifth of all adults visiting by car are accompanied by a child (21%);
- Two fifths (42%) of car park users brought a pet with them when they visited Richmond Park, 98% of which were dogs.

Profile of cars parked in Richmond Park

- Overall the profile of cars aged two years and over parked in Richmond Park was similar to that of cars registered between 2004-2006, but there are some important differences, demonstrating that there is a bias towards more upmarket cars being parked at the park compared to the national profile:
  - The 'J-M Premium Utility Segment' (cars such as Land Rover Discovery, BMW X5) accounts for 7% of vehicles parked in Richmond Park, while this segment makes up 2% of vehicles registered between 2004-2006;
  - Similarly, the 'D/E Premium Segment' (cars such as Volvo C70, Mercedes E-Class) accounts for 7% of vehicles parked in Richmond Park, although just 3% of vehicles registered between 2004-2006 fallinto this segment.
- Similarly, of cars aged two years or less parked in Richmond Park, compared to the profile of cars sold in 2008 and based on a small base size (41), there is very significant bias towards large, premium SUV cars. The 'H SUV Large (Premium)' segment (cars such as BMW X5, Porsche Cayenne) accounts for the largest segment of cars parked in Richmond Park, (20%). This compares to 2008 sales figures of 2.1%;
- To a much lesser extent, there are fewer 'C Lower Medium' segment cars (e.g.Volkswagen Golf, Peugeot 306) than the proportion of 2008 car sales, namely 12% vs. 21.6% respectively;
- In total, there were 11 instances out of 461 (2%) where a car was parked at a car park both at the start and end of an interviewing shift, meaning that they were parked within the car park for around six hours. Of these 11 instances, seven occurred in Pembroke Lodge Car Park, two occurred in Kingston Car Park, while Roehampton Gate and Pen Ponds Car Parks both had one instance a car being parked for a long duration. There were no records of cars staying for long periods at Broomfield Hill Car Park.

2. Research Overview

2.1 Background

The Royal Parks (TRP) is currently considering changing its regulations to enable charging for car parking in Richmond and Bushy Parks.

There are eight car parks in Richmond Park, including one designated for Blue Badge holders, and there are three car parks in Bushy Park.

There has been some resistance by users of the Parks who argue that the introduction of car parking charges would create a barrier to park use among lower income groups.

TRP therefore wished to undertake research to ascertain the socio-economic and demographic profile of visitors who drive to the car parks in the parks, and also ascertain the profile of the cars driven to the parks.

The research draws on both:

- A desk research output by comparing the profile of visitors arriving by car to Bushy and Richmond Parks who were interviewed in TRP visitor surveys (in Winter 2007 and Summer 2009) with that of the profile of residents in wards adjacent to the parks (using Census data provided by CACI), as well as the profile of the London population as a whole;
- A bespoke survey among users of car parks in Bushy and Richmond Park to determine the profile of current users of the car parks, including an analysis of cars driven to the car parks during the interviewing period.

2.2 Research Objectives

The overall objective of the research programme was to determine the profile of visitors who drive to the parks, in terms of their socio-economic and demographic profile and types and age of cars in which they travelled to the parks.

The specific research objectives were to:

1. Determine the profile of drivers using the car parks in the parks in terms of:
    - socio-economic group and other demographic information
    - frequency of visiting to the park
    - frequency of using different modes of transport to reach the park
    - distance travelled
    - party size and composition
    - make, model and age of vehicles driven to the parks

2. Compare the socio-economic profile of users of the car parks against that of the profile of residents in wards adjacent to the parks (using census data from the Office of National Statistics), as well as the profile of the London population as a whole.

3. Compare the profile of car park users in the bespoke survey to park users who travel to the park by car who were interviewed in the winter 2007 and summer 2009 visitor surveys.

2.3 Research Design

The research comprised two parts:

1. A desk research output by comparing the profile of visitors arriving by car to Bushy and Richmond Parks who were interviewed in TRP visitor surveys (in Winter 2007 and Summer 2009) with that of the profile of residents in wards adjacent to the parks (using census data from the Office of National Statistics), as well as with the profile of the London population as a whole.

2. A bespoke survey among users of car parks in Bushy and Richmond Park to determine the profile of current users of the car parks, including an analysis of cars driven to the car parks during the interviewing period.

The two research elements are explained in the following sections.

2.3.1 Analysis of data on visitors to the parks by car who were interviewed in TRP Visitor Survey programme

Winter 2007 and Summer 2009 survey data

In order to provide a comprehensive profile of the visitors to Bushy and Richmond Park, data from both the 2007 Winter Visitor Survey and 2009 Summer Visitor Survey was combined in order to obtain a large and robust sample for analysis.

As this exercise aims to provide key information based on those using the car parks in Bushy and Richmond Park, the data from the visitor surveys is filtered so that it only includes visitors that visit the parks by car.

Although we cannot be sure that all of those interviewed used a car park in the park (as opposed to parking in the vicinity of the park), as they travelled by car to the park, we can assume that a large or very large proportion will have either used the car park when they were surveyed or had visited the car park in the past.

The table below shows the number of interviews in the Winter 2007 and Summer 2009 Visitor Surveys among those who travelled to the parks by car.

Base size of visitors to Bushy and Richmond Park travelling to Parks by car

	Winter 2007	Summer 2009	Total Sample
Bushy Park	117	117	234
Richmond Park	117	109	226

It can be seen from the table below that the majority of visitors to Bushy and Richmond parks interviewed in the 2007 and 2009 surveys travelled to the parks by car, ranging from 74% of those interviewed in Richmond Park in Summer 2009 up to 90% of Richmond Park interviews in Winter 2007.

	Proportion of visitors who travelled to the park by car		Proportion of visitors who travelled to the park by another mode (not car)	
	Winter 2007	Summer 2009	Winter 2007	Summer 2009
Bushy Park	83%	80%	17%	20%
Richmond Park	90%	74%	10%	26%

The relatively small proportions interviewed who travelled to the parks by a mode other than car means that it is not possible to make robust comparisons to the profile of these visitors. Specifically, 53 visitors across the Winter 2007 and Summer 2009 surveys combined travelled to Bushy Park by another mode, while 51 did so for Richmond Park.

Census profile data for comparison to car drivers

We have the profile of adjacent ward residents (based on the 2001 Census, purchased from a specialist agency, CACI) from an exercise we conducted in March 2007 on behalf of TRP. The profile of the London population was sourced from the 2001 Census (via the Office of National Statistics website).

The profile of car drivers from the Winter 2007 and Summer 2009 Visitor Surveys has been compared with the Census data on relevant information: socio-economic group, age, gender, ethnicity and disability.

2.3.2 Face-to-face interviews within car parks in Bushy and Richmond Park with drivers using the car park

Interviewing in car parks

The research was conducted using quantitative face-to-face interviews with drivers using the car parks in Bushy and Richmond Park. In total, 12 interviewing shifts were conducted (six in each park) between Wednesday 11th November and Sunday 15th November. Shift times varied in order to reach a cross-section of car park users, with shift times ranging from 7.30am to 5pm. Interviews lasted around four minutes.

The sample consisted of 270 car drivers aged 18 or older across the following car parks in Bushy and Richmond Park, as follows.

- Bushy Park: 137 interviews, made up of
  - Diana Car Park: 55
  - Pheasantry Car Park: 74
  - Upper Lodge Car Park: 8

- Richmond Park: 133 interviews, made up of
  - Pembroke Lodge Car Park: 49
  - Kingston Car Park: 24
  - Roehampton Gate Car Park: 16
  - Broomfield Hill Car Park: 20
  - Pen Ponds Car Park : 24

Car profiling exercise

At the beginning and end of each interviewer shift, the vehicle manufacturer, model and – to determine the age of the car – the first four digits of the vehicle registration number were recorded.

This was conducted at the start and end of each shift in order to obtain a representative account of the vehicles that were parked within the car park and also to identify the vehicles which were parked for the duration of the six hour shift.

By recording the first four digits of the vehicle registration number, the age of the car could be established. However, it is important to point out the following two caveats:

- Cars with personalised registration numbers were not included in the age of car analysis. We identified personalised registration numbers of cars by the following means:
  - Registration numbers which were not in standard registration format e.g. 111 AAA;
  - Checking whether the year of registration of a car (according to the registration number) was a year in which the car was manufactured. Those cars for which this was not the case were identified as personalised number plates;

    However, it is important to note that there may be vehicles included in the analysis which have a personalised number plate which indicates an older age than the car actually is, but is still showing a year in which the car is manufactured. There is no way of knowing how many cars of this type are included in the analysis. Our estimate is that it is less than 2%.

- Until September 2001, the car registration for each identifying letter or number ran from September to August the following year. Since September 2001 registration periods lasted six months instead of 12 months, running from September to February the following year and from March to September.

  It is not possible for us to know whether a car bearing a certain registration number which could have been registered between September and August (up to 2001) or between September and March (2001 onwards) was registered in the first or second of the years in question. For example, we cannot know whether a car with a 'P' registration letter was registered in 1996 (from September to December) or in 1997 (from January to August). Likewise, it cannot be known if a car bearing a '52' registration number was registered in 2002 (between September and December) or 2003 (between January and February).

  For the sake of simplicity in the analysis, we assumed in these cases that the car was registered in the first of the two years. For example, a 'P' registration letter was taken to be 1996, not 1997, while a '52; registration number was assumed to be 2002, not 2003.

We sourced from our Motor Research Department sales figures of cars in 2004-2006 combined and, separately, 2008. These sales figures are split by industry-recognised car segment (determined by car make and model). The car segments used in the 2004-2006 data are different to those of 2008, although broadly the categories are very similar.

We conducted the age of car analysis by car segment **in two ways** in order to provide a comparison of the proportions of each segment to that of the incidence in the UK according to the 2008 UK car sales data:

- Cars parked in the car parks with registration numbers from 2008 onwards ('08', '58', '09' and '59') were assigned to their 2008 industry-recognised car segment (according to their make and model);
- Cars parked in the car parks with registration numbers prior to 2008 (i.e. '57' and previous registration numbers and letters) were assigned to their 2004-2006 industry-recognised car segment.

The table below shows the segments based on the 2004-2006 and 2008 sales figures with examples of cars included in each segment.

Definition and Examples of Car Segments

2004-2006 Segment Definition	Example	2008 Segment Definition	Example
A /Sub B Segment	e.g. Ford Ka, Citroen 107	**A Small Car**	e.g. Ford Ka, Citroen C1
B Segment	e.g. BMW Mini, Fiat Punto	**B Super Mini**	e.g. Toyota Yaris, Volkswagen Polo
B MAV Segment	e.g. Ford Fusion, Honda Jazz	**C Lower Medium**	e.g. Volkswagen Golf, Peugeot 306
C Non-Premium Segment	e.g. Ford Focus, Nissan Almera	**C Lower Medium (premium)**	e.g. Audi A3, Volvo C30
C Premium Segment	e.g. BMW 1 Series, Audi A2	**D Upper Medium**	e.g. Ford Mondeo, Citroen C5
C MAV Segment	e.g. Mazda 5, Vauhall Zafira	**D Upper Medium (premium)**	e.g. BMW 3 series, Lexus IS
C/D Non-Premium Segment	e.g. Renault Laguna, Honda Accord	**E Executive (premium)**	e.g. Vauxhall Omega, Peugeot 607
C/D Premium Segment	e.g. BMW 3 Series, Audi A4	**E Executive (Premium)**	e.g. Mercedes E-Class, Saab 9-5
D/E Non-Premium Segment	e.g. Vauxhall Omega, Citroen C6	**F High (Premium)**	e.g. BMW 7 series, Jaguar XJ
D/E Premium Segment	e.g. Volvo C70, Mercedes E-Class	**F Luxury (Premium)**	e.g. Bentley Continental,
F Premium Segment	e.g. Bentley Continental, BMW 7-Series	**G Coupe**	e.g. Toyota Celica, Volkswagen Scirocco
M-Segment	e.g. Ford Galaxy, Toyota Previa	**G Coupe High (Premium)**	e.g. Audi R8, Mercedes SLR
S Non-Premium Segment	e.g. Toyota Celica, Peugeot 406	**G Coupe Low (Premium)**	e.g. Audi TT, Mazda RX-8
S Premium Segment	e.g. Aston Martin DB7, Mercedes SLK	**G Roadster Entry**	e.g. Toyota MR2, Ford Streetka
J-S Non-Premium	e.g. Toyota Rav-4,	**G Roadster (Premium)**	e.g. Porsche Boxster,

Utility Segm.	Nissan X-Trail
J-S Premium Utility Segment	e.g. BMW X3, Jeep Wrangler
J-M Non-Premium Utility Segm.	e.g. Ford Explorer, Mitsibishi Shogun
J-M Premium Utility Segment	e.g. Land Rover Discovery, BMW X5
J-L Non-Premium Utility Segm.	e.g. Nissan Patrol
J-L Premium Utility Segment	e.g. Land Rover Defender, Mercedes GL-Class

	Mercedes SLK
H SUV Compact	e.g. Jeep Wrangler, Nissan X-Trail
H SUV Compact (Premium)	e.g. Land Rover Freelander, BMW X3
H SUV Core	e.g. Land Rover Discovery, Jeep Cherokee
H SUV Large	e.g. Jeep Commander, Toyota Land Cruiser V8
H SUV Large (Premium)	e.g. BMW X5, Porsche Cayenne
H SUV Mini	e.g. Fiat Sedici, Suzuki Ignis
I MPV B	e.g. Ford Fusion, Peugeot 1007
I MPV C	e.g. Toyota Verso, Citroen Picasso
I MPV Large	e.g. Toyota Previa, Citroen C8

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3. Bushy Park Findings

3.1 Profile of Car Park Users – Bushy Park

3.1.1 Socio-economic Grade Profile of Car Park Users – Bushy Park

The table below shows that car park users in Bushy Park interviewed in November 2009 are most likely to be from AB socio-economic grades. Over half (55%) interviewed were from the AB groups, while a third (31%) are classified as C1, and one in ten (11%) are C2 or DE.

Socio-economic grade of car park users, visitors and residents

	Car Park Users Survey November 2009 (n=137)	Car drivers (Winter 2007 & Summer 2009 Visitor Surveys combined)	Census profile of adjacent postcodes to Bushy Park	Census profile of London population
AB	55%	43%	40%	30%
C1	31%	30%	35%	34%
C2	6%	17%	11%	13%
DE	5%	6%	14%	16%
(Refused)	3%	3%	-	-

The proportion of visitors from the highest socio-economic groups (AB) is higher than that of residents living in adjacent wards (55% vs. 40% respectively) and are less likely to be from the lower DE groups (5% vs. 14%).

Compared to the London population, visitors to the park by car are more likely to be from the AB groups (55% in the November 2009 survey, 43% in the Winter 2007 / Summer 2009 surveys, compared to 30% of the London population).

A significant proportion of car park users from the AB groups in the November 2009 survey visit the park on a weekly basis. Around three fifths (62%) of AB visitors said they go to Bushy Park at least once a week, a significantly higher proportion than those visiting the park once a month or less (37%).

3.1.2 Gender Profile of Car Park Users – Bushy Park

The gender profile of car park users in Bushy Park in the November 2009 survey is more female than male (59% vs. 41% respectively). These female and male proportions are almost identical to that of the previous Visitors Survey data combined (58% and 41% respectively).

It can be seen from the table overleaf that the gender profile of respondents using car parks within Bushy Park differs significantly compared to the profile of residents adjacent to the park and the census profile of the London population. The gender profile of local residents to Bushy Park is largely even, with the proportions of females and males being 51% and 49%.

Gender of car park users, visitors and residents				
	Car Park Users Survey November 2009 (n=137)	Car drivers (Winter 2007 & Summer 2009 Visitor Surveys combined)	Census profile of adjacent postcodes to Bushy Park	Census profile of London population
Male	41%	41%	49%	48%
Female	59%	58%	51%	52%

3.1.3 Age Profile of Car Park Users – Bushy Park

From the table overleaf it is evident that the age of car park users in Bushy Park is most likely to be 30-49 years old, with around three fifths (57%) of visitors in the November 2009 survey falling into this age band. This is higher than the proportion of local residents around Bushy Park (42%) and of the London population (40%).

With around a quarter (29%) residents surrounding the park aged 17-29, just 5% of car park users fall into this age band.

Among car park users aged 50-59, a significant proportion of these users are local residents to Bushy Park: half of car park users (49%) aged 50-59 live within one mile of Bushy Park, while a quarter (26%) of users aged 50-59 reside elsewhere in London.

	Age of car park users, visitors and residents			
	Car Park Users Survey November 2009 (n=137)	Car drivers (Winter 2007 & Summer 2009 Visitor Surveys combined)	Census profile of adjacent postcodes to Bushy Park	Census profile of London population
17 – 19	1%	1%	3%	4%
20 – 29	4%	6%	26%	22%
30 - 39	34%	28%	22%	24%
40 - 49	23%	24%	20%	16%
50 - 59	15%	18%	15%	14%
60 – 74	19%	21%	14%	13%
75+	3%	3%	8%	8%

3.1.4 Proportion of Disabled Visitors – Bushy Park

Around one in six (16%) of the London population are categorised as having a long-term disability. This is much higher than the proportion of Bushy car park users with disabilities (2%). This figure is also the same as that of the previous visitor surveys.

Proportion of car park users, visitors and residents

	Car Park Users Survey November 2009 (n=137)	Car drivers (Winter 2007 & Summer 2009 Visitor Surveys combined)	Census profile of London population
Long-term disabled	2%	2%	16%
No disability	98%	95%	84%
Refused	1%	3%	-

3.1.5 Ethnic Profile of Car Park Users – Bushy Park

The ethnic origin profile of car park users within Bushy Park is fairly similar to that of local residents. The profile of local residents show that 91% are White British, while 88% of car park users in the November 2009 survey were White British and 92% of those interviewed in the Winter 2007 and Summer 2009 visitor surveys.

The proportion of Bushy car park users, visitors and local residents is much higher than that of the London population (60%), while the proportion of car park users, visitors and local residents who are from ethnic minority groups is much lower than that of the London population as a whole.

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	Ethnic profile of car park users, visitors and residents			
	Car Park Users Survey November 2009 (n=137)	Car drivers (Winter 2007 & Summer 2009 Visitor Surveys combined)	Census profile of adjacent postcodes to Bushy Park	Census profile of London population
White – British	88%	92%	91%	60%
White – Other	7%	3%	2%	8%
White - Irish	0%	1%	0%	3%
White & Asian	1%	1%	1%	1%
White & Black Caribbean	1%	0%	0%	1%
White & Black African	0%	0%	0%	0%
Black/ Black British – African	1%	0%	1%	5%
Black/ Black British - Caribbean	1%	0%	0%	5%
Chinese	0%	0%	1%	1%

Pakistani	0%	0%	0%	2%
Bangladeshi	0%	0%	0%	2%
Indian	0%	1%	2%	6%
Any other mixed background	2%	1%	2%	6%

3.1.6 Residential Profile of Car Park Users – Bushy Park

The majority of car park users in Bushy Park reside in London; eight in ten (81%) live in the Capital. A third, 31%, live locally to Bushy Park, while the remaining 50% live somewhere else in London.

Residential profile of car park users	
	Car Park Users Survey November 2009 (n=137)
England (London – locally within 1 mile of the park)	31%
England (London)	50%
England (South East)	12%
England (Eastern)	2%
England (Yorkshire & Humberside)	4%
Wales	0%
Scotland	0%
Northern Ireland	0%
Outside UK	0%

3.1.7 Composition of Visitors to Bushy Park

It is evident from the table below that the vast majority of adults visit the park either by themselves (46%) or are accompanied by another adult (42%). Half of all adults visit Bushy Park with a child (50%), with the child most likely to be under the age of 7 (44% had a child aged up to 6 years in their party).

Composition of visitors with car park users

	Car Park Users Survey November 2009 (n=137)					
	Number in Party Size					
	1	2	3	4	5	None
Adults 18+	46%	42%	7%	3%	2%	-
Children 0-6	26%	15%	4%	-	-	56%
Children 7-10	6%	3%	-	-	-	91%
Children 11-17	4%	1%	-	-	-	95%
Any children	50%	-	-	-	-	50%

Of adults that visit the park unaccompanied by any other adults, they are significantly more likely to visit the park on a more frequent basis. Six in ten adults that visit the park on their own go to the park at least once a week, while a significantly lower proportion visit 1-3 times a month (32%) and less than once a month (27%).

The table overleaf shows that a fifth (20%) of car park users brought a dog with them when they visited Bushy Park.

Proportion of car park users bringing dog	
	Car Park Users Survey November 2009 (n=137)
Brought a dog	20%
Did not bring a dog	80%

Dog owners are significantly more likely to spend less time in the park, with a third (33%) spending less than an hour in the park compared to 16% that stay for between 1-4 hours.

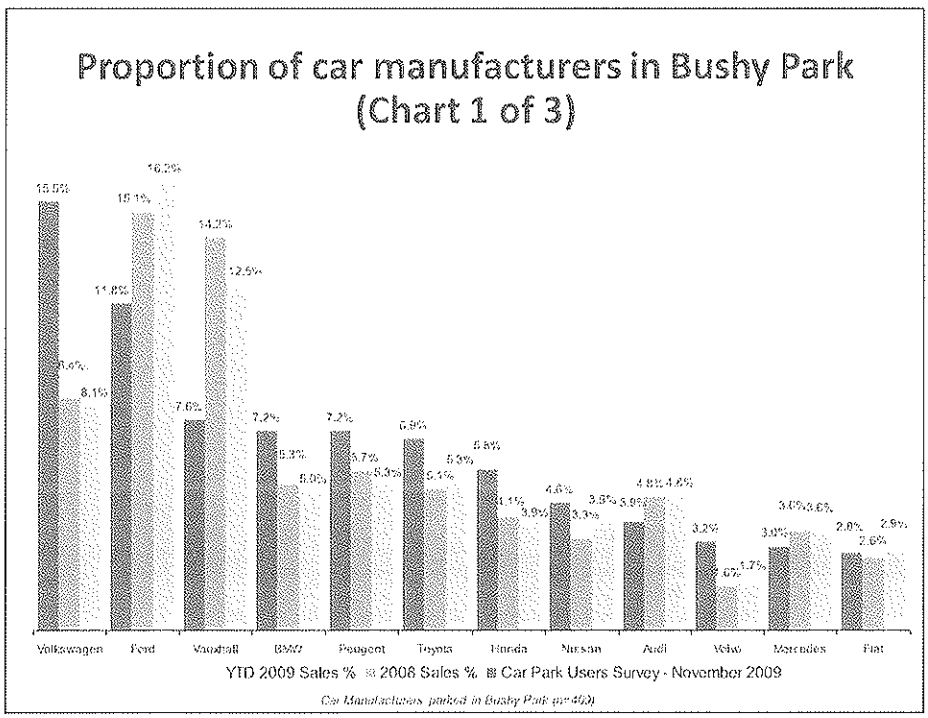
3.2 Profile of Vehicles Parked in Car Parks – Bushy Park

3.2.1 Vehicle Manufacturers – Bushy Park

The proportion of car makes parked in the Bushy Park can be compared to the sales of all makes in 2008 and 2009 to date. For ease of comparison, the sales figures for cars not parked in Bushy Park have been excluded. Whilst these proportions are not a like-for-like comparison (as the majority of the cars parked in Bushy Park were not 2008 or 2009), it provides a useful guide.

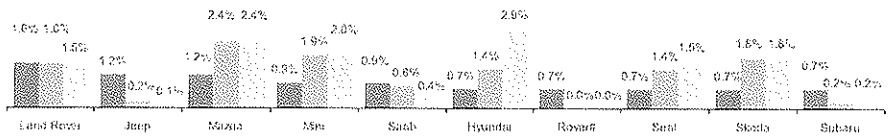
Volkswagen was the most common vehicle make parked in the car parks at Bushy Park, accounting for 15.5% of the vehicle share. Volkswagen was the marque most over-represented compared to the 2008 and 2009 sales figures. Other manufacturers over-represented most vs. the 2008 and 2009 sales figures in Bushy Park were Ford (11.8%), Vauxhall (7.6%), BMW (7.2%) and Peugeot (7.2%).

This information is shown in the three charts that follow.



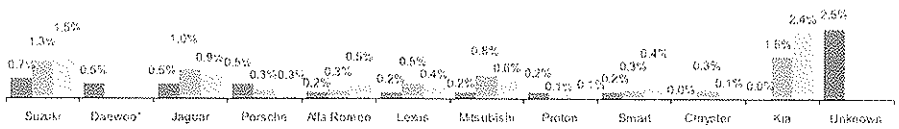
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Proportion of car manufacturers in Bushy Park (Chart 2 of 3)



Car Manufacturers parked in Bushy Park (n=409)

Proportion of car manufacturers in Bushy Park (Chart 3 of 3)



Car Manufacturers parked in Bushy Park (n=409)

3.2.2 Age of Vehicles in Bushy Park

Based on assumptions we have made about registration numbers and the age of cars explained earlier[1], of the vehicles parked in the three Bushy Park car parks, around a fifth (18%) were less than three years old, a quarter aged three to five years (28%), a third (33%) aged six to nine years and 12% ten years old or more.

The average age of vehicles parked within Bushy Park is 5 years and 11 months.

Around one in ten vehicles (9%) have a registration number which makes identifying the age impossible, some of which will be personalised numbers.

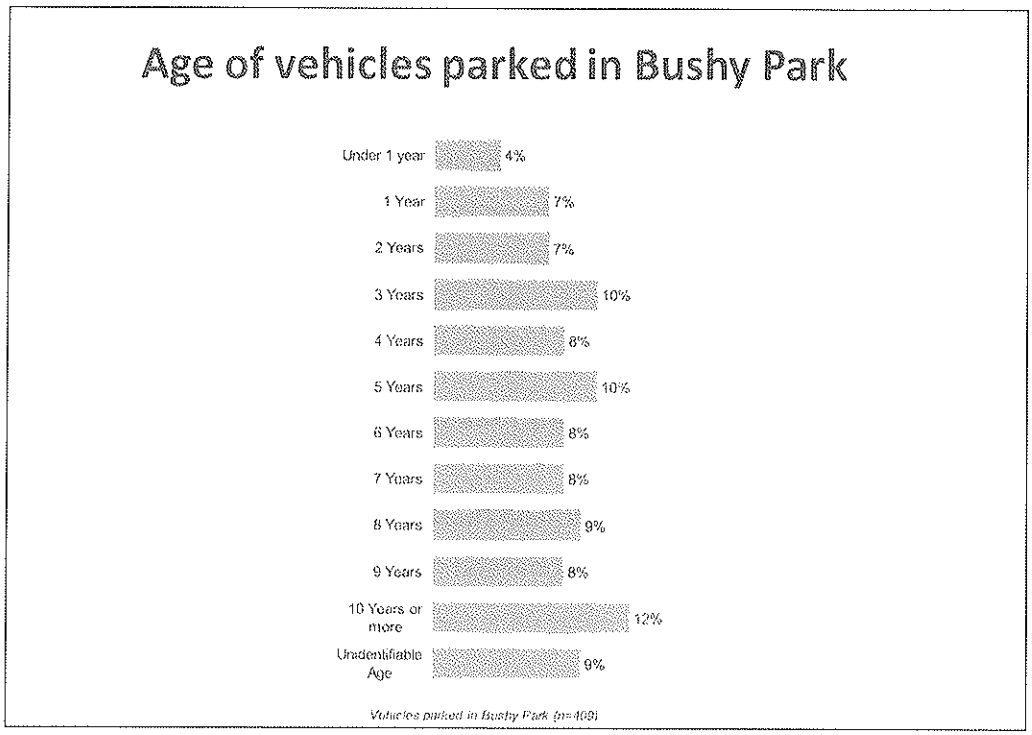
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1 There may be cars included in the analysis which have a personalised number plate which indicates an older age than the car actually is, but is still indicating a year in which the car is manufactured. There is no way of knowing how many cars of this type are included in the analysis. Our estimate is that it is less than 2%.

Until September 2001, the car registration for each identifying letter or number ran from September to August the following year. Since September 2001 registration periods lasted six months instead of 12 months, running from September to February the following year and from March to September.

It is not possible for us to know whether a car bearing a certain registration number which could have been registered between September and August (up to 2001) or between September and March (2001 onwards) was registered in the first or second of the years in question. For example, we cannot know whether a car with a 'P' registration letter was registered in 1996 (from September to December) or in 1997 (from January to August). Similarly, we cannot know if a car bearing a '52' registration number was registered in 2002 (between September and December) or 2003 (between January and February).

For the sake of simplicity in the analysis, we assumed in these cases that the car was registered in the first of the two years. For example, a 'P' registration letter was taken to be 1996, not 1997, while a '52; registration number was assumed to be 2002, not 2003.



There is no reliable information available in the public domain about the distribution of the age of cars that are registered.

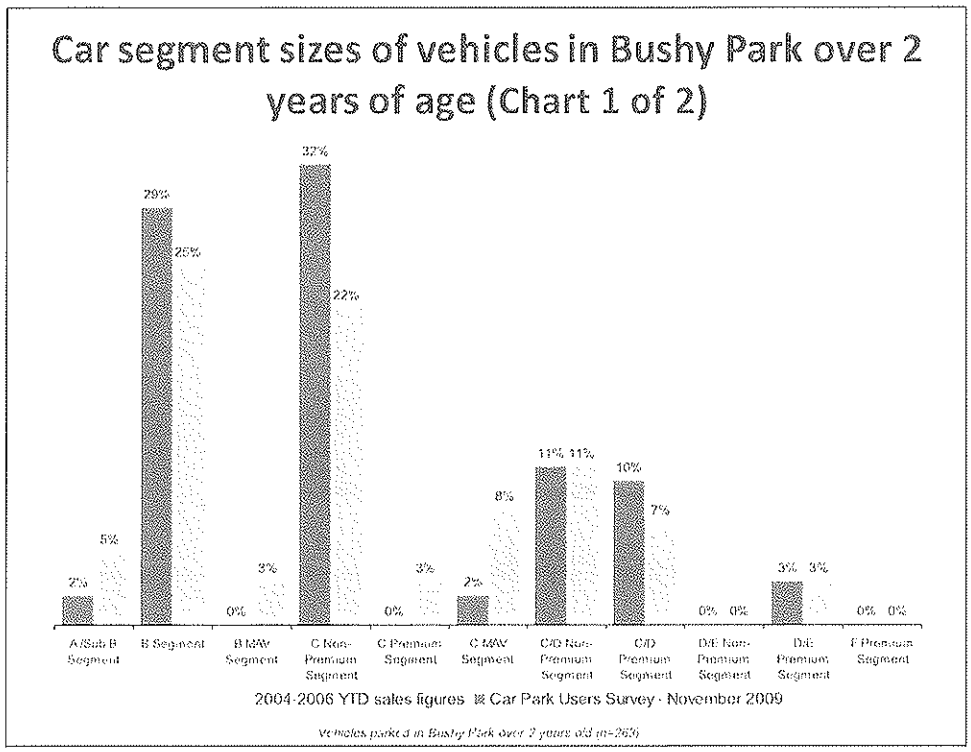
3.2.3 Car Segments Sizes of Vehicles Over 2 Years Old Parked in Bushy Park

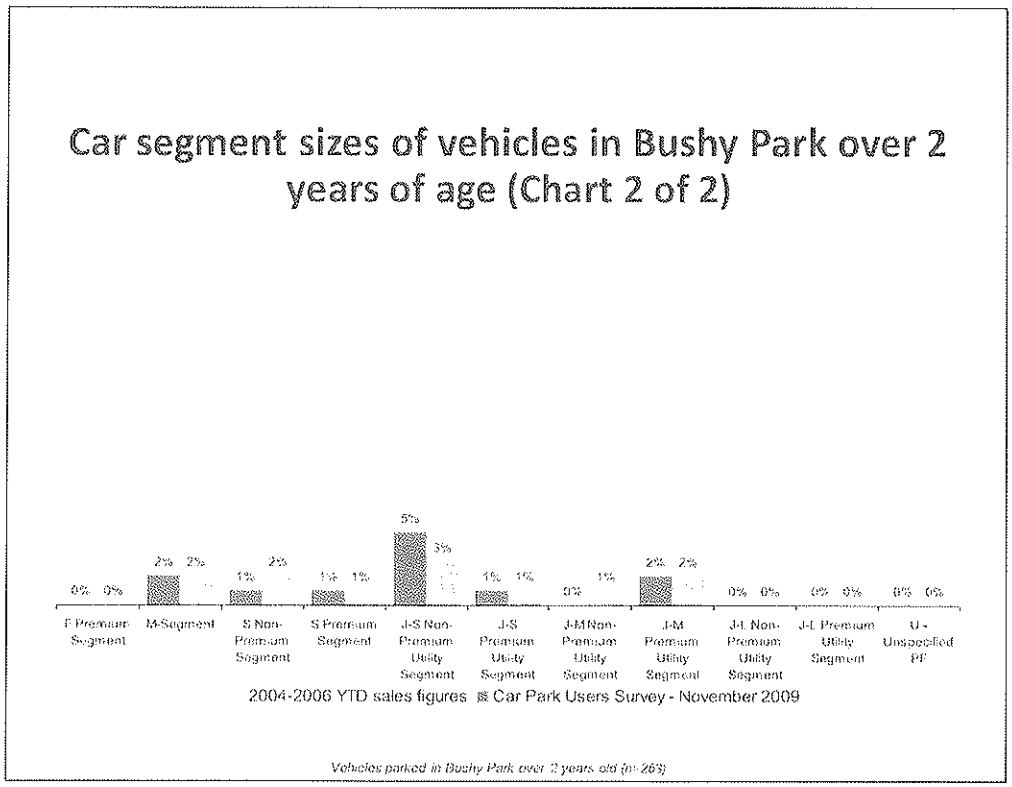
Cars parked in the car parks with registration numbers prior to 2008 (i.e. '57' and previous registration numbers and letters) were assigned to their 2004-2006 industry-recognised car segment.

As the charts overleaf shows, the profile of the size of the segments of vehicles parked in Bushy Park is similar to those of the sales figures between 2004-2006.

The key notable difference is the 'C Non-Premium Segment', which shows that 32% of vehicles in car parks in Bushy Park are categorised in this segment (cars such as Ford

Focus), while this segment represents 22% of the share of vehicles sold between 2004-2006. This segment is the most common for vehicles aged over 2 years in Bushy Park, followed by 'B Segment' (cars such as BMW Mini, Fiat Punto) which accounts for 29% of vehicles parked in Bushy Park.





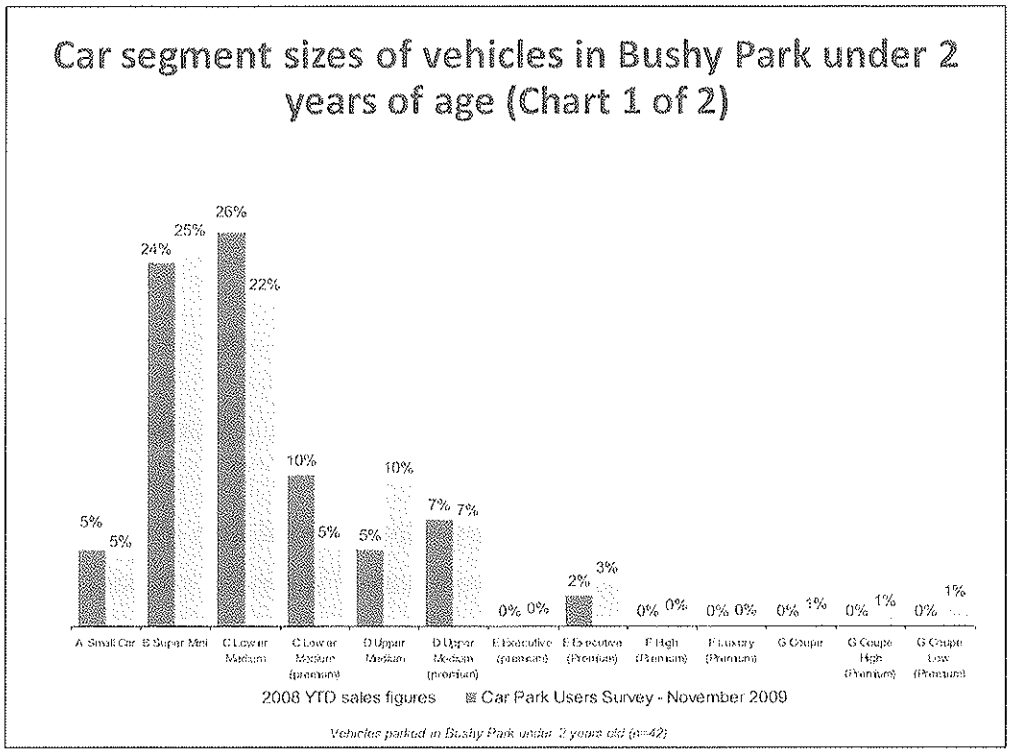
3.2.4 Segmentation of Vehicles Less Than 2 Years Old in Bushy Park

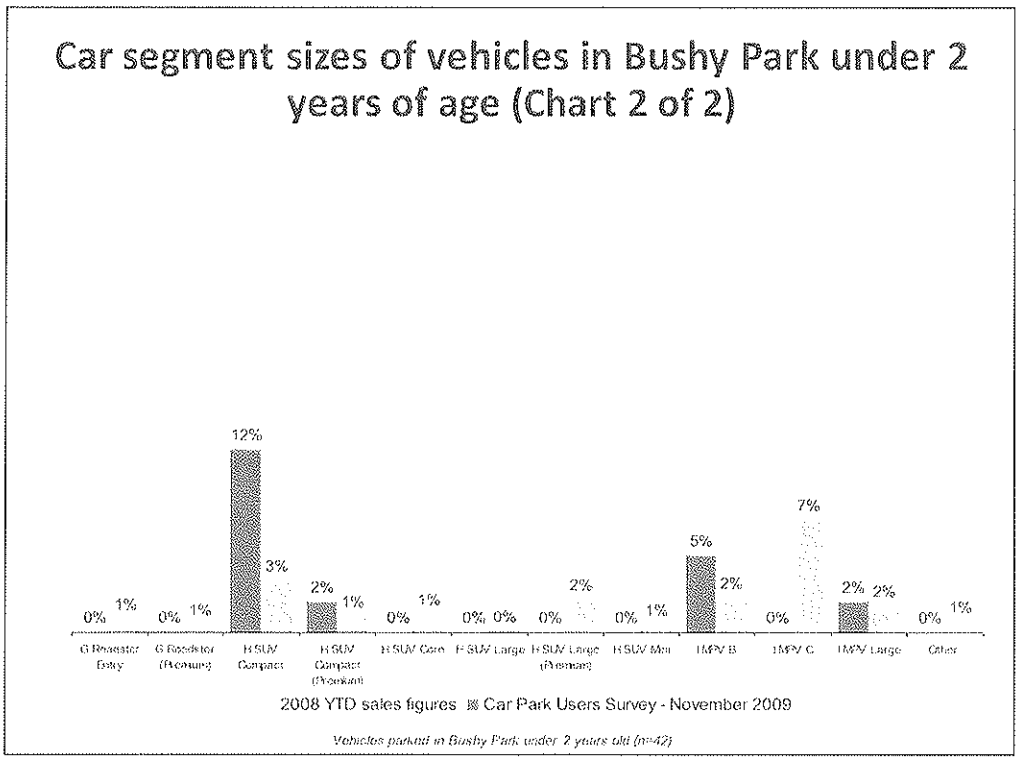
Cars parked in the car parks with registration numbers from 2008 onwards ('08', '58', '09' and '59') were assigned to their 2008 industry-recognised car segment (according to their make and model);

It can be seen from the charts overleaf that overall the profile of the size of the segments of vehicles parked in Bushy Park is similar to those of the sales figures of 2008. Note that the base size of cars parked in Bushy Park that were registered in 2008 or 2009 is small: 42.

The most common car segment found in Bushy Park for vehicles aged 2 years and under is 'C Lower Medium', which represents around a quarter (26%) of the vehicles in Bushy Park.

The key notable difference is the 'H SUV Compact' segment, which shows that 12% of vehicles in car parks in Bushy Park are categorised in this segment (cars such as Nissan X-Trail and Jeep Wrangler), while this segment represents 3.4% of the share of vehicles registered in 2008.





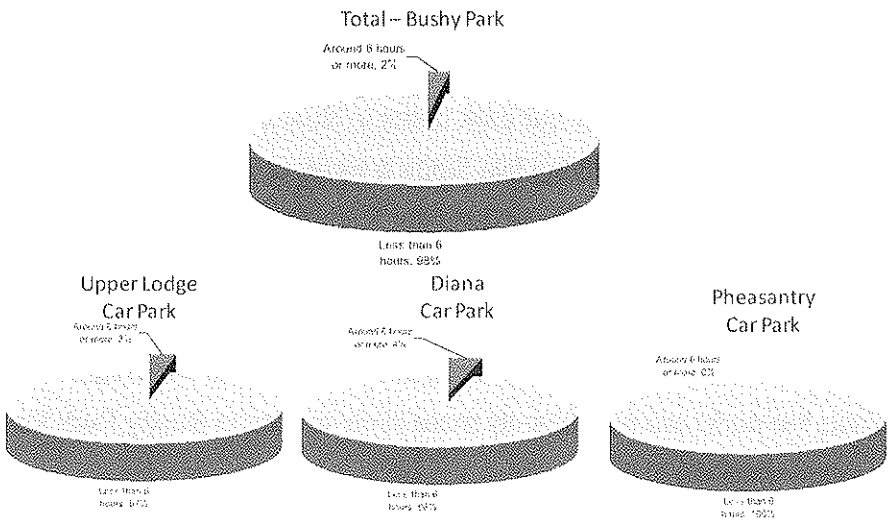
3.2.5 Proportion of Cars Parked for Long Durations in Car Parks – Bushy Park

In Bushy Park, a total of 9 cars out of 407 (2%) of cars were recorded both at the start and end of an interviewing shift, meaning that they were parked within the car park for around six hours. Of these nine instances, one occurred in Upper Lodge Car Park, while eight instances occurred in the Diana Car Park.

As the chart overleaf shows, the proportion of cars parked for a long duration accounts for 4% of all vehicles parked in the Diana Car Park and 3% in the Upper Lodge Car Park.

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Proportion of long stay cars in Bushy Park



Vehicles parked in Bushy Park (n=304), Upper Lodge Car Park (n=33), Diana Car Park (n=216), Pheasantry Car Park (n=106)

3.3 Additional Findings Relating to Bushy Park Car Park Users

3.3.1 Frequency of Visiting Bushy Park

The table below shows that over half of car park users in Bushy Park visit the park on a weekly basis. This consists of 16% visiting five times a week or more, while 37% visit the park 1-4 times a week. These figures yield similar findings to the combined data of the Visitor Surveys.

Car park users that visit the park five times a week or more (despite their high frequency of visiting the park) are significantly more likely to stay in Bushy Park for less an hour than for longer periods of time.

	Frequency of visiting Bushy Park	
	Car Park Users Survey November 2009 (n=137)	**Car drivers (Winter 2007 & Summer 2009 Visitor Surveys combined)**
5 times a week or more	16%	19%
1-4 times a week	37%	37%
1-3 times a month	25%	17%
5-10 times a year	7%	11%
2-4 times a year	7%	11%
Once a year	0%	1%
Less than once a year	2%	1%
First visit	6%	3%

When looking at how the seasons affect frequency of visiting, the vast majority (92%) visit Bushy Park all year around, with just 8% not visiting the park throughout the year.

The table below shows the visiting frequencies throughout the seasons of those visiting Bushy Park all year around. Overall, across the four seasons around six in ten visit Bushy Park throughout the year on a weekly basis.

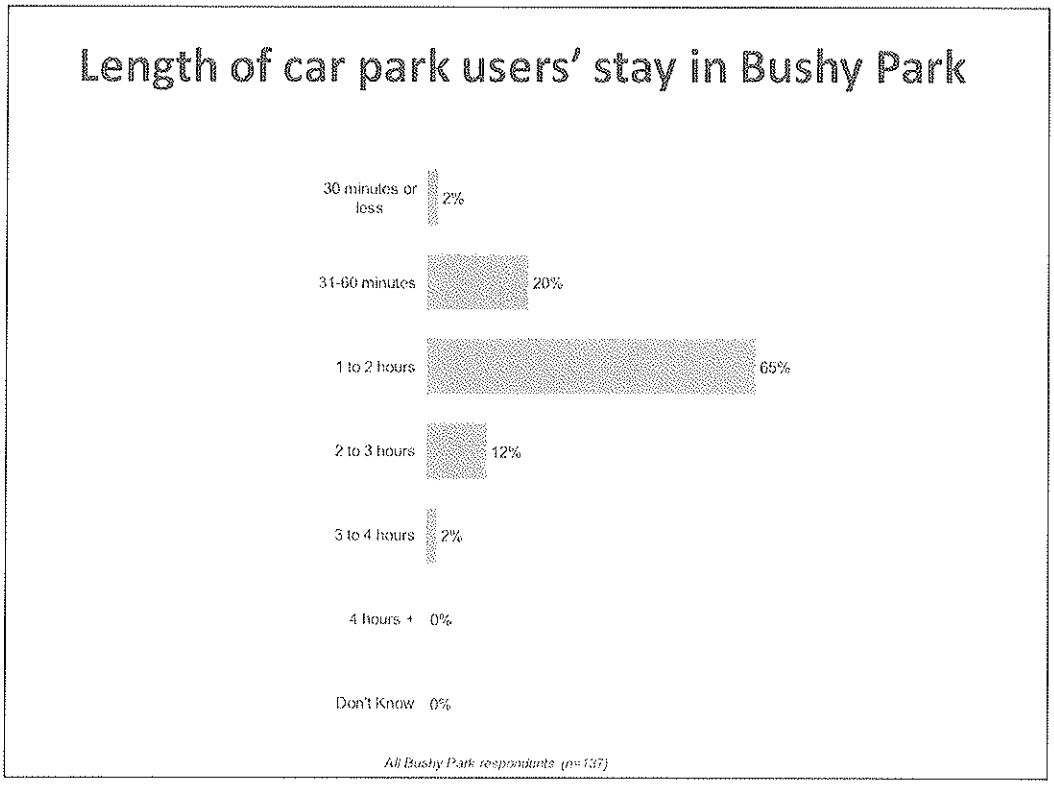
Frequency of visiting Bushy Park

Car Park Users Survey November 2009

	Spring (n=120)	Summer (n=123)	Autumn (n=127)	Winter (n=123)
5 times a week or more	21%	21%	19%	20%
1-4 times a week	40%	41%	36%	37%
1-3 times a month	28%	25%	29%	29%
5-10 times a season	3%	5%	3%	2%
2-4 times a season	3%	2%	6%	4%
Once a season	5%	6%	7%	7%

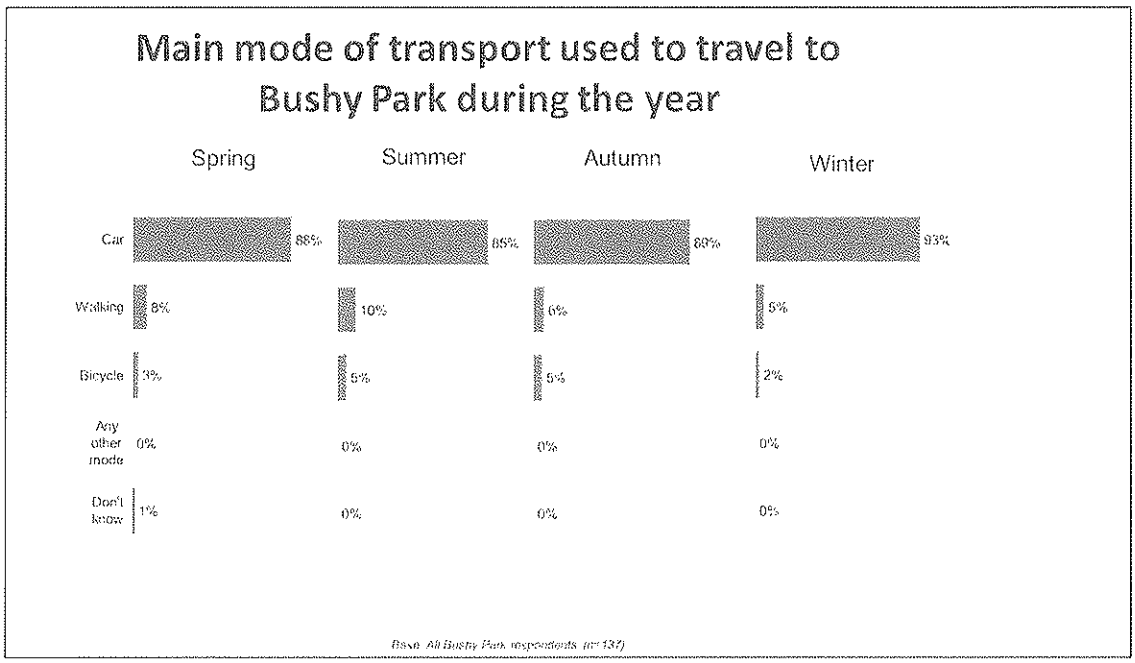
3.3.2 Duration of Stay when Visiting Bushy Park

Car park users interviewed were asked how long their stay in the park had been or was going to be. The chart below shows the distribution of responses.



3.3.3 Modes of Transport used to Travel to Bushy Park

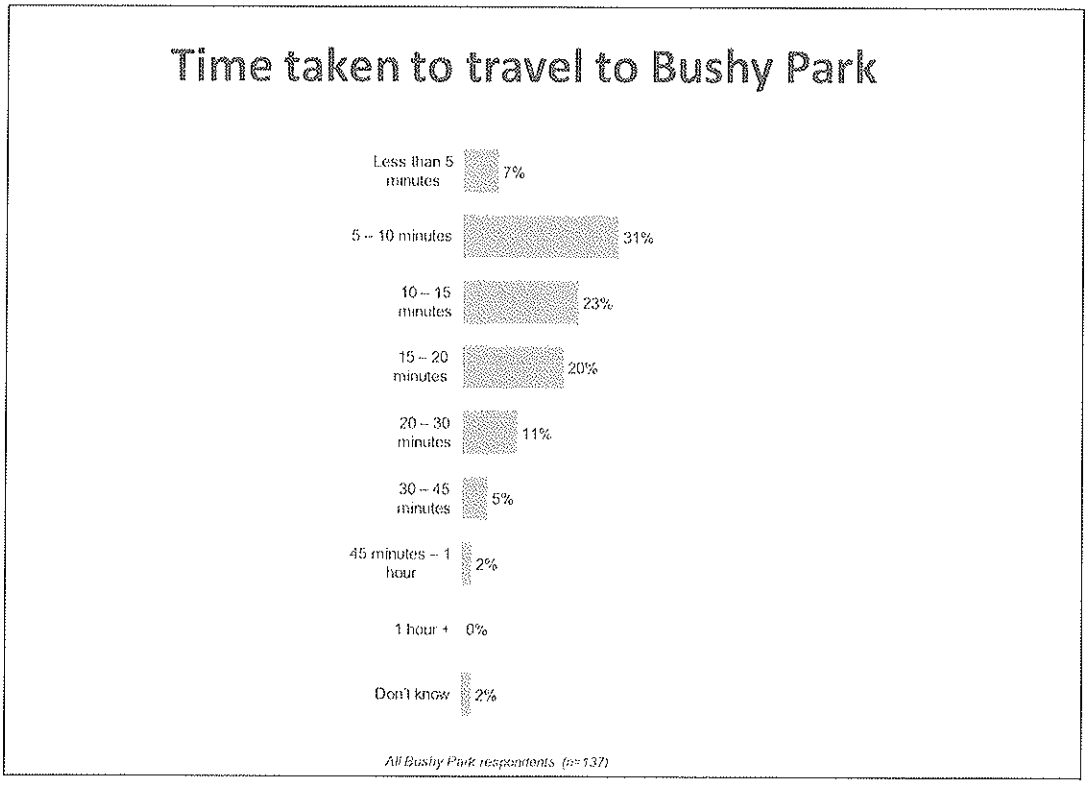
As part of the recruitment criteria for this study, all car park users had to be the designated driver of the vehicle and must have parked in the car park during the interviewing period, meaning that all our respondents travelled to Bushy Park by car.



The majority of car park users do not use another mode of transport other than car in any of the four seasons to reach the park. This proportion ranges from 61% only using their car to reach the park in summer up to 73% in winter.

3.3.4 Journey Time to Bushy Park

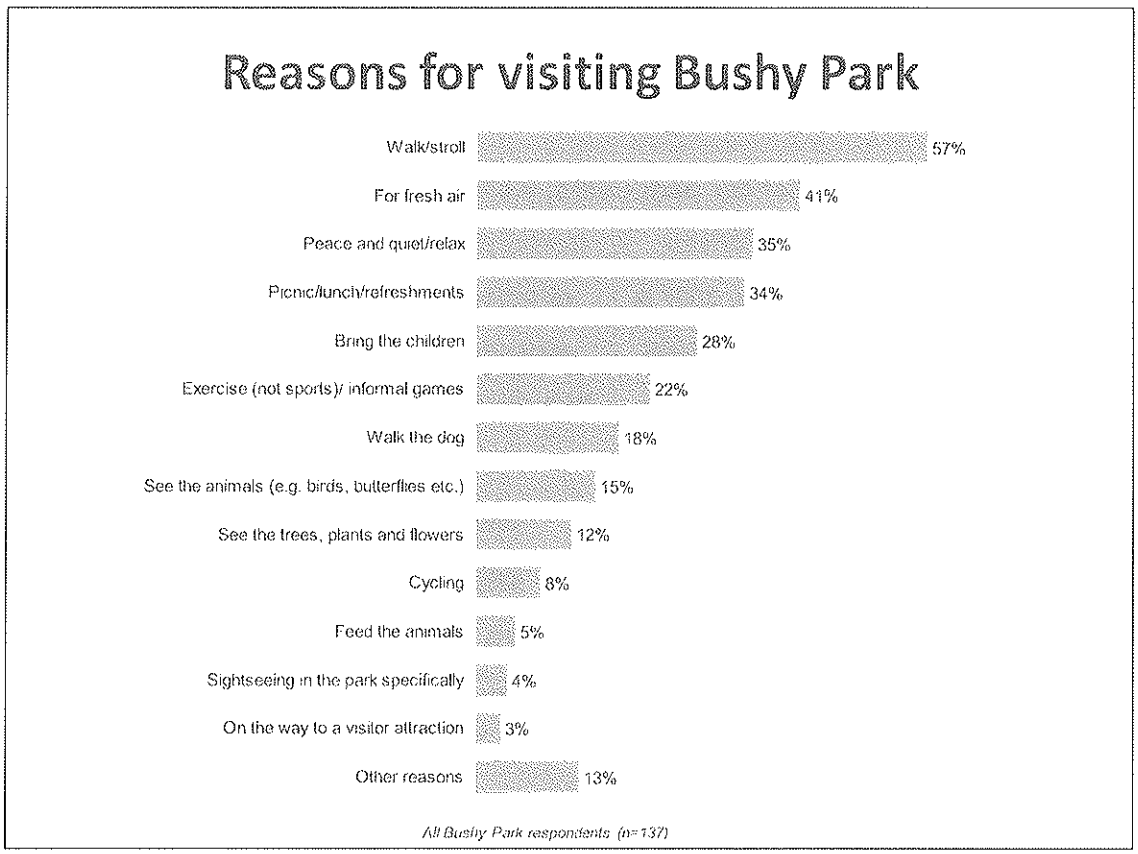
Six in ten visitors who drive to the park (61%) state their journey time to the park is under 15 minutes. Just 2% of car park users state their journey to the park takes between 45 minutes to one hour, while there are no journeys that took longer than an hour. Unsurprisingly, the composition of car park users whose journey time took under 15 minutes is largely comprised of local residents, accounting for 79%.



3.3.5 Reasons for Visiting Bushy Park

The chart below shows that the majority of visitors to Bushy Park are there for a walk / stroll, with 57% of visitors stating this. Other key reasons for visiting Bushy Park include for fresh air (41%), for peace and quiet / to relax (41%), for a picnic / lunch (34%) and to bring the children (28%).

Looking at car park users that visit Bushy Park to bring their children, they are significantly less likely to be local residents to the park. One in eight (12%) local residents bring their children to the car park, while around four in ten (38%) of London residents visit the park for this reason.



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4. Richmond Park Findings

4.1 Profile of Car Park Users – Richmond Park

4.1.1 Socio-economic Grade Profile of Car Park Users – Richmond Park

Similar to Bushy Park, a large proportion of car park users in Richmond Park interviewed in the November 2009 survey are categorised in the AB socio-economic group (56%), whilst a third are classified as C1 (32%) and one in eight (13%) are C2 or DE.

The proportion of AB car park users is similar to that of visitors travelling to Richmond Park by car in the Winter 2007 and Summer 2009 surveys, in which the proportion of visitors who were from AB socio-economic grades was 58%.

Socio-economic grade of car park users, visitors and residents

	Car Park Users Survey November 2009 (n=133)	Car drivers (Winter 2007 & Summer 2009 Visitor Surveys combined)	Census profile of adjacent postcodes to Richmond Park	Census profile of London population
AB	56%	58%	46%	30%
C1	32%	27%	34%	34%
C2	11%	11%	7%	13%
DE	2%	5%	13%	16%
(Refused)	-	-	-	-

The proportion of AB car park users is higher than those living adjacent to the park (namely 56% vs. 46% respectively), while the proportion of DE car park users (2%) is lower than the proportion of local residents (13%). The proportion of AB visitors arriving by car is also much higher than the proportion in London (30%), while the DE proportion is much lower (2% vs. 16% respectively).

AB car park users are significantly more likely to be female. More than two thirds (68%) of females are categorised as AB, while this proportion is just 41% for males.

4.1.2 Gender Profile of Car Park Users – Richmond Park

The gender proportions of car park users in Richmond Park during the November 2009 survey show a slightly higher number of females using the car parks. As the table below shows, the composition of car park users demonstrates that 56% are female, whilst 44% are male. This figure differs from the combined Visitor Surveys data, in which the proportion of females and males was 59% and 40% respectively.

Gender of car park users, visitors and residents

	Car Park Users Survey November 2009 (n=133)	Car drivers (Winter 2007 & Summer 2009 Visitor Surveys combined)	Census profile of adjacent postcodes to Richmond Park	Census profile of London population
Male	44%	40%	47%	48%
Female	56%	59%	53%	52%

When comparing the gender proportions against the profile of local residents to Richmond Park, the proportions of males and females are relatively similar (47% and

53%), whist the Census profile of the London population yields similar proportions (48% and 52% respectively).

4.1.3 Age Profile of Car Park Users – Richmond Park

It can be seen from the table overleaf that the age of car park users in Richmond Park is most likely to be 30 - 49 years old, with over half (55%) of visitors in the November 2009 survey falling into this age band. This is higher than the proportion of local residents around Richmond Park (41%) and of the London population (40%).

With around a quarter (23%) of residents surrounding the park being aged 17-29, just 7% of car park users fall into this age band, showing they are under –represented among car park users in Richmond Park.

Similarly to Bushy Park, the proportion of car park users aged 17-29 remains disproportionate against the profile of local residents surrounding Richmond Park. In the surrounding area of Richmond Park, a quarter (23%) are aged 17-29, while just 7% of this age group use the car parks within Richmond Park.

	Age of car park users, visitors and residents			
	Car Park Users Survey November 2009 (n=133)	Car drivers (Winter 2007 & Summer 2009 Visitor Surveys combined)	Census profile of adjacent postcodes to Richmond Park	Census profile of London population
17 – 19	2%	1%	3%	4%
20 – 29	5%	6%	20%	22%
30 - 39	26%	22%	24%	24%
40 - 49	29%	26%	17%	16%
50 - 59	21%	19%	14%	14%
60 – 74	15%	21%	13%	13%
75+	2%	4%	9%	8%

4.1.4 Proportion of Disabled Visitors – Richmond Park

A slightly higher proportion of car park users in Richmond Park are classified as having a long term disability when compared to Bushy Park (4% vs. 2%). This figure is much lower than the Census data showing the proportions of London residents with a long term disability, namely 16%.

Proportion of car park users, visitors and residents

	Car Park Users Survey November 2009 (n=133)	Car drivers (Winter 2007 & Summer 2009 Visitor Surveys combined)	Census profile of London population
Long-term disabled	4%	6%	16%
No disability	96%	93%	84%
Refused	-	1%	-

4.1.5 Ethnic Profile of Car Park Users – Richmond Park

The ethnic origin profile of car park users in Richmond Park is consistent with the profile of local residents. The vast majority of car park users in the November 2009 survey are defined as White British (86%), whist the Census data of the surrounding area to Richmond Park shows that 88% of local residents to the park are White British.

Similarly to Bushy Park, the proportion of car park users and the local population surrounding Richmond Park who are White British is much higher than the profile of the London population, where six in ten (60%) are defined as White British. The proportion

of visitors from ethnic minority groups is much lower than that of the London population as a whole.

Ethnic profile of car park users, visitors and residents

	Car Park Users Survey November 2009 (n=133)	Car drivers (Winter 2007 & Summer 2009 Visitor Surveys combined)	Census profile of adjacent postcodes to Richmond Park	Census profile of London population
White - British	86%	85%	88%	60%
White - Other	8%	7%	2%	8%
White - Irish	2%	3%	0%	3%
White & Asian	1%	0%	1%	1%
White & Black Caribbean	1%	0%	1%	1%
White & Black African	0%	0%	0%	0%
Black/ Black British - African	0%	1%	1%	5%
Black/ Black British - Caribbean	0%	1%	1%	5%

Chinese	0%	0%	1%	1%
Pakistani	0%	0%	1%	2%
Bangladeshi	0%	0%	0%	2%
Indian	0%	2%	2%	6%
Any other mixed background	3%	1%	2%	6%

4.1.6 Residential Profile of Car Park Users – Richmond Park

The vast majority of car park users are based in London, with 87% residing in the capital. One in six (17%) live within one mile of the park, while 70% live elsewhere in London.

Residential profile of car park users

	Car Park Users Survey November 2009 (n=133)
England (London – locally within 1 mile of the park)	17%
England (London)	70%
England (South East)	6%
England (South West)	6%
Wales	0%
Scotland	0%
Northern Ireland	0%
Outside UK	0%

Of local residents using the car parks, they are significantly more likely to be female compared to male. Just under a quarter (24%) of females that live locally to Richmond Park use their car parks, while this figure is 9% for males.

4.1.7 Composition of Visitors to Richmond Park

As the table overleaf demonstrates, over half (52%) of adults visit Richmond Park unaccompanied by any other adult. A large proportion visit the park being accompanied by one other adult (44%).

The proportion of adults visiting Richmond Park with a child is significantly lower compared to Bushy Park. Around one in five (21%) of adults visiting Richmond Park bring at least one child with, while the proportion of adults in Bushy Park bring at least one child with is 50%.

Children visiting Richmond Park are most likely to be aged between 0-6 years, with 16% bringing at least one child of this age to the park. This figure is significantly lower than the equivalent figure for Bushy Park, namely 44%.

Composition of car park users

	Car Park Users Survey November 2009 (n=133)					
	Number in Party Size					
	1	2	3	4	5	None
Adults 18+	52%	44%	2%	2%	-	-
Children 0-6	11%	5%	1%	-	-	84%
Children 7-10	6%	2%	-	-	-	92%
Children 11-17	3%	-	-	-	-	97%
Any children	21%	-	-	-	-	79%

As the table below demonstrates, over four in ten (42%) bring a pet with them when visiting Richmond Park, of which 98% are dogs. The proportion of visitors bringing pets to Richmond Park is significantly higher than visitors to Bushy Park, for which the figure is 20%.

Pets included when visiting car park

	Car Park Users Survey November 2009 (n=133)
Brought a pet	42%
Did not bring a pet	58%

Females are most likely to visit Richmond Park with a pet. Over half (53%) of females visiting Richmond Park are accompanied by a pet, significantly higher than around a quarter (27%) of males.

4.2 Profile of Vehicles Parked within Car Parks – Richmond Park

4.2.1 Vehicle Manufacturers – Richmond Park

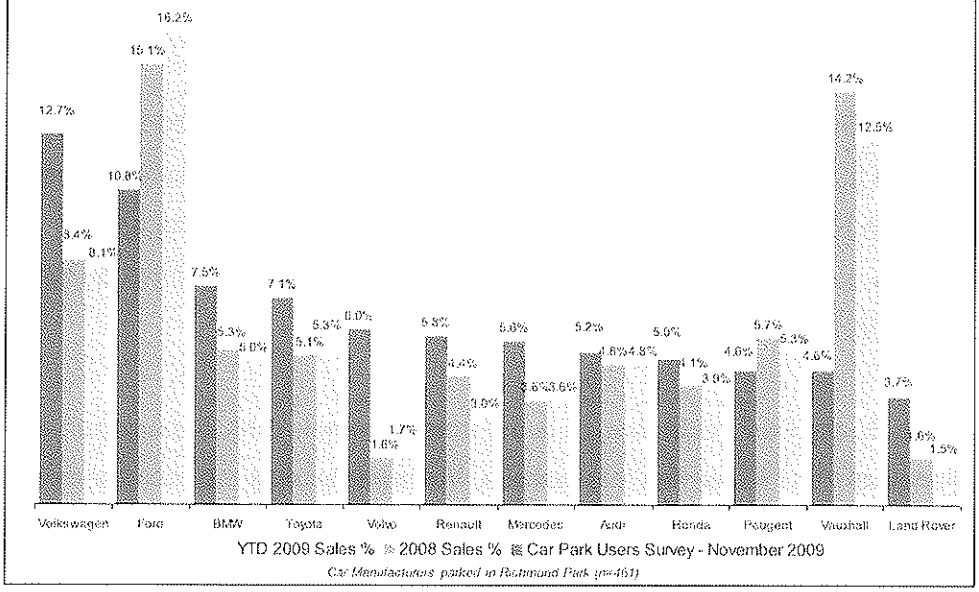
The proportion of car makes parked in the Richmond Park can be compared to the sales of all makes in 2008 and 2009 to date. For ease of comparison, the sales figures for cars not parked in Richmond Park have been excluded. Whilst these proportions are not a like-for-like comparison (as the majority of the cars parked in Richmond Park were not 2008 or 2009), it provides a useful guide.

As is the case with Bushy Park, Volkswagen is the most common vehicle make parked in Richmond Park, with 12.7% bearing this marque. Volkswagen was the marque most over-represented compared to the 2008 and 2009 sales figures. Other manufacturers over-represented most vs. the 2008 and 2009 sales figures in Richmond Park were Ford (10.8%), BMW (7.5%), Toyota (7.1%) and Volvo (6%).

This information is shown in the three charts that follow.

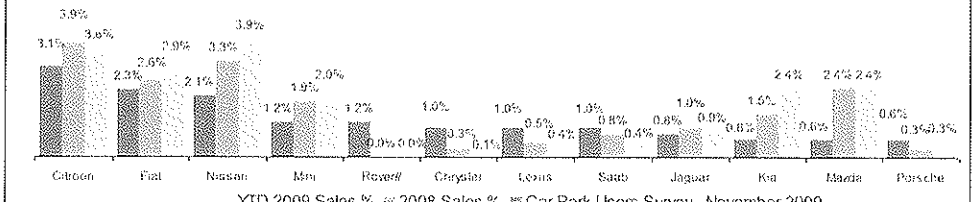
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Proportion of car manufacturers in Richmond Park (Chart 1 of 3)



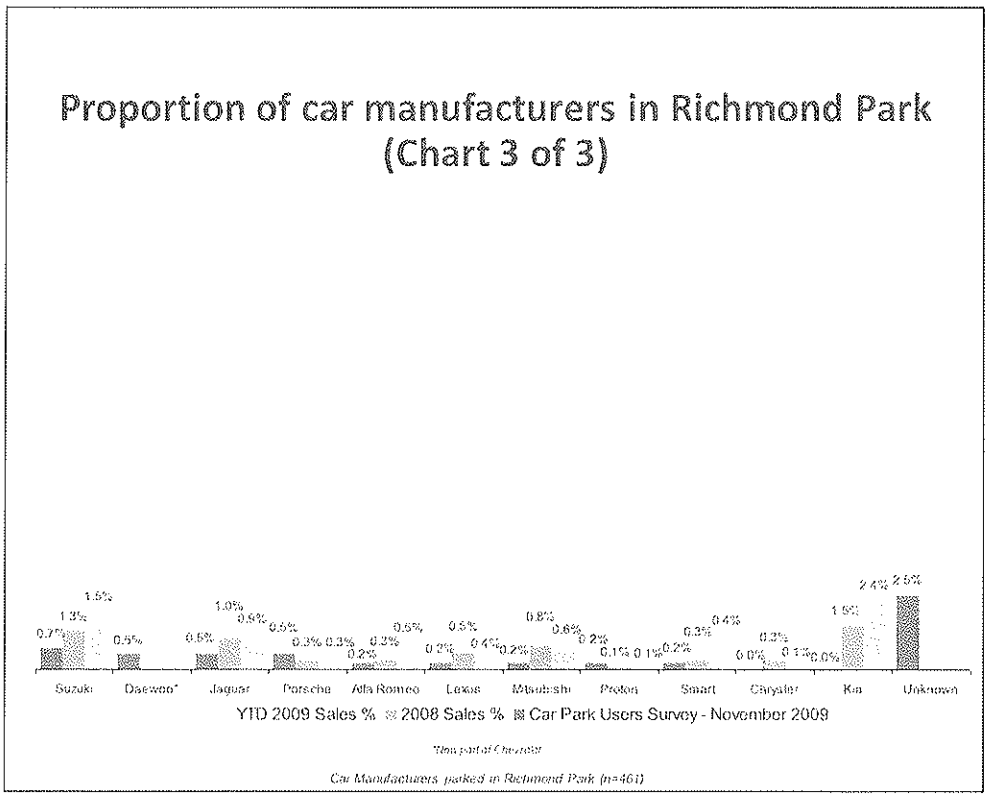
Car Manufacturers parked in Richmond Park (n=461)

Proportion of car manufacturers in Richmond Park (Chart 2 of 3)



 # No longer in production

Car Manufacturers parked in Richmond Park (n=461)



4.2.2 Age of Vehicles in Richmond Park

Based on assumptions we have made about registration numbers and the age of cars explained earlier[2], of the vehicles parked in the Richmond Park car parks, around a fifth

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2 There may be cars included in the analysis which have a personalised number plate which indicates an older age than the car actually is, but is still indicating a year in which the car is manufactured. There is no way of knowing how many cars of this type are included in the analysis. Our estimate is that it is less than 2%.

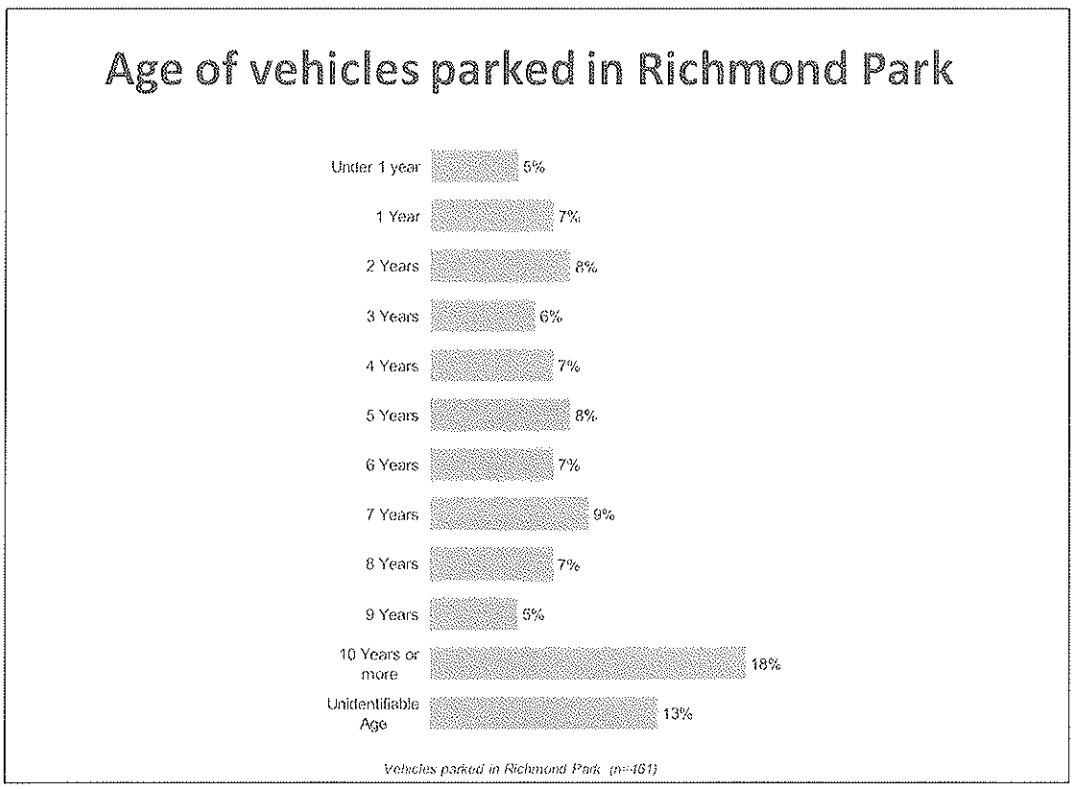
Until September 2001, the car registration for each identifying letter or number ran from September to August the following year. Since September 2001 registration periods lasted six months instead of 12 months, running from September to February the following year and from March to September.

It is not possible for us to know whether a car bearing a certain registration number which could have been registered between September and August (up to 2001) or between September and March (2001 onwards) was registered in the first or second of the years in question. For example, we cannot know whether a car with a 'P' registration letter was registered in 1996 (from September to December) or in 1997 (from January to August).

(20%) were less than three years old, a fifth aged three to five years (21%), a quarter (28%) aged six to nine years and 12% ten years old or more.

The average age of vehicles parked within Richmond Park is 6 years and 2 months.

Around one in eight vehicles (13%) have a registration number which makes identifying the age impossible, some of which will be personalised numbers.



Similarly, we cannot know if a car bearing a '52' registration number was registered in 2002 (between September and December) or 2003 (between January and February).

For the sake of simplicity in the analysis, we assumed in these cases that the car was registered in the first of the two years. For example, a 'P' registration letter was taken to be 1996, not 1997, while a '52; registration number was assumed to be 2002, not 2003.

There is no reliable information available in the public domain about the distribution of the age of cars that are registered.

4.2.3 Car Segments Sizes of Vehicles Over 2 Years Old Parked in Bushy Park

Cars parked in the car parks with registration numbers prior to 2008 (i.e. '57' and previous registration numbers and letters) were assigned to their 2004-2006 industry-recognised car segment.

As the charts overleaf show, overall the profile of cars aged two years and over parked in Richmond Park is generally similar to that of cars registered between 2004-2006, but there are some important differences.

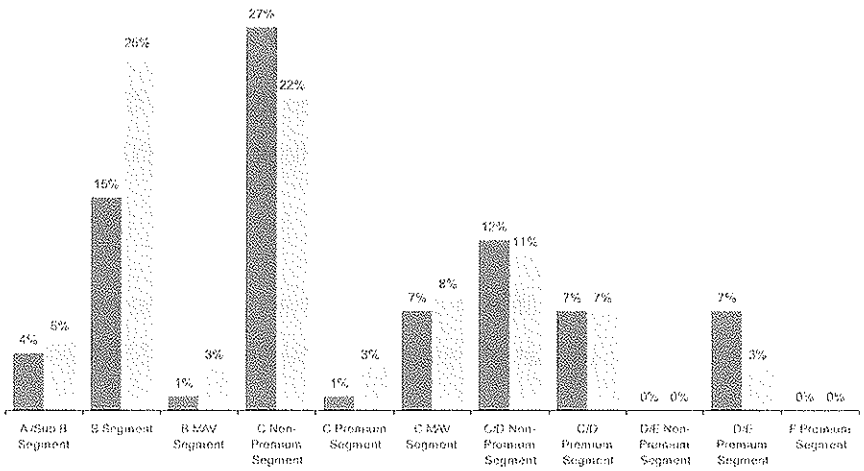
The 'C Non-Premium Segment' has the largest proportion of vehicles in Richmond Park, with over a quarter (27%) falling into this category.

The two largest differences are with the 'J-M Premium Utility Segment' and the 'D/E Premium Segment'.

- The 'J-M Premium Utility Segment' (cars such as Land Rover Discovery, BMW X5) accounts for 7% of vehicles parked in Richmond Park, while this segment makes up 2% of vehicles registered between 2004-2006;
- Similarly, the 'D/E Premium Segment' (cars such as Volvo C70, Mercedes E-Class) accounts for 7% of vehicles parked in Richmond Park, although just 3% of vehicles registered between 2004-2006 fall into this segment.

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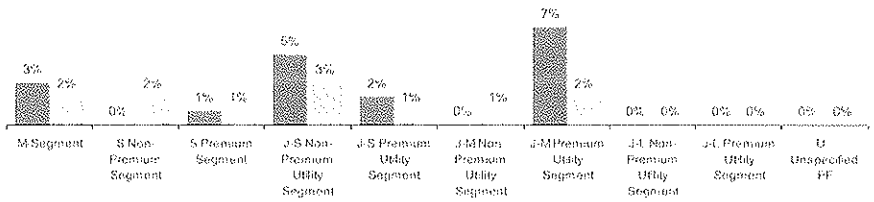
Car segment sizes of vehicles in Richmond Park over 2 years of age (Chart 1 of 2)



2004-2006 YTD sales figures ≅ Car Park Users Survey - November 2009

Vehicles parked in Richmond Park over 2 years old (n=297)

Car segment sizes of vehicles in Richmond Park over 2 years of age (Chart 2 of 2)



2004-2006 YTD sales figures ≅ Car Park Users Survey - November 2009

Vehicles parked in Richmond Park over 2 years old (n=297)

4.2.4 Segmentation of Vehicles Less Than 2 Years Old in Richmond Park

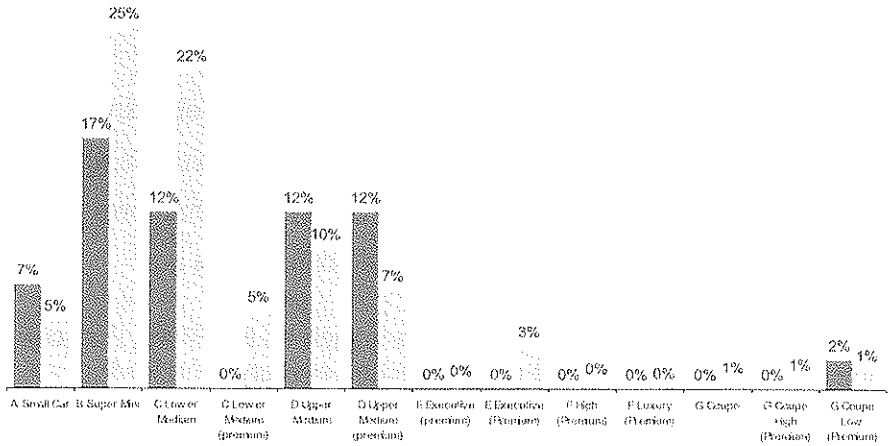
Cars parked in the car parks with registration numbers from 2008 onwards ('08', '58', '09' and '59') were assigned to their 2008 industry-recognised car segment (according to their make and model).

It is evident from the charts overleaf that there are key differences between the sizes of segments of cars parked in Richmond Park and the proportion of vehicle segments sold in 2008. Note that the base size of cars parked in Bushy Park that were registered in 2008 or 2009 is small: 41. The most notable differences are:

- The 'H SUV Large (Premium)' segment (cars such as BMW X5, Porsche Cayenne) is the largest segment of cars parked in Richmond Park, accounting for a fifth (20%) of all vehicles. The 2008 sales figures show this segment accounted for just 2.1% of 2008 sales, showing the how the 'H SUV Large (Premium)' segment is over-represented in Richmond Park;
- The 'C Lower Medium' segment (cars such as Volkswagen Golf, Peugeot 306) accounted for 21.6% of all 2008 vehicle sales, while only 12% of the vehicles parked in Richmond Park were categorised in this segment.

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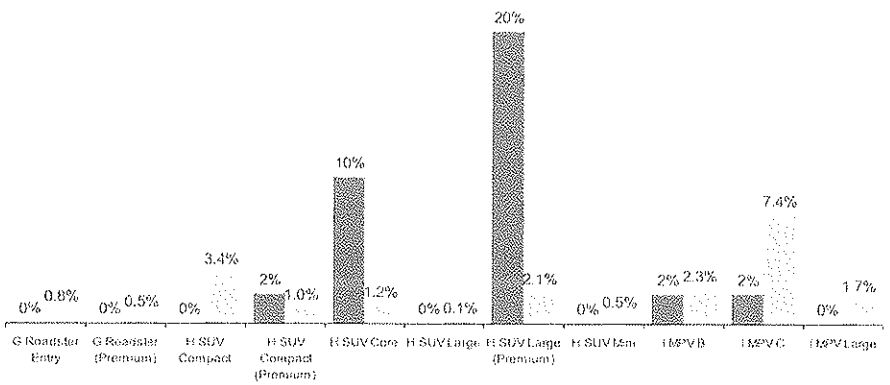
Car segment sizes of vehicles in Richmond Park under 2 years of age (Chart 1 of 2)



2008 YTD sales figures ▩ Car Park Users Survey - November 2009

Vehicles parked in Richmond Park under 2 years old (n=41)

Car segment sizes of vehicles in Richmond Park under 2 years of age (Chart 2 of 2)



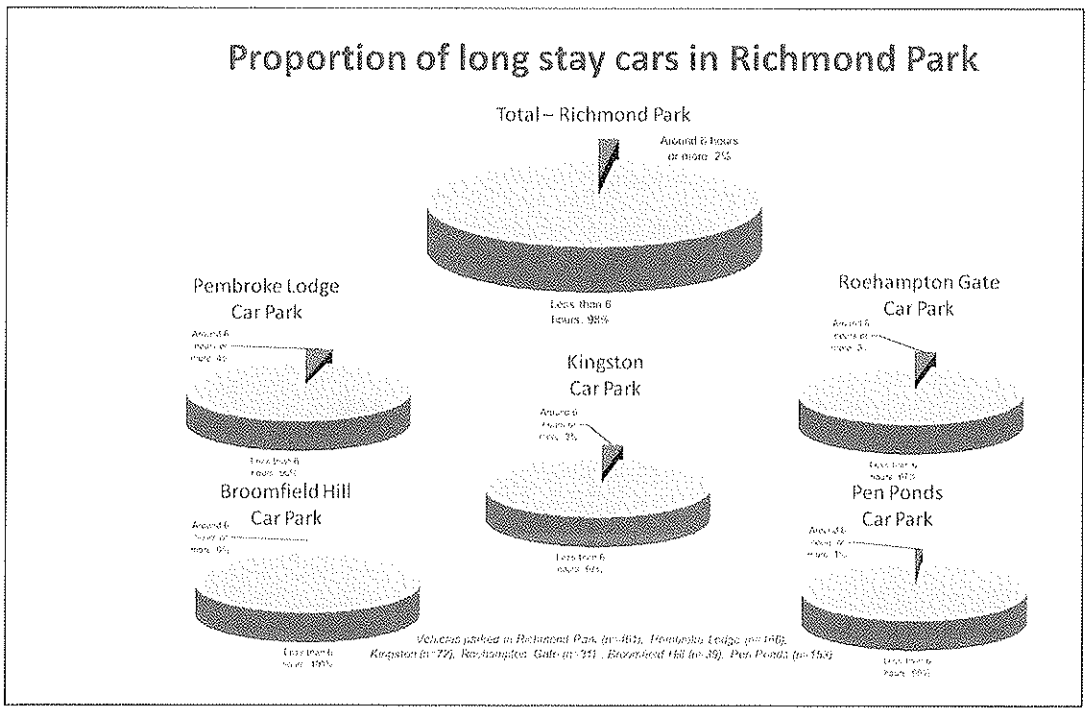
2008 YTD sales figures ▩ Car Park Users Survey - November 2009

Vehicles parked in Richmond Park under 2 years old (n=41)

4.2.5 Proportion of Cars Parked for Long Durations in Car Parks – Richmond Park

In total, there were 11 instances out of 461 (2%) where a car was parked at a car park both at the start and end of an interviewing shift, meaning that they were parked within the car park for around six hours. Of these 11 instances, seven occurred in Pembroke Lodge Car Park, two occurred in Kingston Car Park, while Roehampton Gate and Pen Ponds Car Parks both had one instance a car being parked for a long duration. There were no records of cars staying for long periods at Broomfield Hill Car Park.

As the chart below shows, the proportion of cars parked for a long duration accounts for 4% of all vehicles parked in Pembroke Lodge Car Park, 3% in Kingston and Roehampton Gate Car Park and 1% in Pen Ponds Car Park.



4.3 Additional Findings Relating to Richmond Park Car Park Users

4.3.1 Frequency of Visiting Richmond Park

The table below shows that around two thirds (67%) visit Richmond Park on a weekly basis, with 17% visiting five times a week or more and half (50%) visiting 1-4 times a week.

The overall proportion of car park users visiting the park on a weekly basis is significantly higher than Bushy Park, where this figure is 53%.

The combined data from the visitors surveys shows similar proportions of weekly visitors to Richmond Park, with 68% visiting the park on a weekly basis.

	Frequency of visiting Richmond Park	
	Car Park Users Survey November 2009 (n=133)	**Car drivers (Winter 2007 & Summer 2009 Visitor Surveys combined)**
5 times a week or more	17%	24%
1-4 times a week	50%	44%
1-3 times a month	20%	14%
5-10 times a year	2%	6%
2-4 times a	8%	5%

year		
Once a year	0%	1%
Less than once a year	2%	3%
First visit	2%	2%

When looking at how the seasons affect frequency of visiting, almost all car park users (95%) visit the park all year around, with just 5% not visiting the park throughout the year.

It can be seen from the table below that the frequencies of visiting Richmond Park remain fairly constant throughout the year, with around seven in ten visiting the park on a weekly basis.

Frequency of visiting Richmond Park

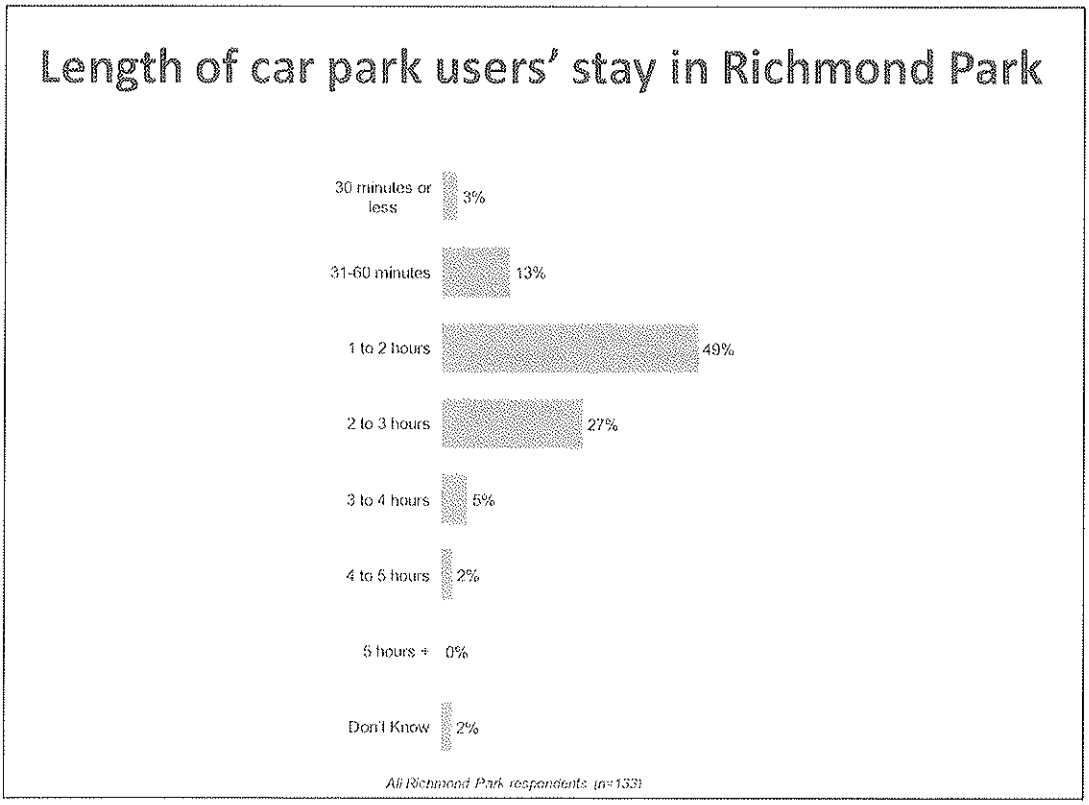
Car Park Users Survey November 2009

	Spring (n=124)	Summer (n=129)	Autumn (n=129)	Winter (n=126)
5 times a week or more	22%	23%	21%	21%
1-4 times a week	53%	52%	51%	51%
1-3 times a month	17%	15%	17%	18%
5-10 times a season	-	1%	1%	1%

2-4 times a season	4%	5%	7%	3%
Once a season	2%	3%	2%	2%
Don't know	2%	2%	1%	3%

4.3.2 Duration of Stay When Visiting Richmond Park

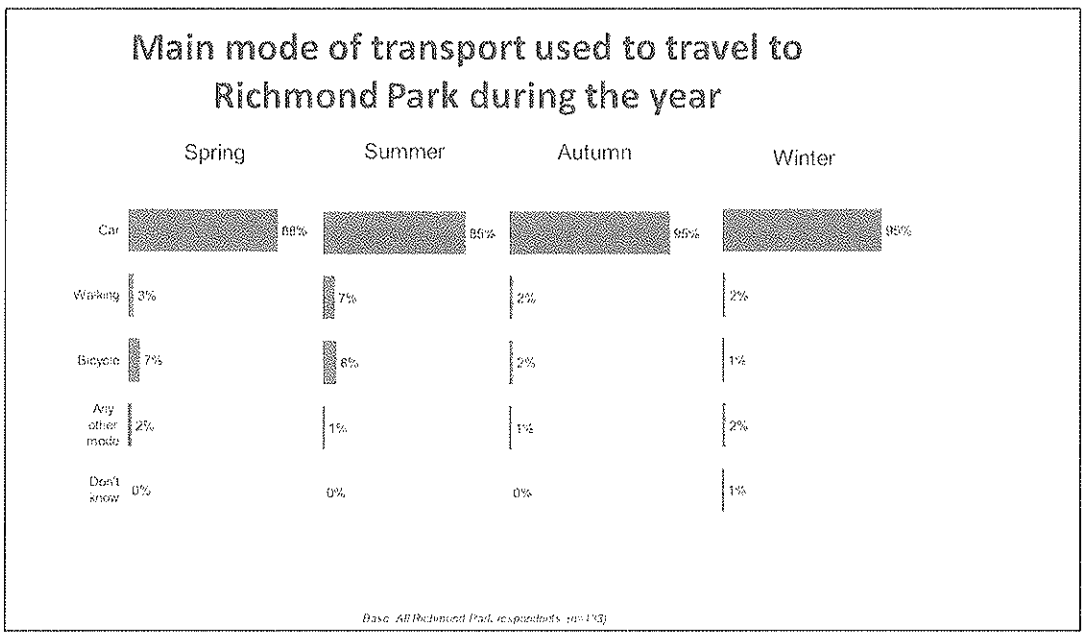
Car park users interviewed were asked how long their stay in the park had been or was going to be. The chart below shows the distribution of responses.



4.3.3 Modes of Transport Used to Travel to Richmond Park

Travelling by car is the main mode of transport used across all the four seasons to reach the park. Due to the poorer weather in the Autumn and Winter seasons, car usage is significantly higher in these seasons (both 95%) compared to Spring (89%) and Summer (85%). As a result, the improved weather in the Summer season shows that 7% walk as their main mode of transport, significantly higher than all other seasons.

Similarly, the improved Summer weather shows that bicycle usage as a main mode of transport is significantly higher in Spring (7%) and Summer (8%) compared to Autumn and Winter (both 2%).

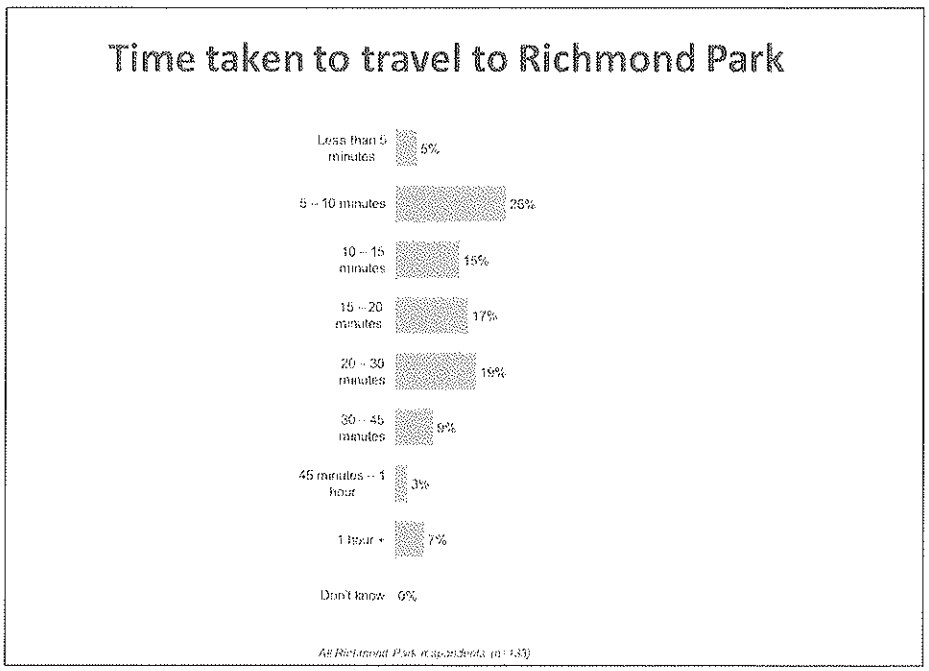


The majority of car park users do not use another mode of transport other than car in any of the four seasons to reach the park. This proportion ranges from 65% only using their car to reach the park in spring and summer up to 72% in winter.

4.3.4 Journey Time to Richmond Park

The chart below shows that around half (46%) of users of car parks in Richmond Park take under 15 minutes to reach the park. Within this group, 5% of visitors take less than five minutes, a quarter (26%) between five and ten minutes and 15% between 10-15 minutes.

The number of journeys taking less than 15 minutes is significantly higher in Bushy Park compared to Richmond Park, with six in ten (61%) of car park users in Bushy Park taking less than 15 minutes.



The number of journeys to Richmond Park taking over an hour is 7%, which is significantly higher than those travelling to Bushy Park where no car park users stated their journey took over an hour. This implies Richmond Park attracts visitors from further distances.

4.3.5 Reasons for Visiting Richmond Park

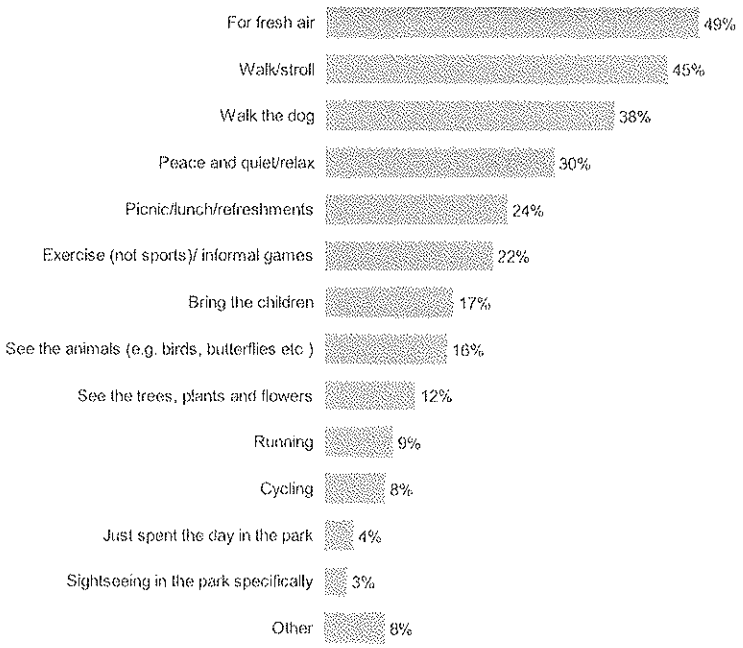
Fresh air is the main reason car park users visit Richmond Park, with just under half (49%) visiting for this reason. A high proportion also visit the park for a walk/stroll (45%), to walk the dog (38%) and for peace and quiet / to relax (30%).

The number of car park users walking their dog in Richmond Park is significantly higher than those in Bushy Park (38% and 18% respectively). This figure is to be expected however due to the increased number of car park users bringing their pets to the park, where this is 42% in Richmond Park and 20% in Bushy Park.

The other key difference between Richmond and Bushy Park is the proportions of car park users bring their children to the park. In Bushy Park, just under three in ten 28% bring their children to the park, while this figure is significantly less in Richmond Park where this declines to 17%. One reason for this could be the variety of children's activities available in Bushy Park, which includes playgrounds, sports pitches, a model boating pond and a swimming pool for children.

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Reasons for visiting Richmond Park



All Richmond Park respondents (n=133)

ANNEX C

EQUALITY IMPACT ASSESSMENT ON PROPOSED CHANGES TO THE ROYAL PARKS' REGULATIONS

Purpose of this document

This document is the Equality Impact Assessment (EIA) for the proposed changes to the Royal Parks' Regulations and covers the six equality strands: race, disability, gender, age, religion and belief, and sexual orientation.

Parameters

This EIA is an introductory assessment of the proposed changes to The Royal Parks and Other Open Spaces Regulations 1997.

The proposed changes are:

- Introduce parking charges in Bushy and Richmond Parks
- Set a 20mph speed limit for motor vehicles within Greenwich and Bushy Parks
- Exempt licensed Private Hire Vehicles (PHVs) from the general prohibition on commercial vehicles driving through the Royal Parks
- Make it explicit that licensed Hackney carriages ("black cabs") and Private Hire Vehicles (PHVs) that drive through the Royal Parks may bear advertisements
- Clarify that horse owners who use the Royal Parks are exempt from the general requirement that visitors clean up after their animals
- Clarify where, in Bushy Park, people may sail a model boat
- Increase the existing parking charges in Hyde Park, Greenwich Park and The Regent's Park.

TRP acknowledges that it is not possible to fully assess the impact of proposed changes and the impact that they may have on behaviour prior to their introduction. If the changes are introduced, either in full or in part, TRP will review the impact of the changes within 18 months of introduction.

Aim

Managing the parks is about balancing the needs of different users, preserving the environment and protecting wildlife. Park Regulations set out a code of behaviour for the park environment, which helps to ensure that they can be enjoyed by everyone today and for future generations. The proposed changes seek to maintain and enhance the parks as high quality public spaces for visitors, listed historic landscapes and important ecological sites.

Objectives

- Improve the ambience of the parks
- Improve the parks' ecology and environment
- Improve parks' infrastructure

- Ensure consistency and equality of service to park users
- Protect park revenues

2. INTENDED OUTCOMES

The intended outcomes are reduced congestion, reduced vehicle speed, improved health and safety in the parks, more consistent enforcement of the park regulations, ecological improvements and increased income for the Agency.

3. KEY STAKEHOLDERS

Park visitors, Local Authorities, GLA, the Police, transport providers and regulators, concessionaires and licensees.

4. INTENDED OUTCOMES IN RELATION TO EQUALITY AND DIVERSITY

In terms of equality and diversity, the intended outcomes are: to maintain a diverse audience profile by ensuring that accessibility is maintained; that the parks offer a safer less congested environment for all visitors than at present.

5. CONSEQUENCES OF THE PROPOSED CHANGES

The expectation is that the proposed changes to the regulations will not put one or more groups of people at a disadvantage through direct discrimination.

The Agency recognises that the introduction of parking charges could present a barrier to those with serious mobility problems who rely on motor access to visit the parks. TRP seeks to reduce any adverse impact and is proposing that blue badge holders are not subject to the charge.

On many weekends from spring to autumn car parks in Richmond Park are full from mid morning. Bushy too becomes congested and has had problems with overspill parking on the grass. The opening of the restored water gardens and visitors' centre is expected to increase the number of visitors to the park. The imposition of a charge seeks to change behaviour and reduce congestion. This could potentially improve the availability of spaces for those who do not qualify for a blue badge but still may have problems walking distances.

The proposed reduction of speed limits could improve safety, particularly for those pedestrians who are more vulnerable.

Providing access to PHVs will legally allow a wider range of visitors to visit the park by minicab.

6. SUMMARY OF EVIDENCE

TRP surveys identify the profile of visitors and include information on how they travel to the park. In Richmond and Bushy parks over 80% use private cars to visit.

In the other Royal Parks that charge for parking (Regent's Hyde, and Greenwich), there is no evidence that this has been a barrier to particular equality groups visiting.

BLACK AND MINORITY ETHNIC GROUPS (BME)

TRP considers that the proposed changes to the regulations are unlikely to have a discernibly different and negative impact on BME groups. On parking charges in particular, TRP visitor surveys indicate that BME groups are slightly less likely than white visitors to use a car when visiting Richmond Park (72/83%) and Bushy Park (83/87%).

DISABILITY

TRP wants to ensure that it assists those with a disability or illness who want to visit the parks. For example in recent years TRP has allocated one car park in Richmond Park for the sole use of blue badge holders. TRP can also issue temporary passes, for carers who are accompanying those with a disability or to those with short term disabilities who do not qualify for a blue badge.

TRP does not consider that the proposed changes will disadvantage those with a disability. In terms of the new parking charges, blue badge holders will be able to park for free in any of the visitor car parks. One of the objectives of the charge is to reduce congestion at car parks, consequentially releasing spaces. This could benefit those who do not have a blue badge but who have impaired mobility and wish to drive to the park but currently have difficulty in finding a parking space. It should also reduce the abuse of disabled bays by other motorists at times of peak congestion.

Giving legal access to PHVs to enter the parks will provide another alternative to those who want to visit the Royal Parks.

GENDER

TRP believes that the proposed changes to the regulations will not disproportionately affect either gender in a negative way.

While more women than men use a car to visit Richmond Park (87/78%) and Bushy Park (88/81%), TRP believes that the reasonable level of fee will not prohibit any particular group from continuing to take their cars to the park.

AGE

In terms of the parking proposals, TRP visitor surveys indicates that in Bushy visitors aged between 50-59 are most likely to visit by car and those under 30 least likely. In Richmond those over 60 are more likely to use their vehicle and those between 30 and 39 least likely.

Those over 60 who choose not to bring their cars as a result of the imposition of charges can take advantage of the free public transport provided by TfL. Children aged 16 and under

can also take advantage of free bus travel within London. While all Royal Parks are accessible by public transport, a few park gates do not have an adjacent bus stop and may involve up to a 15 minute walk to the park boundary. Some, including older people or parents with young children, may not wish to walk this distance. We consider that the proposed fees are set at a reasonable level so that such groups can still park their car if they wish.

A higher proportion of people over 60 use PHV minicabs in London (12%) than black cabs (6%). The proposal to allow legal access to all PHVs will particularly benefit this group.

RELIGION AND BELIEF

TRP does not collect data on the religion and belief of visitors. It has however considered the potential impact of the proposed changes to the regulations on religion and belief and has concluded that they will not have a discernible impact.

SEXUAL ORIENTATION

There is no data relating to the sexual orientation of park visitors. Sexual orientation was not included in the 2001 Census therefore no figures are currently available which give an accurate breakdown within the UK population.

The Agency considers that the proposed changes to the park regulations will not have a disproportionate impact on groups of differing sexual orientations.

7. TRP RESPONSE

Following consideration of possible impacts and evidence of barriers that the changes could bring, TRP has identified the following steps to take in order to promote equality and inclusion:

1. Exempt blue badge holders from parking charges;
2. Review impact of regulation changes within 18 months;
3. Seek to reopen discussions with TfL about improving bus services to and through Richmond Park.

8. MONITORING ARRANGEMENTS

TRP will review this Equality Impact Assessment at regular intervals.

RESEARCH / EVIDENCE USED:

Consultation – Amending the Royal Parks Regulations 2009
The Royal Parks Visitor Surveys
Public Carriage Office 2006 Driver Summary
Richmond and Bushy Parks Parking Impact Assessment 2009 - Report by Peter Brett Associates