

# The Royal Parks

Transport Principles  
September 2016



### Transport principles 2016 onwards

Our eight Royal Parks provide 5,000 acres of green space in the heart of our capital city, making London one of the greenest cities in the world. They are among the most visited attractions in the UK, with over 77 million visitors each year, and 98% of visitors rating their experience as good or excellent (Ipsos MORI, January 2015). Whatever the reason for the visit, the Royal Parks offer unparalleled opportunities for relaxation, exercise, entertainment and education.

This document sets out a proposed framework of key principles that will help inform and shape decisions relating to transport in The Royal Parks (TRP). It is intended that this approach will support the protection and enhancement of the parks for current and future generations and reflect the needs of the wide range of wildlife that inhabit the parks.

#### Priority list of park users<sup>1</sup>

The parks are natural environments that must be protected, including the wildlife that inhabits the parks.

To help determine an approach to transport related decision-making,

<sup>1</sup> Note - Operational vehicles including those used by the police are not included in the list above and may take priority in certain circumstances.

TRP proposes to establish an order of priority:

- Vulnerable users
- Pedestrians, walkers;
- Runners, joggers;
- Horse riders;
- Leisure cyclists, skaters, scooters;
- Commuter cyclists;
- Sports cyclists;
- Motor vehicles - cars, motorbikes, taxis and private hire vehicles who use the park as a destination; and
- Through traffic

#### Challenges faced across the parks

- The speed of vehicles including cycles;
- Motor vehicles using park roads as short cuts;

- Cycling off permitted cycle tracks or roads;
- Comfort of pedestrians using paths
- Parking capacity;
- Access to parks with poorer public transport provision;
- Conflicts between different road user groups and transportation methods;
- Conflicts crossing the transport system;
- The costs of maintaining the roads, paths and car parks; and
- Air quality and noise pollution.

#### Core Principles

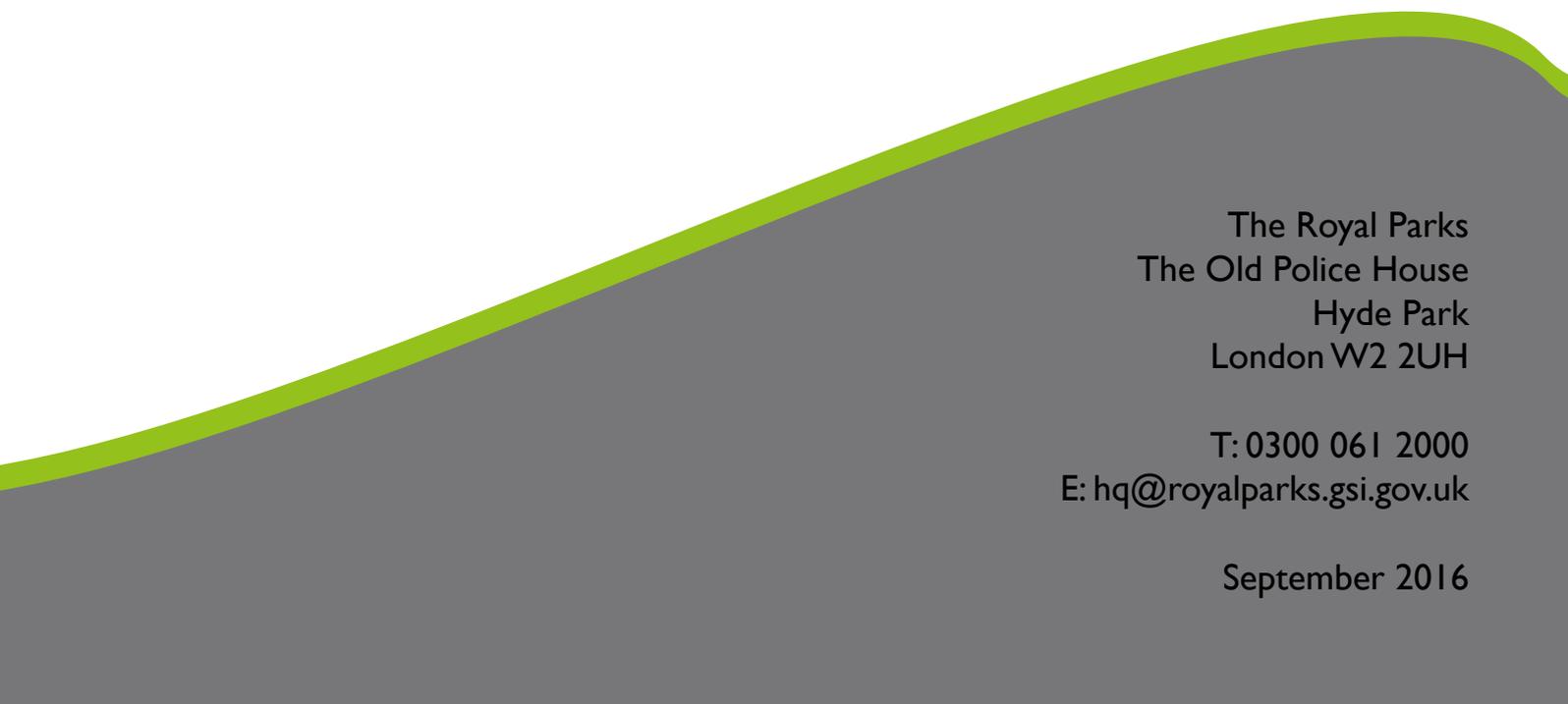
- The parks are places for relaxation and recreation in a busy city;
- The park roads are primarily there for those who want to visit the parks not to commute through;
- Any traffic related infrastructure must be sensitive to the history and listed landscapes of the estate; and
- There should be no net loss of trees or net green space to any transport related developments

#### What do we do to work within the principles

In general terms, we aim to address our transport challenges by:

- The redesign of those areas with high levels of accidents, incidents or near misses or high pedestrian levels (e.g. pedestrian priority crossing points);
- Controlling the speed of traffic, using speed limits - 20mph on roads where appropriate (currently the outer parks) and 10 mph for cyclists on shared use paths;
- Informing park users of our transport issues and policies, through a behavioural change programme and contact with representative groups;
- Working with the police and other authorities to monitor behaviour and enforce those breaking park regulations and other transport laws; and
- Having timed vehicular access to certain parks, including closed roads at certain times/days.

Each park is different and TRP will over time develop a plan to take forward these principles for each park.



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