



## Data Analysis for the Stanley Park Survey Response to COVID-19



March 2021

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# 1 Introduction

This report presents the findings from a web survey conducted by the Vancouver Board of Parks and Recreation from August 25 to September 13, 2020. Qualitas Research Inc. analyzed the data. There were 10,859 responses included in the survey analysis. This report examines visitor experiences of the temporary changes made to Stanley Park in response to the COVID-19 global pandemic.

The survey examined visitor experiences during the time when Stanley Park was temporarily closed to vehicles (from April 8th to June 21st, 2020) and after June 22, 2020, when the roads were re-opened with one lane of Park Drive dedicated to vehicles and one lane for cyclists. Comparisons are made with park experiences prior to April 8<sup>th</sup>, 2020, before the COVID-19 pandemic.

## 1.1 Background

In April 2020, in response to the COVID-19 global pandemic, the Vancouver Board of Parks and Recreation temporarily closed Stanley Park's roads to vehicles and diverted bicycles off the Seawall and onto Park Drive for the 2020 summer season. This closure allowed cyclists to ride through the park unrestricted by cars, and for pedestrians to have more space along the Seawall to be able to practice safe physical distancing.

## 1.2 Research topics and questions

The purpose of the survey was to determine the opinions and experiences of the residents of Metro Vancouver on the changes made to Stanley Park in response to the COVID-19 pandemic. The analysis focused on a number of topics and key questions.

1. How did residents perceive their park experience when Stanley Park was closed to vehicles, compared to before the temporary closure to vehicles?
2. How did residents perceive their park experience when Stanley Park was re-opened with one lane for cars and one lane for bicycles, compared to visiting the park pre-COVID-19?
3. How did residents perceive their park experience when Stanley Park was re-opened with one lane for cars and one lane for bicycles, compared to when it was closed to vehicles?
4. To what degree would residents feel comfortable physical distancing and moving around the Seawall as a pedestrian if the Seawall bike lane was re-opened?
5. To what extent would residents like to see car-free days implemented in Stanley Park in the future?
6. To what degree would residents like to see some sections of road space dedicated to cyclists in the future (with more planning, public engagement, and a more permanent, safe and attractive separation design)?

For some of these key questions, Vancouver Board of Parks and Recreation was interested in comparing the responses of different groups of people. These include:

1. Residents who visited Stanley Park less than once a month, pre-COVID-19.
2. Residents who travelled to and around Stanley Park by vehicle, before the temporary closure to vehicles.
3. Residents who did not visit the park during the time it was car-free.
4. Residents who did not visit the park when it was re-opened to vehicles, with one lane for vehicles and one lane for bicycles.

Responses to key questions were also compared according to respondents' area of residence, whether they identified as persons with disabilities, and their age.

## 2 Methodology

### 2.1 Data collection

A web-based survey was conducted from August 25th to September 20th, 2020. With a landing page on “Shape Your City,” the survey was administered through Talk Vancouver. In total, 11,046 responses were received.

The questionnaire consisted of 37 questions, and took 10 minutes to complete on average. The questionnaire was comprised largely of multiple choice questions. There were also four Likert-style questions, and a number of open-ended questions asking for additional comments, or ‘other’ responses.

To encourage participation, the web-based survey, which was open to all people residing in Metro Vancouver, was promoted in multiple ways.

- A link to the survey was emailed to Stanley Park stakeholders, Vancouver Board of Parks and Recreation stakeholders, and the Talk Vancouver distribution list (approximately 14,000 people).
- A link to the survey was emailed to external stakeholders, including Persons with Disabilities AC, Seniors Advisory Committee, Coastal Health newsletter, HUB, Gordon House, and numerous others.
- Posts on the Vancouver Board of Parks and Recreation and City of Vancouver social media channels promoted the survey.
- A one-day in-person engagement was held in Stanley Park on August 30<sup>th</sup>, 2020, which took place at three locations in the park (Second Beach Pool, Brockton Point and Prospect Point), to promote the survey.
- Signs were placed at three locations in the park. Digital signs were displayed on the park roads, and posters on the Seawall. There was also in-person engagement.
- Paper copies of the survey were available at each in-person engagement location in the Park on August 30<sup>th</sup>, and were also made available at the reception desk at the Vancouver Park Board office. Paper surveys were also delivered to the West End Seniors Association. In total, 25 paper copies were received.

### 2.2 Data Analysis

Data were analysed using the statistical package SPSS Statistics for Windows, Version 20.0. Analysis involved computing frequencies and percentages for all variables, and cross-tabulations for the key questions to compare distributions within different respondent groups. Open-ended responses were ‘charted’ (categorized) in Microsoft Excel.

## **2.3 Study Limitations**

Web surveys that are open to the public can carry the risk of allowing respondents to respond more than once. Identifiers are typically used to remove duplicate entries during data cleaning. This survey asked respondents to provide a postal code and IP addresses were recorded.

In internet surveys, nonresponse by some groups can lead to biases. There are demographic differences (including, for example, age) between people who do or do not have access to the internet.

With web surveys that rely on people to opt-in or volunteer to complete the survey (a nonprobability sample) we cannot estimate how representative the sample is of the whole population.

### **2.3.1 Steps to overcome limitations**

#### **Weighting**

One method researchers use to overcome these limitations is to apply weights to the survey data. The demographics of the survey respondents were compared to those of the 2016 Census data in order to establish how representative the survey respondents were of the wider population of the metropolitan area of Vancouver. It emerged that the age groups 30-39 and 40-49 years were over-represented in the sample. These data were weighted to compensate for any bias that this might have introduced, and to ensure that the survey results reflect the characteristics of the total population. Weighting adjusts the relative contribution of the respondents, but it does not change the actual answers to the survey questions.

#### **Data cleaning**

Prior to analysis, the survey data were cleaned. Data cleaning is the process of detecting and fixing (or removing) any inaccurate, incomplete, duplicate or corrupt records (or responses) from a dataset. A multi-step approach was taken to clean the data. As part of the data cleaning process, IP addresses were examined, and survey responses checked, to identify any duplicate submissions.

Decisions to remove records (responses) from the survey data were based on judgements about a set of criteria. In total, 187 responses were removed, leaving 10,859 responses for the analysis. Full details of the data cleaning process are provided in Appendix B.

## 2.4 Notes on reading and interpreting this report

A margin of error is not reported for a non-probabilistic sample responding to a web-based survey.

All data reported is weighted data (see Section 2.3.1 above).

For a number of questions, respondents could select multiple options, and consequently totals do not always equal 100%. In some cases, totals are not equal to 100% due to rounding.

The abbreviation 'n' stands for the number of respondents (usually referring to the number of respondents who answered the question).

For open-ended survey questions, the reported total number of responses indicates the number of times the category arises in the data, which is not always equal to the total number of respondents, since respondents' comments can contain more than one topic. In some questions, respondents could select any number of responses, and some respondents selected 'other' reason in addition to selecting one or more of the responses.

Due to the volume of the responses from the open-ended questions, not all qualitative data were analyzed for this report. Included in the report are the responses to open-ended questions for the key survey questions, and the responses to the general comments section at the end of the survey.

The actual survey questions are included in the report in blue font between two solid blue lines, as shown below.

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Qu: The survey questions are presented in this format.

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### 3 Valued features and reasons to visit Stanley Park

#### 3.1 Reasons for visiting Stanley Park

Qu: In general, why do you visit Stanley Park? Select your top three reasons.

For respondents (n=10,859), the most popular reasons for visiting Stanley Park were:

- For passive recreation (walking, running, cycling, etc.) 73%
- To access nature in the City 59%
- To visit the beaches and picnic areas 47%

Also of interest to respondents were showing visitors (from out of town) around the park (30%), driving through the park (19%), dining at the park's restaurants (16%), and partaking in active recreation and sports (12%).

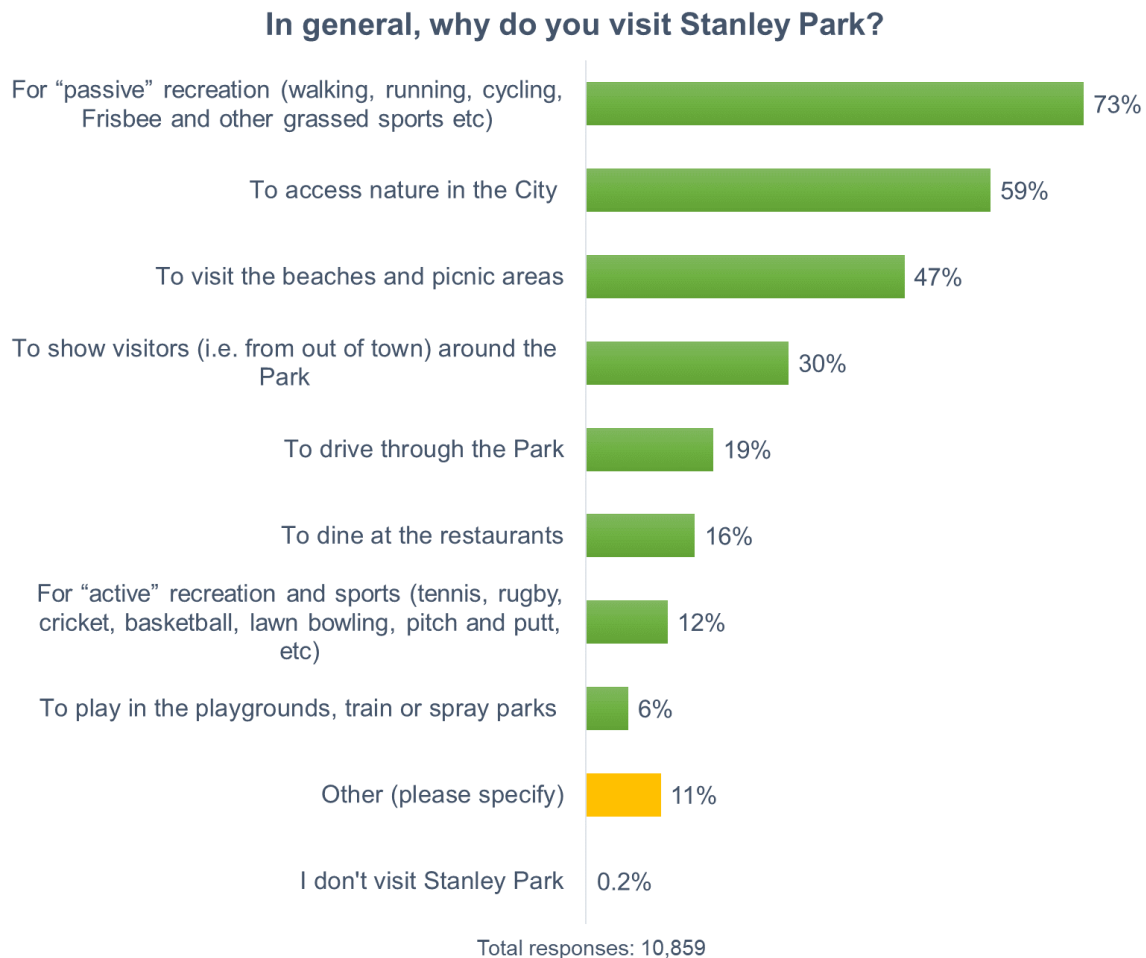


Figure 1: Reasons for visiting Stanley Park



### 3.2 Valued features in Stanley Park

Qu: What do you value most about Stanley Park? Select your top three.

The three things that respondents said they value most about Stanley Park are:

- The natural environment 83%
- The open space to recreate, walk, run or cycle 79%
- The convenient location and proximity to the City 67%

Also of value to respondents were the park’s features and attractions (25%), the dining opportunities in the park (12%), and the opportunity to learn about history and connect to the past (6%).

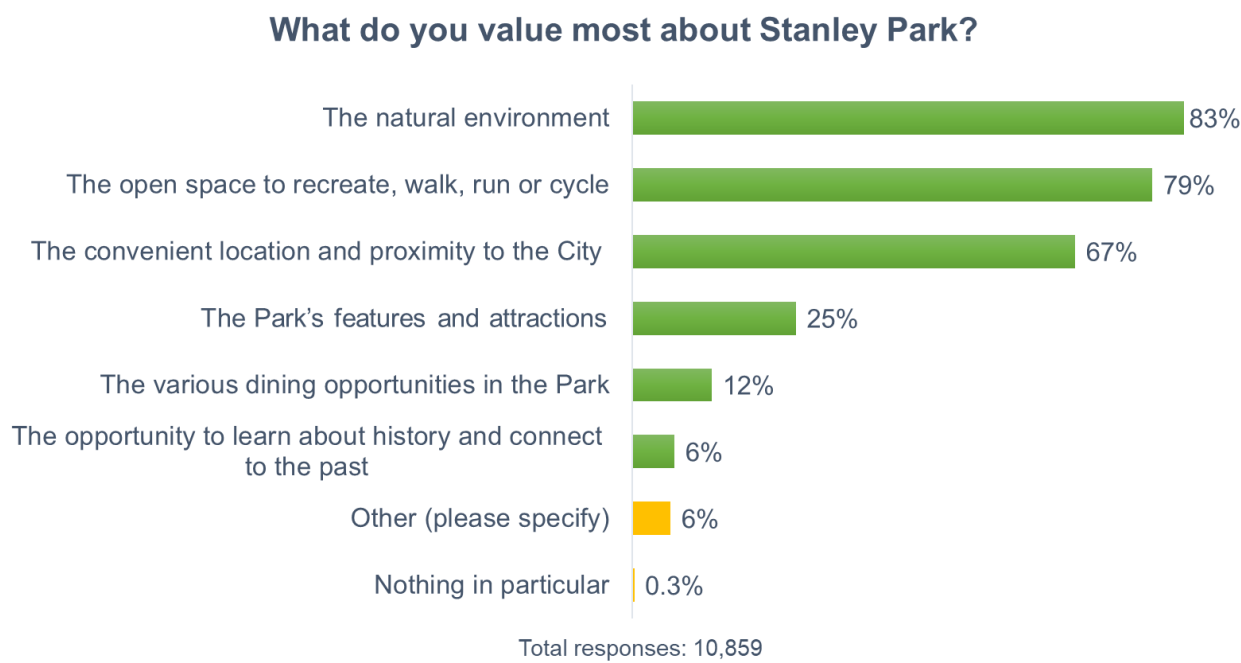


Figure 2: What respondents value most about Stanley Park

## 4 Frequency of visits to Stanley Park

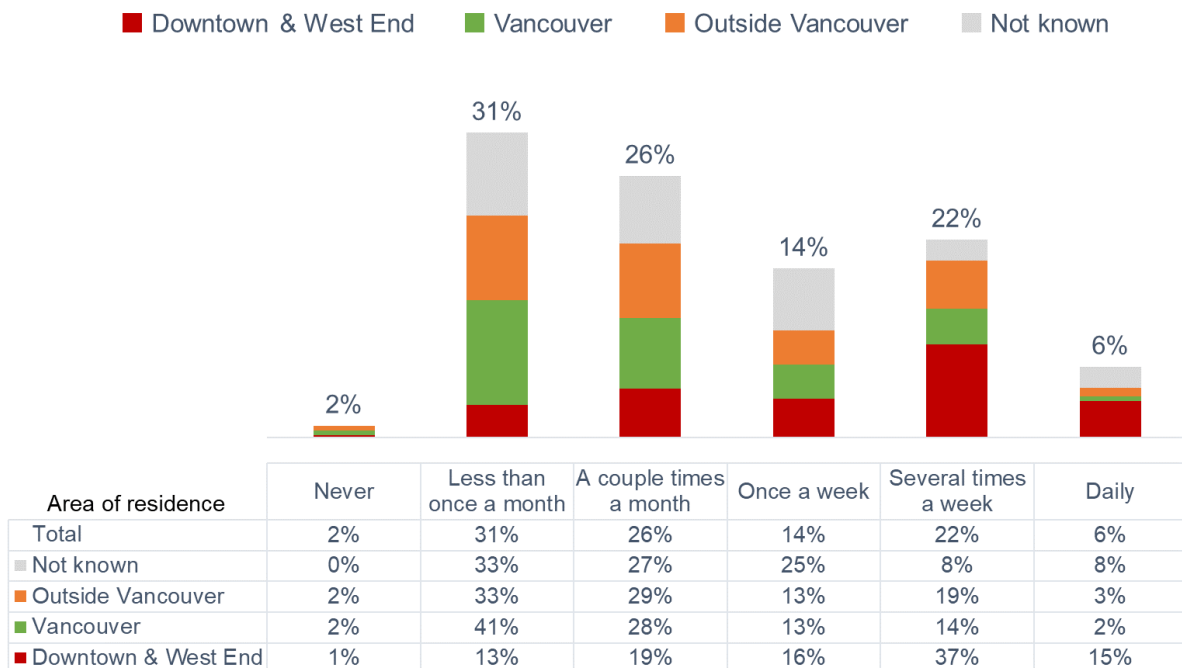
### 4.1 Frequency of visits to Stanley Park before the COVID-19 pandemic

Qu: Before the temporary closure of Stanley Park to vehicles on April 8th, how often did you visit the Park (approximately)?

Of the 10,859 respondents, 31% said they visited the park less than once a month before the temporary closure to vehicles, 26% visited twice a month, 14% once a week, 22% several times a week, and 6% visited daily.

Respondents came from Vancouver (45%), Downtown Vancouver (29%) and from outside Vancouver (26%). Downtown residents were the most frequent visitors to Stanley Park before the COVID-19 pandemic, 68% of whom visited the park once a week or more. Conversely, the majority (71%) of Vancouver residents (other than Downtown) said they visit the park less than once a week. The response was similar for respondents who live outside Vancouver (64%).

Before the temporary closure of Stanley Park to vehicles on April 8th, how often did you visit the Park (approximately)?



Total responses: 10,859  
Percent within area of residence

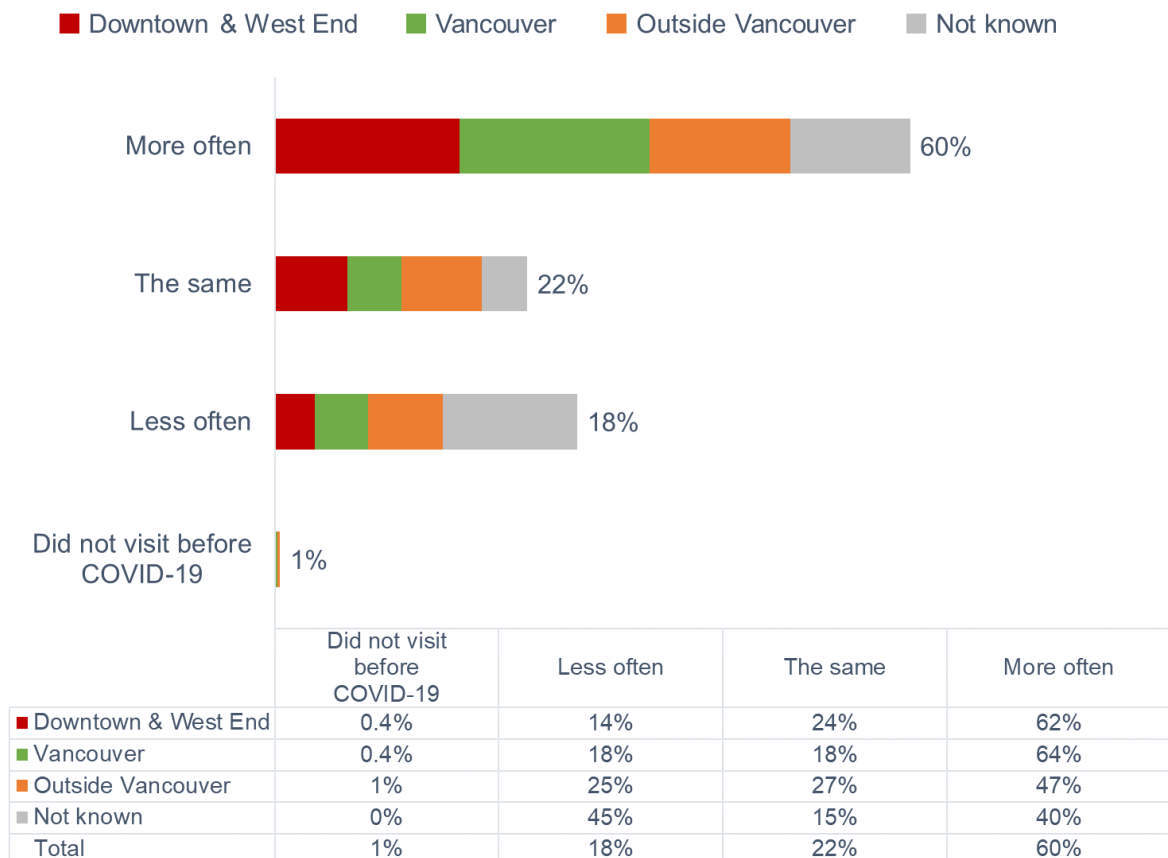
Figure 3: Frequency of visits before the temporary closure of Stanley Park

## 4.2 Frequency of visits to Stanley Park during the temporary closure to vehicles

Qu: When Stanley Park was closed entirely to vehicles how often did you visit and use the Park compared to before the COVID-19 pandemic?

In response to the COVID-19 pandemic, Stanley Park was temporarily closed to vehicles from April 8th to June 21st, 2020. Of the 10,859 respondents, 73% said they visited Stanley Park when it was closed to vehicles, and 27% did not visit during this time. During this time, the frequency of visits to the park increased for 60% of the respondents, remained the same for 22%, and reduced for 18%. Respondents from outside Vancouver were more likely to say that they visited the park less often during this time than did Vancouver residents (25% visited less often, vs. 18% of Vancouver residents, and 14% of Downtown residents).

### When Stanley Park was closed entirely to vehicles how often did you visit and use the Park compared to before the COVID-19 pandemic?



Total responses: 7,961  
Percent within area of residence

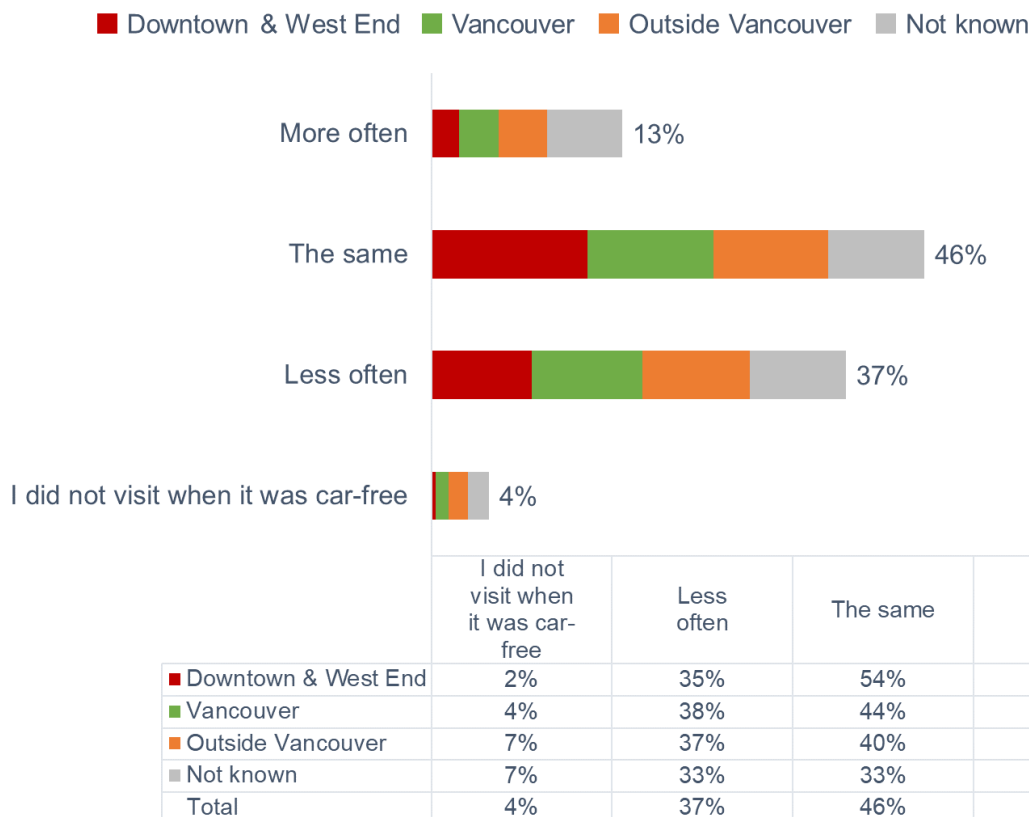
Figure 4: Change in frequency of visits when Stanley Park was closed to vehicles

## 4.3 Frequency of visits to Stanley Park when the park re-opened with separate lanes for vehicles and bicycles

Qu: How often did you visit and use the Park when it was re-opened with one lane for cars and one lane for bikes compared to when it was car-free?

On June 22<sup>nd</sup>, 2020, the roads in Stanley Park were re-opened, with one lane dedicated to vehicles, and one lane for cyclists. During this time, 82% of the 10,859 respondents visited the park (vs. 73% who visited when the park was closed to vehicles). When asked how often they visited the park when it was re-opened, compared to when it was car-free, 46% said 'the same', and 37% said they visited the park less frequently when it was re-opened with two lanes. A smaller proportion (13%) visited the park more often during this time.

**How often did you visit and use the Park when it was re-opened with one lane for cars and one lane for bikes compared to when it was car-free?**



Total responses: 8,875. Percent within area of residence.

Figure 5: Frequency of park visits when Stanley Park re-opened, with separate lanes for cars and bicycles, compared to when it was car-free

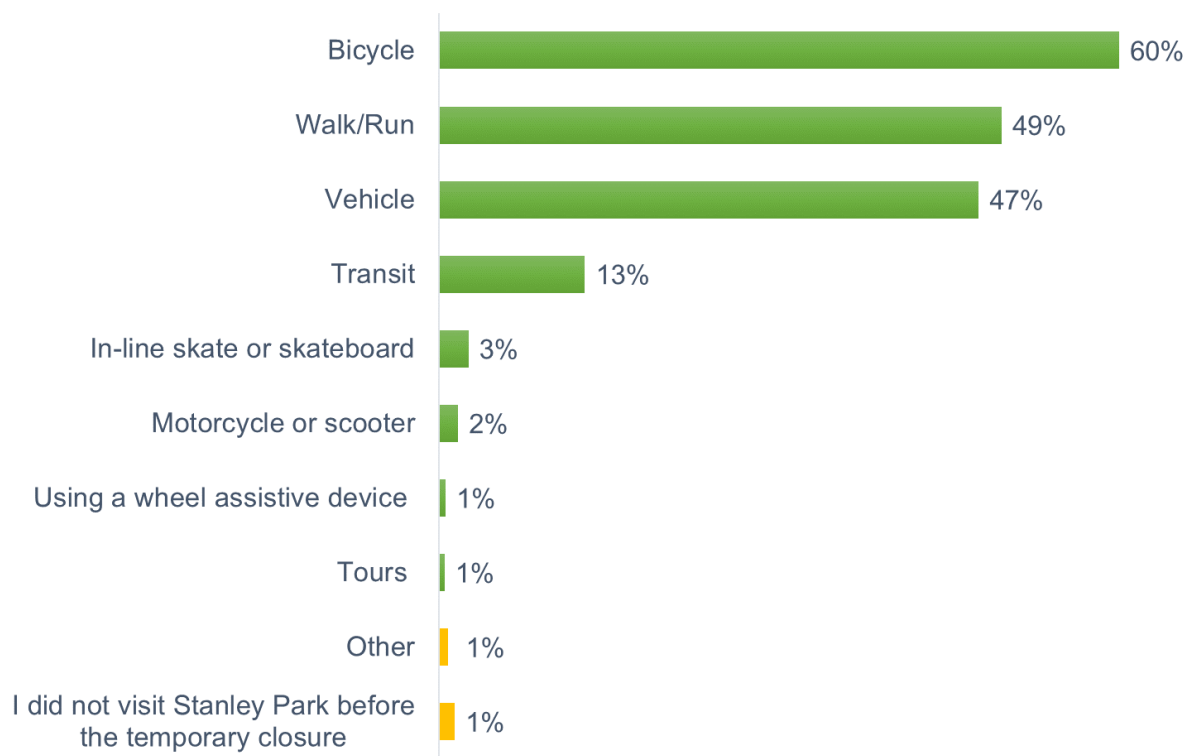
## 5 Getting to and around Stanley Park

### 5.1 Travelling to and around Stanley Park, pre-COVID-19

Qu: How did you travel to and around Stanley Park before the temporary closure to vehicles? Please select all that apply.

Before the temporary closure to vehicles, the most common modes of travel to and around Stanley Park were cycling (60%), walking/running (49%) and travelling by vehicle (47%). A smaller proportion (13%) used public transit to get to the park. The total is greater than 100% because many respondents selected more than one mode of travel.<sup>1</sup>

#### How did you travel to and around Stanley Park before the temporary closure to vehicles?



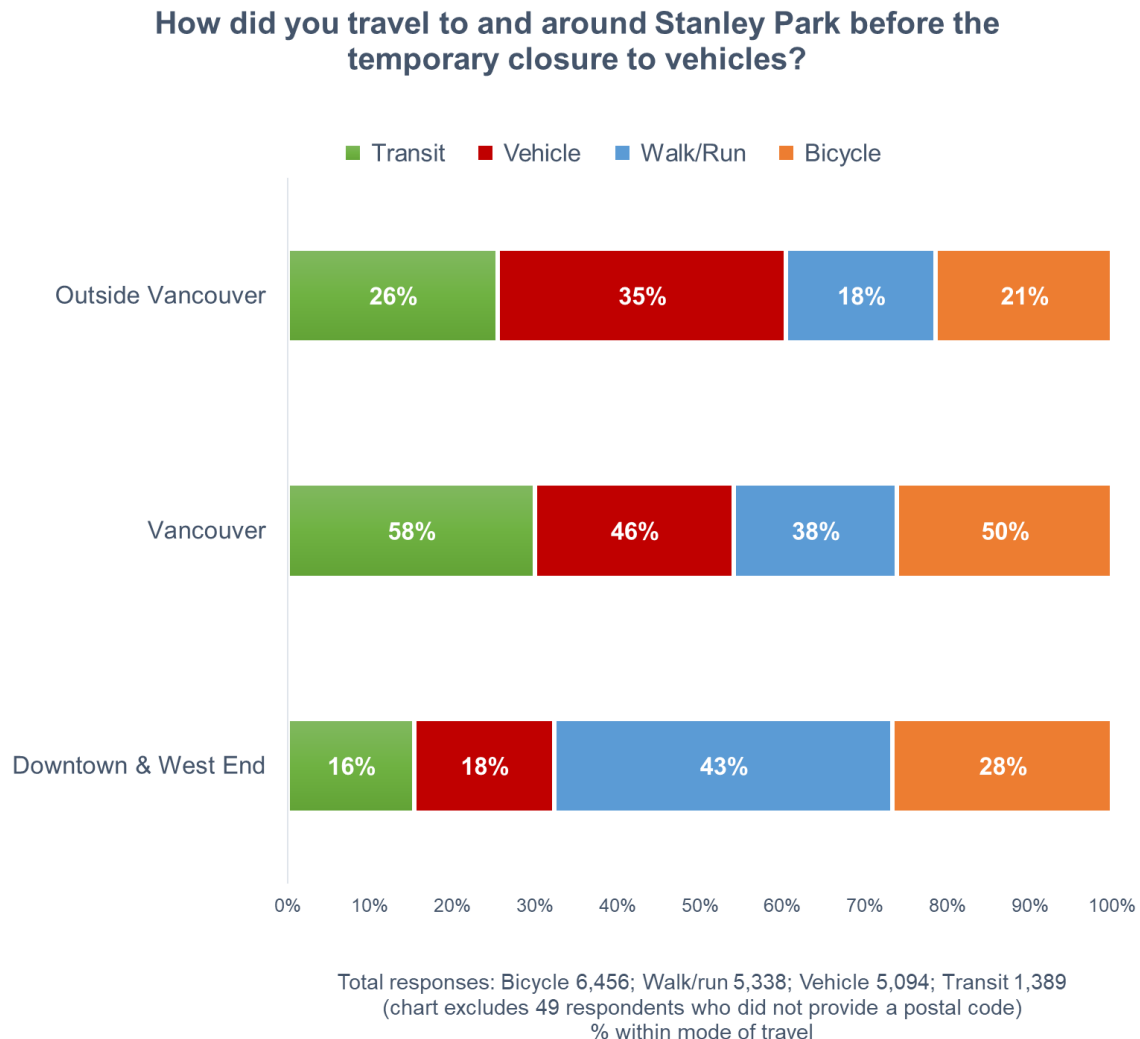
Total responses: 10,859

Figure 6: Mode of travel to and around Stanley Park before the temporary closure to vehicles

<sup>1</sup> It is possible that respondents selected some modes of travel based on travelling through the park, and not to get to the park.

Prior to COVID-19, cyclists came to Stanley Park from Vancouver (50%), Downtown (28%) and outside of Vancouver (21%) (Figure 7). The higher proportion from Vancouver reflects (and is slightly higher than) the regional distribution in the sample (45% reside in Vancouver, 29% Downtown, and 26% outside Vancouver).

Walkers/runners came from Downtown (43%), Vancouver (38%), and outside of Vancouver (18%). Vehicle users were from Vancouver (46%), outside Vancouver (35%) and Downtown (18%). The majority (58%) of transit users were Vancouver residents.



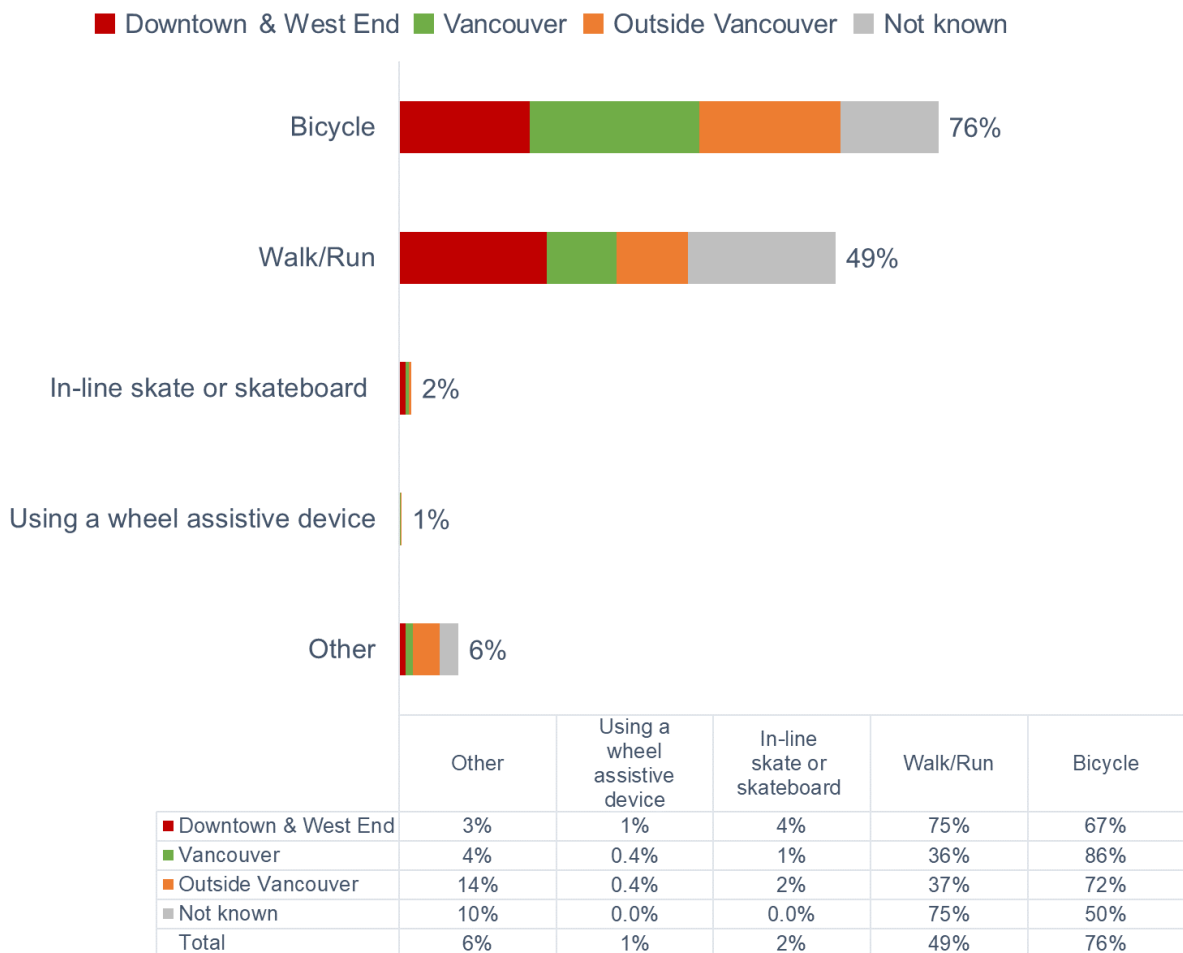
*Figure 7: Area of residence and mode of travel to and around Stanley Park*

## 5.2 Movement through Stanley Park when the park was closed to vehicles

Qu: How did you move through the Park when Stanley Park was closed to vehicles?

When Stanley Park was temporarily closed to vehicles (from April 8th to June 21st, 2020), movement around the park was predominantly by bicycle (76% of respondents, vs. 60% pre-COVID-19, travelling to or around the park by bicycle). The proportion walking/running through the park during the temporary closure to vehicles was the same as the number walking/running to or around the park pre-COVID-19 (49%).

### How did you move through the Park when Stanley Park was closed to vehicles?



Total responses: 7,961

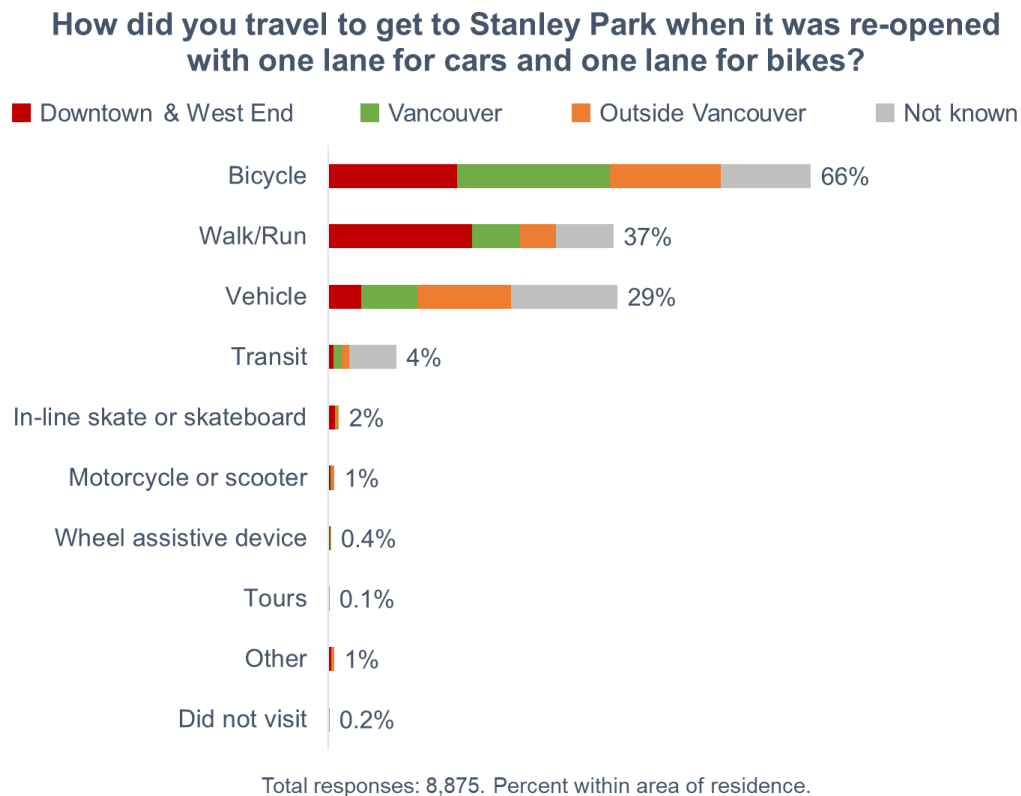
Totals are not equal to 100% because respondents could select multiple responses.

Figure 8: Movement through Stanley Park when the park was closed to vehicles

## 5.3 Mode of travel when Stanley Park was re-opened to vehicles

Qu: How did you travel to get to Stanley Park when it was re-opened with one lane for cars and one lane for bikes? Please select all that apply.

From June 22<sup>nd</sup>, 2020, the roads in Stanley Park were re-opened, with one lane dedicated to vehicles and one lane for cyclists. During this time, 66% of respondents cycled to Stanley Park (vs. 76% that cycled through the park when it was closed to vehicles), but this number remained higher than the number travelling to and around the park by bicycle pre-COVID-19 (66%, vs. 60% pre-COVID-19). When the park was re-opened to vehicles, the proportion of people travelling to the park by vehicle was lower than the number travelling to and around the park by vehicle before the temporary closure to vehicles (29%, vs. 47% pre-COVID-19). The proportion of respondents walking/running dropped from 49% travelling to and around the park on foot pre-COVID-19, to 37% walking/running to get to and around the park when it was re-opened.<sup>2</sup>



Totals are greater than 100% because many respondents selected more than one mode of travel.

Figure 9: Mode of travel to Stanley Park when the park was re-opened to vehicles

<sup>2</sup> Responses to these questions might have been influenced by the different wording of these questions: for travel pre-COVID-19, respondents were asked how they 'travel to and around the park', and when asked about travel after the park re-opened, they were asked how they travelled 'to get to' the park. Also, respondents could 'select all that apply', and some may have driven to the park/ through the park on the causeway, in addition to riding/ walking through the park.



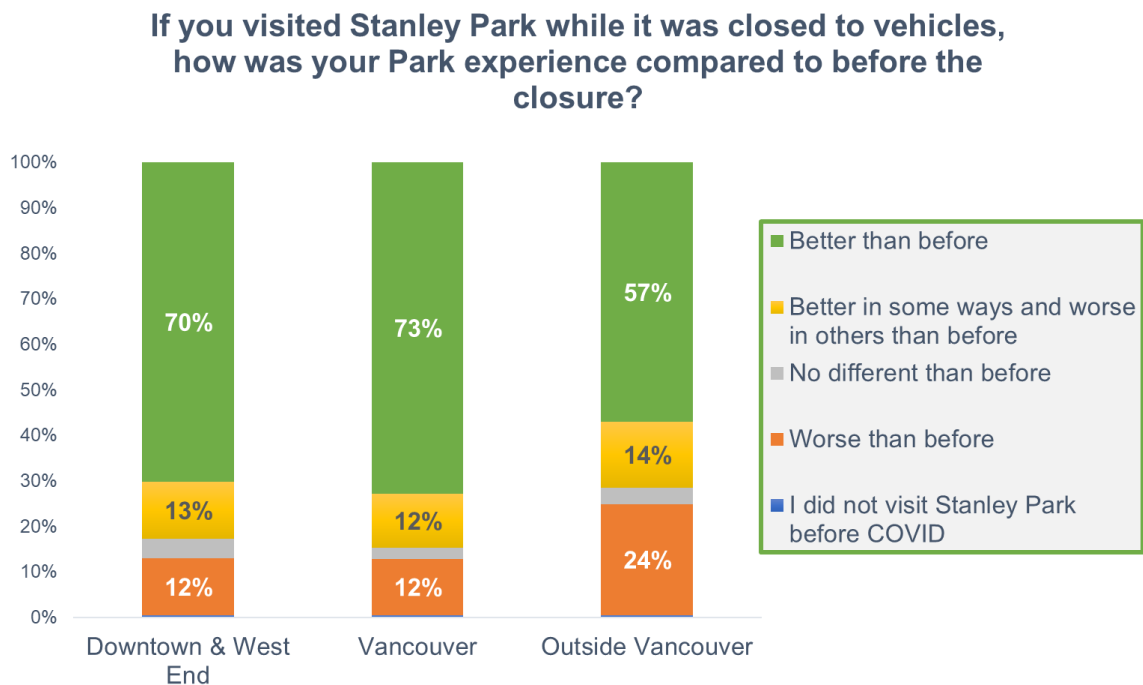
## 6 Experiences when Stanley Park was closed to vehicles

Qu: If you visited Stanley Park while it was closed to vehicles, how was your Park experience compared to before the closure? Please select one response only.

Of those who reported visiting Stanley Park while it was closed to vehicles (n=7,961), 69% stated that their park experience was better while it was closed to vehicles, when compared to before the temporary closure. Other respondents found it worse (15%), better in some ways and worse in others (13%), or no different than before (3%).

### 6.1 Area of residence and park experience when closed to vehicles

Respondents from outside of Vancouver were less likely to agree that the park was better when it was closed to vehicles (57%, vs. 73% from Vancouver, and 70% from Downtown). This might reflect their higher likelihood of visiting the park by vehicle (46% of vehicle-users, pre-COVID-19, come from outside Vancouver).



Total responses: 7,961. (Chart excludes 49 respondents who did not provide a postal code.)

Figure 10: Area of residence and park experience when it was closed to vehicles, compared to before the closure

## 6.2 Frequency of visits and park experience when Stanley Park was closed to vehicles

Perceptions of a better park experience were higher among infrequent visitors to Stanley Park: 85% of those who visited less than monthly said the park was better when it was closed to vehicles, compared to before the closure (vs. 55% of daily visitors, and 57% of those who visited several times a week). The majority (77%) of these infrequent visitors (n=2,104) were from Vancouver.

**If you visited Stanley Park while it was closed to vehicles, how was your Park experience compared to before the closure?**

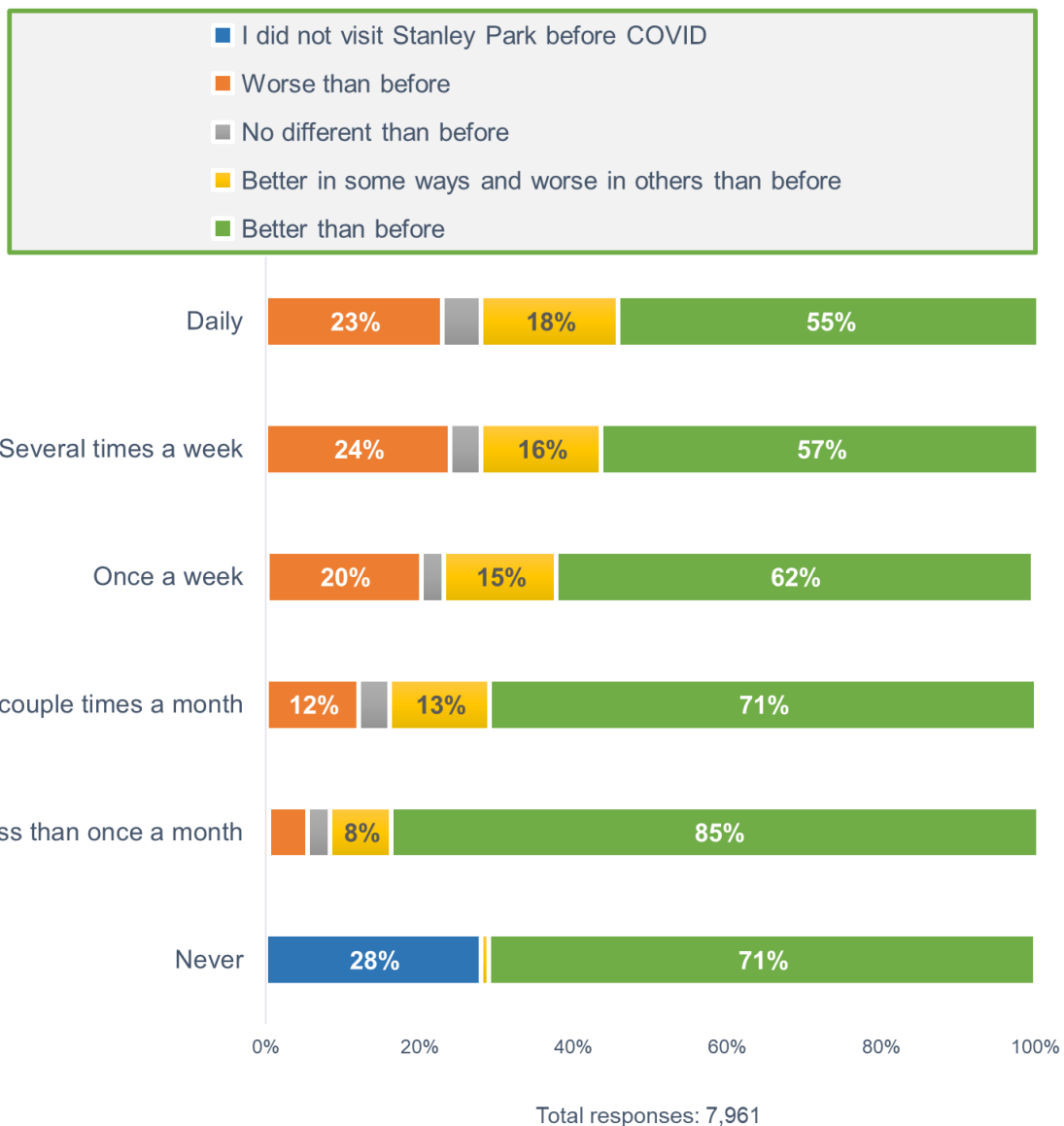
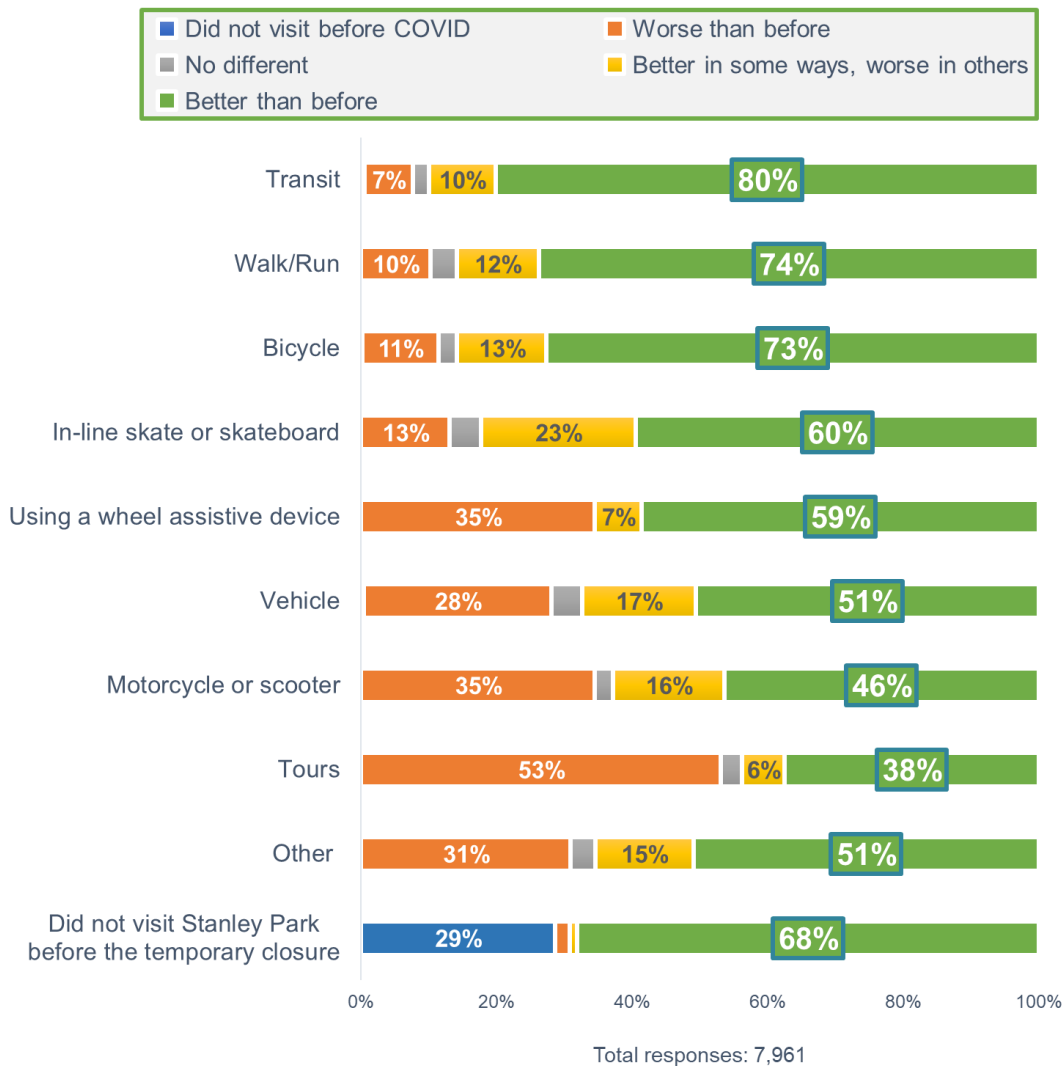


Figure 11: Frequency of visits pre-COVID-19 and park experience when Stanley Park was closed to vehicles

## 6.3 Mode of travel pre-COVID-19, and Stanley Park experience when it was closed to vehicles

Perceptions of a better park experience when Stanley Park was completely closed to vehicles, when compared to pre-COVID-19, were higher among transit users (80% said it was better), visitors who walked/ran to and through the park (74%), and cyclists (73%). Vehicles users were less positive about their park experience when Stanley Park was closed to vehicles: 51% said it was better than before the temporary closure, 28% said it was worse, and 17% considered it better in some ways and worse in others.

**If you visited Stanley Park while it was closed to vehicles, how was your Park experience compared to before the closure?**



*Figure 12: Mode of travel before COVID-19, and park experience during COVID-19, when the park was closed to vehicles*

## 6.4 Why was Stanley Park better when it was closed to vehicles?

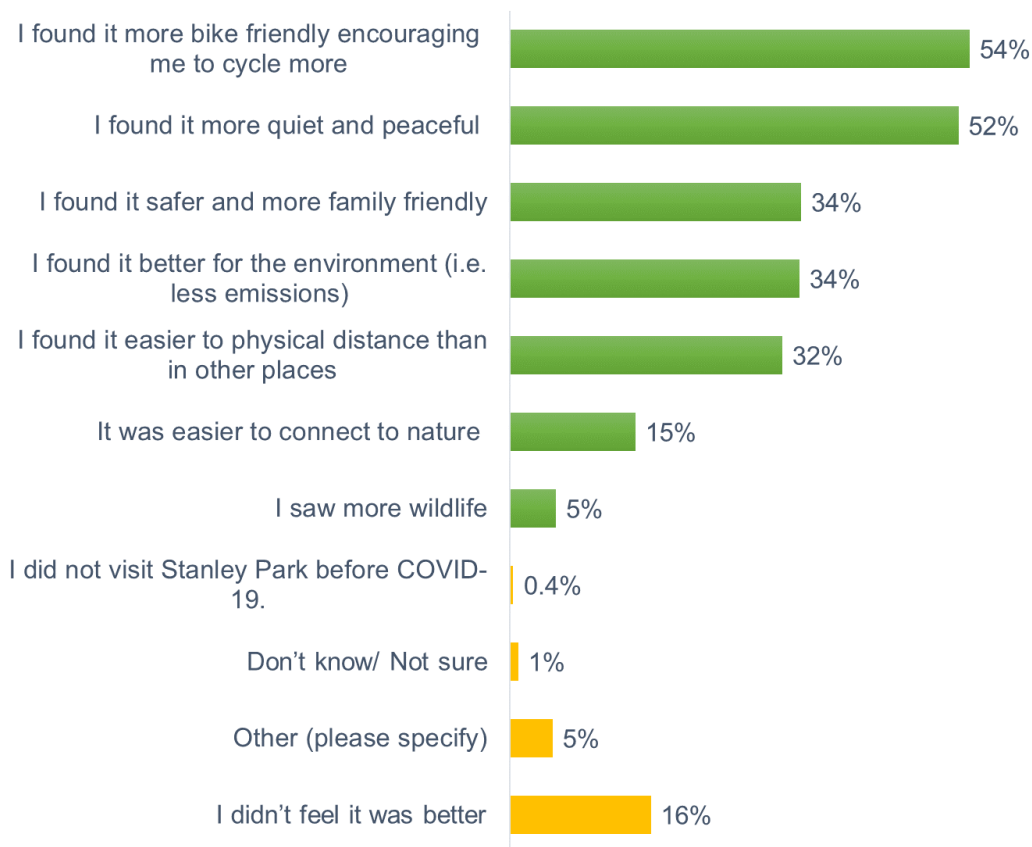
Qu: If you experienced Stanley Park and felt it was better when it was temporarily closed to vehicles, let us know why. Select your top three reasons.

The most common reasons (n=7,961) for saying that the park experience was better when it was closed to vehicles, when compared to before the temporary closure, were:

- Finding the park more bike-friendly (54%)
- Finding it quieter and more peaceful (52%)

Other reasons were finding the park safer and more family friendly (34%), perceiving the car-free park as better for the environment (34%), and finding it easier to physically distance than in other places (32%).

### If you experienced Stanley Park and felt it was better when it was temporarily closed to vehicles, let us know why



Total responses: 7,961

Figure 13: Why Stanley Park was better when it was temporarily closed to vehicles

### 6.4.1 Other reasons why Stanley Park was better when it was closed to vehicles

In response to this question, 5% of 7,961 respondents reported 'other reasons' why the park experience was better during this time, writing these reasons in the comment box for this question. The comments were analyzed and are summarized in Table 1. The most frequent comments were in relation to feeling safer, and appreciating the reduced congestion and volume of cars in the park.

*Table 1: Other reasons why Stanley Park was better when it was closed to vehicles*

<b>Qu: If you experienced Stanley Park and felt it was better when it was temporarily closed to vehicles, let us know why.</b>	
Other reasons	
Category	%
Safer	
Safer on seawall with no cyclists	12%
Safer experience (other)	10%
Reduced volume of cars	
No or fewer cars	8%
Less congested with only people and bicycles	3%
Not having to worry about cars	4%
More space/ less congested	
More space	7%
Fewer tourists/ no tour bus	2%
Quieter	
Quieter, calmer, less stressful	6%
Did more in the park	
Explored park more	2%
Better for cycling	
Better new bike route	2%
Good separation - cyclists vs pedestrians	2%
Room for varying abilities of cycling	2%

*Table 1: Other reasons why Stanley Park was better when it was closed to vehicles*

Encouraged exercise	
Encouraged more exercise	2%
Not better	
Not better - inconsiderate/ speedy cyclists	3%
Not better - other	20%
Other responses	
One-off comments/too few responses to categorize	10%
Responses not relevant to the question	4%
<b>Total</b>	<b>100%</b>
Total responses (number of comments)	426
Total respondents (number of people)	399

## 6.5 Why was Stanley Park worse when it was closed to vehicles?

Qu: If you experienced Stanley Park and felt it was worse when it was temporarily closed to vehicles, let us know why. Select your top three reasons.

For the 15% of the 7,961 respondents who found the park experience worse when it was closed to vehicles, reasons varied. These included that there were too many speeding cyclists (11%), not being able to access the park's amenities (10%), and difficulties accessing the park for seniors or people with disabilities (9%).

### If you experienced Stanley Park and felt it was worse when it was temporarily closed to vehicles, let us know why

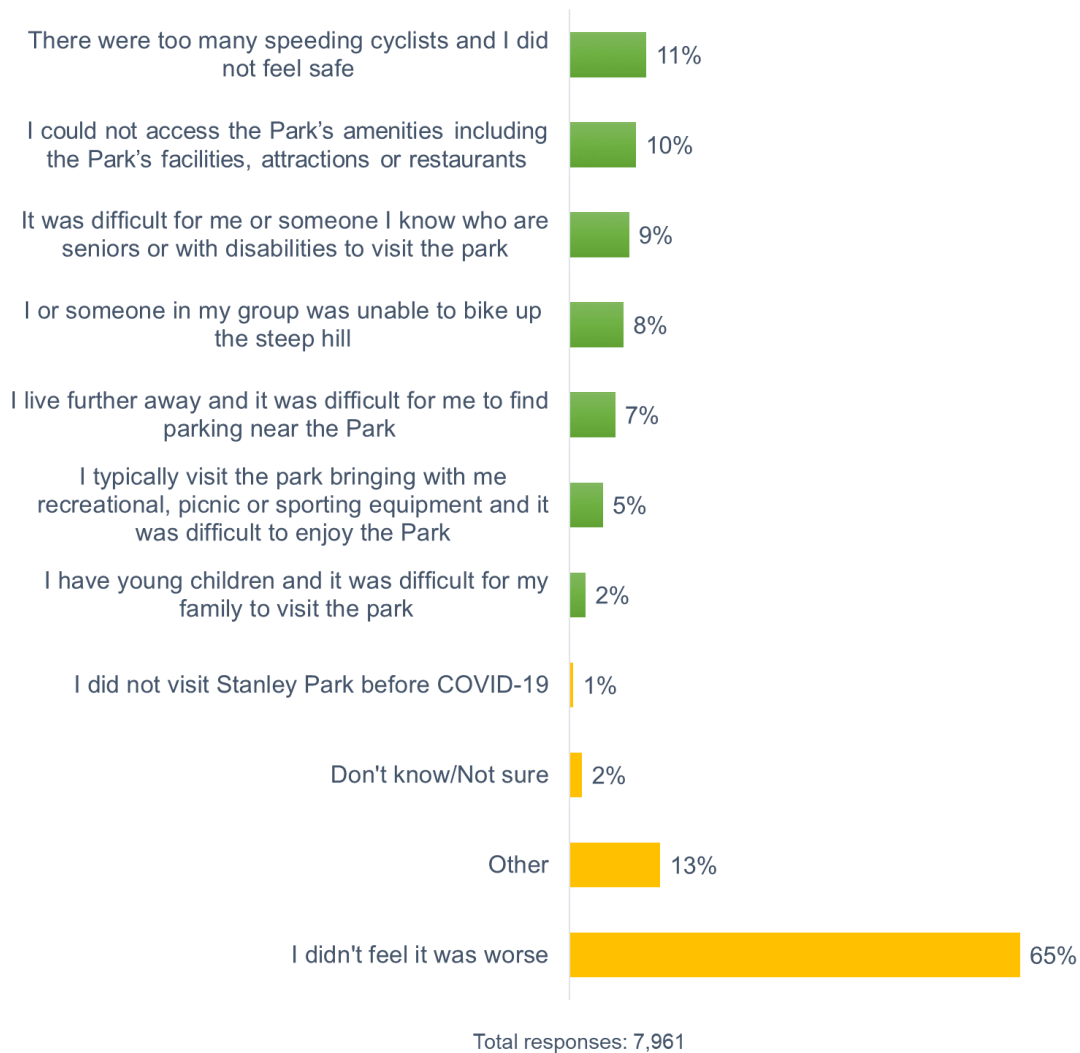


Figure 14: Why Stanley Park was worse when it was temporarily closed to vehicles

### 6.5.1 Other reasons why Stanley Park was worse when it was closed to vehicles

When asked why Stanley Park was worse when it was closed to vehicles, 13% gave 'other' reasons, writing these in the comment box for this question. Comments were analyzed and reasons are listed in Table 2. The most common reason was "missing cycling on the Seawall," which was a more pleasant experience. There were also many comments about the behaviour of cyclists – especially cycling too slow, but also cycling too fast, and in the wrong direction. The volume of cyclists in the park was also noted.

*Table 2: Other reasons why Stanley Park worse when it was closed to vehicles*

<i>Qu: If you experienced Stanley Park and felt it was worse when it was temporarily closed to vehicles, let us know why.</i>	
Other reasons	
Category	%
Miss cycling on Seawall - more pleasant experience	17%
<b>Safety concerns</b>	
Unsafe - too many novice/ slow cyclists	14%
Unsafe - too many inconsiderate/ speeding cyclists	9%
Unsafe - cyclists ride in wrong direction	5%
Unsafe - varying cycling abilities in one place	4%
Cyclists using Seawall despite not being allowed to	2%
Skating and rollerblading became dangerous	1%
<b>Driving, parking and congestion</b>	
Felt more congested in the park (due to number of cyclists)	5%
Difficult to access park without a vehicle	5%
Parking issues	2%
Slower vehicle traffic in park - e.g. cyclists on same road, horses, buses	1%
Difficult access and traffic with Lion Gate Bridge & Southbound closures	4%
<b>Park layout, barriers and access</b>	
Cones/ speed barriers caused hazard	5%
Confusing signage	3%
Difficult hill for cyclists	3%
Couldn't easily access/use boat	1%



*Table 2: Other reasons why Stanley Park worse when it was closed to vehicles*

<b>Park facilities</b>	
Closure of park facilities e.g. aquarium, restaurants, facilities	2%
Park less child friendly	1%
<b>Other responses</b>	
Not worse	6%
One-off comments/too few responses to categorize	8%
Responses not relevant to the question	3%
<b>Total</b>	<b>100%</b>
Total responses (number of comments)	1,129
Total respondents (number of people)	1,042

## 6.6 Reasons for not visiting Stanley Park during the time it was closed to vehicles

Qu: If you've said you didn't visit Stanley Park during the time it was closed to vehicles, why is that? Please select all that apply.

Of the 10,859 respondents, 27% did not visit Stanley Park when it was closed to vehicles (n=2,898). The most common reason for not visiting the park during this time was not being able to drive through the park (56%). Some respondents said that they were concerned about being exposed to COVID-19 (18%). Others said they do not typically visit the park often (13%), or just did not make it to the park during this time (13%).

### If you've said you didn't visit Stanley Park during the time it was closed to vehicles, why is that?

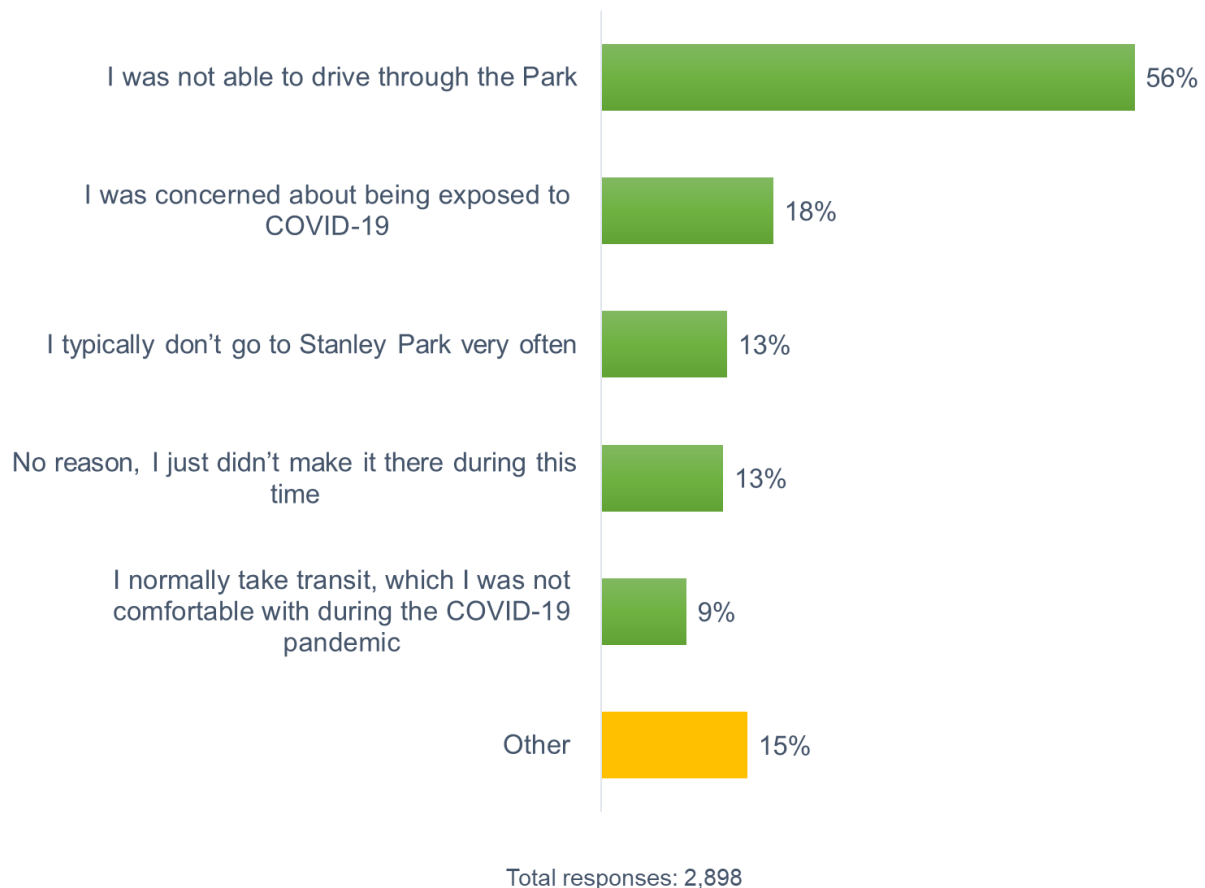


Figure 15: Reasons for not visiting Stanley Park during the time it was closed to vehicles

### 6.6.1 Other reasons for not visiting Stanley Park during the time it was closed to vehicles

There were 'other' responses to this question chosen by 15% of the 2,898 respondents, writing these in the comment box for this question. The comments were analyzed and the reasons are included in Table 3. A common concern was reduced accessibility for drivers during this time – including for persons with mobility issues, seniors, and families. Respondents were able to select more than one response, and 170 respondents stated 'other' reasons, in addition to selecting the option "not able to drive through the park".

Table 3: Other reasons for not visiting Stanley Park during the time it was closed to vehicles

<b>Qu: If you've said you didn't visit Stanley Park during the time it was closed to vehicles, why is that?</b>	
Other reasons	
Category	%
<b>Accessibility for drivers</b>	
Less accessible without a car for people with mobility issues	13%
Couldn't park/ very limited parking	13%
Less accessible without a car for families	4%
Couldn't get to park without driving	3%
Didn't want to take transit due to COVID-19/ no transit available	3%
Less accessible without a car for seniors	2%
Park generally less accessible	4%
<b>Didn't go - personal factors</b>	
Not in Vancouver during this time/ live outside Vancouver	9%
Too busy working	2%
Ill health	1%
<b>Worse cycling experience</b>	
Couldn't cycle around Seawall	9%
<b>Concerns about COVID-19</b>	
Didn't go out much during the COVID-19 pandemic	7%
Concerned about crowds in park during the pandemic	4%
<b>Park facilities closed</b>	
Park facilities/ events were closed	6%

Table 3: Other reasons for not visiting Stanley Park during the time it was closed to vehicles

<b>Congestion (cyclists)</b>	
Concerned about bike congestion in park	4%
<b>Congestion outside the park</b>	
Difficult access via North Shore/ Lion's Gate Bridge/ Causeway	3%
Bad traffic	2%
<b>New bike route</b>	
New bike route too challenging	3%
<b>Did other things instead</b>	
Went to other parks instead	1%
<b>Other responses</b>	
One-off comments/ too few responses to categorize	8%
<b>Total</b>	<b>100%</b>
Total responses (number of comments)	514
Total respondents (number of people)	440

## 7 Experiences when Stanley Park was re-opened, with separate lanes for vehicles and bicycles

### 7.1 Use of the dedicated bicycle lane in Stanley Park since Park Drive was re-opened with separate lanes

Qu: How did you use the bike lane when cycling?

Of the 8,875 respondents who visited Stanley Park when it was re-opened with separate lanes, 6,006 (68%) reported having used the dedicated bicycle lane on Park Drive. The majority (55%) of these respondents said they used the bicycle lane “at a moderate pace mostly”. Others used the bicycle lane “at an intense pace” (21%) or “at a leisurely pace mostly” (19%).

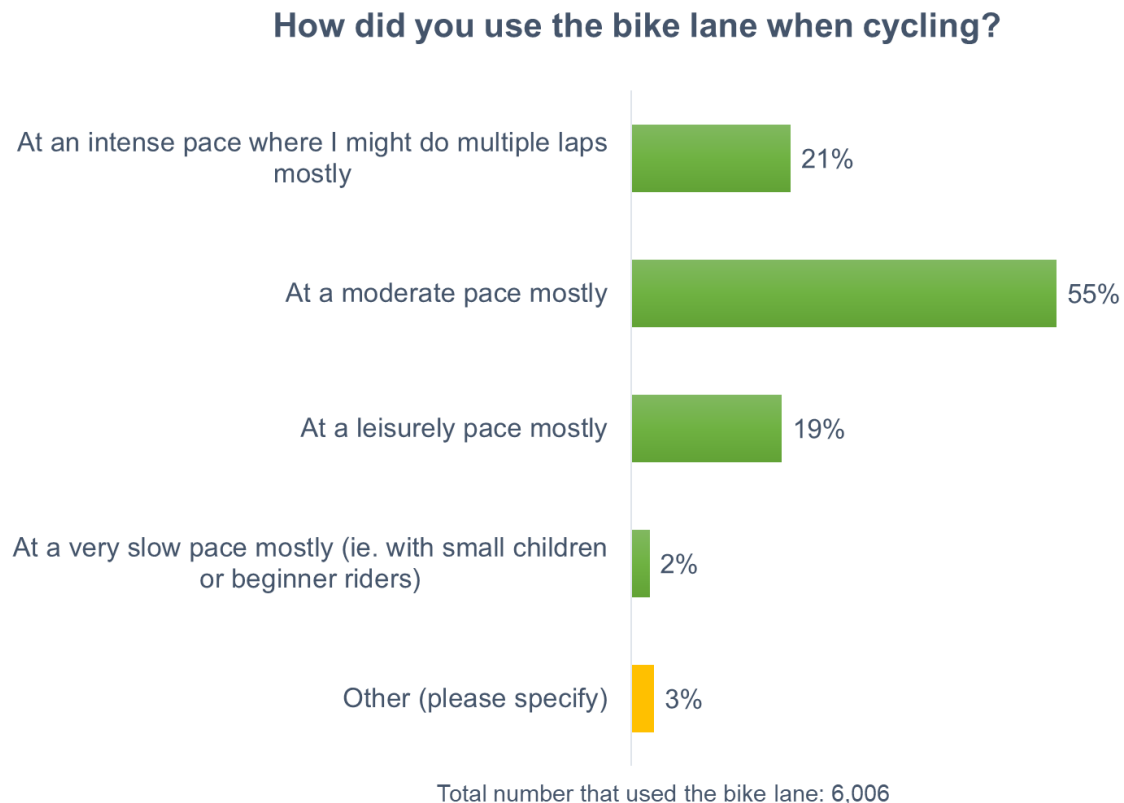
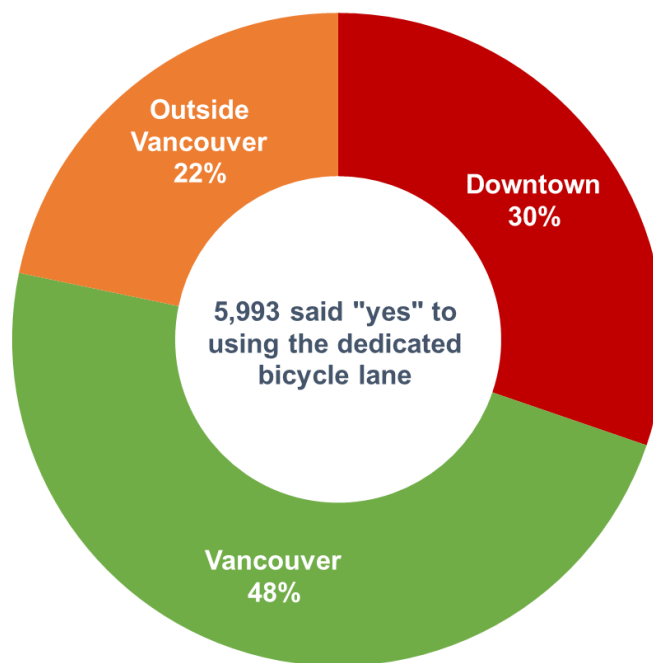


Figure 16: Use of the dedicated bicycle lane in Stanley Park

## 7.2 Area of residence and use of the dedicated bicycle lane in Stanley Park

Qu: Have you used the dedicated bicycle lane in Stanley Park since Park Drive re-opened with one lane for cars and one lane for bikes?

Excluding those who did not provide a postal code, the 5,993 respondents who had used the dedicated bicycle lane came from Vancouver (48%), Downtown (30%), and outside Vancouver (22%). The higher proportion from Vancouver, in comparison to Downtown, reflects the geographical distribution of the sample, 45% of which came from Vancouver.



Total responses: 5,993 had used the bicycle lane and provided a postal code.

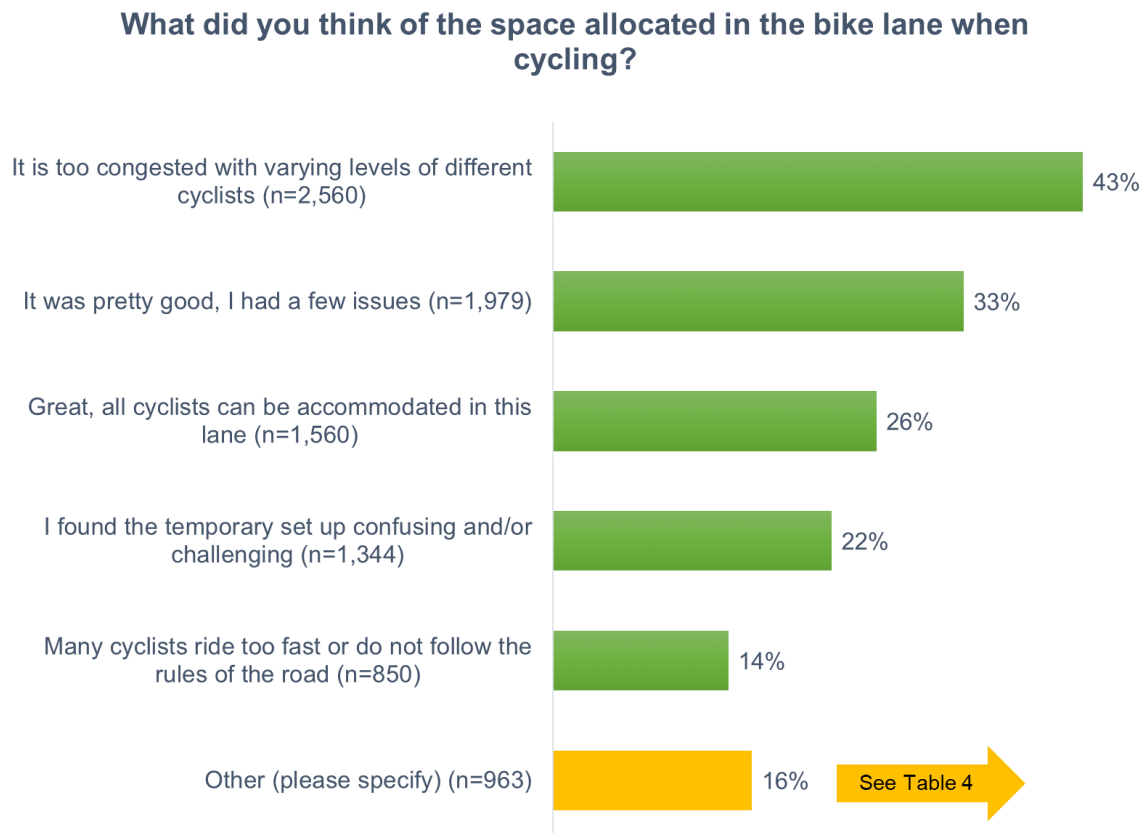
*Figure 17: Area of residence and use of the bicycle lane in Stanley Park*

## 7.3 The space allocated in the bicycle lane when cycling

Qu: What did you think of the space allocated in the bike lane when cycling? Select all that apply.

When the 6,006 respondents who used the bicycle lane were asked what they thought of the space allocated in the lane when cycling, 33% considered the space allocated to be “pretty good” and 26% thought it was “great”. Of the 6,006 respondents, 215 selected both of these options, giving a total of 3,113 respondents (52%) giving a favourable opinion.

There were problems encountered though, with 43% agreeing the lane was “too congested with varying levels of different cyclists”. Some (22%) found the set up confusing or challenging, and 14% agreed that many cyclists ride too fast, or “do not follow the rules of the road”.



Total respondents: 6,006 respondents who had used the bicycle lane  
Total number of responses is greater than 6,006 because respondents could select more than one response.

Figure 18: The space allocated in the bicycle lane when cycling

### 7.3.1 Other comments about the space allocated in the bicycle lane when cycling

There were additional written comments about the space allocated in the bicycle lane from 958 respondents (see Table 4 below). Of these, 9% said it was 'good'. Problems included too many slow or fast cyclists, and comments about it being 'unsafe'. There were issues related to the temporary set up, and a preference for how the park was set up pre-COVID-19.

*Table 4: Other comments about the space allocated in the bicycle lane when cycling*

<b>Qu: What did you think of the space allocated in the bike lane when cycling?</b>	
<b>Other reasons</b>	
<b>Category</b>	<b>%</b>
<b>Positive</b>	
Good experience	9%
<b>Cycling issues</b>	
Too many novice/ slow cyclists	7%
Too many inconsiderate/ speedy cyclists	4%
Cyclists ignoring the rules	2%
Cyclists going in wrong direction	5%
Cyclists of varying ability in one place (not good)	5%
<b>Safety concerns</b>	
Unsafe	7%
Unsafe & inconvenient - due to bike route detour into parking lots	5%
<b>Prefer how it was pre-COVID</b>	
Want seawall reopened	8%
Prefer the pre COVID set-up	2%
<b>Issues with layout / set up</b>	
Confusing set up	7%
Big hill too steep for some cyclists	7%
Cones a hazard/ eyesore	7%
Bike lane too narrow at times	4%



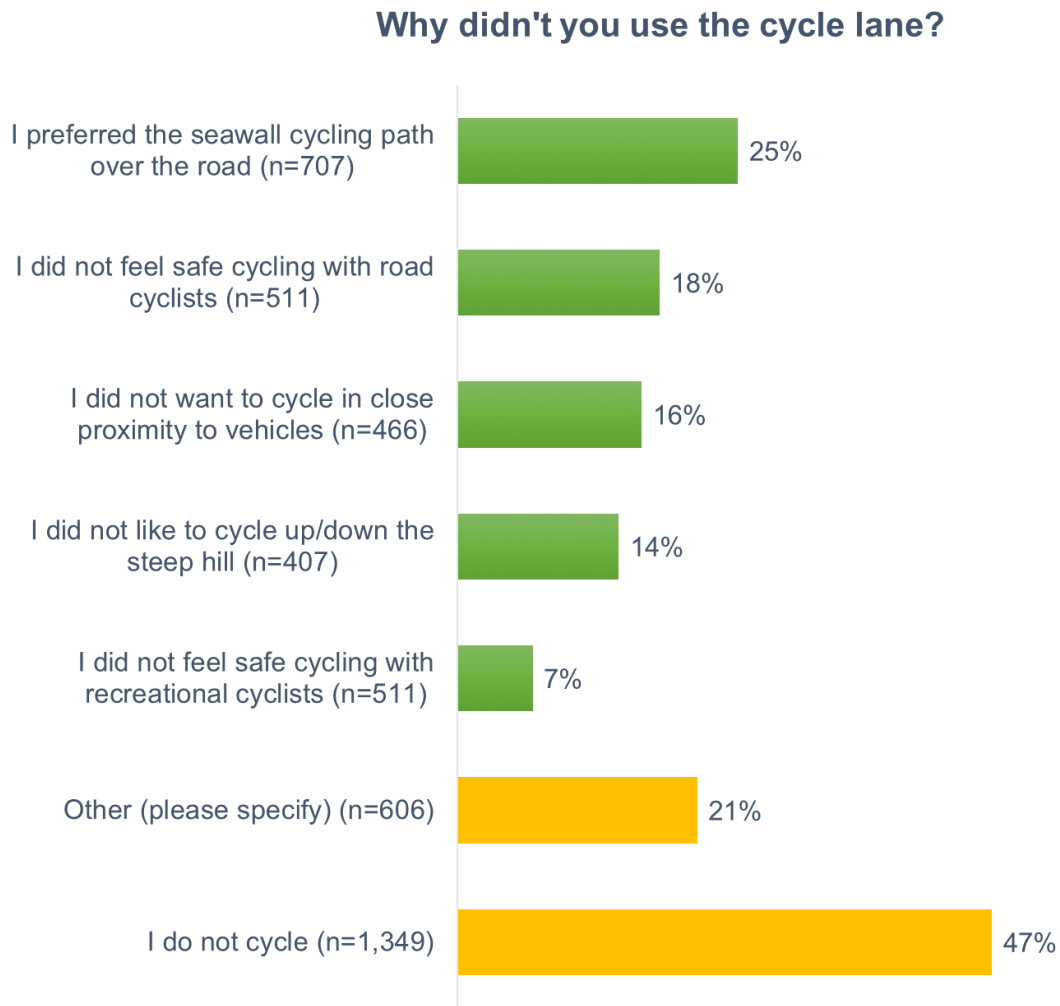
*Table 4: Other comments about the space allocated in the bicycle lane when cycling*

<b>Prefer park closed to cars</b>	
Issues with cars/ prefer no cars	6%
<b>Congestion (cyclists)</b>	
Bike lane too congested	5%
<b>Less family-friendly</b>	
Not suitable for kids	1%
<b>Other responses</b>	
One-off comments/ too few responses to categorize	8%
Responses not relevant to the question	1%
<b>Total</b>	<b>100%</b>
Total responses (number of comments)	1,027
Total respondents (number of people)	958

## 7.4 Reasons for not using the bicycle lane

Qu: Why didn't you use the cycle lane? Please select all that apply.

2,869 respondents had visited the park when it was re-opened with two lanes, but had not used the dedicated bicycle lane. In response to this question, 1,349 (47%) said it was because they do not cycle. Other than not cycling, the most common reasons were a preference for the Seawall cycling path (25%), and not feeling safe cycling next to road cyclists (18%).



Total responses: 2,869 respondents had not used the bicycle lane  
Total number of responses is greater than 2,869 because respondents could select more than one response.

Figure 19: Reasons for not using the bicycle lane

### 7.4.1 Other reasons for not using the bicycle lane

In response to this question, 21% of the 2,869 respondents selected 'other' reasons (Table 5). Many said they do not (or did not) cycle. There were also comments expressing concerns about safety in relation to speeding cyclists or cars.

Table 5: Other reasons for not using the bicycle lane

Qu: Why didn't you use the cycle lane?	
Other reasons	
Category	%
<b>Did not cycle</b>	
Walked/ ran instead	12%
Live too far away/ can't transport bike to park	12%
Disabled/ health reasons	9%
Cycling wasn't purpose of park visit	5%
Don't have a bike	5%
Don't cycle due to age	3%
Not riding bike at the moment	3%
<b>Safety concerns</b>	
Lane was dangerous - inconsiderate/ speedy cyclists	8%
Lane was dangerous - worried about cars	2%
<b>The cycle route</b>	
With family members with no/ limited ability to bike on new route	8%
Don't like new bike route e.g. steep hill	4%
Prefer seawall route	3%
<b>Drove</b>	
Drove instead	7%
<b>Just not got around to it</b>	
No time for it yet	6%
<b>COVID-19 concerns</b>	
Concerned about crowds and COVID-19	3%

*Table 5: Other reasons for not using the bicycle lane*

<b>Cycled elsewhere</b>	
Cycled in other places	3%
Safety concerns	
<b>Other responses</b>	
One-off comments/ too few responses to categorize	7%
Responses not relevant to the question	1%
<b>Total</b>	<b>100%</b>
Total responses (number of comments)	701
Total respondents (number of people)	606

## 7.5 Stanley Park experience when it was re-opened, with separate lanes for cars and bicycles, compared to pre-COVID-19

Qu: If you visited Stanley Park on or after June 22nd when it was re-opened with one lane for cars and one lane for bikes, how was your Park experience compared to visiting the Park prior to April 8th (pre-COVID)? Please select all that apply.

For the 8,875 respondents who had visited Stanley Park when it was re-opened with one lane for cars and one lane for bikes, 48% found it better when compared to pre-COVID-19, 29% found it worse, 5% said it was 'better' and 'worse', and 5% reported 'no difference' (Table 6).

Table 6: Park experience with separate lanes for cars and bikes, compared to pre-COVID-19

Qu: If you visited Stanley Park on or after June 22nd when it was re-opened with one lane for cars and one lane for bikes, how was your Park experience compared to visiting the Park prior to April 8th (pre-COVID)?		
	Number	Percent
It was better (selected 'better' options only)	4,267	48%
It was worse (selected 'worse' options only)	2,593	29%
It was better and worse (selected a mix of 'better' and 'worse' options)	481	5%
It was no different (selected 'no different' option only)	419	5%
Other responses*	1,778	20%
<b>Total number of respondents</b>	<b>8,875</b>	<b>107%</b>

\*Other responses include: Don't know/Not sure', 'Other', 'Didn't visit the Park before COVID-19'

This table summarizes the total number of different people who said the park was 'better', 'worse' or 'no different' when it was re-opened with separate lanes, compared to pre-COVID-19, combining the responses to the survey question (four 'it was better' options and four 'it was worse' options) presented in Figure 20.

Total % is greater than 100% because some respondents selected 'Other' or 'Not sure' options in addition to 'Better', 'Worse' or 'No different'.

### 7.5.1 Why was Stanley Park better with separate lanes for vehicles and bicycles, compared to pre-COVID-19?

For the 8,875 respondents who had visited Stanley Park during this time, the main reasons the park was considered better when re-opened, with separate vehicle and bicycle lanes, when compared to pre-COVID-19, were reduced vehicle volumes (39%) and having more room to cycle than on the Seawall (38%). Other reasons were vehicles driving at a slower and safer pace (29%), and having more room to walk on the Seawall (29%), with cyclists now riding on the dedicated bicycle lane (Figure 20).

**If you visited Stanley Park on or after June 22nd when it was re-opened with one lane for cars and one lane for bikes, how was your Park experience compared to visiting the Park prior to April 8th (pre-COVID)?**

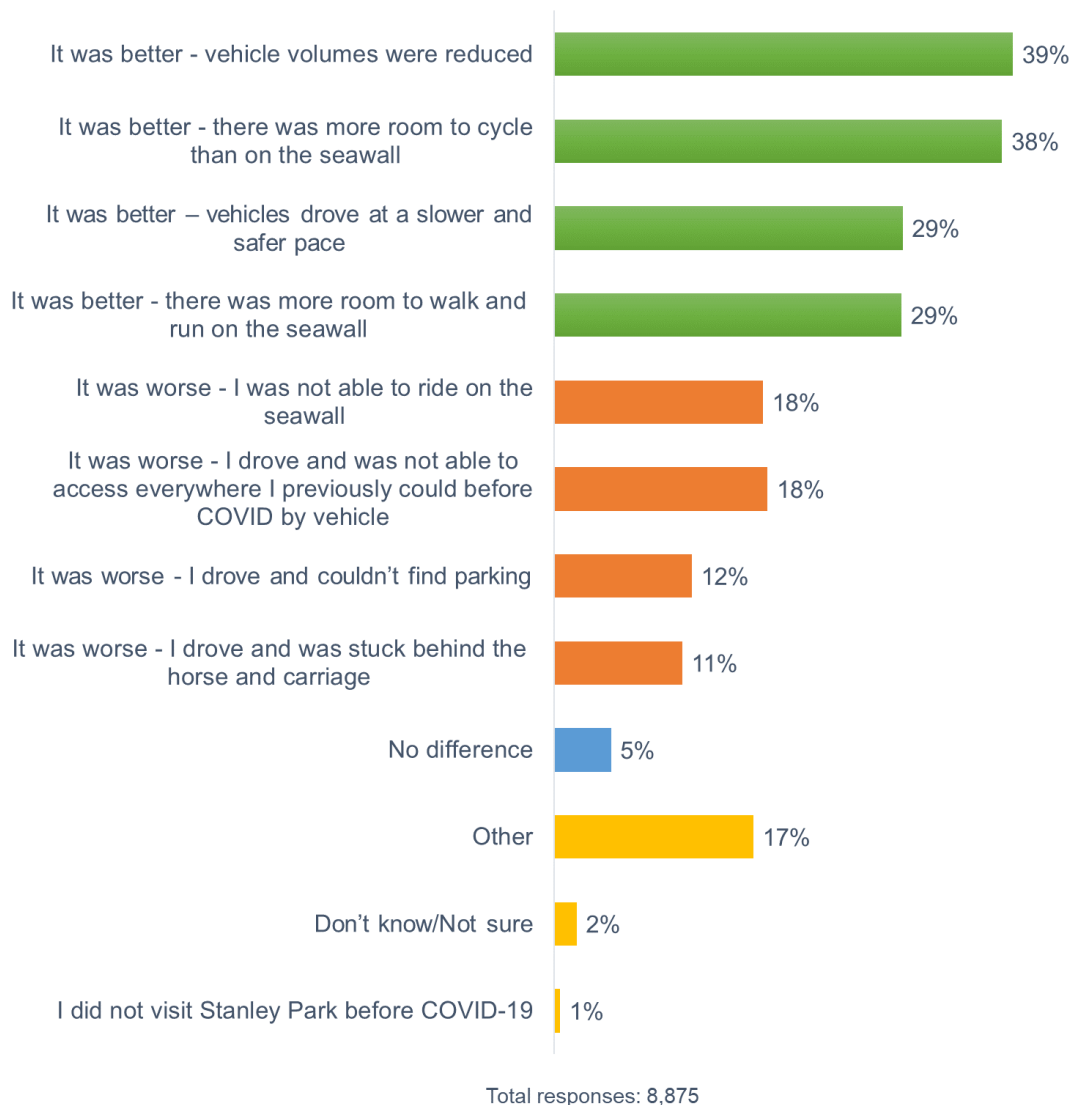


Figure 20: Park experience when re-opened, with separate lanes for cars and bicycles, compared to pre-COVID-19

### 7.5.2 Why was Stanley Park worse with separate lanes for vehicles and bicycles, when compared to pre-COVID-19?

When asked why Stanley Park was worse when re-opened with separate lanes for vehicles and bicycles, responses varied (Figure 20). The most common reasons (n=8,875) were not being able to ride on the Seawall (18%) and reduced access by vehicle (18%). Also noted by vehicle drivers, were not being able to find parking (12%), and being stuck behind the horse and carriage (11%).

### 7.5.3 Other reasons why Stanley Park was better or worse with separate lanes for vehicles and bicycles, compared to pre-COVID-19

Other reasons why their park experience was considered better or worse with separate vehicle/bicycle lanes, when compared with pre-COVID-19, were provided by 1,487 respondents. While 6% said it was better/acceptable, most comments were in relation to why the park was worse during this time. Reasons included the congestion in the park; the volume, behaviours, and different abilities of cyclists; and issues with the temporary set up (Table 7).

*Table 7: Other reasons why Stanley Park was better or worse with separate lanes for vehicles and bicycles, compared to pre-COVID-19*

Other reasons	
Category	%
<b>Congestion</b>	
Cycle lane too congested	9%
Too congested generally	5%
One lane slowed traffic e.g. horse carriages	3%
<b>Issues with cyclists</b>	
Too many novice/ slow cyclists	7%
Varying cycling abilities in one place	4%
Inconsiderate/ speeding cyclists	4%
Cyclists in car lane	3%
Bikes still on Seawall despite not being allowed	3%
Cyclists do not obey rules	2%

*Table 7: Other reasons why Stanley Park was better or worse with separate lanes for vehicles and bicycles, compared to pre-COVID-19*

<b>Issues with drivers</b>	
Bikes next to cars/ cars in cycling lane	2%
Inconsiderate/ speeding drivers	2%
<b>Worse for cyclists</b>	
Feels unsafe for cyclists	5%
Hill too steep for cycling	2%
<b>Prefer cycling on seawall</b>	
Want Seawall route back for cyclists	6%
<b>Layout / route</b>	
Cones unsafe/ eyesore	5%
Confusing set-up/ lack of signage	4%
Cycle path diversion through parking lots	1%
<b>Accessibility by car</b>	
Lack of access by car e.g. Lions Gate bridge shut	5%
Difficult to find parking	3%
<b>Prefer car-free</b>	
Prefer no cars at all	2%
Pollution	1%
<b>Worse - other reasons</b>	
Other - worse (too few to categorize)	9%
<b>Positive experience</b>	
It was better	5%
It was an acceptable compromise	1%
<b>Other responses</b>	
One-off comments/ too few responses to categorize	1%
Responses not relevant to the question	4%
<b>Total</b>	<b>100%</b>
Total responses (number of comments)	1,685
Total respondents (number of people)	1,487



### 7.5.4 Frequency of visits to Stanley Park, and the park experience with separate lanes for vehicles and bicycles

Respondents who visited Stanley Park less than once a month pre-COVID-19 were more positive about their park experience during this time (Table 8). This was because there was more room to cycle on the bicycle lane than on the Seawall (56%), there was reduced vehicle volume (48%), and vehicles drove at a slower and safer pace (38%).

*Table 8: Frequency of visits to Stanley Park, and the park experience with separate lanes for vehicles and bicycles, compared to pre-COVID-19*

<b>Qu: If you visited Stanley Park on or after June 22nd when it was re-opened with one lane for cars and one lane for bikes, how was your Park experience compared to visiting the Park prior to April 8th (pre-COVID)? Please select all that apply.</b>							
Frequency of visits to Stanley Park, pre-COVID	Daily	Several times a week	Once a week	A couple times a month	Less than once a month	Never	Total
<b>It was better</b>							
There was more room to cycle than on the seawall	24%	26%	31%	38%	56%	55%	38%
There was more room to walk and run on the seawall	37%	30%	28%	27%	30%	27%	29%
Vehicle volumes were reduced	33%	33%	34%	39%	48%	40%	39%
Vehicles drove at a slower and safer pace	24%	25%	25%	29%	38%	42%	29%
<b>It was worse</b>							
I was not able to ride on the seawall	23%	24%	19%	17%	11%	1%	18%
I drove and was not able to access everywhere I previously could before COVID by vehicle	17%	22%	23%	21%	10%	5%	18%

*Table 8: Frequency of visits to Stanley Park, and the park experience with separate lanes for vehicles and bicycles, compared to pre-COVID-19*

Frequency of visits to Stanley Park, pre-COVID	Daily	Several times a week	Once a week	A couple times a month	Less than once a month	Never	Total
I drove and was stuck behind the horse and carriage	11%	15%	15%	11%	4%	4%	11%
I drove and couldn't find parking	12%	14%	15%	13%	6%	4%	12%
<b>No difference</b>	6%	6%	4%	5%	5%	1%	5%
<b>Other responses</b>							
Other (please specify)	23%	23%	21%	15%	10%	6%	17%
Don't know/Not sure	3%	2%	1%	2%	2%	2%	2%
I did not visit Stanley Park before COVID-19	0%	0%	0.1%	0.1%	0.4%	24%	1%
<b>Total responses</b>	<b>592</b>	<b>2,212</b>	<b>1,360</b>	<b>2,274</b>	<b>2,316</b>	<b>121</b>	<b>8,875</b>

## 7.6 Experiences when Stanley Park was re-opened with separate lanes for bikes and cars, compared to when the park was closed to vehicles

Qu: If you have visited Stanley Park since it was re-opened to vehicles on June 22nd, how was your Park experience when compared to when it was closed to vehicles?

When asked, 8,875 respondents said they had visited the park since it was re-opened to vehicles, with separate lanes for vehicles and bicycles. When compared with when it was completely closed to vehicles, 47% of these respondents believed that their park experience was worse since it was re-opened to vehicles; 16% found it better in some ways and worse in others; 14% reported no difference; and 11% found it better.

**If you have visited Stanley Park since it was re-opened to vehicles on June 22nd, how was your Park experience compared to when it was closed to vehicles?**

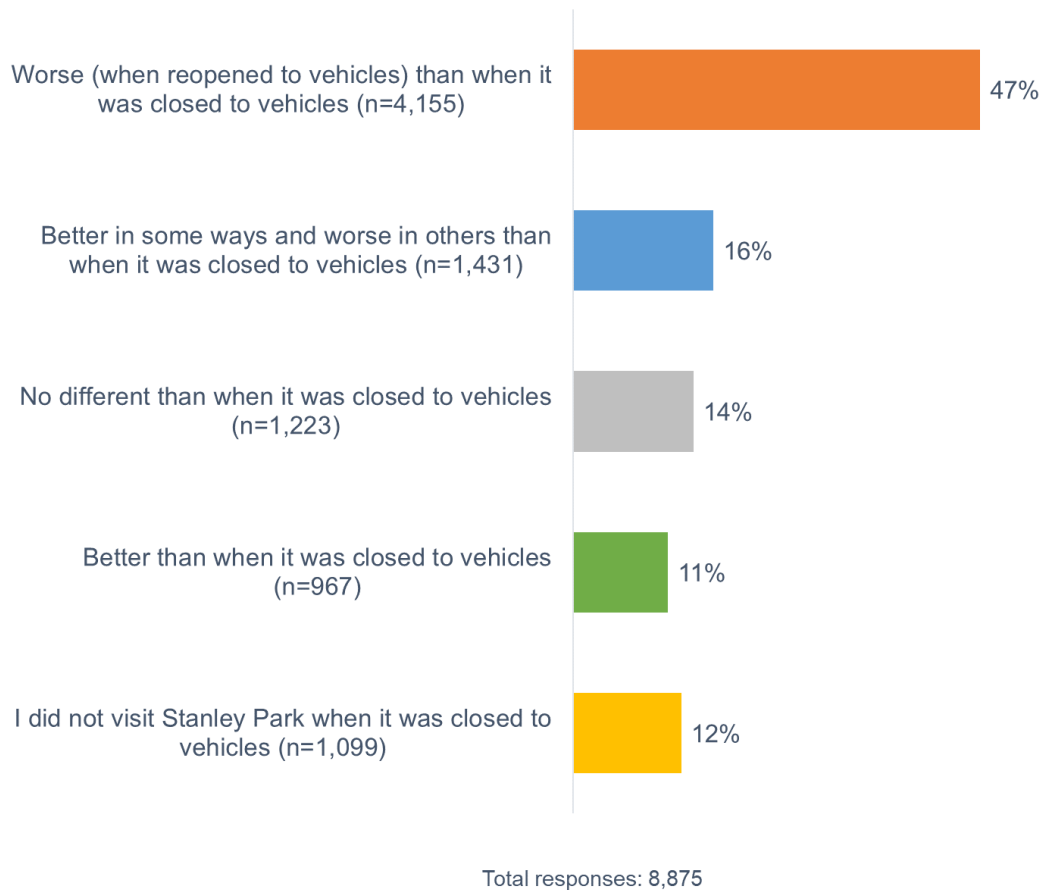
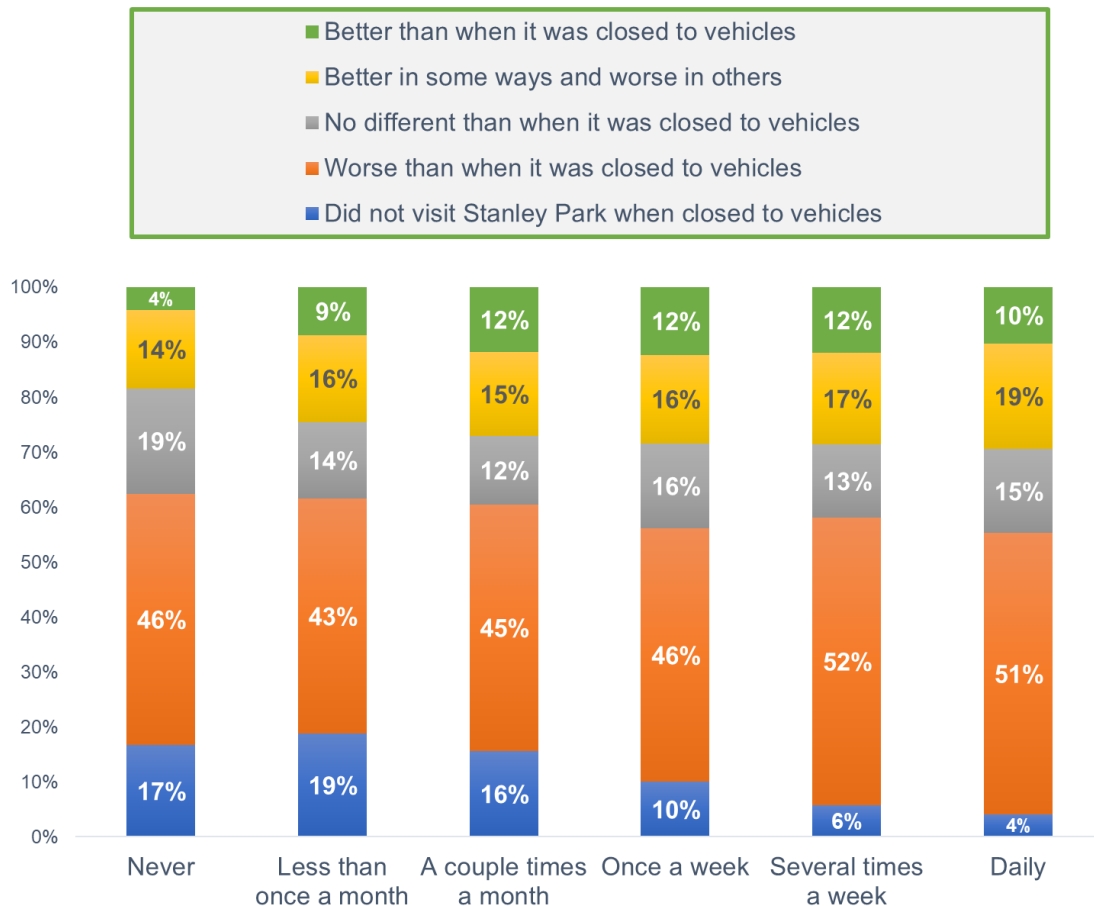


Figure 21: Park experience when it was re-opened, with separate lanes for bikes and cars, compared to when the park was closed to vehicles

### 7.6.1 Frequency of visits pre-COVID-19 and park experience when re-opened, with separate lanes for bikes and cars

A favorable opinion of the park experience when it was closed to vehicles, compared to when it was re-opened with separate lanes, was shared by respondents, regardless of how frequently they visited Stanley Park pre-COVID-19. The most frequent visitors to Stanley Park were more likely to say the park experience was worse when it was re-opened with separate lanes than when it was completely closed to vehicles (51% of daily visitors, and 52% of respondents who visited several times a week, vs. 43% of respondents who visit less than monthly).

**If you have visited Stanley Park since it was re-opened to vehicles on June 22nd, how was your Park experience compared to when it was closed to vehicles?**



Qu: If you have visited Stanley Park since it was re-opened to vehicles on June 22nd, how was your Park experience compared to when it was closed to vehicles?

Total responses: 8,875. Percent within frequency of visits.

*Figure 22: Frequency of visits and park experience when re-opened, compared to when it was closed to vehicles*

## 7.6.2 Mode of travel and park experience when it was re-opened, with separate lanes for bicycles and vehicles, compared to when it was closed to vehicles

There were variations in responses according to respondents' mode of travel pre-COVID-19. Respondents travelling by vehicle were less likely to say it was worse after re-opening to cars (31% of vehicle users, vs. 55% of cyclists, 48% of walkers/runners, and 44% of transit users). However, only 16% of respondents who travelled to Stanley Park by vehicle considered the park better following the re-opening to vehicles, compared to when it was completely closed to vehicles. Their opinions were split between considering their park experience during this time worse (31%), better in some ways/worse in others (20%), better (16%), or no different than when the park was closed to vehicles (11%).

**If you have visited Stanley Park since it was re-opened to vehicles on June 22nd, how was your Park experience compared to when it was closed to vehicles?**

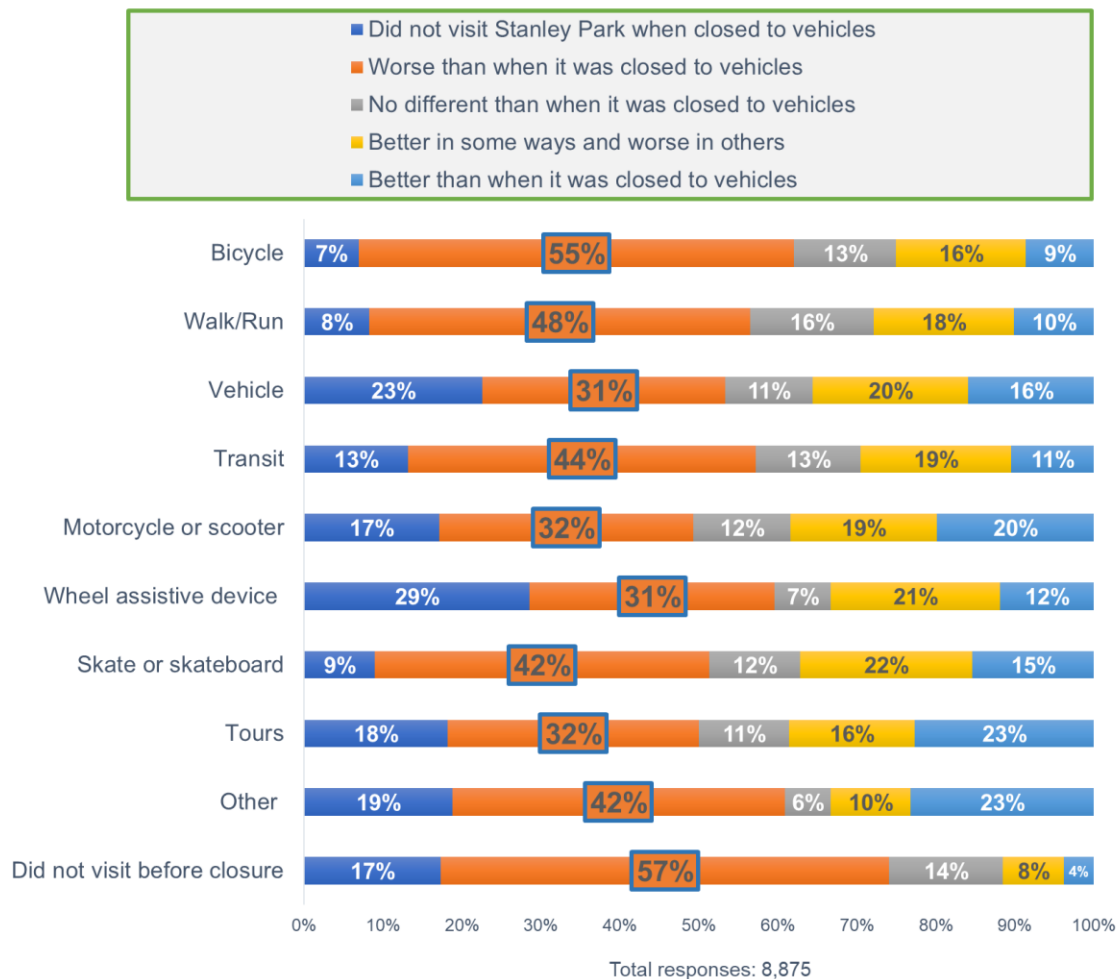


Figure 23: Mode of travel/park experience when it was re-opened, compared to when it was closed to vehicles

## 7.7 Why was Stanley Park better when it re-opened to vehicles, compared to when it was completely closed to vehicles?

Qu: If your experience in Stanley Park was better, compared to when it was completely closed to vehicles, let us know why. Select your top three reasons.

Of the 8,875 respondents (Figure 21), 11% considered the park better when it was re-opened to vehicles, compared to when it was closed to vehicles (and 16% considered it better in some ways, and worse in others). Their reasons were diverse. The most common reason the park was better when it was re-opened with separate lanes was being able to access the park by vehicle (13%). Other reasons included finding it easier to visit the park with their family or children (8%), enjoying the park's features and attractions (8%), and being able to access the restaurants better (7%).

**If your experience in Stanley Park was better, compared to when it was completely closed to vehicles, let us know why.**

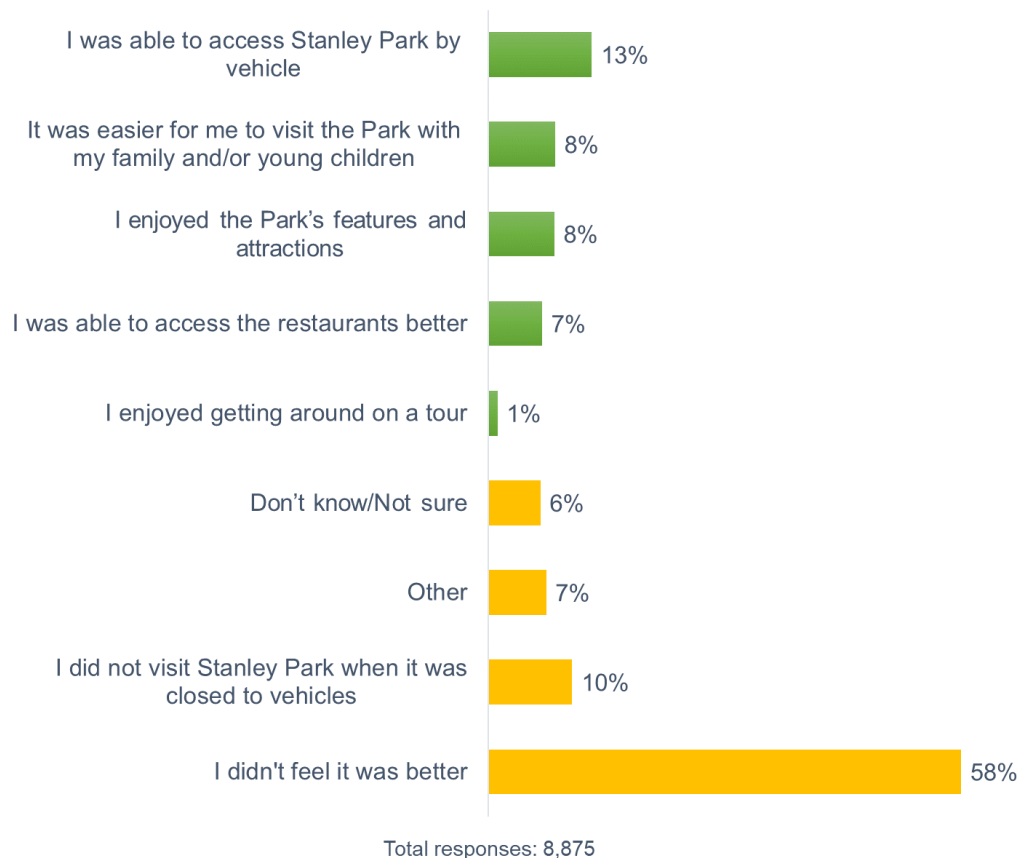


Figure 24: Why Stanley Park was better when it re-opened to vehicles, compared to when it was completely closed to vehicles

### 7.7.1 Other reasons why Stanley Park was better when it re-opened to vehicles, compared to when it was completely closed to vehicles

In response to this question, 7% of 8,875 respondents said there were 'other' reasons the park was better during this time, writing these in the comment box for this question (n=608). The comments were analyzed and the reasons are included in Table 9. Vehicle drivers/passengers reported improved accessibility, particularly for persons with disabilities, seniors and families. There was also a better cycling experience, more space and better access to park facilities.

*Table 9: Other reasons why Stanley Park was better when it re-opened to vehicles, compared to when it was completely closed to vehicles*

Qu: If your experience in Stanley Park was better than compared to when it was completely closed to vehicles, let us know why.	
Other reasons	
Category	%
<b>Accessibility</b>	
Car helps access for person with mobility issues or disability	12%
Car generally enables better access to park	10%
Car helps access for families, seniors, picnickers	10%
Parking was easier	1%
<b>Better cycling experience</b>	
Cycling was easier/ safer	8%
Fast cyclists could separate from casual cyclists	3%
<b>Access to facilities</b>	
Helped access to park facilities and restaurants	8%
<b>Quieter and less congested</b>	
More space/ less crowds/ quieter	5%
Good balance/ compromise of cars and bikes	3%
More space to walk on Seawall	3%
<b>Safer</b>	
Safer	3%
<b>Better for the environment</b>	
More environmentally friendly with only some vehicles	1%

*Table 9: Other reasons why Stanley Park was better when it re-opened to vehicles, compared to when it was completely closed to vehicles*

<b>Not better</b>	
Not better	11%
Not better - remove cars	3%
Not better - cyclists were dangerous	2%
Not better - miss Seawall route	1%
<b>No difference</b>	
No different	3%
One-off comments/ too few responses to categorize	7%
Responses not relevant to the question	8%
<b>Total</b>	<b>100%</b>
Total responses (number of comments)	650
Total respondents (number of people)	608



## 7.8 Why was Stanley Park worse when it re-opened to vehicles, compared to when it was closed to vehicles?

Qu: If your experience in Stanley Park was worse compared to when it was completely closed to vehicles, let us know why. Select your top three reasons.

The most common reasons Stanley Park was considered worse when it re-opened to vehicles, when compared with when the park was completely closed to vehicles, were (n=8,875):

- Having too many different levels of cyclists squeezed into one lane, making it more difficult to pass comfortably (37%)
- Feeling less safe with the presence of vehicles when cycling on Park Drive (27%)

Other reasons were the park feeling more crowded (22%), the bicycle ride no longer feeling leisurely with the temporary set up (17%), finding the temporary set up visually challenging (15%), and being unable to cycle side by side with friends or family (10%).

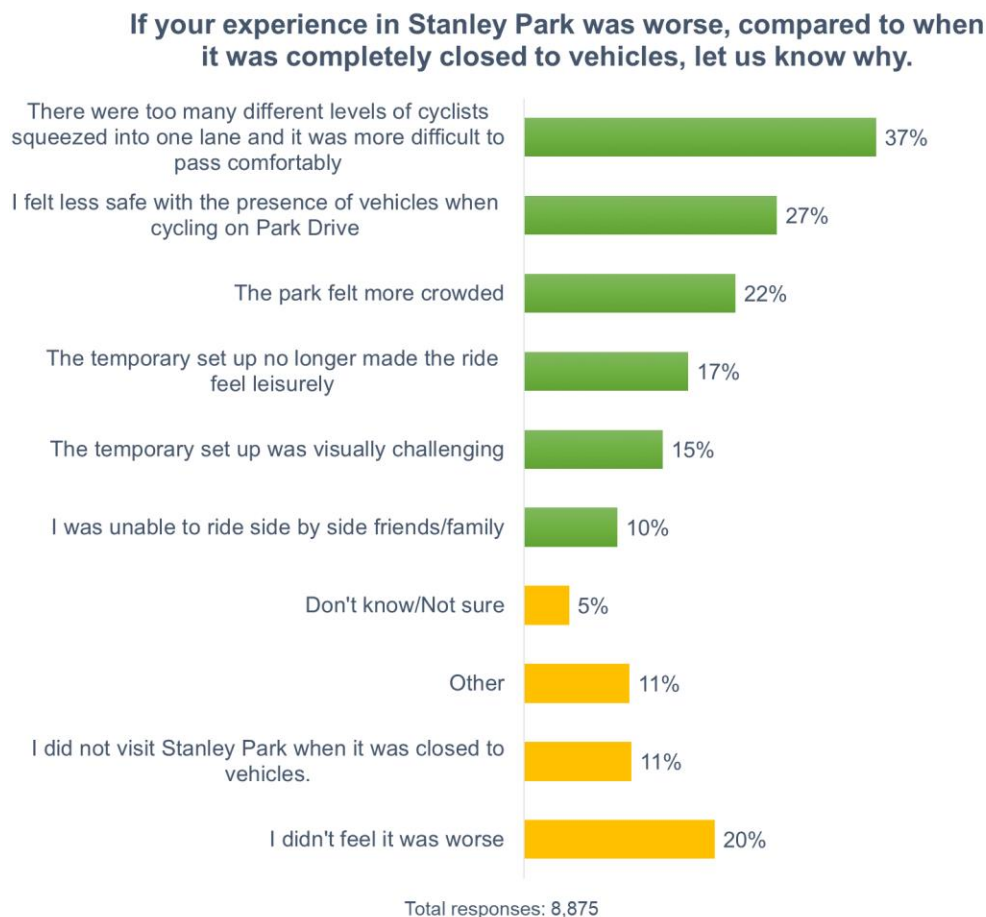


Figure 25: Why Stanley Park was worse when re-opened to cars, compared to when it was completely closed to vehicles

### 7.8.1 Other reasons why Stanley Park was worse when it re-opened to vehicles, compared to when it was completely closed to vehicles

For the 11% of 8,875 respondents who reported 'other' reasons Stanley Park was worse during this time, the level of pollution was a concern. There were also comments pertaining to cyclists not following the park rules, or speeding, feeling unsafe with vehicles and bicycles together, and problems with the temporary set up (Table 10).

*Table 10: Other reasons why Stanley Park was worse when it re-opened to vehicles, compared to when it was completely closed to vehicles*

Qu: If your experience in Stanley Park was worse, compared to when it was completely closed to vehicles, let us know why.	
Other reasons	
Category	%
<b>Pollution</b>	
Noise and exhaust fumes from cars	12%
<b>Issues with cyclists</b>	
Cyclists not following rules	6%
Cyclists using seawall despite not being allowed to	5%
Inconsiderate/ rude/ speedy cyclists	4%
<b>Safety concerns</b>	
Unsafe - vehicle and bikes in same place	5%
Unsafe - varying cycling abilities in one place	4%
Unsafe generally	3%
<b>Set up/ route</b>	
Confusing set up e.g. bikes in parking lot	5%
Cones a hazard/ eyesore	5%
Limitation of entry/ access points	5%
Not being able to cycle on seawall	5%
New bike route challenging e.g. hills	2%

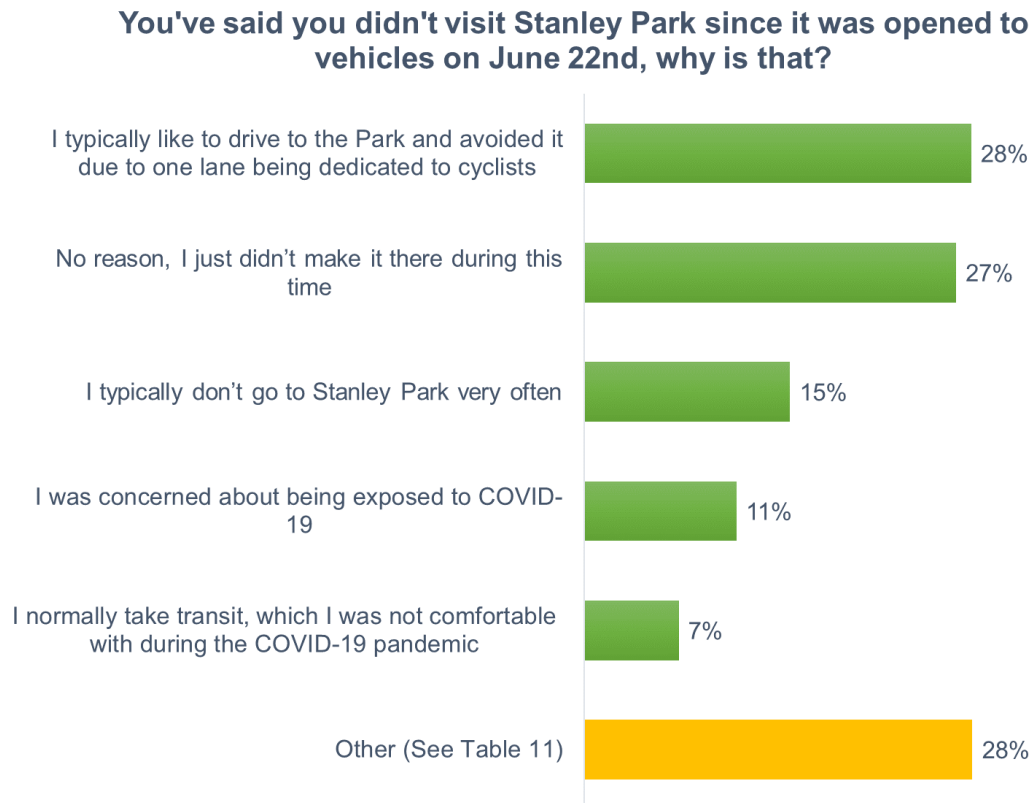
*Table 10: Other reasons why Stanley Park was worse when it re-opened to vehicles, compared to when it was completely closed to vehicles*

<b>Congestion in the park</b>	
Only one vehicle lane with horse drawn carriages	5%
Too much traffic congestion	3%
Too crowded with people/ bikes	2%
<b>Less close to nature</b>	
Loss of sense of nature	5%
<b>Accessibility</b>	
Need full car access for all e.g. persons with disabilities and families	4%
Parking issues	3%
<b>Prefer car-free</b>	
Prefer no cars in the park	3%
<b>Issues with drivers</b>	
Cars not following the rules	3%
<b>Other responses</b>	
Not worse	3%
One-off comments/ too few responses to categorize	5%
Responses not relevant to the question	5%
<b>Total</b>	<b>100%</b>
Total responses (number of comments)	1,141
Total respondents (number of people)	995

## 7.9 Reasons for not visiting Stanley Park since it was re-opened to vehicles

Qu: You've said you didn't visit Stanley Park since it was opened to vehicles on June 22nd, why is that? Please select all that apply.

When asked, 1,984 respondents said they had not visited the park since it re-opened to vehicles on June 22nd. For these respondents, the most common reason for not visiting Stanley Park during this time was vehicle users avoiding the park “due to one lane being dedicated to cyclists” (28%). Other than this, respondents said they just did not make it to the park during this time (27%), or they did not typically go to Stanley Park often (15%). A smaller proportion were concerned about being exposed to COVID-19 in the park (11%), or were uncomfortable using transit due to COVID-19 (7%). A large proportion (28%) chose ‘other’ reasons (see Table 11).



Total responses: 1,984 did not visit the park since it re-opened to vehicles

Figure 26: Reasons for not visiting Stanley Park since it was re-opened to vehicles

### 7.9.1 Other reasons for not visiting Stanley Park since it was re-opened to vehicles

Of the 1,984 responses to this question, 28% selected 'other' reasons. Written comments (provided by 563 respondents) were analyzed and reasons are presented in Table 11. Parking issues and difficulties accessing the park from North Vancouver over the Lions Gate Bridge were the most common reasons. Other reasons included not liking the new cycle route, with the Seawall closed to bicycles, and the congestion in the park.

*Table 11: Other reasons for not visiting Stanley Park since it was re-opened to vehicles*

<b>Qu: You've said you didn't visit Stanley Park since it was opened to vehicles on June 22nd, why is that?</b>	
<b>Other reasons</b>	
<b>Category</b>	<b>%</b>
<b>Parking</b>	
Parking issues	12%
<b>Congestion/ Accessibility (outside park)</b>	
Difficult access from North Vancouver/ Lion's Gate	12%
Put off by car traffic outside or inside the park	7%
<b>Cycling route</b>	
Seawall closed to cyclists	9%
Didn't want to cycle next to cars	8%
<b>Congestion in park</b>	
Concerned about crowds/ too many cyclists	5%
Horse drawn carriages - slowed traffic/ upset horses	2%
<b>Unaware park was open</b>	
Didn't know park was open/ open for cars	5%
<b>Set up/ route</b>	
Didn't like the set up/ flow generally	4%
Difficult bike route e.g. hill	3%
Only one lane for cyclists	2%
Didn't want to cycle next to recreation cyclists	1%

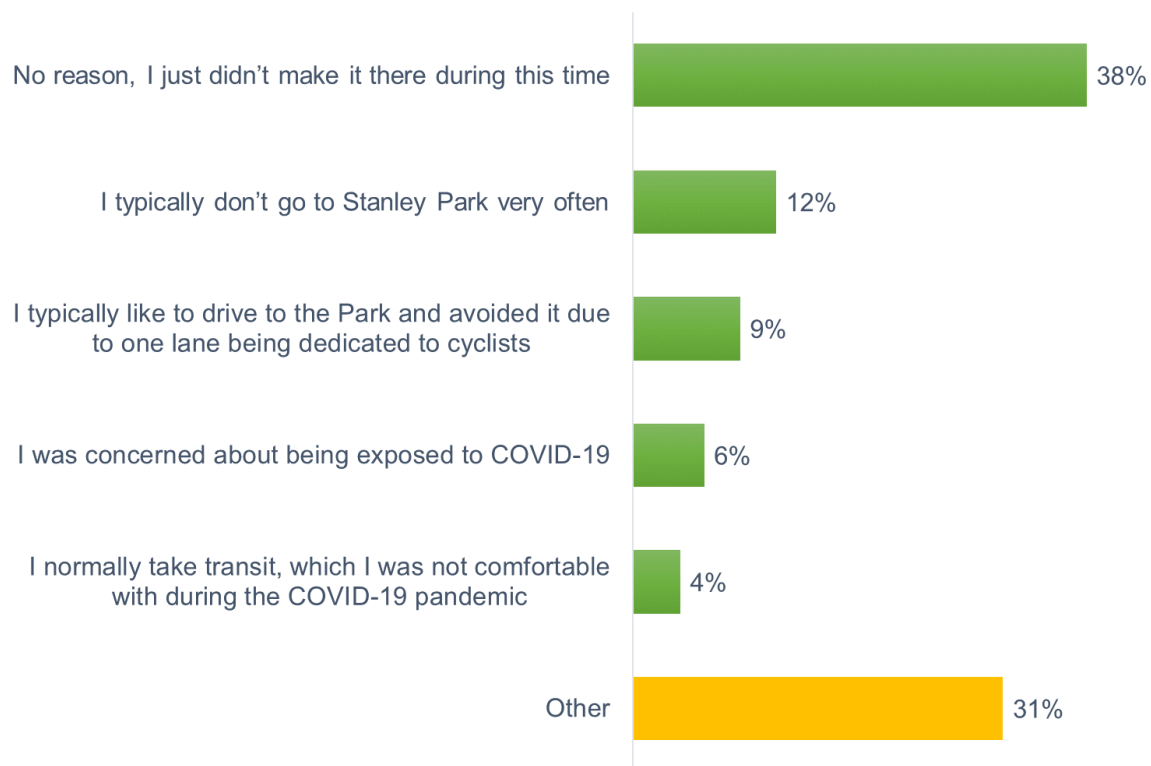
*Table 11: Other reasons for not visiting Stanley Park since it was re-opened to vehicles*

<b>Prefer car-free</b>	
Don't want cars in park	3%
<b>Park facilities closed</b>	
Limited park facilities e.g. restaurants, boating	3%
<b>Media reports</b>	
Poor word of mouth or media reports	2%
<b>Personal factors</b>	
Too busy with work/ life	2%
Ill health/ injury	2%
Not in Vancouver during this time/ live outside Vancouver	6%
<b>Went elsewhere</b>	
Went to another park instead	2%
<b>Issues with cyclists</b>	
Unsafe - too many speeding/ inconsiderate cyclists	2%
<b>COVID-19 concerns</b>	
Stayed at home more due to COVID-19	2%
Other	6%
<b>Total</b>	<b>100%</b>
Total responses (number of comments)	668
Total respondents (number of people)	563

### 7.9.2 Respondents who visited the park when it was closed to vehicles, but did not visit it when it re-opened with two lanes

Of the 7,961 respondents who visited Stanley Park when it was closed to vehicles, 640 did not visit the park when it was re-opened with two separate lanes for vehicles and bicycles. For 38% of these 640 respondents, they just did not make it to the park during this time (Figure 27), and 12% said they typically do not go to Stanley Park very often. Others said they prefer to drive to the park and avoided it due to one lane being dedicated to cyclists (9%). Some were concerned about being exposed to COVID-19 (6%), or they were not comfortable taking public transit due to COVID-19 (4%). A high proportion (31%) said they had 'other' reasons (see Table 11 above).

#### Respondents who visited the park when it was closed to vehicles, but did not visit when it was re-opened with two lanes



Total responses: 640 respondents who visited the park when closed to vehicles but did not visit when it was re-opened

Figure 27: Respondents who visited the park when it was closed to vehicles, but did not visit it when it was re-opened with two lanes

## 8 Future changes to Stanley Park

To ascertain the degree of support for the changes made to Stanley park during the COVID-19 pandemic, survey respondents (n=10,859) were asked how much they agreed or disagreed with four statements (Figure 28), on a 5-point scale from Strongly Agree to Strongly Disagree. For the analysis, these categories were collapsed into three categories: 'Agree' (Strongly agree/Somewhat agree), 'Neutral', and 'Disagree' (Strongly disagree/Somewhat disagree). Some totals are not equal to 100% due to rounding.

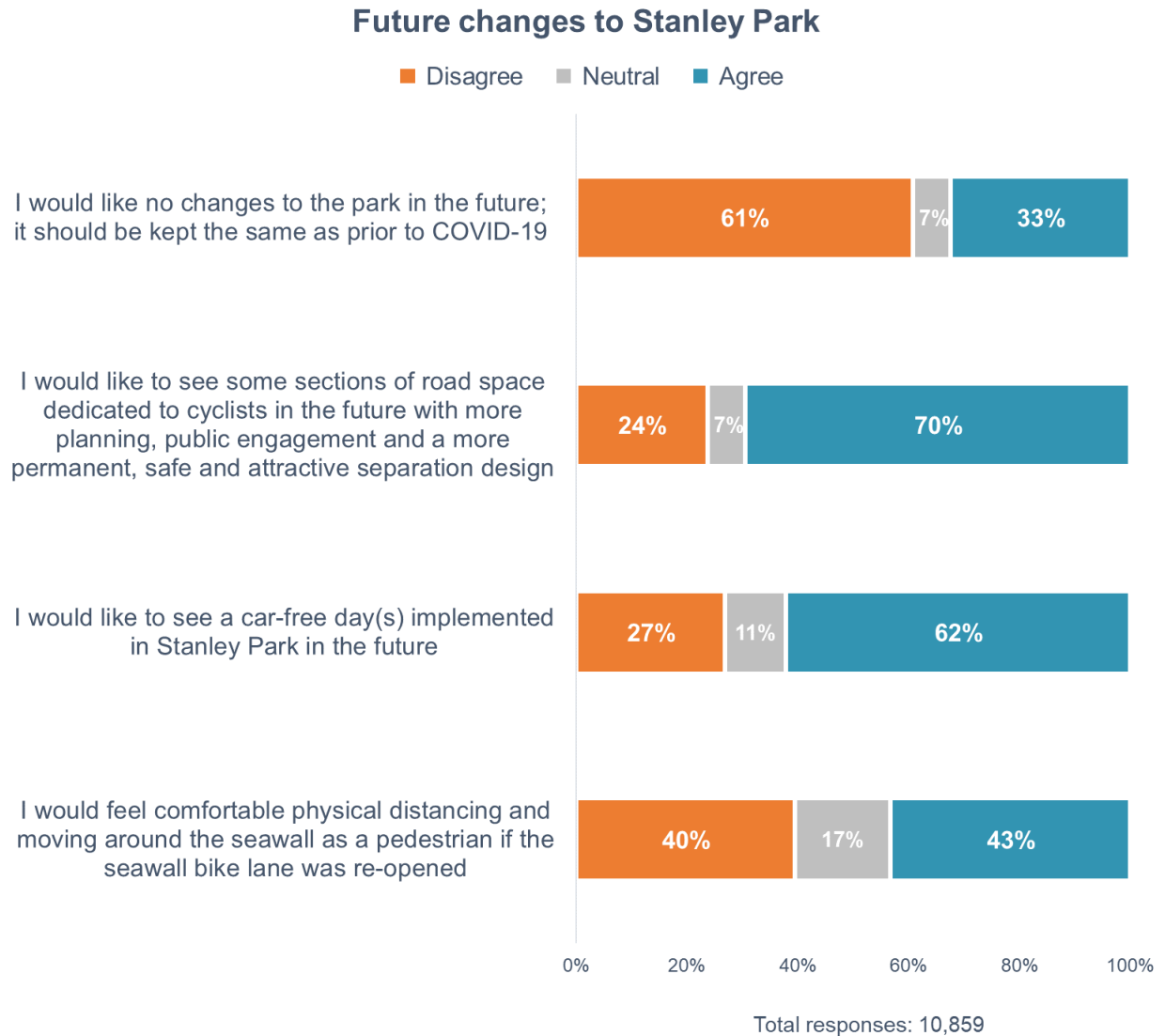


Figure 28: Future changes to Stanley Park



## 8.1 Overall findings

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I would like no changes to the park in the future; it should be kept the same as prior to COVID-19

---

- 33% of respondents agreed they would like to see no changes to Stanley Park in the future; 61% disagreed; and 7% expressed neutrality.

---

I would like to see some sections of road space dedicated to cyclists in the future with more planning, public engagement and a more permanent, safe and attractive separation design

---

- 70% of respondents agreed they would like to see some sections of road space dedicated to cyclists in the future; 24% disagreed; and 7% were neutral.

---

I would like to see a car-free day(s) implemented in Stanley Park in the future

---

- 62% of respondents agreed they would like to see a car-free day (or days) implemented in Stanley Park in the future; 27% disagreed; and 11% expressed neutrality.

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I would feel comfortable physical distancing and moving around the Seawall as a pedestrian if the Seawall bike lane was re-opened

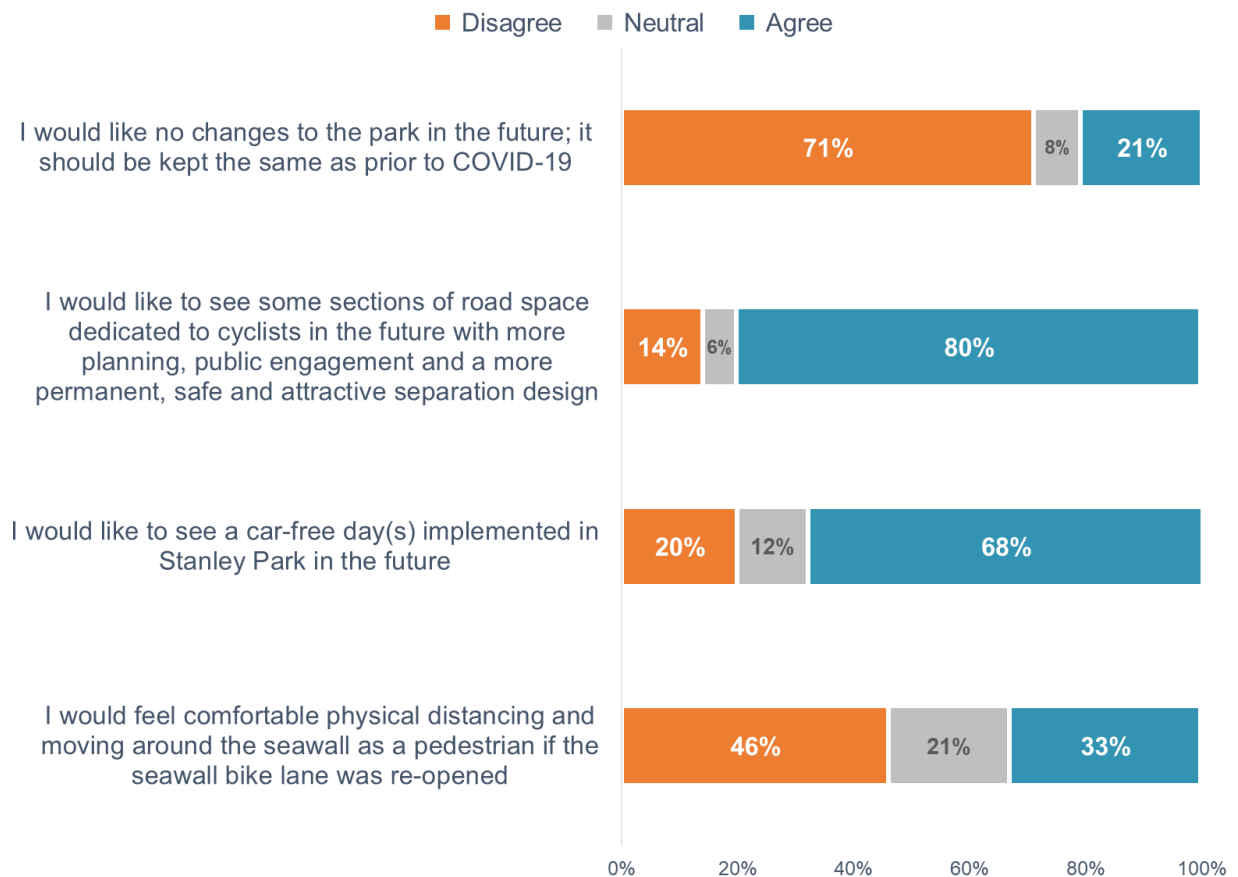
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- 43% of respondents agreed they would feel comfortable physical distancing and moving around the Seawall as a pedestrian if the Seawall bicycle lane was re-opened; 40% disagreed; and 17% expressed neutrality.

## 8.2 Future changes to Stanley Park, and frequency of visits

Respondents who visited Stanley Park less than once a month were more likely to want “some sections of road space dedicated to cyclists” compared with the entire sample (10 points difference). They were somewhat more likely to say that they would “like a car-free day(s) implemented in Stanley Park in the future” (6 points difference). Infrequent visitors were less likely to want “no changes to the park in the future” (12 points difference) than more frequent visitors. They were also less likely to say that they “would feel comfortable physical distancing and moving around the Seawall as a pedestrian if the Seawall bike lane was re-opened” (10 points difference).

### Respondents who visit Stanley Park less than once a month



Qu: How much do you agree or disagree with the following statements?

Total responses: 3,376 respondents who said they visited the park less than once a month, pre-COVID

Figure 29: Future changes to Stanley Park, and frequency of visits

## 8.3 Future changes to Stanley Park, and modes of travel

- Vehicle drivers/passengers were more in favour of no changes to the park in the future than were respondents using other common modes of travel to and around the park (50%, vs. 23% of walkers/runners and 23% of cyclists).
- Cyclists and walkers/runners were strongly in favour of having some sections of road space dedicated to cyclists in the future (81% of cyclists, and 79% of walkers/runners). Opinions were more divided among vehicle users, with 52% supporting this, 40% disagreeing, and 8% neutral.
- The majority of cyclists and walkers/runners liked the idea of having car-free days in the park (75% of cyclists, and 72% of walkers/runners). The views of vehicle users were split: 42% agreed, 46% disagreed with this idea, and 12% were neutral.
- Opinions around feeling comfortable physical distancing and moving around the Seawall as a pedestrian if the Seawall lane was re-opened were mixed. Respondents who walk or run to or through the park were less likely to say they would feel comfortable (37%, vs. 42% of cyclists, and 52% of vehicle users).

Table 12: Future changes to Stanley Park and modes of travel

Future changes to Stanley Park									
	Disagree			Neutral			Agree		
	Walk/ run	Bicycle	Vehicle	Walk/ run	Bicycle	Vehicle	Walk/ run	Bicycle	Vehicle
I would like no changes to the park in the future; it should be kept the same as prior to COVID-19	71%	71%	43%	7%	6%	7%	23%	23%	50%
I would like to see some sections of road space dedicated to cyclists in the future (...)	15%	14%	40%	6%	5%	8%	79%	81%	52%
I would like to see a car-free day(s) implemented in Stanley Park in the future	18%	15%	46%	10%	10%	12%	72%	75%	42%
I would feel comfortable physical distancing and moving around the seawall as a pedestrian if the seawall bike lane was re-opened	50%	40%	32%	13%	19%	16%	37%	42%	52%
Categories are collapsed into Agree (strongly agree/ somewhat agree) and Disagree (strongly disagree/ somewhat disagree). Total responses: 5358 Walk/run, 6473 Bicycle, 5132 Vehicle.									

## 8.4 Future changes to Stanley Park for respondents who did not visit Stanley Park when it was car-free

- Respondents who did not visit the park when it was closed to vehicles were more likely than those who did visit to agree with the statement that there should be no changes to Stanley Park in the future (36 points difference).
- They were less likely to want some sections of road space dedicated to cyclists (36 points difference).
- They were also much less likely to want car-free days implemented in Stanley Park (40 points difference).
- They were more likely to say they would feel comfortable physical distancing and moving around the Seawall as a pedestrian if the Seawall bike lane was re-opened (20 points difference).

Table 13: Future changes to Stanley Park for respondents who did not visit Stanley Park when it was car-free

Respondents who visited or didn't visit Stanley Park when it was car-free						
	Disagree		Neutral		Agree	
	Visited	Didn't visit	Visited	Didn't visit	Visited	Didn't visit
I would like no changes to the park in the future; it should be kept the same as prior to COVID-19	71%	32%	6%	9%	23%	59%
I would like to see some sections of road space dedicated to cyclists in the future with more planning, public engagement and a more permanent, safe and attractive separation design	15%	47%	6%	10%	79%	43%
I would like to see a car-free day(s) implemented in Stanley Park in the future	17%	53%	10%	14%	73%	33%
I would feel comfortable physical distancing and moving around the seawall as a pedestrian if the seawall bike lane was re-opened	45%	26%	17%	17%	38%	58%
Total responses visited: 7961. Total responses didn't visit: 2898. Categories are collapsed into Agree (strongly agree/ somewhat agree) and Disagree (strongly disagree/ somewhat disagree).						

## 8.5 Future changes to Stanley Park for respondents who did not visit the park when it re-opened, with separate lanes for vehicles and bicycles

- Respondents who did not visit Stanley Park when it was re-opened to vehicles, with separate lanes for bicycles and vehicles, were more likely to agree there should be no future changes to Stanley Park, compared to those who had visited the park during this time (15 points difference).
- They were less likely to want some sections of road space dedicated to cyclists (15 points difference).
- They were also less likely to want car-free days implemented in Stanley Park (17 points difference).
- They were more likely to say they would feel comfortable physical distancing and moving around the Seawall as a pedestrian if the Seawall bike lane was re-opened (9 points difference).

Table 14: Future changes to Stanley Park for respondents who did not visit the park when it re-opened with separate lanes for vehicles and bicycles

Visited or did not visit Stanley Park when re-opened with separate lanes for vehicles and bicycles						
	Disagree		Neutral		Agree	
	Visited	Didn't visit	Visited	Didn't visit	Visited	Didn't visit
I would like no changes to the park in the future; it should be kept the same as prior to COVID-19	64%	46%	6%	10%	30%	45%
I would like to see some sections of road space dedicated to cyclists in the future (...)	21%	34%	6%	9%	72%	57%
I would like to see a car-free day(s) implemented in Stanley Park in the future	24%	38%	11%	14%	65%	48%
I would feel comfortable physical distancing and moving around the seawall as a pedestrian if the seawall bike lane was re-opened	42%	31%	17%	18%	42%	51%
Total responses visited: 8875. Total responses didn't visit: 1984. Categories are collapsed into Agree (strongly agree/ somewhat agree) and Disagree (strongly disagree/ somewhat disagree).						

## 9 Other comments about the temporary changes to Stanley Park

Add the end of the survey, respondents were given the opportunity to add further comments. There were comments from 5,559 respondents. These comments were analyzed and are summarized in Table 15.

Table 15: Other comments about the temporary changes to Stanley Park

<i>Qu: Do you have any other comments about the temporary changes in Stanley Park?</i>	
Category	%
<b>Increase vehicle access to the park</b>	
Seniors and persons with disabilities have reduced access to the park/ amenities when vehicle access and parking are reduced.	5%
Families who rely on driving to the park have reduced access to the park/ amenities (especially beaches) when vehicle access is restricted.	1%
Vehicle users who live outside Vancouver/ Downtown have reduced access to the park when vehicle access is restricted.	1%
Restricted access for North Shore vehicle users when access to the park from the Causeway/ Lions Gate Bridge is closed.	4%
All vehicle users have reduced access to the park and amenities when vehicle access is restricted, and are less able to drive for pleasure or show visitors around.	2%
<b>Reduce vehicle access to the park</b>	
Prefer the park completely car free - reduced emissions are better for the environment, nature and wildlife, reduced noise, better for physical and mental health, encourages cycling and an active lifestyle, safer for families and children.	5%
Prefer the park to be car free – with vehicle access for the seniors and persons with disabilities who need a vehicle to access the park, and other essential access for emergencies, maintenance and deliveries (and/or with frequent shuttle/ electric bus, trolley or tram).	3%

Table 15: Other comments about the temporary changes to Stanley Park

Prefer the park to be car free - but vehicle access is needed by some people so a compromise is to keep the separate lane for vehicles and bicycles.	0.5%
Reduce (not ban) vehicle access to the park (and reduce throughway traffic) - better for health and the environment, encourages active transportation, and safer for families.	4%
Reduce (not ban) vehicles - and enable access where needed for seniors, people with mobility issues, and other essential access, via a shuttle service/ essential vehicle access.	1%
Keep car access but have car free days/ designated bicycle-only times - preferably weekly or more frequently, including at weekends.	2%
<b>Transit and parking in the park</b>	
More transit/ shuttles in park, for everyone, with more stops to access amenities, key destinations and businesses in the park.	1%
Replace diesel tour buses with electric (due to emissions)	0.4%
Have more parking at entrances (which would increase access and reduce vehicles in the park) and re-open parking at key destinations (especially Third Beach and Ferguson Point).	2%
<b>Separate lanes for vehicles and bicycles</b>	
Revert back to how the park was pre-Covid-19 - prefer the park how it was before the temporary changes, or changes were unnecessary.	10%
Prefer no changes to the park because the park is for everyone - the changes benefit cyclists but disadvantage vehicle users (including seniors, persons with disabilities, families, and visitors from outside Vancouver).	4%
A good compromise during the pandemic to keep people safe	2%
Keep the separate lanes for vehicles and bicycles - the bicycle lane encourages people to be active and cycle more, reduces vehicle volume and speed, and is safer for cyclists, families and seniors.	13%
Keep the separate lanes, and separate different types of cyclists between the bicycle lane and the Seawall (sport cyclists on the lane and leisure cyclists on the Seawall).	1%

Table 15: Other comments about the temporary changes to Stanley Park

Don't keep the separate lanes - both lanes should be for vehicles, with leisure cyclists on the Seawall, and sport cyclists on the lane with vehicles - too slow on one lane, too congested, and safety concerns with mixed ability cyclists in one space.	5%
Reopen Seawall for cycling - better for families, seniors, persons with disabilities, novice and leisure cyclists, and important for tourism.	5%
Separate cyclists and pedestrians - no bicycles on Seawall (better/safer for pedestrians, too congested, easier to distance).	4%
Challenging hill on lane - for novice and leisure cyclists, children, seniors	1%
Build new bicycle lane - separate from vehicles and pedestrians (or widen the Seawall, or widen the lane to accommodate a third lane for cycling, and/or alternative route to bypass the hill).	1%
<b>Temporary layout</b>	
Cones are unattractive and a hazard/ distracting	2%
Layout is confusing, and a better barrier is needed	1%
Swap the lanes - cars should be on left because parking is on left - safer this way	0.2%
Better signage needed for 'no bicycles' on Seawall and trails, direction, which lane to use	2%
<b>Access for special interest groups</b>	
Yacht club, rowing club and marina/ boat access was difficult during the temporary changes	0.2%
Closure of Beach Avenue reduced access for local residents	0.2%
<b>Behaviour of drivers and cyclists</b>	
Speeding cars and bicycles on lane, including electric bikes, bicycles on Seawall and trails not following rules, inconsiderate/ aggressive cyclists and drivers.	3%
Enforce rules - one way, wrong lane, speeding cars and bicycles (tickets, speed bumps, speed cameras, park rangers or more park staff).	3%
Bicycles still on Seawall during temporary ban	0.3%



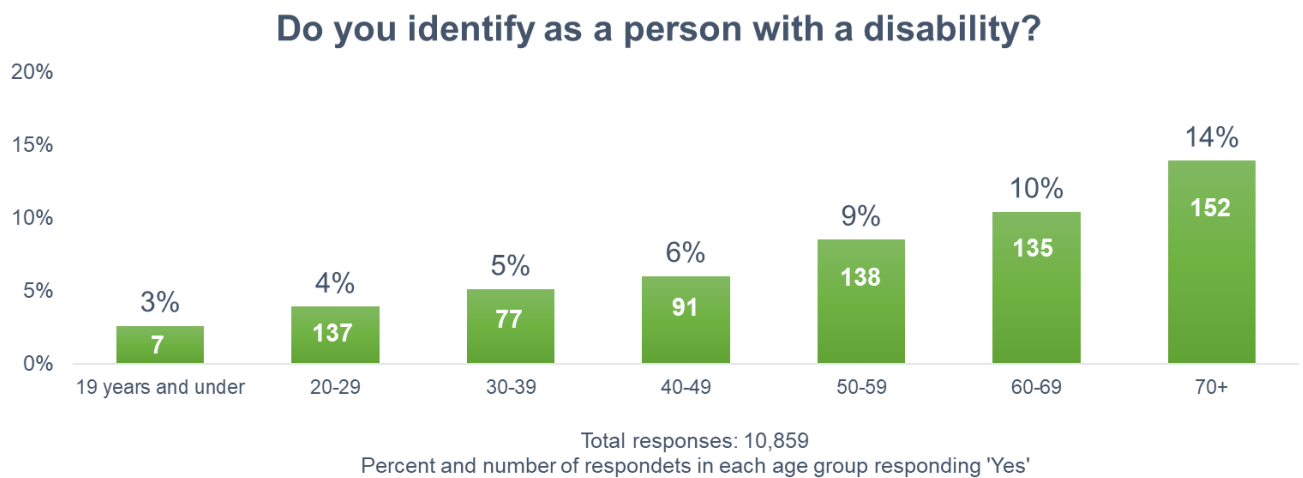
Table 15: Other comments about the temporary changes to Stanley Park

<b>Businesses in the park</b>	
Concerns about potential impact on businesses in the park (restaurants and the aquarium) from reliance on customers having vehicle access and parking.	2.3%
Restaurants in the park should be supported to adapt to the changes, and provide a service to locals (as well as tourists), cyclists and pedestrians (affordable and less formal dining, food trucks, takeout, and parking for bicycles).	0.7%
<b>Horse-drawn carriage</b>	
Prefer not to have the horse-drawn carriage in the park	1%
Concern for horse welfare	1%
Horse-drawn carriage should be on bicycle lane, not car lane	0.3%
Horse-drawn carriage is a hazard	0.3%
Horse-drawn carriage causes congestion	1%
<b>Other comments</b>	
More consultation with all stakeholders - persons with disabilities, yacht club, businesses in park, bicycle community	1%
The Seawall is too congested (pre-Covid-19) with the volume of bicycles and pedestrians	0.5%
The park is too congested (pre-Covid-19)	0.2%
Behaviour of park visitors - gatherings on the beach, drinking, smoking, littering	1%
Other responses (one-off comments, too few responses to categorize, comments unrelated to Stanley Park temporary changes)	4%
<b>Total</b>	<b>100%</b>
Total responses (number of comments)	6,461
Total respondents (number of people)	5,559

## 10 Stanley Park experience for persons with disabilities

This section of the report considers the opinions of respondents who identified themselves as persons with disabilities, in relation to key survey questions. The nature of a respondent's disability was not ascertained in the survey, and it is not known if there are differences in responses according to different types of disability, for example, between people with and without mobility issues.

When asked if they identified as a person with a disability, 737 respondents said 'Yes' (7%), 9,608 said 'No', and 514 selected the option 'Prefer not to say'. There was a positive relationship between disability and age (Figure 30).



*Figure 30: Proportion and number of respondents with disabilities for each age group*

## 10.1 Mode of travel to and around Stanley Park for persons with disabilities

Before the temporary closure to vehicles on April 8th, 2020 (pre-COVID-19), respondents who identified as persons with disabilities were most likely to travel to and around Stanley Park by vehicle (67%, vs. 45% of respondents without a disability). Respondents with disabilities also travelled to and around the park by walking/running (40%), by bicycle (35%), by public transit (14%), and/or using a wheel assistive device (7%).

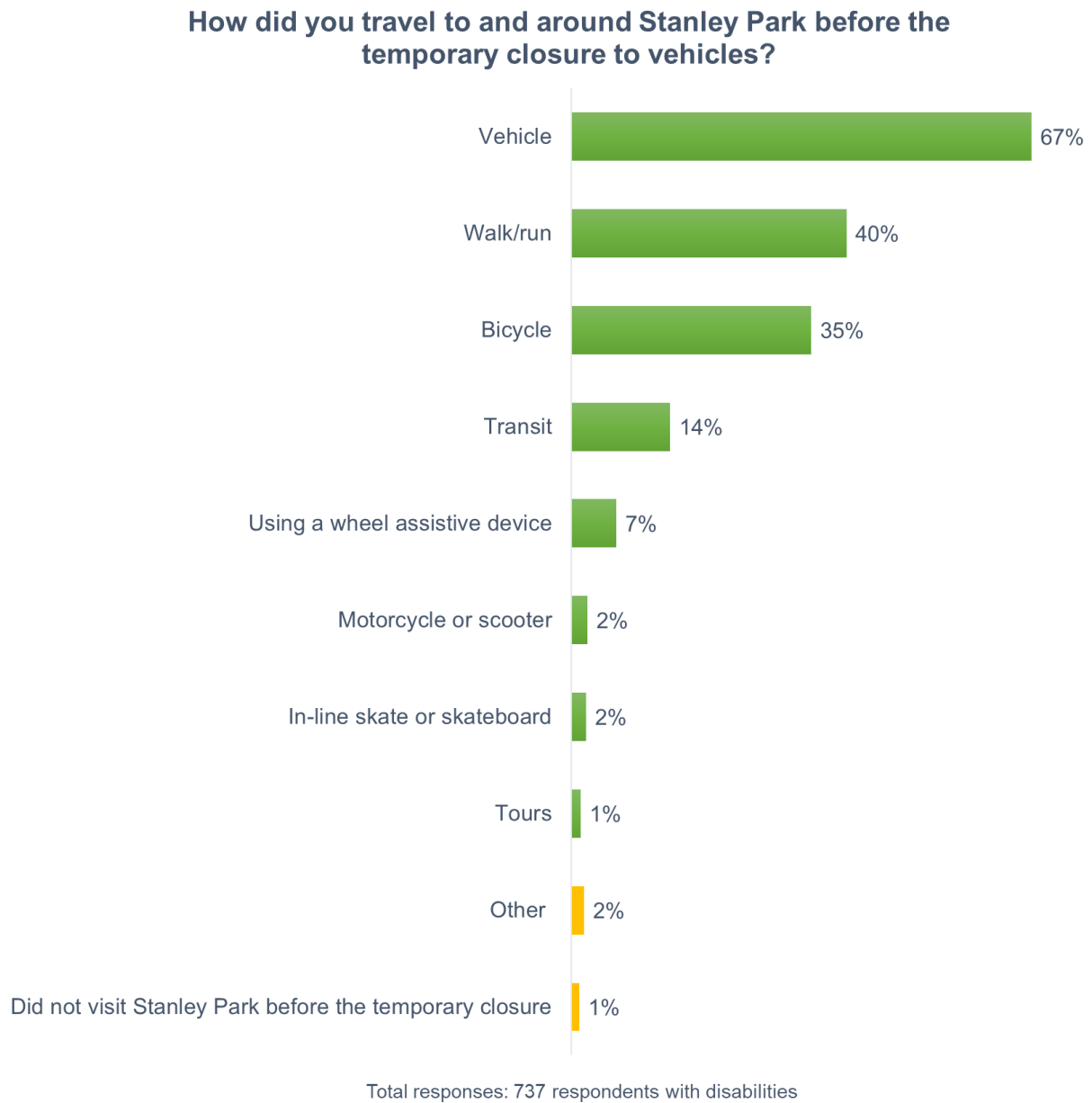


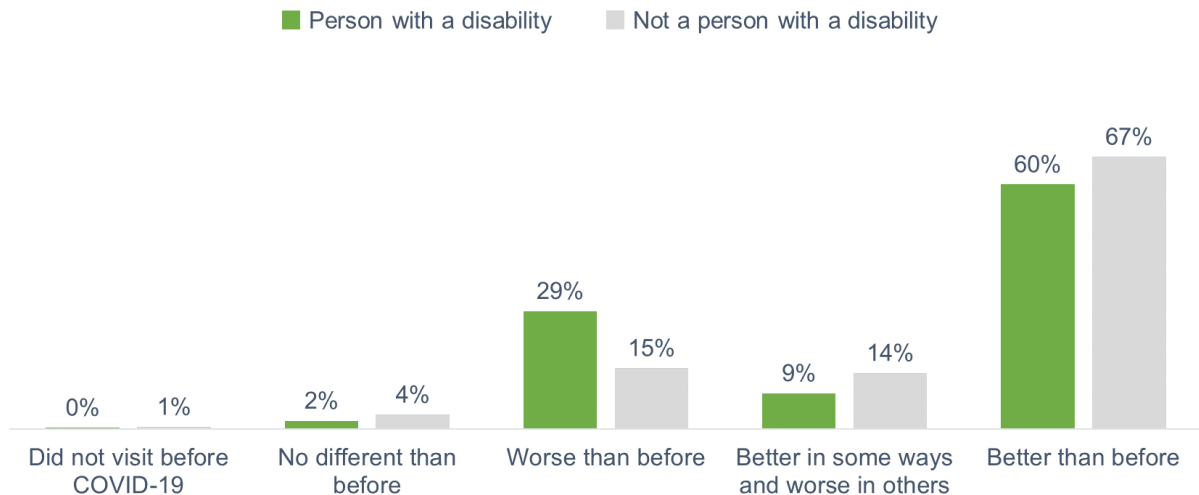
Figure 31: Mode of travel to and around Stanley Park for persons with disabilities

## 10.2 Park experience for persons with disabilities while it was closed to vehicles, compared to before the closure

Persons with disabilities (n=737) were less likely to have visited Stanley Park during the time it was closed to vehicles (51%, vs. 76% without a disability, visited).

When asked about their park experience during the time Stanley Park was closed to vehicles, 60% of respondents who identified as a person with a disability said their park experience was better during this time, compared to before the temporary closure. However, almost one-third (29%) of respondents with a disability considered it worse when it was closed to vehicles (vs. 15% of respondents without a disability). Others said it was better in some ways and worse in others (9%) or no different than before (2%).

**If you visited Stanley Park while it was closed to vehicles, how was your Park experience compared to before the closure?**



Total responses: 7,961. Total number with a disability: 376.

*Figure 32: Park experience for persons with disabilities while it was closed to vehicles, compared to before the closure*

### 10.2.1 Why was Stanley Park better for persons with disabilities when it was closed to vehicles, compared to pre-COVID-19?

The most common reasons for saying Stanley Park was better when it was closed to vehicles were:

- Finding it quieter and more peaceful (45%)
- Finding it more bike friendly (40%)
- Finding it safer and more family friendly (33%)

Around 1 in 4 persons with disabilities (27%) found it easier to physically distance in Stanley Park when it was closed to vehicles than in other places, and a similar number considered the car-free park to be better for the environment (26%). Also noted were finding it easier to connect to nature (14%), and seeing more wildlife (6%).

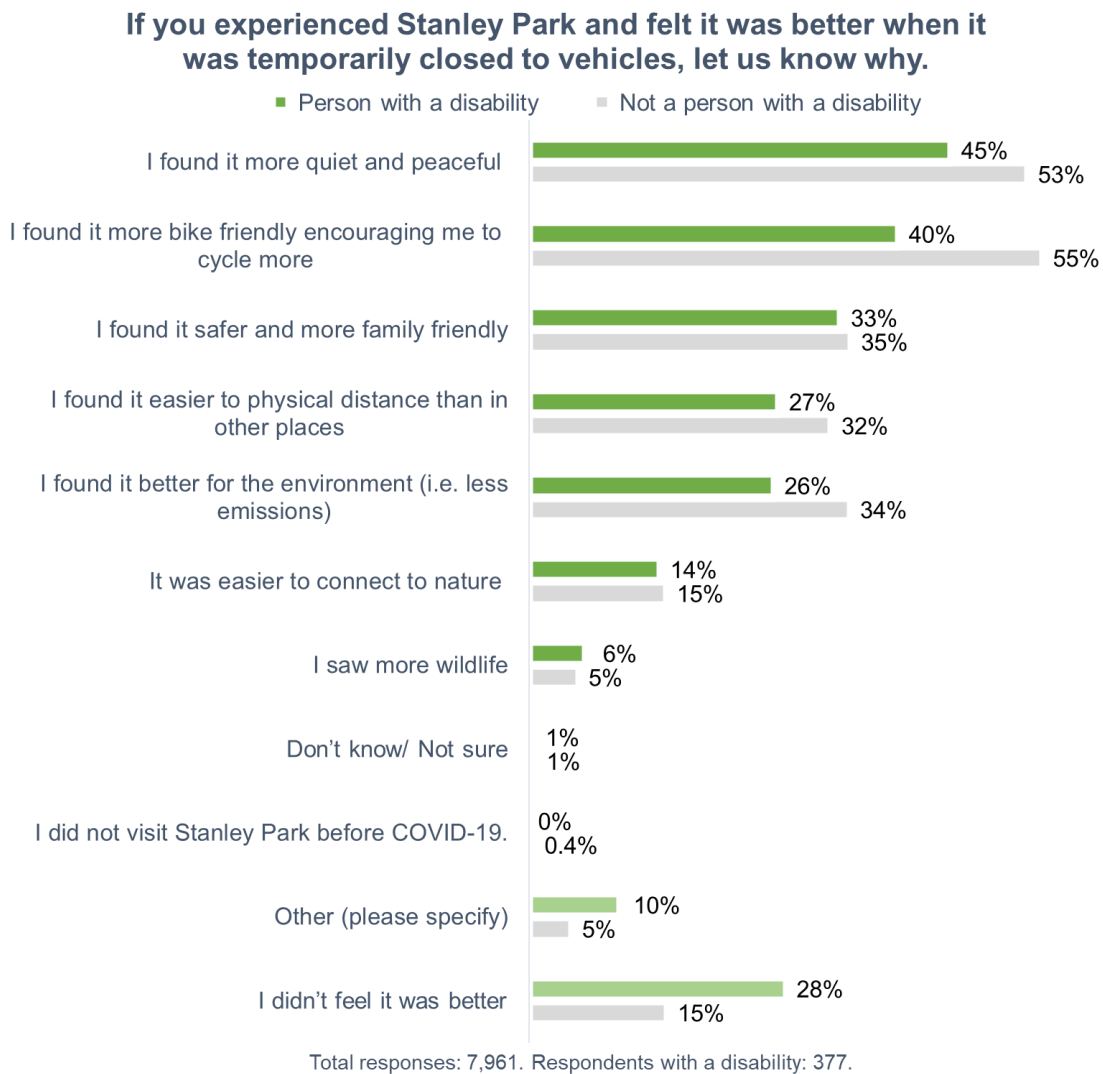


Figure 33: Reasons why Stanley Park was better for persons with disabilities when it was closed to vehicles, compared to pre-COVID-19

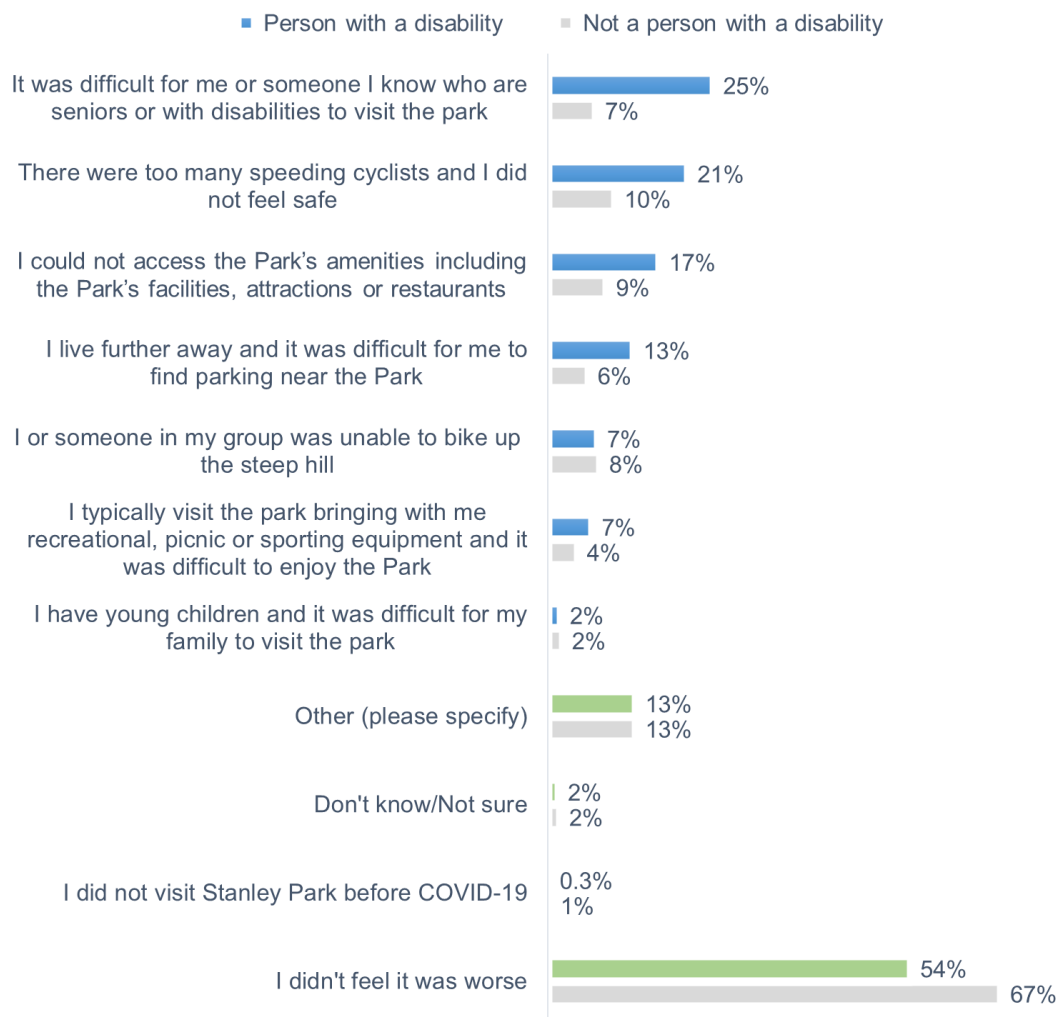
## 10.2.2 Why was Stanley Park worse for persons with disabilities when it was closed to vehicles, compared to pre-COVID-19?

The most common reasons for saying Stanley Park was worse when the park was closed to vehicles were:

- They or someone they know as seniors or with disabilities had difficulties in visiting the park (25%, vs. 7% of respondents without a disability)
- There were too many speeding cyclists in the park and not feeling safe (21%, vs. 10% of respondents without a disability)

Other reasons were not being able to access the park's amenities (17%) and living further away and finding it difficult to find parking near the park (13%).

### If you experienced Stanley Park and felt it was worse when it was temporarily closed to vehicles, let us know why.



Total responses: 7,961. Respondents with a disability: 376. Percent within disability variable.

Figure 34: Reasons why Stanley Park was worse for persons with disabilities when it was closed to vehicles

## 10.3 Reasons for persons with disabilities not visiting Stanley Park during the time it was closed to vehicles

Respondents who identified as persons with disabilities were less likely to visit the park when it was temporarily closed to vehicles (49%, vs. 24% of respondents without a disability, did not visit during this time). Among those that did not visit (n=361), the main reason was because they could not drive in the park (70%), and this was a greater concern for people with disabilities than for people without disabilities (70% vs. 52%).

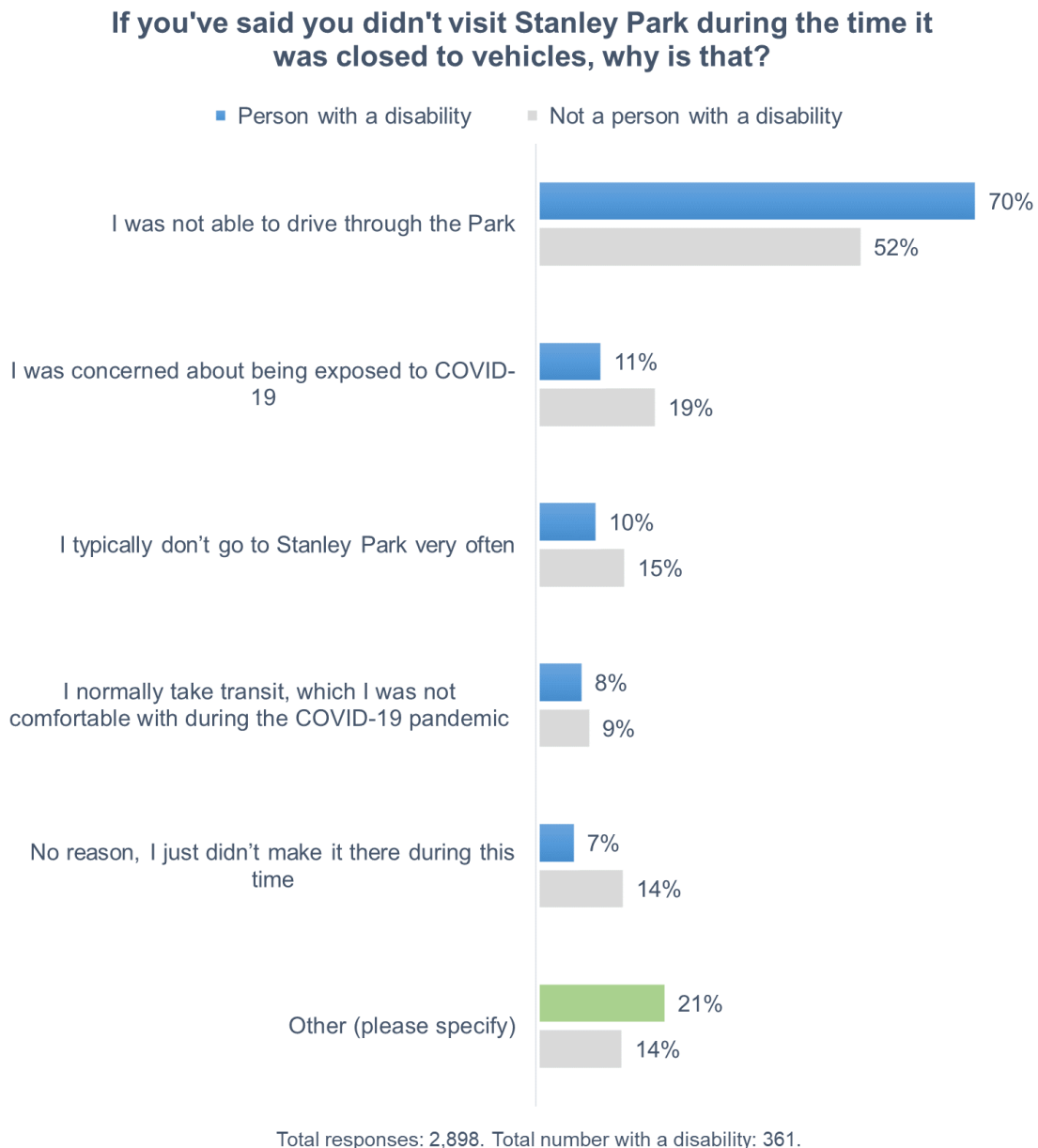


Figure 35: Reasons for persons with disabilities not visiting Stanley Park during the time it was closed to vehicles

## 10.4 Stanley Park experience for persons with disabilities when the park was re-opened with separate lanes, compared to pre-COVID-19

Since June 22<sup>nd</sup>, 2020, when the roads were re-opened with separate lanes for vehicles and bicycles, 71% of respondents with disabilities (n=524) visited Stanley Park (vs. 83% of respondents without disabilities). Opinions were mixed, with respondents saying that their park experience was worse in some ways but better in others, compared to pre-COVID-19. The most common response (39%) was the park being worse than pre-COVID-19 because they were not able to access the entire park by vehicle. Otherwise, responses were fairly evenly distributed between the 'better' and 'worse' responses, with an average (mean) of 27% overall for 'better' and 27% for 'worse'.

*Table 16: Park experience for respondents with disabilities when Stanley Park was re-opened, with separate lanes for vehicles and bicycles, compared to pre-COVID-19*

Reasons park experience was <u>worse</u> when re-opened, with separate lanes for vehicles and bicycles		Reasons park experience was <u>better</u> when re-opened, with separate lanes for vehicles and bicycles	
It was worse - I drove and was not able to access everywhere I previously could before COVID by vehicle	39%	It was better - vehicle volumes were reduced	30%
It was worse - I drove and couldn't find parking	31%	It was better - there was more room to cycle than on the seawall	29%
It was worse - I drove and was stuck behind the horse and carriage	22%	It was better - there was more room to walk and run on the seawall	25%
It was worse - I was not able to ride on the seawall	16%	It was better – vehicles drove at a slower and safer pace	24%
<b>Mean</b>	<b>27%</b>		<b>27%</b>
Qu: If you visited Stanley Park on or after June 22nd when it was re-opened with one lane for cars and one lane for bikes, how was your Park experience compared to visiting the Park prior to April 8th (pre-COVID)?			
Total responses: 524 respondents with a disability who had visited Stanley Park while the roads were re-opened with separate lanes for vehicles and bicycles.			



With regard to the reasons why the park was worse during this time, there were differences in the responses between respondents with and without disabilities. For respondents with disabilities, reasons were largely in relation to access to the park by vehicle (Figure 36). These three reasons related more to individuals who identified as persons with disabilities:

- Not being able to access everywhere in the park they previously could by vehicle (39%, vs. 15% for respondents without a disability)
- Not being able to find parking (31%, vs. 10% for respondents without a disability)
- Driving to the park and being stuck behind the horse and carriage (22%, vs. 9% for respondents without a disability)

**If you visited Stanley Park on or after June 22nd when it was re-opened with one lane for cars and one lane for bikes, how was your Park experience compared to visiting the Park prior to April 8th (pre-COVID)?**

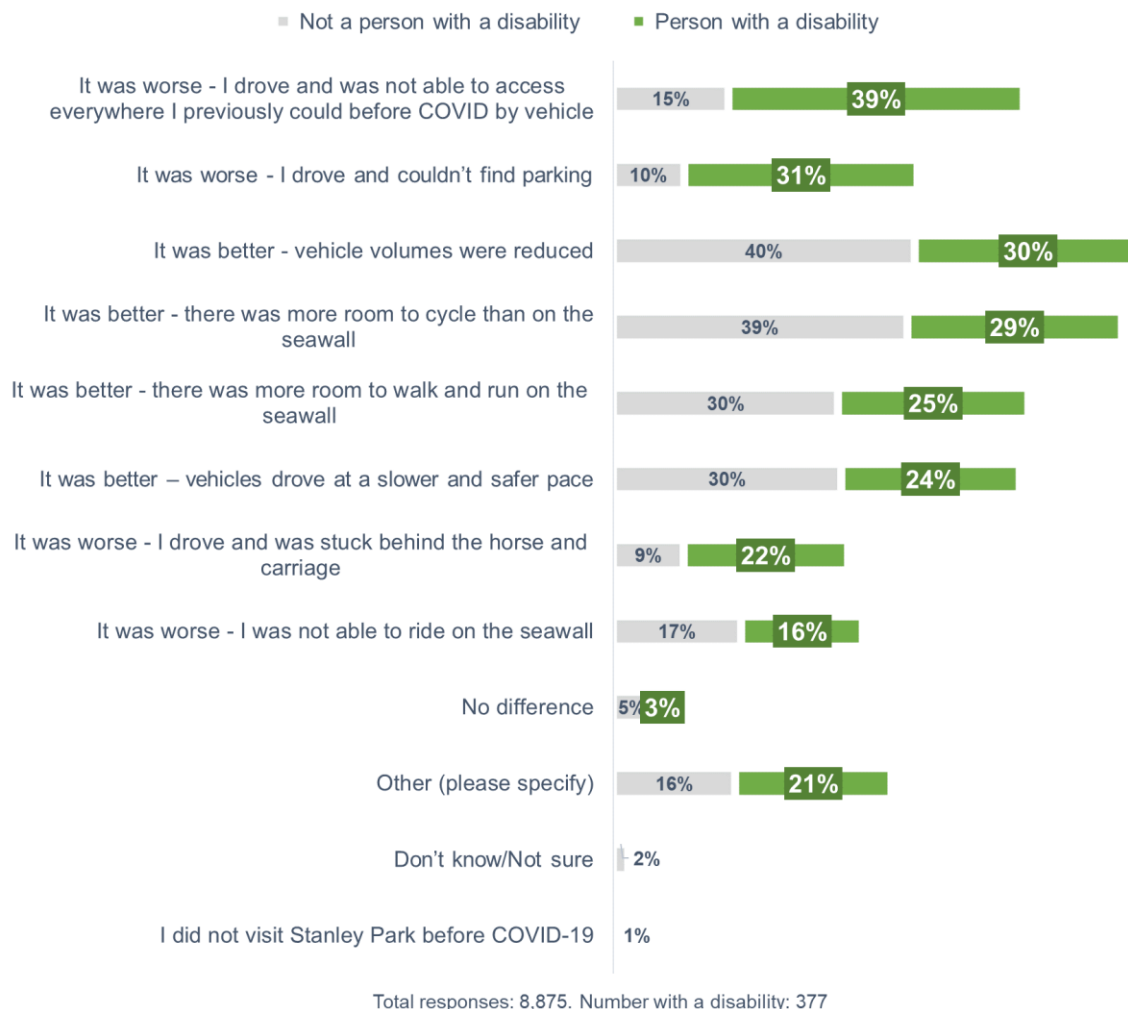
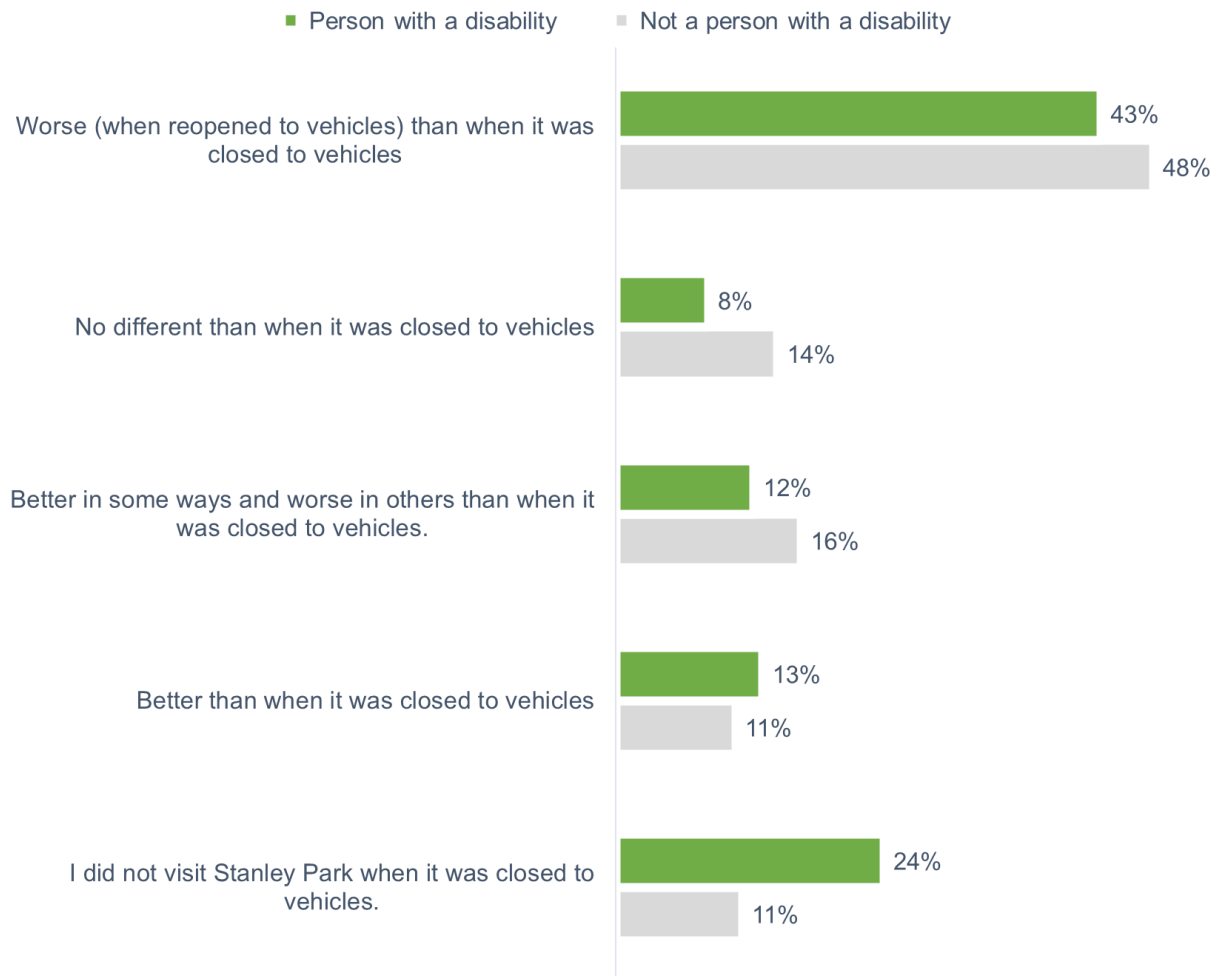


Figure 36: Park experience with separate lanes for cars and bicycles, compared to pre-COVID-19, for persons with disabilities vs. persons without disabilities

## 10.5 Stanley Park experience for persons with disabilities when the park re-opened with separate lanes, compared to when it was closed to vehicles

Only a small proportion of respondents with disabilities (13%) considered their park experience better after the park re-opened with separate lanes for vehicles and bicycles, compared to when it was completely closed to vehicles. A high proportion (43%) found it worse during this time. Others found it better in some ways and worse in others (12%), or no different than when it was closed to vehicles (8%).

**If you have visited Stanley Park since it was re-opened to vehicles on June 22nd, how was your Park experience compared to when it was closed to vehicles?**



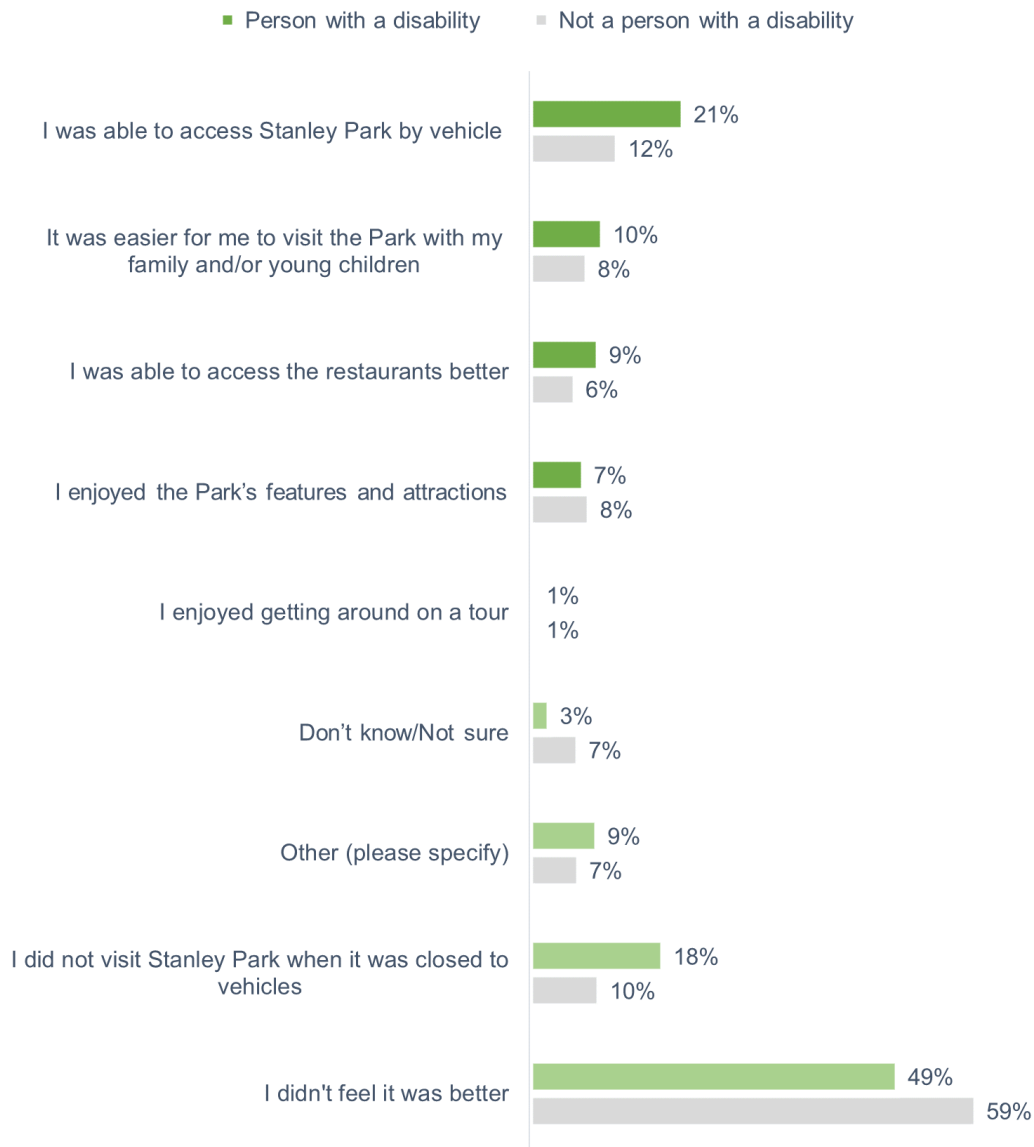
Total responses: 8,875. Number of respondents with a disability: 524.

*Figure 37: Stanley Park experience for persons with disabilities when it re-opened, with separate lanes for vehicles and bicycles, compared to when it was closed to vehicles*

### 10.5.1 Why was Stanley Park better for persons with disabilities when it re-opened with separate lanes, compared to when it was closed to vehicles?

For those respondents who found Stanley Park better when it re-opened, compared to when it was completely closed to vehicles, the main reason was being able to access the park by vehicle (21% of 524 responses). Other reasons included finding it easier to visit the park with family or children (10%), and better access to the park's restaurants (9%).

**If your experience in Stanley Park was better, compared to when it was completely closed to vehicles, let us know why.**



Total responses: 8,875. Respondents with a disability: 524. Percent within disability variable.

*Figure 38: Why Stanley Park was better for persons with disabilities when it re-opened, with separate lanes for vehicles and bicycles, compared to when it was closed to vehicles*

### 10.5.2 Why was Stanley Park worse when it re-opened with separate lanes, compared to when it was closed to vehicles?

For the 524 respondents with a disability who responded to this question, the most common reasons for finding the park worse when it re-opened, compared to when it was completely closed to vehicles, were:

- Having too many different levels of cyclists squeezed into one lane and being more difficult to pass comfortably (25%)
- Feeling less safe with the presence of vehicles when cycling on Park Drive (23%)

Other reasons were the park feeling more crowded (19%), the ride no longer feeling leisurely with the temporary set up (18%), the temporary set up being visually challenging (16%), and being unable to ride side by side with friends or family (9%).

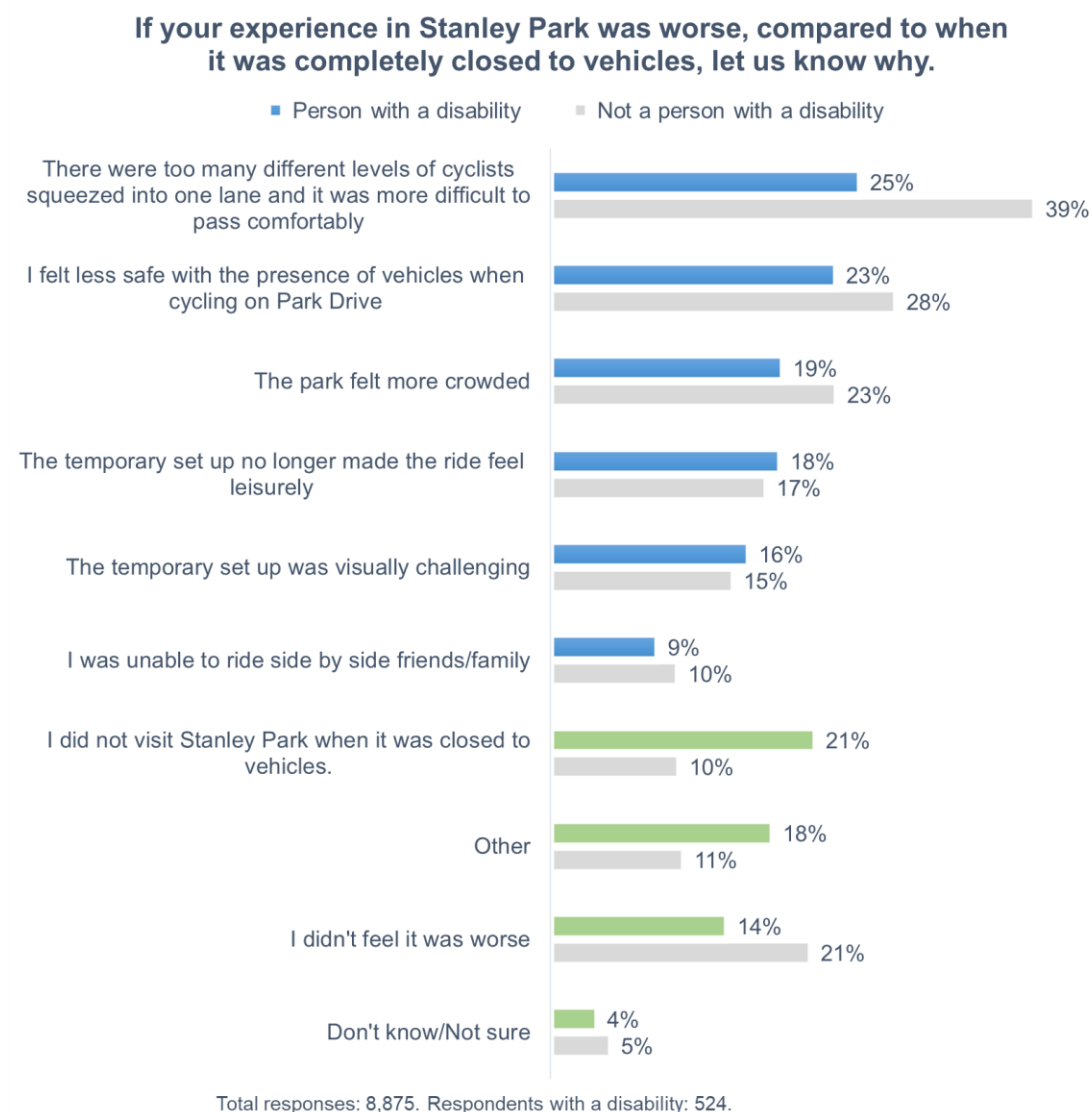


Figure 39: Reasons why Stanley Park was worse for persons with disabilities when it re-opened, with separate lanes for vehicles and bicycles, compared to when it was closed to vehicles

## 10.6 Reasons for persons with disabilities not visiting Stanley Park since it was re-opened to vehicles

When asked, 213 respondents with a disability said they had not visited Stanley Park since it was re-opened to vehicles. The main reason for not visiting was avoiding the park due to one lane being dedicated to cyclists, when travelling by vehicle, and this was more of a concern for person with disabilities (42%) than for those without disabilities (25%). Other responses included concerns about being exposed to COVID-19 (14%) and being uncomfortable taking transit during the COVID-19-10 pandemic (8%).

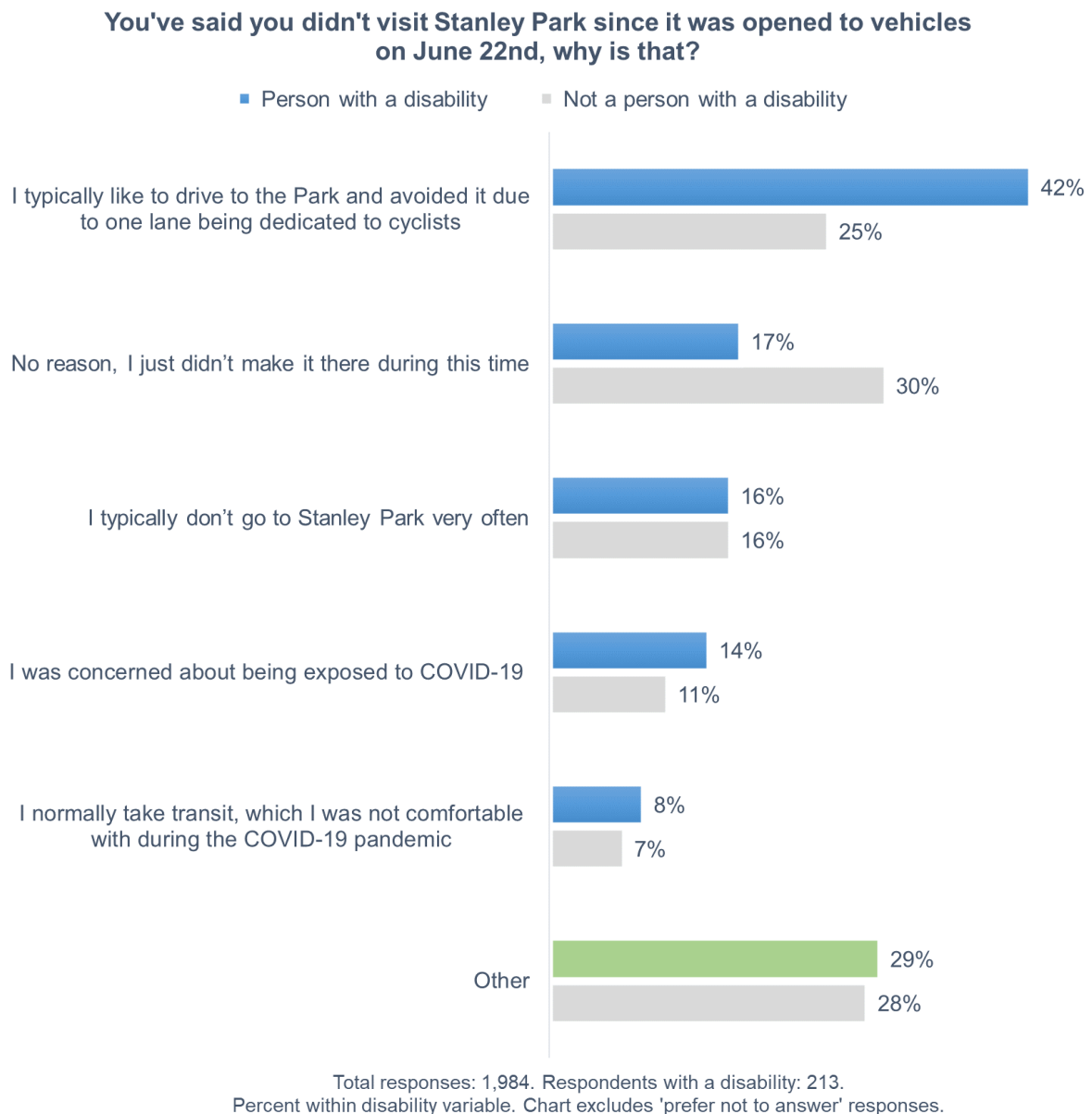


Figure 40: Reasons for persons with disabilities not visiting Stanley Park since it was re-opened to vehicles

## 10.7 The opinions of persons with disabilities on future changes to Stanley Park

How much do you agree or disagree with the following statements?

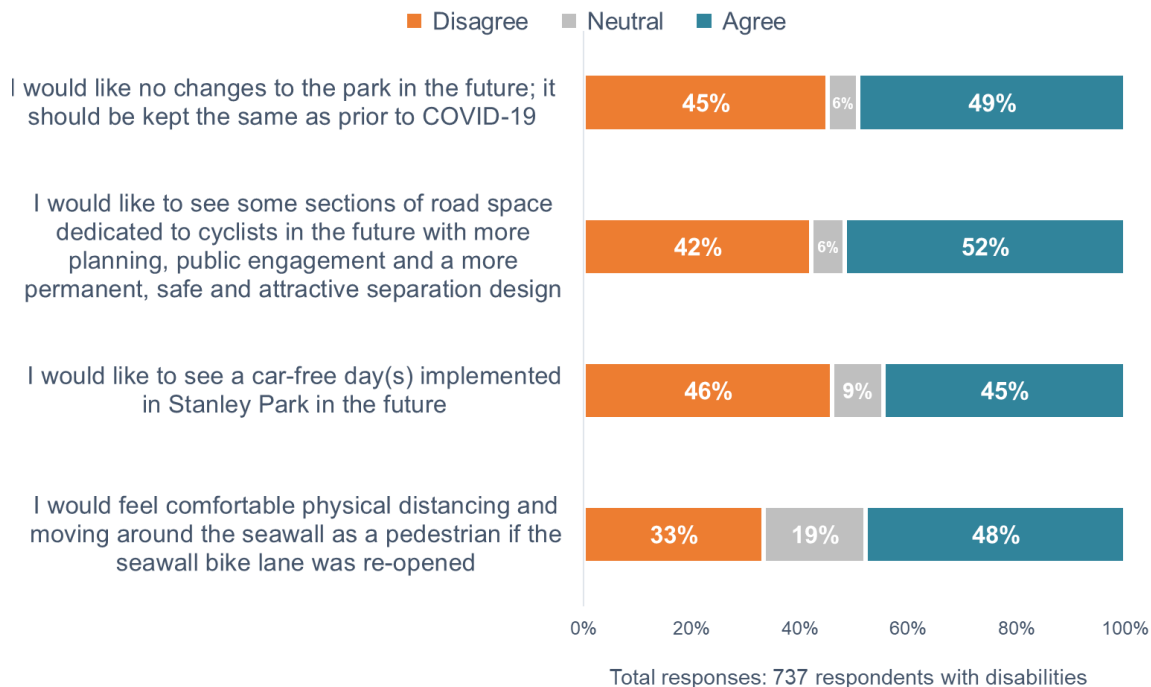


Figure 41: The opinions of respondents with disabilities on future changes to Stanley Park

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I would like no changes to the park in the future; it should be kept the same as prior to COVID-19

---

- Views were mixed among respondents with disabilities: 49% agreed with having no changes to the park in the future, and 45% disagreed with this statement (6% expressed neutrality) (Figure 41).
- Respondents with disabilities were more likely than respondents without disabilities to want no changes to Stanley Park in the future (49% wanted no change, vs. 30% of respondents without disabilities) (Figure 42).

---

I would like to see some sections of road space dedicated to cyclists in the future with more planning, public engagement and a more permanent, safe and attractive separation design

---

- Just over one half (52%) of respondents with disabilities agreed with the idea of having some sections of road space dedicated to cyclists in the future; 42% disagreed with this statement; and 6% were neutral on this (Figure 41).

- Respondents with disabilities were less likely than respondents without disabilities to want some sections of road space dedicated to cyclists (52% wanted this, vs. 72% of respondents without disabilities) (Figure 42).

---

#### I would like to see a car-free day(s) implemented in Stanley Park in the future

---

- Opinions were split among respondents with disabilities regarding the idea of having car free days in Stanley Park in the future: 45% agreed and 46% disagreed (9% expressed neutrality) (Figure 41).
- Respondents with disabilities were less likely than respondents without disabilities to want car-free days implemented in the park (45% wanted this, vs. 65% of respondents without disabilities) (Figure 42).

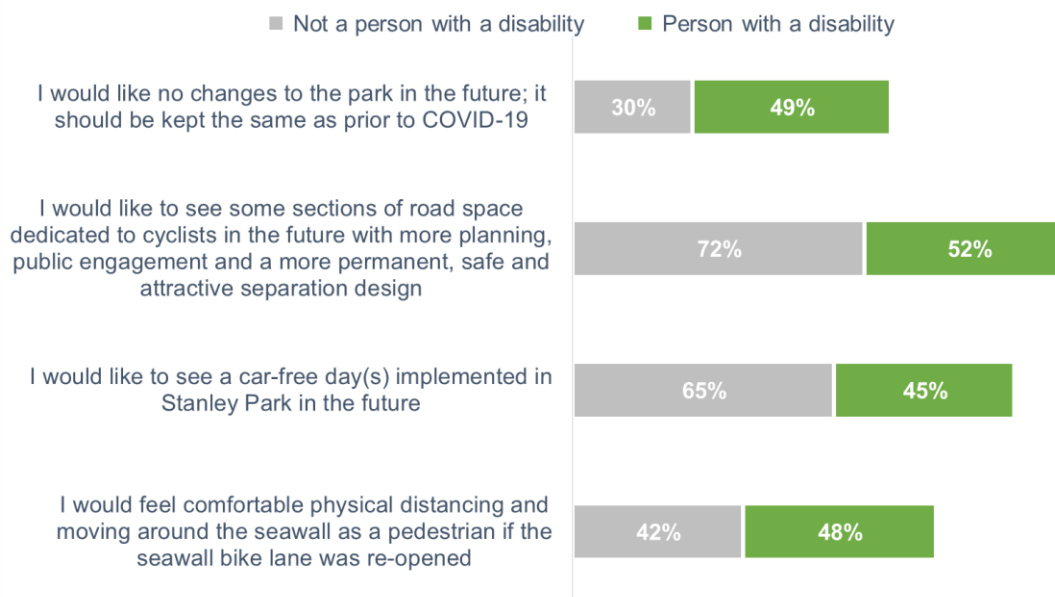
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#### I would feel comfortable physical distancing and moving around the Seawall as a pedestrian if the Seawall bike lane was re-opened

---

- Just under one half (48%) of respondents with disabilities agreed they would feel comfortable physical distancing and moving around the seawall as pedestrians if the Seawall bike lane was re-opened (33% disagreed, and 19% were neutral) (Figure 41).
- Respondents with disabilities were slightly more likely than respondents without disabilities to say they would feel comfortable physical distancing and moving around the Seawall (48% expressed comfort, vs. 42% of respondents without disabilities) (Figure 42).

#### Disability and future changes to Stanley Park (% agree)



Total responses: 737 respondents with disabilities and 9,608 respondents without disabilities.  
Chart excludes 514 who selected 'Prefer not to say'.

Figure 42: Disability and future changes to Stanley Park

## 11 Stanley Park experience for seniors

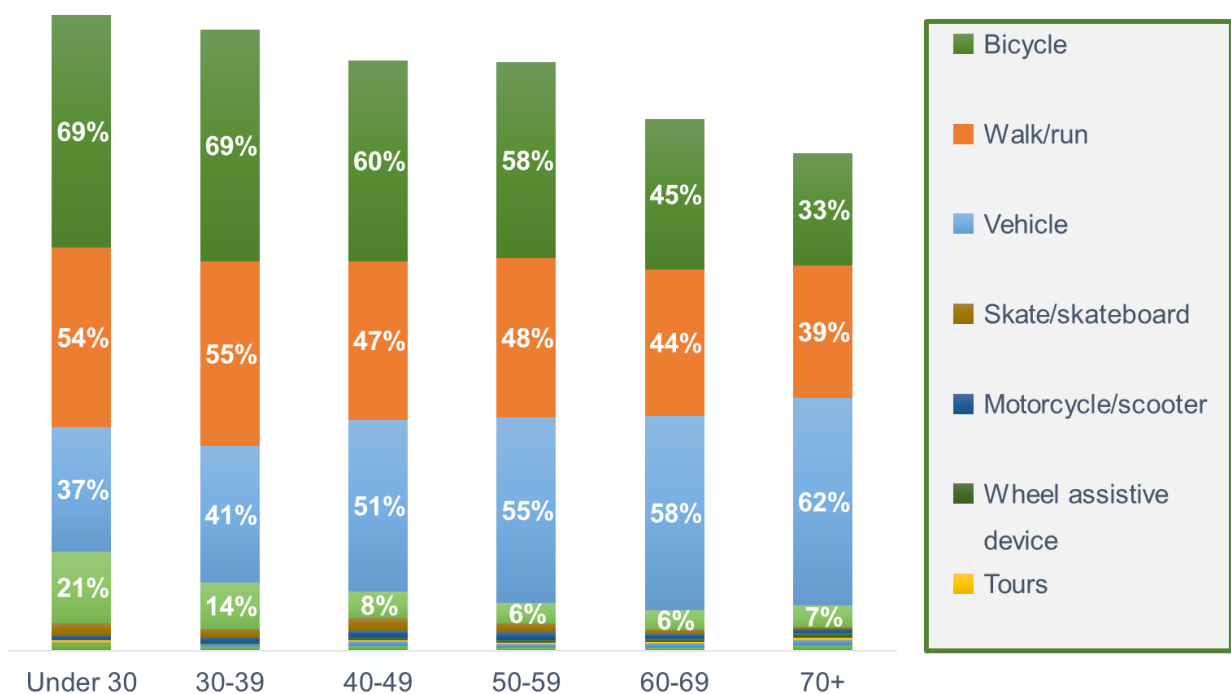
This section of the report compares the responses of respondents from different age groups, with a focus on the responses of seniors aged 70 or above (n=1,089) to key survey questions.

### 11.1 Age and mode of travel to and around Stanley Park

There was a relationship between the mode of travel to and around Stanley Park and the age of the park's visitors. Vehicle usage increased with age, with respondents aged 70 and above being most likely to travel by vehicle to and around the park (62%), and those aged under 30 least likely (37%).

Most likely to cycle were respondents aged under 40 (69%, vs. 33% of the 70+ age group). Most likely to walk or run were respondents aged 30-39 (55%) and under 30 (54%), vs. 39% of the 70+ age group.

#### How did you travel to and around Stanley Park before the temporary closure to vehicles?



Total responses: 10,859. Total aged 70 and above: 1,089.  
Totals are not equal to 100% because respondents could select more than one option.

Figure 43: Age and mode of travel to and around Stanley Park, pre-COVID-19



## 11.2 Age and visits to Stanley Park during the time it was closed to vehicles, compared with before the temporary closure

The likelihood of visiting Stanley Park during the time it was closed to vehicles reduced with age. Seniors were less likely to visit the park during this time (57% of respondents aged 70+, and 62% of those aged 60-69 visited, vs. 81% of respondents aged under 40 years).

Did you visit and use Stanley Park during the time it was closed to vehicles?

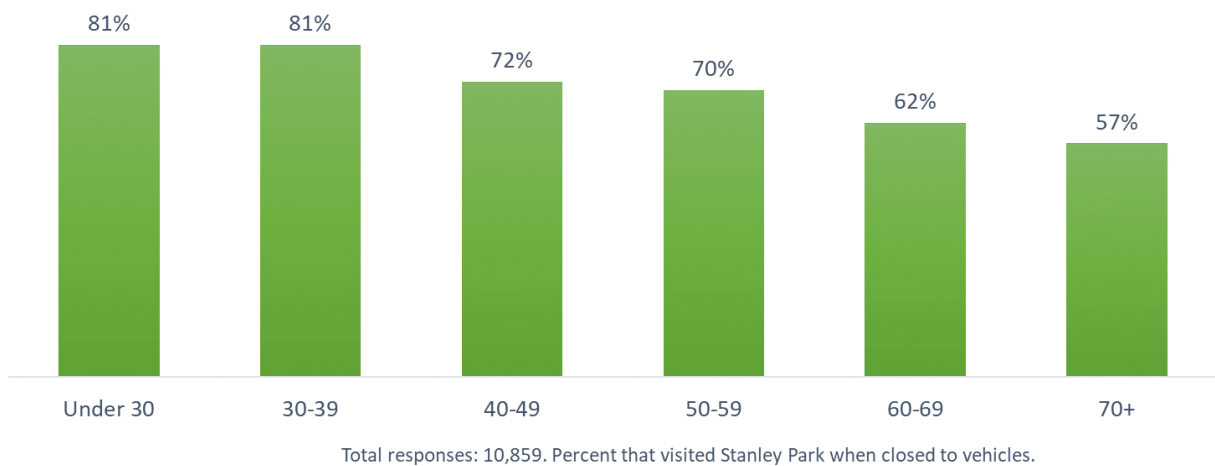


Figure 44: Age and visits to Stanley Park during the time it was temporarily closed to vehicles, compared with before the temporary closure

## 11.3 Age and the Stanley Park experience while it was closed to vehicles, compared with before the temporary closure

During the time that Stanley Park was closed to vehicles, as age increased, the quality of the park experience decreased. Respondents aged 70 and above were least likely to say the park was better during this time (49%), and respondents aged under 30 were most likely to say it was better (77%). Nonetheless, seniors (aged 70+) who visited Stanley Park during this time were more likely to say it was 'better' than 'worse': 49% said it was better than before, 30% considered it worse than before, and 16% thought it better in some ways and worse in others. While the opinions of those that visited the park when it was closed to vehicles were more positive than negative, 43% of respondents aged 70 and above did not visit Stanley Park during this time (vs. 25% of those aged under 70 years). Their reasons for not visiting the park when it was closed to vehicles are considered in Section 11.7.

**If you visited Stanley Park while it was closed to vehicles, how was your Park experience compared to before the closure?**

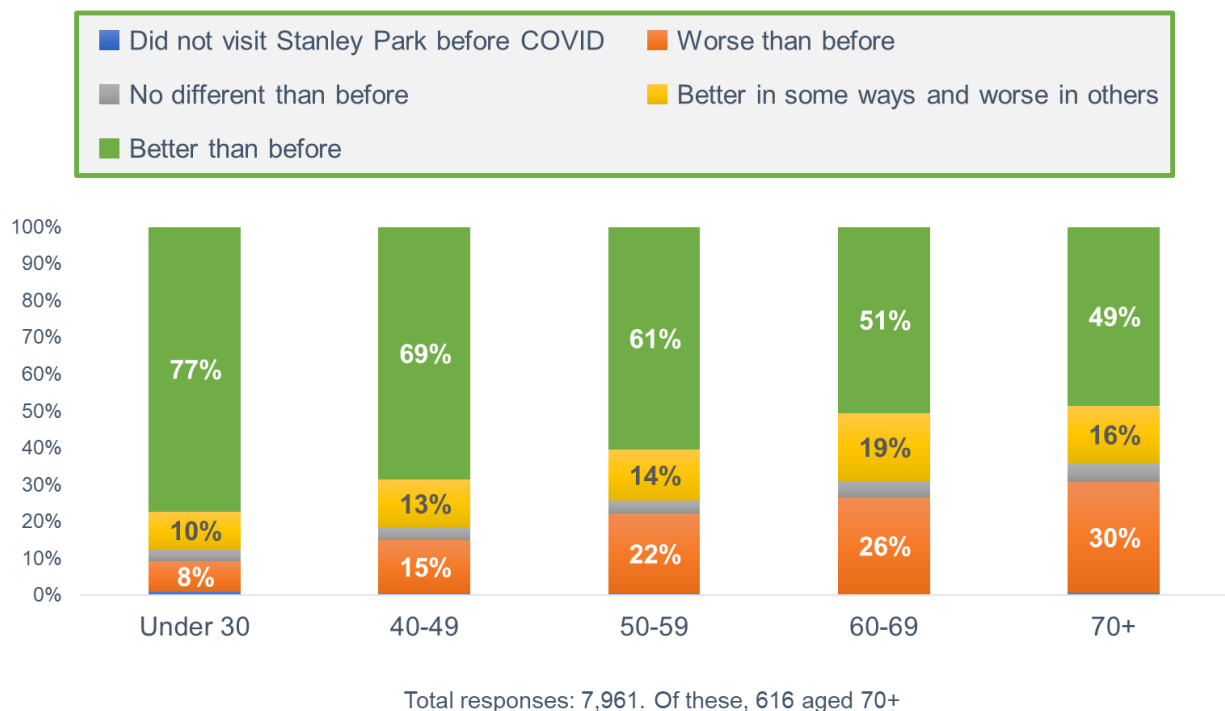
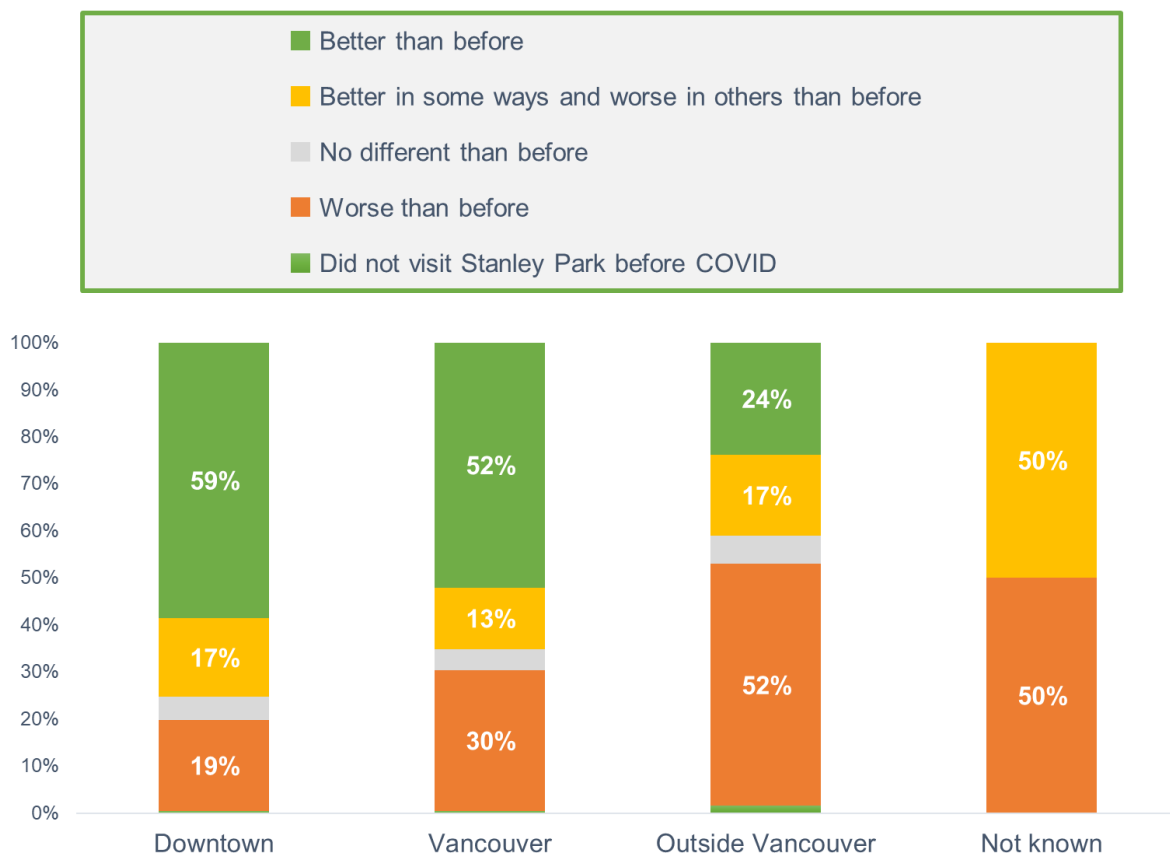


Figure 45: Age and the Stanley Park experience while it was closed to vehicles, compared with before the temporary closure

## 11.4 Area of residence for seniors and their Stanley Park experience when the park was closed to vehicles

Among seniors (aged 70+) who visited Stanley Park when it was closed to vehicles (n=616), there was a relationship between the quality of the park experience and the area of residence. Seniors residing outside of Vancouver were more likely to rate the park experience as worse than before the temporary closure (52%). Conversely, seniors residing in Downtown and in Vancouver rated their experience of the park as better than before (59% and 52%, respectively). This applied to other age groups as well. As discussed earlier in the report, visitors from outside Vancouver were less likely to rate the park as better during the time it was closed to vehicles.

### Area of residence for seniors and park experience while closed to vehicles



Qu: If you visited Stanley Park while it was closed to vehicles, how was your Park experience compared to before the closure?

Total responses: 616 respondents aged 70 or above who visited Stanley Park it was when closed to vehicles.

Figure 46: Area of residence for seniors and park experience when closed to vehicles

## 11.5 Why was Stanley Park better for seniors when it was closed to vehicles, compared to pre-COVID-19?

For seniors (aged 70+), the main reasons Stanley Park was better when the park was temporarily closed to vehicles, when compared with pre-COVID-19, were (n=616):

- Finding the park quieter and more peaceful (46%)
- Considering it better for the environment (31%)

There were some age differences in the reasons given (Figure 47). The top reason for respondents aged under 70 years considering Stanley Park better when it was closed to vehicles was finding the park more bike friendly (56%). This was relatively less important to seniors, 25% of whom agreed. Around 1 in 4 seniors (24%) said it was easier to physically distance in the park compared with other places, but the proportion of respondents aged under 70 years reporting this was higher (32%).

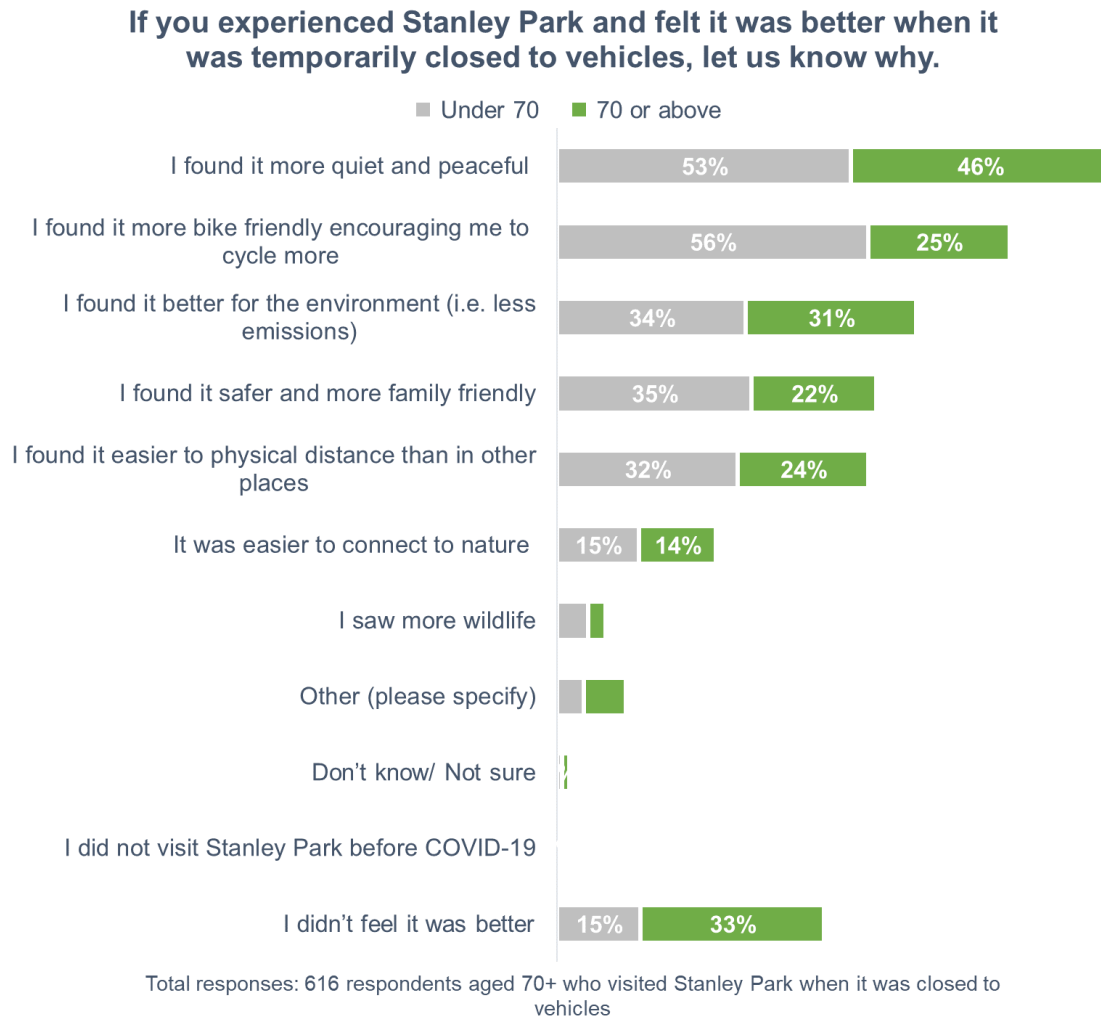
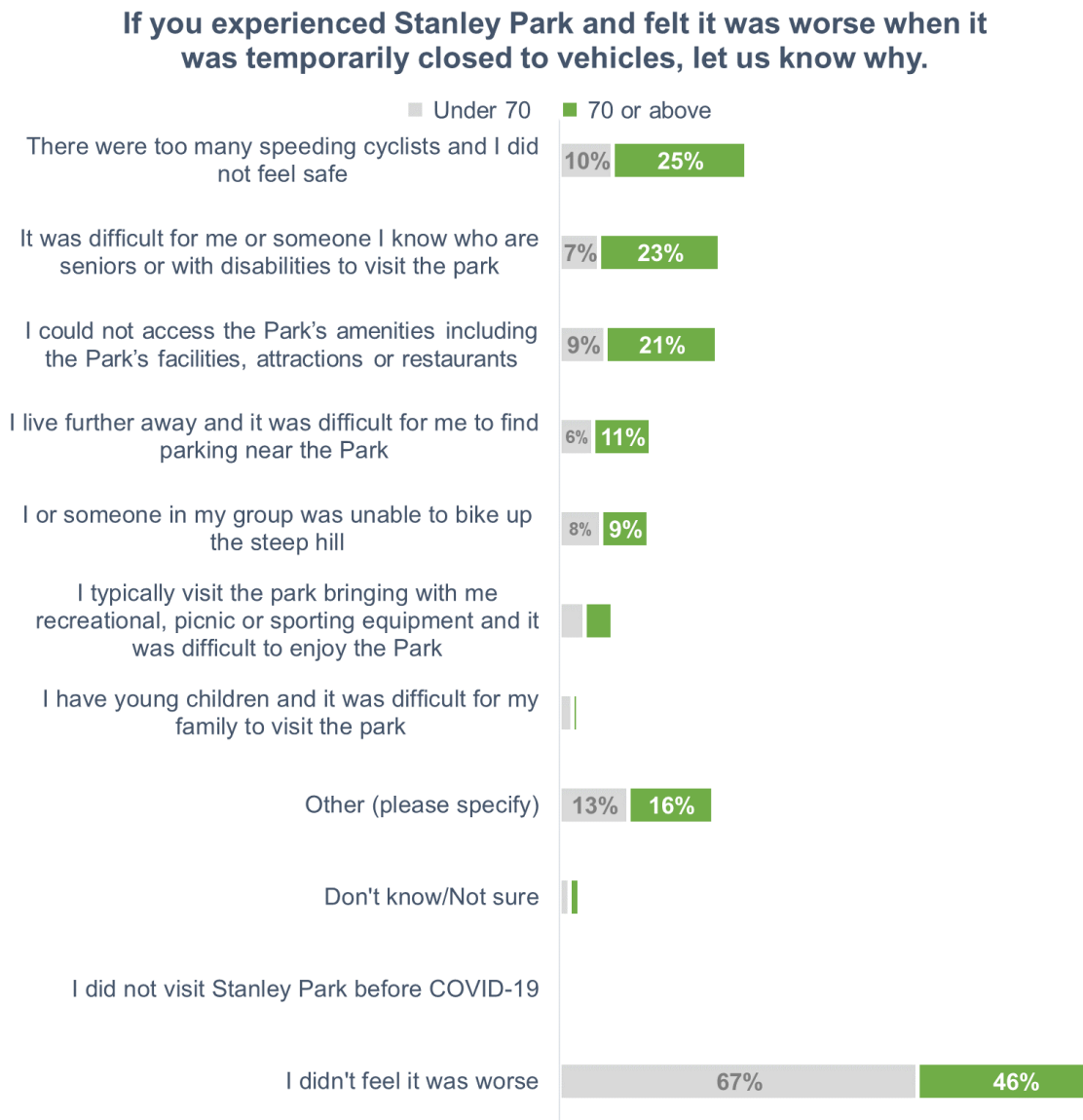


Figure 47: Reasons why Stanley Park was better for seniors when it was temporarily closed to vehicles

## 11.6 Why was Stanley Park worse for seniors when it was closed to vehicles, compared to pre-COVID-19?

When asked why Stanley Park was worse when it was temporarily closed to vehicles, there were differences in the responses according to the age of the respondents. Seniors (aged 70+) were more likely to select “too many speeding cyclists” in the park (25%, vs. 10% of younger respondents), difficulties visiting the park (23%, vs. 7% of younger respondents), and being unable to access the park’s amenities (21%, vs. 9% of younger respondents).



Total responses: 7,961. Of these, 616 aged 70+ who visited Stanley Park when it was closed to vehicles

*Figure 48: Reasons why Stanley Park was worse when it was temporarily closed to vehicles, compared to pre-COVID-19*

## 11.7 Reasons for not visiting Stanley Park when it was closed to vehicles

The main reason for seniors not visiting the park when it was closed to vehicles was not being able to drive through the park (59% of those aged 70+). This was also the most common reason given by younger age groups for not visiting the park during this time (55%).

There were some age differences in the reasons given for not visiting Stanley Park during this time. Interestingly, seniors were less concerned about being exposed to COVID-19 while visiting the park. Only 11% of respondents aged 70 or above expressed this as a concern in relation to not visiting the park. Greater concern was expressed by younger age groups (19% of all respondents aged under 70 years, and 24% of respondents aged under 40). Of those seniors who expressed concern about being exposed to COVID-19 (n=52), the majority (76%) travelled to Stanley Park by transit (vs. 27% by walking/running, 24% by vehicle, and 14% by bicycle).

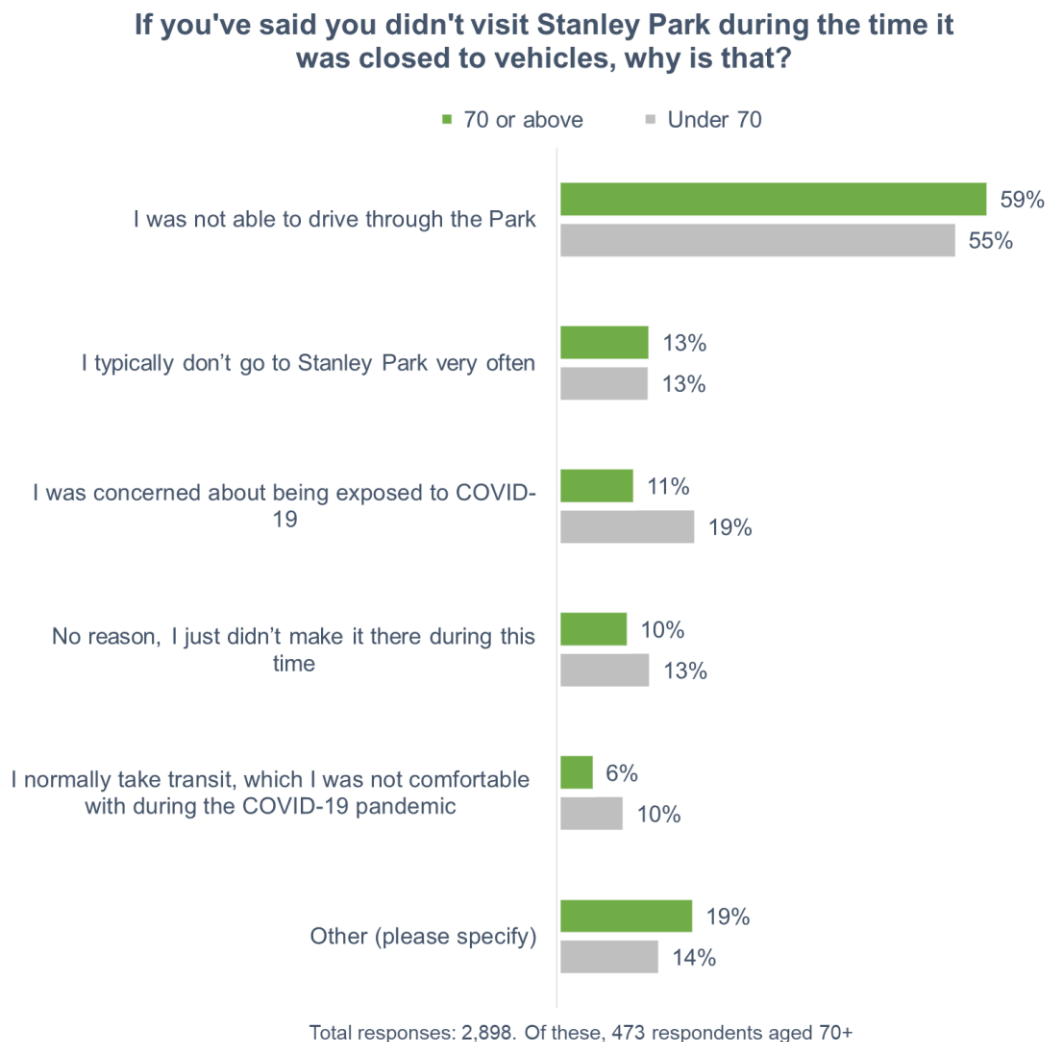


Figure 49: Reasons for not visiting Stanley Park when it was closed to vehicles

## 11.8 Age and park experience with separate lanes for vehicles and bicycles, compared to pre-COVID-19

Seniors were less likely to visit Stanley Park since the park re-opened with separate lanes for vehicles and bicycles (70% of respondents aged 70+, and 74% of respondents aged 60-69 visited the park, vs. 81%-86% of younger age groups).

There was a negative relationship between age and quality of park experience during this time: as age increases, park experience worsens (see Table 17). The most common reason why seniors considered the park worse during this time was not being able to access everywhere they previously could before COVID-19, by vehicle (33% of respondents aged 70+ and 31% of those aged 60-69, vs. 10%-24% of younger age groups).

Younger visitors were more likely to say the park was better with separate lanes for vehicles and bicycles. Most commonly, this was because there was more room to cycle on the lane than on the Seawall (48% of respondents aged under 30, and 42% of those aged 30-39), and because vehicle volumes were reduced (47% of respondents aged under 30, and 42% of those aged 30-39).

Table 17: Age and park experience with separate lanes for vehicles and bicycles, compared to pre-COVID-19

Park experience with separate lanes for cars and bikes, compared to pre-COVID						
	Under 30	30-39	40-49	50-59	60-69	70+
It was worse						
I drove and was stuck behind the horse and carriage	7%	8%	11%	13%	18%	18%
I drove and couldn't find parking	7%	8%	12%	15%	19%	21%
I was not able to ride on the seawall	15%	15%	20%	21%	20%	18%
I drove and was not able to access everywhere I previously could before COVID by vehicle	10%	13%	19%	24%	31%	33%

*Table 17: Age and park experience with separate lanes for vehicles and bicycles, compared to pre-COVID-19*

It was better						
There was more room to walk and run on the seawall	33%	33%	27%	26%	23%	23%
Vehicles drove at a slower and safer pace	35%	32%	27%	26%	21%	23%
There was more room to cycle than on the seawall	48%	42%	36%	30%	24%	19%
Vehicle volumes were reduced	47%	42%	36%	33%	26%	26%
<p>Qu: If you visited Stanley Park on or after June 22nd when it was re-opened with one lane for cars and one lane for bikes, how was your Park experience compared to visiting the Park prior to April 8th (pre-COVID)?</p> <p>Total responses: 8,875</p>						



## 11.9 Stanley Park experience when it was re-opened with separate lanes, compared to when the park was closed to vehicles

Overall, 47% of respondents said their park experience was worse when the park was re-opened, with separate lanes for vehicles and bicycles, compared to when the park was completely closed to vehicles. Seniors were less likely than their younger counterparts to report this: 32% of respondents aged 70+ considered the park worse during this time (vs. 48% of younger respondents). Even so, seniors (aged 70+) were more likely to find it 'worse' than 'better' during this time: 32% found it 'worse', 13% found it 'better', 18% considered it better in some ways and worse in others, and 19% said their park experience was "no different than when it was closed to vehicles".

**If you have visited Stanley Park since it was re-opened to vehicles on June 22nd, how was your Park experience compared to when it was closed to vehicles?**

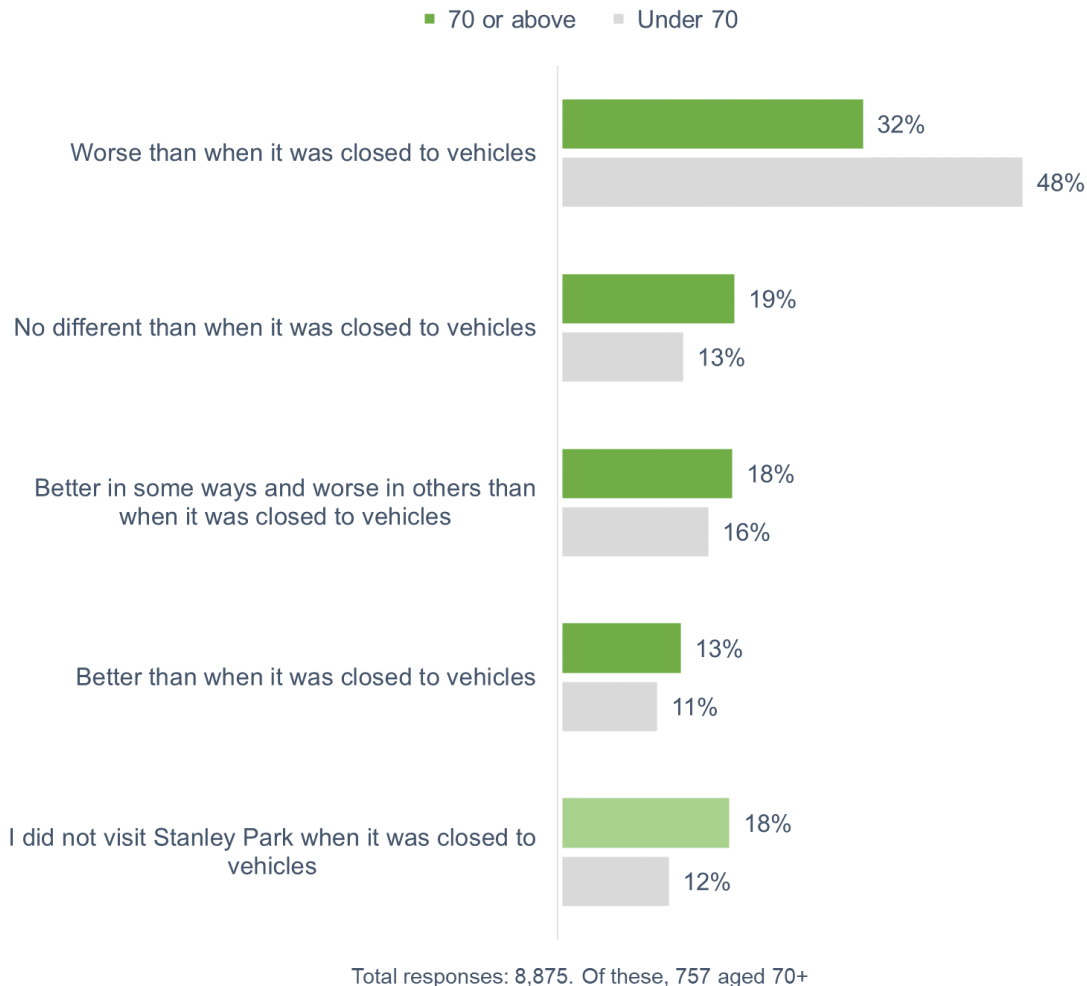


Figure 50: Stanley Park experience when it was re-opened, with separate lanes for vehicles and bicycles, compared to when the park was closed to vehicles

## 11.10 Why was Stanley Park better when it re-opened with separate lanes, compared to when it was closed to vehicles?

For the seniors who found Stanley Park better when it was re-opened with separate lanes for vehicles and bicycles, compared to when the park was closed to vehicles, the most common reason was being able to access the park by vehicle. Seniors were more likely to choose this reason than were younger respondents (23% of respondents aged 70 or above, vs. 12% aged under 70). Seniors were also more likely to select being “able to access the restaurants better” (14% aged 70+, vs. 6% aged under 70). Seniors were also more likely to select being “able to access the restaurants better” (14% aged 70+, vs. 6% aged under 70).

**If your experience in Stanley Park was better than compared to when it was completely closed to vehicles, let us know why.**

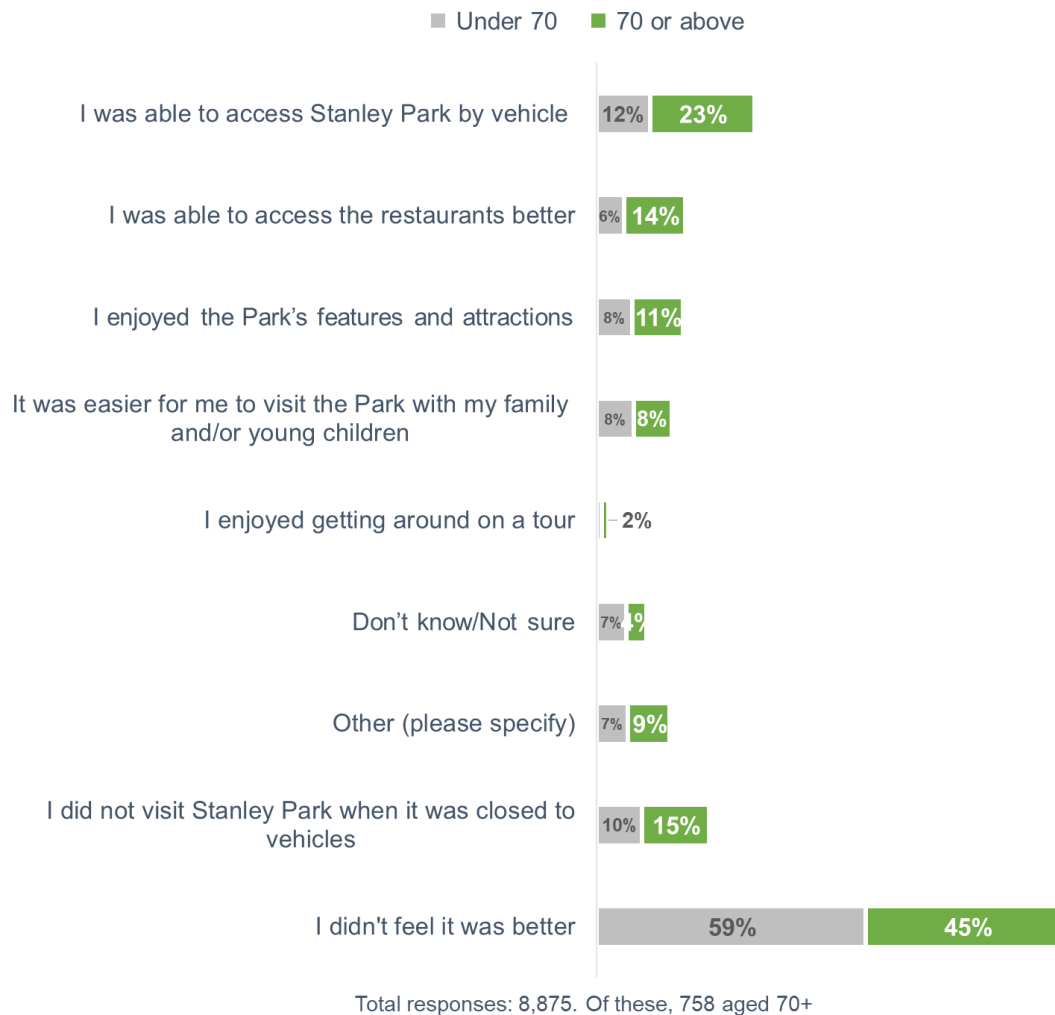
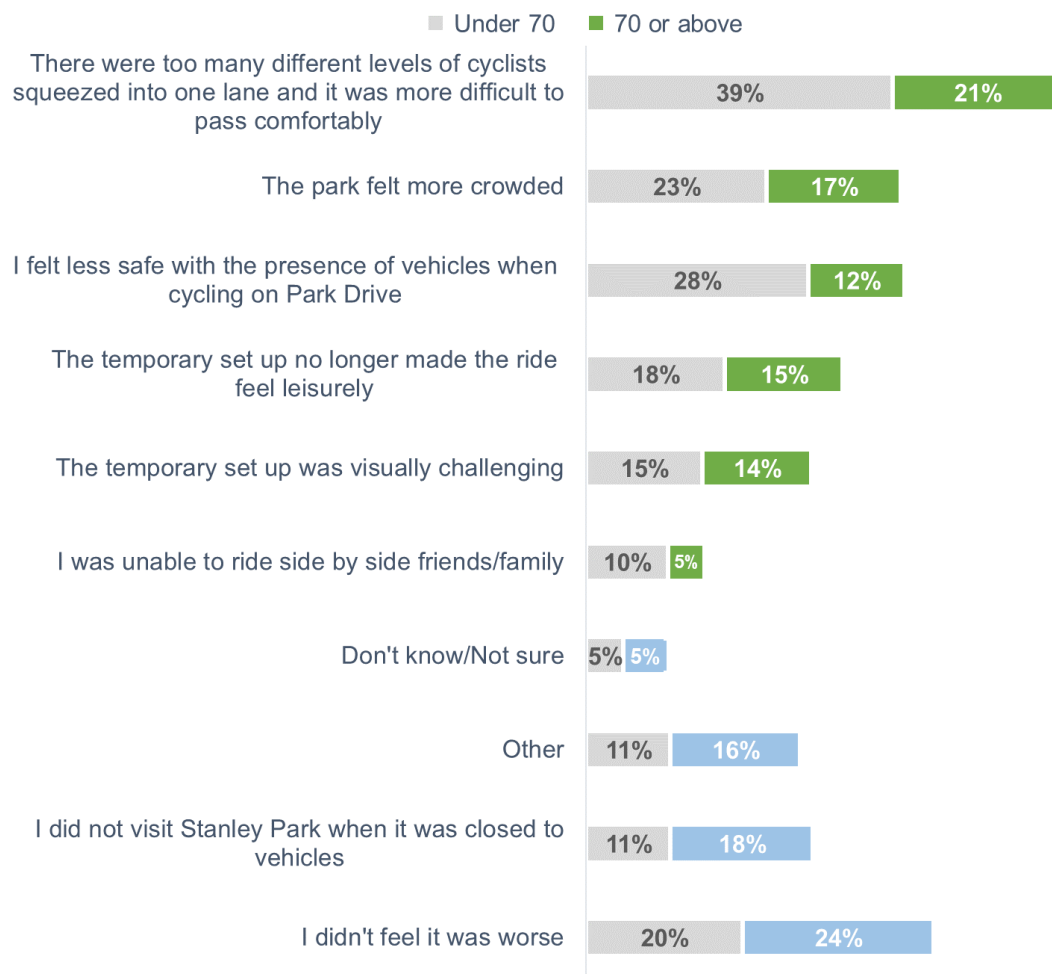


Figure 51: Why Stanley Park was better when it re-opened, with separate lanes for vehicles and bicycles, compared to when it was closed to vehicles

## 11.11 Why was Stanley Park worse when it re-opened with separate lanes, compared to when it was closed to vehicles?

The most common reason for seniors (and all other age groups) saying that Stanley Park was worse when it re-opened with separate lanes for vehicles and bicycles (compared to when it was completely closed to vehicles) was having too many different levels of cyclists squeezed into one lane. This reason was cited by 21% of those aged 70+ and 39% of younger respondents. While seniors were less likely than younger respondents to say they felt “less safe with the presence of vehicles when cycling on Park Drive” (12% of seniors, vs. 28% of younger respondents), of the seniors who said they cycle in Stanley Park, 25% agreed with their younger counterparts.

**If your experience in Stanley Park was worse, compared to when it was completely closed to vehicles, let us know why.**



Qu: If your experience in Stanley Park was worse, compared to when it was completely closed to vehicles, let us know why. Total responses: 8,875. Of these, 758 aged 70+

*Figure 52: Why Stanley Park was worse when it re-opened, with separate lanes for vehicles and bicycles, compared to when it was closed to vehicles*

## 11.12 Reasons for not visiting Stanley Park since it re-opened to vehicles

The most common reason for not visiting Stanley Park since it re-opened to vehicles for respondents aged 40 and above was one lane being dedicated to cyclists, and driving to the park. The number reporting this increased with age (39% of respondents aged 70+, and 26% of those aged under 70 years). Younger visitors tended to say there was 'no reason', they just did not make it to the park during this time (39% of the under 30s and 34% of those aged 30-39).

### You've said you didn't visit Stanley Park since it was opened to vehicles on June 22nd, why is that?

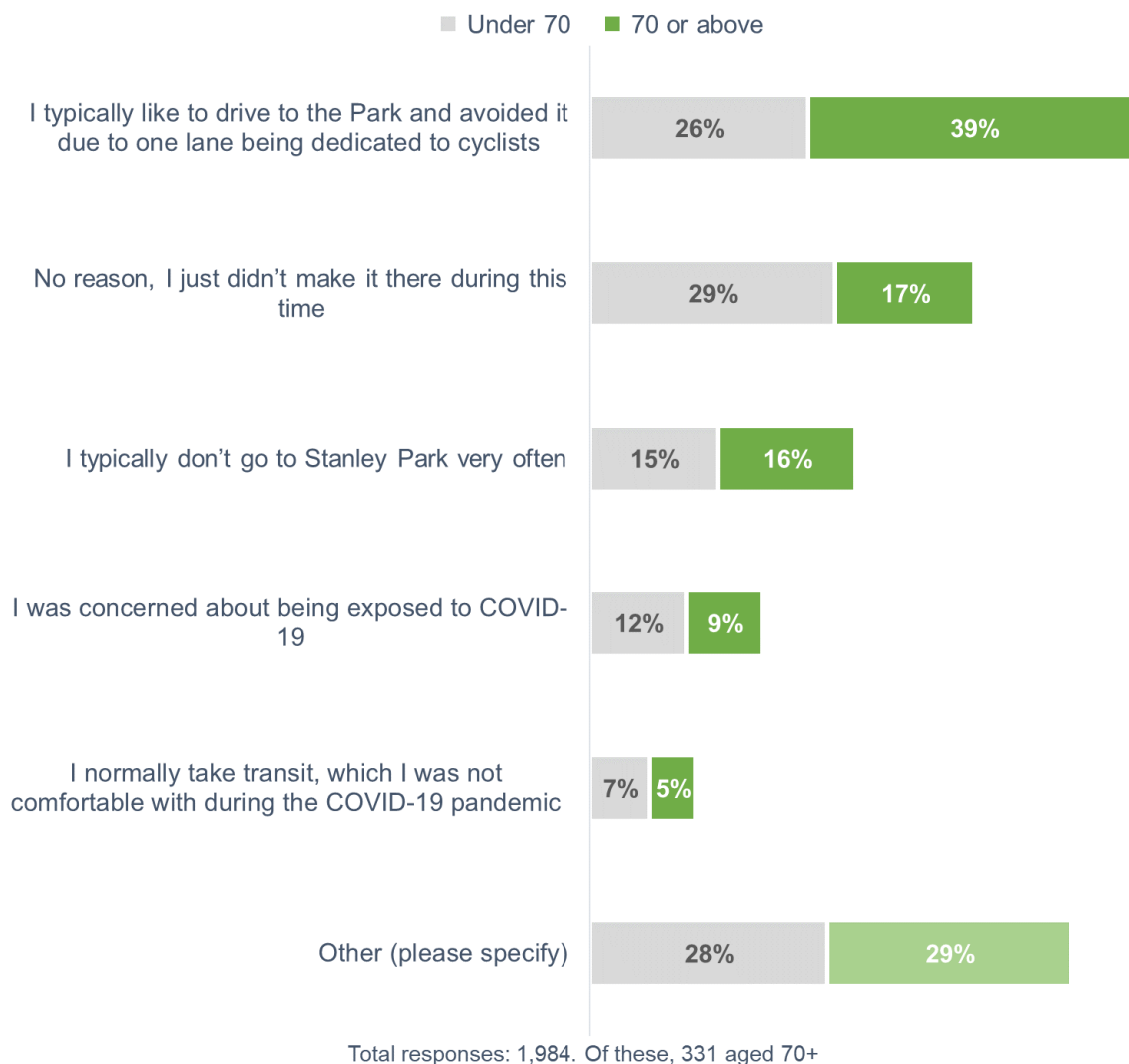


Figure 53: Reasons for not visiting Stanley Park since it re-opened to vehicles

## 11.13 The opinions of seniors on future changes to Stanley Park

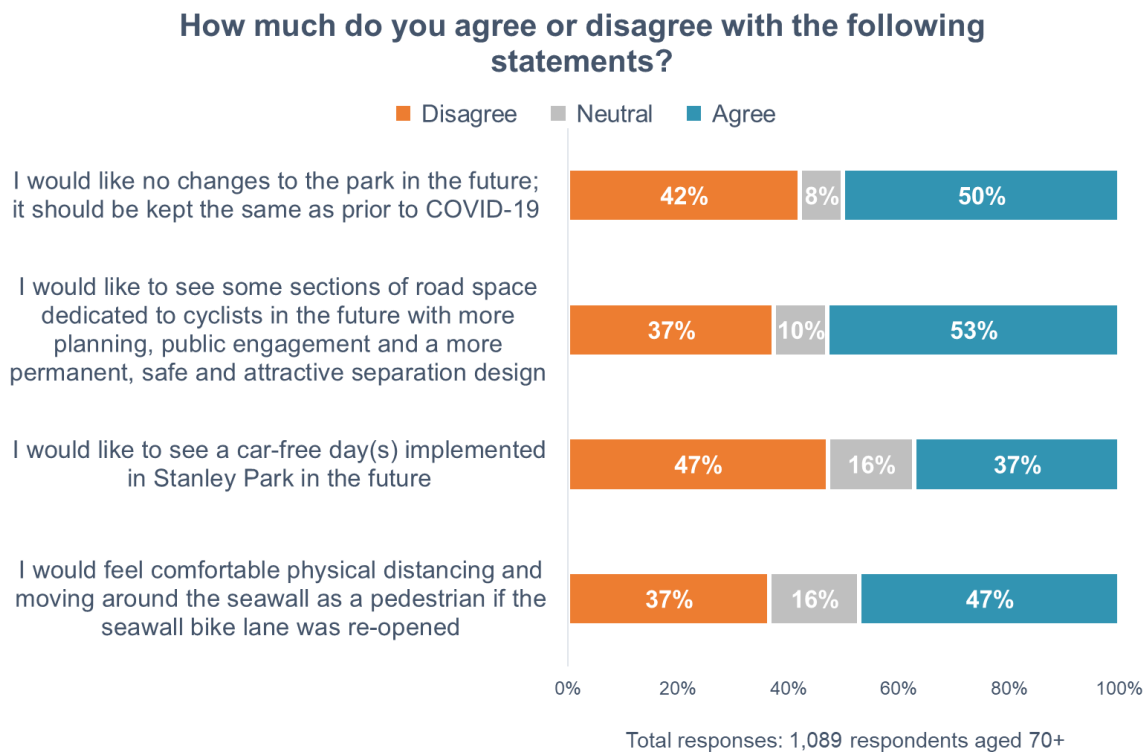


Figure 54: The opinions of seniors on future changes to Stanley Park

### I would like no changes to the park in the future; it should be kept the same as prior to COVID-19

- One half (50%) of respondents aged 70+ agreed with the statement that the park “should be kept the same as prior to COVID-19”; 42% disagreed, and 8% expressed neutrality (Figure 54).
- The likelihood of wanting no changes to Stanley Park increased with age: 50% of respondents aged 70 and above, vs. 31% of respondents aged under 70, wanted no change (Figure 55).

### I would like to see some sections of road space dedicated to cyclists in the future with more planning, public engagement and a more permanent, safe and attractive separation design

- Just over one half (53%) of respondents aged 70 or above agreed with the statement to have some sections of road space dedicated to cyclists; 37% disagreed with this; and 10% were neutral on this (Figure 54).

- The desire to have some sections of road space dedicated to cyclists decreased with age (53% of those aged 70+ wanted this, vs. 71% of younger respondents) (Figure 55).

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#### I would like to see a car-free day(s) implemented in Stanley Park in the future

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- Just under one half (47%) of seniors (aged 70+) disagreed with the proposition of having car-free days implemented in the park; 37% agreed; and 16% expressed neutrality (Figure 54).
- Agreement with this statement decreased with age: 37% of respondents aged 70+ agreed, vs. 65% of younger respondents (Figure 55).

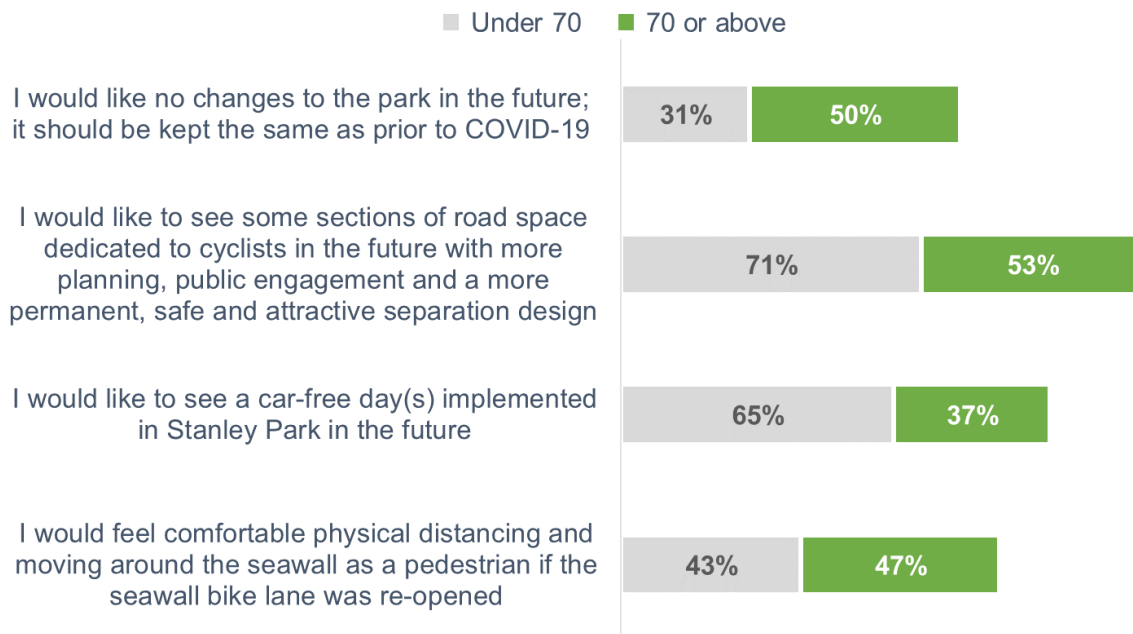
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#### I would feel comfortable physical distancing and moving around the Seawall as a pedestrian if the Seawall bike lane was re-opened

---

- Just under one half (47%) of respondents aged 70+ agreed they would feel comfortable physical distancing and moving around the Seawall as pedestrians if the Seawall bike lane was re-opened (37% disagreed, and 16% were neutral) (Figure 54).
- Seniors were slightly more likely to agree with this statement than were younger people (47% of those aged 70+, vs. 43% of respondents aged under 70) (Figure 55).

### Age and future changes to Stanley Park (% agree)



Qu: How much do you agree or disagree with the following statements?  
Percent agree (Strongly Agree / Somewhat Agree). Total responses: 1,089 aged 70+

Figure 55: Age and future changes to Stanley Park

## Appendix A: Respondent Profile

Age			
	%	%	%
	Sample Unweighted	2016 Census	Sample Weighted
Under 30	10	35	35
30-39	24	14	14
40-49	21	14	14
50-59	19	15	15
60-69	17	12	12
70+	10	10	10
<b>Total responses</b>	<b>10,859</b>		<b>100</b>

Data were weighted to ensure that the survey results reflect the characteristics of the total population. The two youngest age groups were collapsed into one group to weight the data.

Gender	
	%
Male	50
Female	45
Transgender	0.3
None of the above	1
Prefer not to say	4
<b>Total responses</b>	<b>10,859</b>

Persons with disabilities	
Response	%
Yes	7
No	88
Prefer not to say	5
<b>Total responses</b>	<b>10,859</b>

Ethnic Origin	
	%
North American (e.g. Canadian, American)	53
European (e.g. British Isles, German, French, Greek, etc.)	40
Asian (e.g. Chinese, Filipino, Korean, etc.)	11
South Asian (e.g. Punjabi, Indian, Pakistani, etc.)	2
Latin/South American (e.g. Mexican, El Salvadorian, Argentinian, etc.)	2
African (e.g. Moroccan, Ghanaian, South African, etc.)	1
Middle Eastern (e.g. Lebanese, Iranian, Syrian, etc.)	2
Caribbean (e.g. Cuban, Jamaican, Bajan, etc.)	0.4
Oceania (e.g. Australian, New Zealand, etc.)	1
None of the above. I identify as: (other response)	2
Prefer not to say	6
<b>Total responses</b>	<b>10,859</b>

Total percent is not equal to 100 because respondents could select more than one option.



Indigenous Persons	
	%
Yes	3
No	92
Prefer not to say	5
Did not answer	0
<b>Total responses</b>	<b>10,859</b>

Area of residence	
	%
Downtown and West End	29
North-East	11
North-West	18
South-West	8
South-East	8
<i>Total Vancouver (other than Downtown)</i>	<i>45</i>
Outside Vancouver	26
Postal code not provided	1
<b>Total responses</b>	<b>10,859</b>

# Appendix B: Data Cleaning Process

## 1 Data Cleaning

Data cleaning is the process of detecting and fixing (or removing) inaccurate, incomplete, duplicate or corrupt records from a dataset. Data cleaning is conducted to ensure the accuracy and completeness of the data.

## 2 Data Cleaning Process

A multi-step approach was taken to clean the survey data (Table 1). Decisions to remove records from the survey data were based on judgements about these criteria. Records were not removed for simply having the same IP address, as there are legitimate reasons for this (such as having the same residential or work address).

At the end of the data cleaning process, 187 responses were removed from the dataset which was 1.69% of responses received.

*Table 1: Data cleaning criteria and actions*

Criteria	Action	Method	Results
<b>Duplicate IP addresses</b>	Flag & check for suspicious behaviours. Remove if identical responses are found.	Excel conditional formatting. Analyses to determine effect of duplicates on survey results (see below).	2,074 records
<b>Identical responses</b>	Remove if same IP address. Remove if open responses are identical as well.	SPSS Identify Duplicate Cases	None found
<b>Speeders</b>  Respondents who complete the survey in an unrealistically short time.	Flag if under 40% of the median survey duration. Remove if under 30% of median duration. 30-40% was considered reasonable due to survey branching (question skipping).	Calculate time taken. Compare with median survey duration length	Median survey duration is 10:41 (mm:ss). Survey completion <30% of median 3:12 (mm:ss) were removed. 187 records removed.

Criteria	Action	Method	Results
<b>Submit time (For IP duplicates)</b>  Mainly to see if respondents submitted their surveys more than once (e.g. due to poor internet connection).	Flag if identical submit time (within 3 minutes) from same IP) Flag if multiple similar submit times from same IP address	Excel filtering (IP address and submit time)	91 found from duplicate IP addresses. A decision was made to keep these, since no identical responses were found, nor was there other suspicious activity.
<b>Straight Liners</b>  Identify respondents who always provide the same response (e.g. always select the first option). Interpret straight liners with caution for agree/disagree statements – responses may be legitimate.	Flag	Apply filters in Excel Check if respondents always answer the first option.	No suspicious activity found
<b>Nonsensical open-ended responses</b>	Flag	Manual scan	None found
<b>Inconsistencies</b>  Check for survey responses that contradict each other. Compare responses to 'Don't or Didn't visit' SP questions - with caution since people can be inconsistent (e.g. ambiguity/ misunderstand a question in a different context).	Flag	Excel apply multiple filters	62 found; 8 found from duplicate IP addresses. Ignored these as there was no other suspicious activity.
<b>Total records removed:</b>		<b>187</b>	

### 3 Duplicate IP analysis

There were responses to the survey from respondents with the same IP address. This can arise when different members of the same household or place of work (who would have the same IP address) complete the survey. With web-based surveys, there is also a potential risk of respondents completing this survey more than once. As part of the data cleaning process, we determined the effects of responses from duplicate IP addresses on the survey results. The following analyses were conducted.

#### 3.1 Comparison of Duplicate and Non-duplicate groups

For the first analysis, responses with and without duplicate IP addresses were treated as two separate groups, and cross-tabulations were computed in SPSS for each survey question, for both groups. The percent of respondents selecting each response for the 'Duplicate' and 'Non-duplicate' groups were compared, and the difference between the groups was calculated for each survey question.

*The Minimum, Maximum, Mean, and Standard Deviation were then computed for each group, and the difference between the two groups was also calculated (Table 2). The largest percentage of difference for any question was 4.3%. The average was 0.96%. For most survey questions (95%), the percentage difference was between 0% and 2%. Table 3 shows the number and proportion of survey questions for each percentage difference. Table 4 shows the survey questions that had the highest (3% to 4%) difference.*

Table 2: Difference between 'Duplicate' and 'Non-duplicate' groups

Survey Question (% Yes)	Duplicate IP	Non-duplicate	Difference
Min	0.10%	0.10%	0.00%
Max	82.60%	82.30%	4.30%
Mean	19.89%	19.84%	0.96%
Standard Deviation	0.1943286	0.190438406	0.008963

Table 3: Number and proportion of survey questions for each percentage difference between the two groups

Percentage difference	Number of survey questions	%
0%	81	41%
1%	63	32%
2%	42	21%
3%	7	4%
4%	3	2%

Table 4: Survey responses with 3% or 4% difference between the two groups

Survey question	Response with 3% or 4% difference
If you experienced Stanley Park and felt it was better when it was temporarily closed to vehicles, let us know why.	'I found it more quiet and peaceful'
How did you travel to get to Stanley Park when it was re-opened with one lane for cars and one lane for bikes?	Walk/Run
Why didn't you use the cycle lane?	I preferred the seawall cycling path over the road
You've said you didn't visit Stanley Park since it was opened to vehicles on June 22nd, why is that?	I was concerned about being exposed to COVID-19 AND I typically like to drive to the Park and avoided it due to one lane being dedicated to cyclists
How often did you visit and use the Park when it was re-opened with one lane for cars and one lane for bikes compared to when it was car-free?	The same
If you have visited Stanley Park since it was re-opened to vehicles on June 22nd, how was your Park experience compared to when it was closed to vehicles?	Worse than when it was closed to vehicles
Zone_Rollup	n/a

### 3.2 Comparison of the whole sample with and without duplicates

In the second analysis, two datasets were created; one including the responses from duplicate IP addresses ('With Duplicates') and one excluding them ('Without Duplicates'). To compare the responses to each survey question between the two datasets, percentages were calculated for each survey item, and the difference between them was determined (Table 5). The largest difference between the two datasets for any survey question was 0.8%, and the average (mean) was -0.002% difference.

*Table 5: Comparison of the whole sample with and without duplicates*

	With Duplicates	Without Duplicates	Difference
<b>MIN</b>	0.0%	0.0%	-0.80%
<b>MAX</b>	99.9%	99.9%	0.80%
<b>Mean</b>	41.3%	41.3%	-0.002%
<b>SD</b>	0.356771411	0.356534251	0.002495

From these analyses, we can conclude that the inclusion of survey responses from duplicate IP addresses has a small effect on survey results.