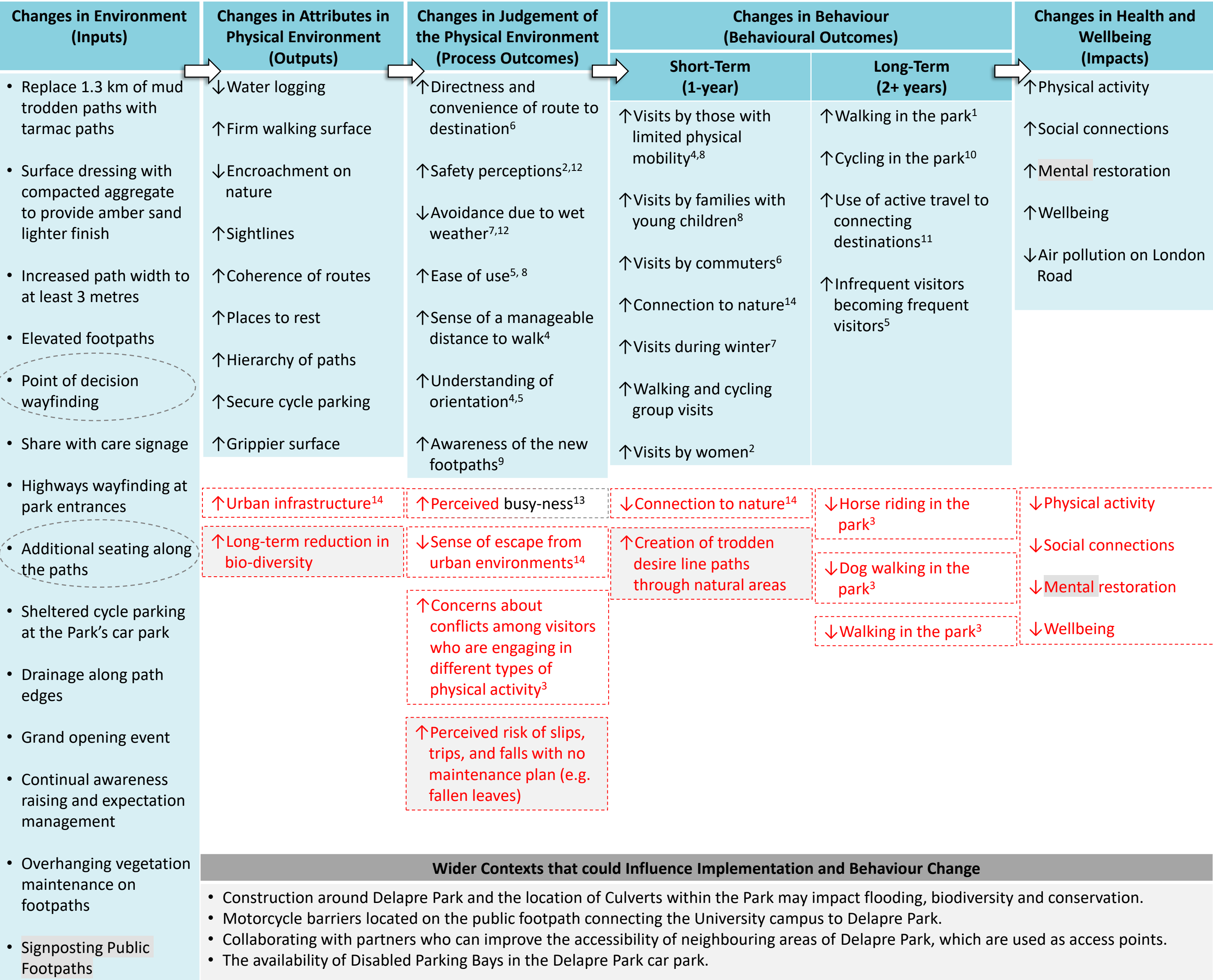


# Updated Logic Model for Connecting the Active Quarter

The numbers on the logic model correspond with the supporting evidence on the next page.

Points added through Public Engagement      Hypothesised mechanism of change      Possible unintended consequences



Ensure they're designed with residents to get the correct wording, information, and positioning

Discussion needed about the type of seating, longevity, and the available budget

### Suggested Discussion Points by Park Visitors and Active Travel England

- When the paths have been in place for a while, explore people's experience of 'considerate park visitors' – Suggested topics: Dogs off-lead, Cyclist and eScooter speeds, Presence of Horses – To identify any emerging issues and discuss if any future mitigation strategies are needed to reduce conflicts.
- To identify 'Visits by commuters' distinguish between 'Local commuters passing through to their destination' and 'People who work locally and are visiting the park.'
- Explore what alternative routes commuters to nearby service areas would take if they were not using Delapre Park.
- Discuss the impact of the top-dressing on people's ability to use the new paths.

# Supporting Evidence for the Logic Model

<sup>1</sup> Point: “Increasing pedestrian use of improved local routes may take a long time.” - Adams and Cavill (2015): <https://doi.org/10.1016/j.jth.2015.09.002>

<sup>2</sup> Point: “There should be a clear hierarchy of paths, with the most important ones connecting with walking routes and other travel options outside the park.” - The Safer Parks Consortium (2023): <https://www.greenflagaward.org/resources/safer-parks-for-women-and-girls/safer-parks-for-women-and-girls/>

<sup>3</sup> Point: “It’s always sad to see dogs having to be on leads in a park, they need to be able to enjoy unfettered access to the park. Horses ride there also and I’m sure cyclists could restrict their walks.” – Road.cc (2023): <https://road.cc/content/news/new-cycle-paths-will-restrict-access-dogs-and-horses-301299>

<sup>4</sup> Point: “If you knew you weren’t going off course and you knew the length of what you’d got to go so you don’t overstretch yourself.”; “Yes, if I knew I could go to a bench, sit down and then come back again it would make me do it more, definitely.” – Hardwicke et al. (2023): <https://doi.org/10.1080/23748834.2024.2313307>

<sup>5</sup> Point: “Walking route signs help infrequent park users engage with urban greenspace.” – Ryan et al (2023): <https://doi.org/10.1016/j.healthplace.2023.103049>

<sup>6</sup> Point: “Sixty-nine percent strongly agreed that they could go directly to their destination, and it was the most convenient route for them.” - Ryan et al. (2022): <https://pure.northampton.ac.uk/en/publications/evaluation-report-delapre-cycling-and-walking-social-prescription>

<sup>7</sup> Point: “Path-use was significantly lower in Winter in comparison to Spring, Summer, and Autumn during 2021 – 2022.” - Ryan et al. (2022): <https://pure.northampton.ac.uk/en/publications/evaluation-report-delapre-cycling-and-walking-social-prescription>

<sup>8</sup> Point: “Paths get muddy and inaccessible in wet weather, limited paths for wheelchair users and pushchairs, and limited signage.” - Ryan et al. (2022): <https://pure.northampton.ac.uk/en/publications/evaluation-report-delapre-cycling-and-walking-social-prescription>

<sup>9</sup> Point: “Additional activities may be needed to increase awareness of environmental improvements undertaken and to promote use of the improved routes by the wider community to maximise the impact on walking.” - Adams and Cavill (2015): <https://doi.org/10.1016/j.jth.2015.09.002>

<sup>10</sup> Point: “Respondents predominantly reported using cycle tracks away from the road (45.5%), roads without cycle lanes (28.9%) and in public parks (13.7%).” - Ryan et al. (2022): <https://pure.northampton.ac.uk/en/publications/evaluation-report-delapre-cycling-and-walking-social-prescription>

<sup>11</sup> Point: “60.6% of respondents were not confident about cycling on the roads.” - Ryan et al. (2022): <https://pure.northampton.ac.uk/en/publications/evaluation-report-delapre-cycling-and-walking-social-prescription>

<sup>12</sup> Point: “The paths are dangerous when the weather has been wet. Lots of dips and tree roots.” – Ryan et al. (2022) <https://pure.northampton.ac.uk/en/publications/evaluation-report-delapre-cycling-and-walking-social-prescription>

<sup>13</sup> Point: “This is better ... not overcrowded. You get [other] parks, too many people ... got to be careful making people overly conscious of it, then you are going to draw the crowds. There’s a balance.”; “Any day you can come here and walk and it always feels safe. Lots of dog walkers, lots of mums walking toddlers, never feel in danger at all here, very safe environment.” – Hardwicke et al. (2023): <https://doi.org/10.1080/23748834.2024.2313307>

<sup>14</sup> Point: “When you come for a walk like this you want to get into the fresh air, trees, grass. You don’t want to see that urban environment particularly. pylons ... city and developed life - it’s nice to be away from that.” – Hardwicke et al. (2023): <https://doi.org/10.1080/23748834.2024.2313307>