



Movement Strategy: Consultation Responses

Bushy Park

08 March 2021



Prepared for The Royal Parks by Sustrans' Research and Monitoring Unit

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Executive summary

- As part of the Royal Parks Movement Strategy, The Royal Parks carried out a public consultation survey from 16th November 2020 to 10th January 2021 to understand people's views on the trial to remove through traffic in Bushy Park.
- There was a total of 3,331 responses to the survey.
- 56% of responses were supportive of the scheme being made permanent whereas 41% were not and 4% were not sure.
- 58% of responses agreed that the change had a positive impact on the park and 59% agreed that the park was now a more pleasant place to spend time.
- 36% of responses believe the change had a negative impact on the surrounding area and 32% of responses said the park was more difficult to access.
- A majority of both local and non-local respondents said they thought the scheme should be made permanent. Non-local respondents were slightly more positive towards the scheme than local respondents.
- Respondents who use the park for walking, relaxation/mental wellbeing or cycling were more in favour of the scheme compared to those who use the park roads to drive through.
- Those traveling to the park by walking, cycling or using public transport were more supportive of the scheme compared with those accessed the park by car.
- Open text comments gave further insight into respondent opinions of the trial, including perceptions on the improvements within the park environment, the increase in congestion surrounding the park, and issues with traffic within the park.

1. Bushy Park

This report details the results of The Royal Parks Movement Strategy consultation survey for changes made in Bushy Park.

1.1 Bushy Park: Movement Strategy

The Royal Parks' Movement Strategy was published in February 2020¹. As part of this, trials in six Royal Parks have been undertaken.

In Bushy Park, the following trial was implemented:

- **Motor vehicle restriction introduced on Chestnut Avenue between Teddington and Hampton Court Gate**

The road has remained open to all park users walking, wheeling or cycling. Car parks have remained open and accessible, though only to be accessed from the closest park gate. Cars have not been able to use Chestnut Avenue as a through route at any time during this trial (Figure 1).

A formal consultation with park visitors, residents and stakeholders was undertaken. This report details the results of the consultation run by The Royal Parks and administered by Sustrans. A consultation survey was open between 16th November 2020 and 10th January 2021.

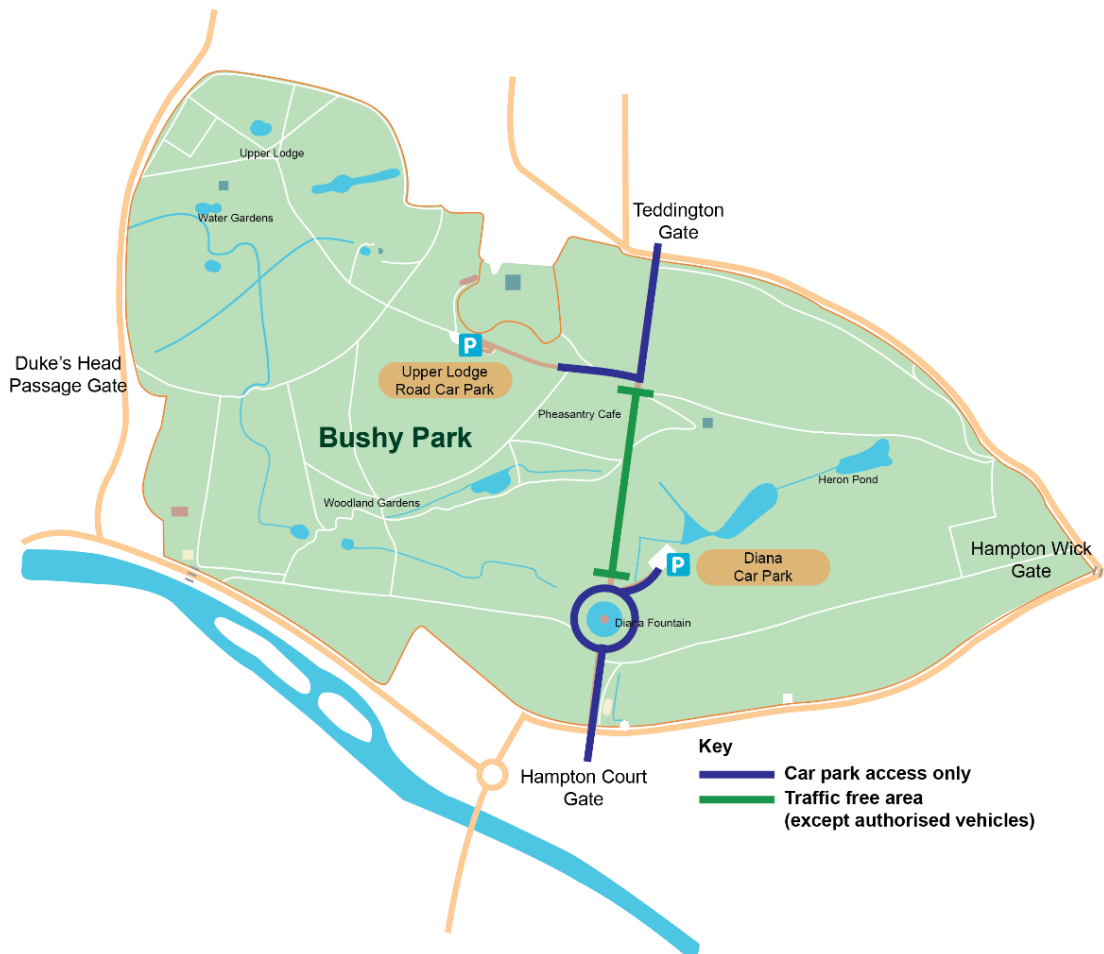
Accompanying the online survey, two face to face engagement sessions were held in the park to increase and diversify participation. These were supported by targeted social media posts, letter drops to local households, publicity in local media, and survey information posters in the park. For more information on our engagement approach see the Appendix.

3,331
total responses to the
consultation survey

¹ <https://www.royalparks.org.uk/managing-the-parks/park-strategies/the-royal-parks-REtransport-and-movement-strategy>

In total, there were 3,331 responses to the survey. Of these 3,145 were captured online and 186 through face to face surveys.

Figure 1 Map of Bushy Park detailing changes



1.2 About the survey

The survey was designed to gain an insight into how the changes were working for the public, including how they affected for park visitors and stakeholders. As the survey is a self-selecting sample, as opposed to a representative sample of the public at large or targeted at a small sample of local people, it is not designed to be a referendum as to whether the changes are working.

All percentages are calculated based on the number of responses received for each specific question and are rounded to the nearest whole. They therefore may not always total 100%.

For further methodological notes, see the Appendix.

2. Responses: Overall

This section summarises the overall results of the consultation survey.

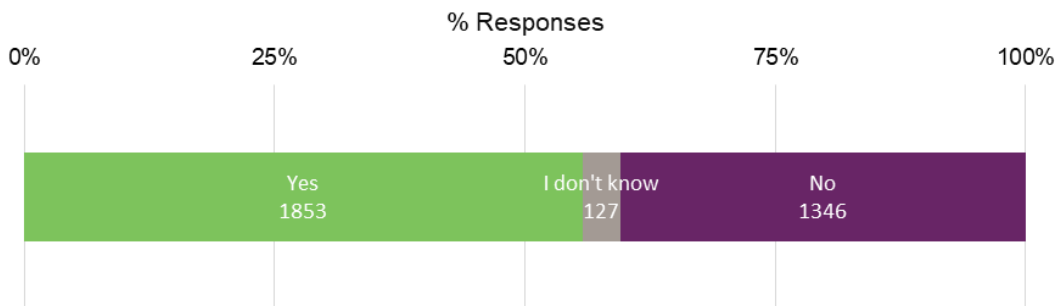
- 56% of responses would like to see the partial closure on Chestnut Avenue become permanent.
- 59% of responses said they thought the park has become a more pleasant place to spend time and 58% said that the change has had a positive impact on the park.
- 32% of responses think the area surrounding the park has been negatively impacted by the change.
- 60% of responses did not think the scheme made it more difficult to access the park.

2.1 Should the scheme be made permanent?

Respondents were asked whether they thought the scheme should be made permanent. 56% (1,853 responses) said they would like to see the partial closure of Chestnut Avenue made permanent. This compared to 41% (1,346 responses) who did not and 4% (127 responses) who were unsure (Figure 2).

56%
think the scheme should be made permanent

Figure 2 Overall responses to “Do you think the scheme should be made permanent?”



2.2 Views on how the change is working

Respondents were asked the extent to which they agreed with a series of statements to understand how respondents thought the partial road closure on Chestnut Avenue is working (Figure 3).

For the statement “**These changes have made the park a more pleasant place to spend time**” 59% (1,963 responses) said they agreed/strongly agreed compared to the 28% (934 responses) who disagreed/strongly disagreed. 12% (398 responses) neither agreed nor disagreed and 1% (20 responses) said they did not know.

59%
think the scheme has made the park a more pleasant place to spend time

For the statement “**The changes have had a positive impact on the park**” 58% (1,924 responses) said they agreed/strongly agreed compared to the 28% (913 responses) who disagreed/strongly disagreed. 12% (391 responses) neither agreed nor disagreed and 2% (77 responses) said they did not know.

58%
think the scheme has had a positive impact on the park

For the statement “**The changes have had a negative impact on the area surrounding the park**” 36% (1,194 responses) said they agreed/strongly agreed. This compared to the 47% (1,566 responses) that said they disagreed/strongly disagreed, and the 10% (328 responses) who neither agreed nor disagreed. 7% (215 responses) said they were unsure.

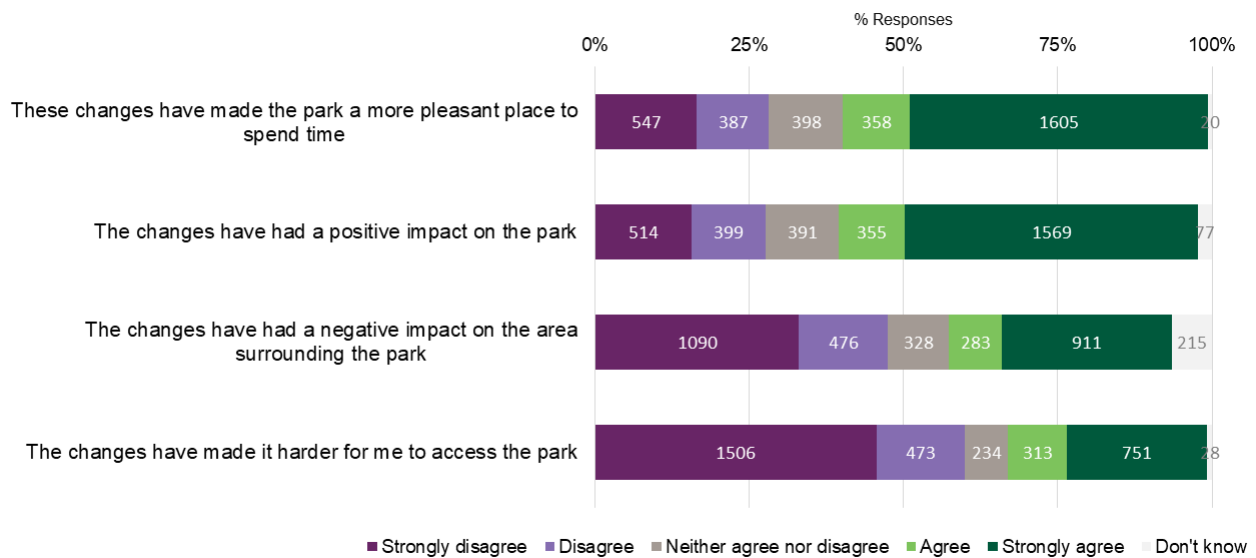
36%
think the scheme has had a negative impact on the area surrounding the park

For the statement “**The changes have made it harder for me to access the park**” 32% (1,064 responses) said they agreed/strongly agreed.

This compared to the 60% (1,979 responses) that said they disagreed/strongly disagreed, and the 7% (234 responses) who neither agreed nor disagreed. 1% (28 responses) said they did not know.



Figure 3 Overall responses to “Thinking about [the changes], to what extent do you agree with the following statements?”



2.3 Further Responses: Open text

Respondents were invited to provide additional comments on their experience of the consultation area. Out of the 3,331 total responses, 1,939 included open text comments.

Scheme has increased traffic in the surrounding area

The most common theme which emerged from respondents’ comments was that the scheme has **increased traffic in the surrounding area**. Of these, a large amount of responses highlighted longer journey times as cars must now drive around the park as opposed to through. Responses noted that this negatively affected their everyday journeys including those to work, school and visiting friends/family as well as having a negative effect on air quality in local area. This was also closely linked with comments saying **accessibility to the park by car has decreased** due to the restrictions, with a number of people concerned about older and/or disabled people and those with small children not having access to both sides of the park.

“I am both a cyclist and a motorist, the park is a wonderful amenity but I strongly believe that we SHOULD allow through traffic - this affects only a small part of the park but prohibiting traffic has a massive negative effect on the surrounding area, particularly in terms of pollution, traffic queues etc.” (B02768, no postcode)

“The changes have prevented me accessing the park as the additional time driving round the perimeter to access my preferred area makes it unfeasible. The additional traffic on routes around

the area are unacceptable and will create huge pollution and accident risks as well as congestion in Kingston, Teddington, Hampton Court and Hampton wick.” (B02666, KT13)

Improved park environment

Another common theme present within the open text responses was respondents noting the **improved park environment**. Many responses highlighted that the park has become more pleasant and that the experience for people walking and cycling has improved. Many responses also noted that they felt safer while being in the park with some saying that the change has improved the experience for children and families. Additionally, there were various comments which mentioned an improvement in air quality within the park.

“The park is so much more peaceful, quiet, and less polluted without cars. Thank you.” (B02533, TW11)

“The changes have been brilliant, it’s safer for walkers, cyclists and the deer. It’s made the park a more accessible and tranquil place. Much better for the wildlife too.” (B02495, TW11)

Increased congestion within the park

A number of responses cited **increased congestion within the park**, with many noting further traffic build up as a result of the scheme. Comments cite a high volume of visitors, with car parks often full and vehicles that are unable to find a spot must turn around and exit the park – rather than driving through – adding to congestion and negatively impacting air quality within the park. Some responses said that this is further adding to congestion issues outside of the park as vehicles must travel around the park to the opposite car park. A number of comments suggested signs at the entrance of the park to signal when/if the car parks are full would be beneficial in alleviating some of the congestion issues.

“Stopping through traffic is a good idea but would be better if both carparks could be accessed from either gate if one carpark is full you have drive around the park to access the other carpark clogging up the roads more and adding to emissions especially if queuing inside or outside the park. Also if you are not very mobile walking some people may wish to drive between the carparks during their visits.” (B0304, RG40)

“It causes queues around the local area & queues within the park around the carparks. It also causes huge queues in the roads going around the park as people have to drive around the park instead of through it. It’s not pleasant for people who live close to the park.” (0457, TW11)

“With so many people using the park at weekends it has been impossible to park and has ended up with long traffic jams to then get out of the park. To visit the pheasantry cafe there is a long journey either via Kingston or Hampton to get to the Teddington gate.” (B0670, KT12)

Dangerous and unpleasant interactions between cyclists and other park users

Comments from both those that support the scheme and those that do not support it said there were some dangerous or unpleasant interactions between people cycling – especially sports cyclists – and other park users. These comments noted concern over the speed at which some cycles are travelling, which some responses say has increased without cars on the road. There was some support for additional cycle infrastructure provision such as cycle lanes, speed bumps or better speed monitoring.

“If chestnut Avenue stays closed please ensure cyclists have an enforced speed limit as they cycle too fast & are a danger to families.” (B00283, TW11)

“There are far too many cyclists in the park which make it unpleasant to walk.” (B00249, W4)

Additional comments:

Further comments provided general support for the scheme and The Royal Parks’ Movement Strategy as a whole, whilst a slightly fewer number of responses were opposed to the changes and would like to see them removed.

There was also a number of less common themes but nevertheless important issues or insights. For example, there was some support for further removal of vehicles with some responses supporting the introduction of car parking charges or some comments suggesting the complete removal of car traffic from the park. Additionally, there was some support for the opening of the road at certain times (such as during the week or during commuting hours).

“I would like the changes to be permanent at the weekend but the road to be open from Mon-Friday to facilitate access to Hampton court and beyond.” (B02679, no post code)

“Please consider introducing car parking charges to encourage people to walk or cycle to the park.” (B00382, KT8)



2.4 Further responses: Written submissions

In addition to the survey responses, The Royal Parks received 106 written submissions from the public about the changes to Bushy Park during the consultation period. Of these 63 (59%) were supportive of the schemes or wanted them made permanent, while 43 (41%) opposed the schemes or wanted them removed.

Email submissions covered a range of detail and raised multiple points. The most common themes/topics raised included:

- The scheme has increased traffic/congestion in the surrounding area (40 emails)
- The park environment has been improved by the scheme (34 emails)
- There have been dangerous or unpleasant interactions between people cycling (particularly sports cyclists) and other park users (21 emails)
- The scheme has made it harder to access the park (18 emails)
- Other topics raised included the scheme creating longer journeys and increased pollution, and the scheme creating issues with parking in and near the park



3. Respondent location

This section looks at where responses came from and differences between local and non-local responses.

- 59% of responses were from local postcodes.
- Non-local responses were slightly more positive towards the scheme than local responses.
- However, responses from local and non-local postcodes about the perceived impact of the changes on the park and its surroundings are similar, showing no clear divergence in agreement between local or non-local park users.

3.1 Respondent location

Respondents were asked to provide their postal district. The six post code districts identified as local to Bushy Park are: TW11, KT1, TW12, KT8, KT7, and KT6.

59% (1,958 responses) of responses were from local post codes, a further 33% (1,083 responses) were from other locations in the U.K (the majority from within Greater London and North Surrey) and 9% of responses (290 responses) either provided invalid or no information. The postcode district with the largest number of responses was TW11, from which 32% of all responses (1,068 responses) were received. The local district with the smallest representation was KT6 with 1% (39 responses) of all responses. The non-local postcode district with the highest number of responses is TW2, from which 4% of responses (128 responses) were received (Figure 4).

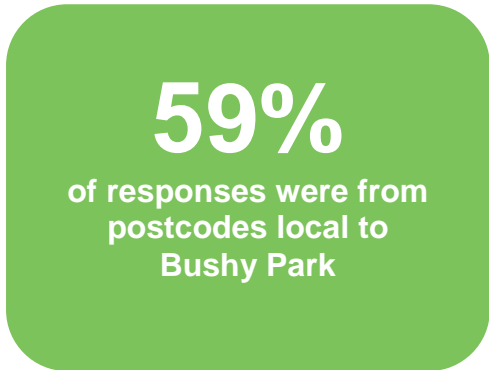
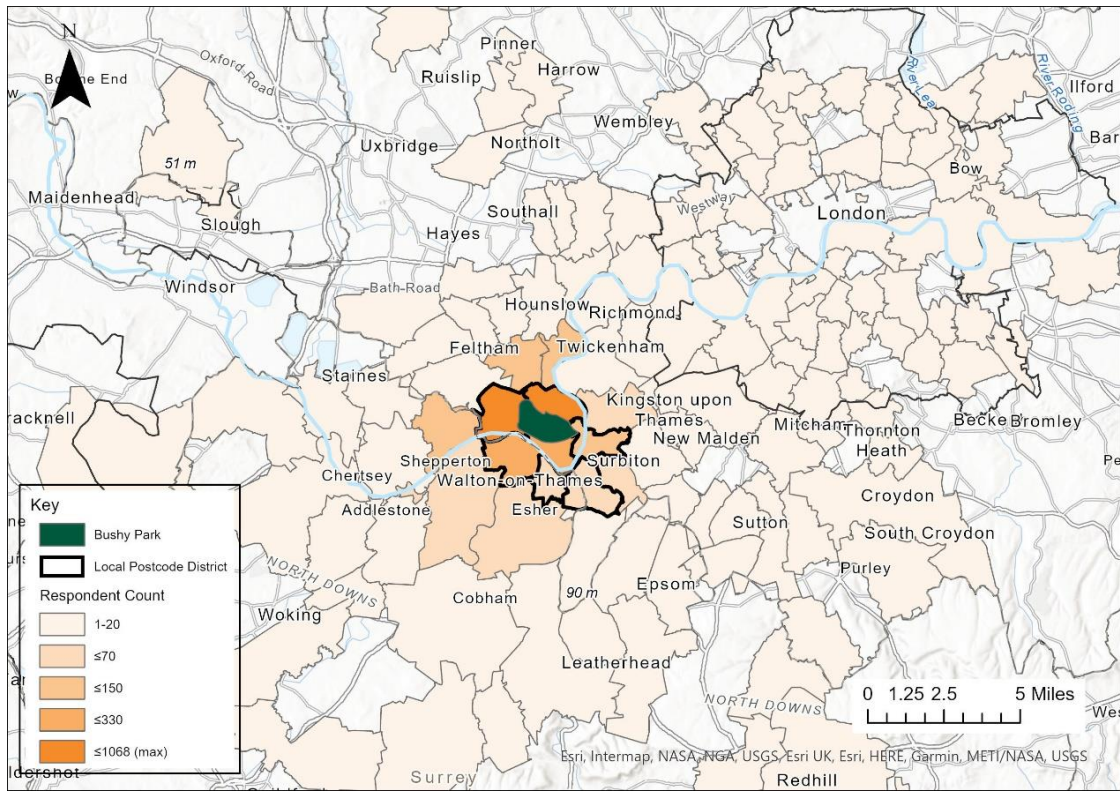


Figure 4 Map of respondent location within London

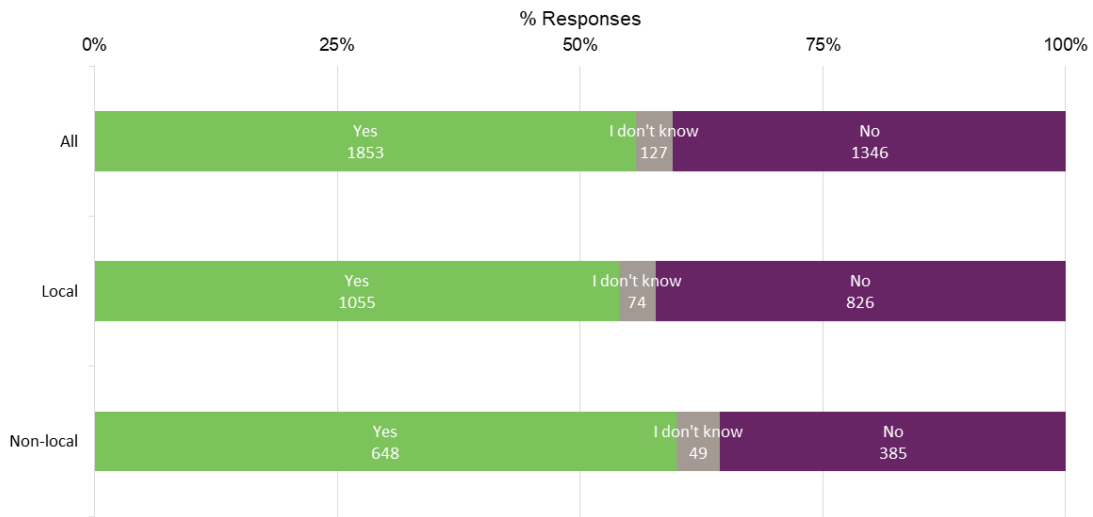


3.2 Responses by respondent location

Responses from non-local postcodes were slightly more positive towards the closure on Chestnut Avenue compared to responses from local postcodes. Both local and non-local responses express support for the scheme to become permanent. When asked if the change should be made permanent 60% (648 responses) of responses from non-local postcodes were supportive, compared to 36% (385 responses) who were not. 54% (1,055 responses) of responses from local postcodes were in favour of making the partial closure permanent and 42% (826 responses) were not. (Figure 5).



Figure 5 Responses to “Do you want to make the changes permanent?” by location



There is clear alignment in the way local and non-local responses perceive the impact of the changes on the park and its surroundings. There appears to be little divergence between local and non-local responses on the four statements respondents were asked about.

Both local and non-local respondents had more responses agreeing/strongly agreeing that **the change has made the park a more pleasant place to spend time** than disagreeing/strongly disagreeing (Figure 6).

Responses from both non-local and local respondents were similar to the statement **“The change has had a positive impact on the park”** with the majority of both groups agreeing/strongly agreeing with this statement (Figure 7).

When asked if the change has **had a negative impact on the area surrounding the park**, more non-local and local responses disagreed/strongly disagreed compared to agreed/strongly agreed (Figure 8).

When asked if the **change has made it harder to access the park**, responses from non-local and local post codes both had more responses disagreeing/strongly disagreeing with the statement than agreeing/strongly agreeing (Figure 9).



Figure 6 Responses to “These changes have made the park a more pleasant place to spend time” by location

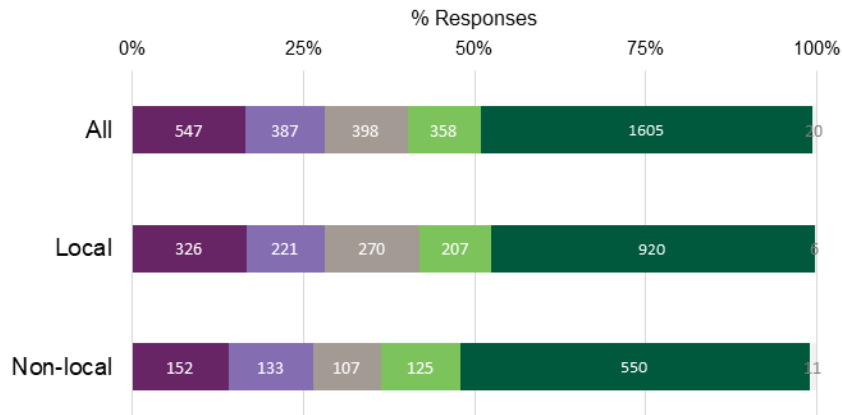


Figure 7 Responses to “The changes have had a positive impact on the park” by location

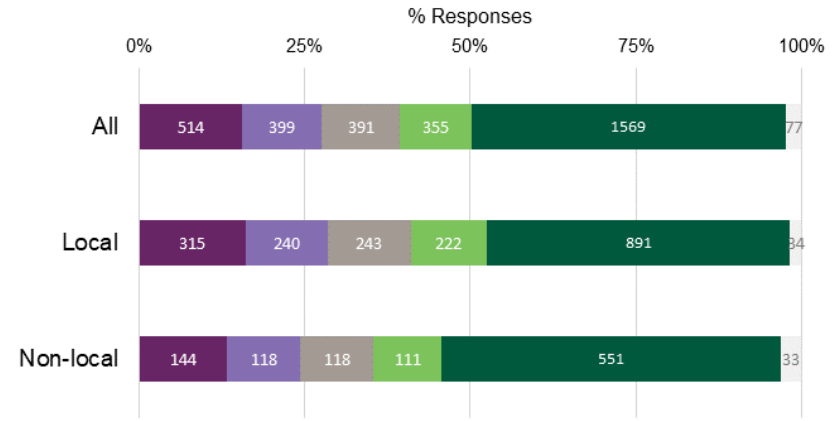


Figure 8 Responses to “The changes have had a negative impact on the area surrounding the park” by location

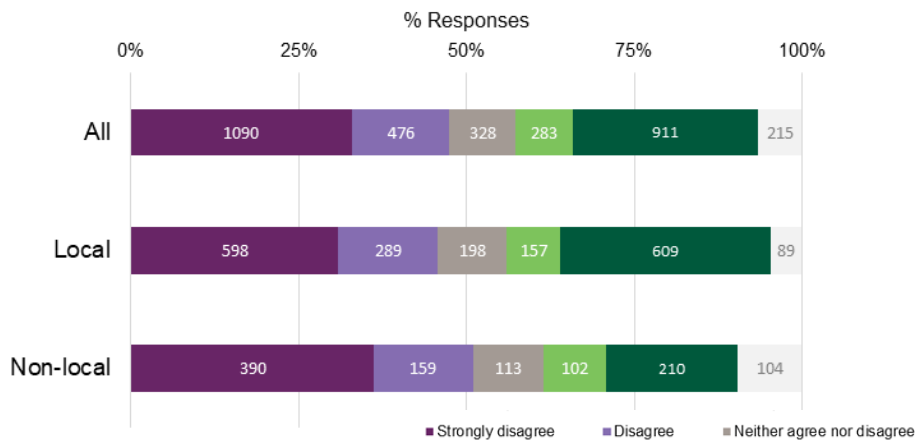
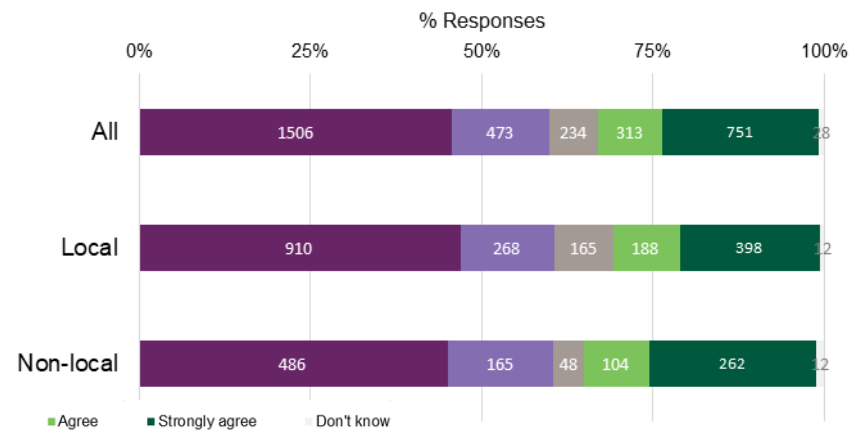


Figure 9 Responses to “The changes have made it harder for me to access the park” by location



4. Responses: Park users

This section looks at how respondents use the park and the differences between park users.

- When asked how they use the park, walking was the most common response provided, followed by relaxation/mental wellbeing, and cycling.
- Those who use the park for driving through in a private vehicle were generally less supportive of the scheme than those using it for walking, relaxation/mental wellbeing and cycling.

4.1 Respondent park use

Respondents were asked what they usually do in Richmond Park. They were able to select up to three activities from a multiple choice list, which included an “Other” option (Figure 10).

The most common option selected was “Walking” with 82% of the responses (2,722 responses). These respondents were also asked about the type of walking they most commonly do in Bushy Park. Of these responses, 66% (1,806 responses) said “Casual stroll/with family or children”, 19% (515 responses) said “Dog walking”, 10% (278 responses) said “Hiking” and 4% (121 responses) said “Other” (Figure 11).

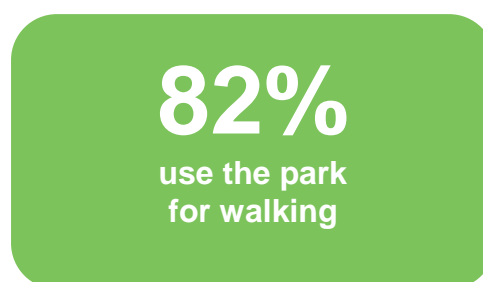


Figure 10 Respondent activities in Bushy Park

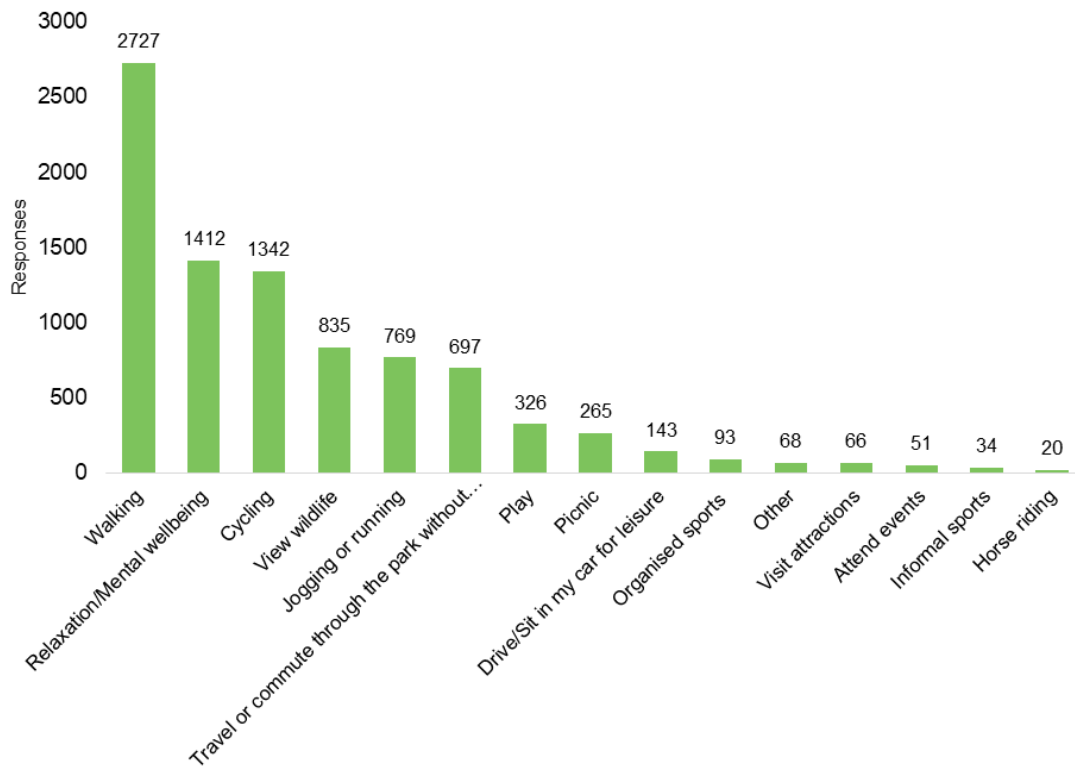
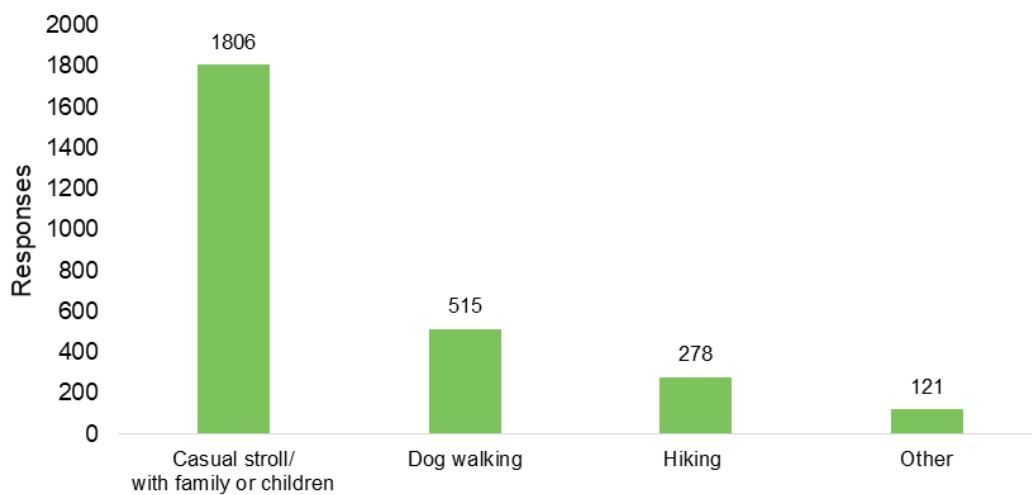
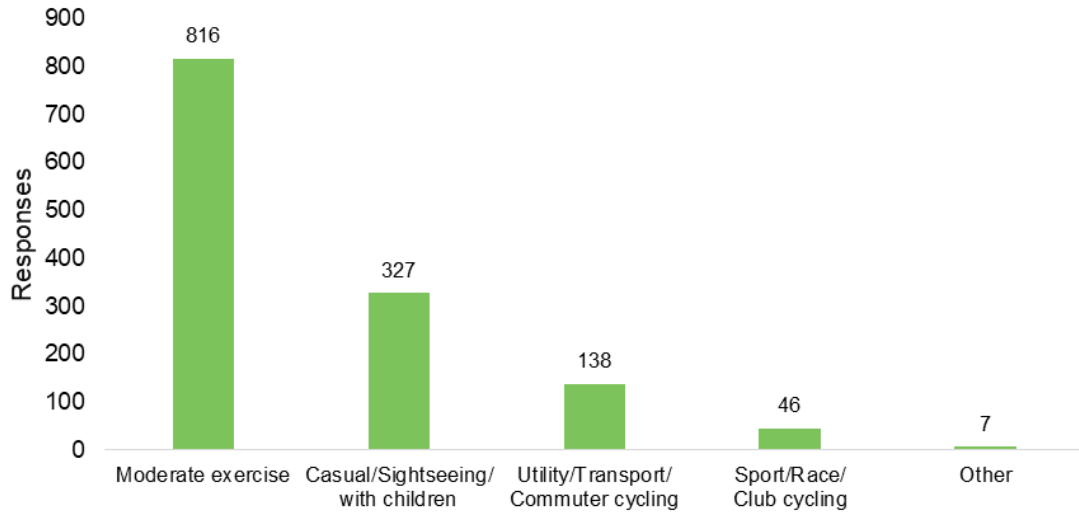


Figure 11 Type of walking undertaken



The second most common option selected by respondents was “Relaxation/Mental wellbeing” with 43% (1,412 responses) of responses, followed by “Cycling” with 40% (1,342 responses) of responses. Respondents who selected cycling were also asked about the type of cycling they most commonly do in Bushy Park. Of these responses, 61% (816 responses) said “Moderate exercise”, 25% (327 responses) said “Casual/Sightseeing/with children”, 10% (138 responses) said “Utility/Transport/Commuter Cycling”, 4% (46 responses) said “Sport/Race/Club cycling, and 1% (7 responses) selected “Other” (Figure 12).

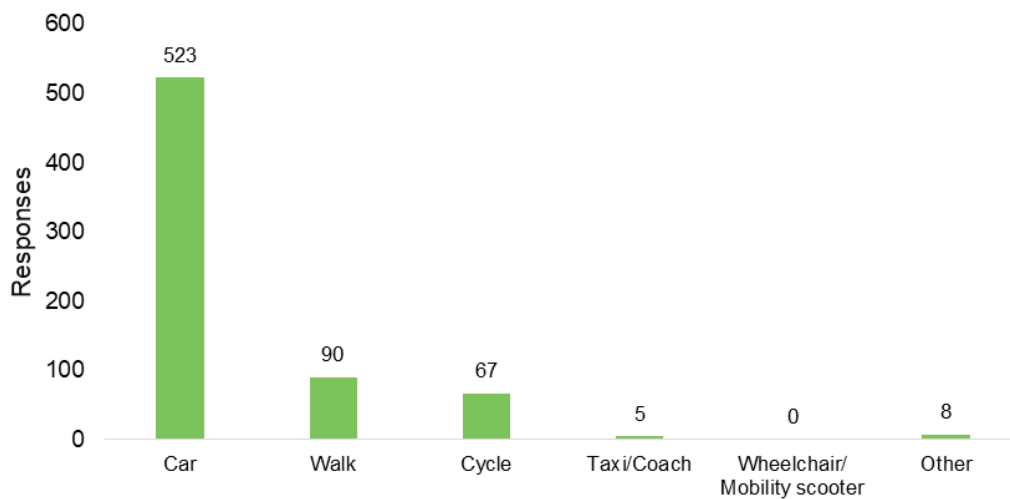
Figure 12 Type of cycling undertaken



Responses show park users visit for other common activities, with 25% of responses said they visited the park for “Viewing wildlife” (835 responses) and 23% of responses selected “Jogging or running” (769 responses).

Additionally, 21% (697 responses) said that they “Travel or commute through the park without stopping”. Of these, 76% (523 responses) said they travel through by car, 13% (90 responses) said they walked, 10% (67 responses) said they cycled and 1% (8 responses) selected "Other" (Figure 13).

Figure 13 Mode of those who travel or commute through the park without stopping

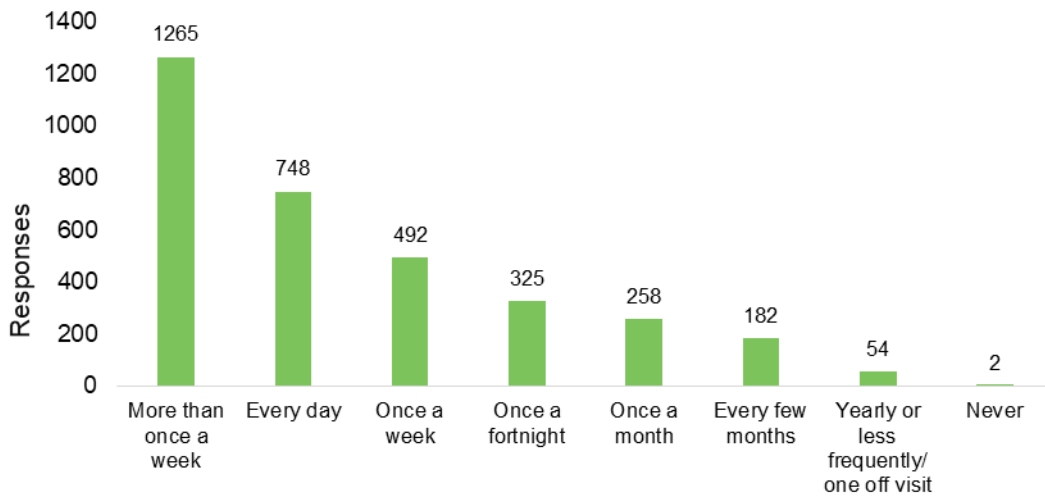


4.2 Park user frequency

Respondents were asked roughly how often they visit or travel through Bushy Park (Figure 14). The most common response was “More than once a week” with 38% of responses (1,265 responses). Many respondents are regular park visitors, with 85% (2,830 responses) saying they visit once a fortnight or more frequently.

85%
visit the park at least
once a fortnight

Figure 14 How often do respondents visit or travel through Bushy Park



4.3 Responses by park user type

This section will compare responses by park user type, showing a breakdown for the three most common user types: walking, relaxation/mental wellbeing and cycling. To provide a comparison, responses from those who drive through the park have also been included in this section.

For each of the four park user types reported on below, the proportion of responses received for each group was: 82% walking (2,727 responses), 42% relaxation/mental wellbeing (1,412 responses), 40% cycling (1,342 responses) and 16% travel/commute through the park by car (523 responses).

Respondents who use the park for walking and for relaxation/mental wellbeing responded very similarly to the overall responses when asked if the **partial closure on Chestnut Avenue should be made permanent**.

56% (1,535 responses) of those who use the park for walking and 58% (823 responses) of those who use it for relaxation/mental wellbeing supported the change becoming permanent. This compared to 40% (1,077 responses) of those who using the park for walking and 38% (532 responses) of those using the park for relaxation/mental wellbeing who opposed.

Those who use the park for cycling were most in favour of making the change permanent, with 73% (972 responses) selecting “Yes” and 24% (321 responses) selecting “No” when asked if the scheme should be made permanent.

Responses from those using the park for driving through by car were most opposed to the change being permanent with 5% (24 responses) in favour and 93% (483 responses) opposing the change. 3% (15 responses) of car drivers were unsure (Figure 15).

56%

using the park for walking support the scheme being made permanent

73%

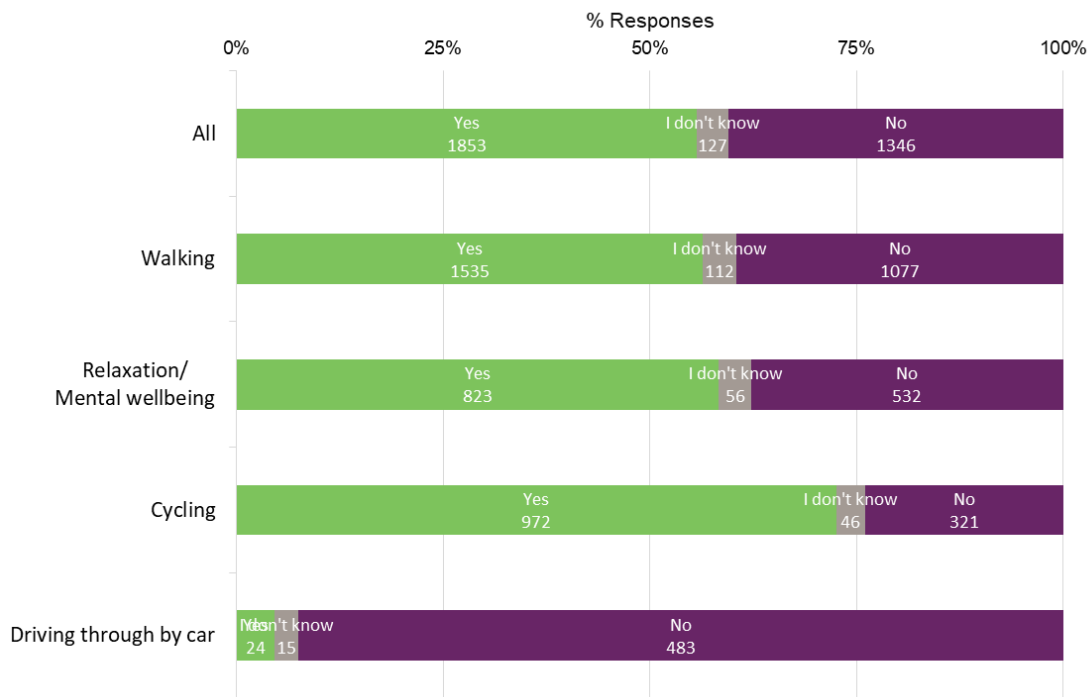
using the park for cycling support the scheme being made permanent

5%

using the park to drive through support the scheme being made permanent



Figure 15 Park user responses to “Do you want to make the changes permanent?”



When asked if **the change has made the park a more pleasant place to spend time**, those using the park for driving through had more responses that disagree/strongly disagree. The three most common park user types (walking, relaxation/mental wellbeing and cycling) all had more responses that agree or strongly agree the park is a more pleasant place to spend time as a result of the changes (Figure 16).

Those driving through the park by car had more responses that disagreed/strongly disagreed that **the change had a positive impact on the park**. All other analysed user types had a greater number of responses agreeing/strongly agreeing with the statement (Figure 17).

All analysed user types had more responses that disagreed/strongly disagreed with the statement “**The change has had a negative impact on the area surrounding the park**” except for those who use the park for driving through (Figure 18).

When asked if **the change has made it harder to access the park**, all analysed user types – except respondents who use the park for driving through by car – had more responses which disagreed/strongly disagreed with the statement compared to responses that agreed/strongly agreed (Figure 19).

Figure 16 Park user responses to “These changes have made the park a more pleasant place to spend time”

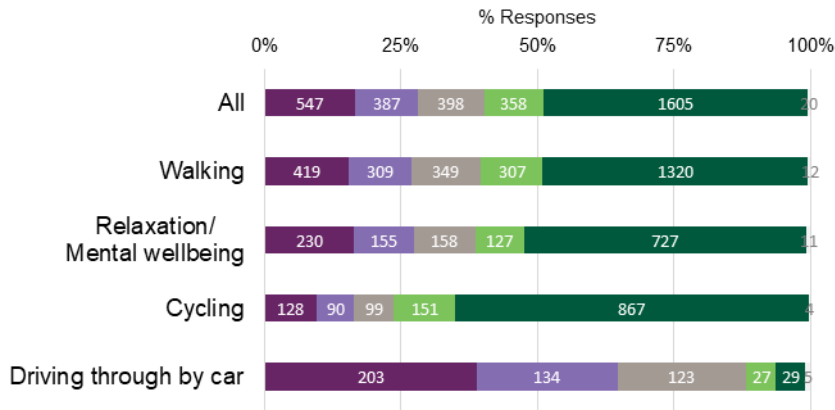


Figure 17 Park user responses to “The changes have had a positive impact on the park”

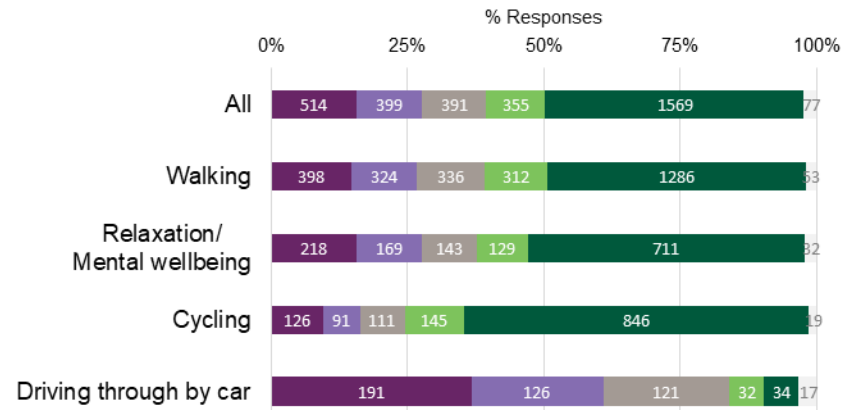


Figure 18 Park user responses to “The changes have had a negative impact on the area surrounding the park”

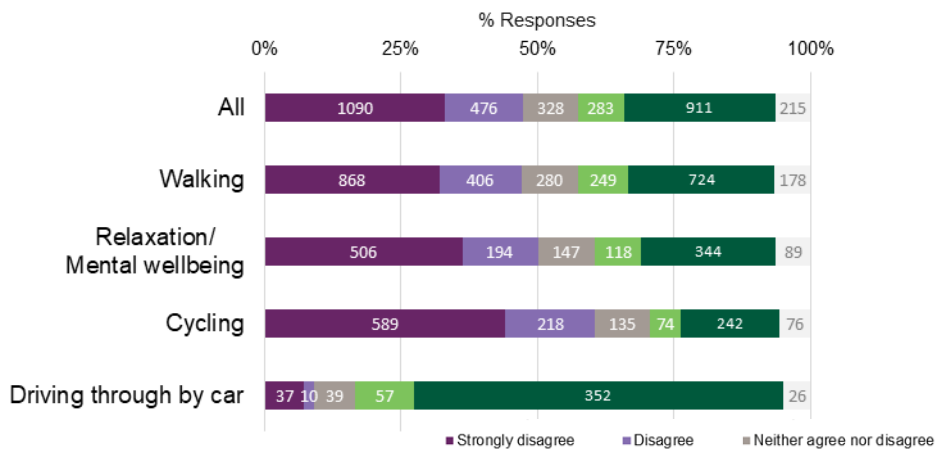
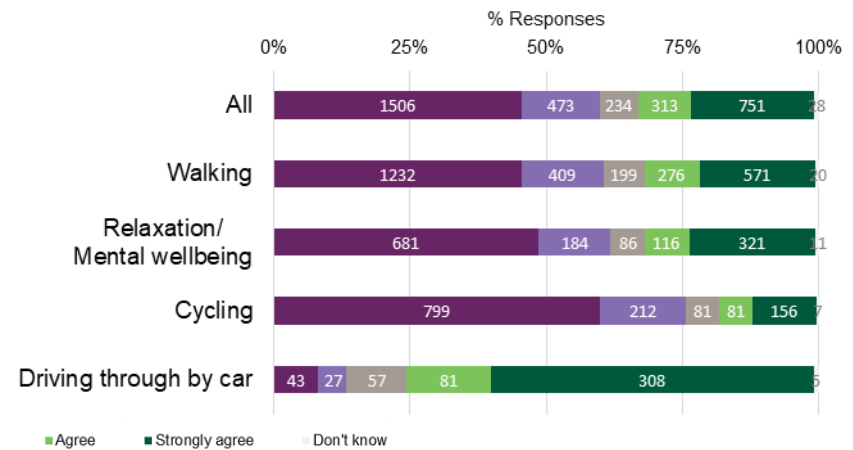


Figure 19 Park user responses to “The changes have made it harder for me to access the park”



5. Responses: Park access

This section looks at how respondents access the park and the differences in responses across travel modes.

- Walking was the most common response when asked how respondents access the park, followed by private car, cycle and public transport.
- Those accessing the park by private car were generally less supportive of the scheme than those accessing the park by walking, cycling or public transport.

5.1 How respondents access the park

Respondents were asked how they most commonly travel to Bushy Park. They were able to select up to two travel modes from a multiple choice list, which included an “Other” option.

The most common travel mode selected by respondents was “Walk” with 50% (1,651 responses). The second most common option was “Private Car” with 40% (1,346 responses), followed by Cycle with 35% (1,175 responses). Additionally, Public Transport was chosen by 4% (135 responses) of responses (Figure 20).

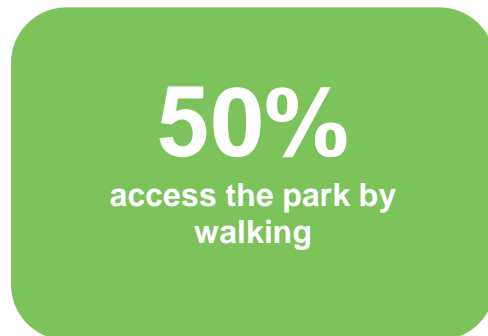
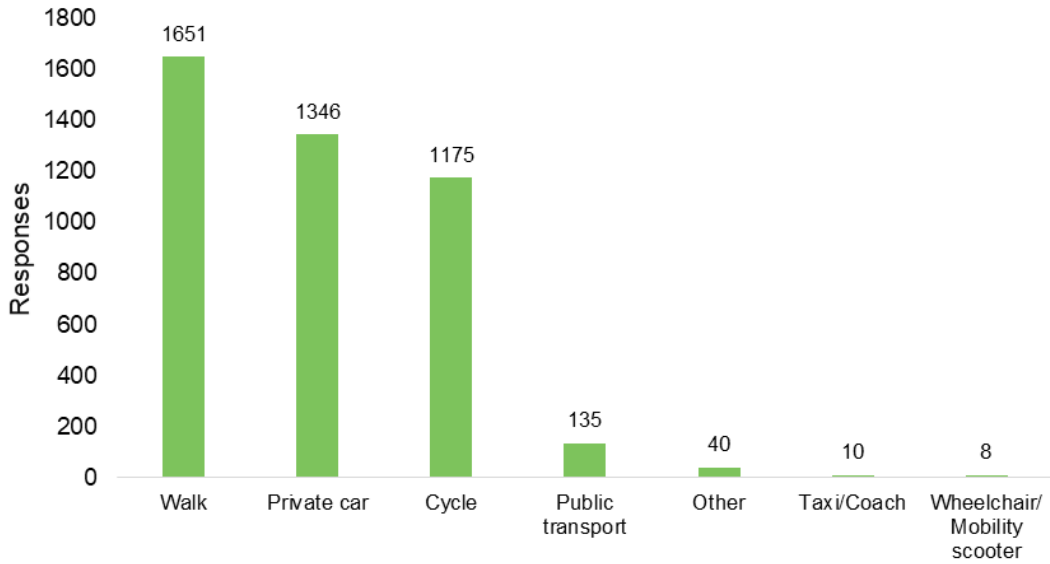


Figure 20 Respondents travel mode Bushy Park



5.2 Responses by park access mode

Responses on whether the **closure on Chestnut Avenue should be permanent** varied based on respondents travel mode to the park.

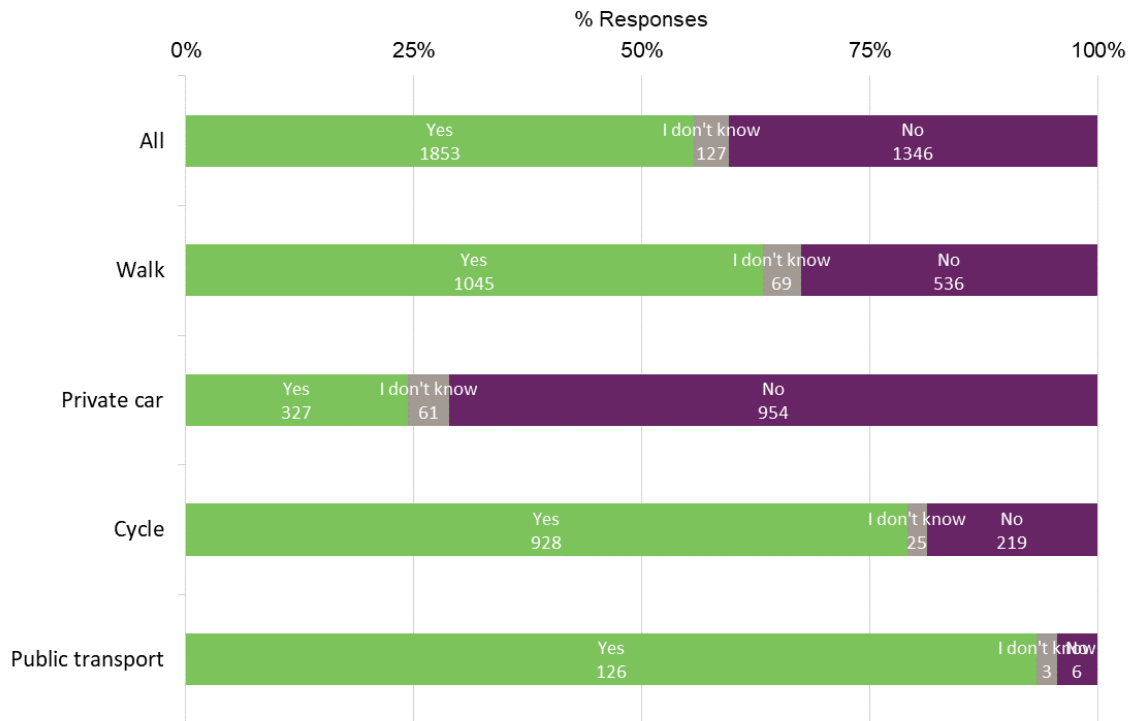
63% (1,045 responses) of responses from those who walk to the park and 79% (928 responses) of responses from those who cycle were in favour of the permanent change. There were 33% (536 responses) of responses from those who walk and 19% (219 responses) of responses from those who cycle to the park who did not want the scheme to be permanent. Those who travel to the park by public transport were most supportive with 93% (126 responses) wanting the scheme to be permanent and only 4% (6 responses) opposing it. Car drivers were the least supportive with 24% (327 responses) selecting “Yes” and 71% (954 responses) selecting “No” when asked if the scheme should be permanent (Figure 21).

63%
accessing the park by walking support the scheme being made permanent

24%
accessing the park by private car support the scheme being made permanent



Figure 21 Responses to “Do you want to make the changes permanent?” by park access mode



All groups analysed had more responses agreeing/strongly agreeing that the **change has made the park a more pleasant place to spend time** than those who disagreed/strongly disagreed, with the exception of people who access the park by car (Figure 22).

When asked if the **change had a positive impact on the park**, responses from those who cycle, walk or use public transport had more responses that agree/strongly agree with the statement than disagree/strongly disagree. Responses from those who travel to the park by car had an opposite trend, with more responses having disagreed/strongly disagreed (Figure 23).

The only analysed travel mode group to have more responses who agreed/strongly agreed that **the change had a negative impact on the surrounding area** were those who access the park by driving a private car (Figure 24).

All analysed park access modes – except for those coming to the park by car – had more responses disagree/strongly disagree that the change has **made it harder to access the park** (Figure 25).

Figure 22 Responses to “The changes have made the park a more pleasant place to spend time” by park access mode

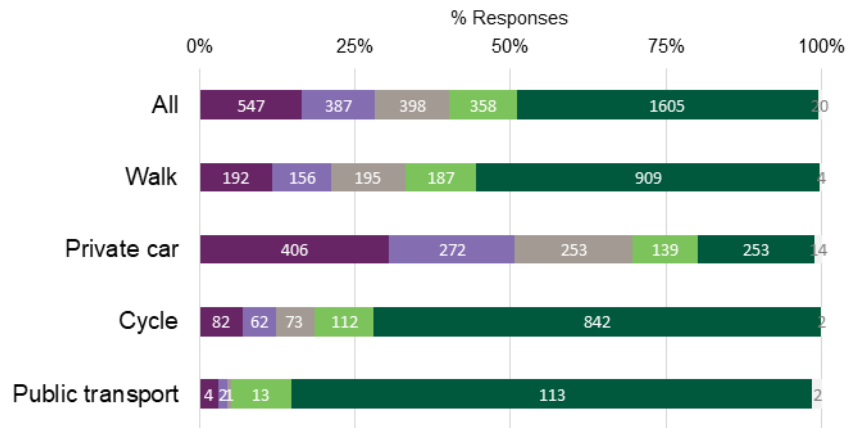


Figure 23 Responses to “The changes have had a positive impact on the park” by park access mode

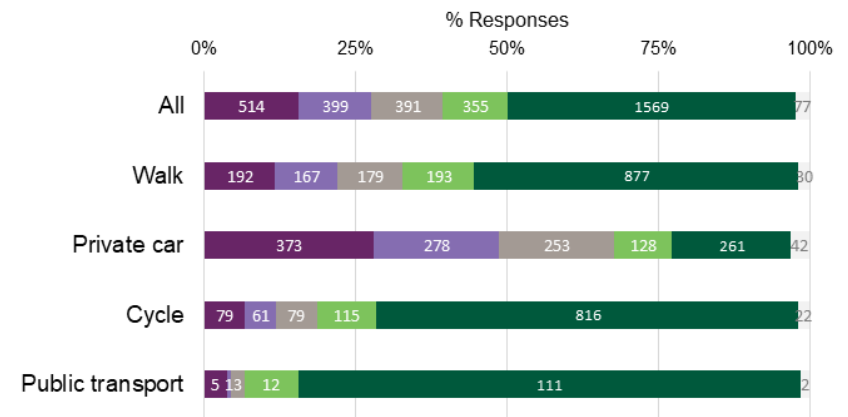


Figure 24 Responses to “The changes have had a negative impact on the area surrounding the park” by park access mode

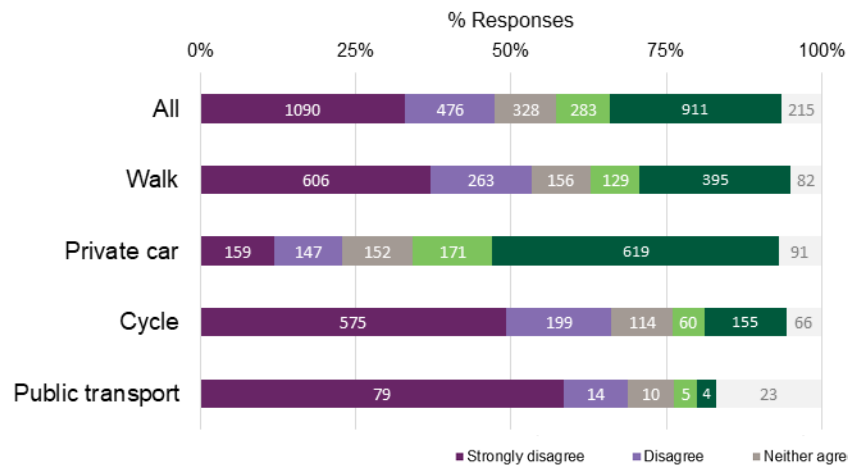
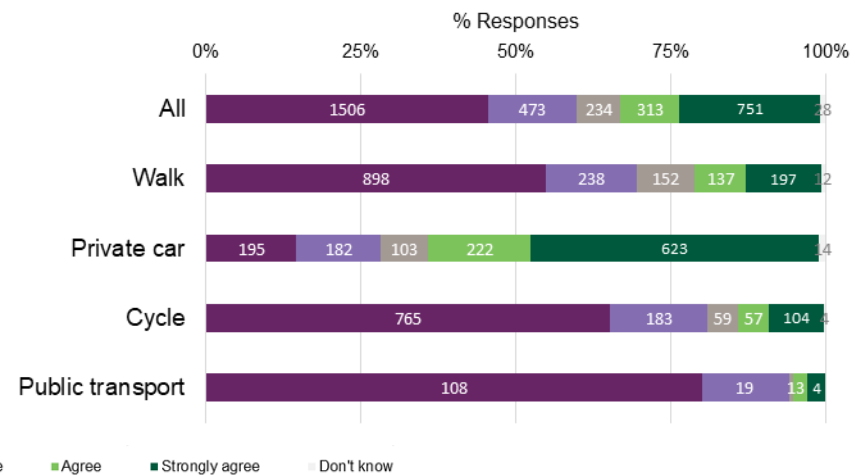


Figure 25 Responses to “The changes have made it harder for me to access the park” by park access mode



6. Respondent demographics

This section summarises respondent demographics.

- More women than men responded to the survey. The most common age category was 45-54 year olds and the most common ethnic group was “White”
- Men, younger respondents, and non-disabled respondents were more positive towards the scheme than women, older respondents, and disabled respondents

6.1 Respondent demographics

Respondents were asked a series of demographic questions. This was to track how representative the survey responses were and to explore how the changes potentially affected groups differently².

6.1.1 Gender

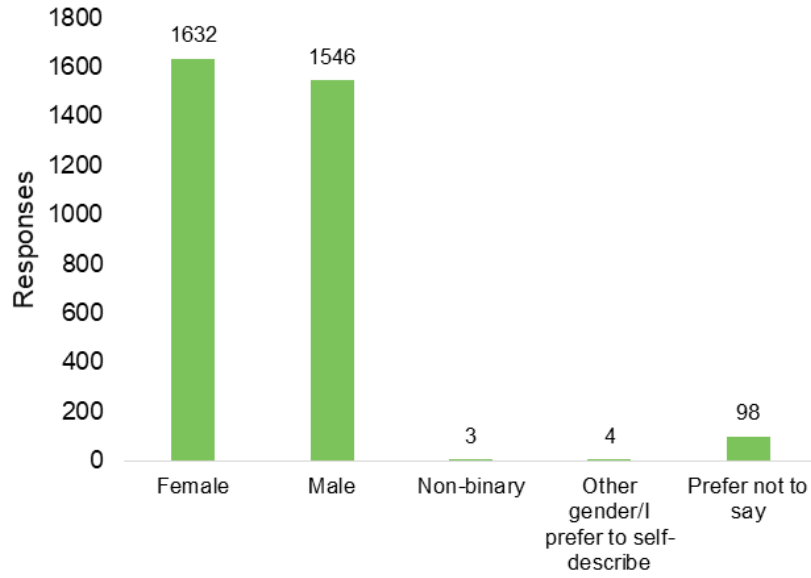
Of all respondents, 50% (1,632 responses) said they were female and 47% (1,546 responses) said they were male (Figure 26). Less than 1% (3 responses) of respondents said they were non-Binary and less than 1% (4 responses) said they were another gender or preferred to self-describe³. 3% (98 responses) preferred not say.



² See Appendix for an explanation on how demographic questions were asked.

³ Currently there are not reliable figures for non-binary and other genders population in the UK. It is estimated that up to 1% of the UK is trans (who may have put male or female in this survey) or non-binary: <https://www.stonewall.org.uk/truth-about-trans>

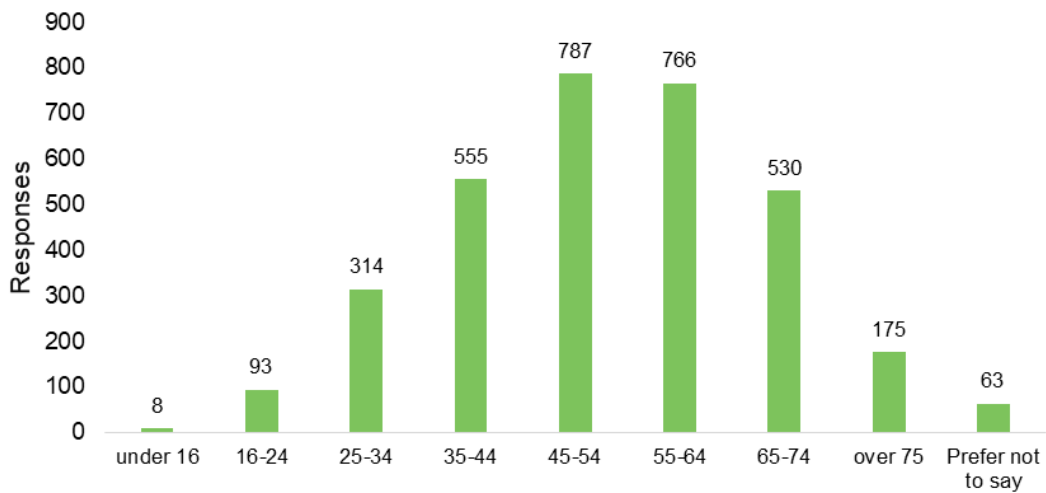
Figure 26 Gender of responses



6.1.2 Age

The most common age group selected was 45-54 years old, with 24% (787 responses) of responses. This was followed by 55-64 years old, with 23% (766 responses; Figure 27) of responses. Compared with UK averages, 45-54 and 55-64 age groups are overrepresented whereas the rest were underrepresented⁴. The least common age groups to respond were the 16-24⁵ age group, with 3% of responses (93 responses) and 75+ age group with 5% of responses (175 responses). There were 2% of responses (63 responses) who preferred not to provide their age.

Figure 27 Age of responses



⁴<https://www.ons.gov.uk/peoplepopulationandcommunity/populationandmigration/populationprojections/datasets/tablea21principalprojectionukpopulationinagegroups>

⁵ With the exception of Under 16 – see Appendix – Methodological note.

6.1.3 Disability/health issue

Overall, 85% (2,776 responses) of respondents said they did not have a disability/health issue, while 9% (299 responses) said their day to day activities were 'limited a little' by a disability or health issues and 3% (82 responses) indicated they were 'limited a lot'. 4% (121 responses) preferred not to say (Figure 28). Compared with UK averages, disabled respondents are underrepresented⁶.

Disabled respondents or those with a health issue were asked to indicate the nature of their disability/health issue by selecting as many as apply to them from a list. Of these, 55% (247 responses) said their disability/health issue related to 'Mobility', 14% (63 responses) said it related to a respiratory issue and 7% (33 responses) said it related to 'Mental health'. 8% (36 responses) selected 'Other' and 6% (28 responses) of responses preferred not to say (Figure 29).

Figure 28 Disability/health issues of responses

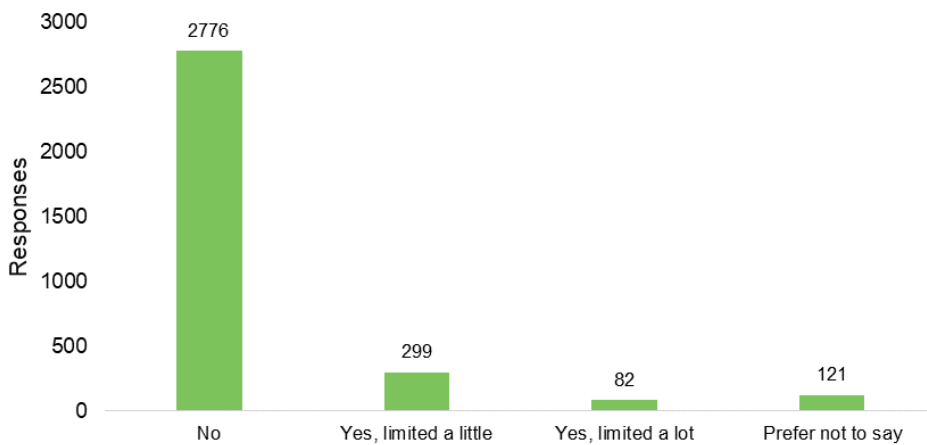
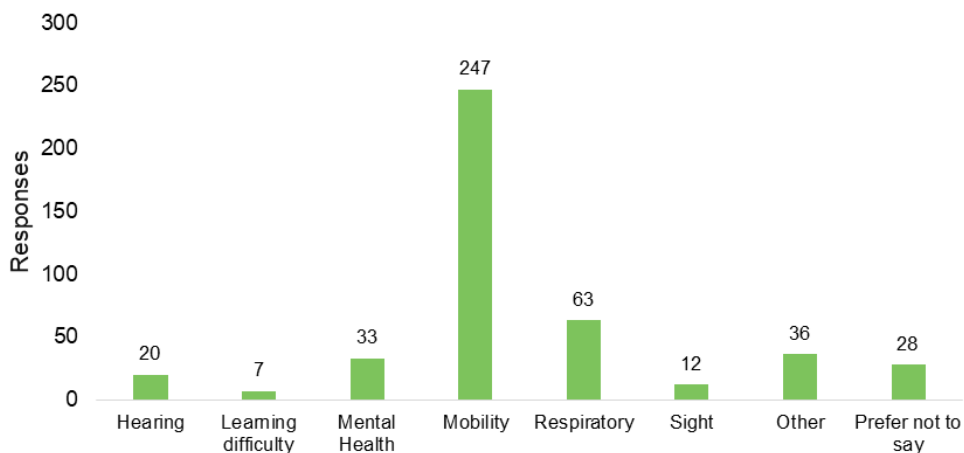


Figure 29 Category of disability/health issue of responses

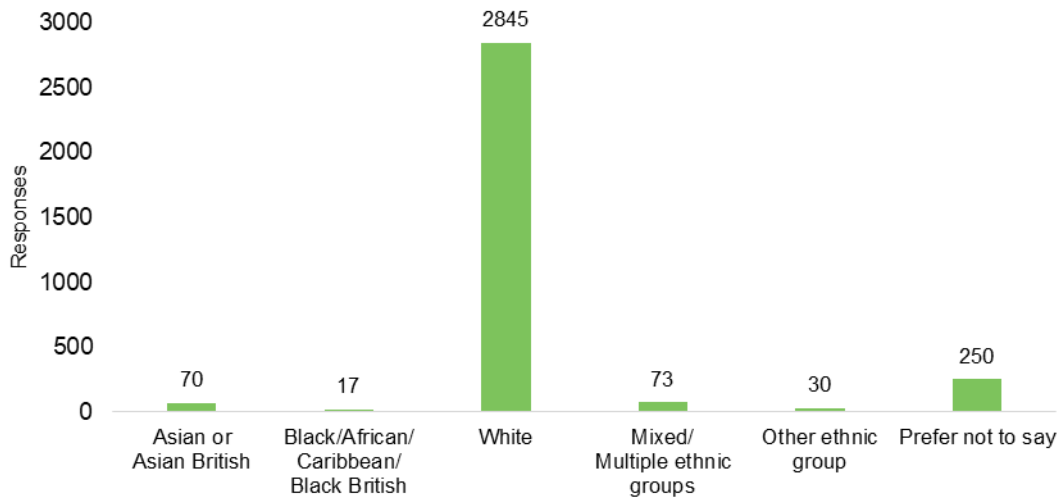


⁶ <https://www.gov.uk/government/statistics/disability-prevalence-estimates-200203-to-201112-apr-to-mar>

6.1.4 Ethnicity

The most common ethnicity selected by respondents was “White” with 87% (2,845 responses; Figure 30). 2% (73 responses) selected “Mixed/Multiple ethnic groups”, 2% (70 responses) selected “Asian or Asian British”, and 1% (17 responses) said they were “Black/African/Caribbean/Black British”. 1% (30 responses) selected “Other ethnic group”, while 8% (250 responses) preferred not to say. Compared to UK averages, White ethnic groups were slightly overrepresented, while Asian or Asian British and Black/African/Caribbean/Black British were underrepresented in the consultation⁷.

Figure 30 Ethnicity of responses



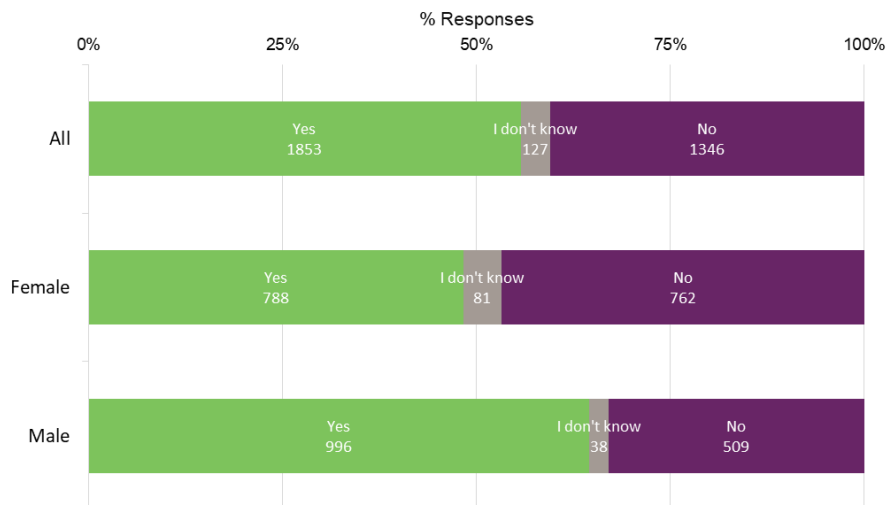
⁷ <https://www.ethnicity-facts-figures.service.gov.uk/uk-population-by-ethnicity/national-and-regional-populations/population-of-england-and-wales/latest>

6.2 Responses by gender

Men were more supportive of the closure on Chestnut Avenue than women. When asked if the **closure should be permanent**, 65% (996 responses) of men agreed while 33% (509 responses) disagreed. Women were more split on whether the closure should be permanent with 48% (788 responses) of women supporting the scheme and 47% (762 responses) of women opposing it (Figure 31).

48%
of women think the scheme should be made permanent

Figure 31 Responses to “Do you want to make the scheme permanent?” by gender



Around half of women’s responses and two thirds of men’s responses agreed/strongly agreed that the park **was a more pleasant place to spend time** compared to those who disagreed/strongly disagreed (Figure 32).

Both men and women had more responses agreeing/strongly agreeing to the statement “**The changes have had a positive impact on the park**”. Just over half of the women’s responses agreed/strongly agreed whereas two thirds of men’s responses strongly agreed/agreed (Figure 33).

Women’s responses to whether **the change has had a negative impact on the area surrounding the park** had a similar number of responses agreeing/strongly agreeing with the statement as disagreeing/strongly disagreeing. Men had more responses that agreed/strongly agreed (Figure 34).

When asked if the scheme made it **harder to access the park** both men and women had more responses that disagreed/strongly disagreed than agreed/strongly agreed with the statement (Figure 35).

Figure 32 Responses to “These changes have made the park a more pleasant place to spend time” by gender

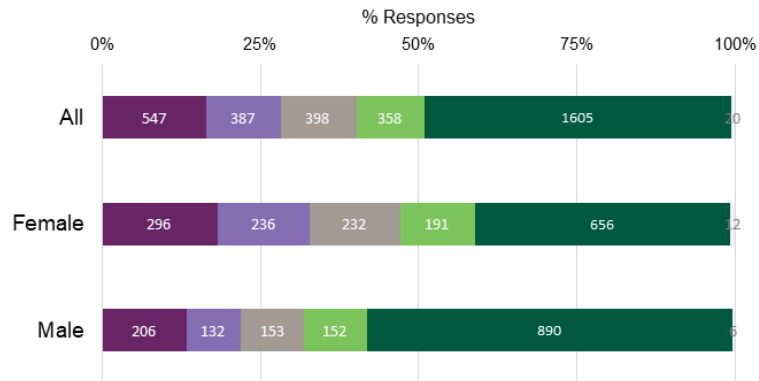


Figure 33 Responses to “The changes have had a positive impact on the park” by gender

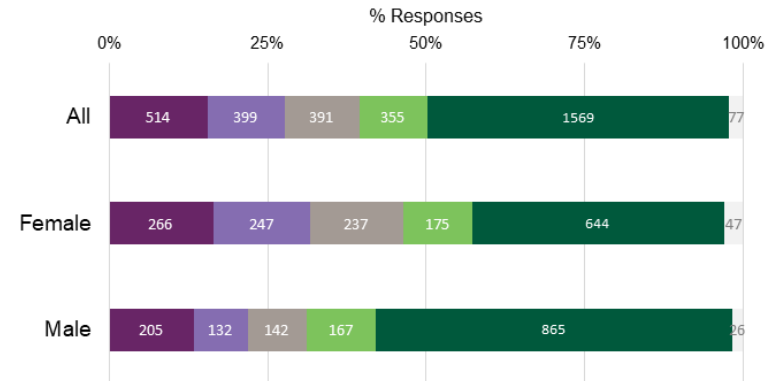


Figure 34 Responses to “The changes have had a negative impact on the area surrounding the park” by gender

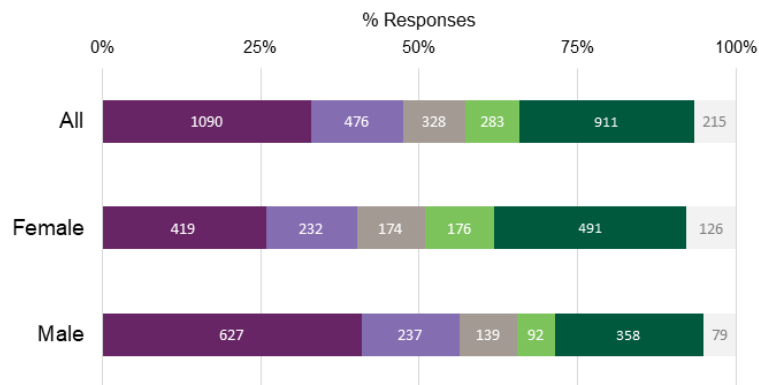
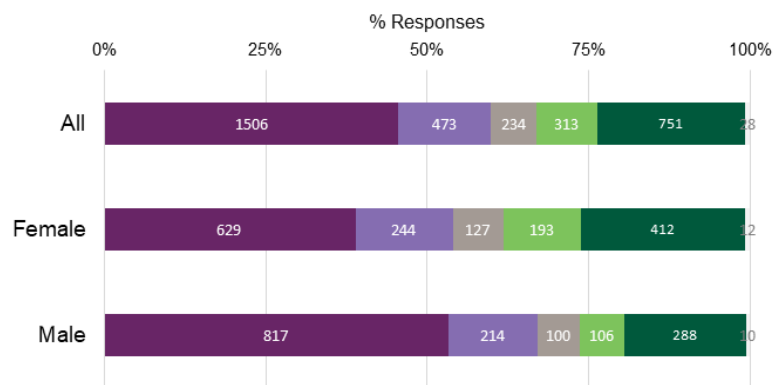


Figure 35 Responses to “The changes have made it harder for me to access the park” by gender

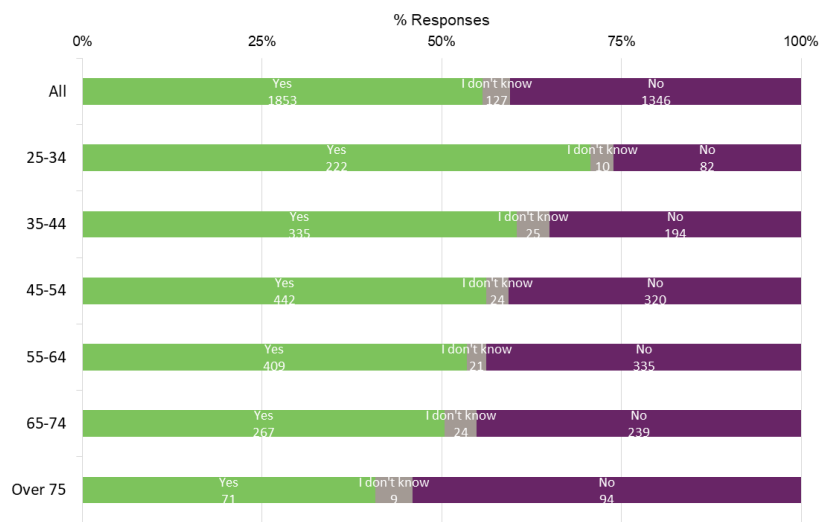


■ Strongly disagree
 ■ Disagree
 ■ Neither agree nor disagree
 ■ Agree
 ■ Strongly agree
 ■ Don't know

6.3 Responses by age

Overall, younger respondents were positive towards the partial closure of Chestnut Avenue while older respondents viewed the change more negatively. When asked if the **scheme should be made permanent**, 24-34 year olds were the most in favour with 71% (222 responses) selecting “Yes” and 26% (82 responses) selecting “No”. The proportion of positive responses decreased within older age groups. Over 75 year olds were the least in favour of making the scheme permanent with 41% (71 responses) supporting the scheme whilst 54% (94 responses) were opposed (Figure 36).

Figure 36 Responses to “Do you want to make the changes permanent?” by age



When asked if the “**The changes have made the park a more pleasant place to spend time**”, all age categories had a greater number of responses that agreed/strongly agreed or with the statement than disagreed/strongly disagreed, although the proportion in agreement decreased with age (Figure 37).

All age categories had a larger number of responses agreeing/strongly agreeing that **the change has had a positive impact on the park time** than disagreeing/strongly disagreeing, although levels of agreement decreased with age (Figure 38).

Most age categories had more responses which disagreed/strongly disagreed that **the change has had a negative impact on the area surrounding the park** compared with those in agreement. The exception was responses from those aged over 75, and responses from the 65-74 year age group which were more evenly split than other age groups (Figure 39).

All age groups except over 75 year olds had more responses that disagreed/strongly disagreed that the **change has made it harder to access the park** compared with those that agreed/strongly agreed (Figure 40).

Figure 37 Responses to “These changes have made the park a more pleasant place to spend time” by age

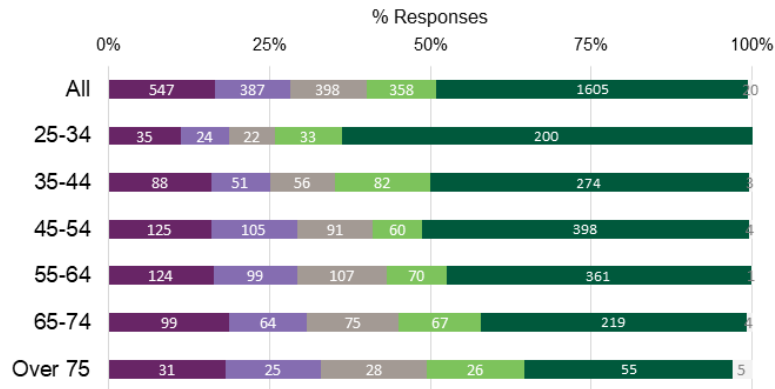


Figure 38 Responses to “The changes have had a positive impact on the park” by age

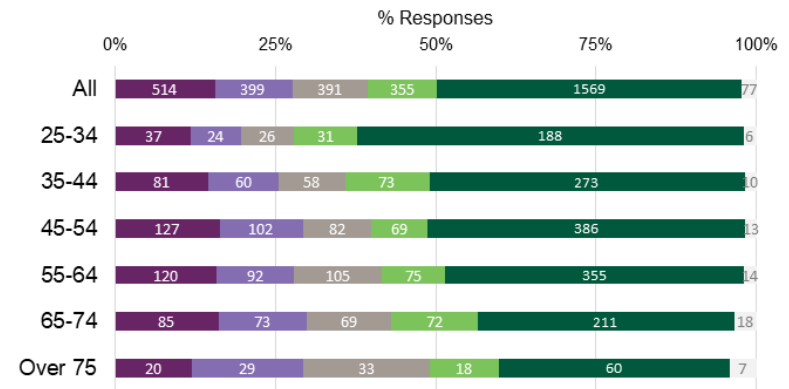


Figure 39 Responses to “The changes have had a negative impact on the area surrounding the park” by age

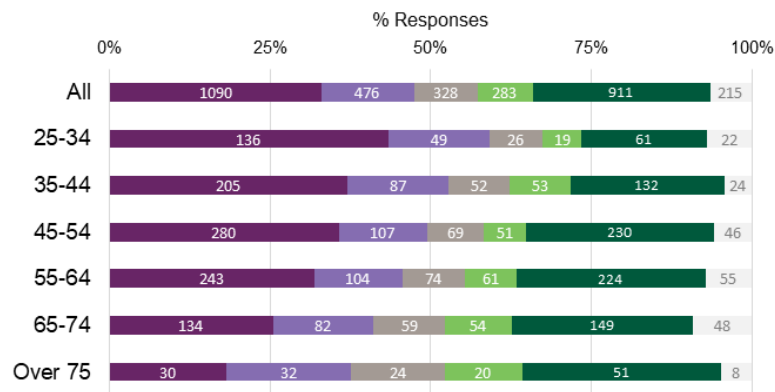
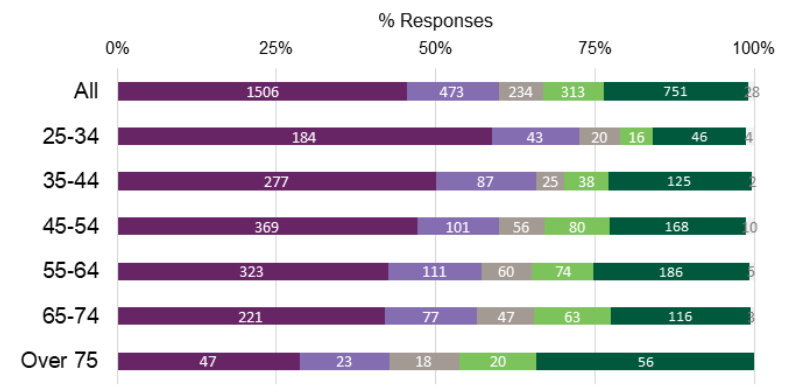


Figure 40 Responses to “The changes have made it harder for me to access the park” by age



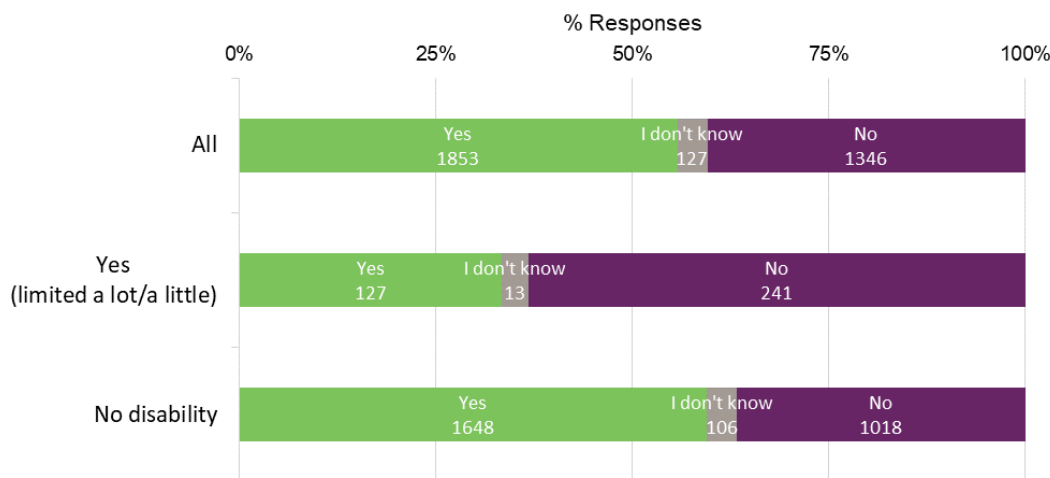
■ Strongly disagree
 ■ Disagree
 ■ Neither agree nor disagree
 ■ Agree
 ■ Strongly agree
 ■ Don't know

6.4 Responses by disability/health issue

Responses from non-disabled respondents/without a health issue were more in favour of **making the closure on Chestnut Avenue permanent** than those with a disability/health issue. 59% (1,648 responses) of non-disabled respondents/without a health issue supported making the change permanent, compared to 37% (1,018 responses) who opposed the scheme. 33% (127 responses) of respondents with a disability/health issue supported the scheme becoming permanent whilst 63% (241 responses) opposed it⁸ (Figure 41).

33%
of disabled people think the scheme should be made permanent

Figure 41 Responses to “Do you want to make the changes permanent?” by disability/health issue



A greater number of responses from those without a disability/health issue agreed/strongly agreed that **the change has made the park a more pleasant place to spend time** than disagreed/strongly disagreed, whereas those with a disability/health issue had a greater number of responses which disagreed/strongly disagreed than agreed/strongly agreed (Figure 42).

Those without a disability/health issue had more responses strongly agree/agree that **the change had a positive impact on the park**. Those with a disability/health issues were more split with just under half of responses agreeing/strongly agreeing and just under half disagreeing/strongly disagreeing (Figure 43).

⁸ Respondents were asked whether their day to day activities are limited by a disability or health issue (in line with 2011 Census). Response options were “No”, “Yes, limited a little” and “Yes, limited a lot”. For this analysis, due to a low number of responses, we have amalgamated both “Yes” response options to compare.

When asked if the **surrounding area was negatively impacted by the scheme**, about half of the responses from those without a disability/health issue disagreed/strongly disagreed. Just over half of responses from those who reported a disability/health issue agreed/strongly agreed with the statement (Figure 44).

When asked if **access to the park has become more difficult as a result of the change**, those without a disability had more responses which disagreed/strongly disagreed. Those who reported a disability/health issue more responses which agreed/strongly agreed than disagreed/strongly disagreed that access to the park had become more difficult (Figure 45).

6.4.1 Further comments

Open text responses from disabled respondents highlight a concern about accessibility to the park. However, similar to all comments left overall, the most common theme in comments left by disabled respondents related to **concerns about increased traffic in the surrounding area**. Comment themes were generally similar to all comments left and importantly, many responses left by disabled people do not mention their disability⁹.

There were some key exceptions. Disabled people were more likely to mention issues relating to accessibility to the park, specifically by car. Many of these comments did link explicitly back to their disability and how the changes have made it harder for them to access the park/different parts of the park, or enjoy the park from their car:

“I am disabled and live in Molesey, I find visiting the woodland Gardens helps my mental health, but it adds so much extra time on my trip to go all the way round to the Teddington gate which I find exhausting. I used to often visit family and friends in the Teddington cemetery before your changes and grab a coffee as I went through the park to take with me. But again I find it to tiring with the extra time to do a trip...Our physical and mental health are so important. Please keep the drive through open.” (B1026, Disabled respondent, KT8)

“Disabled access is incredibly challenging, especially getting out of the Pheasantry Cafe car park due to the gates into and out of the car park. Difficult to get to the Diana Fountain car park as live in Twickenham and there is a significantly increased distance to drive and often lots of traffic.” (B0925, Disabled respondent, TW1)

“As a disabled driver with a wheelchair bound mother I can only access the park by car and can only enjoy it by gently driving thru and sitting drinking coffee in the car” (B0477, Disabled respondent, KT9)

⁹ It is important to note that not all disabilities are impacted in the same way. Further analysis is required to explore how the changes may impact on different disabilities and health issues.

Figure 42 Responses to “These changes have made the park a more pleasant place to spend time” by disability/health issue

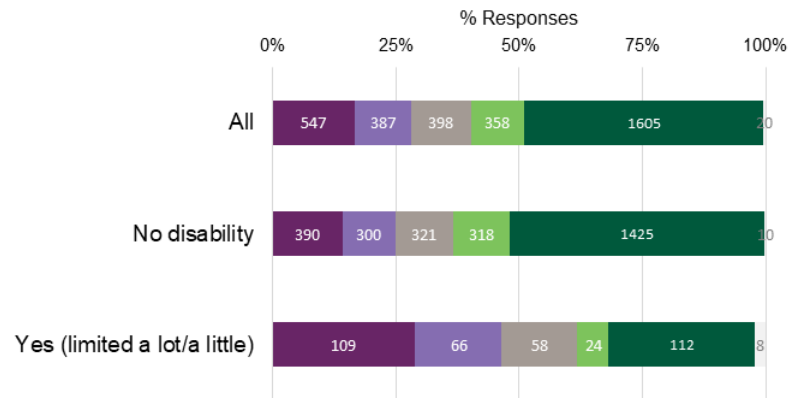


Figure 43 Responses to “The changes have had a positive impact on the park” by disability/health issue

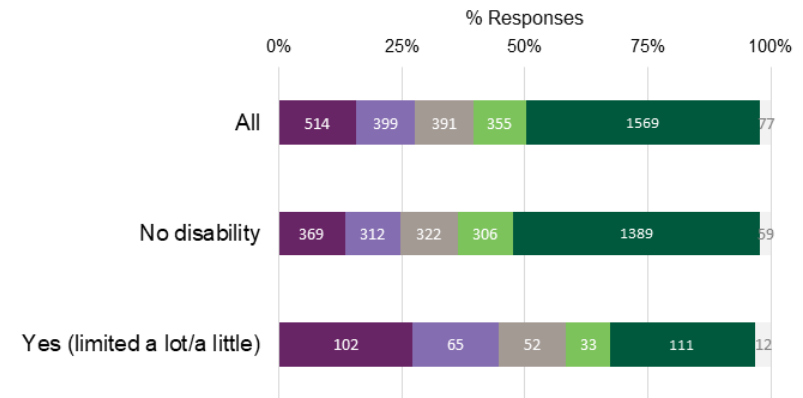


Figure 44 Responses to “The changes have had a negative impact on the area surrounding the park” by disability/health issue

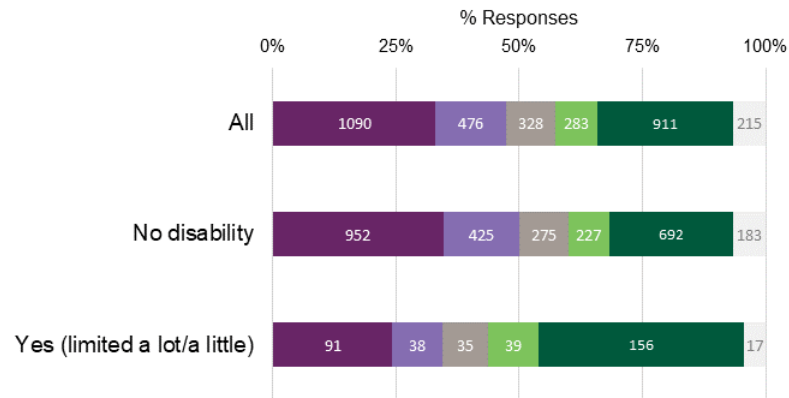
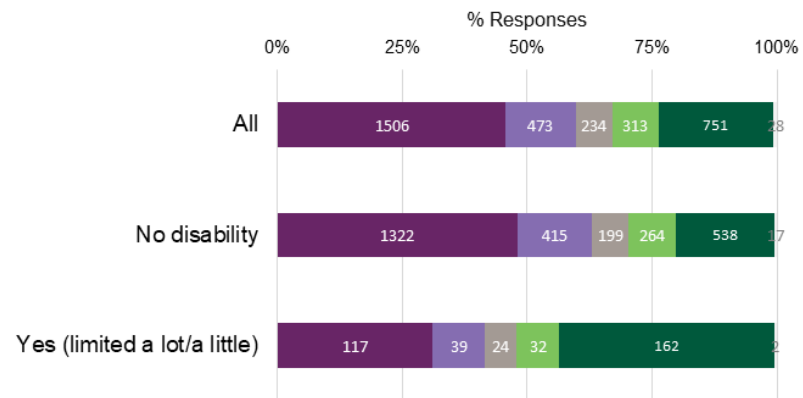


Figure 45 Responses to “The changes have made it harder for me to access the park” by disability/health issue



7. Appendix

7.1 Detail of outreach and engagement

The Royal Parks (TRP) undertook this formal consultation exercise to understand park visitor and stakeholder perceptions of the trials currently in place across five parks that seek to reduce cut through traffic to create new, safer and more enjoyable park space for visitors. Sustrans were commissioned by TRP to assist in the delivery of digital and face to face engagement.

Our engagement approach aimed to:

- Provide people with additional opportunities to fill in the survey who otherwise would not have the opportunity.
- Increase the range of people responding to the survey. Online only surveys, with no other public engagement, generally return responses from a narrow demographic and those with strong opinions – both for and against (particularly the latter).
- Inform people about the schemes and their aims in order to minimise responses based on misinformation or falsehoods relating to the scheme.

We delivered:

- Stakeholder mapping and digital outreach
- 6 x 3 hour face to face engagement sessions across the Parks

Our approach was tailored to be flexible and responsive to government guidelines for COVID-19 when the engagement took place in December 2020. Staff used tablets and roamed around specified areas of each Park, conducting surveys with members of the public at a distance. We had initially planned to conduct nine face to face engagement sessions however we were unable to continue face to face engagement in January 2021 due to the third national lockdown which came into place.

7.1.1 Stakeholder mapping and digital outreach

At the outset of the project, TRP and Sustrans collaborated on a stakeholder mapping spreadsheet, which formed the basis of the digital engagement and outreach throughout the consultation. Each park had its own list of community groups, schools, tenants/residents associations, cultural and faith organisations which the project team reached out to at various points of the project to distribute

information about the consultation and to ensure the survey was shared amongst communities local to the Parks.

Stakeholder List					
Name	Category	Email	Phone numb	Website	Relationship
Abbey Community Association	Community				
Arachne Greek Cypriot Women's Group	Culture				
Bengali Workers Association	Culture				
Churchill Community Hub - Open Age	Community				
Eritrean Muslim Community Association	Culture				
Home-Start Westminster	Community				
Knightsbridge Association	Resident Association				
London Chinatown Chinese Association	Culture				
Migrants Resource Centre	Migration				
National Autistic Society West London Bro	Disability				
Westminster Belriend a Family	Community				
The Westminster Society	Community				
The Thorny Island Society and Friends of Environment					
Westminster Senior Citizens Forum	Community				
Youth Offending Team	Youth				
3rd Paddington Scout Group	Youth				
One Westminster	Community				
Abdul Mageed Educational Trust	Culture				
Abundance Arts	Culture				
Advantages of Age	Community				
Age UK Westminster	Community				

7.1.2 Face to face engagement

A total of six face to face engagement sessions were carried out across the Parks. We had initially planned to conduct nine sessions however we were unable to continue face to face engagement in January 2021 due to the third national lockdown which came into place.

In preparing for these sessions, key locations were mapped out to ensure we were talking to people who may have accessed the Parks from different areas. We used a roaming approach rather than a standstill pop-up with boards in order to avoid people gathering in groups and to stay in line with government mandated COVID-19 guidelines. During these engagement sessions, staff were given tablets to use and roamed around specified areas of each Park, conducting surveys with members of the public at a distance. Where people did not have time to do a survey, or wanted to share the information more widely amongst their networks, we had QR codes available for them to access the survey link directly on their own mobile devices.

Given the higher profile and ambition of the Richmond and Bushy Park schemes, we carried out two face to face engagement sessions in each of those parks, one session in St James' Park and one in Greenwich Park. The below table shows the number of face to face surveys we conducted in each Park, with lower numbers in Richmond most likely due to the longer nature of the survey.

Responses collected in each Park

	Total Face to Face Responses
Richmond Park	88
Bushy Park	186
St James's Park	113
Greenwich Park	86

473
people filled in surveys at face to face events across all parks



7.2 Methodology

- The survey was peer reviewed by an independent party to ensure that the survey avoided leading questions or other biases.
- The survey was designed to gain an insight into how the changes are working for the public, including how they work differently for specific groups. As the survey is a self-selecting sample, as opposed to a representative sample of the public at large or targeted at a small sample of local people, it is not designed to be a referendum as to whether the changes are working.
- Responses were closely monitored to ensure that multiple submissions did not skew the data. While it is possible that some people may have left multiple submissions, these will have not been extensive enough to significantly alter the final results. For this reason, the results in this report make reference to a number of responses and not respondents, as it is not possible to distinguish between the exact number of individual respondents to the survey.
- Data was downloaded and cleaned. Key changes that were made to the data included reallocating “Other” categories when people had inadvertently put an existing multiple choice

option in the open text box, removing invalid postcodes, and removing blank responses with no questions answers.

- Percentages were rounded to the nearest whole number. As such, in some instances percentages may not total 100%. Percentages were calculated based on the number of responses to that question. They include responses saying “I don’t know” or “I prefer not to say” where applicable, unless stated.
- In order to gain additional insight, results were cross-tabulated and broken down by different categories. Categories were chosen based on groups with high numbers of responses or were of particular interest. Results are only presented as graphs and percentages when $n > 100$.
- Open text comments were all read and coded manually using a basic coding technique. Coding themes were established from an initial analysis of a sample of comments, with the themes emerging from the data. Codes were checked by at least one additional analyst to ensure consistency.
- All open text quotes are copied verbatim with original errors unedited.
- Demographic questions were structured to provide comparable data to UK Census and official statistics. Questions and answer options mirrored those asked in the 2011 Census, with the exception of gender, which focused more on gender identity rather than biological sex. As such, this had additional categories added.
- Postcodes were cleaned and categorised into “Local”, “Non-local” and “Not valid”. Postcodes were identified using a GIS postcode database. Maps were created using ArcGIS.
- Under 16s were included as an age category on the survey. However, the survey was not aimed at children. For child protection reasons, we did not go into detailed analysis of Under 16 results, or presented specific responses from Under 16s. All Under 16 responses were included in the overall data.