



Movement Strategy: Consultation Responses

Greenwich Park

08 March 2021



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

Document details	
Version:	1.0
Client:	The Royal Parks
Circulation Status:	Public
Issue Date:	08/03/2021
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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 Greenwich Park.
- There was a total of 2,036 responses to the survey.
- When asked, 81% of respondents were supportive of the scheme being made permanent compared to 16% who were opposed and 4% who were not sure.
- 82% of responses said they thought the park has become a more pleasant place to spend time and 80% said that the change has had a positive impact on the park.
- 18% of responses believe the change had a negative impact on the surrounding area and 10% of responses believe that the park was more difficult to access.
- A majority of both non-local and local respondents said they thought the scheme should be made permanent. Non-local responses were generally more positive towards the scheme than local responses.
- The majority of those who use the park for walking, relaxation/mental wellbeing, and cycling were supportive of the full-time closure of the Avenue.
- Those traveling to the park by walking, cycling, or using public transport were more supportive of the scheme compared to those accessing the park by car.
- Open text comments gave further insight on respondents' opinions of the trial, including support for further vehicle restrictions, improvements in the park environment, the increase in congestion surrounding the park, and the need for more cycle infrastructure.

1. Greenwich Park

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

1.1 Greenwich Park: Movement Strategy

The Royal Parks' Movement Strategy was published in February 2020¹. As part of this, trials in 6 Royal Parks have been undertaken.

In Greenwich Park, the following trial was implemented:

- **Motor vehicle restriction introduced on The Avenue**

The road has remained open to all park users walking, wheeling or cycling. The car park has remained open and accessible, though only to be accessed from Blackheath Gate. Cars have not been able to use the 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. An online consultation survey was open between November 2020 and January 2021.

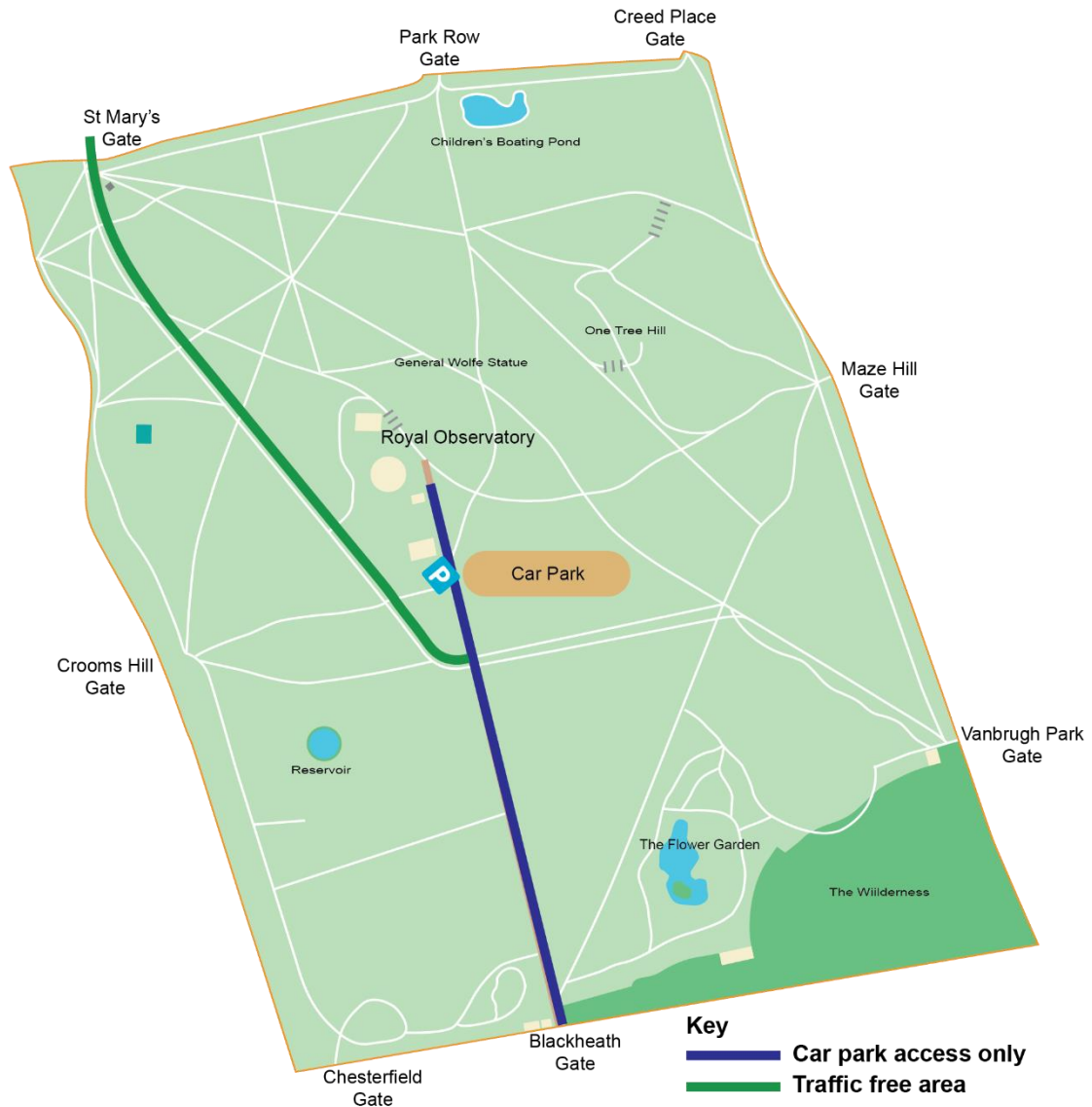
Accompanying the online survey, a face to face engagement session was held in the park to increase and diversify participation. These were supported by targeted social media posts, letter drops to local households, publicity in local media, and survey information posters in the park. For more information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

2,036
total responses to the
consultation survey

In total, there were 2,036 responses to the survey. Of these, 1,950 were online and 86 were through face to face surveys.

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

Figure 1 Map of Greenwich 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 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.

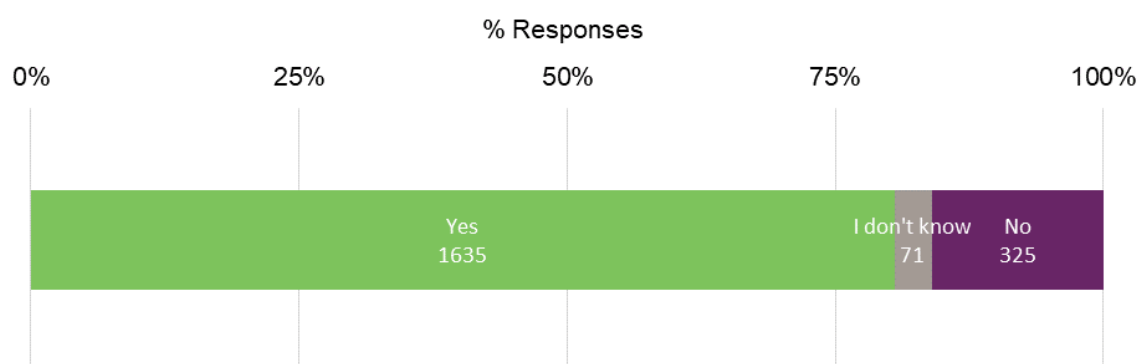
- 81% of responses would like to see the full-time closure of the Avenue become permanent.
- 82% of responses said they thought the park has become a more pleasant place to spend time and 80% said that the change has had a positive impact on the park.
- 18% of respondents said the area surrounding the park has been negatively impacted by the scheme.
- 84% of responses did not think that the scheme made it harder to access the park.

2.1 Should the scheme be made permanent?

Respondents were asked whether they thought the scheme should be made permanent. 81% (1,635 responses) said they would like the closure of the Avenue made permanent. This compared to 16% (325 responses) who did not and 4% (71 responses) who were unsure (Figure 2).

81%
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 scheme is working

Respondents were asked the extent to which they agreed with a series of statements to understand how respondents thought the full-time closure of the Avenue to vehicle traffic is working (Figure 3).

For the statement “**These changes have made the park a more pleasant place to spend time**” 82% (1,654 responses) said they agreed/strongly agreed compared to the 11% (231 responses) who disagreed/strongly disagreed. 7% (132 responses) neither agreed nor disagreed and 1% (13 responses) said they did not know.

For the statement “**The changes have had a positive impact on the park**” 80% (1,613 responses) said they agreed/strongly agreed compared to the 11% (227 responses) who strongly disagreed/disagreed. 7% (142 responses) neither agreed nor disagreed and 2% (44 responses) said they did not know.

For the statement “**The changes have had a negative impact on the area surrounding the park**” 18% (368 responses) said they agreed/strongly agreed. This compared to the 68% (1,376 responses) that said they disagreed/strongly disagreed, and the 8% (168 responses) who neither agreed nor disagreed. 5% (110 responses) said they were unsure.

For the statement “**The changes have made it harder for me to access the park**” 10% (201 responses) said they agreed/strongly agreed. This compared to the 84% (1,704 responses) that said they disagreed/strongly disagreed, and the 6% (111 responses) who neither agreed nor disagreed. Less than 1% (8 responses) said they were unsure.

80%

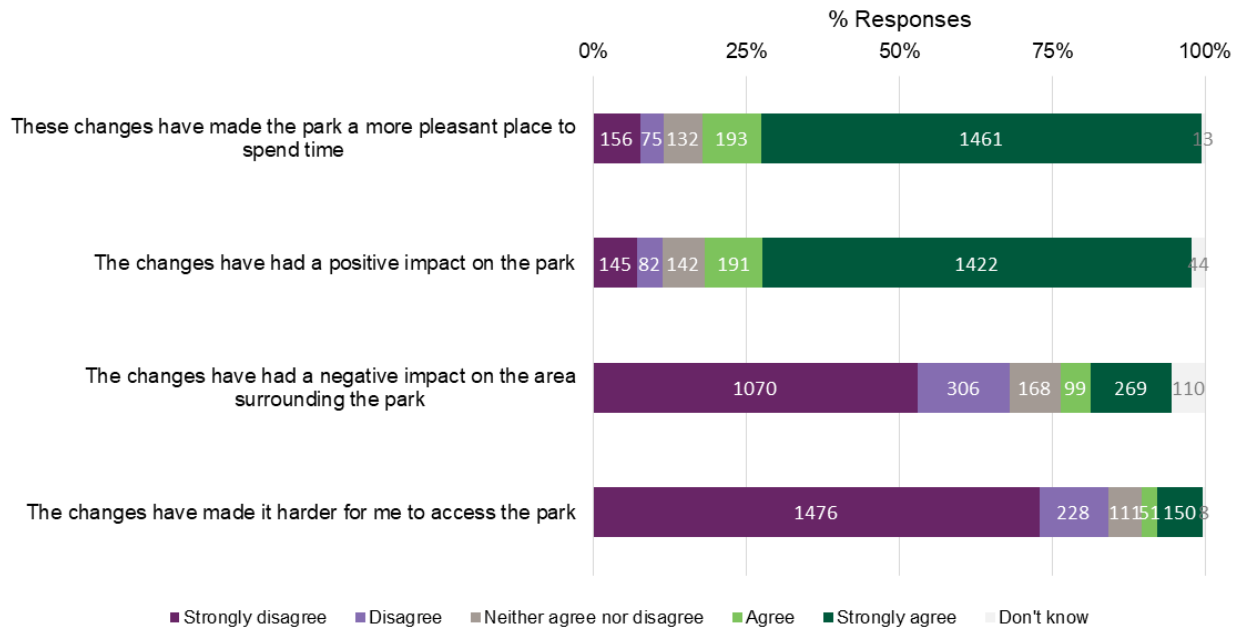
Think the scheme has had a positive impact on the park

18%

Think the scheme has had a negative impact on the area surrounding the park



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 2,036 total responses, 956 included open text comments.

Support for further measures discouraging vehicles

The most common theme which emerged from respondents’ comments was their **support for further measures discouraging motor vehicles in the park**. About half of these responses stated that **all traffic should be removed** from Greenwich Park, with many responses specifying that **car park access should be restricted or removed** entirely. However, many of these responses highlighted that parking for disabled/less mobile people is still necessary.

“The park should be car free and certainly closed to through traffic. Please make this permanent and consider removing all parking, except that for those with disabilities.” (G00116, SE18)

“It is a park and should be treated as such. Traffic should be banned at all times.” (G00559, E1W)

Improved environment for park users

Another popular theme noted in the comments was the **improved environment for park users**. About half of these comments note that the closure has made the park environment more pleasant and some responses highlight an improvement in air quality. Additionally, many responses state that the park feels safer – for example, some say that they feel safer when crossing the Avenue and some note that there seems to be more families enjoying the park due to the changes.

“These changes have made a real positive difference to the Park, making it quieter, safer and less polluted for park users.” (G00012, no postcode)

“Changes have made the park safer and more enjoyable.” (G00601, SE10)

General support for the scheme/make changes permanent

Many comments provided **general support for the scheme** and would like to see the **changes become permanent**. These responses often stated that parks are not a place for motor vehicles but are for people.

“Very positive changes, the park should not be treated as a short cut for drivers.” (G00391, SE10)

“I fully and wholeheartedly support this initiative. A park should be as car free as possible and this trial has massively increased my enjoyment of the park.” (G0734, no postcode)

Scheme has increased the traffic in surrounding area

A number of responses cited that the **scheme has increased traffic in the surrounding area**. Some comments make reference to increased congestion in certain areas, such as Maze Hill, with some of the comments having noted that they are local residents. Further responses highlight that the closure of the Avenue combined with other traffic restrictions in Greenwich – such as the new Low Traffic Neighbourhood (LTN) in Croom’s Hill – have created increased congestion issues around the park. Comments link the increase in traffic with longer journey times and an increase in air pollution around the park.

“With surrounding roads closed due to LTN’s the impact on traffic is beyond belief, something has to change. If it’s park being allowed traffic flow so be it.” (G00101, No postcode)

“The closure to through traffic creates more congestion, noise and pollution in the surrounding residential areas. I am opposed to it.” (G0253, SE7)

Need more walking/cycling infrastructure in the park and wider area

Another popular theme that emerged from the comments was the **need for more walking/cycling infrastructure in the park and wider area**. Suggested infrastructure ranged from cycle lanes, speed bumps on the hill, more signage to indicate where cyclists can ride, and pedestrian crossing points, amongst others. These responses were often linked with comments that noted the speed at which some cyclists' travel – especially down the park's hill – left visitors feeling unsafe while in the park. This was said by both those who support the scheme and those who do not.

“We need to encourage more people to cycle. Having separate pedestrian / cycle lanes would help.” (G0016, no postcode)

“The other problem is the speed at which cyclists use the road in the park which is often dangerous and I believe has already resulted in one fatal accident this year. More could be done to prevent this from happening.” (G0517, SE10)

Additional comments

There were a number of less common themes but nevertheless important issues or insights raised in the additional comments. For example, there were a range of comments which opposed the changes and would like to see them removed, with some making reference to re-opening the road during peak hours, as before the restrictions were in place. Some responses were supportive of other measures, such as only opening the park during morning peak hours. A small amount of comments were concerned that park accessibility has decreased because of the change.

“The closure of the through road has made it difficult to access the park from Greenwich town centre. not everybody is capable of walking up the hill.” (G01639, SE10)

“I think that traffic should be allowed through the park between 7-10am weekdays to minimise impact on surrounding areas.” (G0070, SE10)

2.4 Further responses: Written submissions

In addition to the survey responses, The Royal Parks received 35 written submissions from the public about the changes to Greenwich Park during the consultation period. Of these 27 (77%) were supportive of the schemes or wanted them made permanent, while 8 (6%) opposed the schemes or wanted them removed.

3. Respondent location

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

- 50% of responses were from local postcodes
- Non-local responses were slightly more positive towards the scheme than local responses, except when asked if the scheme has made it harder to access the park

3.1 Respondent location

Respondents were asked to provide their postal district. 3 post code districts were identified as local to Greenwich Park and are: SE10, SE13, and SE3.

50% (1,016 responses) of responses were from local post codes, a further 42% (847 responses) were from other locations in the U.K (the majority from within Greater London) and 9% of responses (173 responses) either provided invalid or no information. The postcode district with the largest number of responses was SE10, from which 28% of all responses (562 responses) were received. The local district with the smallest representation was SE13 with 6% (120 responses) of all

responses. The non-local postcode district with the highest number of responses is SE8, from which 6% of responses (112 responses) were received (Figure 4).

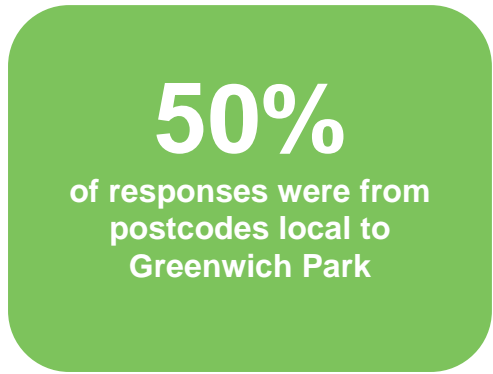
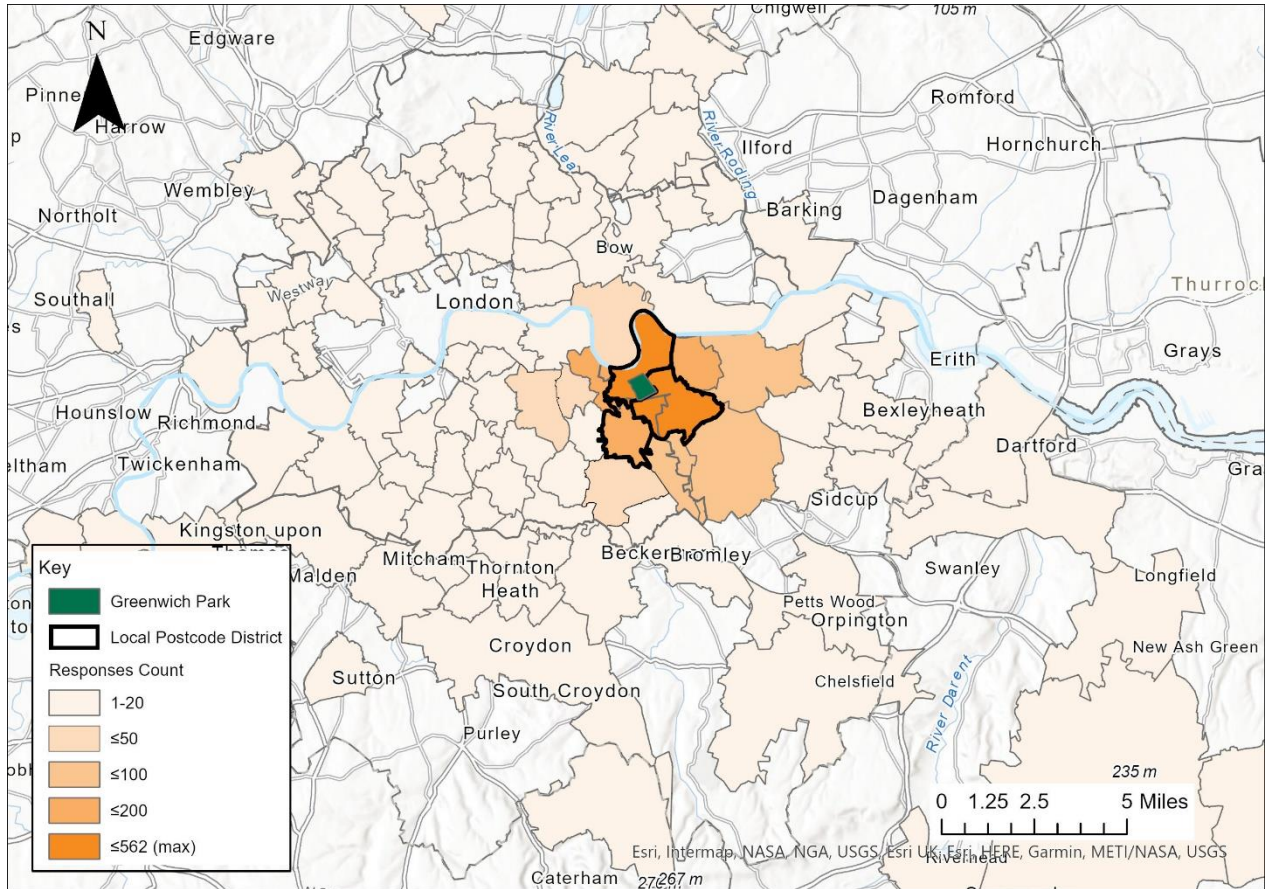


Figure 4 Map of respondent location

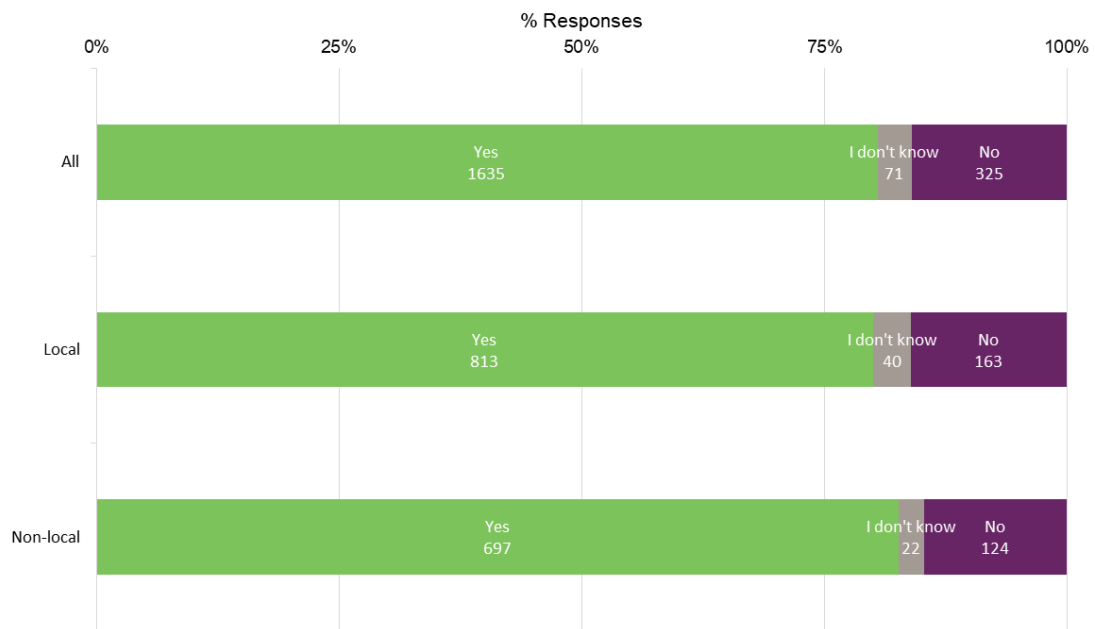


3.2 Responses by respondent location

The majority of both non-local and local respondents were supportive of the full-time closure of the Avenue. When asked if the change should be made permanent 83% (697 responses) of responses from non-local postcodes were supportive, compared to 15% (124 responses) who were not. 80% (813 responses) of responses from local postcodes were in favour of making the full-time closure permanent and 16% (163 responses) were not. (Figure 5).



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



When asked if the **change has made the park a more pleasant place to spend time**, majority of both non-local and local respondents had more responses that agreed/strongly agreed than disagreed/strongly disagreed (Figure 6).

When asked if **the change has had a positive impact on the park**, majority of non-local and local responses agreed/strongly agreed compared to disagreed/strongly disagreed. Non-local responses had a slightly higher proportion of responses that agreed/strongly agreed (Figure 7).

A greater number of responses from both non-local and local respondents disagreed/strongly disagreed with the statement **“The change has had a negative impact on the area surrounding the park”** than strongly agreed/agreed. Non-local respondents had a higher proportion of responses that disagreed/strongly disagreed (Figure 8).

Both local and non-local respondents had a greater number of responses disagreeing/strongly disagreeing that the **change has made it harder to access the park** than agreeing/strongly agreeing. Local respondents had a slightly higher proportion of responses that disagreed/strongly disagreed (Figure 9).

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

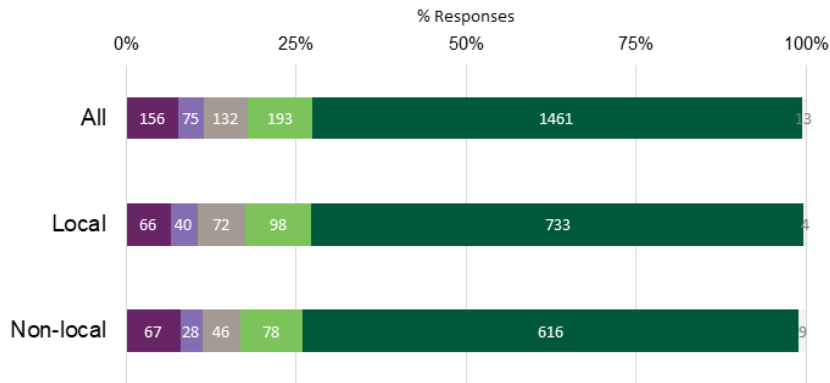


Figure 7 Responses to “The changes have had a positive impact on the park” by location

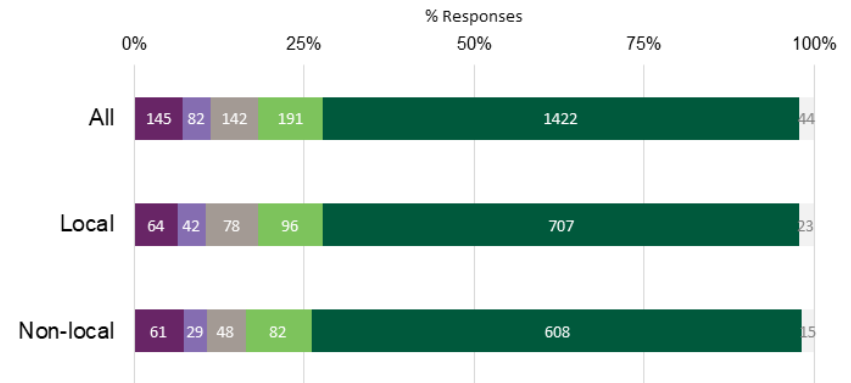


Figure 8 Responses to “The changes have had a negative impact on the area surrounding the park” by location

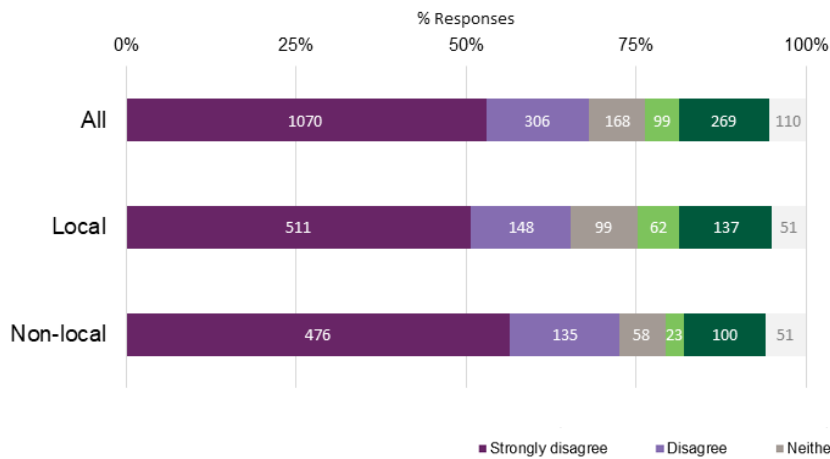
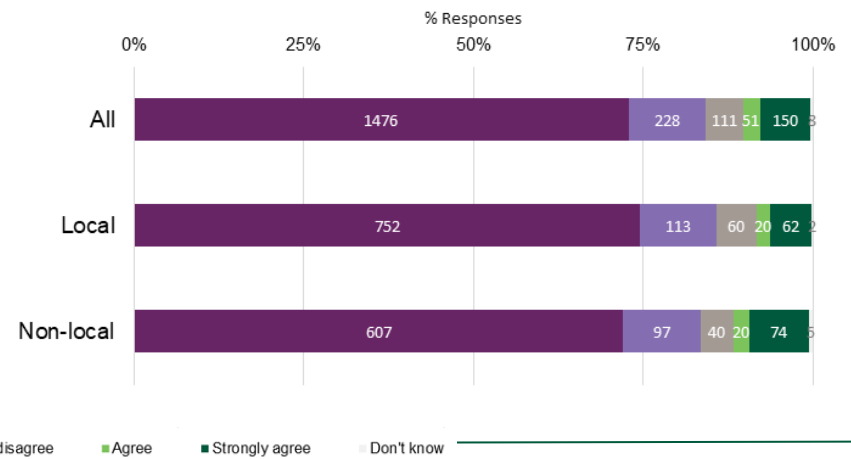


Figure 9 Responses to “The changes have made it harder for me to access the park” by location



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.
- The majority of those who use the park for walking, relaxation/mental wellbeing, and cycling were supportive of the full-time closure of the Avenue.

4.1 Respondent park use

Respondents were asked what they usually do in Greenwich 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 activity selected was “Walking” with 84% of the responses (1,708 responses). These respondents were also asked about the type of walking they most commonly do in Greenwich Park. Of these responses, 76% (1,296 responses) said “Casual stroll/with family or children”, 14% (230 responses) said “Dog walking”, 6% (97 responses) said “Hiking” and 5% (79 responses) said “Other” (Figure 11).

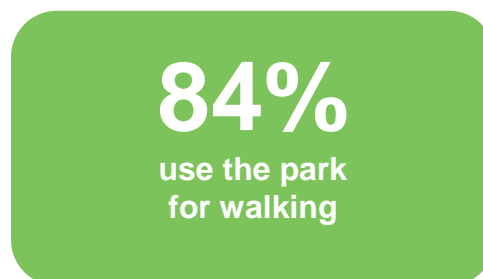


Figure 10 Respondent activities in Greenwich Park

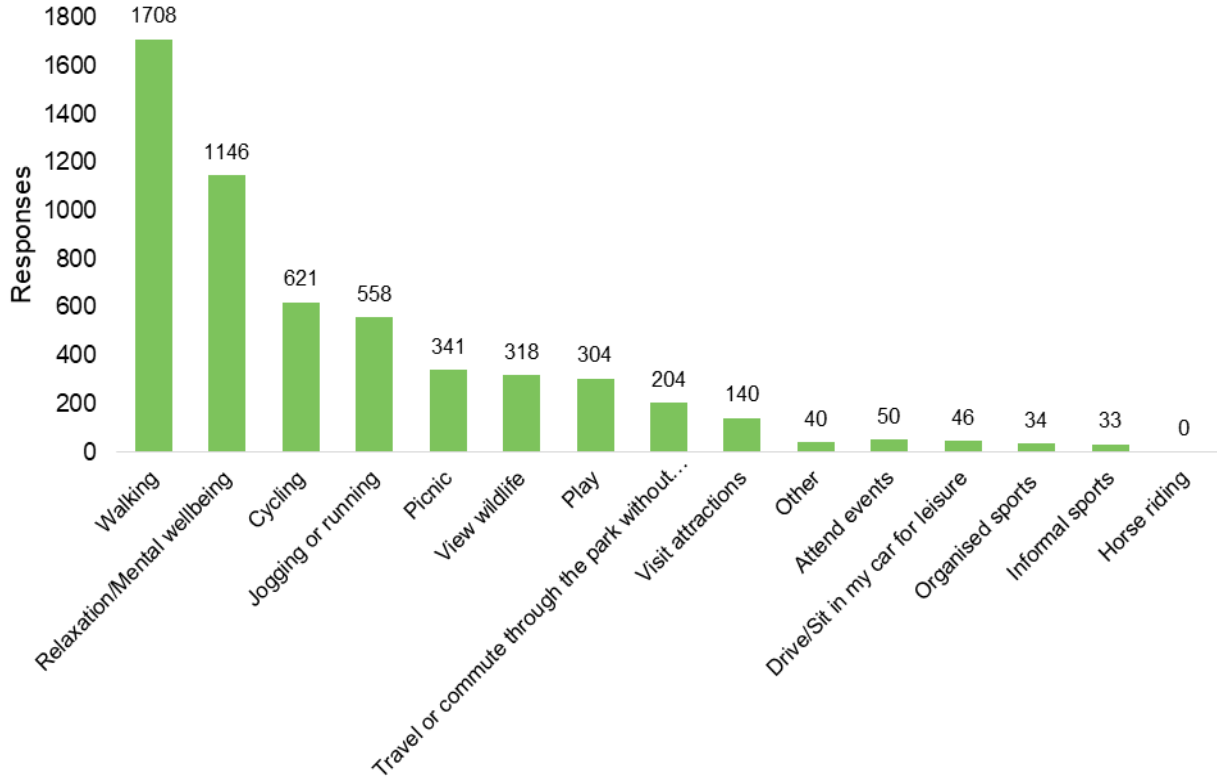
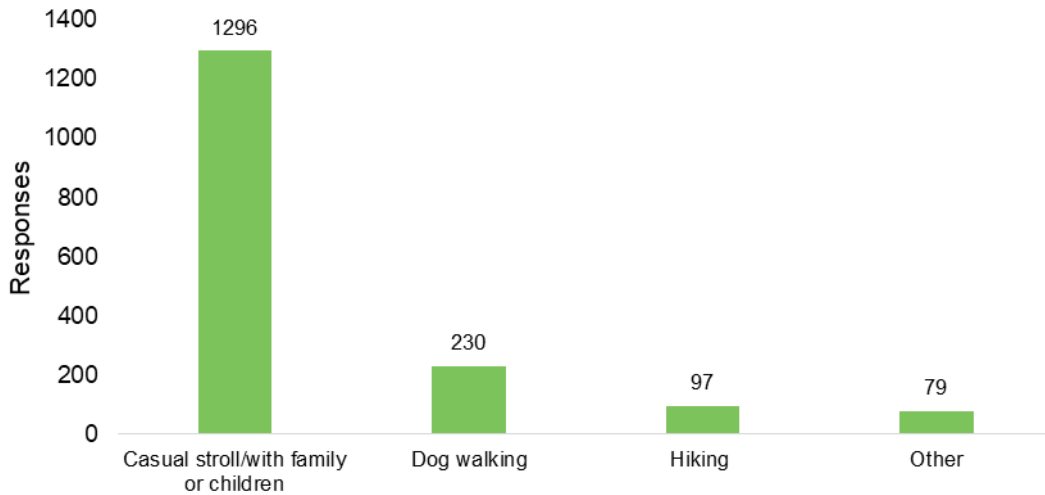


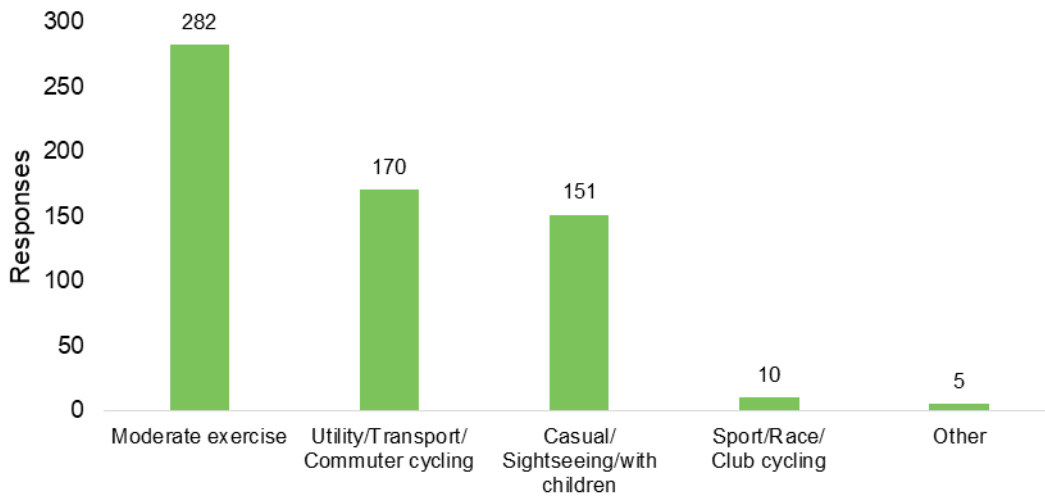
Figure 11 Type of walking



The second most common option selected by respondents was “Relaxation/Mental wellbeing” with 56% of responses (1,146 responses), followed by “Cycling” with 31% of responses (621 responses). Respondents who selected cycling were also asked about the type of cycling they most commonly do in Greenwich Park. Of these responses, 46% (282 responses) said “Moderate exercise”, 28% (170 responses) said “Utility/Transport/Commute”, 24% (151

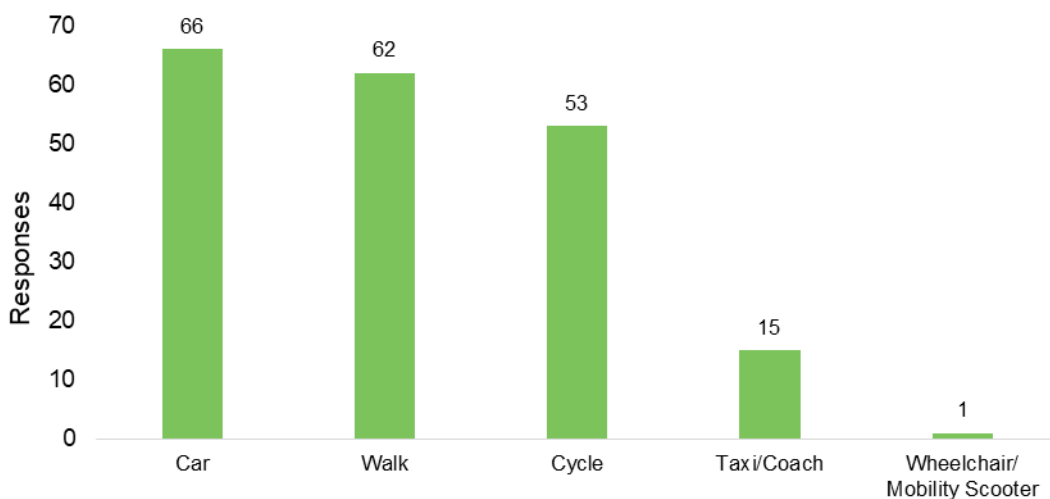
responses) said “Casual/Sightseeing/with children”, 2% (10 responses) said “Sport/Race/Club cycling”, and 1% (5 responses) selected “Other” (Figure 12).

Figure 12 Type of cycling



Responses show park users visit for other common activities, with 27% of responses said they visited the park for “Jogging or running” (558 responses), and 17% of responses selected “Picnic” (341 responses). Additionally, 10% (204 responses) said that they “Travel or commute through the park without stopping”. Of these, 33% (66 responses) said they travel through by car, 31% (62 responses) said they walked, 26% (53 responses) said they cycled, less than 1% (1 response) said they use a wheelchair/mobility scooter to travel through, and 3% (6 responses) selected “Other” (Figure 13).

Figure 13 Mode of travel or commute through the park

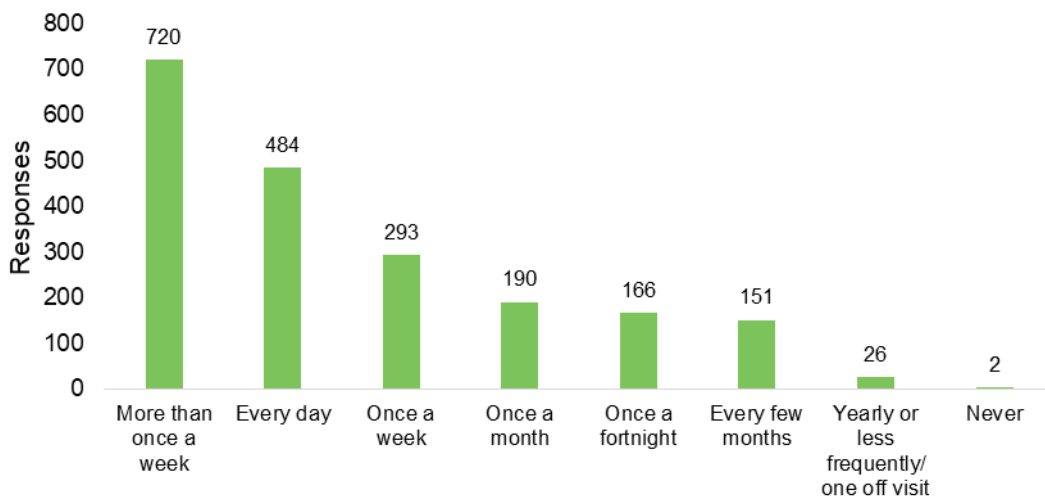


4.2 Park user frequency

Respondents were asked roughly how often they visit or travel through Greenwich Park (Figure 14). The most common response was “More than once a week” with 35% of responses (720 responses). Many respondents are regular park visitors, with 82% (1,663 responses) saying they visit once a fortnight or more frequently.

82%
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.

For each of the three park user types reported on below, the proportion of responses received for each group was: 84% walking (1,708 responses), 56% relaxation/mental wellbeing (1,146 responses), and 31% cycling (621 responses).

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

83% (1,412 responses) of those who use the park for walking and 85% (977 responses) of those who use it for relaxation/mental wellbeing supported the change becoming permanent. This compared to 14% (234 responses) of those who use the park for walking and 12% (133 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 91% (560 responses) selecting “Yes” and 7% (44 responses) selecting “No” when asked if the scheme should be made permanent (Figure 15).

83%
using the park for walking
support the scheme being
made permanent

85%
using the park for
relaxing/mental wellbeing
support the scheme being
made permanent

91%
using the park for cycling
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** all the main park users (walking, cycling and relaxation/mental wellbeing) had more responses agreeing/strongly agreeing than disagreeing/strongly disagreeing. Those using the park for cycling had the largest proportion of responses that agreed/strongly agreed (Figure 16).

For the statement “**The changes have had a positive impact on the park**”, all main park users (walking, cycling and relaxation/mental wellbeing) had a greater number of responses that agreed/strongly agreed compared to the number of responses that disagreed/strongly disagreed. Those using the park for cycling had the largest proportion of responses that agreed/strongly agreed (Figure 17).

A greater number of responses for all main park users (walking, cycling and relaxation/mental wellbeing) disagreed/strongly disagreed that **the change has had a negative impact on the area surrounding the park** than agreed/strongly agreed. Those using the park for cycling had the largest proportion of responses that disagreed/strongly disagreed (Figure 18).

All main park users (walking, cycling, and relaxation/mental wellbeing) had more responses disagree/strongly disagree that **the change has made it harder to access the park** compared to responses that disagreed/strongly disagreed. Those using the park for cycling had the largest proportion of responses that disagreed/strongly disagreed (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”

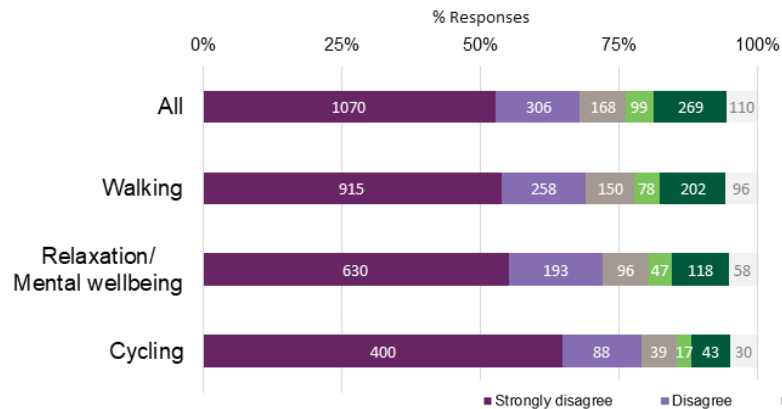
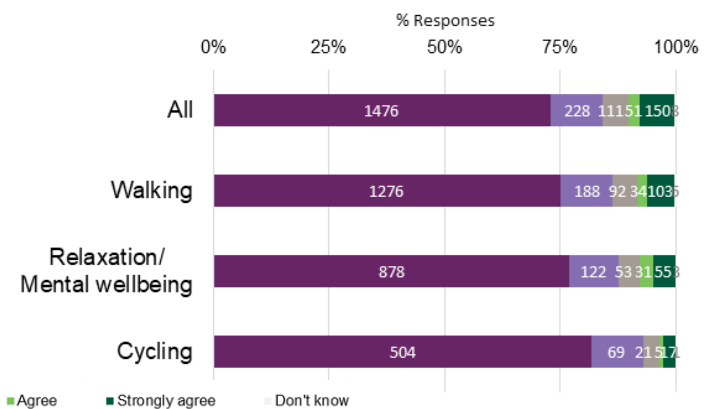


Figure 19 Park user responses to ” “The changes have made it harder for me to access the park”



5. Responses: Park access

This section looks at how respondents access the park and the differences between travel modes.

- Walking was the most common response when asked how respondents access the park, followed by cycle, car, 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.

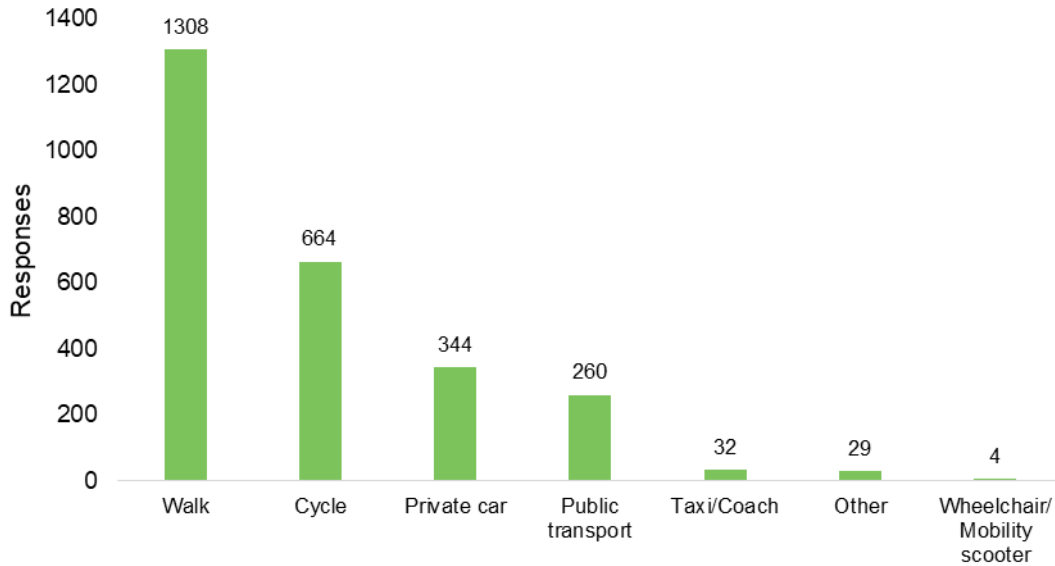
5.1 How respondents access the park

Respondents were asked how they most commonly travel to Greenwich 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 65% (1,308 responses). The second most common option was “Cycle” with 33% (664 responses), followed by 17% (344 responses) having selected “Private car”. Additionally, Public Transport was chosen by 13% (260 responses) of responses (Figure 20).



Figure 20 Respondents travel mode Greenwich Park



5.2 Responses by park access mode

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

83% (1,083 responses) of those accessing the park by walking would like to see the change made permanent in comparison to 13% (173 responses) who would not. 93% (618 responses) of those accessing the park by cycling and 89% (231 responses) of those travelling to the park by public transport were supportive of the closure becoming permanent, whereas 5% (30 responses) of those coming by cycle and 8% (20 responses) of those coming by public transport were opposed to it. Car drivers were the least supportive with 48% (164 responses) having selected “Yes” and 47% (161 responses) having selected “No” when asked if the scheme should become permanent (Figure 21).

83%

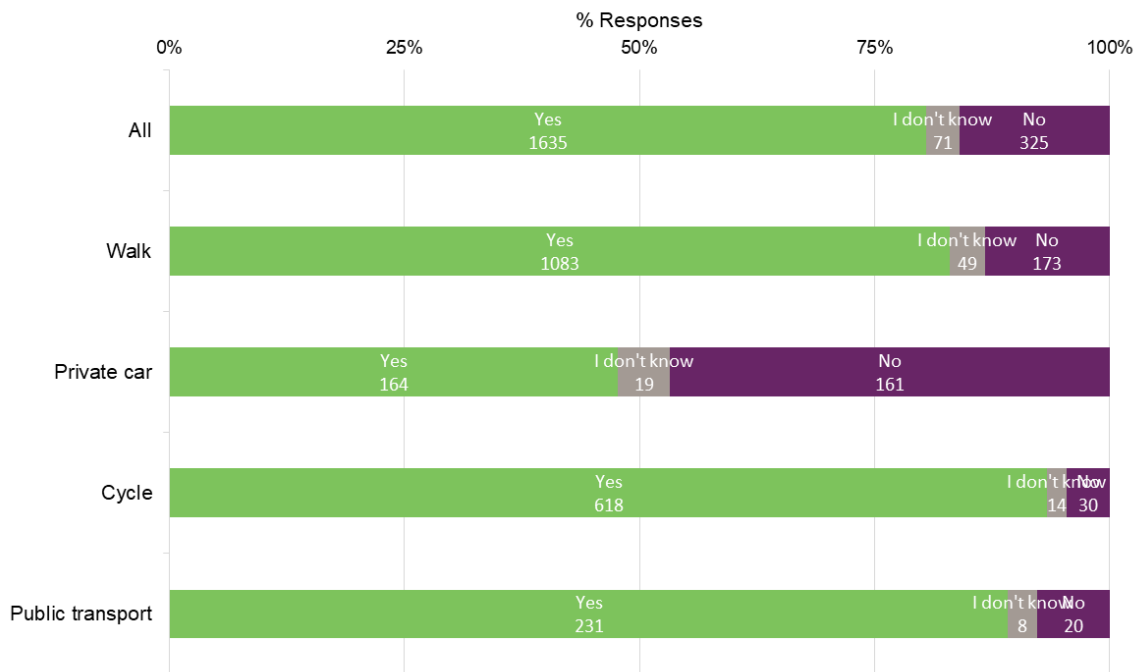
accessing the park by walking support the scheme being made permanent

48%

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



When asked if the **change has made the park a more pleasant place to spend time**, responses from all main access modes (walk, cycle, public transport, private car) had more responses agree/strongly agree with the statement than disagree/strongly disagree. Those travelling to the park by car had the smallest majority of responses that agreed/strongly agreed (Figure 22).

The statement **“The changes have had a positive impact on the park”** had a greater number of responses that agreed/strongly agreed than disagreed/strongly disagreed for all access modes (walk, cycle, public transport, private car). Responses from private car drivers had the smallest proportion of responses agree/strongly agree (Figure 23).

Those accessing the park by walking, cycling or by using public transport had more responses that disagreed/strongly disagreed that **the change had a negative impact on the surrounding area** than agreed/strongly agreed. Those travelling to the park by car were more evenly split with almost an equal number of responses having disagreed/strongly disagreed and agreed/strongly agreed with the statement (Figure 24).

All main access modes (walk, cycle, public transport, private car) had a greater number of responses disagreeing/strongly disagreeing that **the change has made it harder to access the park** than agreeing/strongly agreeing. Those accessing the park by private car had the smallest proportion of responses that disagreed/strongly disagreed (Figure 25).

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

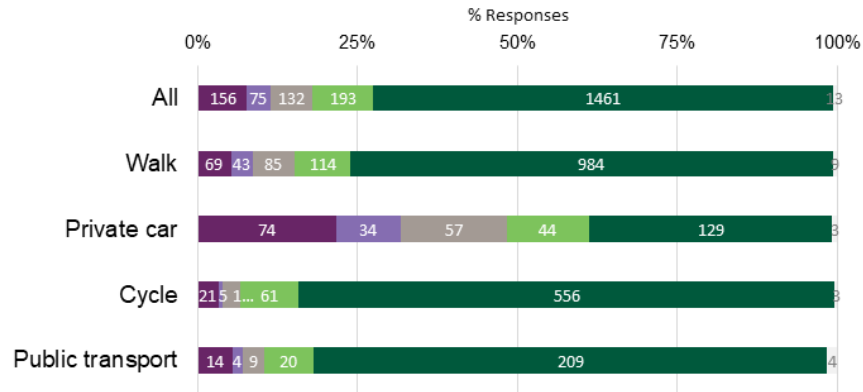


Figure 23 Responses to “The changes have had a positive impact on the park” by park access mode

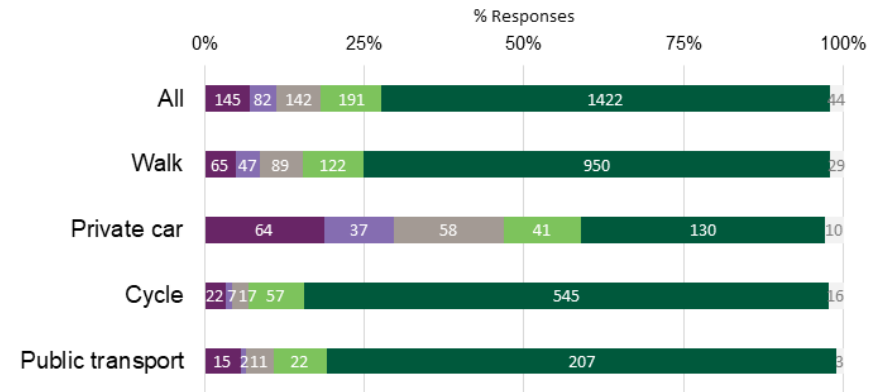


Figure 24 Responses to “The changes have had a negative impact on the area surrounding the park” by park access mode

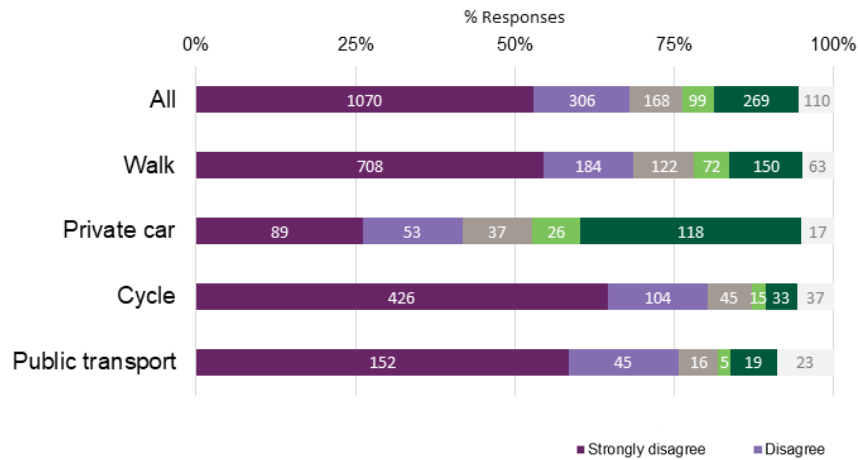
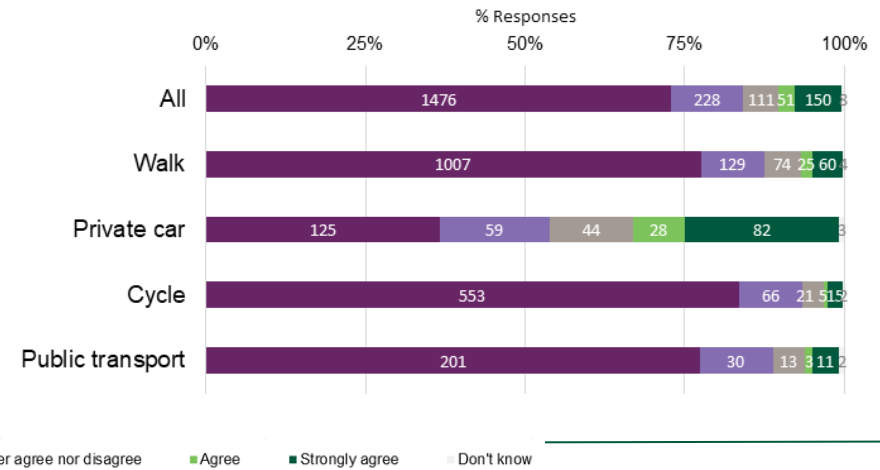


Figure 25 Responses to “The changes have made it harder for me to access the park” by park access mode



6. Respondent demographics

This section looks at respondents' demographics.

- More men than women responded to the survey. The most common age category was 35-44 year olds and the most common ethnicity was "White".
- Men and non-disabled respondents were more positive towards the scheme than women and disabled respondents.
- 45-54 year olds were the least positive towards the scheme compared to other age groups.

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

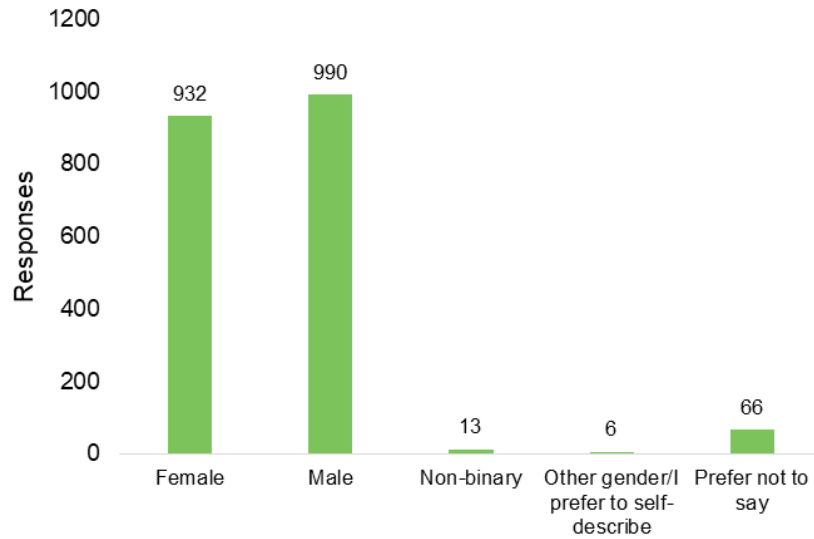
Of all respondents, 49% (990 responses) selected "Male" and 46% (932 responses) selected "Female" (Figure 26). 1% (13 responses) of respondents said they were non-binary and less than 1% (6 responses) said they were another gender or preferred to self-describe³. 3% (66 responses) preferred not say.



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>

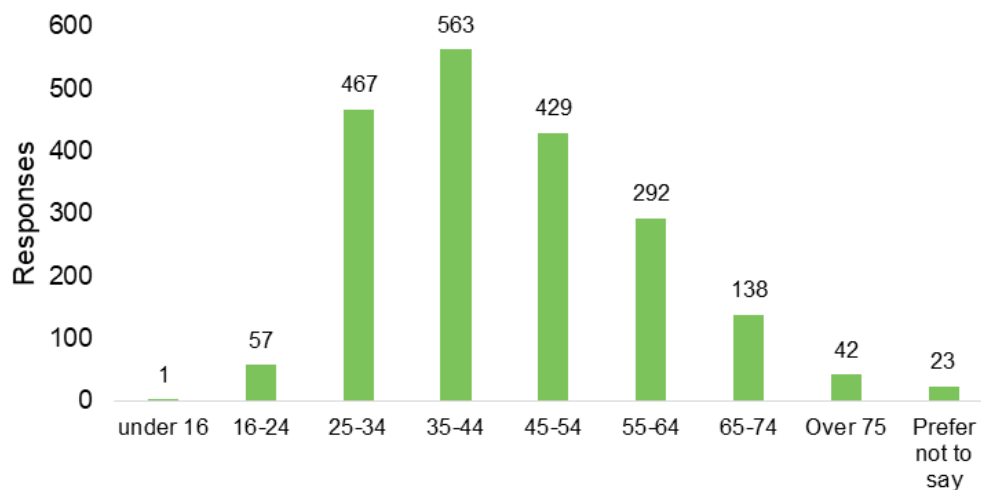
Figure 26 Gender of responses



6.1.2 Age

The most common age group selected by respondents was 35-44 years old, with 28% (563 responses) of responses. This was followed by 25-34 years old, with 23% (467 responses; Figure 27) of responses. Compared with UK averages, 25-34, 35-44 and 45-54 age groups are overrepresented whereas the rest are underrepresented⁴. The least common age groups to respond were 16-24⁵ age group, with 3% (57 responses) and 75+ age group with (2%) 42 responses. There were 1% (23 responses) of 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, 86% (1,702 responses) of respondents said they did not have a disability/health issue, while 9% (168 responses) said their day to day activities were 'limited a little' by a disability or health issue and 2% (34 responses) indicated they were 'limited a lot'. 4% (84 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, 38% (96 responses) said their disability/health issue related to 'Mobility', 15% (38 responses) said it related to 'Mental Health' and 12% (31 responses) said it related to a respiratory issue. 14% (34 responses) selected 'Other' and 8% (21 responses) of responses preferred not to say (Figure 29).

Figure 28 Disability/health issues of responses

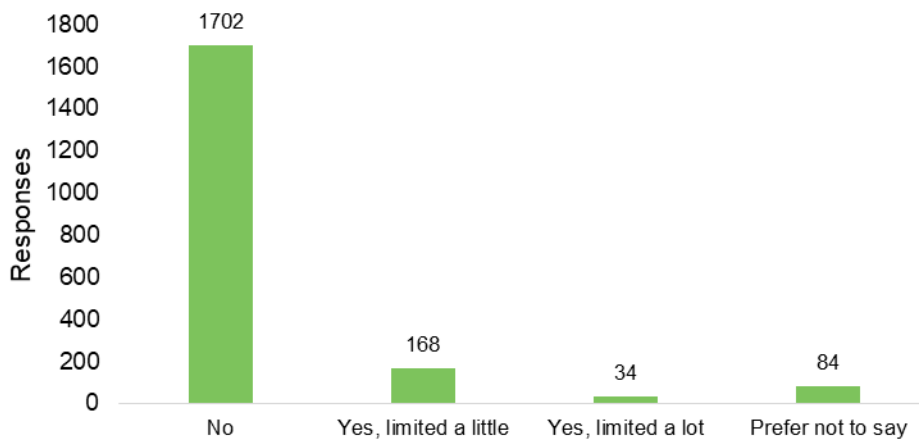
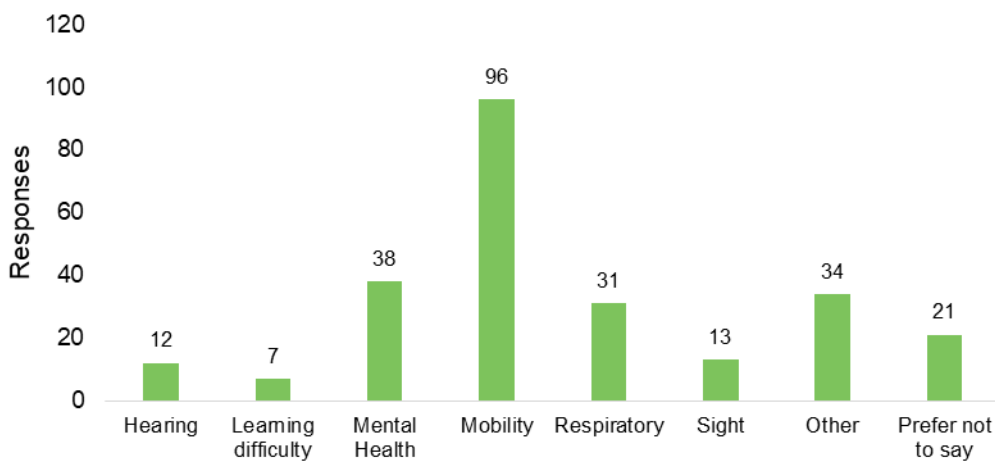


Figure 29 Category of disability/health issue of responses

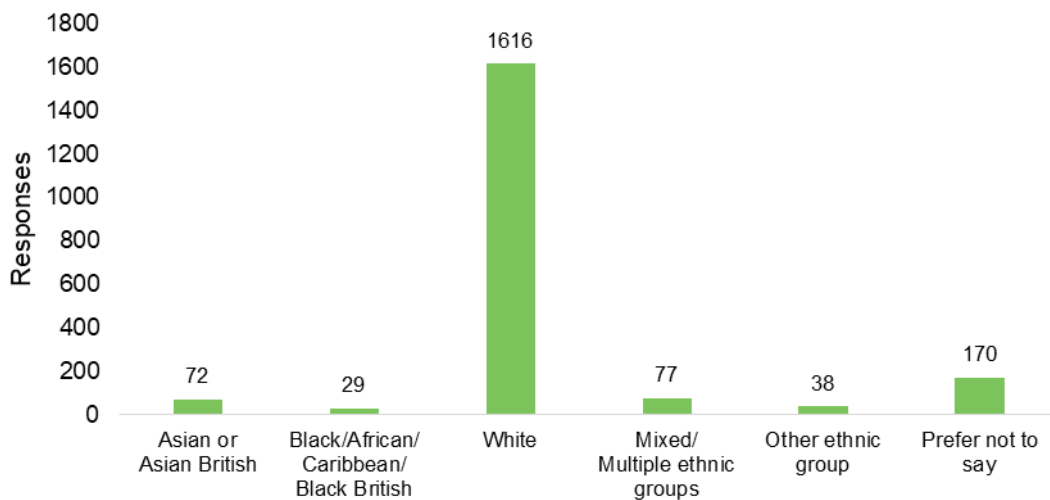


⁶ <https://www.gov.uk/government/statistics/disability-prevalence-estimates-200203-to-201112-apr-to-mar>

6.1.4 Ethnicity

The most common ethnicity selected by respondents was “White” with 81% (1,616 responses; Figure 30). 4% (77 responses) selected “Mixed/Multiple ethnic groups”, 4% (72 responses) selected “Asian or Asian British”, and 1% (29 responses) said they were “Black/African/Caribbean/Black British”. 9% (170 responses) preferred not to say and 1% (38 responses) selected “Other ethnic group”. Compared to UK averages, “Asian/Asian British” and “Black/African/Caribbean/Black British” responses were underrepresented in the consultation⁷.

Figure 30 Ethnicity of responses

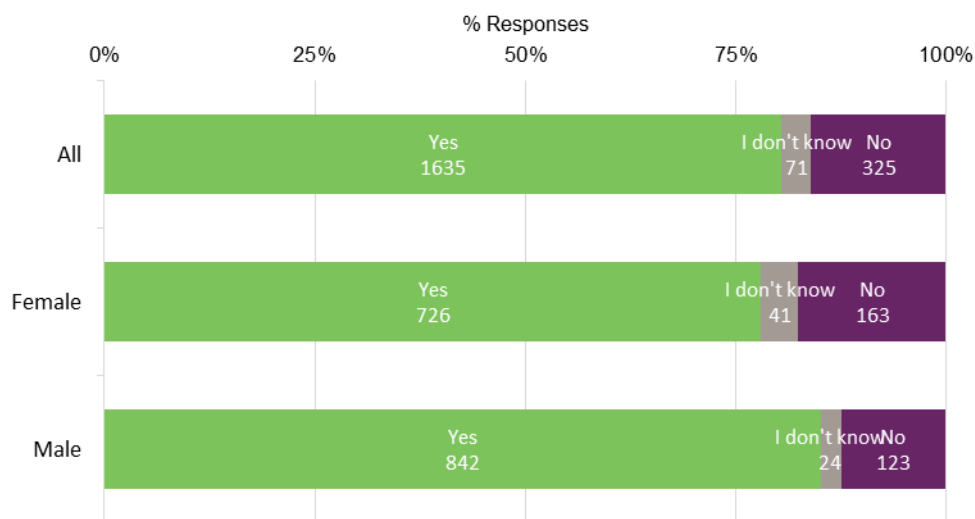


⁷ <https://www.ethnicity-facts-figures.service.gov.uk/uk-population-by-ethnicity/national-and-regional-populations/population-of-england-and-wales/latest>

6.2 Responses by gender

Men were more supportive of the full-time closure of the Avenue than women. When asked if the **closure should be permanent**, 85% (842 responses) of men and 78% (726 responses) of women agreed. This was in contrast to 12% (123 responses) of men and 18% (163 responses) of women who did not want to see the scheme become permanent. (Figure 31).

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



Both men and women had more responses that agreed/strongly agreed that **the change has made the park a more pleasant place to spend time** compared to those who disagreed/strongly disagreed (Figure 32).

When asked if **the changes have had a positive impact on the park**, men and women both had a greater number of responses that agreed/strongly agreed than disagreed/strongly disagreed. Men had a slightly higher proportion of responses that agreed/strongly agreed (Figure 33).

Men and women both had a higher number of responses that disagreed/strongly disagreed that **the change has had a negative impact on the area surrounding the park** than agreed/strongly agreed. Men had a higher proportion of responses in disagreement compared to women (Figure 34).

When asked if the scheme has 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

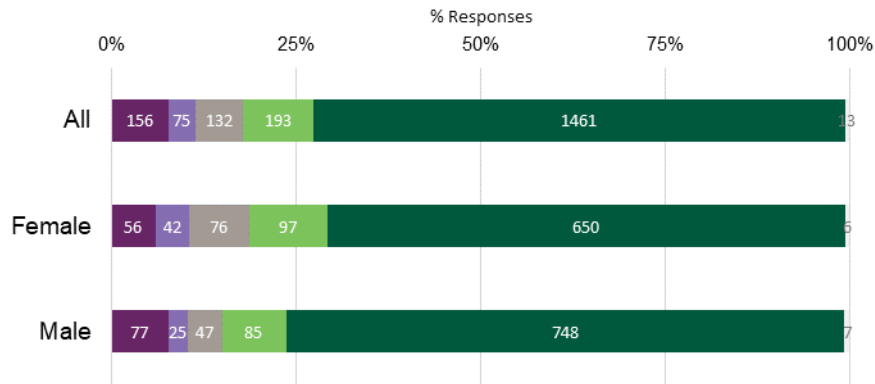


Figure 33 Responses to “The changes have had a positive impact on the park” by gender

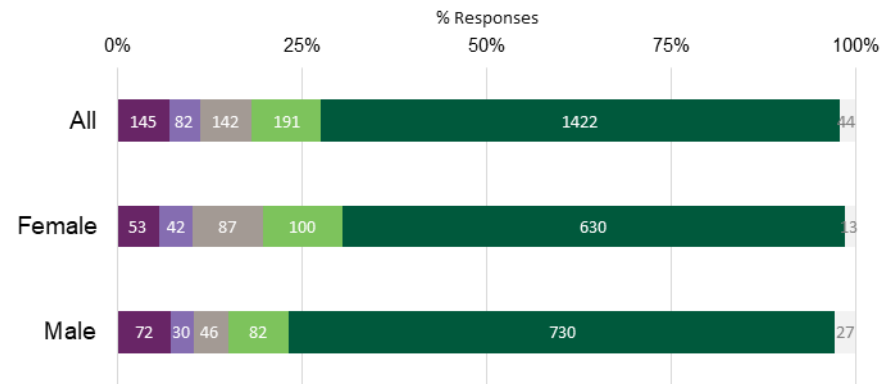


Figure 34 Responses to “The changes have had a negative impact on the area surrounding the park” by gender

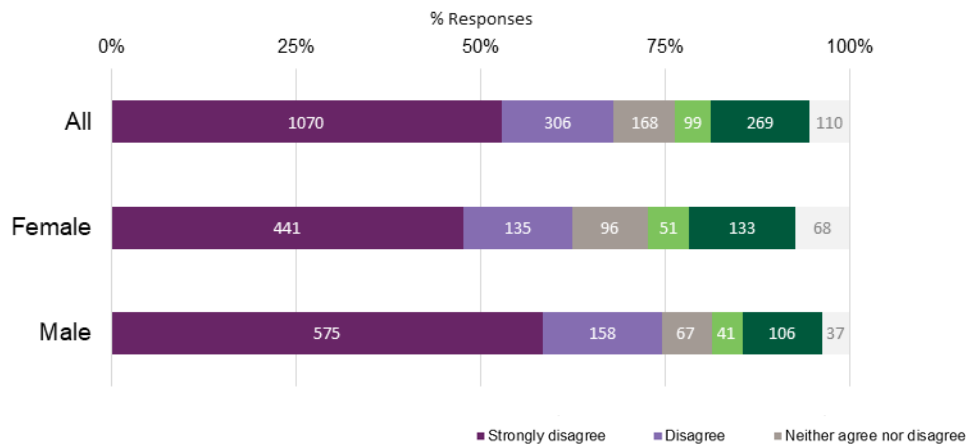
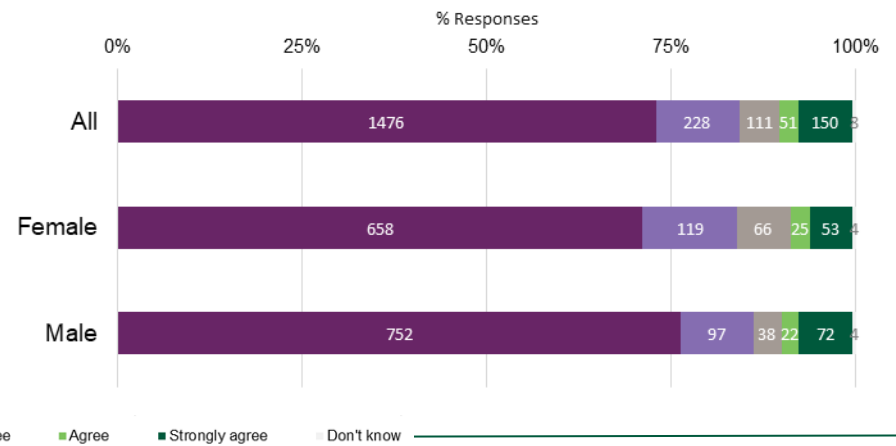


Figure 35 Responses to “The changes have made it harder for me to access the park” by gender



6.3 Responses by age

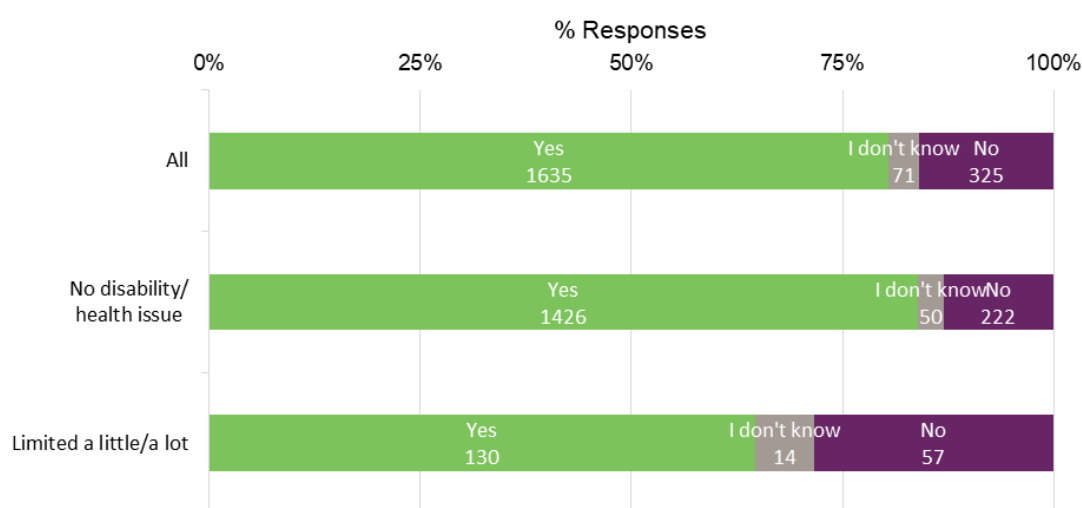
Responses to the scheme varied by respondents' age. However, there were not enough responses to undertake a detailed breakdown of responses by age, as multiple age groups had fewer than 100 responses. As an overview, 25-34 year olds were the most supportive of the scheme. 45-54 year olds were generally the least supportive of the scheme, however, still had a greater number of responses in favour of the scheme than against it.

6.4 Responses by disability

Responses from non-disabled respondents/without a health issue were more supportive of **making the full-time closure of the Avenue permanent** than those with a disability/health issue. 84% (1,426 responses) of non-disabled respondents/without a health issue were in favour of making the change permanent, compared to 13% (222 responses) who opposed the scheme. 65% (130 responses) of respondents with a disability or health issue supported the scheme becoming permanent whilst 29% (57 responses) opposed it⁸ (Figure 36).

65%
of disabled people think
the scheme should be
made permanent

Figure 36 Responses to “Do you want to make the changes permanent?” by disability/health issue



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.

Responses from both those with and without a disability/health issue had a greater number of responses that agreed/strongly agreed that **the change has made the park a more pleasant place to spend time** than disagreed/strongly disagreed. Those without a disability had a larger proportion of responses which agreed/strongly agreed (Figure 37).

A greater number of responses from both those with and without a disability/health issue agreed/strongly agreed that **the change had a positive impact on the park** than disagreed/strongly disagreed. Those without a disability had a larger proportion of responses which agreed/strongly agreed with the statement (Figure 38).

When asked if the **surrounding area was negatively impacted by the scheme**, just under three quarters of the responses from those without a disability/health issue disagreed/strongly disagreed. This compared to just over half of the responses from those who reported a disability/health issue who disagreed/strongly disagreed with the statement (Figure 39).

When asked if **access to the park has become more difficult as a result of the change**, both those without a disability and those with a disability/health issue had more responses which disagreed/strongly disagreed with the statement than agreed or strongly agreed. Those with a disability/health issue had a smaller proportion of responses which disagreed/strongly disagreed with the statement (Figure 40).

Figure 37 Responses to “These changes have made the park a more pleasant place to spend time” by disability/health issue

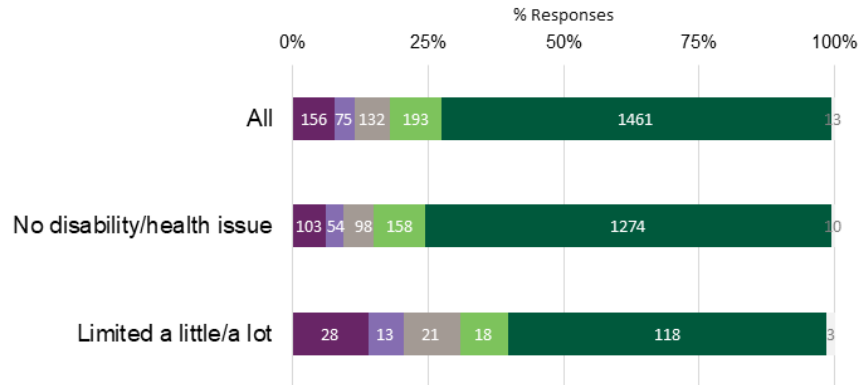


Figure 38 Responses to “The changes have had a positive impact on the park” by disability/health issue

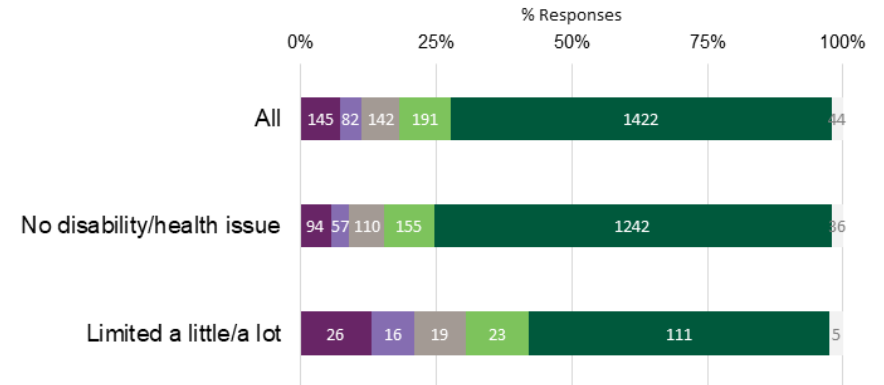


Figure 39 Responses to “The changes have had a negative impact on the area surrounding the park” by disability/health issue

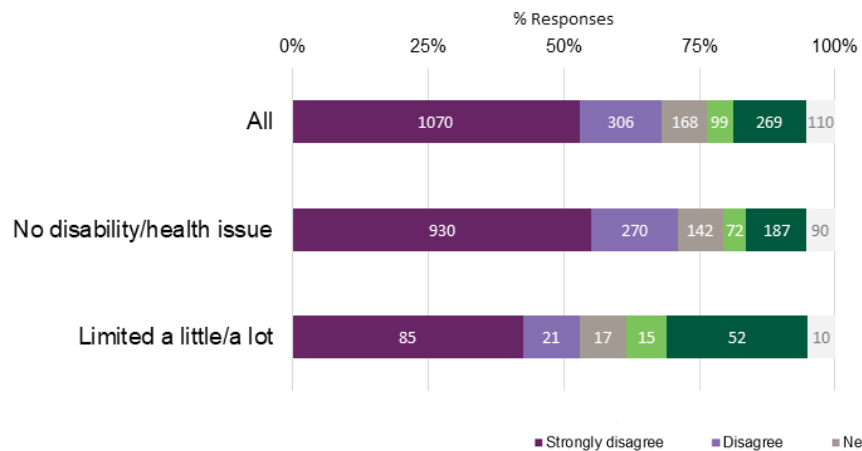
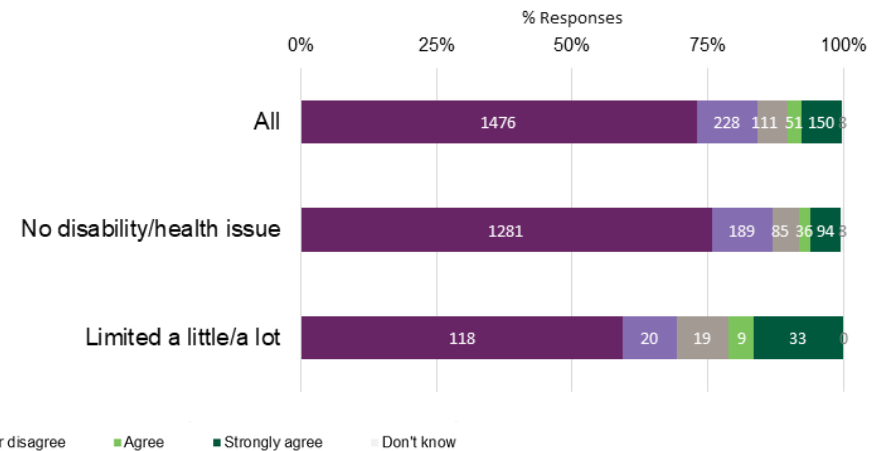


Figure 40 Responses to “The changes have made it harder for me to access the park” by disability/health issue



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.

	A	B	C	D	E	F
1	Stakeholder List					
2	Name	Category	Email	Phone numb	Website	Relationship
3	Abbey Community Association	Community				
4	Arachne Greek Cypriot Women's Group	Culture				
5	Bengali Workers Association	Culture				
6	Churchill Community Hub - Open Age	Community				
7	Eritrean Muslim Community Association	Culture				
8	Home-Start Westminster	Community				
9	Knightsbridge Association	Resident Association				
10	London Chinatown Chinese Association	Culture				
11	Migrants Resource Centre	Migration				
12	National Autistic Society West London Branch	Disability				
13	Westminster Behind a Family	Community				
14	The Westminster Society	Community				
15	The Thorney Island Society and Friends of Environment					
16	Westminster Senior Citizens Forum	Community				
17	Youth Offending Team	Youth				
18	3rd Paddington Scout Group	Youth				
19	One Westminster	Community				
20	Abdul Mageed Educational Trust	Culture				
21	Abundance Arts	Culture				
22	Advantages of Age	Community				
23	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.