sustrans
JOIN THE MOVEMENT

Finsbury Park Boundaries Review

Discover Stage Report

Haringey LONDON

People need Parks



Contents

3 Executive Summary
4 Project Overview
5 Engagement Activities
6 Survey Respondents
7 Key Issues
13 Suggestions for Changes
20 Feedback on Entrances
29 Next steps
30 Appendix



Executive Summary

Sustrans was commissioned by LB Haringey to work with local residents to complete a review of the boundaries of Finsbury Park. This report details public feedback on the issues, opportunities and concerns with the entrances, exits and fences around Finsbury Park. The results will be used to inform the next stage of the project, exploring design ideas with the local community.

Key Issues

- **Safety:** Many people feel unsafe using the park, especially after dark citing antisocial behavior, poor maintenance and lighting as reasons.
- **Accessibility:** Many entrances are narrow, lack dropped kerbs and have staggered barriers. This causes issues for people with mobility issues and for people cycling. There are also significant issues with blue badge vehicle access.

Key Suggestions for Changes:

- Improve safety
- Improve accessibility
- Add greening and measures to support biodiversity
- Retain fencing: most feedback was unsupportive of removing/lowering boundary fences due to concerns around safety.

Additional Feedback:

- Levels of support for a new entrance were mixed. 63% of survey respondents did not want to see a new entrance created. However, key stakeholders and people at in-person engagement events frequently asked for a new entrance to be created in the Northeast of the park to improve access to the park for residents of that area. This was also the most popular location among survey respondents who wanted a new entrance.

Priority Locations:

Based on the feedback detailed in this report we have identified the following locations as priorities for re-design:

- **Stroud Green Gate:** improving safety is key here.
- **Finsbury Gate:** improving safety, reducing conflict between users, improving accessibility and making better use of underutilised space is key here.
- **Hornsey Vehicle Entrance:** improving vehicle access for blue badge holders, reducing conflict between users and improving accessibility is key here.
- **Oxford Road Gate:** reducing conflict between users and improving accessibility is key here. However, we recognise that key to improving this location would be the re-design of the bridge. This would be potentially costly and require buy-in from network rail which may make the re-design of this entrance out of the scope of this project.

Project Overview

Sustrans has been commissioned by LB Haringey to work with local residents to review the entrances, exits, and fences of Finsbury Park. With a focus on accessibility and safety, the review is working toward identifying priority locations for improvements.

The “Discover” stage of the review took place from June to September 2023.

The aim of the Discover stage is to provide an opportunity for the public to share their views on issues, opportunities and concerns with the entrances, exits and fences around Finsbury Park. We worked closely with people with varying needs and experiences to understand the priorities of a full range of park users, leaseholders, local stakeholders, businesses and residents.

Over July and August Sustrans led a range of community engagement events and activities to identify and discuss existing issues and opportunities for changes to the boundaries, entrances and exits of Finsbury Park. This report details the findings of these activities. More information about the activities can be found on the next page of this report.

Findings from this report will be used to inform the Co-design stage of the project, where we will explore design ideas that will address the issues raised within this report with the local community.



Engagement Activities

Public Survey

As part of this stage, we launched a public survey to gather feedback about the park and thoughts on potential changes. We sent a mailout to 15,000 local homes, put up posters and lamppost wraps around the park informing people about the project and the survey, and publicised the survey on the Haringey website. We also hosted pop-ups at Manor House, Finsbury Gate and Finsbury Park Café to give passers by information about the project and links to the survey. Paper copies of the survey were also available at Finsbury Park Café.

Engagement Boards

We set up interactive engagement boards at Finsbury Gate, Finsbury Park cafe and Manor House Gate, which people were invited to add written feedback to. The boards were available for public comments for six weeks.

Women’s Safety Walkabout

A safety audit of some of the park’s entrances and exits was conducted with Kurdish and Middle Eastern Women’s Organisation (KMEWO), who work with women in the local area. Eight women, as well as a staff member from KMEWO, took part. The group walked around Finsbury Park, through a number of the entrances and then completed a mapping exercise and discussed priorities and areas of concern at other entrances, exits and boundaries.

Stakeholder Meeting

We met with representatives of organisations to discuss the upcoming boundary review of the park and gather feedback and ideas for changes. Present were representatives from The Museum of Homelessness, KWEMO, Park Run, Friends of Finsbury Park, London Mets, the Drumming School, a visual artist with a residency in the park, Islington Cycle Club, University of Westminster and Finsbury Park Sports Partnership.

Councillor Walkabout

We visited Finsbury Park for an information giving and feedback session with councillors from wards surrounding Finsbury Park. This included councillors from LB Haringey, LB Hackney and LB Islington.

Access Audit

An accessibility audit of some of the park’s entrances and exits were conducted with a group of seven people, including wheelchair users and people with other disabilities. Our route took us from the Hornsey Road Gate to the Oxford Road Gate, at the start of Parkland Walk. We then went to the Finsbury Park Café, where we completed a mapping exercise and discussed priorities at other entrances, exits and boundaries.

Survey Respondents*

1,064
people completed the online survey

83%
of respondents visit Finsbury Park at least once a week

73%
of respondents live in the postcode N4 which surrounds Finsbury Park

16%
of respondents have a long-term physical or mental health condition or illness

78%
of respondents are white

51%
of respondents are female

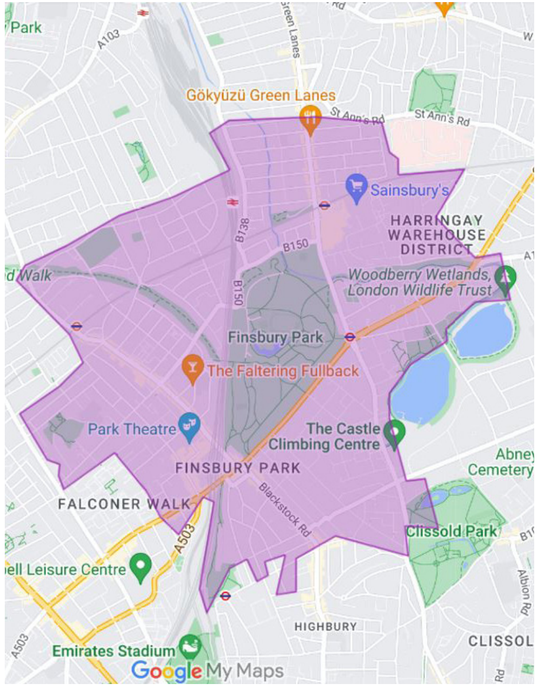
46%
are male

The most common age group of respondents is
35-44

The activities respondents most commonly do in Finsbury Park are:

- **Walking**, **running**, **wheeling** or **cycling** for leisure
- **Traveling through** on foot as part of a longer journey
- **Meeting** friends and family

Image: N4 Postcode



* More information about survey respondents can be found in the Appendix of this report, from page 27.

Key Issues



Safety

Safety is a key concern for many users of Finsbury Park. The main reason reported for feeling unsafe was due to **antisocial behaviour** in the park, including issues with substance abuse and crime - which many people reported finding intimidating. The presence of **litter** and **poor upkeep** in areas of the park, and a **lack of lighting**, also contributed to park users feeling unsafe. Safety was a particular concern after dark with 84% of survey respondents saying they do not feel safe in the park after dark. Key locations for antisocial behaviour and poor upkeep included Stroud Green Gate, Finsbury Gate and Manor House Gate.

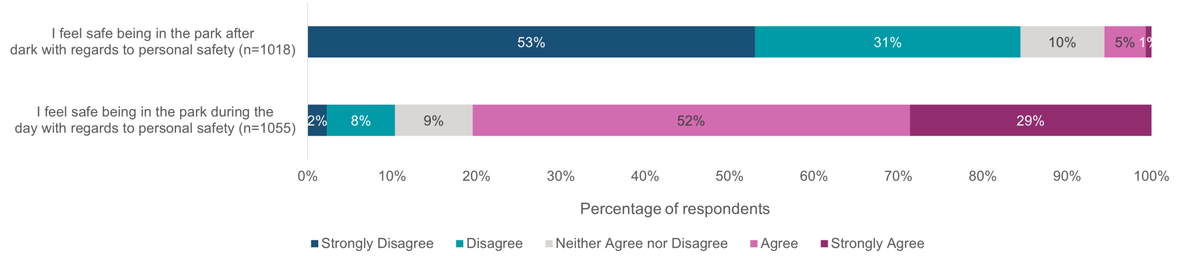
84%

of respondents do not feel safe being in the park after dark with regards to personal safety*

"Anti social behaviour is a big problem around entrances around Finsbury park gate. I don't feel safe entering or leaving the park."

Open-text survey comment

Figure 1. To what extent do you agree or disagree with the following statements about Finsbury Park



* a combination of strongly disagree and disagree, excludes N/A response option

Safety The views of women

Women's Walkabout

The key focus of the women's walkabout was safety. The key takeaways from the audit were that:

- The gate that came up as the **biggest priority from a safety perspective was Stroud Green Gate**. Many of the participants would not travel there, or let their children travel there.
- **Natural surveillance**, and the presence of children, were seen to be deterrents to antisocial behaviour. Therefore, creating life and reasons to linger at the entrances was seen as a positive from a safety perspective. This could include seating, play spaces, cafes, and features near entrances.
- **Better and more welcoming gates and signage** would help to announce the park as a friendly and safe space, and there were suggestions in how we could re-design gateways to be more colourful and inviting.
- **Lighting** came up many times as being important. It's likely that some of these concerns will be addressed by the new lighting being installed as part of a separate project.
- It was **unclear whether removing fences would make a positive impact on the participants' feeling of safety** when walking up Seven Sisters Road.

90%

of female respondents do not feel safe being in the park after dark with regards to personal safety, compared to **79%** of male respondents*

13%

of female respondents do not feel safe being in the park during the day with regards to personal safety, compared to **8%** of male respondents*



* a combination of strongly disagree and disagree, excludes N/A response option

Walking, Wheeling and Cycling

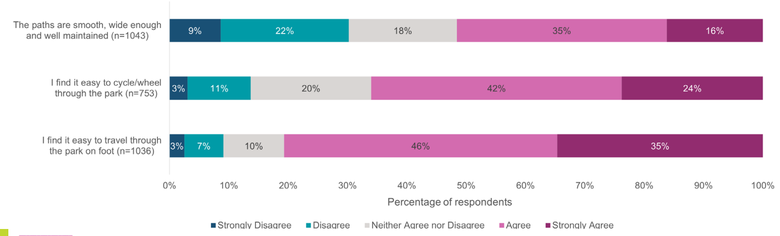
There were many comments concerning poor path quality in the park, including issues with **potholes**, **cracks** and **flooding**.

Many people reported cycling through Finsbury Park, as a welcome alternative to people cycling on busy adjacent roads. However, cyclists frequently reported that **entrances are not well designed for accessing the park by cycle**. This included a lack of dropped kerbs and tight turning circles – which make it particularly difficult for non-standard cycles. The narrowness of entrances as well as them being shared between pedestrians and people cycling was also frequently reported as creating **conflict between pedestrians and people cycling.**

Multiple people also commented that some of the **road crossings outside of entrances could be better designed** for both pedestrians and people cycling to improve links into the park. This is particularly an issue at Green Lanes Gate, Hornsey Vehicle Entrance and Stroud Green. Some cyclists also felt that the park could be better integrated into nearby safe cycling routes.

Poor access for those walking, wheeling and cycling when events are in the park was also frequently mentioned. People reported that gates and paths are frequently blocked and that alternative paths provided are often not accessible – particularly to those with mobility issues and for people cycling.

Figure 2. To what extent do you agree or disagree with the following statements about Finsbury Park





30%

of respondents do not think the paths are smooth, wide enough and well maintained*

"…the entrances for cyclists are horrible - very narrow and bumpy, many with sharp turns from the street into the park. In addition those narrow entrances are shared with pedestrians which makes it dangerous to navigate through quickly."

Open-text survey comment

* a combination of strongly disagree and disagree, excludes N/A response option

Accessibility Audit

Feedback on specific gates will be provided later in this report, but generally the accessibility audit fed back that:

- The **approaches to the gates need to be considered** throughout this project, as there are some significant barriers to entry in the pavements and crossings near to some park entrances
- There are **many physical barriers in the park** including kerbs with dropped access and staggered barriers at entrances
- Taking down fencing may affect those with autism and **any changes to fencing will require engagement with carers.**
- There are **significant issues with vehicle access at Hornsey Road Gate**, with a lack of clear information regarding who can access and how to access and difficultly accessing the gate with a blue badge.
- In addition, disabled respondents also highlighted the **steep camber and high kerbs of the main road** in the park, alongside a **lack of toilets** as issues affecting the accessibility of the park.



16%

of respondents with a long term physical or mental health said that Finsbury Park is not accessible for their mobility needs, compared to **5%** of respondents without a long term physical or mental health conditionor illness.



16%

of respondents with a long term physical or mental health condition or illness do not find it easy to travel through the park on foot, compared to 7% of respondents without a long term physical or mental health condition or illness*



* a combination of strongly disagree and disagree, excludes N/A response option

Walking, Wheeling and Cycling

The views of cyclists

Feedback from Haringey Cycling Campaign, a local cycling group, highlighted that:

- Dedicated cycle access points at **Hornsey Vehicle Gate** and **Finsbury Gate** are **permanently closed**
- Cycle access at **Green Lanes** is **poor**
- Cycleway **signage** for the **Finsbury dedicated cycle access** is no longer visible
- The **Toucan crossing** at **Hornsey gate** needs improvements to the **pavement access**
- Cycle access **within** the Park is generally **good**, but **some surfaces need repair**
- The cycle path directly north of **Finsbury Park Athletics Track** is **narrow**

The conflict between pedestrians and cyclists within the park was also highlighted as an issue. We will explore this further at the Co-Design workshops (see page 29).





Suggestions for Changes



Entrances and internal barriers

Re-designing entrances to make them more welcoming, cleaner and more accessible was a popular suggestion. In particular, many people wanted them to be **easier to access by cycle**. However, people were keen to ensure the **Victorian gate entrances are retained**. A common suggestion was to open the larger middle gates, at these Victorian entrances, to create more space for people cycling. Although people wanted entrances to be re-designed, many people wanted to retain lockable gates at other entrances. A significant number of survey respondents suggested a return to locking the park at night to improve safety.

There were mixed views on removing fences within the park. Some people felt that these were important to maintain safety for dogs and children. However, others felt that their removal would make the park feel more pleasant and open – particularly around the New River.



32%

of respondents agree* that removing barriers and fences within the park would make it easier, safer and more pleasant to use

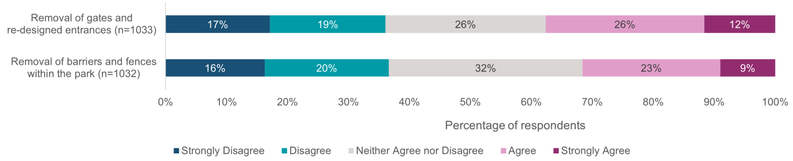
"Fully agree that some entrances need redesigning to make more welcoming. The entrance from Stroud Green Road and Oxford Road gate are both unappealing."

Open-text survey comment

"Remove the fence around the river, the whole rest of the river you can walk and sit next to it apart from in the park!"

Open-text survey comment

Figure 3. To what extent do you agree or disagree that the following changes would make Finsbury Park easier, safer, and more pleasant to use?



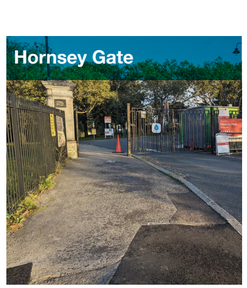
* a combination of strongly disagree and disagree, excludes N/A response option

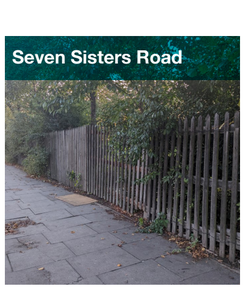
Boundary treatments

Feedback showed that the majority of people are **unsupportive of removing or lowering boundary fences**. The key reason for this was a concern that this would increase anti-social behaviour and make the park less secure. Some people wanted to see damaged fences replaced and the wooden fences replaced with wrought iron fencing.

Some people we spoke to **supported adding hedges**, but for the majority this was **in addition to fences** – as they were concerned about the safety implications of removing fences.

We will further explore different boundary treatment options at the Co-Design workshops (see page 29).









"The fences should remain as they are, at the height they are for the safety of the park users. A suggestion would be to Open the larger gates with bollards placed that can be lowered for cars to access but can remain up to prevent public car access. Then there would then be more room for cyclists and pedestrians to use the entrance at peak times."

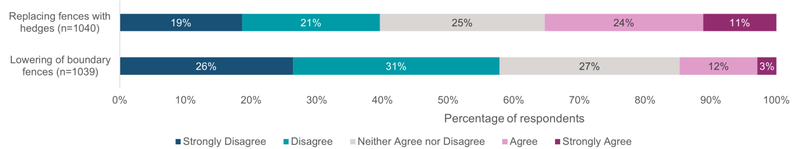
Open-text survey comment



58%

of respondents disagree* that lowering boundary fences would make the park easier, safe and more pleasant to use and more pleasant to use.

Figure 4. To what extent do you agree or disagree that the following changes would make Finsbury Park easier, safer, and more pleasant to use?



* a combination of strongly disagree and disagree, excludes N/A response option

New Entrance

The majority of survey respondents did not want to see a new entrance to the park. The most common reasons survey respondents gave for not wanting a gate was that it is **not necessary** and that they would rather money was spent **improving and maintaining existing gates.**

Feedback at in-person events and open-text survey comments aligned with survey respondents in terms of where a new entrance would be best placed. Multiple people made comments that it is **difficult to access the north end of Finsbury Park** – particularly from the Ladder. It was highlighted that accessing the park from this area means walking down a busy road which people found unpleasant due to the poor air quality and noise.

The London Mets, who were involved in the stakeholder management group, were generally supportive of a new gate in this area. Although they said it could be logistically difficult if the fencing were to be taken down in this area or if a new path was created across their pitch.



37%

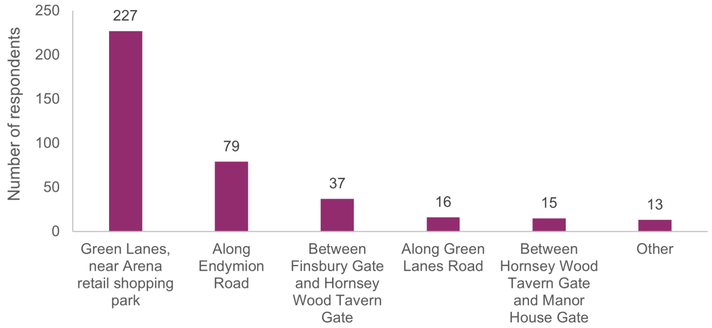
of respondents said they would like to see a new entrance to the park. **63%** said they would not like to see a new entrance

The most popular place for a new entrance is in Green Lanes, near the Area retail shopping park*

"The opening up of an entrance near Arena Shopping centre would transform this part of Green lanes which feels very urban. The relationship to the park is cut off by the fences. If there was an entrance at this corner people could avoid walking up/down the highly congested Green Lanes from Manor House by using the park instead."

Open-text survey comment

Figure 5 Where would you like this entrance to be?**



* this question was only asked to respondents who wanted to see a new entrance (n=387)
** this relates to the 37% of respondents who would like to see a new entrance

Greening and Improving Biodiversity

There was a lot of **support for additional greening and improvements to biodiversity** in Finsbury Park.

It was mentioned several times that **Seven Sisters Road may benefit from greening** to help separate the park from the road and the pollution there. Although some people highlighted the need to ensure any new planting could be adequately maintained.

Some people mentioned that they did not want to see the creation of a new entrance or new paths through the park because of the potential impact on biodiversity and loss of greenery. They did not want to contribute to the 'tarmacked' feel of the park.

Some people also felt that events held in the park are detrimental to wildlife and greenery and wanted to see fewer or no events because of this.



85%

of respondents agree* that added features which support biodiversity would make Finsbury Park easier, safer and more pleasant to use

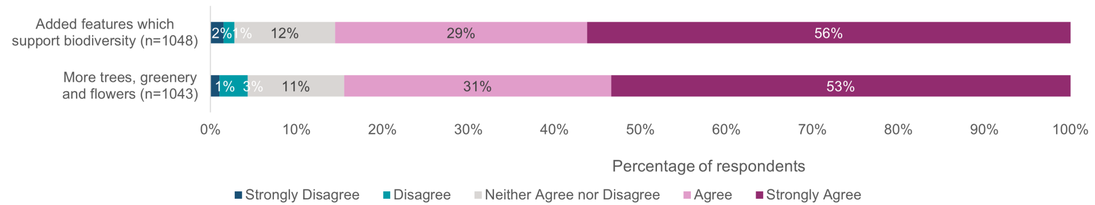
"Adding hedges but not removing current fences could add biodiversity make more pleasant from roads such as Seven Sisters Rd."

Open-text survey comment

"I don't think wholesale changes are necessary. Anything that improves the biodiversity or attractiveness to nature should be encouraged. Building or additional paving should be strongly discouraged."

Open-text survey comment

Figure 6 To what extent do you agree or disagree that the following changes would make Finsbury Park easier, safer, and more pleasant to use?



* a combination of strongly agree and agree

Paths in the Park

There were asks for improved path quality in terms of **re-laying paths with cracked and uneven surfaces**. The introduction of more dropped kerbs between pavements, paths and roads on key walking and cycling routes through the park was also mentioned several times.

Locations for new walking/cycling routes that were mentioned several times included:

- A path along Green Lanes, inside the park, with a new entrance created near the Arena Mall
- A new walking/cycling route inside the park along Seven Sisters Road. This would entail removing the fences, but could provide a safe alternative to cycling on the road and a more pleasant walking/wheeling experience. Although some stakeholders were concerned about removing fencing here.
- Improved integration with the cycle path on Wightman Road

Improvements to road crossings outside of entrances were also suggested – See pages 21-28.



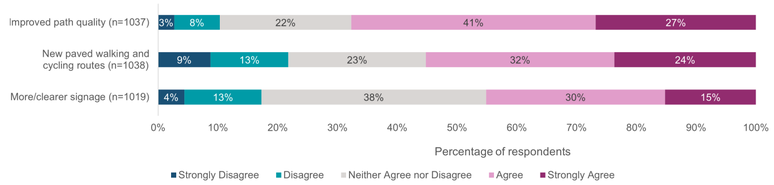
68%

of survey respondents agree* that improved path quality would make Finsbury Park easier, safer and more pleasant to use

"I would like to see a new walking and cycling path on the Eastern Boundary with Seven Sisters Road. This would be just inside the park but would involve removing the outer fence. It would enable children and older people to cycle all year round even in the hours of darkness when the park is inaccessible."

Open-text survey comment

Figure 7 To what extent do you agree or disagree that the following changes would make Finsbury Park easier, safer, and more pleasant to use



* a combination of strongly agree and agree

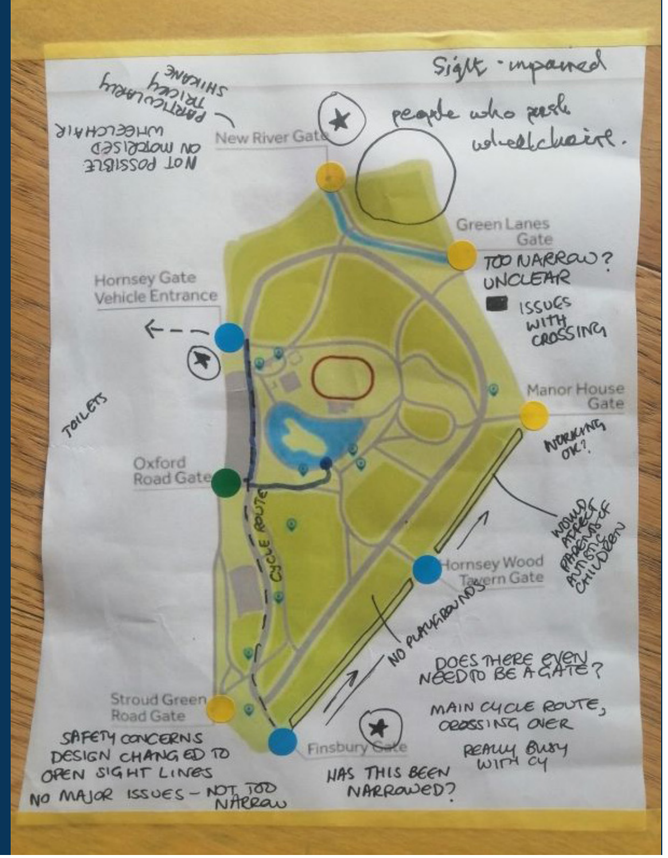
Additional Suggestions

- **Lighting:** There were a number of requests for more lighting in the park. It should be noted that many of these concerns may be addressed by the new lighting being installed in the park as part of a separate project.
- **Surveillance:** There were also many requests for CCTV and additional security personnel – particularly around gates where antisocial behaviour is an issue. This was raised in the women's walkabout and in the survey. The women's walkabout also suggested visible phone numbers to call security/the police.
- **Seating:** Additional seating was requested to make spaces of the park more well used and more pleasant. Some disabled survey respondents also requested seating to make it easier to use the park. However, there were some concerns over whether more seating would attract antisocial behaviour.
- **Toilets:** More and better maintained toilet facilities was suggested by some.
- **Fewer events:** Concerns around large-scale events held in the park was the most commented upon issue in the open-text comments. 80 respondents left comments concerning issues with large-scale events. This represents 13% of open-text comments, and 8% of overall respondents.

"More lighting throughout the park. Stroud Green entrance could be made to feel less closed in so you can see where you're going more. There could be more seating around the park or atleast upgrade the current seating - most are falling apart/ uncomfortable. gender informed approach to designing the space so it is welcoming to all people who want to use the park of all ages"

Open-text survey comment

Feedback on entrances



Finsbury Gate

Key issues:

- **Safety:** Loitering, anti-social behaviour, poor sight lines, litter and lack of maintenance create a feeling of lack of safety here.
- **Narrow width:** the small width of the side gates causes conflict between pedestrians and people cycling – particularly due to the large number of people using this gate.
- **Unwelcoming feel:** the space feels underutilised and unwelcoming, there is nowhere to sit or spend time – which also reduces natural surveillance.

Suggestions for Changes:

- This was identified as a high priority gate in the accessibility audit.
- People like the Victorian gate however there were a lot of asks for the larger gates to be opened to allow people cycling to use them – reducing congestion in the smaller gates.
- Features which encourage people to sit and spend time here may increase natural surveillance including benches, children's play equipment, planting, lighting and a café.

31%
of respondents don't feel safe using this entrance during the day*

55%
of respondents don't think this entrance is welcoming*

Survey responses indicate that this is one of the most used gates in the park.

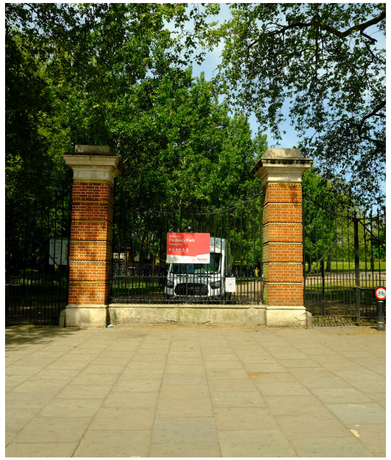
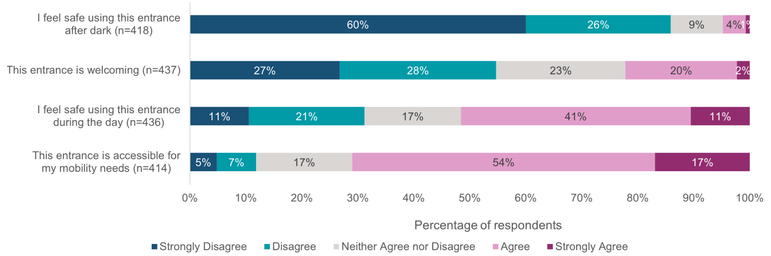


Figure 8 Thinking about this entrance, to what extent do you agree or disagree with the following statements?



* a combination of strongly disagree and disagree

Oxford Road Gate

Key issues:

- **Narrow width:** the narrowness of the railway bridge, approach to the bridge and gate at this entrance creates conflict between park users including runners, cycles, buggies and pedestrians.
- **Accessibility issues:** in addition to the narrowness, the accessibility audit highlighted the steep gradient of the approach bridge and the paving stones at the entrance as being challenging for those in wheelchairs.
- **Maintenance:** the entrance and bridge look worn out and there is often litter here.

Suggestions for Changes:

- Lots of people requested that the bridge be widened but acknowledged the expense and difficulty of doing so.
- If the bridge were to be re-designed, several people suggested having viewing platforms or places where children can see the tracks through the fence.
- Some wanted interventions to slow people cycling on the bridge or encourage them to dismount to reduce conflict between users.
- Some suggested the bridge and entrance be revamped with cleaning and painting.



19%

of respondents disagree* that this entrance is accessible for their mobility needs

Survey responses indicate that this is the most used gate in the park

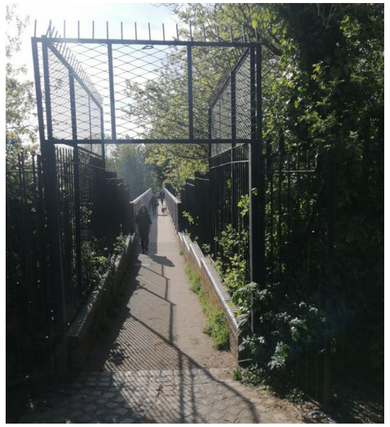
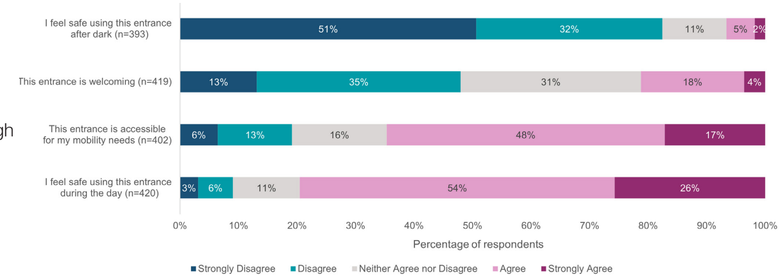


Figure 9 Thinking about this entrance, to what extent do you agree or disagree with the following statements?



* a combination of strongly disagree and disagree

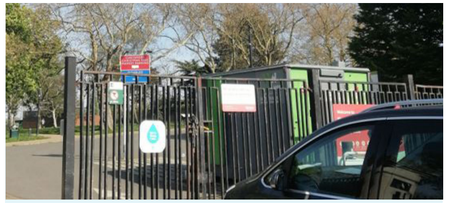
Hornsey Vehicle Entrance

Key issues:

- **Blue badge vehicle access:** the system for vehicle access is inconsistent as it often depends on luck if there are staff at the gate. The early closing time of the gate was also highlighted. There is also no signage saying that blue badge holders are permitted into the park.
- **Accessibility issues:** at the approach to the gate, the dropped kerb at the crossing is very steep and unstable. Once inside the park there's no dropped kerb, the driveway is at an angle on slope and the path is narrow.
- **Cycle access:** people cycling are forced onto the pavement to bypass the gate here and only one of the pavements has dropped kerbs to facilitate this.
- **Pedestrian safety:** crossing the road here was described as difficult and unsafe.
- **Vehicles during events:** people felt there were an excessive number of vehicles, particularly large lorries, using this entrance during events causing safety issues.

Suggestions for Changes:

- Improved blue badge vehicle access. Benchmarks discussed include Highgate Woods, where you show your disabled badge to enter, or others where cameras are used.
- Improved path quality including dropped kerbs, or no kerbs at all.
- Improved access for people cycling, including segregation from pedestrians and vehicles.

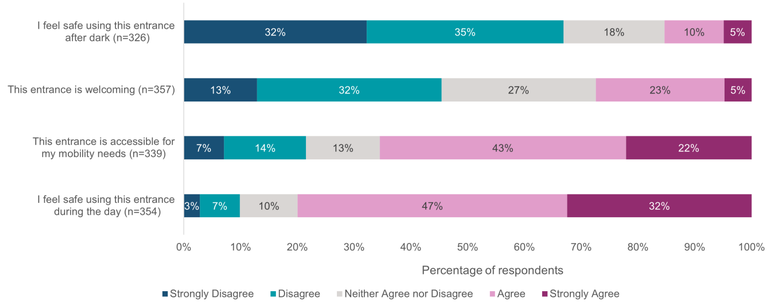


22%

of respondents disagree* that this entrance is accessible for their mobility needs

Survey responses indicate that this is one of the most used gates in the park.

Figure 10 Thinking about this entrance, to what extent do you agree or disagree with the following statements?



* a combination of strongly disagree and disagree

Stroud Green Gate

Key issues:

- **Safety:** this was the key concern at this gate. This was largely driven by reports of anti-social and substance abuse issues here. Participants at the women's walkabout recounted acts of violence at this location. Some people said they avoid using this gate, particularly at night.
- **Narrow width:** the design of the entrance with high-walls, poor slight lines and a narrow path also contributes to feeling unsafe. Women on the walkabout said it feels like an 'alleyway'. The narrowness of this path also leads to pedestrian and cyclist conflict
- **Maintenance:** people reported that this entrance feels unclean and unpleasant with the frequent smell of urine and excrement – particularly on the bank beside the entrance.

Suggestions for Changes:

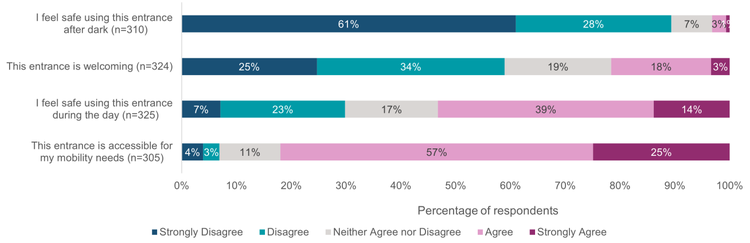
- Redesign of the gate to make it bigger, more welcoming and increase visibility was a common suggestion.
- CCTV cameras and a greater presence of security was also wanted by some people.
- Some people also suggested the creation of a public toilet here.
- Feedback from the accessibility audit suggested that recent design changes had improved accessibility at this gate.

30%
of respondents do not feel safe using this entrance during the day*

59%
of respondents do not think this entrance is welcoming*



Figure 11 Thinking about this entrance, to what extent do you agree or disagree with the following statements?



* a combination of strongly disagree and disagree

New River Gate

Key issues:

- **Narrow width:** the width of this gate and tight turn onto the pavement makes it challenging for people cycling – particularly for those with cargo cycles or adapted cycles. The accessibility audit also highlighted that this gate is completely inaccessible for some wheelchair users due to the staggered barriers.
- **Path condition:** people said that the path is very uneven and cracked.
- **Maintenance**: some said the fences near this entrance are in poor condition.
- **Drainage issues:** people said that the path near this entrance frequently floods during heavy rain.

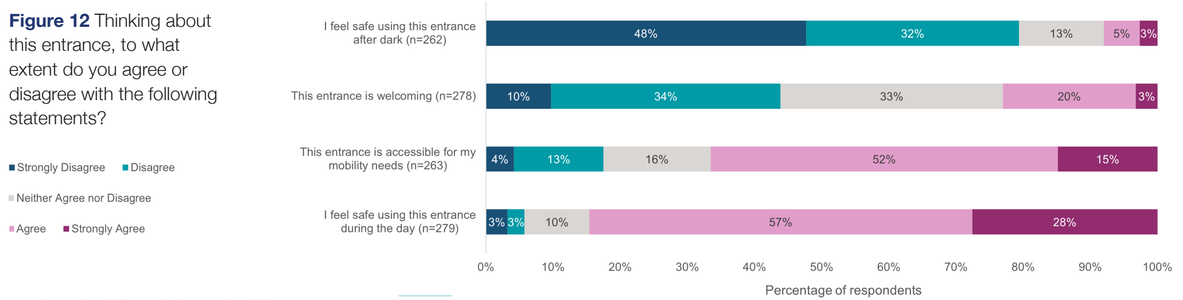
17%
of respondents disagree* that this entrance is accessible for their mobility needs



Suggestions for Changes:

- Widen the entrance to make it easier to access for wheelchairs users and people cycling.

Figure 12 Thinking about this entrance, to what extent do you agree or disagree with the following statements?



* a combination of strongly disagree and disagree

Manor House Gate

Key issues:

- **Unwelcoming feel:** some reported that the space around this gate feels unwelcoming and underutilised.
- **Maintenance:** some felt that the gate at this entrance feels scruffy and tired, there is often litter and flytipping here.
- **Safety:** safety issues were also experienced here, with some reporting antisocial behaviour here.
- **Narrow width:** the narrow width of the small side gates causes conflict between pedestrians and people cycling.

Suggestions for Changes:

- Features which make the space feel more welcoming and make better use of the space, including benches, planting and lighting.
- Some asked that the larger middle gates be opened for people cycling to reduce congestion at the smaller gates – with barriers to prevent vehicle access.
- The Museum of Homelessness are moving into the area and asked if there was a way of managing deliveries at this gate rather than needing to drive through the park from the vehicle entrance.

29%
of respondents do not think this entrance is welcoming*

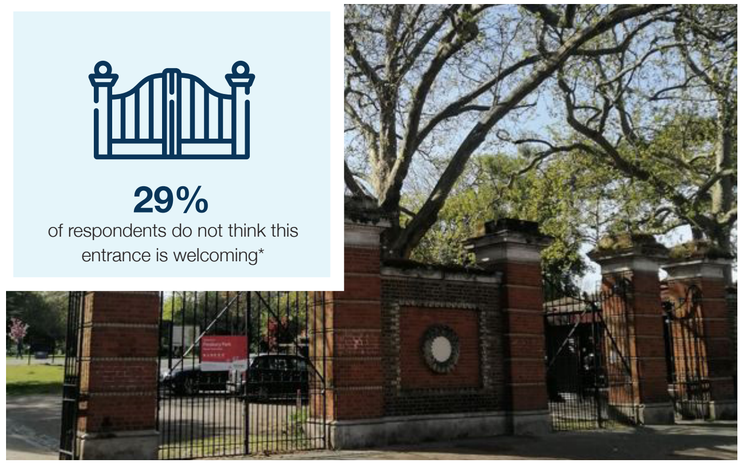
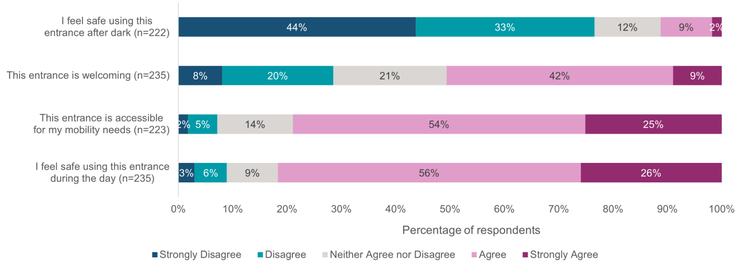


Figure 13 Thinking about this entrance, to what extent do you agree or disagree with the following statements?



* a combination of strongly disagree and disagree

Green Lanes Gate

Key issues:

- **Narrow width:** the width of the gate here and the tight turn onto the pavement was highlighted frequently as an issue for people on cycles – particularly cargo cycles and adapted cycles. People cycling often use this as a connection to the cycle route on Hermitage Road, however, it is not fit for purpose in its current state.
- **Narrow pavement:** the narrowness of the pavement outside of the gate makes it difficult for those on cycles accessing the road crossing.
- **Path quality:** some reported that this path gets muddy in the winter

Suggestions for Changes:

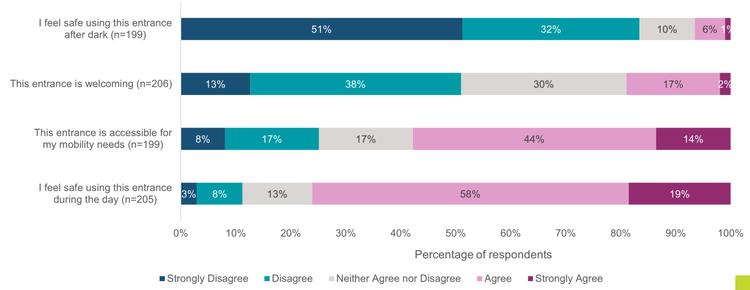
- Improve access for people cycling by widening the entrance and turning circle.
- Some suggested that this area could potentially be opened up and set back, with fencing removed. However, participants in the access audit stressed the importance of speaking to carers of those with autism to assess the impact of removing fences here.
- Improve the road crossing here, by decreasing the wait time and increasing the crossing time, or installing a toucan crossing.

51%
of respondents don't think this entrance is welcoming*

25%
of respondents disagree* that this entrance is accessible for their mobility needs
Survey responses indicate that this is one of the least used entrances to the park.



Figure 14 Thinking about this entrance, to what extent do you agree or disagree with the following statements?



* a combination of strongly disagree and disagree

Hornsey Wood Tavern

Key issues:

- **Underused:** people reported that this entrance feels hidden away and unwelcoming.

Suggestions for Changes:

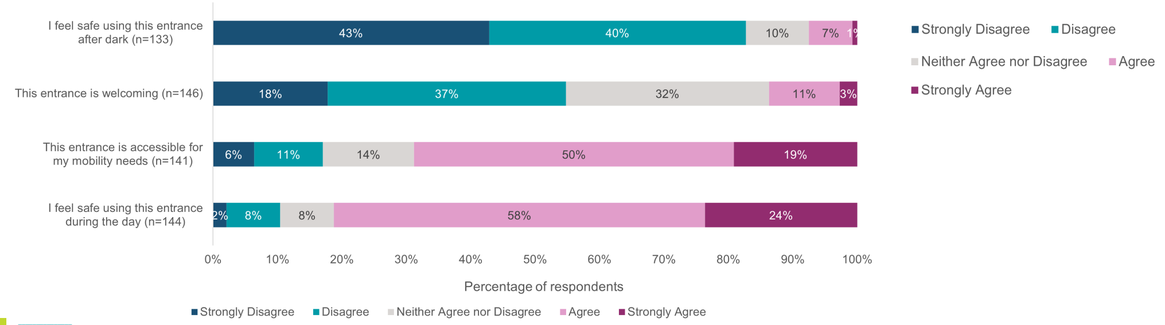
- Some people noted that there could potentially be better links to the Brownswood Low Traffic Neighbourhood here if access for people cycling was improved at this entrance. This would include a road crossing and widening of the gate.

55%
of respondents do not think this entrance is welcoming*

Survey responses indicate that this is the least used gate



Figure 15 Thinking about this entrance, to what extent do you agree or disagree with the following statements?



* a combination of strongly disagree and disagree

Next Steps

Co-Design

The next phase of the project will be the "Co-Design" stage, where we will explore design ideas that will address the issues raised within this report with the local community. Specific issues include conflicts with pedestrians and cyclists, and more exploration around boundary treatments.

A series of Co-Design workshops have been confirmed:

- **A pop-up workshop afternoon** in different locations within Finsbury Park on **15th November, 12pm - 3pm**
- **A drop-in session** at Azalea Court Community Hall, Finsbury Park Place, Queens Drive, London, N4 2AP between 16:00 and 19:00 on **Monday 20th November**
- A stakeholder workshop
- A women's only safety workshop
- **A pop-up workshop** near the sports courts in Finsbury Park to capture the views of young people under 25

Furthermore, demographic information shows that people aged under 35 (particularly young people aged 18-24) and people from non-white backgrounds were underrepresented among survey respondents, when compared to the demographics of the local area surrounding Finsbury Park. Key steps will be to engage with these groups in the Co-Design phase. This includes the pop-up workshop outside the sports courts in Finsbury Park to address the underrepresentation of young people's voices



Appendix



Appendix About Survey Respondents

Figure 16 Roughly how often do you visit or travel through Finsbury Park?

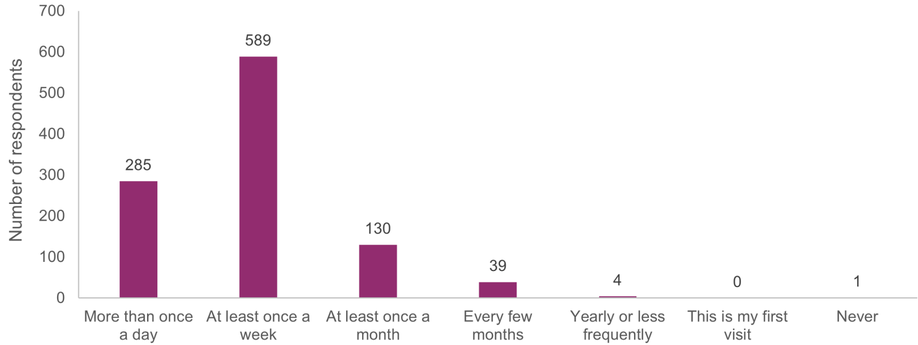


Figure 17 What do you most commonly do in Finsbury Park?

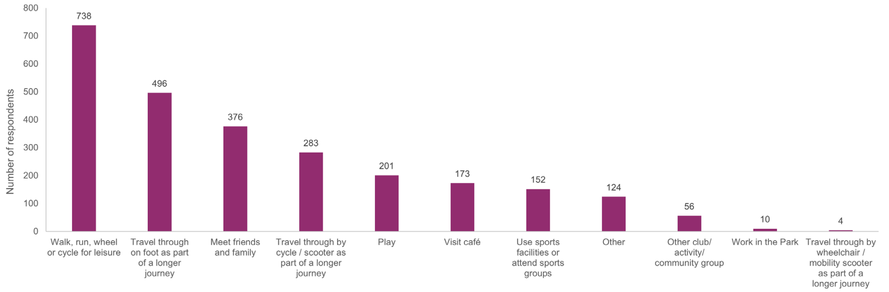
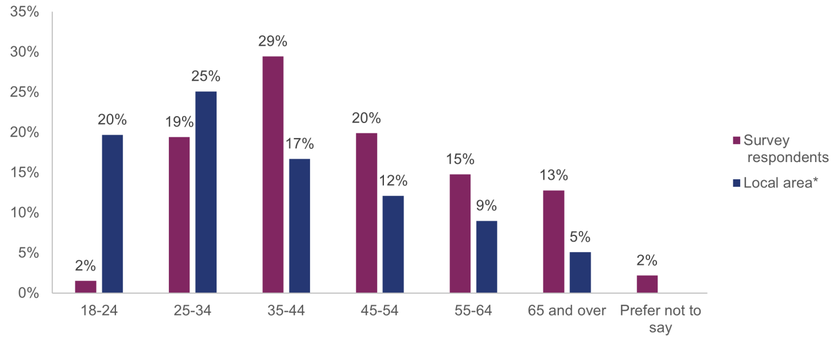
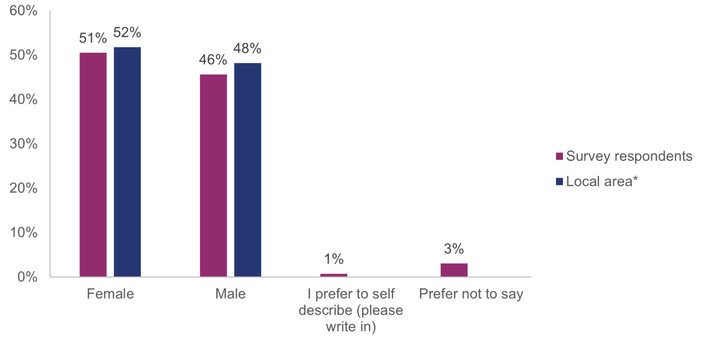


Figure 18 . Which age group do you belong to?**



Comparing the ages of survey respondents to the ages of residents in wards surrounding Finsbury Park* indicates the survey has an underrepresentation of respondents below 34 and an overrepresentation of those 35+.

Figure 19 What best describes your gender?**



* Data taken 2023 census data from 11 wards surrounding Finsbury Park including: Brownswood, Finsbury Park, Harringey, Hermitage and Gardens, Highbury, Seven Sisters, St Anns, Stroud Green, Woodberry, Tollington and Stamford Hill

** Due to differences in answer options. local area data for the category 18-24 only includes those 20-24. N=1056 for survey respondents

***The only answer options for local area data were female and male. N=1049 for survey respondents

Figure 20 .What is your ethnic group?

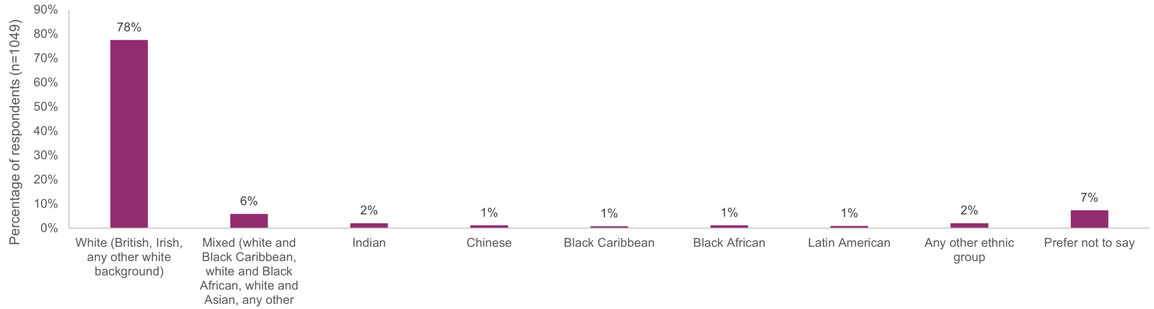
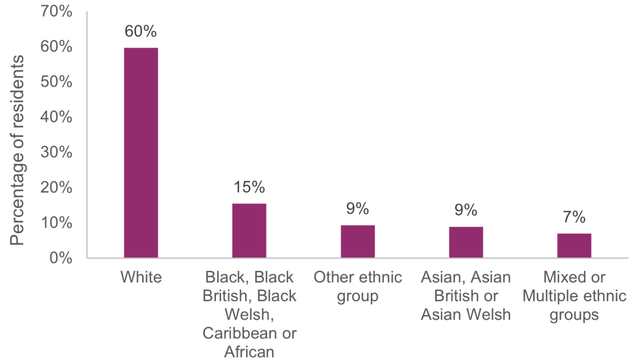


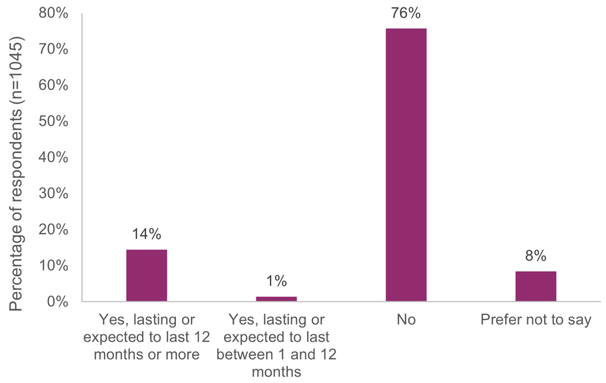
Figure 21 Ethnic groups in the local area*



Comparing the ethnicity of survey respondents to the ethnicities of residents in wards surrounding Finsbury Park* indicates the survey has an underrepresentation of respondents from non-white backgrounds.

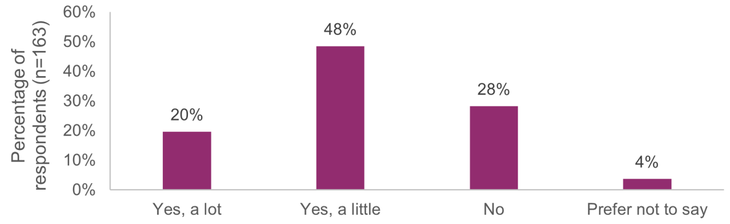
* Data taken 2023 census data from 11 wards surrounding Finsbury Park including: Brownswood, Finsbury Park, Harringey, Hermitage and Gardens, Highbury, Seven Sisters, St Anns, Stroud Green, Woodberry, Tollington and Stamford Hill

Figure 22 Do you have any long-term physical or mental health conditions or illnesses?



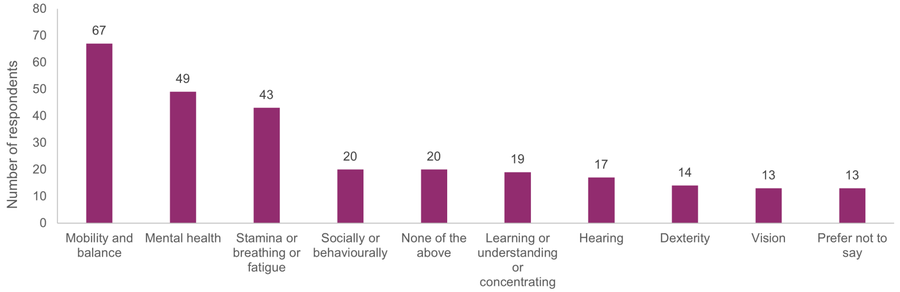
14% of people in the local area* are disabled under the equality act, this compares to 11% of survey respondents

Figure 23 Do any of your conditions or illnesses reduce your ability to carry out day-to-day activities?



* Data taken 2023 census data from 11 wards surrounding Finsbury Park including: Brownswood, Finsbury Park, Harringey, Hermitage and Gardens, Highbury, Seven Sisters, St Anns, Stroud Green, Woodberry, Tollington and Stamford Hill

Figure 24 Do your conditions or illnesses affect you in any of the following areas?



Appendix Survey methodology

Analysis of the survey was undertaken by Sustrans Research and Monitoring Unit (RMU) using the data collected from an online survey (hosted on JISC). This survey was open between 21st July 2023 to 3rd September 2023.

The survey was developed by Sustrans RMU in collaboration with Sustrans Collaborative Design Team and LB Haringey. Respondents were asked a series of questions. They were then asked a series of Likert style questions about how much they agreed or disagreed with a series of statements about Finsbury Park, the gates at Finsbury Park and some potential changes to Finsbury Park. Respondents were also given an opportunity to leave an open-text comment. Demographic questions were also asked.

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 within the report are copied verbatim with original errors unedited.

Percentages are rounded to the nearest whole number. As such some percentages may not total 100%. Percentages are calculated based on the number of responses to that question.

The graph right breaks down how respondents found out about the survey:

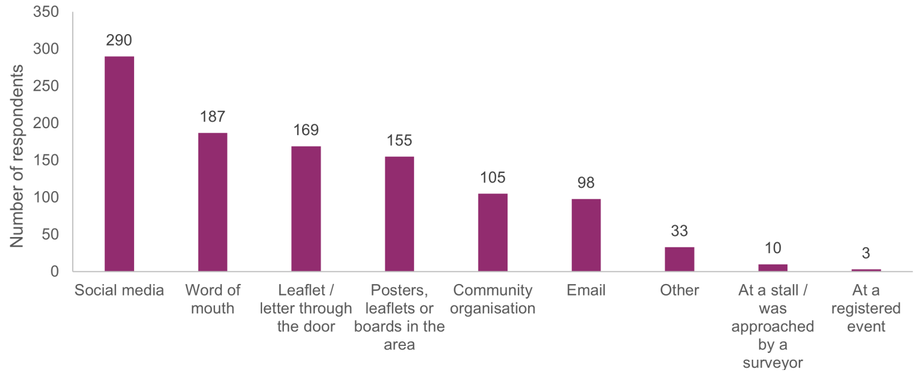


Figure 25 How did you hear about this survey?

Sustrans is the charity making it easier for people to walk and cycle.

We connect people and places, create liveable neighbourhoods, transform the school run and deliver a happier, healthier commute.

Join us on our journey.

www.sustrans.org.uk

Registered Charity No. 326550 (England and Wales) SCO39263 (Scotland). VAT Registered No. 416740656

sustrans
JOIN THE MOVEMENT