




southsea
COASTAL SCHEME

Preferred options consultation

Consultation report



November 2018
Version 3



Project	Southsea Coastal Scheme
Title	Preferred options consultation: Consultation report
Project Manager	Zane Gunton
Reference	

Document History

Date	Revision	Prepared	Approved	Authorised	Notes
19/10/18	1	GC			
1/11/2018	2	GC			X-Party amends included
6/11/2018	3	GC		DW	DW additions included

The Southsea Coastal Scheme is being delivered by:



1: Consultation programme

1.1 Introduction

The Southsea Coastal Scheme is a significant investment in the infrastructure of the area in order to reduce the risk of coastal flooding and erosion, being carried out by the Eastern Solent Coastal Partnership (ESCP) on behalf of Portsmouth City Council (PCC). The scheme covers 4.5km (2.8miles) of coastline from the Royal Garrison Church to the Royal Marines Museum. The scheme is designed to protect over 8,000 properties, 700 businesses, multiple heritage sites and key infrastructure from the risk of flooding. Approximately 4,000 of these properties are at risk of direct inundation from flooding. The seafront, along with Southsea Common, is a focal point for recreation and tourism and is hugely important for the city.

The scheme is covered within a 'Supplementary Planning Document (SPD)', known as the Seafront Masterplan. Adopted in 2013, it seeks to guide redevelopment opportunities in this area and makes specific reference to the need to replace the existing defences. This document is currently under review to ensure opportunities created by the Southsea Coastal Scheme can be fully realised (see section 1.7).

The consultation process aims to ensure that stakeholders and the public have the opportunity to input into the development of the Southsea seafront. The findings of previous engagements have shown that the public's vision for the seafront appears to focus on the need for sensitive redevelopment of the sea defences which provides good access for all, preserving and enhancing its current uses.

The aims of the consultation are to:

- Provide residents and stakeholders with the opportunity to shape the proposals and feel a sense of ownership over the scheme, so that they contribute to protecting and enhancing all that is loved about Southsea
- Be meaningful, purposeful and informative to the widest range of stakeholders potentially interested in or affected by the scheme
- Ensure inclusivity by making the consultation accessible, clearly defined, transparent, building upon and celebrating diverse community identities

To meet these aims, the objectives of the consultation are to:

- Make information available through a number of methods and levels of detail to enable consultees to engage at the level they find appropriate
- Make sure that the benefits and impacts are clearly presented to stakeholders
- Be clear with stakeholders the scope of what is being consulted on and what can change as a result of consultation
- Offer appropriate and convenient methods, both traditional and digital, of providing feedback to help make it easy for consultees to respond to the consultation
- Take reasonable steps to identify, engage and consult with hard-to-reach groups
- Utilise existing stakeholder relations to raise awareness and promote the consultation
- Recognise the positive contribution consultees can make towards the scheme, including the identification of ways the scheme could contribute to the strategic objectives of host communities and authorities, making sure to take on board and consider all the feedback received
- Respect and make maximum use of local expertise, knowledge and experience that may challenge various technical and environmental studies.

1.2 Previous consultations

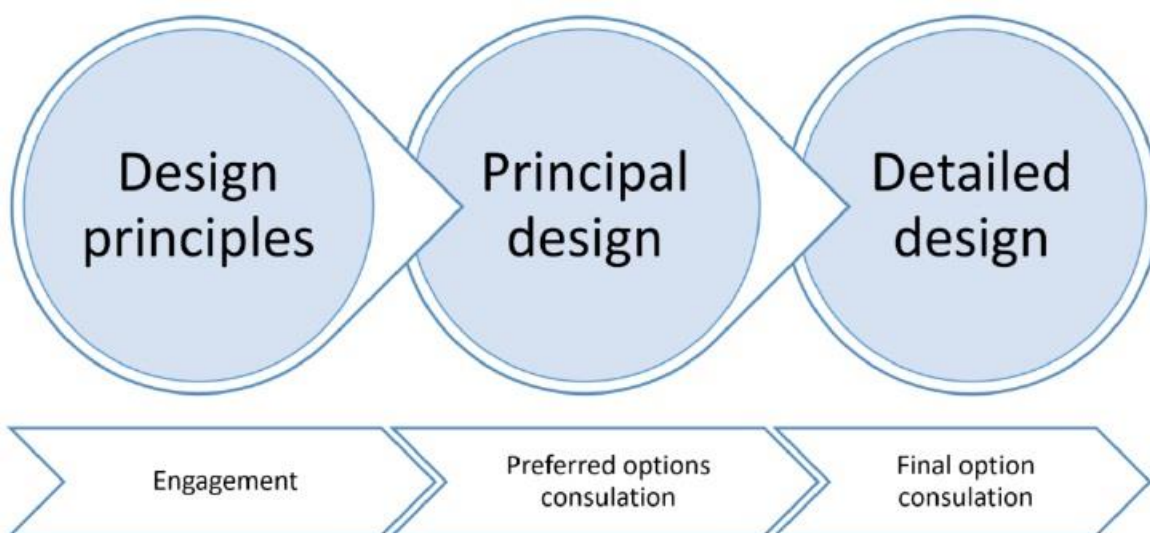
A non-statutory public consultation ran for 8 weeks, from 3rd November 2014 to the 29th December 2014. This provided the public with the opportunity to view and comment on the short list of coastal defence options being proposed for Southsea. A total of 471 people attended the exhibition events, showing a strong interest in the scheme from the local community. 378 questionnaire responses were received throughout the consultation, via the exhibition events, online and by post.

Posters were displayed detailing the 3 short-listed options in each area of the seafront, and highlighted which of these was currently the leading option. There was an overall average of 85.8% support for the leading coastal defence option in each area. 92.2% said they believe there is a need to reduce the risk of flooding and erosion to Southsea, with 89.3% saying there is a need for new coastal defences.

1.3 Current consultation process

Delivery of stakeholder engagement and consultation is being undertaken as shown in Figure 1:

Figure 1: Stakeholder engagement and consultation process



- Round 1: Design principles engagement (October/November 2018)
- Round 2: Preferred option consultation (Summer 2018)
- Round 3: Final option (pre-planning) engagement (Winter 2018/19)

Round 1, **design principles engagement**; was undertaken from the 25th October until 22nd November 2017, following initial consultation in 2014. The aim was to re-introduce the scheme to residents and understand their aspirations for the area.

Round 2, **preferred options consultation**; is the phase of consultation that this report relates to, and took place in July & August 2018. This was postponed from February this year. It was a 'preferred option consultation' which gauged the public's appetite for the emerging designs, and provided an explanation for the discounting of other options.

Round 3, **final option (pre-planning) engagement**; aims to be undertaken in early 2019. This will gauge the public's response to the final option, before the submission of the planning application.

1.4 Preferred options consultation: what we consulted on

The consultation was based on illustrations of the preferred design together with a number of options for particular locations as follows

Design factors that could be influenced	Design factors that were fixed
<ul style="list-style-type: none">• Road use at Southsea Common and Canoe Lake/Rose Gardens• Shape of the grass bund interface at Southsea Common• Promenade height and interface at South Parade Pier	<ul style="list-style-type: none">• Proposed height of the defence• Footprint of the defence• Proposed management of amenity beaches• Access to promenade and beaches

The consultation focussed on the sea defences themselves, and not on any enhancements as they are outside the scope of the FDGiA grant. These will instead be covered in the review of the Seafront Masterplan plan which is a separate process (see item 1.7, Supplementary Planning Document (Seafront Masterplan) Review for more information).

The overall support for options in each area was measured, along with opinions on what the public would like to see in each area.

1.5 Who we consulted

The consultation was conducted as a full public consultation. This included three tiers of consultees:

- Tier 1, which included: Statutory consultees
- Tier 2, which included: Businesses, landowners & key organisations
- Tier 3, which included: Local community, interest groups and local community groups

1.6 How we consulted

Each of these tiers were engaged using different methods. The methods for each tier included:

Tier 1: Continued engagement through pre-app processes with statutory consultees including the Environment Agency, Natural England, Historic England, Portsmouth City Council, Queen's Harbourmaster, and the Marine Management Organisation.

Tier 2: Stakeholders within this tier were invited to re-engage with us, following initial meetings in autumn 2017. This was in the form of meetings with the project team.

Tier 3: The principal method of consultation with the local community, interest groups and local community groups was through the following methods:

- *Consultation events*

Events were held in the following locations:

- EASTNEY COMMUNITY CENTRE: 4 July, 1pm-7pm
- CANOE LAKE TENNIS PAVILION: 6 July, 1.30pm-7.30pm
- ASPEX GALLERY: 10 July, 1pm-7pm
- ST JUDE'S CHURCH: 11 July, 1pm-7pm
- COSHAM COMMUNITY CENTRE: 16 July, 3pm-7pm
- ROYAL NAVAL CLUB & ROYAL ALBERT YACHT CLUB: 17 July, 1pm-7pm
- FRATTON COMMUNITY CENTRE: 20 July, 1pm-7pm

At these events, a series of exhibition boards explained the rationale behind the emerging designs alongside providing options. There was also a video visualisation and a 360 degree viewer, which allowed visitors to place themselves in different areas of the seafront to see what the designs could look like at ground level.

Members of staff were on hand to answer questions, and there was an extensive questionnaire to answer at the end of the exhibition.

- *Workshop events*

A series of three interactive technical design workshops were held, which allowed interest groups and local residents to rigorously interrogate the emerging designs. The first two events were comprised of invited guests from interest groups in the city, such as Portsmouth Cycle Forum, Friends of the Earth and Portsmouth Disability Forum. We then held a third event, which were made up from people who expressed an interest at the consultation events. A separate report on these is available in the appendix.

- *Online consultation*

All consultation materials were available online to ensure that interested parties were able to view the emerging designs and give us their feedback, even if they were unable to attend the consultation events themselves.

The following channels were used to promote the consultation period:

- Direct mail (A4 newsletter) to 20,000 Southsea households
- Direct mail (A5 leaflet) to 67,000 households in the remaining PCC area
- Press release & press preview event
- Paid-for Facebook promotion
- Posts on all social media channels (Facebook, Twitter, Instagram)
- Out-of-home advertising (20 x phoneboxes, digital 48 sheet, A1 PCC sites)
- Project website & email bulletin
- Other PCC channels (social media, Flagship etc)

The promotional and communication approach used the following consultation materials:

- Full consultation booklet & summary booklet to take away
- Environmental information report (draft ES, containing baseline information)
- Exhibition boards & Questionnaire
- Map of scheme of whole frontage (A0x4)
- 3D visualisation & 360 degree viewer

1.7 Supplementary Planning Document (Seafront Masterplan) Review

The council made a decision to begin reviewing the existing Supplementary Planning Document (SPD) for the area (known as the 'Seafront Masterplan') in 2018, so that once the plans for the scheme have been finalised, a revised Seafront Masterplan can be also be agreed that reflects the changes to the seafront which will be brought about by the sea defence proposals. This will help ensure opportunities for enhancement and protection can be maximised in the seafront area.

To this end, staff from both consultations was present at the events that were held, so that the public's feedback could be captured in full. This report will be shared with the team leading the SPD review so that any themes arising that fall outside the remit of sea defences consultation can be reflected within their report.

1.8 Key consultation statistics

- Consultation event attendees: Over 1700
- Consultation questionnaire responses: 1427 (305 written/1122 online)
- Average time taken responding: 25 minutes (most surveys are less than 10 mins)
- Facebook reach during consultation: 215,034 users
- Facebook users that engaged with our content (comments, reactions etc) during consultation: 10,933
- Website visits during consultation: 9198 sessions
- Consultation animation video views: 3800

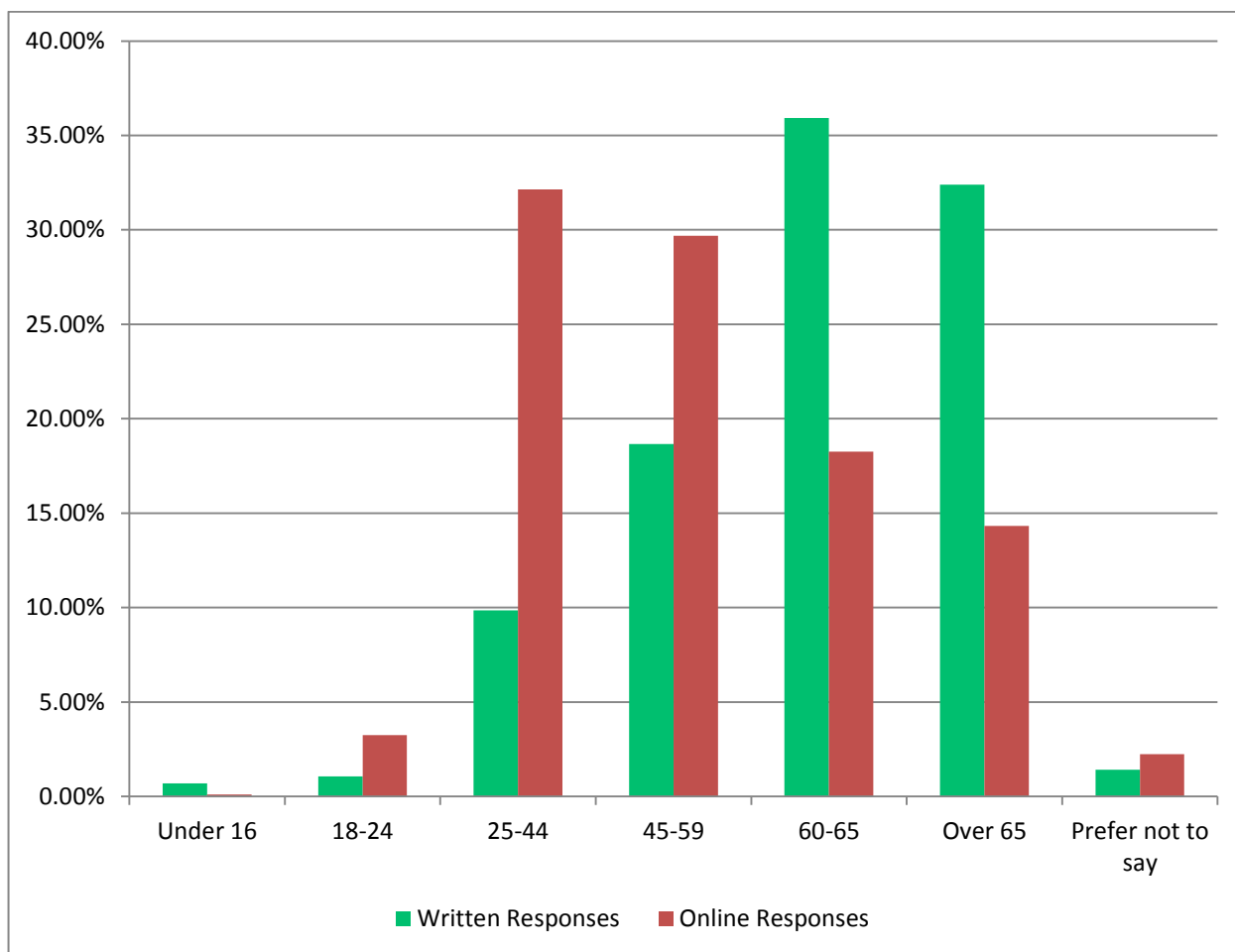
1.9 Business engagement

Seafront businesses falling within the scheme boundaries, and also bordering it, have been engaged throughout the consultation period (falling under 'Tier 2' of the consultation classification). Meetings have been held to discuss potential issues and opportunities that the scheme will bring, and for them to highlight the specific issues that affect them.

The team continue to engage with businesses as the pre-construction phase of the scheme progresses, however, there is a wider piece of work being carried out to decide the council's approach to commercial development along the seafront. This will feed into our planning application and the Seafront Masterplan SPD review.

2 Demographics and location

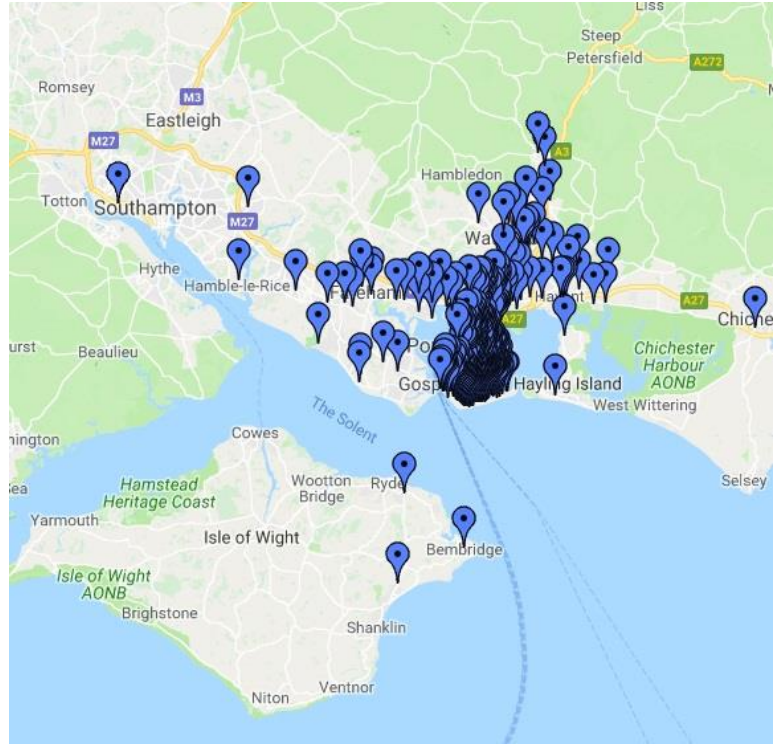
2.1 Demographics of the respondents



Answer Choices	Written Responses		Online Responses	
	Percentage	Count	Percentage	Count
Under 16	0.70%	2	0.11%	1
18-24	1.06%	3	3.25%	29
25-44	9.86%	28	32.14%	287
45-59	18.66%	53	29.68%	265
60-65	35.92%	102	18.25%	163
Over 65	32.39%	92	14.33%	128
Prefer not to say	1.41%	4	2.24%	20
	Answered	284	Answered	893
	Skipped	21	Skipped	229

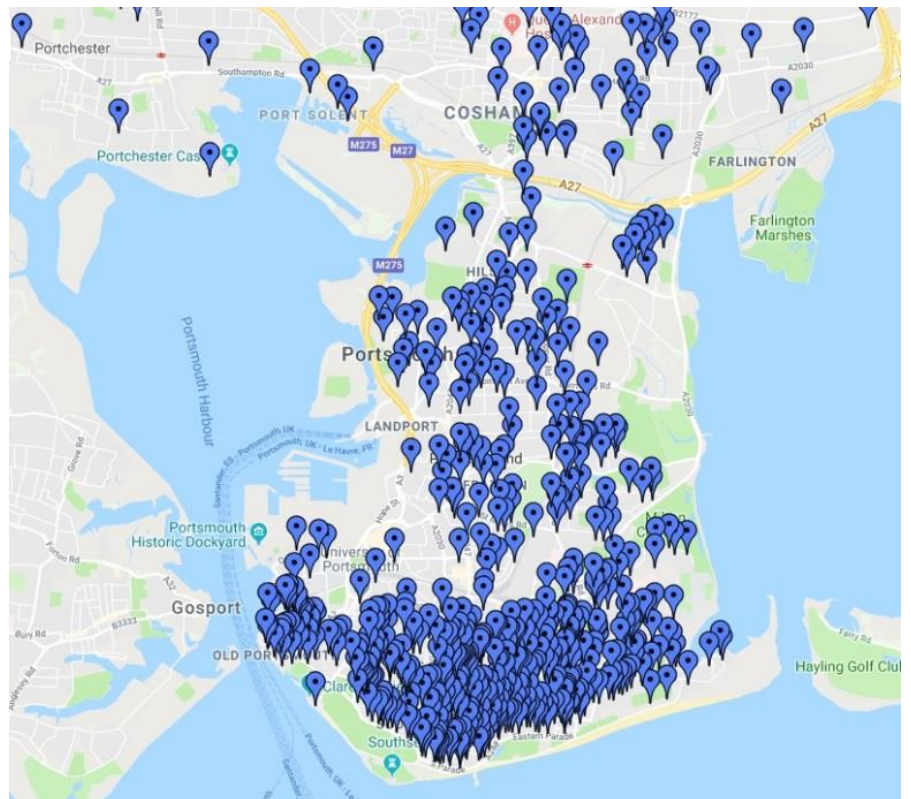
We were pleased to get a broad demographic response to the questionnaire, which was one of our main objectives for the consultation period. When viewing the survey results, it is important to note that there were almost 3 times as many responses to the online surveys (1122 responses) than to the written surveys (305 responses).

2.2 Location of respondents



We were pleased to see a good spread of responses from across the city, and also that seafront users from across the south-east Hampshire also took the time to answer the questionnaire.

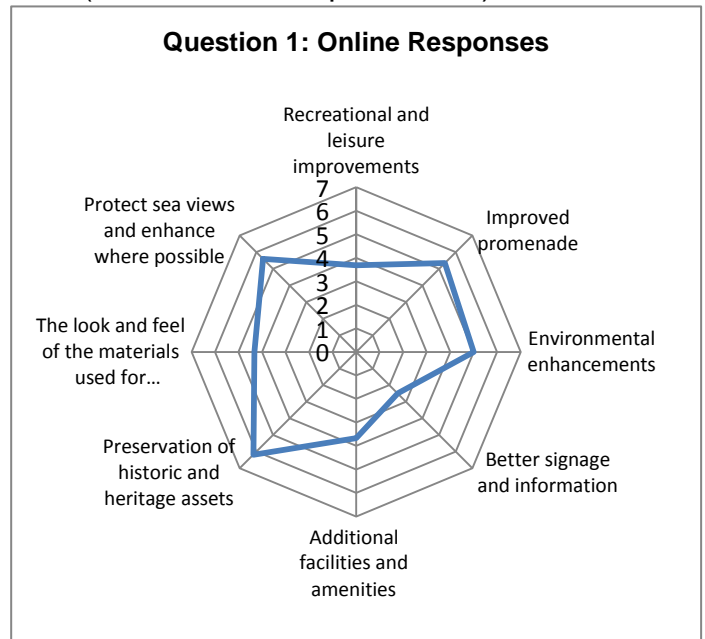
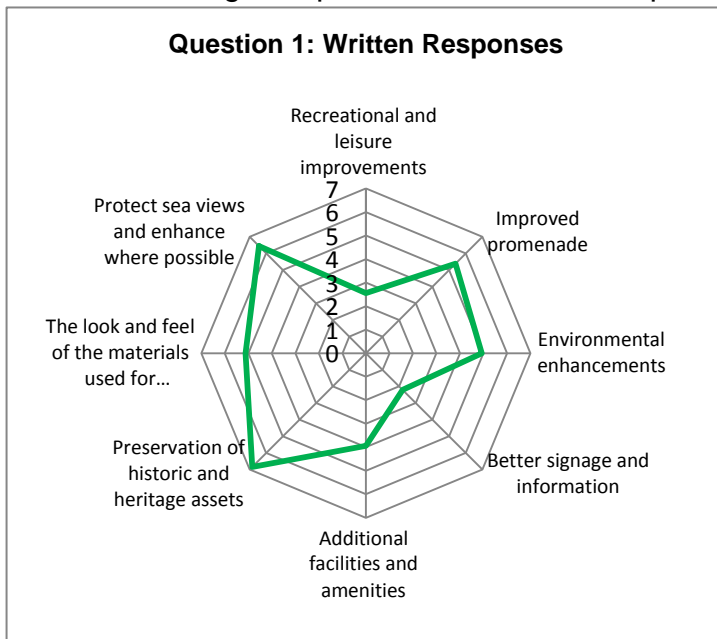
As expected, there was a dense cluster of responses in the PO1/PO4/PO5 area, which indicates our targeted marketing campaign was successful in reaching local people and raising awareness.



3 Consultation results

3.1 Long Curtain Moat

Question 1: What do you think is important for us to consider for this section, taking into account the height requirements for the flood protection? (Rank in order of preference)



Question 2: Any other suggestions? (Top five categories)

Cycling	19.6%
Cycling provision / facilities / cycle path / lane	15.6%
Joined up / continuous cycle path	2.6%
Cycle path to be segregated (eg with a barrier)	2%
Other cycling comments	2%
No cycling on the promenade	1%
Shared use (of promenade) with cycles	1%
Access (for disabled users)	14.6%
Disabled access (non specific)	8%
Access to the beach / sea (including disabled access)	4.3%
Easy access (non-specific)	1.3%
Access for fishing (including disabled access)	1.3%
Other access (for disabled users) comments	0.6%
Access for boat users / watersports	0.3%
Parking	10.3%
More / better parking	4%
Retain parking	3%
Less parking	1.3%
Other parking comments	1%
Free / cheap parking	0.6%
Parking for disabled	0.3%
Pedestrianisation/road use	9.3%
Pedestrian friendly / pedestrianise	3%
Preserve roads / road access	3%
Widen the promenade	1.3%
Other pedestrian / road-use comments	1.3%
Better public transport / bus service	0.3%
Do not pedestrianise	0.3%
Sea views	5.6%
Protect sea views	4.6%
Other sea views comments	1%

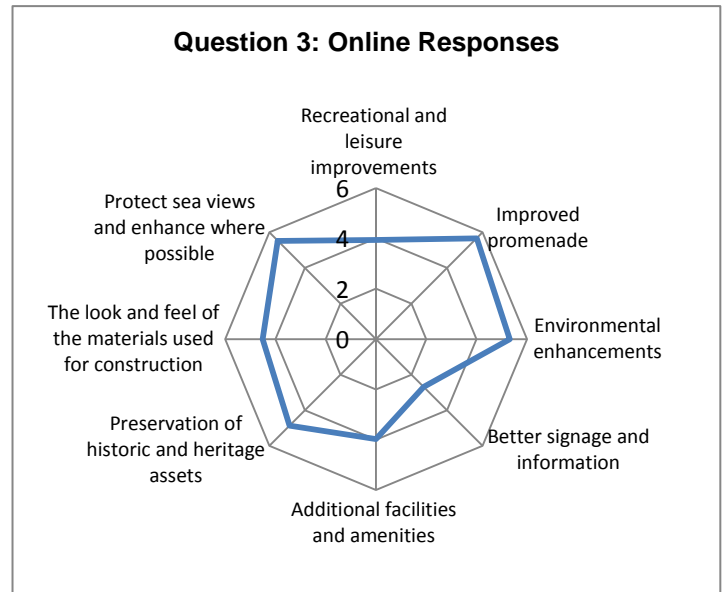
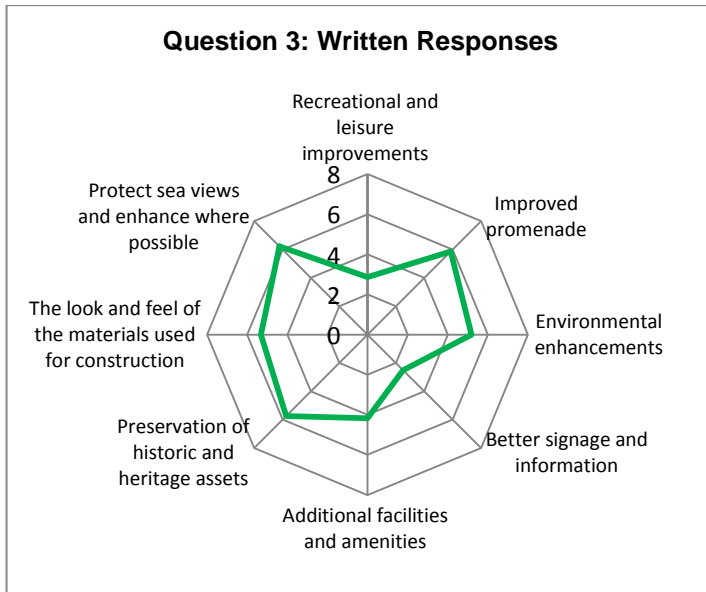
Long Curtain Moat: Summary

In this area, respondents were mostly concerned about the preservation of heritage assets and the protection of sea views. There was also demand for better cycling provision in the area, along with an assurance that access for disabled users would be maintained and enhanced.

Feedback from the workshops was similar. One of the most strongly voiced opinions was that we are very fortunate to have the historic features and monuments in this section, and so they should be looked after through this Scheme and into the future. There was also a great understanding of the influence of Historic England over the design at Long Curtain Moat. There was also general agreement that a new concrete wall could detract from the historic feel of the area so textures and finishes should be fitting to the area.

3.2 Clarence Pier

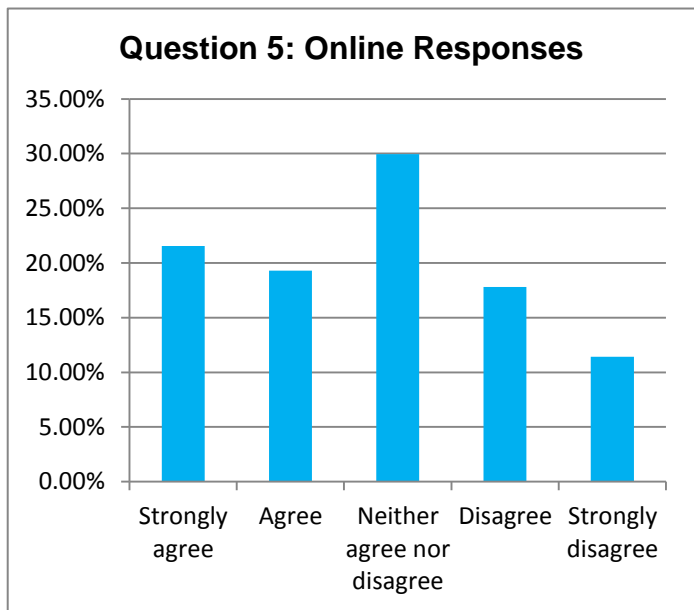
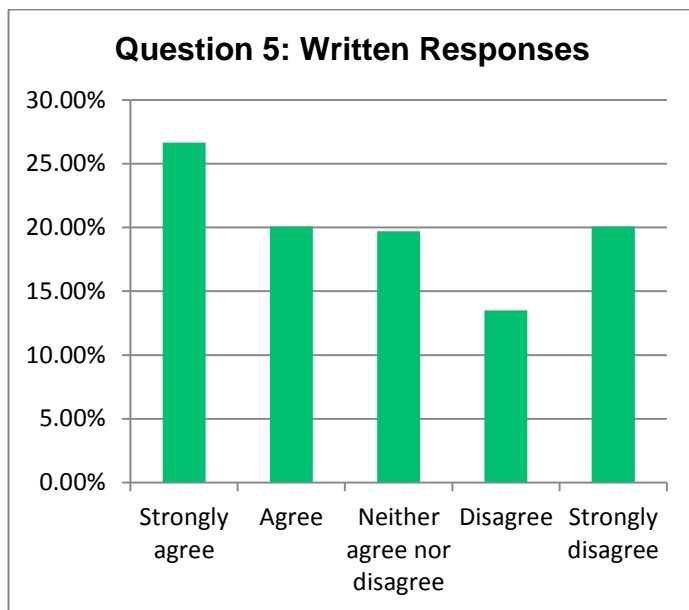
Question 3: What do you think is important for us to consider for this section, taking into account the height requirements for the flood protection? (Rank in order of preference)



Question 4: Any other suggestions? (Top five categories)

Parking	18.1%	Redevelopment in area	14.0%
More / better parking	10.2%	Pier refurbishment	5.4%
Retain parking	3.4%	Re-develop whole area	4.7%
Other parking comments	2%	Remove pier	1.3%
Less parking	1.7%	Refurbish the fun fair	1.3%
Parking for disabled	0.6%	Get rid of the fun fair	1.3%
Introduce park and ride	0.6%	Access (for disabled users)	10.9%
Diagonal parking	0.3%	Disabled access (non-specific)	4.1%
Pedestrianisation/road use	16.4%	Access to hovercraft	3.4%
Preserve roads / road access	6.5%	Access to the beach / sea (including disabled access)	1.7%
Pedestrian friendly / pedestrianise	4.7%	Easy access (non-specific)	1%
Other pedestrian / road-use comments	2%	Other access (for disabled users) comments	0.6%
Better public transport / bus service	1.7%	Access for boat users / watersports	0.3%
Less traffic / congestion	1.7%	Ramps / slopes	0.3%
Widen the promenade	0.6%		
Do not pedestrianise	0.3%		
One-way road	0.3%		
(Retain) two-way road	0.3%		
Reduce speed limit	0.3%		
Cycling	15.4%		
Cycling provision / facilities / cycle path / lane	11.6%		
Other cycling comments	1.7%		
Joined up / continuous cycle path	1.3%		
Cycle path to be segregated (eg with a barrier)	1%		
No cycling on the promenade	1%		
Cycle racks / parking	0.6%		
Shared use (of promenade) with cycles	0.6%		

Question 5: Please respond to the following statement: If a funding or redevelopment opportunity becomes available, I would prefer for the new sea defence to run along the coastline as opposed to the set-back bund?



Question 6: Please tell us your reasons why:

Top five categories	
protect/preserve the current views	13.2%
Greater protection	9.5%
Prefer set back defence	9.1%
Preserve access/access is most important	8.8%
Redevelopment would enhance/benefit the area	6.1%

Summary: Clarence Pier

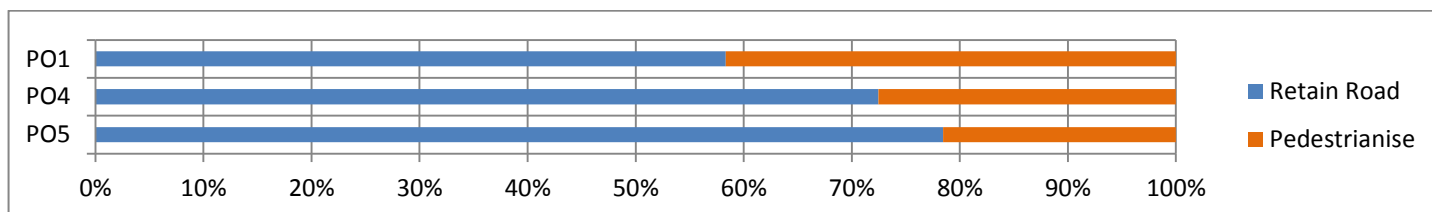
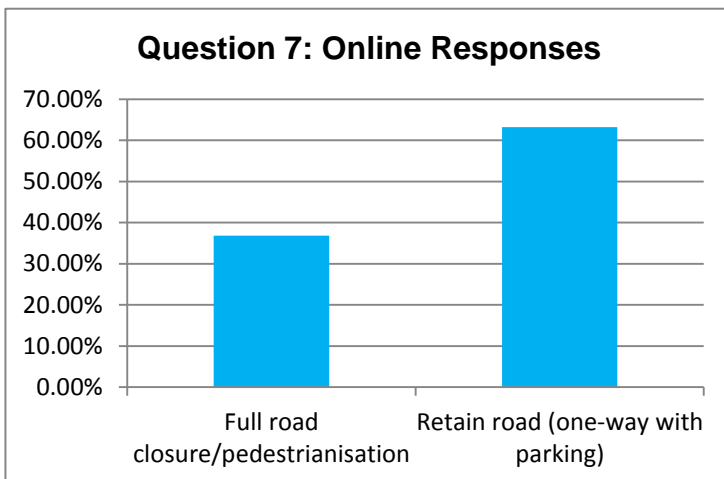
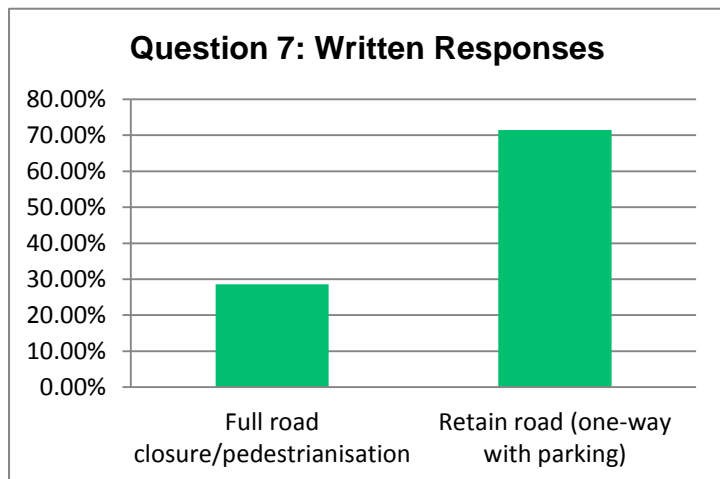
There was a desire to improve the prom, deliver environmental enhancements and protect sea views in this area. Other suggestions were mixed, with concerns about parking, road use, cycling and disabled access all featuring. There was also significant number of people (14.0%) who were keen to see the whole area improved or re-developed in some way.

The feedback given on pursuing a flood defence option along the coastline was relatively mixed, with no clear preference given. In general respondents seemed comfortable with the solution in this area and understood the reasons why it had been chosen in this area, but also expressed a desire for an overall improvement in the offer.

In the workshops, there were very mixed views regarding the retention of Clarence Pier in its current form, however many agreed there was an opportunity to bring income to the city should development happen in this area. Some attendees believed that Clarence Pier should not remain vulnerable to the flooding and that it should be incorporated into the design. They also agreed that accessibility to the area could be improved and made safer for all by improving pedestrian flow around Clarence Pier.

3.4 Southsea Common

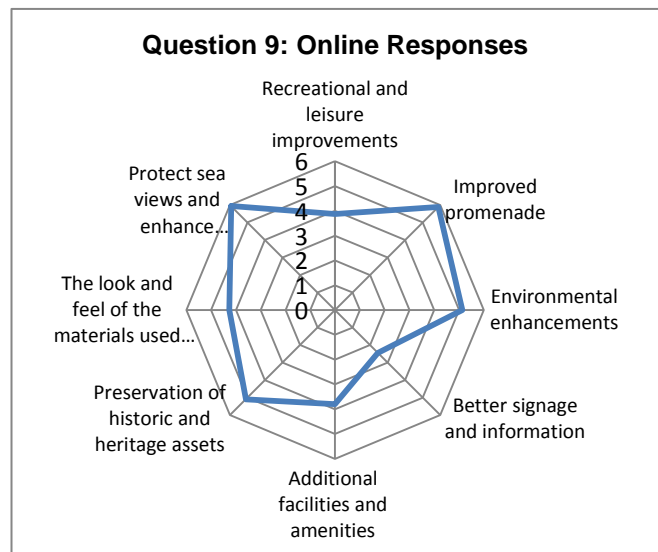
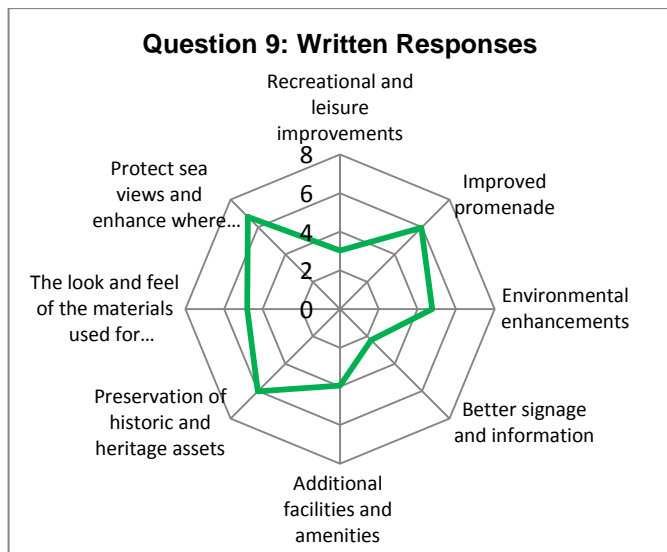
Question 7: Which is your preferred option? (Postcode analysis below)



Question 8: Please tell us your reasons why (top five categories):

Access	32%
Accessibility (non-specific)	3.50%
Easier/safer access for elderly/disabled/families	24.30%
Need access by car	4.20%
Emergency (services) access	1.20%
Access to hovercraft terminal	0.40%
Other access comments	0.70%
Parking	31.60%
Need to preserve parking / need more parking	25.10%
Car parking revenue would be lost	0.90%
Will cause parking problems elsewhere	5.80%
Other parking comments	1.80%
Traffic	21.70%
Will help reduce traffic / congestion	4.30%
One way traffic is a good idea/good compromise	2.50%
Keep to a two way system as at present	2.70%
Road closure would cause congestion elsewhere	10.30%
Don't need the road in this area	0.60%
One way road encourages speeding	0.50%
Other traffic comments	1.50%
Views & Environment	22.60%
Less pollution / good for the environment	5.40%
Looks nicer/aesthetically pleasing	2.50%
People want to see the sea views (non specific)	1.60%
Roads ruin scenery	0.40%
People enjoy the sea views when driving	7%
People like to park and look at the views	8.40%
More relaxing environment	1.90%
Should be concrete free / more green	0.40%
Discourage cars for health reasons	2.40%
Quieter / less noise	2%
Other general area / views / pollution comments	0.10%
Cycling	13.50%
Better for cyclists / dedicated cycle path	11.60%
Don't need / want a cycleway	0.70%
Other cycling comments	1.40%

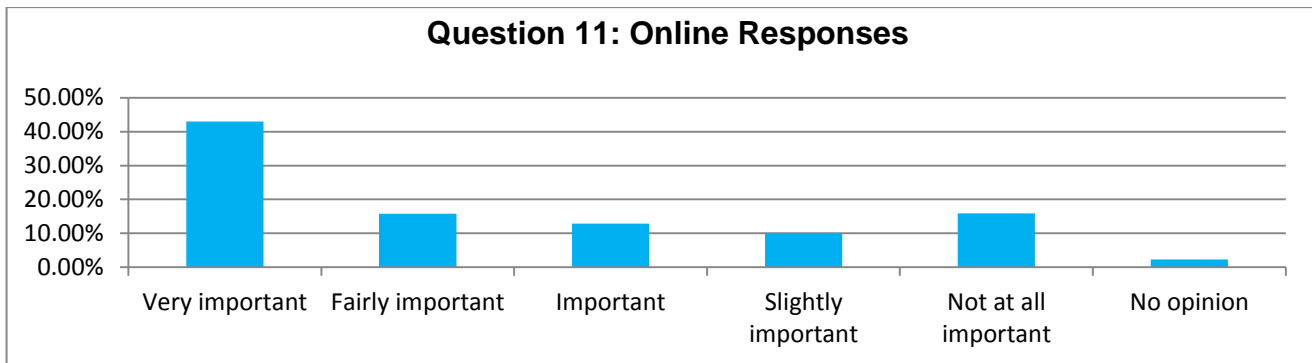
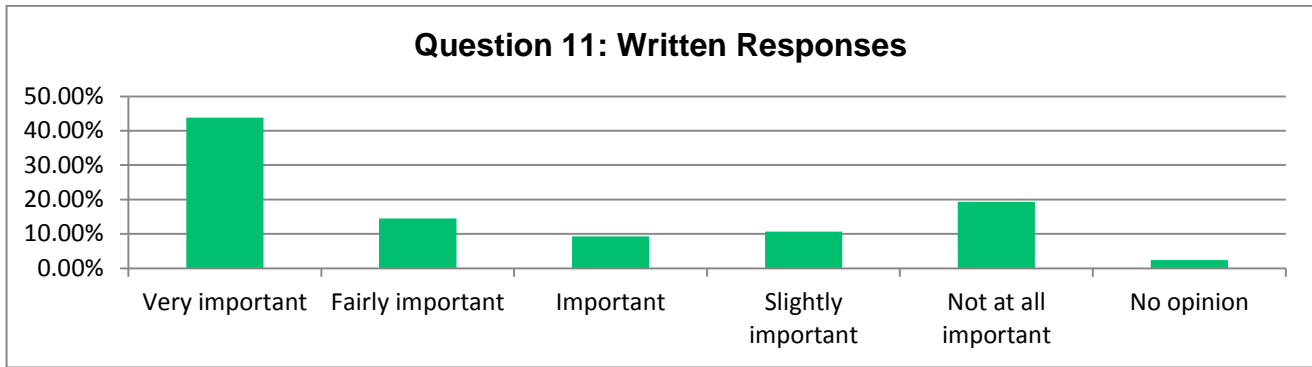
Question 9: What do you think is important for us to consider for this section, taking into account the height requirements for the flood protection? (Rank in order of preference)



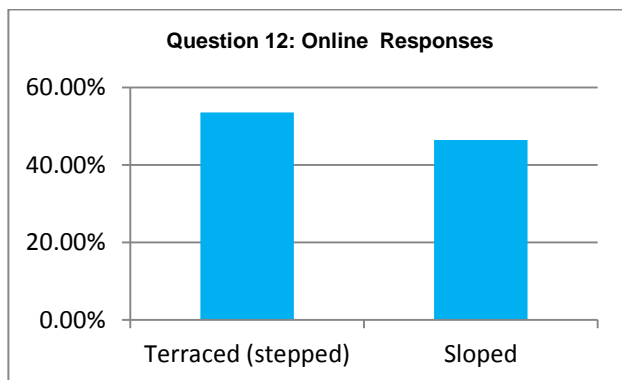
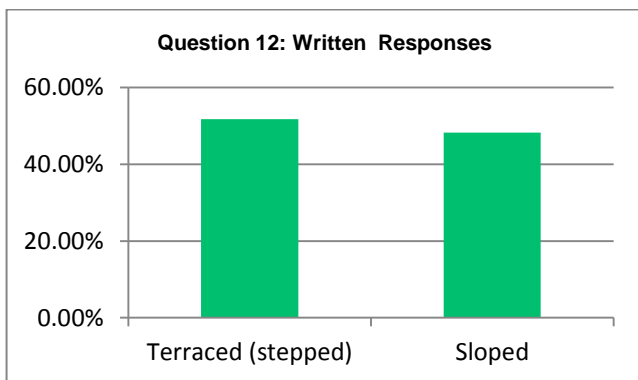
Question 10: Any other suggestions?

Cycling	28.2%
Cycling provision / facilities / cycle path / lane	12.1%
Cycle path to be segregated (eg with a barrier)	6.7%
Other cycling comments	5%
Shared use (of promenade) with cycles	3%
Enforce use of cycle path	1.3%
Joined up / continuous cycle path	1.3%
No cycling on the promenade	1%
Restrict cycling speeds	1%
Cycle racks / parking	0.6%
Widen cycle path	0.6%
Parking	16.8%
More / better parking	7.7%
Retain parking	3%
Other parking comments	2.3%
Introduce park and ride	1.6%
Less parking	1%
Parking for disabled	1%
Diagonal parking	0.3%
Access (for disabled users)	13.4%
Disabled access (non specific)	4.7%
Easy access (non-specific)	2.6%
Access to the beach / sea (including disabled access)	2.6%
Ramps / slopes	2.3%
Terraced	1.6%
Access for boat users / watersports	1%
Access for fishing (including disabled access)	0.6%
Handrails	0.6%
Other access (for disabled users) comments	0.3%
Pedestrianisation/road use	12.1%
Preserve roads / road access	2.6%
(Retain) two-way road	2.6%
One-way road	1.6%
Pedestrian friendly / pedestrianise	1.3%
Other pedestrian / road-use comments	1.3%
Better public transport / bus service	1%
Reduce speed limit	1%
Bus lane	0.6%
Do not pedestrianise	0.3%
Less traffic / congestion	0.3%
Sea views	4%
Protect sea views	3%
Other sea views comments	1%

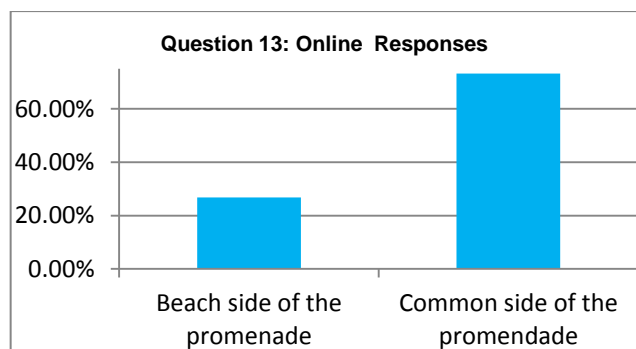
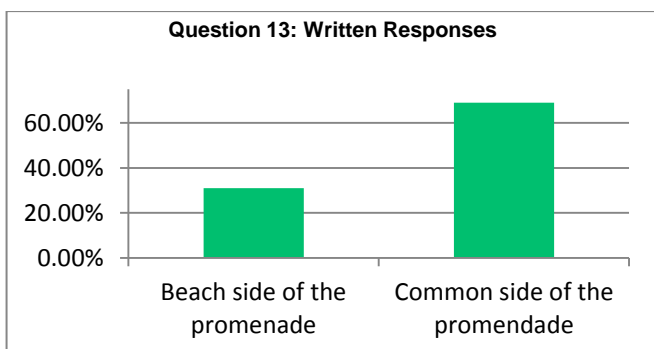
Question 11: How important to you is a dedicated cycleway for you in this area?



Question 12: Which option do you prefer for landscaping the grass bund into the common?



Question 13: We will endeavour to place existing monuments and memorials as near to their existing positions as possible. Do you think they would be better placed on the:



Question 14: Please tell us your reasons why (top five categories).

Protection from the elements/damage	28.80%
Position	21.70%
Should remain where they are	8.70%
Better position	1.20%
Keep them as close to where they are as possible	4.30%
Where (most) monuments are located already	1.90%
Place on both sides	0.60%
Better on grass	0.40%
Better near the sea	1.10%
Further from the sea / beach	1.70%
Monuments relate to the sea / navy	2.50%
View	20.10%
Will be more prominent/seen better	9.50%
Will add interest	1.20%
Will become part of the sea view	0.90%
Clearer sea/beach views	6.80%
Sailors often use the war memorial for navigation	0.40%
Better position for events	2.20%
Accessibility	6.80%
More accessible (non-specific)	3.50%
Access for elderly / disabled	1.10%
Easy access to the beach	0.80%
Easy access from the common	0.80%
Easy access from the promenade	0.40%
Use of space	10.30%
More room/space	4.30%
Best use of space	0.40%
Keep beach clear	2.40%
Keep common clear	0.80%
Keep promenade clear	2.10%
Improves the promenade	0.40%

Southsea Common: Summary

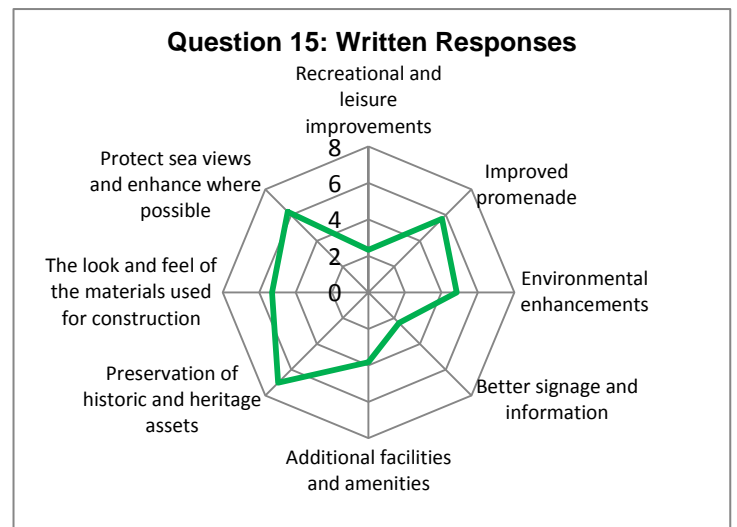
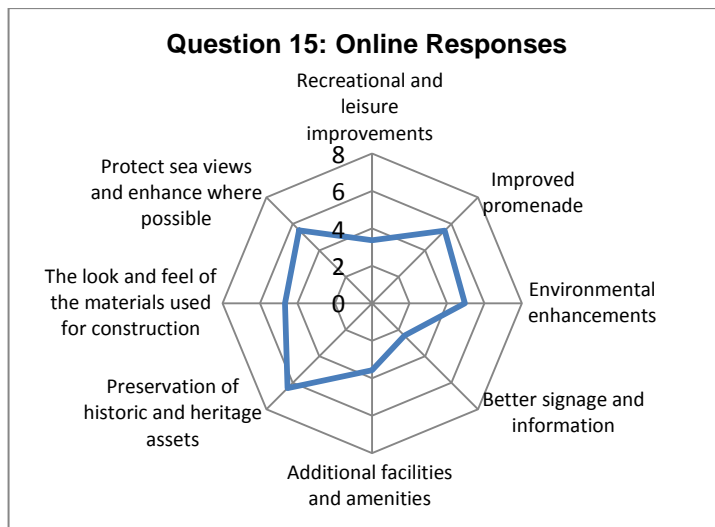
It is clear that many respondents took a great deal of time considering the options available in this area with regard to road use. The appeal of pedestrianisation was clear (safer, cleaner and greener), however there were pragmatic concerns about the reduction in parking availability and vehicular access for disabled visitors, how any impact on the seafront economy would be mitigated and also the displacement of traffic. There were few concerns about the proposed one-way road if vehicular access is kept.

Provision for cyclists in this area featured heavily, with over half of respondents mentioning it, and respondents largely saw a dedicated cycleway as being very important. Parking, issues with pedestrianisation and disabled access were concerns also raised. Respondents were keen to ensure sea views were kept and enhanced in this area.

Both groups of respondents were keen to see the smaller monuments put back as close to where they currently they are, but set back so they are the common side of the promenade. There was a slight preference for a terraced bund over a sloped one for the landscaping from the prom to the common.

These themes were also reflected in the workshops. There was some discussion regarding different approaches, such as managed realignment or allowing the common to flood, however the loss of amenity space was unacceptable to others. The idea of incorporating a car park into the sea defences themselves was popular.

Question 15: What do you think is important for us to consider for this section, taking into account the height requirements for the flood protection? (Rank in order of preference)



Question 16: Any other suggestions?

Cycling	19.2%
Cycling provision / facilities / cycle path / lane	13.5%
Cycle path to be segregated (eg with a barrier)	2.6%
No cycling on the promenade	1.3%
Shared use (of promenade) with cycles	1.3%
Other cycling comments	1.3%
Joined up / continuous cycle path	0.8%
Cycle racks / parking	0.4%
Restrict cycling speeds	0.4%
Access (for disabled users)	7.8%
Disabled access (non specific)	2.6%
Easy access (non-specific)	2.1%
Access for fishing (including disabled access)	1.3%
Ramps / slopes	0.8%
Other access (for disabled users) comments	0.8%
Sea views	6.1%
Protect sea views	4.3%
Other sea views comments	1.7%
Materials used for construction	4.8%
Natural / environmentally friendly materials	1.7%
Other materials used for construction comments	1.7%
No (high) walls	0.4%
Retain existing (Millennium) paving on promenade	0.4%
Use non-rusting metals / materials that will age well	0.4%
Pedestrianisation/road use	4.3%
Pedestrian friendly / pedestrianise	1.3%
Widen the promenade	1.3%
Other pedestrian / road-use comments	0.8%
Preserve roads / road access	0.4%
Reduce speed limit	0.4%

Southsea Castle: Summary

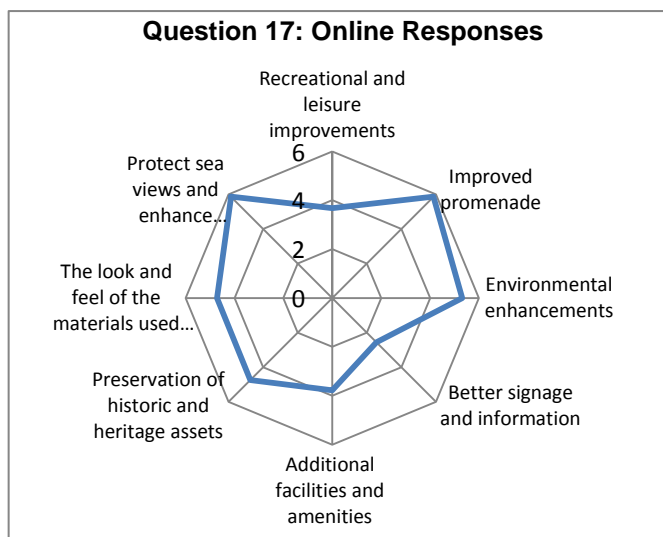
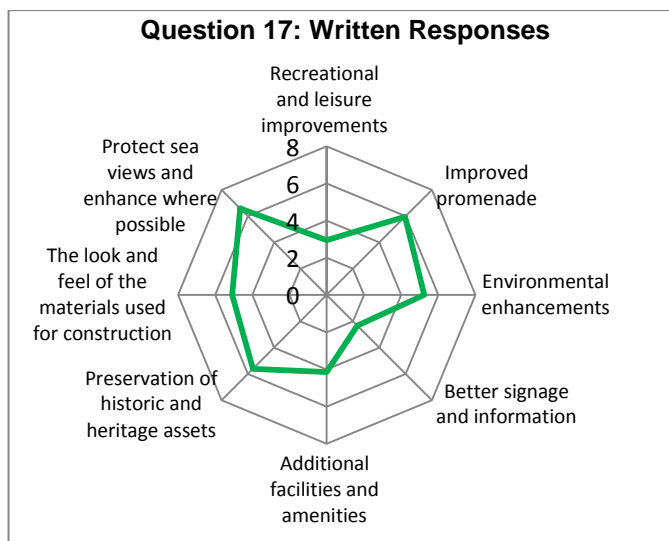
With so many important historic structures in the area, it is not surprising that one of the most important factors was the preservation of heritage assets. Improving the prom and protecting sea views also featured heavily.

Respondents said that cycling provision and easy disabled access are important in this area. Respondents also felt the quality of the materials used in construction will make a big impact on how they will feel about the scheme when complete.

The workshops reflected the themes above. There was consensus that a man-made structure around the castle would be less in keeping than rock armour, which is in the current design.

3.7 Pyramids Centre

Question 17: What do you think is important for us to consider for this section, taking into account the height requirements for the flood protection? (Rank in order of preference)



Question 18: Any other suggestions?

Access (for disabled users)	19.6%
Access to the beach / sea (including disabled access)	7.3%
Disabled access (non specific)	3.8%
Access to rock gardens	3.8%
Easy access (non-specific)	2.3%
Ramps / slopes	1.5%
Access to the promenade	1.5%
Other access (for disabled users) comments	1.5%
Handrails	1.1%
Cycling	13.5%
Cycling provision / facilities / cycle path / lane	9.2%
Cycle path to be segregated (eg with a barrier)	1.5%
Joined up / continuous cycle path	0.7%
No cycling on the promenade	0.7%
Shared use (of promenade) with cycles	0.7%
Other cycling comments	0.7%
Restrict cycling speeds	0.3%
Retain/Improve Rock Gardens	11.5%
Retain / protect gardens	7.3%
Improve gardens	4.2%
Redevelop Pyramids	8%
Remove Pyramids	5.4%
Re-develop / re-locate Pyramids	1.5%
Retain Pyramids	1.1%
Materials used for construction	7.7%
No (high) walls	1.9%
Other materials used for construction comments	1.9%
Natural / environmentally friendly materials	1.5%
Like the wall	1.5%
Retain existing (Millennium) paving on promenade	1.1%
Use non-rusting metals / materials that will age well	0.3%

Pyramids Centre: Summary

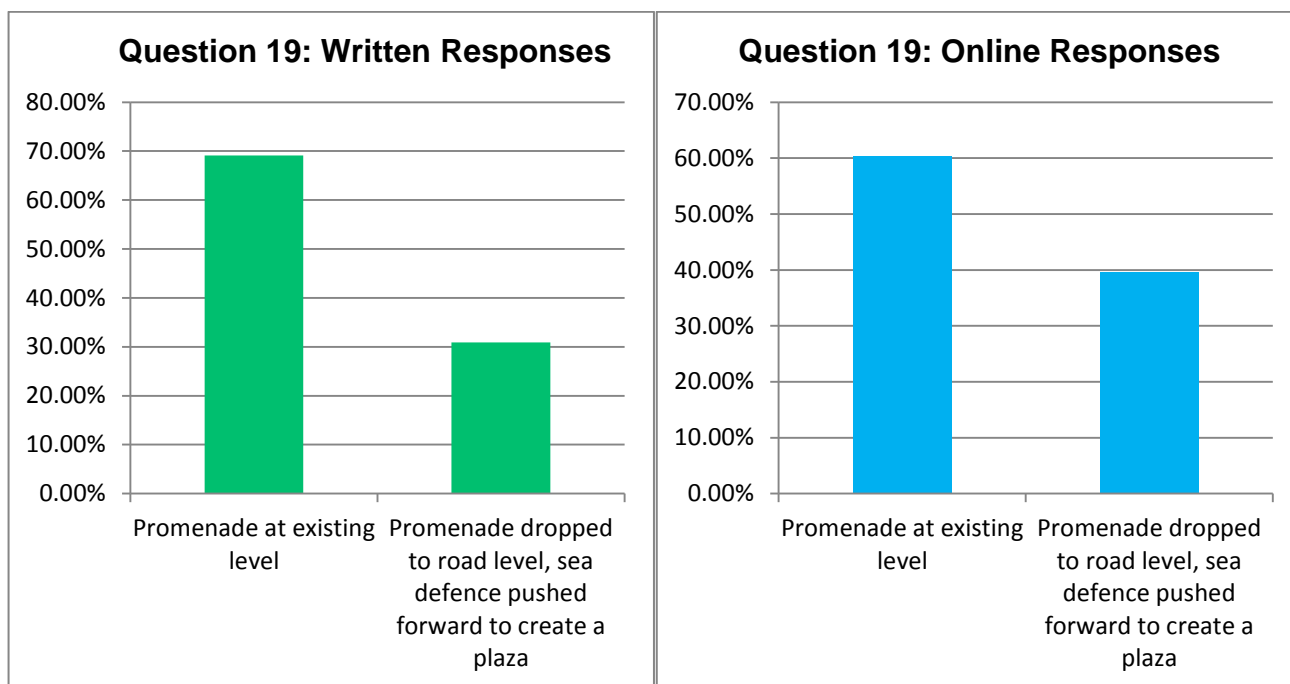
Protection of sea views and improving the promenade were the most important factors to respondents in this area.

A diverse set of other suggestions were received in this area. Cycling provision and disabled access scored highly, and there was also an emphasis on how the scheme could facilitate improvement of the Rock Gardens and/or redevelopment of the Pyramids centre site. Respondents also felt the quality of the materials used in construction will make a big impact on how they will feel about the scheme when complete.

The discussions in the workshops touched on similar areas. There was an appreciation that the design retains the beach. There was some concern that the stepped revetment could make it more difficult to access the beach.

3.8 South Parade Pier

Question 19: Which is your preferred option?

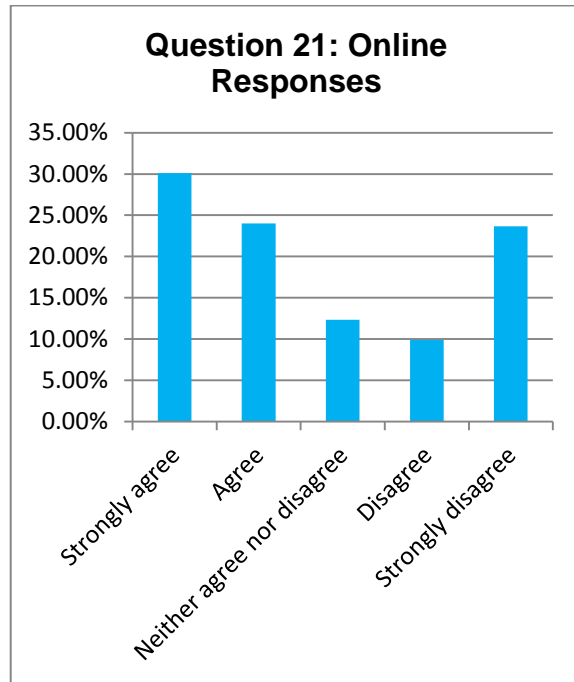
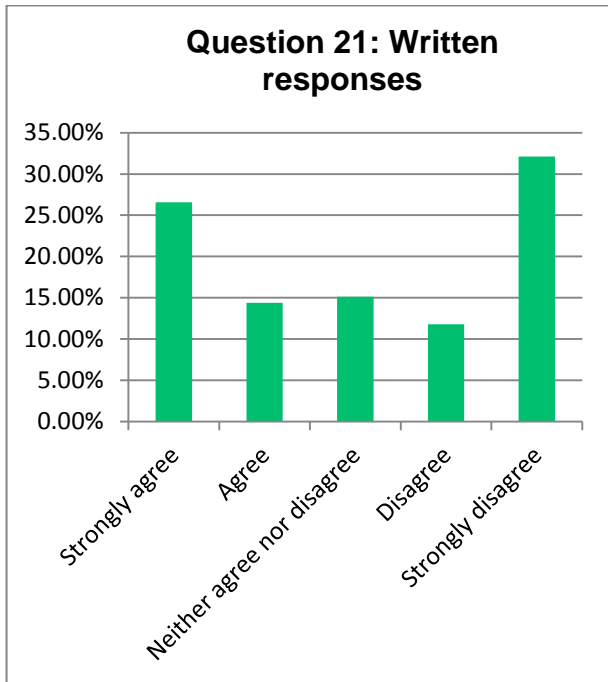


Question 20: Please tell us your reasons why:

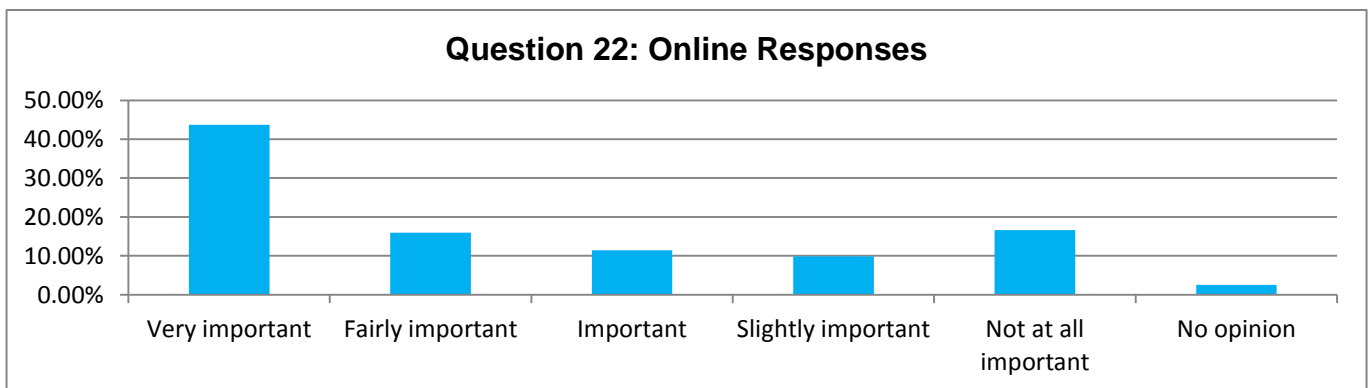
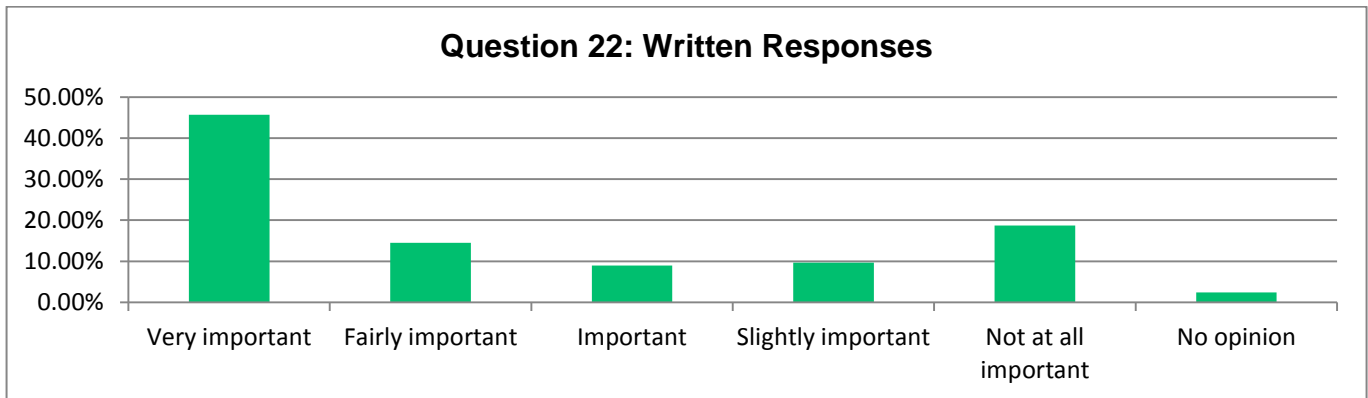
The top five categories are listed below, and are further broken down into more detail where appropriate.

Other	Sea views / retain sea views	44.3%
Access 13.30%	Don't want a (high) wall	4.8%
	Better access (to the sea/beach)	6.5%
	Better access for disabled	1.8%
	Access to the pier	0.2%
Other	More aesthetically pleasing	9.6%
Other	Options for commercial redevelopment	9.5%
Traffic 4.80%	Better to be away from the traffic	3.3%
	Better / safer for cyclists	1.4%

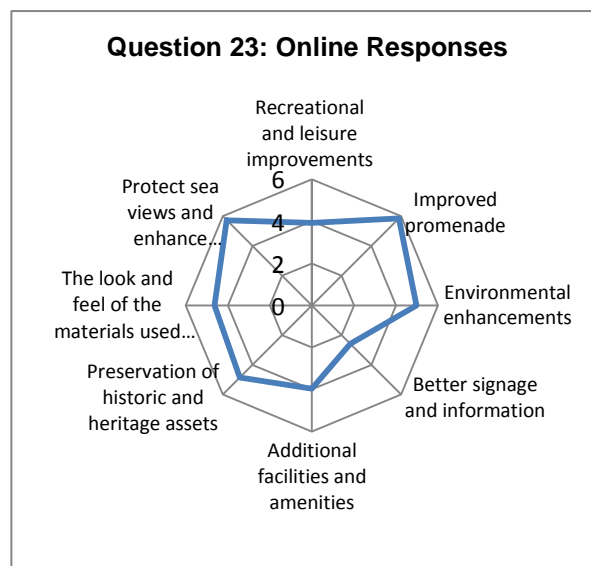
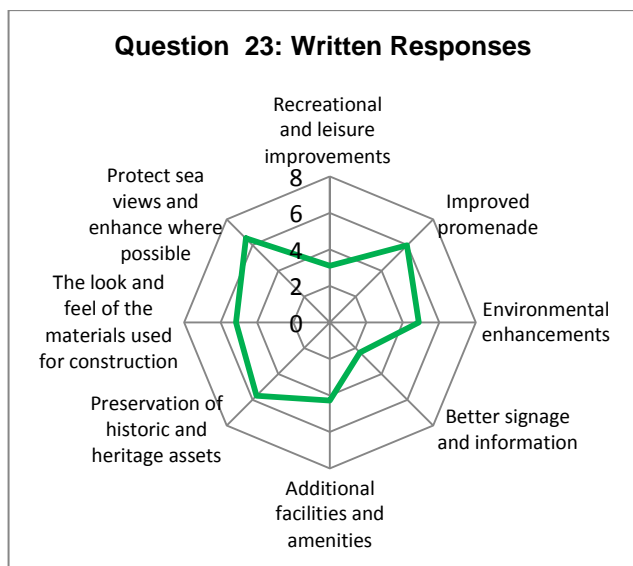
Question 21: Please respond to the following statement: If the lowered promenade option was taken forward, I would like to see new commercial units built in the space if funding can be found.



Question 22: How important to you is a dedicated cycleway for you in this area?



Question 23: What do you think is important for us to consider for this section, taking into account the height requirements for the flood protection? (Rank in order of preference)



Question 24: Any other suggestions?

Cycling	28.4%
Cycling provision / facilities / cycle path / lane	10.6%
Other cycling comments	7.5%
No cycling on the promenade	4.7%
Cycle path to be segregated (eg with a barrier)	4.1%
Enforce use of cycle path	2.7%
Shared use (of promenade) with cycles	2.3%
Joined up / continuous cycle path	1.3%
Cycle racks / parking	1%
Restrict cycling speeds	1%
Widen cycle path	0.3%
Access (for disabled users)	11.6%
Access to the beach / sea (including disabled access)	6.1%
Disabled access (non specific)	4.4%
Easy access (non-specific)	0.6%
Ramps / slopes	0.6%
Access for fishing (including disabled access)	0.3%
Terraced	0.3%
Pedestrianisation/road use	9.9%
Preserve roads / road access	1.3%
Other pedestrian / road-use comments	1.3%
Raise height of promenade / do not lower promenade	1%
Widen the promenade	1%
(Retain) two-way road	1%
Less traffic / congestion	1%
Better public transport / bus service	0.6%
Do not pedestrianise	0.6%
Pedestrian friendly / pedestrianise	0.6%
Reduce speed limit	0.6%
One-way road	0.3%
Other	
Restrict commercial / business development	5.4%
Sea views	5.1%
Protect sea views	4.7%
Other sea views comments	0.3%

South Parade Pier: Summary

There was an appreciation that the lowered prom would create more opportunities for leisure or commercial facilities in this area, however this was balanced by concerns around how the wall would look at ground level.

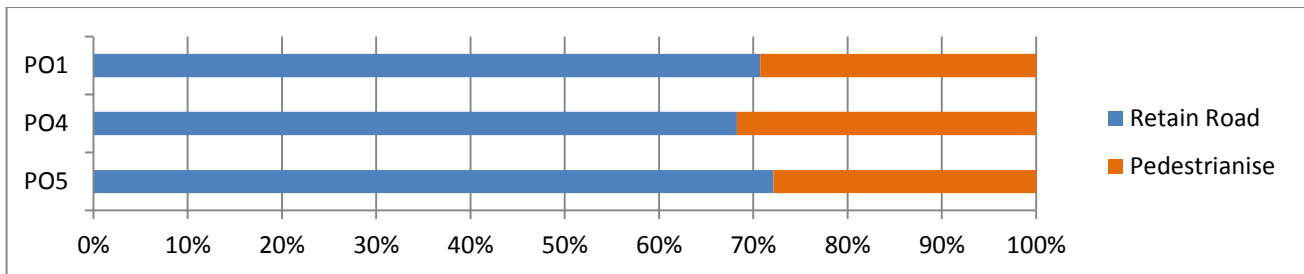
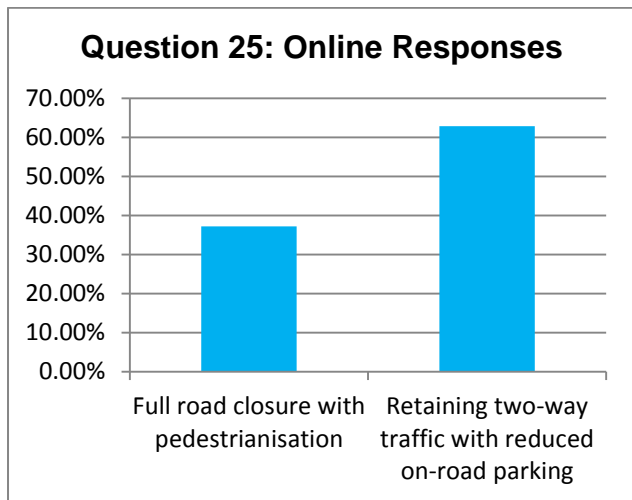
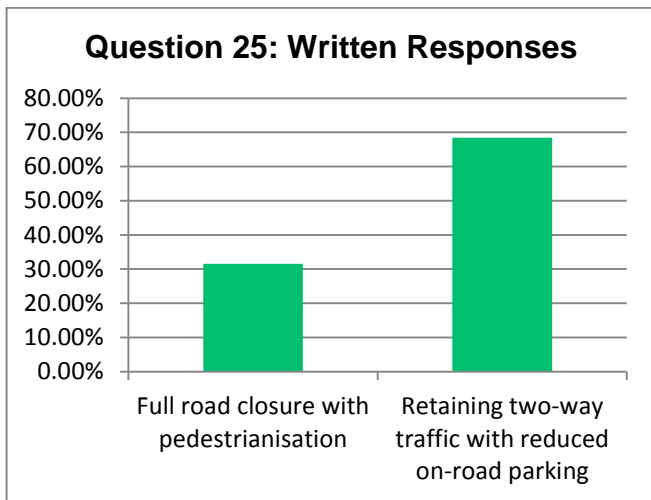
Protection of sea views was the most important factor from both set of respondents in this area, along with improving the prom, the materials used, environmental enhancements and preservation of heritage assets.

Provision for cycling is overwhelmingly seen as the most important other issue in this area, alongside disabled access, road use and protecting sea views. Restricting commercial development was also suggested by over 5% of respondents.

In the workshops, there was concern regarding how both proposals reduced access to the beach and would have a negative impact on sea views in this area. In addition, attendees felt that the interface with the pier is important to allow for safe movement of cars, cyclists and people of all abilities, and many thought that either proposal did not improve the current situation.

3.9 Canoe Lake/Rose Gardens

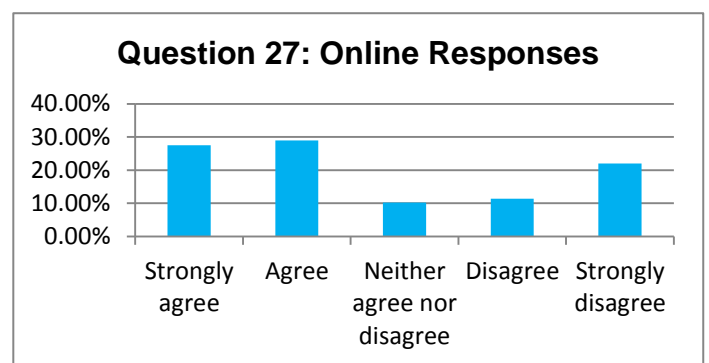
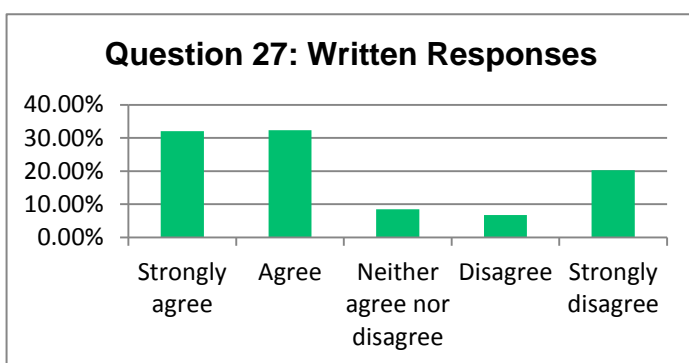
Question 25: Which is your preferred option? (Postcode analysis below)



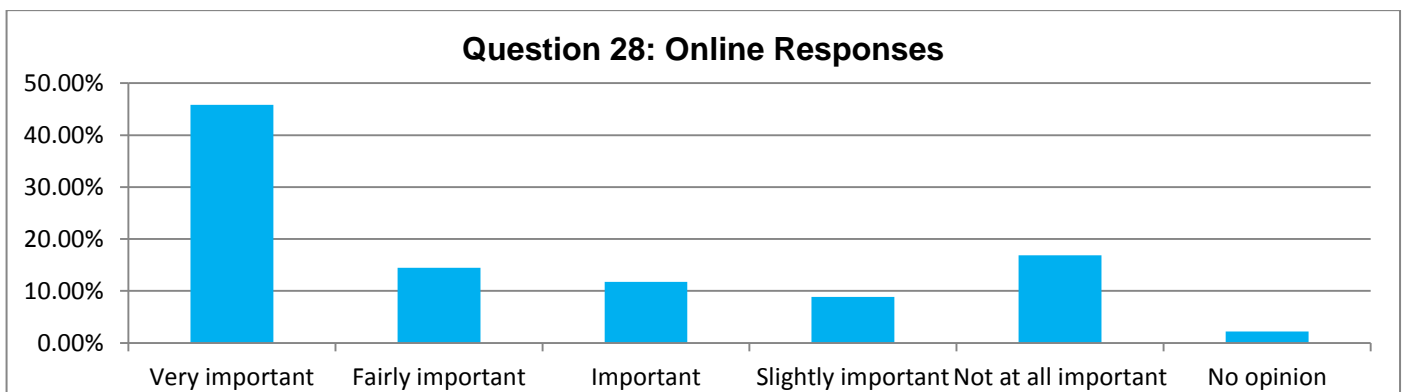
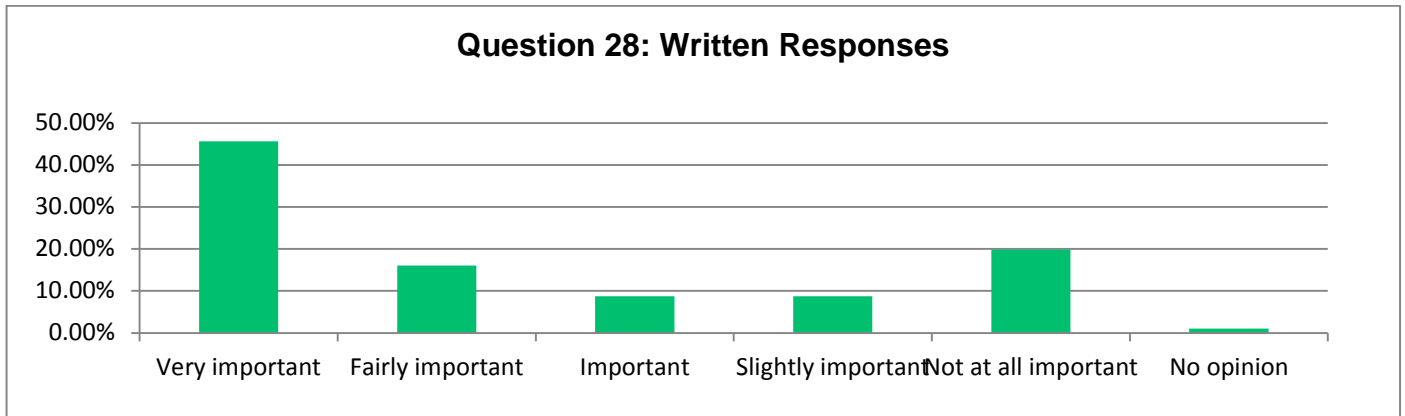
Question 26: Please tell us your reasons why:

Top five categories	
Adequate parking is still required	31.4%
The local roads cannot take the additional traffic/congestion	21.7%
Accessibility (to the seafront)	13.6%
Safer for families/disabled/older people	11.70%
Ensure disabled/elderly access	10.4%

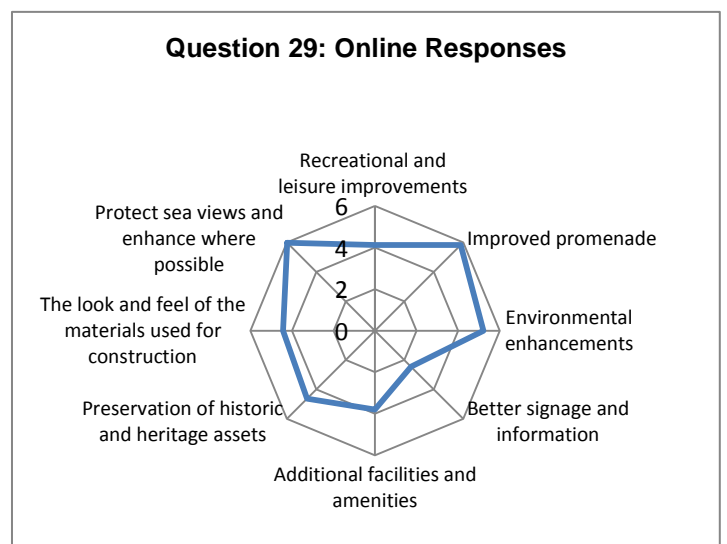
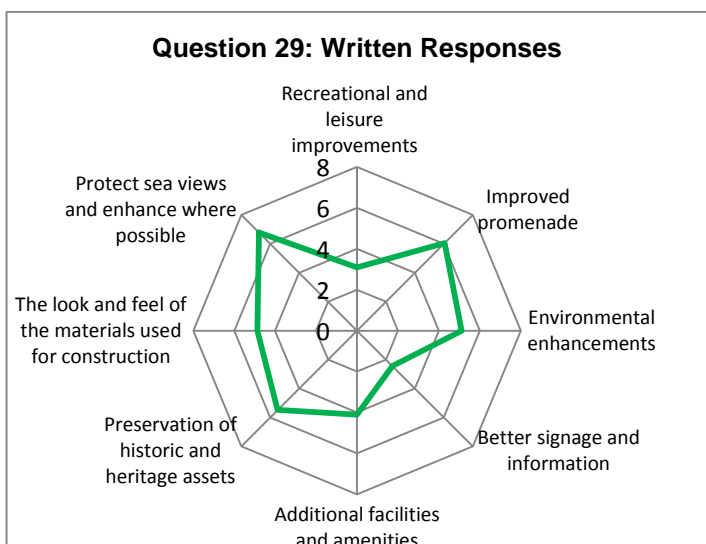
Question 27: However, we want to see if there is an appetite for us to also consider a one-way road with parking option. With that in mind, please respond to the following statement: I would support the scheme investigating the feasibility of a one-way road with parking option along Eastney Esplanade, from South Parade Pier - St Georges Road.



Question 28: How important to you is a dedicated cycleway for you in this area?



Question 29: What do you think is important for us to consider for this section, taking into account the height requirements for the flood protection? (Rank in order of preference)



Question 30: Any other suggestions?

Parking	26.1%
More / better parking	12.5%
Retain parking	5.7%
Other parking comments	5.7%
Diagonal parking	1.7%
Parking for disabled	1.3%
Introduce park and ride	0.6%
Less parking	0.3%
Free / cheap parking	0.3%
Cycling	23.8%
Other cycling comments	10.5%
Cycling provision / facilities / cycle path / lane	5.4%
Cycle path to be segregated (eg with a barrier)	4%
Shared use (of promenade) with cycles	3.4%
No cycling on the promenade	1.7%
Cycle racks / parking	1%
Enforce use of cycle path	1%
Widen cycle path	0.3%
Move the cycle path	0.3%
Pedestrianisation/road use	22.4%
Other pedestrian / road-use comments	5.7%
(Retain) two-way road	5.4%
One-way road	2.7%
Less traffic / congestion	2.7%
Preserve roads / road access	1.7%
Reduce speed limit	1.7%
Better public transport / bus service	1%
Widen the promenade	1%
Do not pedestrianise	0.6%
Pedestrian friendly / pedestrianise	0.6%
Raise height of promenade / do not lower promenade	0.6%
Bus lane	0.3%
Access (for disabled users)	8.1%
Access to the beach / sea (including disabled access)	3.4%
Disabled access (non-specific)	2.3%
Easy access (non-specific)	1.3%
Ramps / slopes	0.6%
Handrails	0.3%
Terraced	0.3%
Other access (for disabled users) comments	0.3%
Sea views	4.4%
Protect sea views	3.7%
Other sea views comments	0.6%

Canoe Lake/Rose Gardens: Summary

Specific concerns were raised with regard to displacement of traffic and parking from the seafront to local streets if the area was pedestrianised. Respondents were keen for us to investigate a one-way option if it allowed the retention of more parking spaces. A dedicated cycleway was seen as being very important in this area.

Similar to other frontages, retention of sea views was seen as being very important, along with improving the promenade. Online respondents were also keen on environmental enhancements.

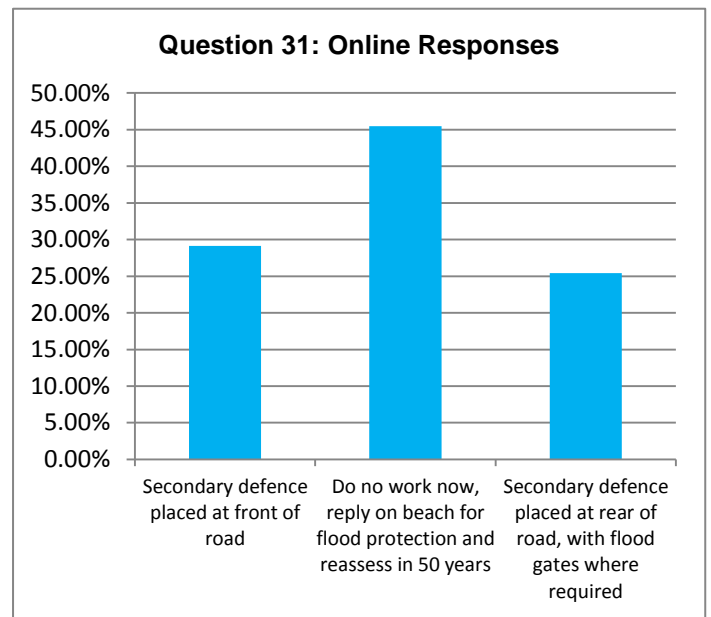
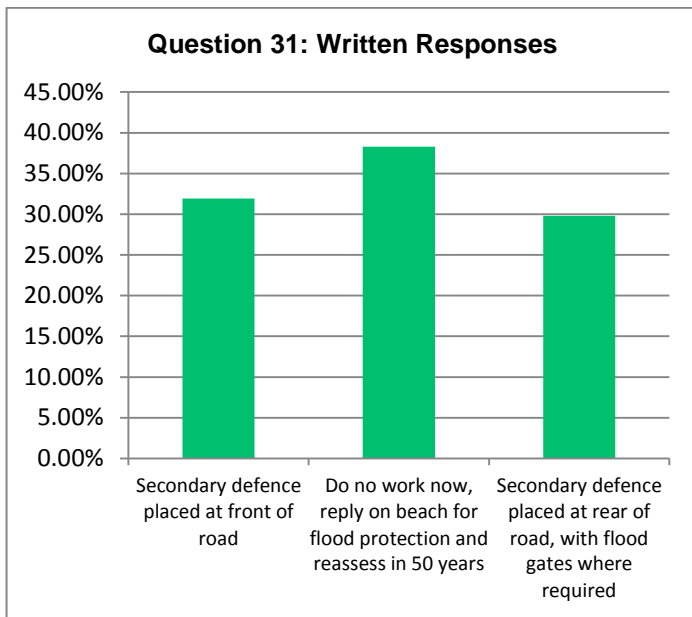
Reflecting the concerns raised about the reduction in parking, this was the most widely raised topic under the other 'other suggestions' category. There was also a strong emphasis on the provision of better cycling facilities, which aligns with the wish for a dedicated cycleway mentioned previously.

In the workshops, a few members of the public voiced the opinion that a traffic-free seafront would be nice in this area to allow the flow of people between the seafront and the parallel green space. Some members of the workshops suggested an opportunity for watersports equipment storage here. A few people in attendance commented on the opportunity to feature the military heritage more, especially Lump's Fort.

Finally, some suggested that temporary features, such as public art displays, would be well received in this area.

3.10 Eastney Esplanade

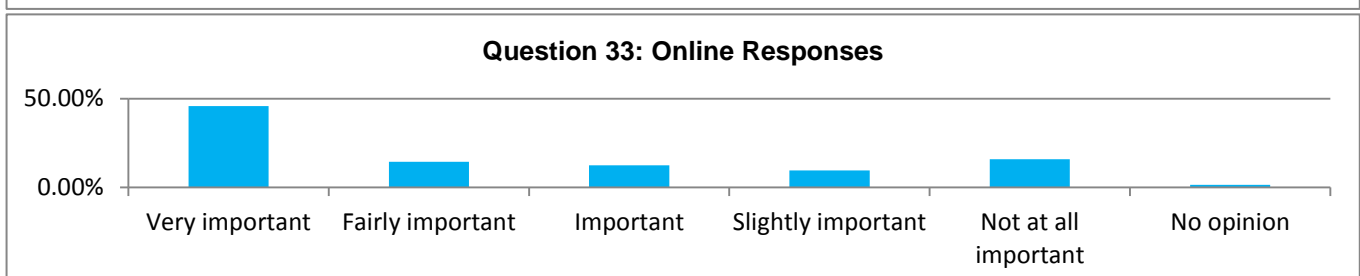
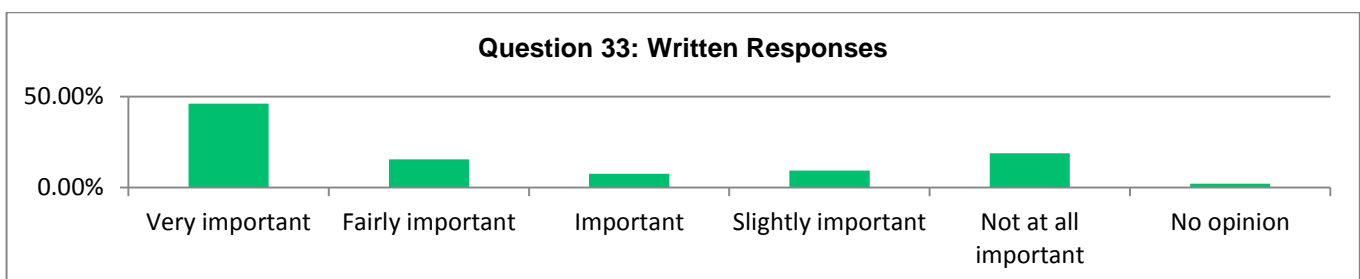
Question 31: Which is your preferred option?



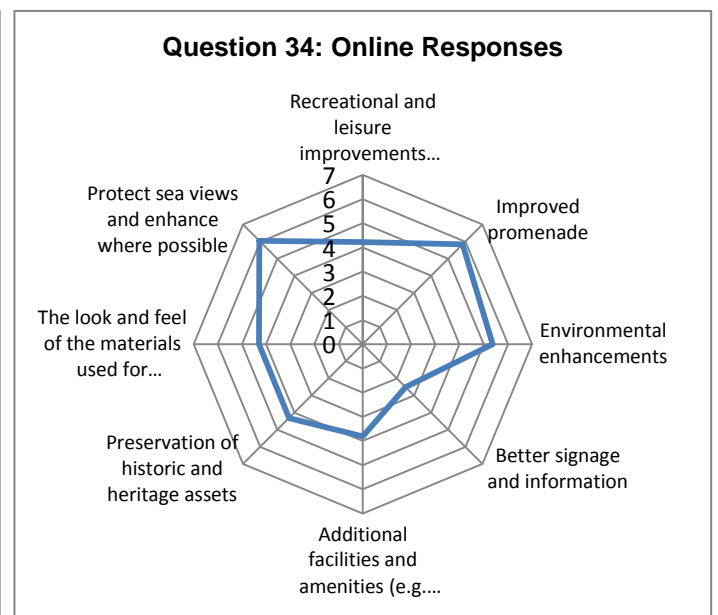
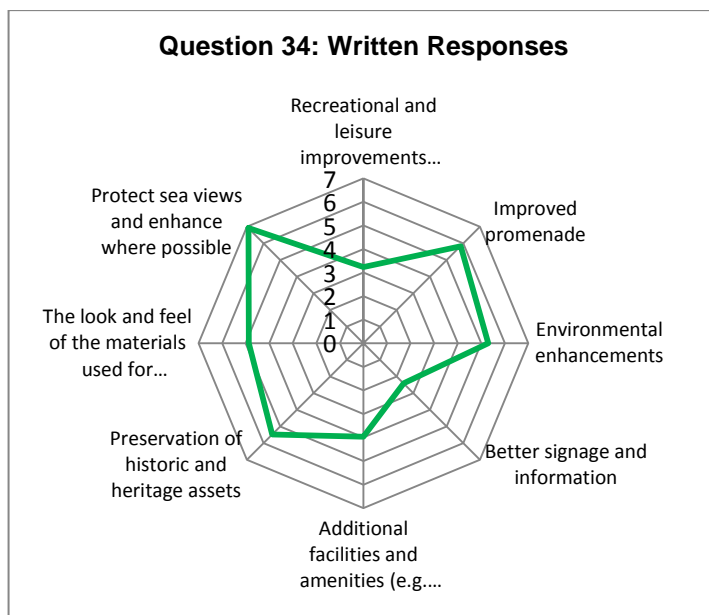
Question 32: Please tell us your reasons why.

Need	
Unnecessary at the moment / focus on urgent areas / flooding is rare	27.0%
Defence / Protection	
Offers more protection / better defence (from floods)	10.2%
The beach provides adequate protection	6.2%
Finance	
Cost	13.3%
Views	
Preserve the sea/beach view	9.2%
Maintain sea views when driving along the road	1.9%
Traffic / Cycling	
Keeps traffic further from promenade / keeps promenade clear	3.3%
Cycle path	2.6%
The road will still be usable	1.8%

Question 33: How important to you is a dedicated cycleway for you in this area?



Question 34: What do you think is important for us to consider for this section, taking into account the height requirements for the flood protection? (Rank in order of preference)



Question 35: Any other suggestions?

Cycling	27.3%
Move the cycle path	7.2%
Cycling provision / facilities / cycle path / lane	6%
Other cycling comments	4.8%
Cycle path to be segregated (eg with a barrier)	3.6%
No cycling on the promenade	3.2%
Shared use (of promenade) with cycles	2.4%
Cycle racks / parking	1.2%
Joined up / continuous cycle path	1.2%
Enforce use of cycle path	0.4%
Restrict cycling speeds	0.4%
Parking	9.6%
More / better parking	4.8%
Other parking comments	2.4%
Diagonal parking	2%
Retain parking	1.6%
Parking for disabled	0.4%
Less parking	0%
Free / cheap parking	0%
Introduce park and ride	0%
Pedestrianisation/road use	7.6%
Widen the promenade	2.4%
Reduce speed limit	1.6%
(Retain) two-way road	1.2%
Pedestrian friendly / pedestrianise	0.8%
Less traffic / congestion	0.8%
Other pedestrian / road-use comments	0.8%
Better public transport / bus service	0.4%
Preserve roads / road access	0.4%
No change	
No / minimal changes	7.6%
Access (for disabled users)	6.8%
Disabled access (non-specific)	2.4%
Access to the beach / sea (including disabled access)	2%
Access for boat users / watersports	1.2%
Easy access (non-specific)	0.8%
Access for fishing (including disabled access)	0.4%

Eastney Esplanade: Summary

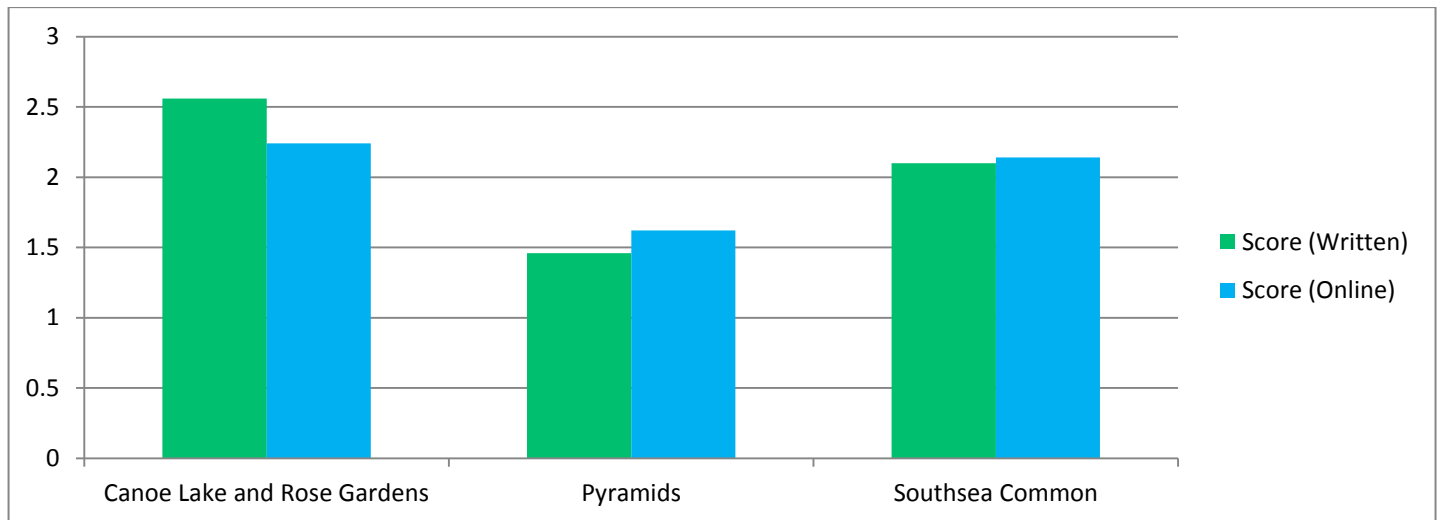
The most popular option in this area was to delay work and rely on the beach for defence for the next 50 years, however, there were some concerns that if the funding was available now we should try and carry out any work needed at the same time as the other frontages. There was also a worry this area could look 'left behind' if the rest of the seafront is upgraded.

Respondents were keen on a dedicated cycle lane, and stressed that the current arrangements are unpopular with most road users. They also wanted us to protect sea views and maintain the unique natural environment where possible.

Discussions at the workshops focussed on the natural feel of the area, and how this should be protected if new defences are to be built in this area. There was a general consensus that if we can alternatively rely on the beach for flood protection for the next 50 years, that we should take that approach instead of doing work now.

3.11 General scheme questions

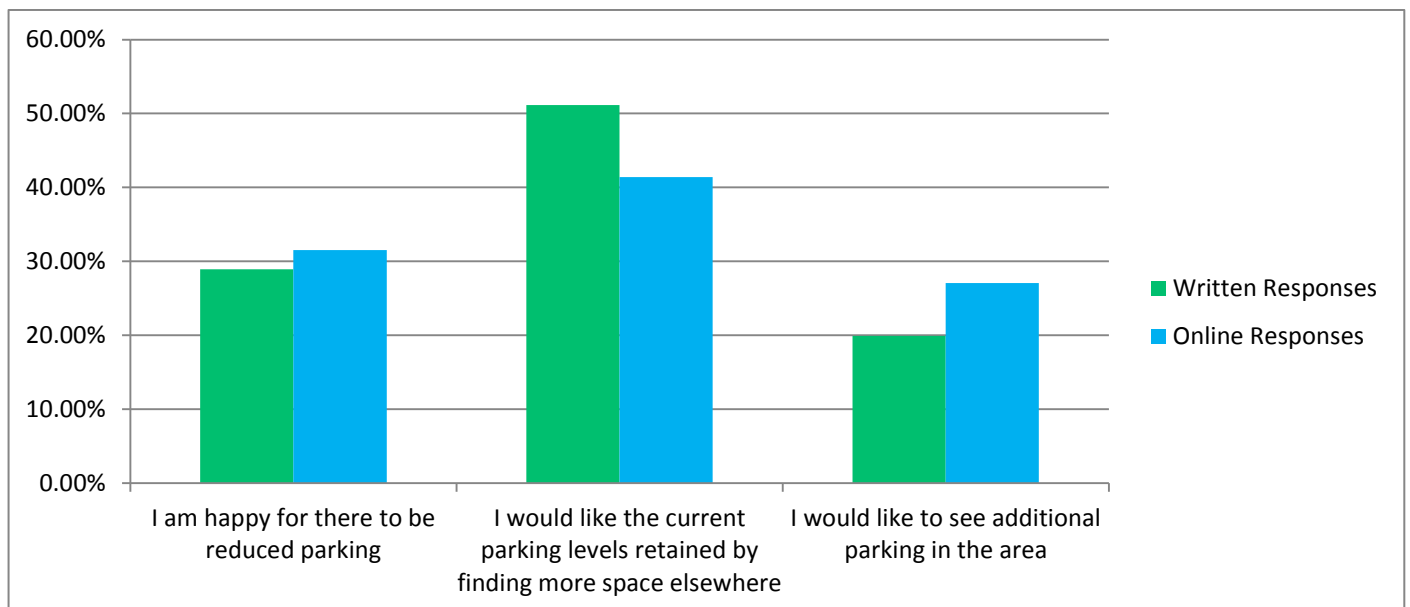
Question 36: Which areas should we prioritise for enabling disabled access across the beach?



Question 37: Any other suggestions?

All areas	10%
Eastney (beach)	7.4%
Pier	4.8%
Southsea (beach/castle/common)	4.3%
Nothing	3.5%

Question 38: If any frontages are pedestrianised, how strongly do you feel about the loss of parking?



Question 39: If you have any general comments about the scheme, please tell us:

Parking*	31%
Well done / its good / well thought through etc	15.4%
A designated cycle path	11.6%
Prioritise tourism / attracting visitors	11%
Consideration for residents	10.4%
Access*	9.4%
Reduce traffic / congestion	8.8%
Keep the roads / vehicle access	8.6%
Don't ruin the view	8.6%
Increase defences / protection	5.9%
Don't increase traffic in other areas	5.3%
Improve public transport	4.4%
Not too much concrete / keep it natural	3.9%
Pedestrian walkways	3.7%
Make it aesthetically pleasing	3.3%
Consider environmental factors	3.3%
Thank you (for being open / consulting us etc)	3.1%
Consider the materials used	3.1%
It is important that the character of the area is maintained	2.9%
A long lasting solution / future proof	2.3%
Safety to walkers/runners/pedestrians should be of the utmost importance	2%
Prioritise health / wellbeing of people	1.8%
Consider the effect on local businesses	1.8%
Cause minimal disruption	1.5%
More cafes / restaurants	1.5%
Don't want the wall	1.4%
It's unnecessary / don't do it / change as little as possible	1.2%
Emphasise the leisure / recreation facilities	1.2%
Provide updates / information	1.1%
Dislike the rocks	1.1%
More toilets	0.9%
It's necessary / essential	0.7%
Shared cycle lane and walkway	0.7%
Protect wildlife	0.6%
Close the road	0.3%
Art / sculpture	0.3%
Other	35.3%

Parking categories	
More parking / retain parking	20.9%
Revert to chevron parking	0.3%
Reduce amount of parking	2.6%
More park and ride	5.8%
Reduced parking fees	0.4%
Specifics about location of parking	1.4%
Underground parking	0.6%
Removing parking will impact on people with disabilities	0.3%
Other parking comments	1.4%

Access categories	
Access to the beach / seafront	5.5%
Disabled / elderly access	4.5%

General scheme questions: Summary

There was a slight preference for disabled beach access to be prioritised on the Canoe Lake/Rose Gardens frontage. 10% of respondents said the whole area should be a priority.

Regarding parking, the majority of people were keen to see the existing levels of parking retained. Interestingly, more people were happy with reduced levels of parking than those who would like to see it increased.

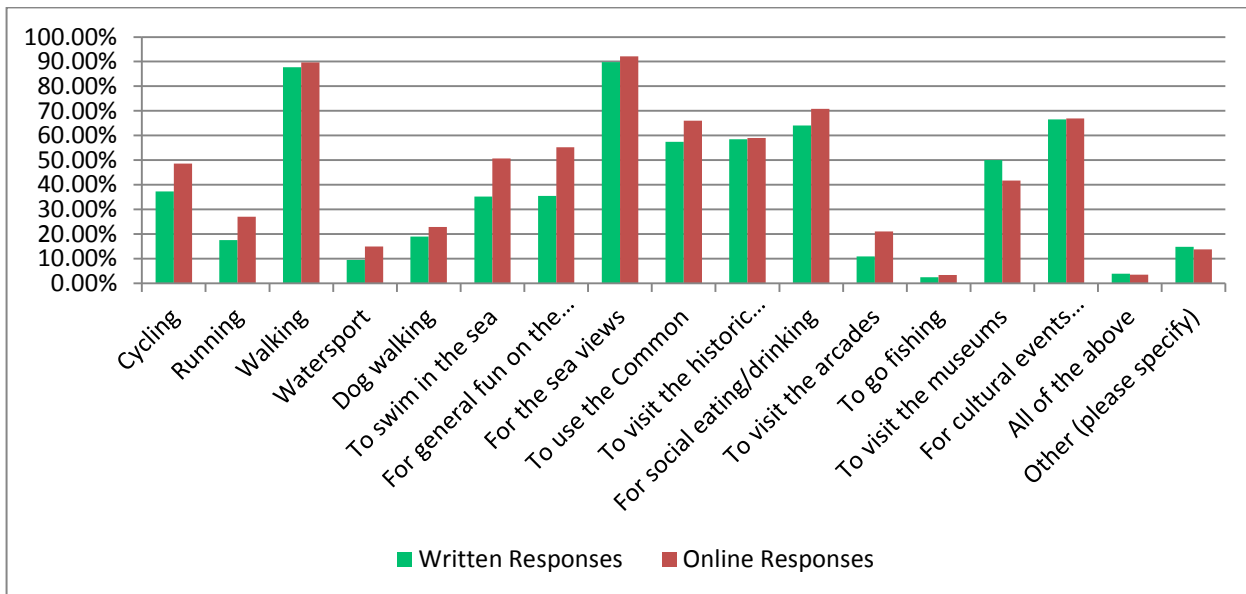
Parking was the top defined category in the general comments, with the majority of people concerned with maintaining existing parking levels. There were also suggestions that the park & ride should be extended to the area. A designated cycle path was also popular.

Over 15% of people were pleased with the proposal. 11% of respondents said we needed to be mindful of the impact on tourism, and a similar amount asked us to show consideration for residents during the design and construction process.

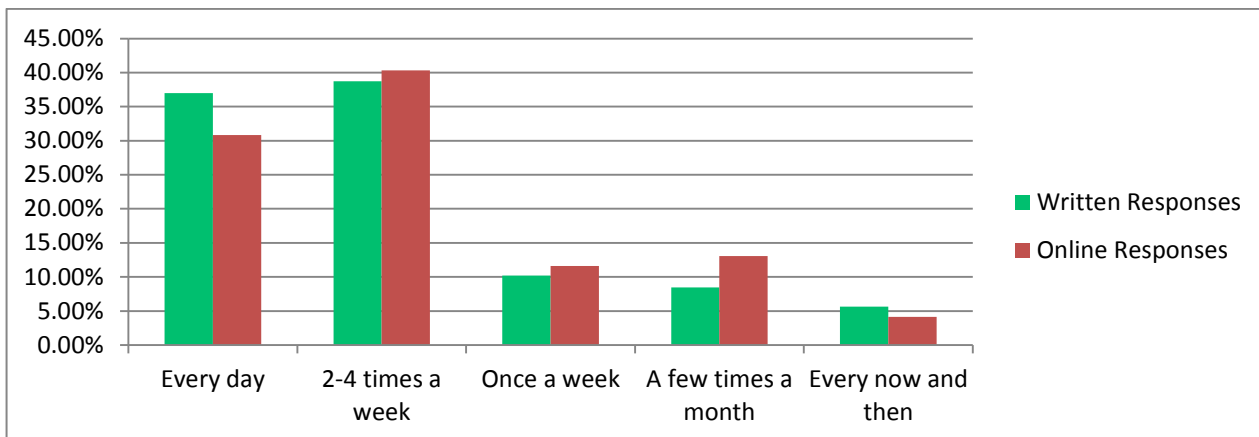
4 General questions about Southsea seafront

4.1 Visiting Southsea seafront

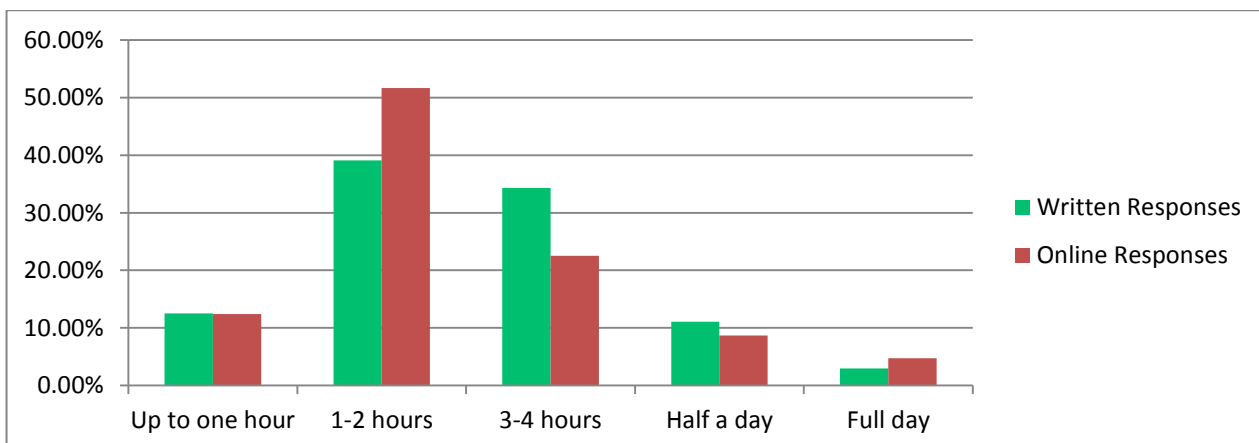
Question 40: Why do you visit Southsea seafront? (select all those that apply)



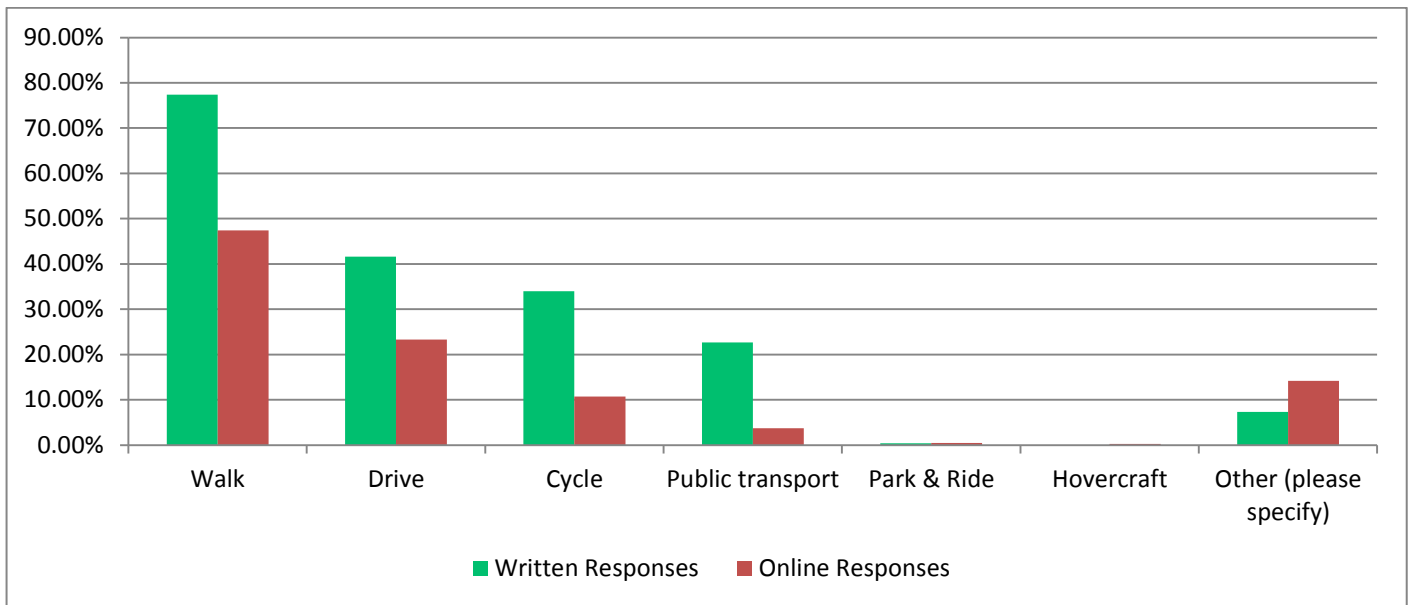
Question 41: How often do you visit Southsea seafront?



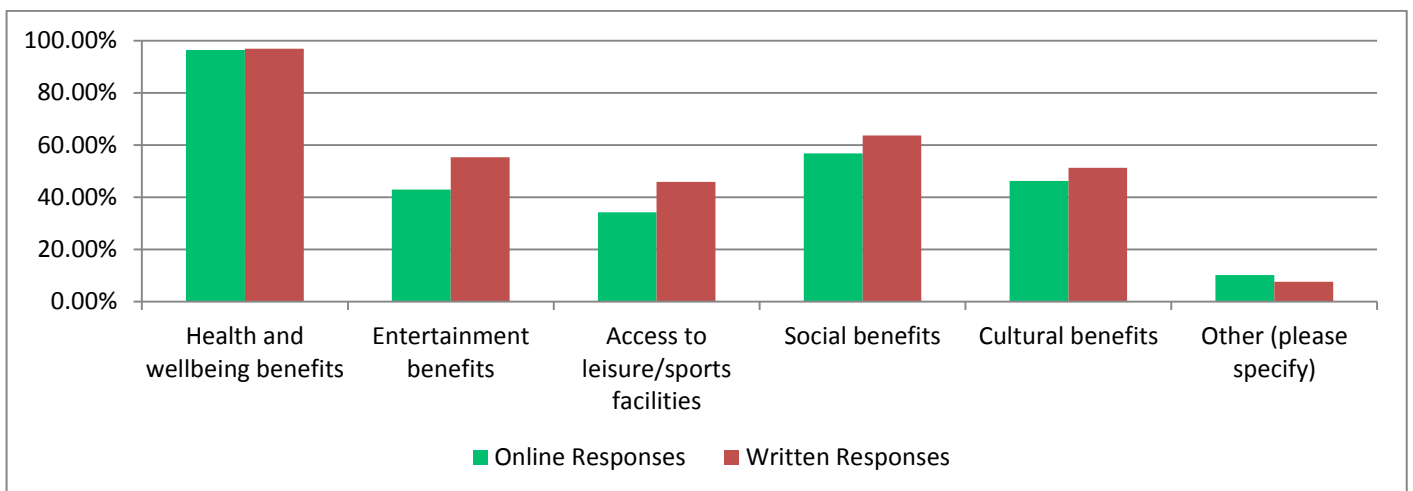
Question 42: How long do you usually spend on the seafront?



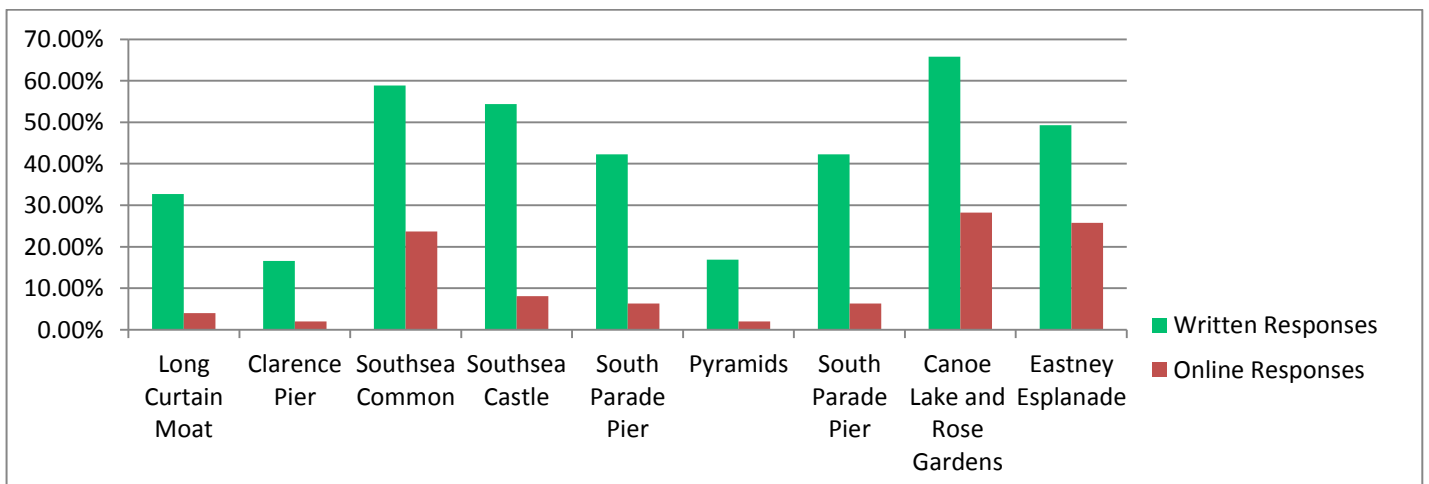
Question 43: How do you get to the seafront?



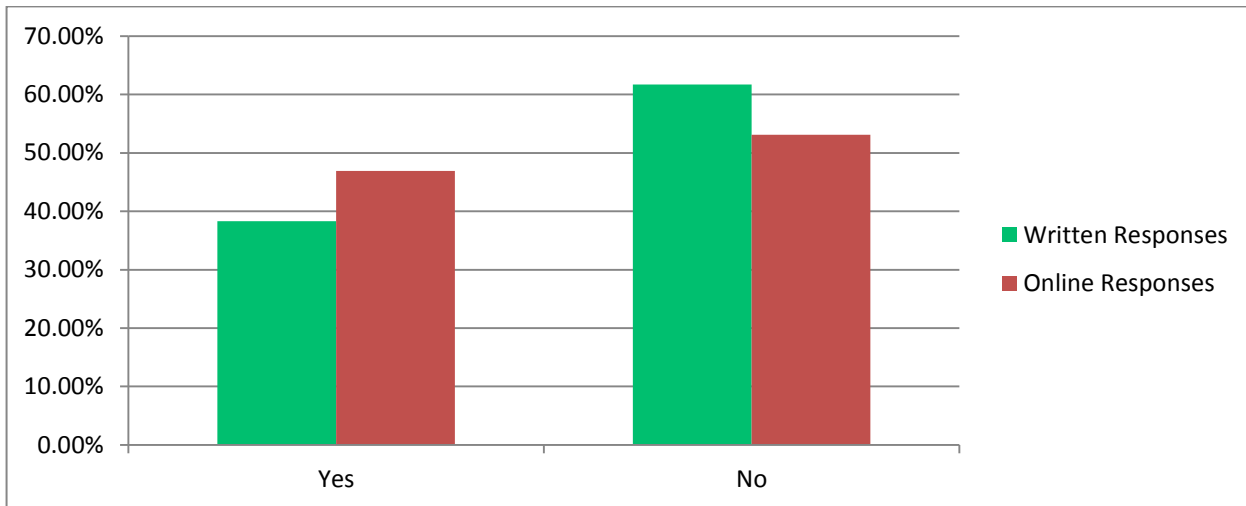
Question 44: How does Southsea seafront benefit you? (tick all that apply)



Question 45: Which area of Southsea seafront do you value the most (NB: Written respondents chose multiple areas, online respondents could only choose 1).



Question 46: Is there another recreational / seafront area that you visit regularly?



Question 47: If you do visit another area regularly, please specify where:

Written responses (displayed as word cloud, the larger the word means more mentions):

PO5 Museum South Parade Pier Coast Pyramids Portsdown Hill
 Gunwharf Port Solent Seafront Round Eastney Square
 Old Portsmouth Bournemouth Hayling Island
 Cycle Lee on the Solent Hot Walls
 Langstone Harbour Spice Island Gardens Hilsea
 Common Gosport Canoe Lake Water PO4

Online responses (displayed as word cloud, the larger the word means more mentions):

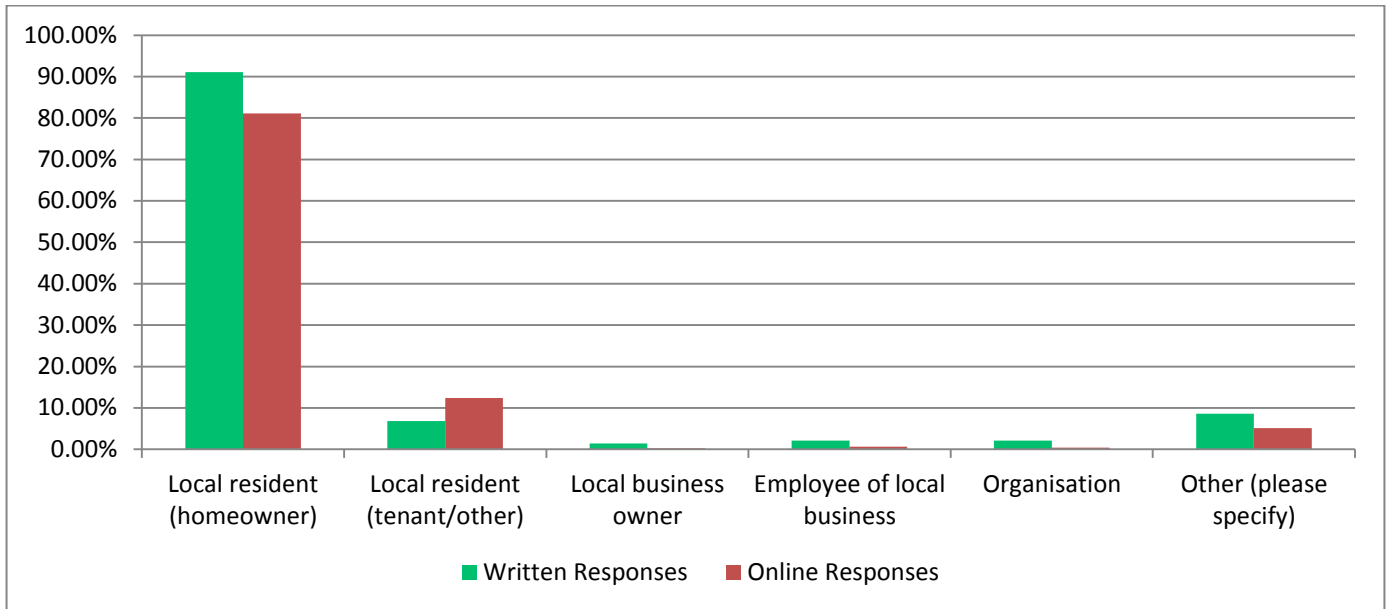
Hot Walls Spice Island Brighton Hill Head Long Curtain Moat
 Lee on Solent Walk Club Old Portsmouth Milton Common
 South Parade Pier Bournemouth
 Southsea Common Emsworth Canoe Lake
 Ferry Eastney Esplanade Langstone Harbour
 Southsea Castle Gunwharf Sea Front Farlington Marshes
 Pyramids Rock Gardens Hayling Island Stokes Bay Eastney Beach
 Clarence Pier

4.2 About you

Question 48: So we can ensure that we are getting the opinion of a wide range of residents, please tell us your postcode.

Please see section 2.2 for location mapping of respondents.

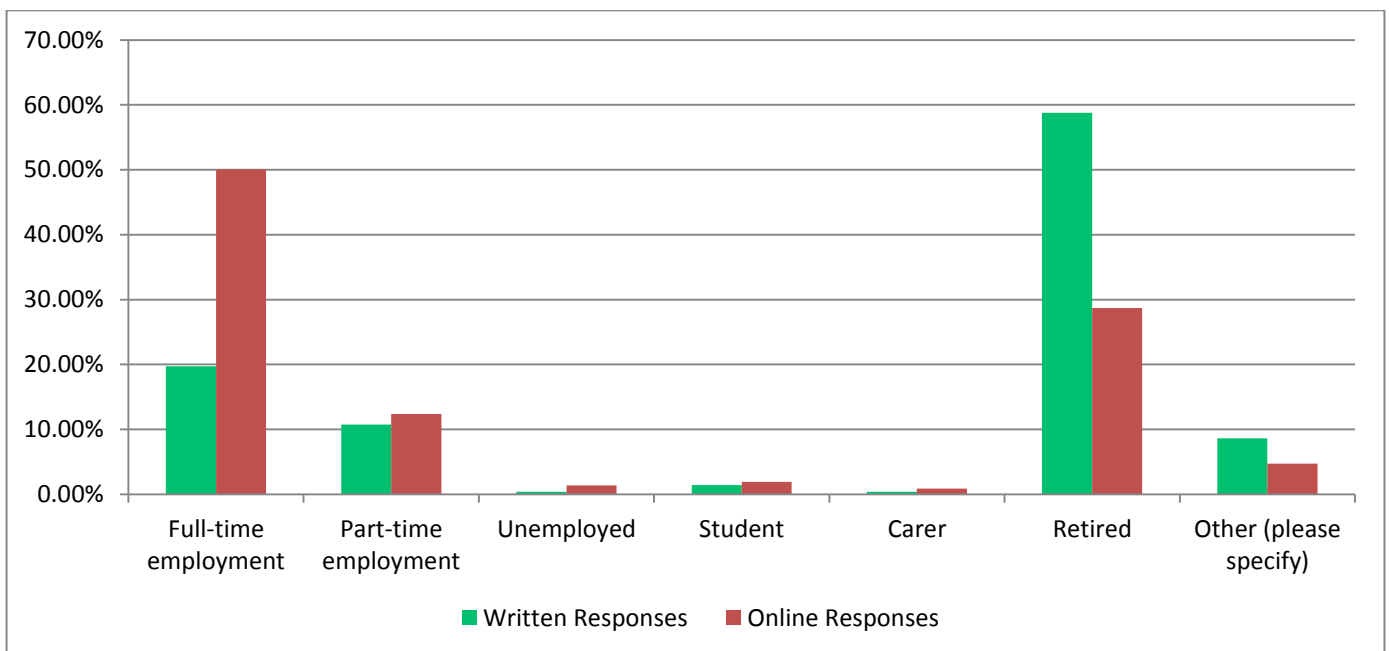
Question 49: What is your interest in the scheme?



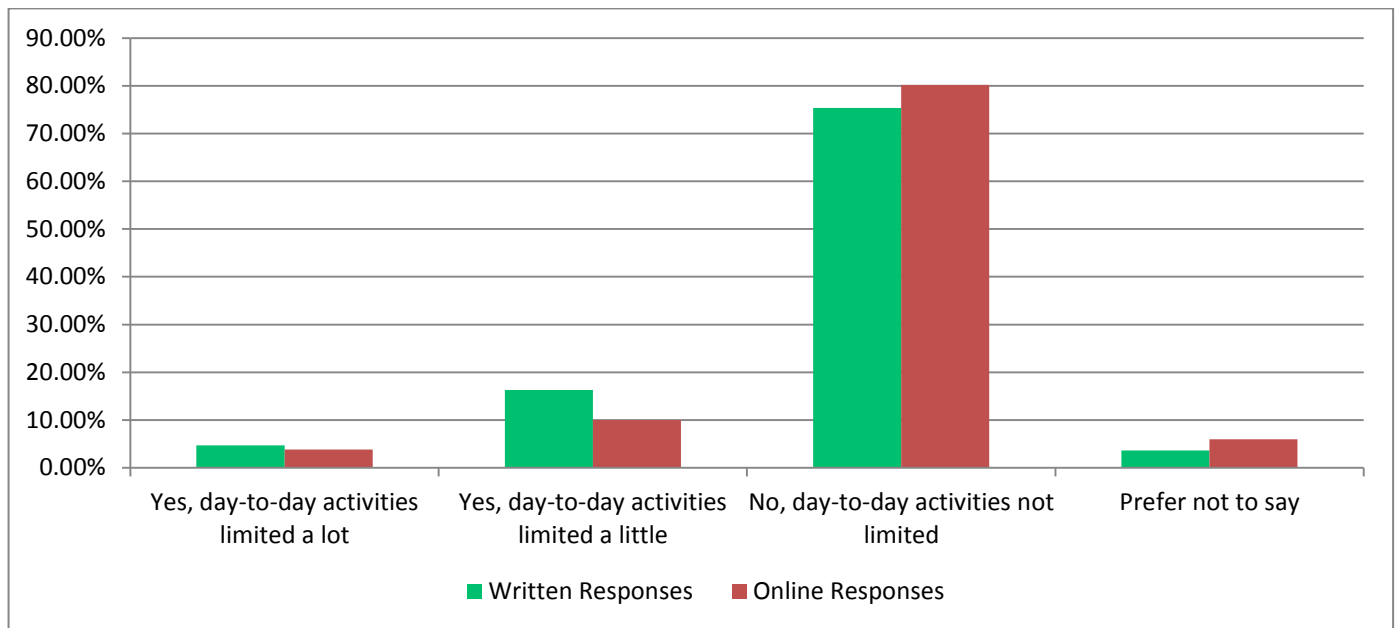
Question 50: What is your age?

Please see section 2.1 for the demographic analysis of respondents.

Question 51: What is your employment status?



Question 52: Do you have a long-term health problem or disability?



Answers to question 53 (Any further information about your long-term health problem for disability?) are being not being shared publicly, as we committed to not publishing them for confidentiality reasons.

5 Executive Summary

Several themes for the entire frontage were evident from this consultation. Transport issues featured heavily, with demands for better cycling provision, even in areas where cycling is not an option at the moment (such as Long Curtain Moat and Southsea Castle). Parking provision was also a big concern if pedestrianisation was chosen on either Canoe Lake or Southsea Common. In comparison, traffic displacement as a result of pedestrianisation was seen as much more of an issue at Canoe Lake than at Southsea Common. These issues led to a clear majority of people wishing to retain a road in both locations. In the workshops, there was plenty of time spent considering this issue, with a mix of attendees advocating the merits of pedestrianisation, and others more doubtful, citing the potential issues that might arise.

Across the survey and the workshops there was a wish for sea views from the promenade to be retained in all areas of the seafront where there is one now. It was felt that the design solution in most areas of the seafront had achieved this; however there were concerns about either proposal at South Parade Pier and how it may impact on the existing sea views. Access was also seen as being very important, with requests for the design to ensure equal access to the seafront.

Other themes that were raised were more specific to certain areas. At the workshops, there was discussion around different approaches that could be taken at Southsea Common, with discussions on the merits and drawbacks of bunds set back from the frontage, and the possibility of allowing some form of managed retreat in the area. Other attendees felt that the protection of the open space should be paramount, along with the preservation of the Naval War Memorial. Managed retreat would also not be eligible for government funding in this area, and the loss of the common is not acceptable to the council.

The protection of heritage assets was a major issue at Long Curtain Moat and Southsea Castle, and there were also distinct themes that emerged regarding the redevelopment of Clarence Pier. Some felt it would be better to try and achieve this now before the defences were built so they didn't have to be set back, whilst others were keen on the seaside feel of the area and wanted to see the existing buildings protected. However, there was a general consensus that the current solution was the best, given that the scheme itself cannot drive the redevelopment of the area through the funding provided for the sea defences.

Environmental improvements and preserving the natural 'feel' of the area were more of a concern in the eastern areas of the scheme. In the case of Eastney Esplanade, the largest group of respondents wished for the construction of any scheme to be delayed and for us to rely on the beach for protection for the next 50 years, so the impact in this area would be minimised.