Appendix I - Consultation for LTP4
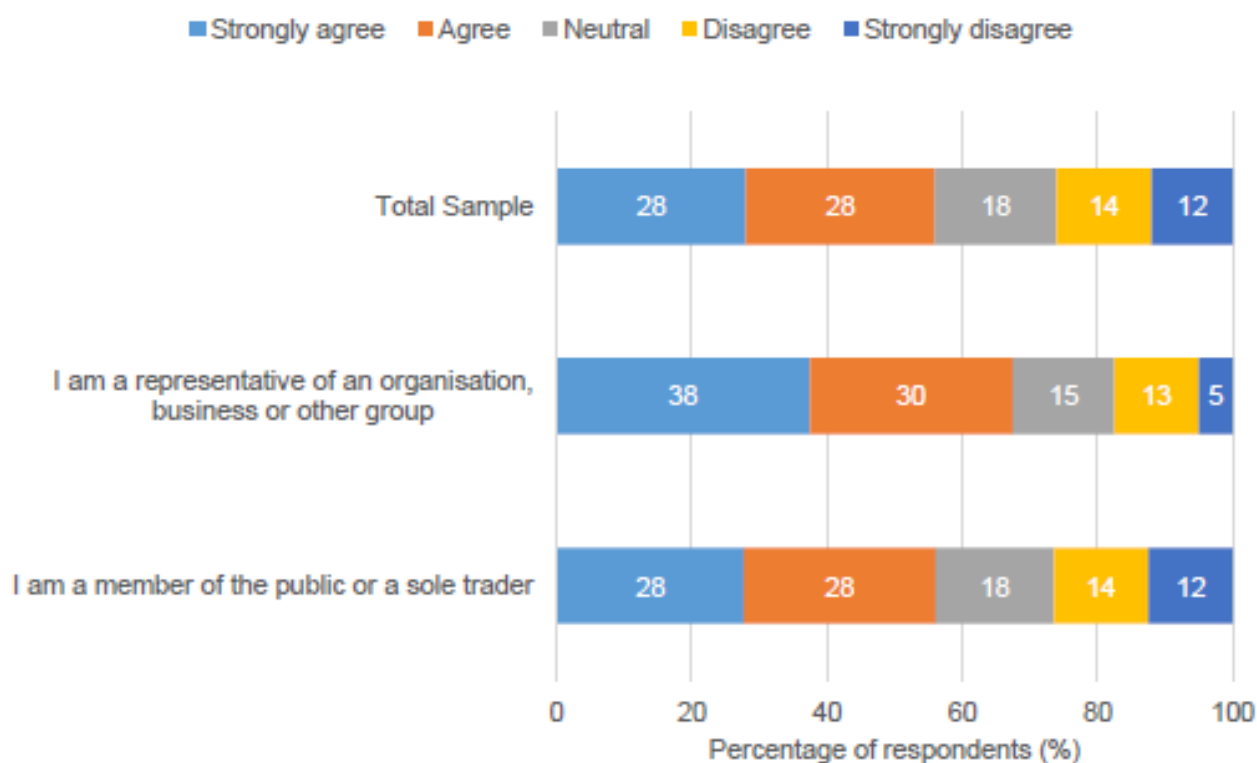
1.1   A twelve week consultation was undertaken for LTP4 between 28th September and 21st December 2020.

1.2   During the 12 week statutory consultation period, an online survey was available, which was open to all, and was promoted to encourage a high level of responses with questions focusing on the draft vision, objectives and policies set out within. This survey was promoted in a number of ways including on the Portsmouth City Council website, social media, e-bulletins and to every house in the city via Flagship magazine. Additionally, hard copies of the survey were available on request and in five libraries across the city. There was also the option to respond by phone**.** The online consultation resulted in 1,010 responses.

1.3   Additionally, a number of stakeholder workshop were held, with three workshops being held for key internal stakeholders, key external stakeholders and for PCC councillors. As well as focusing on the draft vision, objectives and policies during these workshops, the proposed schemes and initiatives were considered.

1.4   A number of one to one meetings were also held, for those who either could not attend one of the workshop sessions, or who had specifically requested one.

1.5   As shown in Figure 16 below, the majority of respondents (56%) to the online consultation either strongly agree or agree with the vision of the LTP4 whilst just over a quarter either disagree or strongly disagree (26%).

Figure 16: Respondents by their level of agreement with the draft vision and respondent profile

Legend: Strongly agree | Agree | Neutral | Disagree | Strongly disagree

Category	Strongly agree	Agree	Neutral	Disagree	Strongly disagree
Total Sample	28	28	18	14	12
I am a representative of an organisation, business or other group	38	30	15	13	5
I am a member of the public or a sole trader	28	28	18	14	12

Percentage of respondents (%)

Bases vary: Total sample (910) | Businesses (40) | Member of public (868)

1.6   Regarding the strategic objectives:

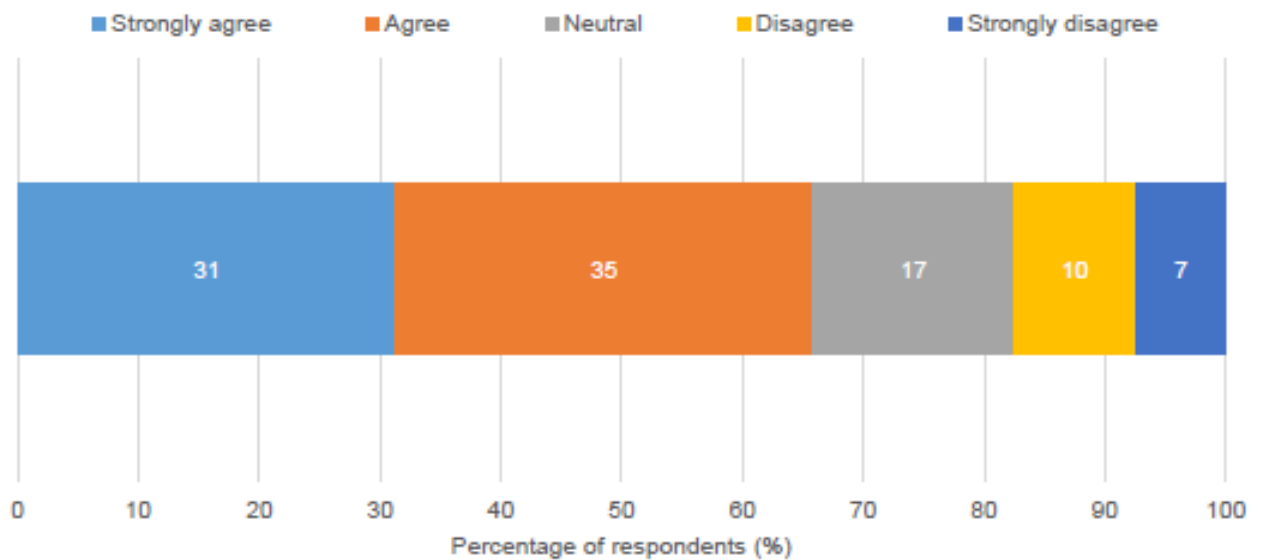Strategic Objective 1 - Delivering Cleaner Air

Strategic Objective 2 - Prioritising Walking and Cycling

Strategic Objective 3 - Transforming Public Transport

Strategic Objective 4 - Supporting Business and Protecting our Assets

Figure 18 overleaf shows how 66% of respondents to the online consultation agree that they are the right ones with just under a third of respondents strongly agreeing (31%). In comparison, 17% of respondents either strongly disagree/disagree with the strategic objectives.

Figure 18: Respondents by level of agreement of the strategic objectives

Legend: ■ Strongly agree ■ Agree ▨ Neutral ■ Disagree ■ Strongly disagree

Bar values: 31 | 35 | 17 | 10 | 7

X-axis: Percentage of respondents (%) — 0, 10, 20, 30, 40, 50, 60, 70, 80, 90, 100

Base: 864

1.7 Respondents were then asked which of the objectives were most important to them. The results in Figure 20 overleaf show that generally all of the objectives are of fairly equal importance. However, the objective which was selected by the largest proportion of respondents as being most important was Objective 1 - Delivering cleaner air (31%). Objective 2 - Prioritising walking and cycling, was chosen by the smallest proportion of respondents with just 20% selecting it as most important.

Figure 20: Respondents by what objective is most important for them
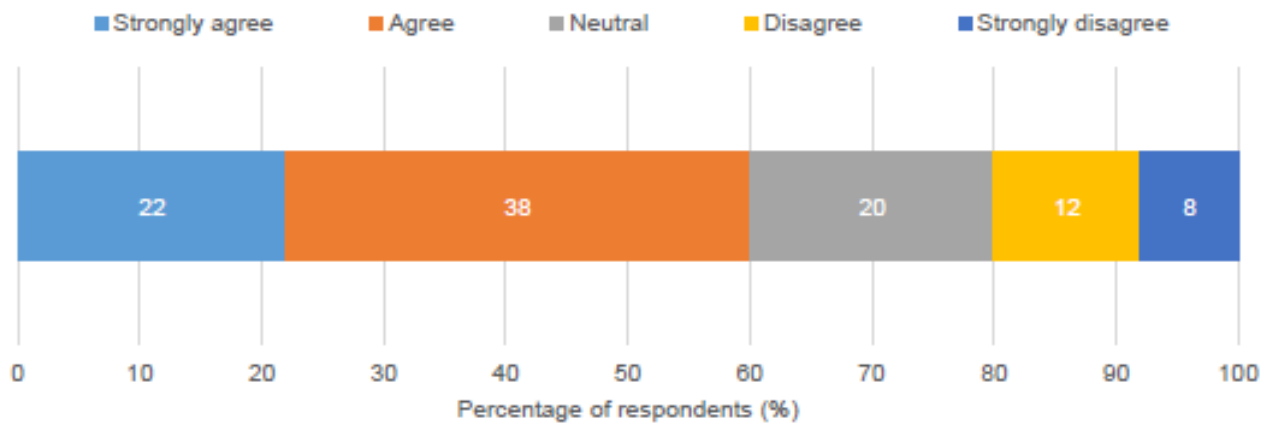
Base: 856
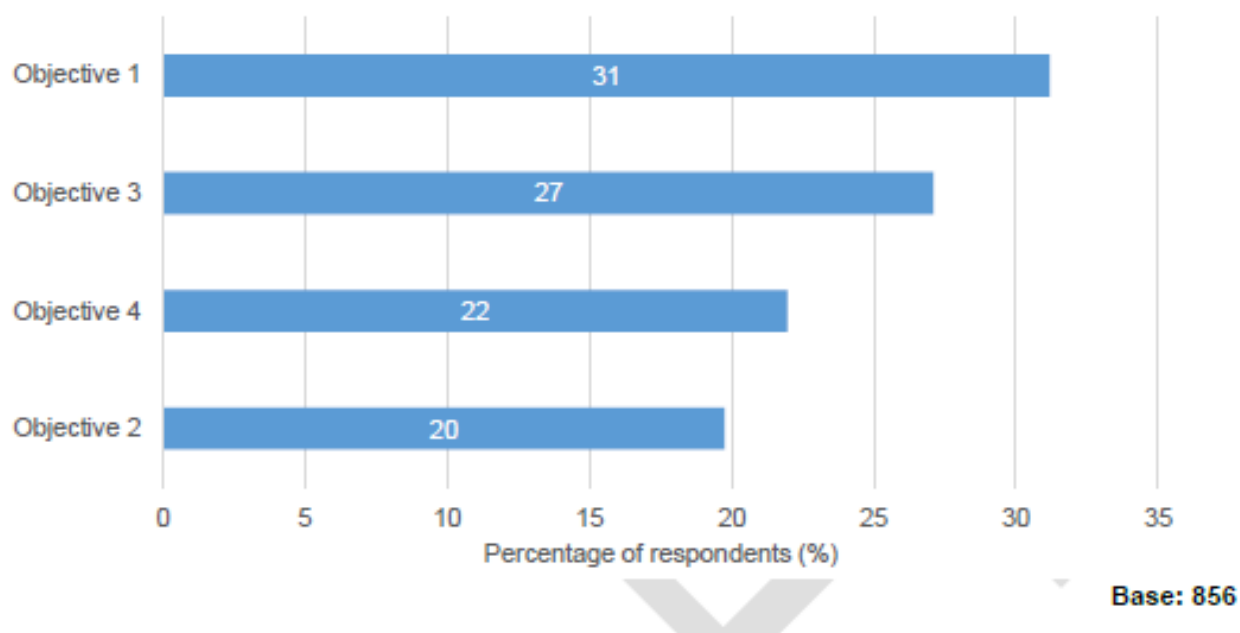
1.8   The final part of the consultation survey focused on the policies and respondents were asked to consider the policies under each of the objectives.

1.9   Delivering Cleaner Air policies:

1. Implement a government-directed city centre Clean Air Zone in 2021
2. Support infrastructure for alternative fueled vehicles
3. Maintain the residents' parking permit system while encouraging fewer, cleaner vehicles and supporting car clubs
4. Expand the Portsmouth park and ride to reduce pollution and congestion in the city centre
5. Explore private non-residential parking restrictions to encourage mode shift and help pay for improved walking, cycling and public transport infrastructure
6. Deliver residential and business behavior change initiatives to encourage people to walk, cycle and use public transport

1.10   The majority of respondents selected agree or strongly agree that the policies under objective 1 - delivering cleaner air, are the right ones, with 60% in agreement, and 20% disagreeing as shown in Figure 21 overleaf.

Figure 21: Respondents by their answer 'to what extent do you think these policies are the right ones?'

Legend: ■Strongly agree ■Agree ■Neutral ■Disagree ■Strongly disagree

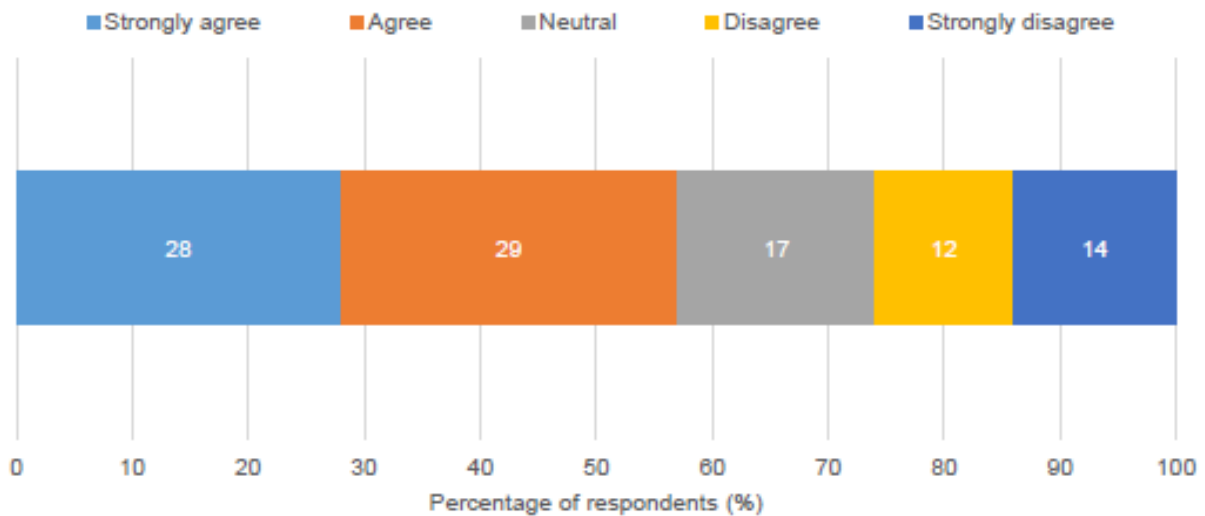| Strongly agree	Agree	Neutral	Disagree	Strongly disagree
22	38	20	12	8

Percentage of respondents (%)

Base: 814

1.11   Prioritising walking and cycling polices:

1. Reallocate road space to establish a cohesive and continuous network of attractive, inclusive and accessible walking and cycling routes accompanied by cycle parking facilities
2. Manage parking through parking controls and introduce a network of low traffic neighbourhoods that reduce 'rat running' traffic in residential streets.
3. Improve the city centre, local and district centres by reducing or removing general traffic, with access focused on walking, cycling and public transport.
4. Deliver innovations in micro-mobility to promote travel choices and active travel options

1.12   The majority of respondents selected agree or strongly agree that the policies under objective 2 - Prioritising walking and cycling, are the right ones with 57% in agreement, and 26% disagreeing as shown in Figure 25 overleaf.

Figure 25: Respondents answer 'to what extent do you think these policies are the right ones?'

Legend: Strongly agree · Agree · Neutral · Disagree · Strongly disagree

Bars: 28 | 29 | 17 | 12 | 14

Percentage of respondents (%)

Base: 773

1.13   Transforming public transport policies:

1. Develop a rapid transit network that connects key locations in the city with South East Hampshire, and facilitates future growth
2. Prioritise local bus services over general traffic to make journeys by public transport quicker and more reliable and support demand-responsive transport services
3. Deliver high quality transport interchanges, stations and stops
4. Work with public transport operators to deliver integrated, efficient and affordable services promoting local and regional connectivity

1.14   Objective 3 - transforming public transport, received the highest level of agreement, with 76% of respondents agreeing or strongly agreeing that the policies under this objective are the right ones, and only 9% of respondents disagreeing or strongly disagreeing as seen in Figure 28 overleaf;

Figure 28: Respondents answer 'to what extent do you think these policies are the right ones?'

Strongly agree ■ Agree ■ Neutral ■ Disagree ■ Strongly disagree

| 32 | 44 | 15 | 4 | 5 |

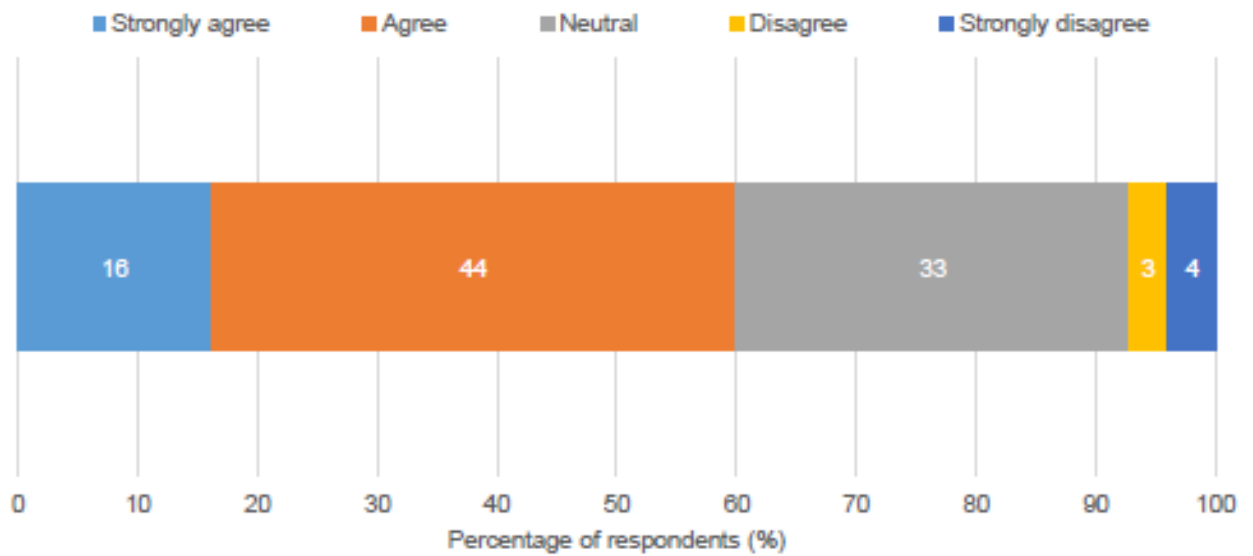Percentage of respondents (%)

Base: 735
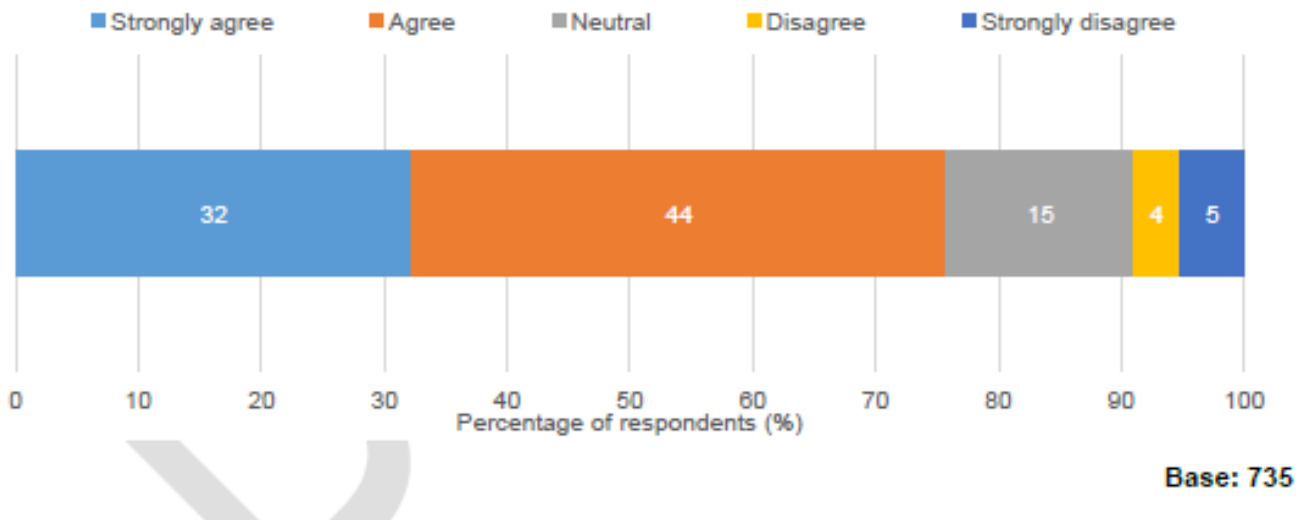
1.15 Supporting Business and Protecting our Assets policies:

1. Protect access to the ports and HM Naval Base, Portsmouth
2. Support businesses and other organisations to consolidate their operational journeys, including use of zero emission vehicles for last mile deliveries
3. Deliver micro and macro freight consolidation centres to serve Portsmouth's businesses and residents
4. Introduce a lane rental scheme to maximise co-ordination of street works and roadworks, and review loading restrictions to minimise impacts on traffic sensitive routes during peak periods
5. Maintain our highway infrastructure
6. Proactively manage kerbside space to enable flexible use for essential access

1.16 For objective 4 - supporting business and protecting our assets, the majority of respondents, 60%, agree or strongly agree that the policies under this objective are correct, with only 7% of respondents disagreeing or strongly disagreeing as seen in Figure 33 overleaf:

Figure 33: Respondents answer 'to what extent do you think these policies are the right ones?'

Legend: ■ Strongly agree ■ Agree ■ Neutral ■ Disagree ■ Strongly disagree

Strongly agree	Agree	Neutral	Disagree	Strongly disagree
16	44	33	3	4

Percentage of respondents (%)

Base: 713

1.17   A good level of attendance was shown at the consultation workshop sessions with 44 external organisations attending. Comments received at the workshops, one to one meetings and via email were noted and formed part of the consultation analysis.