

DRAFT FOURTH LOCAL TRANSPORT PLAN CONSULTATION REPORT



Portsmouth
CITY COUNCIL

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1.0 Purpose

The purpose of this report is to provide a comprehensive summary of the draft Fourth Local Transport Plan (LTP4) consultation. The main aim of the consultation was to give the public the opportunity to provide their views on the transport infrastructure in Portsmouth and to understand the general public support of the draft strategy document.

2.0 Background

Transport is an enabler of activity. It plays a vital role in the development of local communities, aiding regeneration and it is fundamentally important in the move towards a more sustainable, environmentally focussed future. A draft Fourth Local Transport Plan (LTP4) for Portsmouth was developed and sets out how transport challenges within Portsmouth and the wider South Hampshire sub-region will be addressed in the coming years. It also sets out how transport infrastructure improvements will be delivered over the next 16 years to create an inclusive, active and sustainable travel network which will contribute to a safer, healthier and more prosperous Portsmouth.

3.0 Research

3.1 Objectives

1. To understand the profile of Portsmouth residents
2. To measure expected travel behaviours in Portsmouth after the coronavirus restrictions are lifted
3. To measure the level of approval of the vision of the draft strategy
4. To measure the level of approval of the objectives included in the draft strategy
5. To measure the level of approval of the policies included in the draft strategy

3.2 Methodology

A predominantly quantitative survey was developed which focussed questioning around the five objectives outlined in section 3.1. The survey was launched week beginning 28 September 2020 and was open for twelve weeks to enable as many respondents as possible time to complete it. The survey was promoted through various channels including social media, the Portsmouth City Council website and an email to Your City Your Say distribution list.

4.0 Response rates

Overall, the consultation received 1,010 responses. Fieldwork occurred during the Coronavirus pandemic which will have inevitably affected response rates. Namely, we were unable to carry out planned engagement events because of the social distancing restrictions in place. The survey was also launched at the same time as a few other public consultations that were postponed because of the first national lockdown; this may have caused respondent fatigue in certain topic areas which would explain why response rates were lower than expected.

The latest Office for National Statistics (ONS) mid-year estimate for the 16+ year old population of Portsmouth is 175,294. Given this, the total responses of 1,010 ensures a margin of error of 3% at a confidence level of 95%, this is comfortably within acceptable parameters.

5.0 Summary of findings

- The majority of respondents in the consultation were members of the public or a sole trader (94%) whereas 6% of respondents were representatives from an organisation, business or other group. There were less than 10 elected members of council or parliament who took part in the consultation, which accounted for less than 1% of respondents.
- The majority of the respondents (member of the public or sole trader) live in the city (93%) and just over half work in the city (51%). Nearly half of respondents in the sample both live and work in the city (47%) whereas a small percentage commute into the city for work purposes but live elsewhere (4%). 3% of people do not live nor work in the City but visit for other reasons.
- The largest proportion of respondents work in the PO1 district (38%) and the least amount of respondents work in the PO3 district (8%).
- Respondents who do not live or work in the city mostly visit Portsmouth for three reasons; for recreation and leisure which includes dining out and visiting local attractions (92%), visiting friends and family (73%) and for shopping (65%). The 'other' reasons given for visiting were for occasional business travel and coach drivers who live and operate outside the city but travel through as part of their route.
- Most respondents in the survey plan to travel to or within Portsmouth by walking (79%), closely followed by car/van (70%), for at least 1 day a week. The largest proportion of respondents plan to walk for at least 4 days in a week when traveling into or around Portsmouth (45%).
- The majority of people plan to travel into or within Portsmouth for shopping (85%), recreation and leisure (83%), visiting friends and family (72%) and traveling to and from work (53%). These are similar trends to the reasons why visitors to the city travel in.
- Overall, respondents prefer to travel by car/ van for every reason listed, but the greatest majority prefer to travel by car/ van when shopping (71%). This is greater than the proportion of respondents who selected travelling by car/van in order to commute to and from work (60%); to travel for work during the working day (67%); for recreation and leisure (59%); for visiting friends (65%); and travelling for education (55%).
- Walking is the second most preferred mode of transport for all of the reasons listed. Recreation and leisure was the reason selected by the highest number of respondents who would plan to walk (51%) and walking for commuting to/from work was selected by the smallest proportion (28%).
- Cycling was the third most popular mode of travel selected by respondents overall when imagining how they would travel for all of the reasons listed, with travelling by bus being selected fourth.
- The majority of respondents either strongly agree or agree with the vision of the LTP4 (56%) whilst just over a quarter either disagree or strongly disagree (26%).
- More businesses strongly agreed with the vision compared to members of the public (38% compared to 28% respectively).
- The most common theme mentioned for disagreeing with the vision was that the vision is too focussed on cycling and walking which is not practical for some people, such as disabled and elderly residents. Many respondents also expressed that walking and cycling on rainy days, or when they have a load to carry (e.g. Teachers, Builders, and shoppers) a transport network that focusses mostly on cycling and walking will not meet their needs as they would want to use their cars.

- Many respondents mentioned that the vision may be too ambitious to be achieved in 16 years. However, others stated that 16 years seems a long time to try and plan for, especially when there are now coronavirus restrictions to incorporate therefore the length of time the vision is for should be shortened. Similarly, respondents feel that the focus on public transport is now dated as the vision was written pre-pandemic, when views were different on the use of public transport and the risk of catching Covid-19.
- The most common theme to come from the open ended comments was that the vision needs to take all modes of transport into consideration, not just walking and cycling. Many respondents feel that by prioritising walking and cycling it ignores the mode of transport that the majority of respondents use to carry out their daily activities and therefore discourages the majority of people in Portsmouth to adopt the vision.
- Many respondents were in support of the vision and were hopeful it would create a greener city and overall contribute to a cleaner environment. However, they were worried about the safety of cyclists and pedestrians, especially in the winter months, and where cars and pedestrians/cyclists may have to share road space if there is no reduction in the number of vehicles used in Portsmouth.
- 66% of respondents agree that the strategic objectives are the right ones with just under a third of respondents strongly agreeing (31%). In comparison, 17% of respondents either strongly disagree or disagree.
- The majority of respondents in this cohort disagreed with Objective 2 - Prioritising walking and cycling (72%). Objective 3 - Transforming public transport was selected by the next largest proportion of respondents, with just over a quarter choosing it as the objective they most disagree with (26%).
- For Objective 2, respondents disagreed because they feel walking and cycling should not be a priority as it is not a practical option for most in the city, and because of the safety concerns around cycling and walking particularly in the winter months.
- Respondents think 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. This is in line with the previous question where Objective 2 was disagreed with by the largest proportion of respondents, and Objective 1 was disagreed with by the smallest
- Respondents rated Objective 1 as most important because they want to contribute to a healthier environment and improve health in the city which will make it a better place for the upcoming generation.
- 20% of respondents did not think there was anything missing from the objectives. Some of the main comments and suggestions of what was missing included making transport accessible for all users and also focusing on all types of transport such as e-scooters. Respondents also mentioned that there should be more action to connect Portsmouth with neighbouring towns such as Chichester and Fareham by working with other local councils and pooling resources.
- The majority of respondents agree or strongly agree that the policies under Objective 1 are the right ones (60%) whilst 20% disagree.
- Respondents who disagree with the policies for Objective 1 most disagree with Policy 5 - Explore private non-residential parking restrictions to encourage mode shift and help pay for improved

walking, cycling and public transport infrastructure where 58% of this cohort disagree. The second most popular policy that respondents disagreed with was Policy 3 - Maintain the residents' parking permit system while encouraging fewer, cleaner vehicles and supporting car clubs (54%).

- The most common reason given for disagreeing with Policy 5 was that non-residential parking restrictions would be an unfair additional cost for businesses to battle with and there were fears that it would drive business out of the city. For Policy 3 the concerns were that a residents parking permit will shift the problem to other areas of the city where there are not parking restrictions, meaning residents of other roads would struggle to park. Respondents also mentioned for it to work it needs to be over longer periods of the day as many residents are still unable to park when restrictions are in place. Finally there were concerns over encouraging car clubs as residents feel there is an increased risk to catching Covid-19 when cars are shared, they also voiced that car clubs are not always practical when a car is needed in an emergency.
- Respondents would most like to see Policy 6 delivered (36%) whereas they would least like to see Policy 5 delivered (37%).
- The majority of respondents agree or strongly agree that the policies under Objective 2 are the right ones (57%). In comparison, just over a quarter of respondents strongly disagree or disagree with these policies (26%).
- The largest percentage of respondents disagreed with Policy 7 - Reallocate road space to establish a cohesive and continuous network of attractive, inclusive and accessible walking and cycling routes accompanied by cycle parking facilities (85%). The most common reason for disagreeing is that Portsmouth roads are already narrow and so by reallocating more road space to cyclists and walkers, there may be a build-up of congestion as motorists slow down for cyclists if sharing the space. Furthermore, many respondents believe that cyclists should pay towards the development of further cycle lanes similar to how motorists pay road tax as they feel it is unfair for motorists to pay for something they may never use.
- Respondents would most like to see Policy 9 delivered under Objective 2 (49%) closely followed by Policy 7 with 43% of respondents choosing this as the policy they would most like to see delivered. Conversely, respondents would least like to see Policy 10 delivered (42%) followed by Policy 7 (40%). Policy 9 was also chosen by the smallest proportion of respondents for what they would least like to see delivered which confirms it is the policy respondents feel most strongly about and think should be delivered.
- The majority of respondents agree or strongly agree that the policies under Objective 3 are the right ones (76%). In comparison only 9% of respondents disagree or strongly disagree. This objective has received the highest levels of agreement.
- The largest proportion of respondents disagreed with Policy 12 (67%). The most common reason for disagreeing is that respondents feel car ownership in Portsmouth needs to be reduced first before public transport services are increased as it will cause more congestion in the city. Furthermore, respondents voiced that buses need to be more affordable than they are currently as otherwise they will not see them as an option so it would be irrelevant if they were improved.
- Under Objective 3, respondents would most like to see Policy 14 delivered (64%) whereas they would least like to see Policy 12 delivered (40%).

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- The majority of respondents agree or strongly agree that the policies under Objective 4 are correct (60%). On the other hand 7% of respondents disagree or strongly disagree. This is some of the lowest disagreement levels across all objectives.
- For Policy 18 the most common reason for disagreeing is that road works need to be done as and when therefore trying to co-ordinate roadworks would not be practical. Additionally respondents feel if there are many road works going on at the same time, this would cause more congestion rather than ease it in this particular area.
- Under Objective 4 respondents would most like to see Policy 16 delivered (41%) and would least like to see Policy 18 delivered (41%).
- The most common theme to come from the open-ended comments was that all modes of transport should be considered. In particular, respondents felt the focus is mostly on walking and cycling with little mention of cars, vans and e-scooters. Similarly, many respondents called for there to be a focus on cutting down the use of cars in the city by starting with cutting car ownership. They felt it is implied in the strategy however, respondents would like to see a particular action that addresses this.
- Comments also mentioned what the long term impacts of Covid-19 might mean for the city and for this to be incorporated in the strategy. Particularly they voiced that residents need to be reassured that public transport is safe to use and that the risk of getting Covid-19 has been minimised. They would also like public transport to be more accessible in that more bus stops are needed near people's homes but that it links to other forms of transport such as cycle routes and storage lockers, walking routes and train stations.
- There were several positive comments that praised the strategy for taking actions to make the city greener. Many asked for the council to 'think big' but apply common sense when developing the strategy.
- Some comments called for an overall South Hampshire tram network that would connect Portsmouth to its neighbouring towns. There were suggestions that several local authorities could work together and pool resources to create this network.

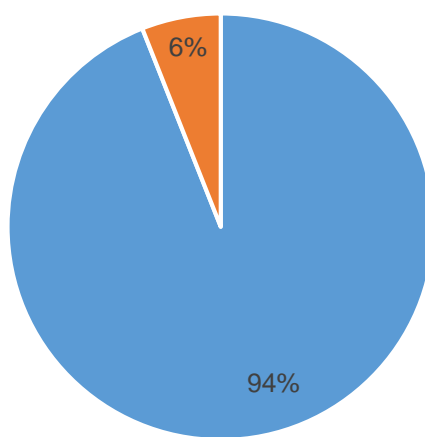
Full breakdowns are available in the following section of this report.

6.0 Respondent profile

All respondents to the consultation were asked to select which statement best describes them from a list of options including, 'member of public or sole trader', 'elected member of council or parliament' and representative of a 'business or organisation'. Figure 1 shows that the majority of respondents were 'Members of the public or a sole trader' (94%) whereas 6% of respondents were representatives from an 'organisation, business or other group'. There were less than 10 elected members of council or parliament which accounted for less than 1% of respondents. Therefore they are not shown in this graph but their opinions are still included in the report.

Figure 1: Respondents by their answer to 'which of these best describe you?'

■ Member of the public or a sole trader ■ Organisation, business or other group



Base: 1010

6.1 Business respondents

There were a total of 41 businesses that took part in the consultation and those that gave the name of their business are listed below. Businesses were of various categories ranging from transport companies such as First Bus, to other neighbouring councils such as Hampshire County Council.

- Age Portsmouth UK
- AMS
- Aqua cars
- BH Live
- Condor Ferries
- Fareham Borough council
- Ferry speed
- Fire monkeys
- First Bus
- First Light Trust
- Garbos Hair
- Govia Thames Railway (GTR)
- Hampshire Chamber of Commerce
- Hampshire County Council
- Hover Travel
- LMDC
- Paraffin
- PETA Limited
- PLC Architects
- Portico Shipping LTD
- Portsmouth Autism Community Forum
- Portsmouth Water
- Road Haulage Association
- Sense Plus Portsmouth
- Solent NHS Trust
- St Jude's Church Nursery
- Tall Ships Youth Trust
- The open Transport Initiative
- Victory Hants
- Vivid
- Gosport Ferry
- Groundling Theatre Trust

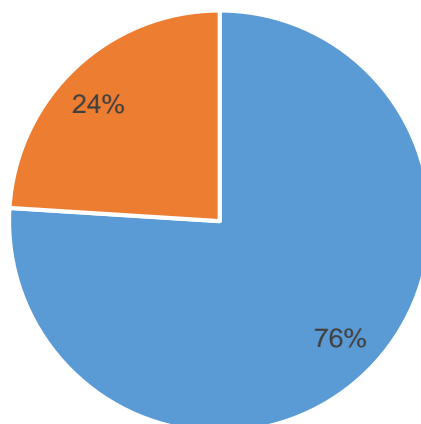
Base: 38

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The consultation also asked businesses to indicate if their premises are inside or outside of Portsmouth city (PO1- PO6). Figure 2 shows that the majority of businesses that took part in this consultation are located within the City (76%) whilst just under a quarter are not (24%).

Figure 2: Respondents by their answer to 'Is the business or organisation in Portsmouth?'

■ Yes - in Portsmouth ■ No - outside of Portsmouth



Base (businesses): 41

6.2 Members of the public or sole trader

As members of the public made up the majority of the respondents in the consultation (see Figure 1) they were asked about their travel behaviours in the city and how this relates to whether they work or live in Portsmouth.

Table 1 below shows whether the respondents live and or work in the city. The results shows that the majority of the respondents in this sample live in the city (93%) and just over half work in the city (51%). Nearly half of respondents in the sample both live and work in the city (47%) whereas a small percentage commute into the city for work purposes but live elsewhere (4%). Finally, Table 1 shows that 3% of people do not live nor work in the city but visit for other reasons which are explored later in the consultation.

Table 1: Respondents by whether they live or work in the City (PO1 - PO6)

	Do not work in City (%)	Work in City (%)	Total Sample (%)
Do not live in city (%)	3	4	7
Live in city (%)	46	47	93
Total sample (%)	49	51	100

Base: 946

Respondents that indicated that they work in the city were asked for their work postcode and this is shown in Table 2 on the next page. The largest proportion of respondents work in the PO1 district (38%). In this district the harbour is located, as well as Royal Naval bases, Portsmouth City Council and the shopping centre Gunwharf Quays, so it is expected that this area would have the largest amount of respondents who work there. The district where the least amount of respondents work is PO3 (8%).

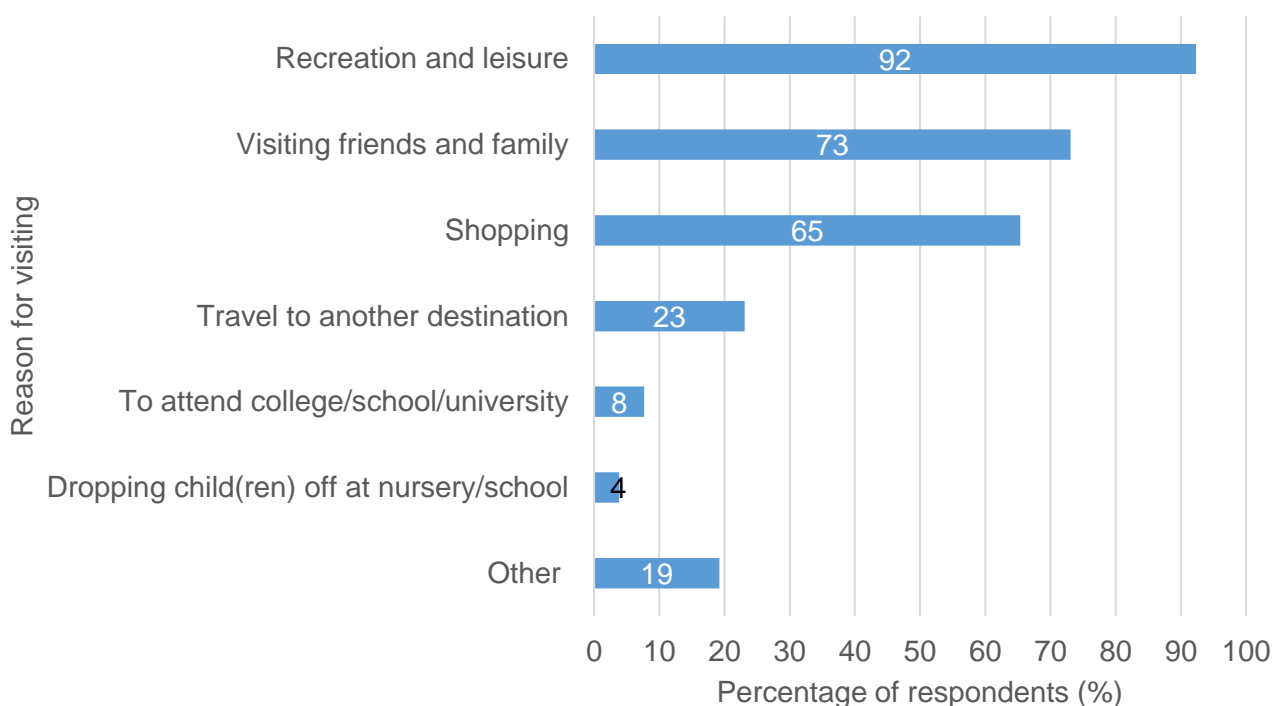
Table 2: Respondents by their work postcode

Postcode district	Percentage of respondents (%)
PO1	38%
PO2	12%
PO3	8%
PO4	15%
PO5	9%
PO6	17%
External	1%

Base (respondents who work in the City):441

As Table 1 (on the previous page) shows, 3% of respondents in this consultation do not live or work in the city and so they were asked a follow up question to find out why they visit Portsmouth. Figure 3 shows that the majority of respondents who do not live or work in the city, visit Portsmouth for three reasons; for recreation and leisure which includes dining out and visiting local attractions (92%), visiting friends and family (73%) and for shopping (65%). The 'other' reasons given for visiting were for occasional business travel and coach drivers who live and operate outside the city but travel through as part of their route.

Figure 3: Respondents by why they visit Portsmouth



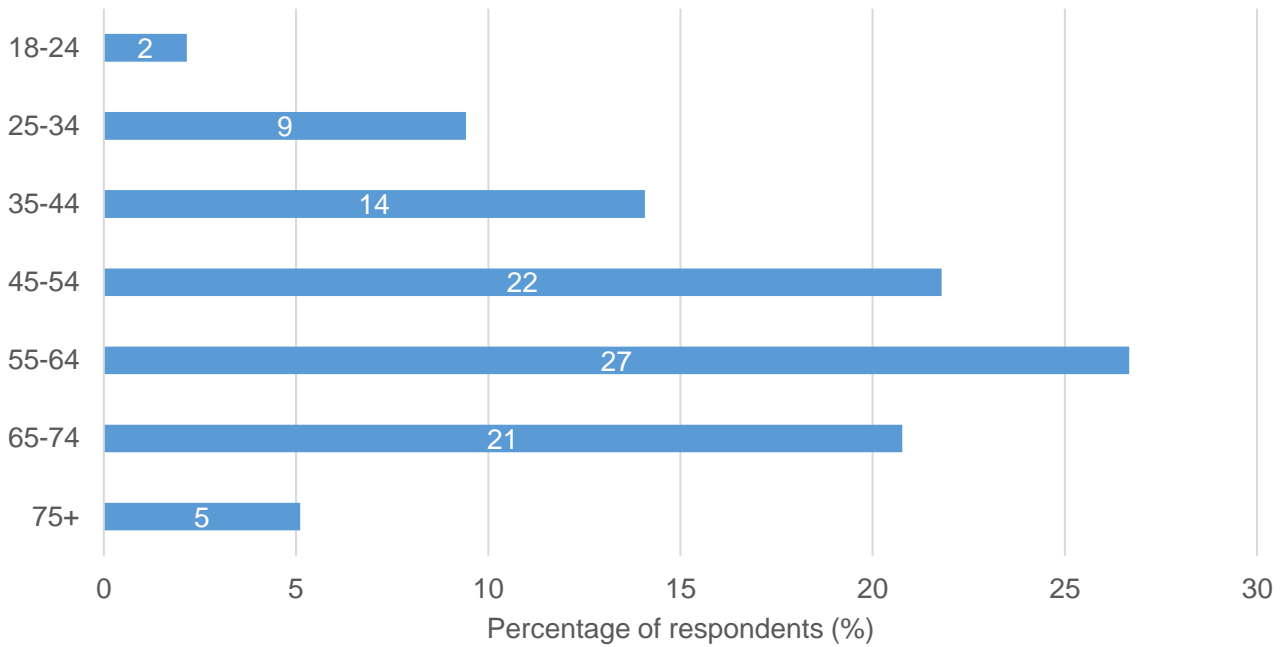
Base (respondents who do not work or live in Portsmouth): 27

Next, respondents were asked some demographic questions to gauge the profile of the Portsmouth public who use the transport network. The base sizes for each question vary as questions in the demographic section of the survey were voluntary and included a 'prefer not to say' option.

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Figure 4 shows that the largest proportion of respondents who took part in the consultation were 55 to 64 years of age (27%) whilst only 2% of respondents were 18 to 24. This is a normal trend for social consultations where over 55's tend to interact more. With the exception of under 24's, all other age groups were represented well in this consultation.

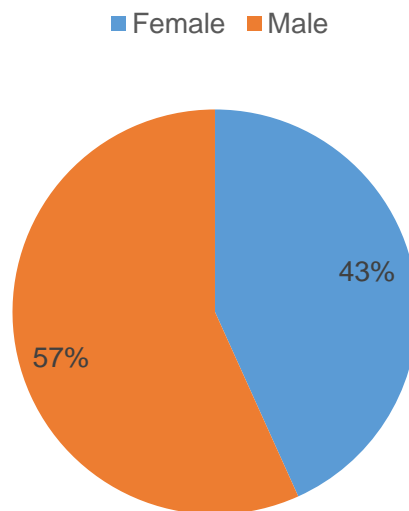
Figure 4: Respondents by age



Base (members of the public): 881

Figure 5 shows that the majority of respondents in this consultation were male (57%) whilst 43% were female. This is an unusual trend as it is the norm in social surveying for more females than males to engage. However, the topic of this survey may have encouraged more men to take part.

Figure 5: Respondents by sex



Base (members of the public): 861

Respondents were also asked about their ethnic group. Table 3 shows that the majority of respondents in this sample were White or White British (97%), 2% were Mixed/ Multiple ethnic groups, 1% Asian or Asian British and there were no respondents who were Black African/Caribbean or Black British.

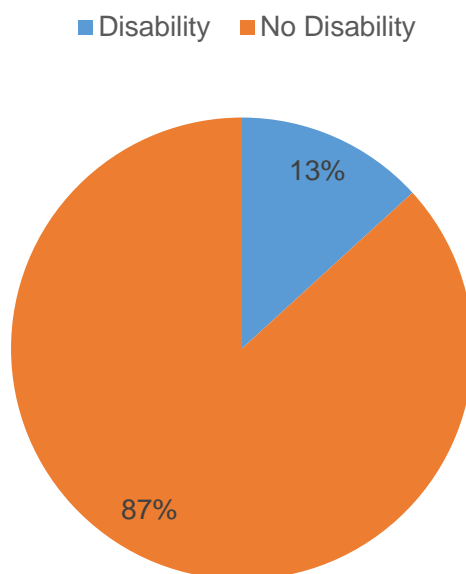
Table 3: Respondents by ethnicity

Ethnicity	Percentage of respondents (%)
Asian or Asian British	1
Black African/ Caribbean or Black British	0
Mixed/ Multiple ethnic groups	2
White or White British	97

Base (members of the public): 831

Respondents were then asked whether they consider themselves to have a disability according to the Equality Act 2010. Figure 6 shows that the majority of respondents do not have a disability (87%) whereas 13% do consider themselves to have a disability. This is representative of the population of Portsmouth where the latest ONS estimates show that 16% of residents in Portsmouth have a disability.

Figure 6: Respondents by whether they have a disability

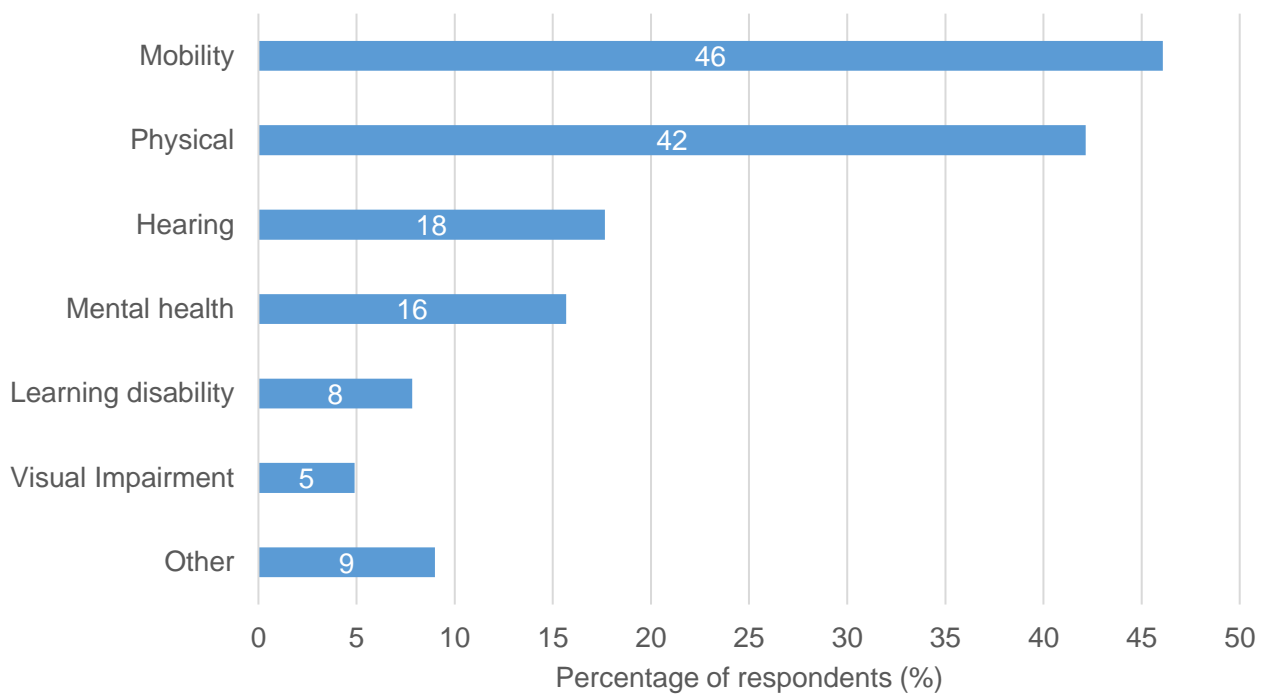


Base (members of the public): 855

Respondents who identified that they have a disability were asked the follow up question 'what type of disability do you have?' Figure 7 on the next page shows that the largest proportions of people who have a disability have mobility issues (46%) or a physical disability (42%).

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Figure 7: Respondents by disability type



Base (members of the public with a disability): 110

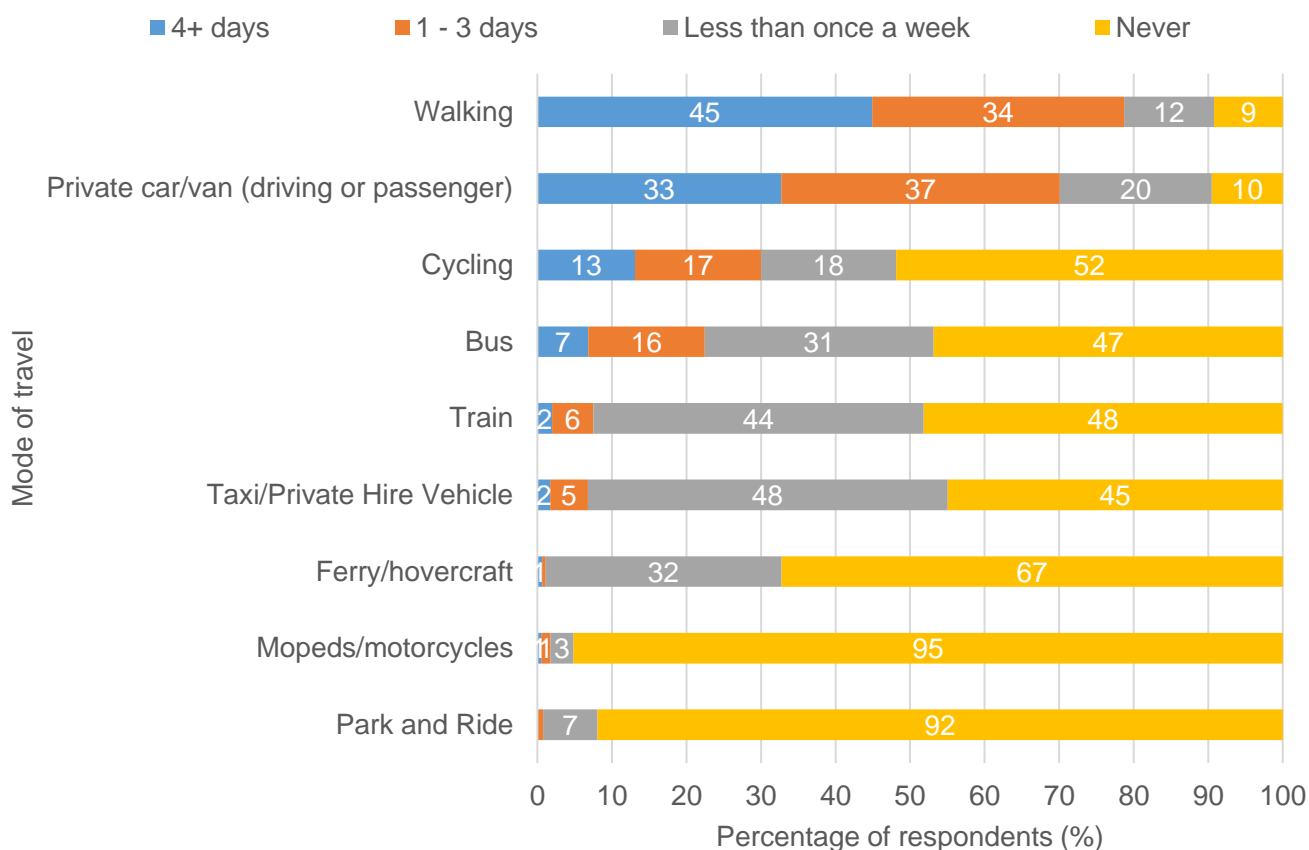
7.0 Analysis of results

7.1 Respondent travel behaviour

The next part of the consultation is focussed on members of the public and representatives of a business or organisation who were asked about their usual travel behaviours in and around Portsmouth. As there were several restrictions in place as a result of the Covid-19 Pandemic, respondents were asked to predict how they will travel and by what mode when restrictions are lifted and they are able to carry on with their normal activities.

Figure 8 shows that most respondents plan to travel to or within Portsmouth by walking (79%), closely followed by car/van (70%), for at least 1 day a week. The largest proportion of respondents plan to walk for at least 4 days in a week when traveling into or around Portsmouth (45%).

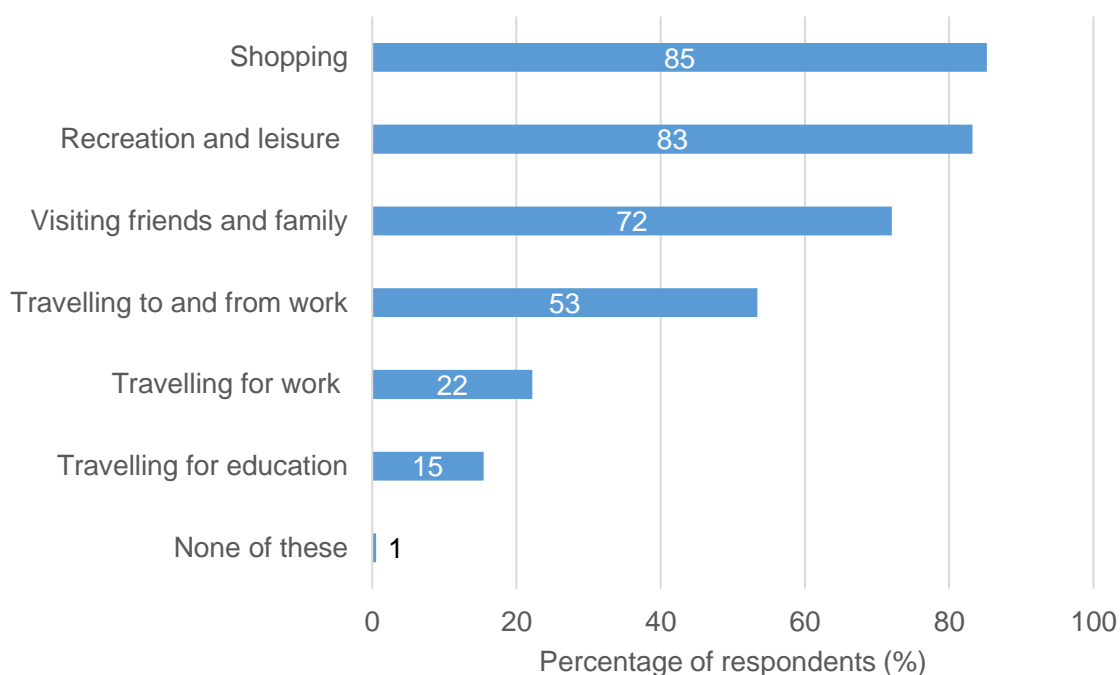
Figure 8: Respondents by mode of travel into Portsmouth and frequency



Base: 898

Respondents were then asked 'when restrictions are lifted, for what reasons do you think you will travel into or within Portsmouth?' Figure 9 on the next page shows that the majority of people plan to travel into or within Portsmouth for shopping (85%), recreation and leisure (83%), visiting friends and family (72%) and traveling to and from work (53%). These are similar trends to the reasons why visitors to the city travel in.

Figure 9: Respondents by the reasons they travel to or within Portsmouth



Base: 901

Each respondent who selected any of these reasons were then asked by what mode they envisage they would travel for each reason. The results are shown in Figures 10 to 15 below.

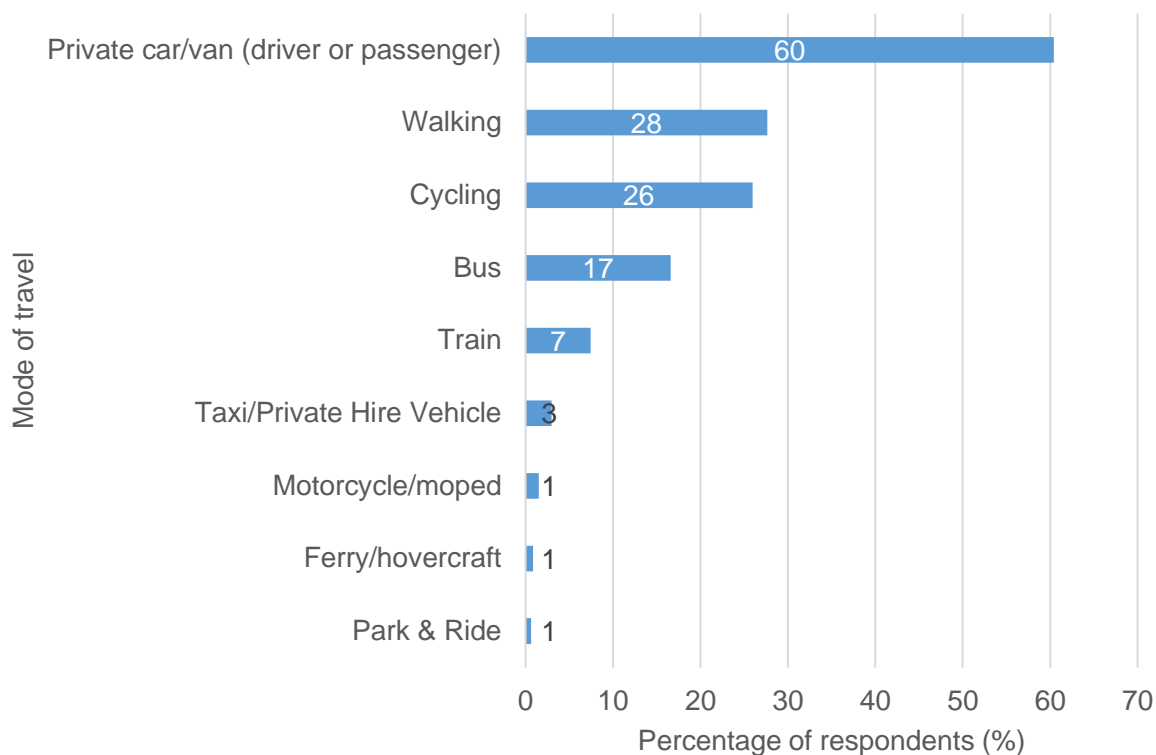
Overall, respondents prefer to travel by car/ van for every reason listed, but the greatest majority prefer to travel by car/ van when shopping (71% - see Figure 13). This is far greater than the proportion of respondents who selected travelling by car/ van in order to commute to and from work (60% - see Figure 10); to travel for work during the working day (67% - see Figure 11); for recreation and leisure (59% - see Figure 12); for visiting friends (65% - see Figure 14); and travelling for education (55% - see Figure 15).

Walking is the second most preferred mode of transport for all of the reasons listed. Recreation and leisure was the reason selected by the highest number of respondents who would plan to walk (51% - see Figure 12), and walking for commuting/ travelling for work was selected by the smallest proportion (28% - see Figure 10).

Cycling was the third most popular mode of travel selected by respondents overall when imagining how they would travel for all of the reasons listed, with travelling by bus being selected fourth.

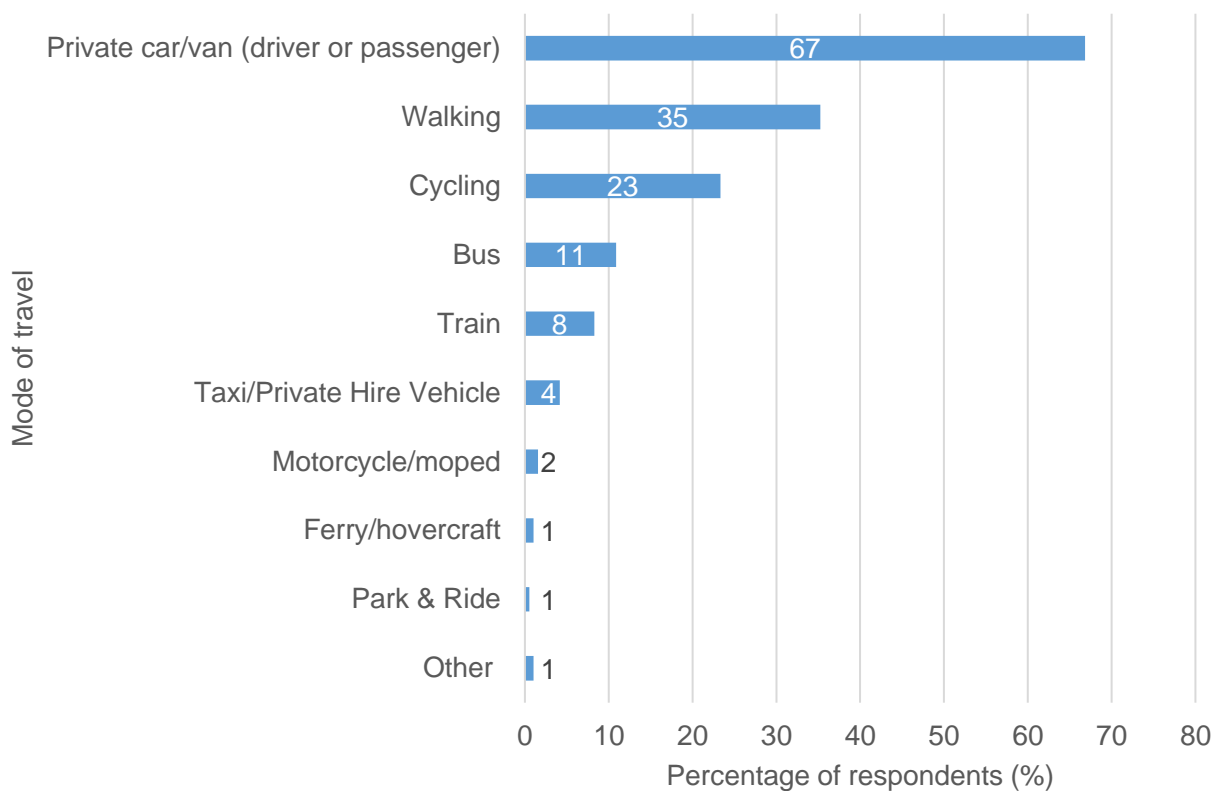
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Figure 10: Respondents by mode of travel when commuting to and from work



Base: 470

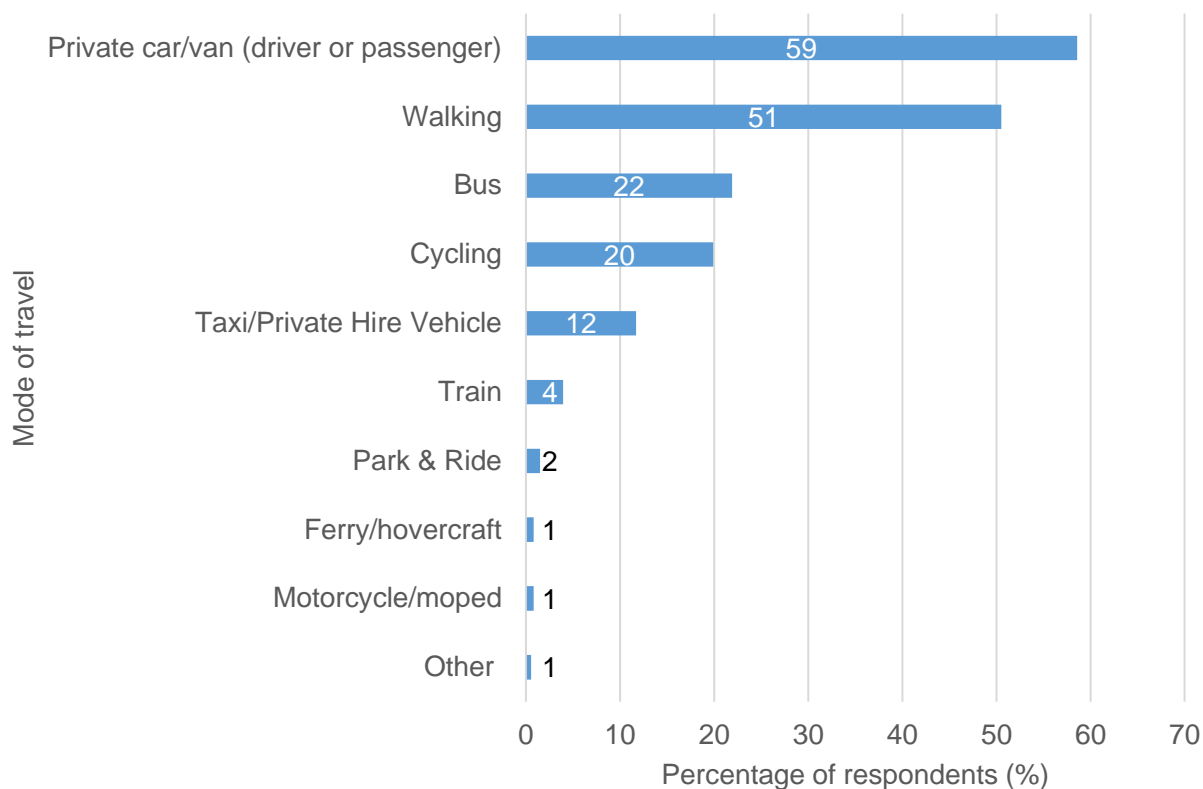
Figure 11: Respondents by mode of travel when traveling for work during the working day



Base: 193

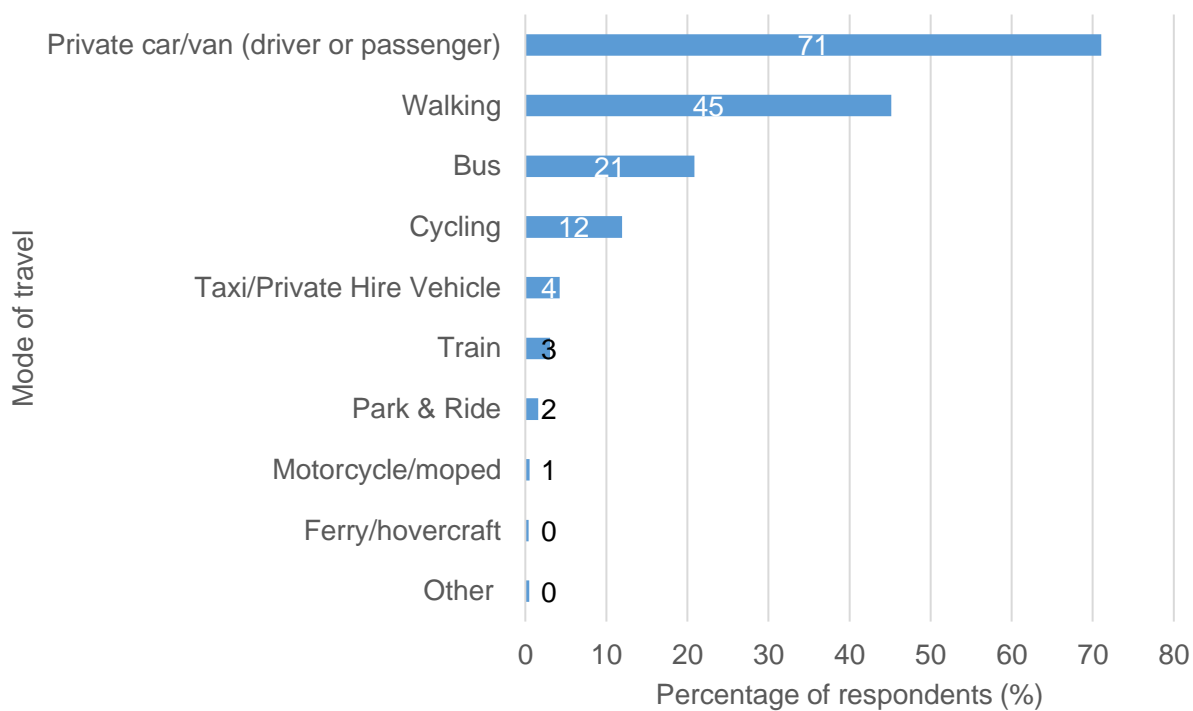
Draft Fourth Local Transport Plan (LTP4) Consultation

Figure 12: Respondents by mode of travel when using Portsmouth for recreation and leisure



Base: 734

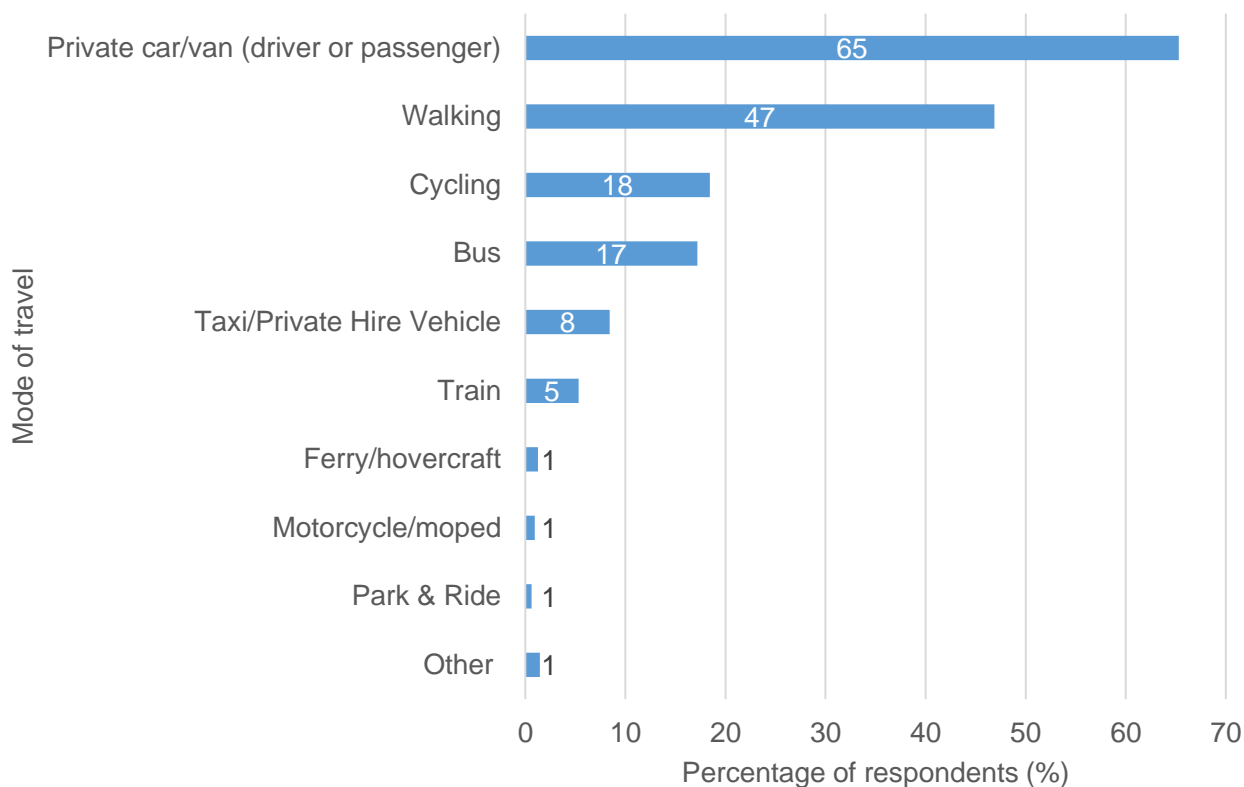
Figure 13: Respondents by mode of travel when shopping in Portsmouth



Base: 753

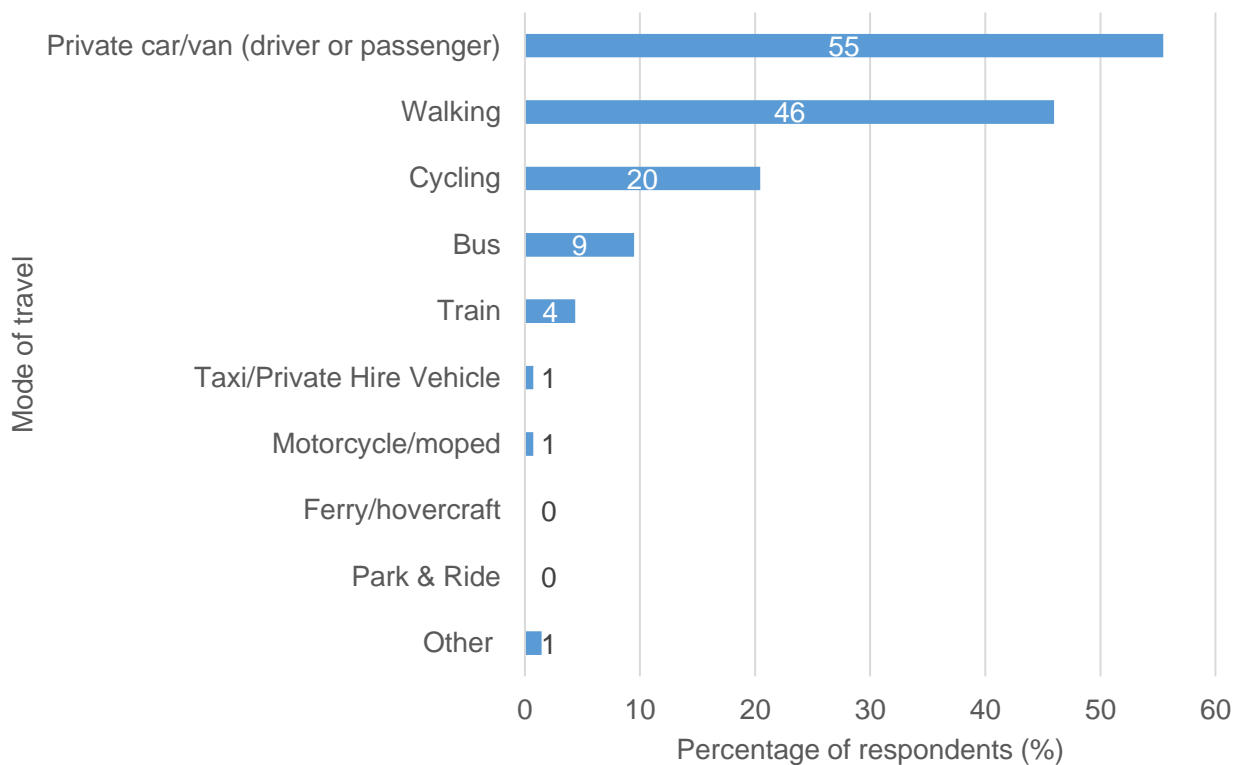
Draft Fourth Local Transport Plan (LTP4) Consultation

Figure 14: Respondents by mode of travel when visiting friends in Portsmouth



Base: 640

Figure 15: Respondents by mode of travel when traveling for education



Base: 137

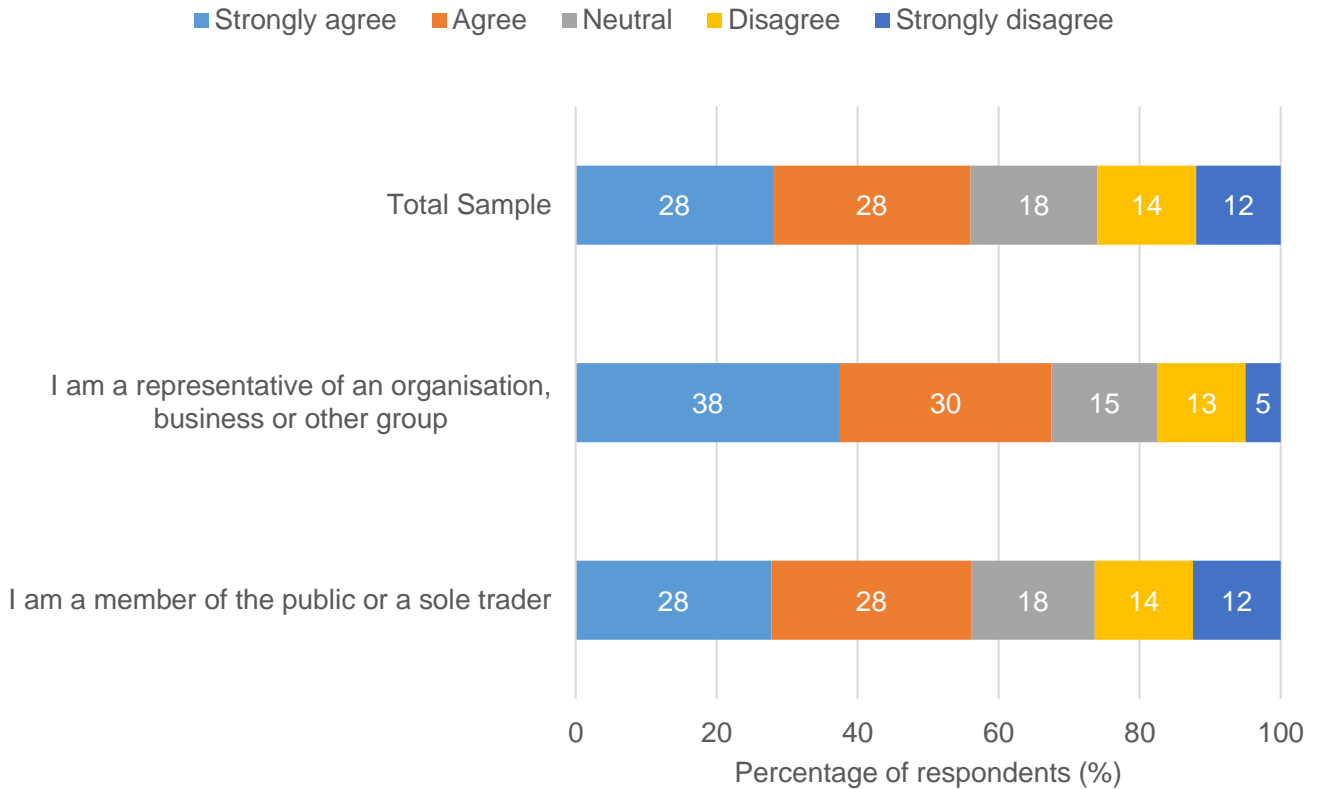
7.2 The Vision

The next part of the consultation was focused around the respondents' level of agreement with the draft vision.

Figure 16 shows that the majority of respondents either strongly agree or agree with the vision of the LTP4 (56%) whilst just over a quarter either disagree or strongly disagree (26%).

Similar trends were seen by both businesses and members of the public. However, more businesses strongly agreed with the vision compared to members of the public (38% compared to 28% respectively).

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



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

Table 4 on the next page shows the common themes that appeared in the analysis of the open ended comments of why respondents disagreed with the draft vision. The most common theme mentioned was that the vision is not practical for some residents. Particularly, respondents mentioned that the vision is too focussed on cycling and walking which is not practical for disabled and elderly residents. Many respondents also expressed that walking and cycling on rainy days, or when they have a load to carry (Teachers, Builders, shopping), a transport network that focusses mostly on cycling and walking will not meet their needs as they would want to use their cars.

Many respondents also mentioned that the vision may be too ambitious to be achieved in 16 years. However, others stated that 16 years seems a long time to try and plan for, especially when there are now coronavirus restrictions to incorporate. Similarly, respondents feel that the focus on public transport is now dated as the vision was written pre-pandemic, when views were different on the use of public transport and the risk of catching Covid-19.

Table 4: Common themes why respondents disagreed with the draft vision

Theme
Not practical
Too focussed on cycling
Based on the city pre-pandemic
Too ambitious

Base: 204

Finally all respondents including those who agreed/strongly agreed with the vision were asked if they had any further comments regarding the vision for Portsmouth. Figure 17 below shows the most common themes that were present in the open ended comments; the size of the text directly correlates with how popular the theme was (larger = more popular).

Figure 17: Common themes from the other comments regarding the draft vision



Base: 509

The most common theme to come from the open ended comments was that the vision needs to take **all modes of transport into consideration**, not just walking and cycling. Many respondents feel that by prioritising walking and cycling it ignores the mode of transport that the majority of respondents use to carry out their daily lives (car/van) and therefore discourages the majority of people in Portsmouth to adopt the vision.

Moreover, respondents feel that for there to be a shift in behaviour, there needs to be a **cultural shift** which may take longer than the 16 years that this vision is set out to cover and therefore it may be **too ambitious**. Similarly respondents have said that better and **cheaper alternatives** to using a car/van must be provided, such as well-connected bus routes that are affordable and more incentives for families and businesses to switch to electric cars/vans.

Finally, many respondents were in support of the vision and were hopeful it would create a **greener city and overall contribute to a cleaner environment**. However, they were worried about the safety of cyclists and pedestrians, especially in the winter months, and where cars and pedestrians/cyclists may have to share road space if there is no reduction in the number of vehicles used in Portsmouth.

7.2 Strategic objectives

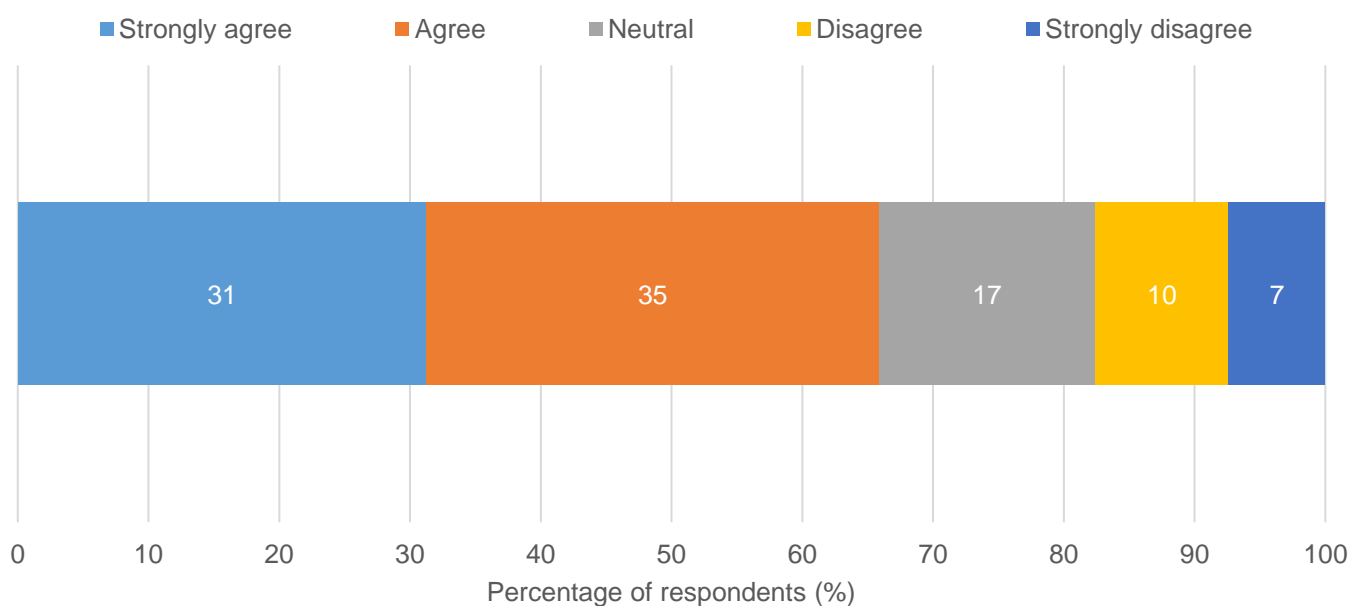
The following section of the consultation covers the strategic objectives of the LTP4 that support the draft vision. The four objectives are listed in Table 5 below.

Table 5: List of objectives that support the draft vision

Objective
Objective 1 - Delivering cleaner air
Objective 2 - Prioritising walking and cycling
Objective 3 - Transforming public transport
Objective 4 - Supporting businesses and protecting our assets

Respondents were first asked to what extent they believe that the four objectives are the right ones. Figure 18 shows that 66% of respondents agree that the strategic objectives are the right ones with just under a third of respondents strongly agreeing (31%). In comparison, 17% of respondents either strongly disagree/disagree that the objectives are correct.

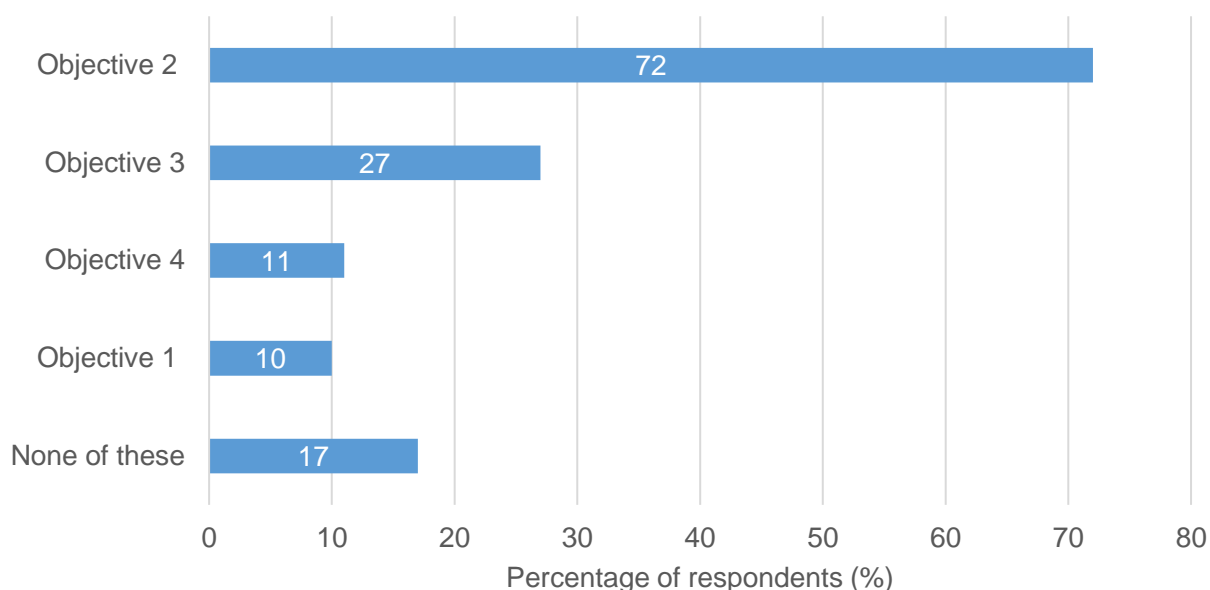
Figure 18: Respondents by level of agreement of the strategic objectives



Base: 864

Respondents who selected 'strongly disagree' or 'disagree' were then asked to pick which objectives they disagreed with. They were able to select all that they disagreed with, as well as a 'none of these' option. Respondents were then able to explain why they thought the objectives they picked were not the right ones. Figure 19 on the following page shows that overwhelmingly the majority of respondents in this cohort disagreed with Objective 2 'Prioritising walking and cycling' (72%). Objective 3 'Transforming public transport' was selected by the next largest proportion of respondents, with just over a quarter choosing it as the objective they most disagree with.

Figure 19: Respondents level of disagreement with each objective



Base: 154

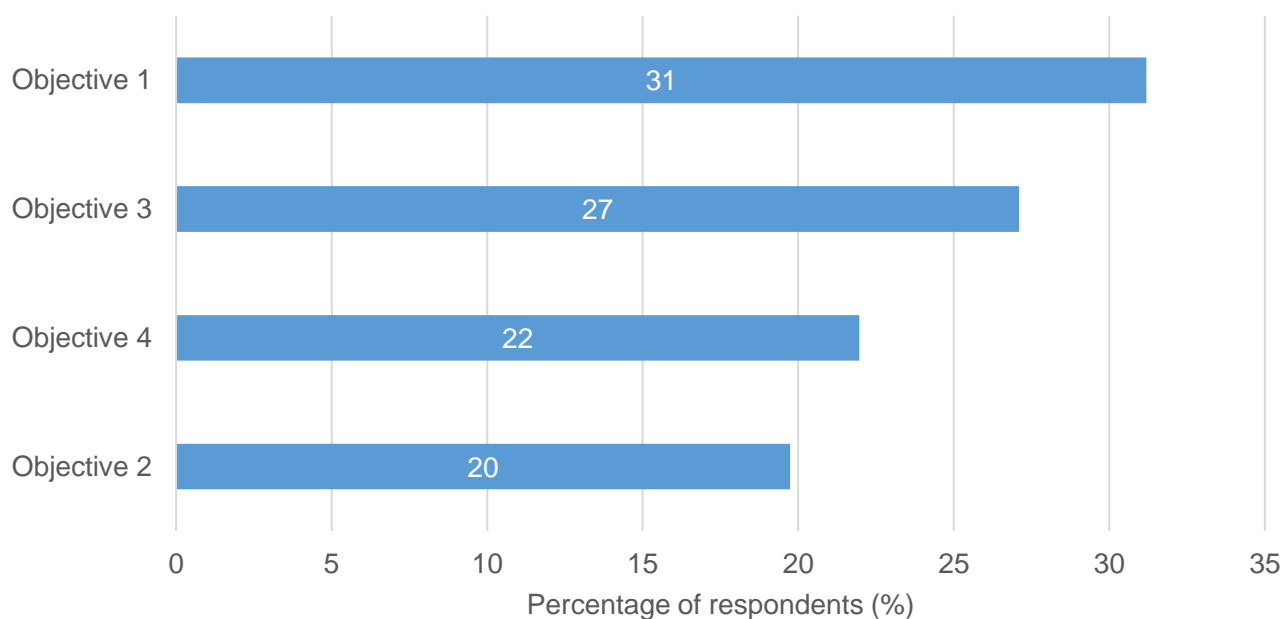
Table 6 shows the common reasons that respondents gave for disagreeing with each objective. For Objective 2, respondents disagreed because they feel walking and cycling should not be a priority as it is not a practical option for most in the city, and because of the safety concerns around cycling and walking particularly in the winter months.

Table 6: Common reasons why respondents disagree with objectives

Objective	Reasons	Base
Objective 1 - Delivering cleaner air	<ul style="list-style-type: none"> Some residents need their cars Air is already clean It cannot be achieved 	11
Objective 2 - Prioritising walking and cycling	<ul style="list-style-type: none"> This should not be a priority Not practical for most Safety concerns 	99
Objective 3 - Transforming public transport	<ul style="list-style-type: none"> Price of public transport Many not owned Safety concerns 	35
Objective 4 - Supporting businesses and protecting our assets	<ul style="list-style-type: none"> Unclear what the assets are Does not go in line with Objective 2 	12

The survey then asked respondents which of the four objectives are most important to them. Figure 20 on the next page shows that respondents think all of the objectives are of fairly equal importance. However, the objective which was selected by the largest proportion of respondents 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. This is in line with the previous question where the largest proportion of respondents disagreed with Objective 2 and the smallest proportion disagreed with Objective 1 (see Figure 19).

Figure 20: Respondents by what objective is most important for them



Base: 856

Respondents were then asked why they rated each objective as important. Table 7 shows that respondents rated Objective 1 as most important because they want to contribute to a healthier environment and improve health in the city which will make it a better place for the upcoming generation.

Table 7: Respondents reasons for rating each objective as most important

Objective	Reasons	Base
Objective 1 - Delivering cleaner air	<ul style="list-style-type: none"> • For better health in the city • Protecting the younger generation • For a healthier environment 	240
Objective 2- Prioritising walking and cycling	<ul style="list-style-type: none"> • If it was a priority it would encourage residents to walk and cycle more • Needed to protect the environment • Would improve the safety for pedestrians and cyclists 	154
Objective 3 - Transforming public transport	<ul style="list-style-type: none"> • Public transport is the only viable alternative • It is poor at the moment • Prioritising this would help to achieve all other objectives • Reduced costs 	210
Objective 4 - Supporting businesses and protecting our assets	<ul style="list-style-type: none"> • Important for income generation • The city is defined by its assets 	159

The final question in this section asked respondents if they feel anything was missed in the objectives listed. Of the cohort who answered this question, 20% did not think there was anything missing from the objectives. Some of the main comments and suggestions of what was missing included making transport accessible for all users and also focusing on all types of transport such as e-scooters.

Respondents also mentioned that there should be more action to connect Portsmouth with neighbouring towns such as Chichester and Fareham by working with other local councils and pooling resources.

7.3 Policies

The final part of the consultation focused on the policies that sit under each objective. For each objective respondents were asked for their level of agreement to the policies and to indicate what policy they would most like to see delivered and least like to see delivered.

Objective 1 - Delivering cleaner air

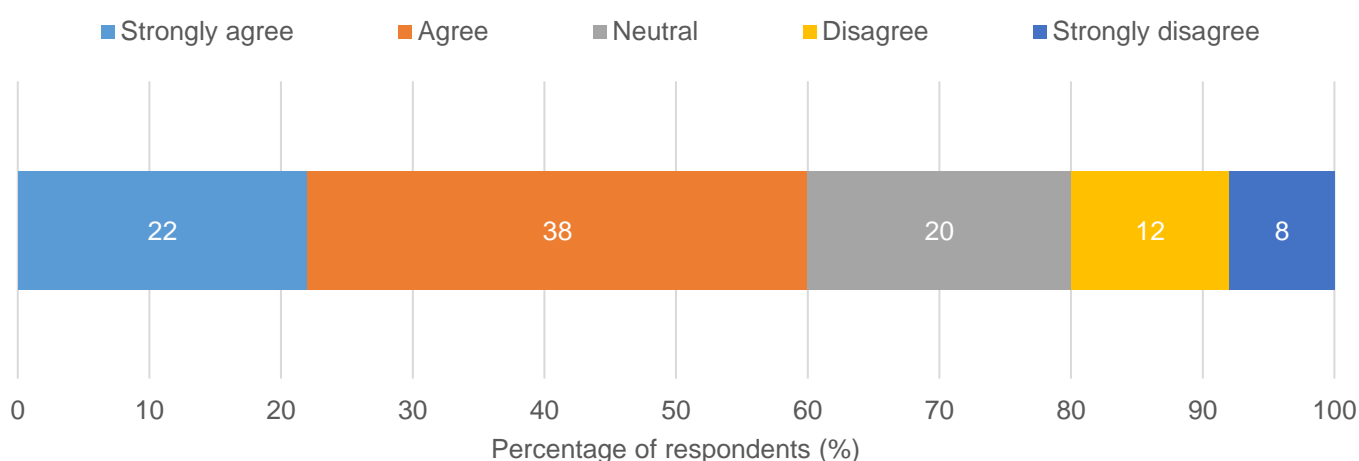
The policies of the delivering cleaner air objective are listed in Table 8 below.

Table 8: List of policies under the 'delivering cleaner air' objective

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

Respondents were asked to what extent they think that these policies are the right ones. Figure 21 shows that the majority of respondents agree or strongly agree that these policies are the right ones (60%) whilst 20% disagree or strongly disagree.

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

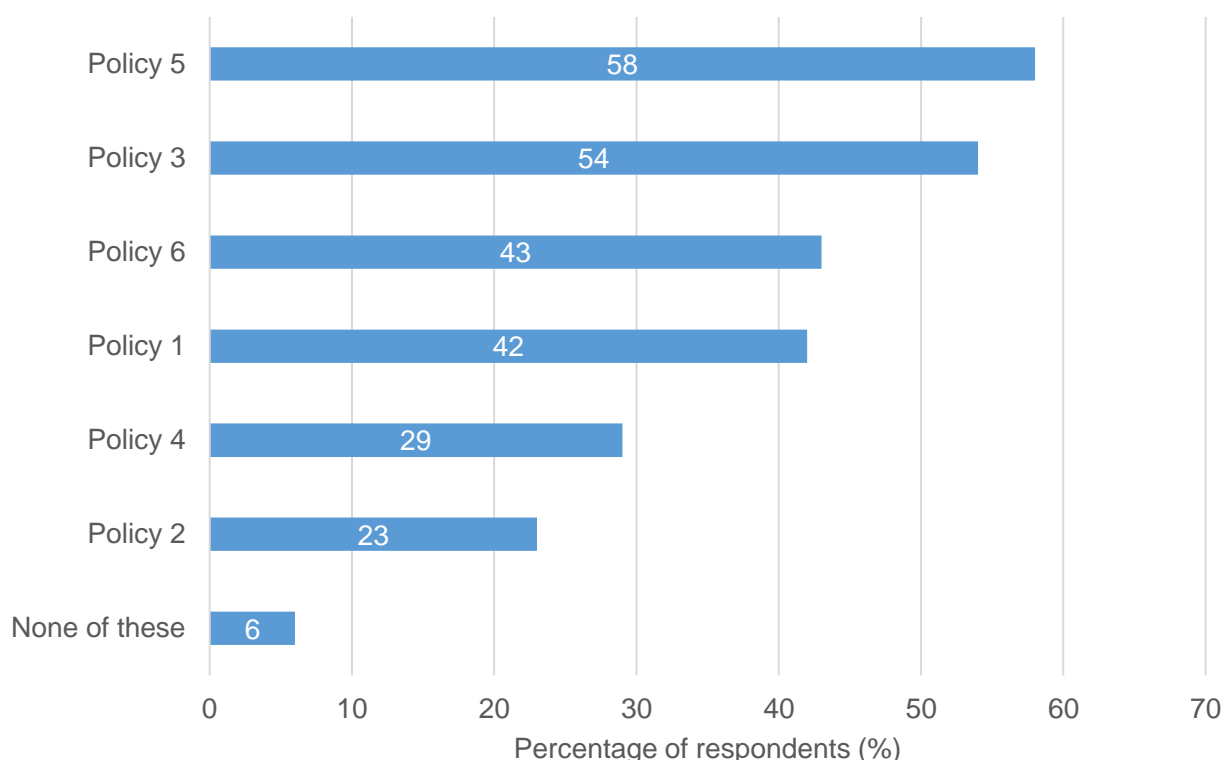


Base: 814

Respondents who selected strongly disagree or disagree were then asked to pick which policies they disagreed with. They were able to tick all that they disagreed with and also select 'none of these' and then enter why they disagree with the policies. Figure 22 on the next page shows that the majority of respondents in this cohort disagree with Policy 5 - Explore private non-residential parking restrictions to encourage mode shift and help pay for improved walking, cycling and public transport infrastructure where 58% of this cohort

disagreeing. The second most popular policy that respondents disagreed with was Policy 3 - Maintain the residents' parking permit system while encouraging fewer, cleaner vehicles and supporting car clubs (54%).

Figure 22: Respondents by level of disagreement with each policy



Base (respondents who disagree/ strongly disagree): 158

Those that disagree or strongly disagree with the policies were asked for the reasons why they disagree. Table 9 shows that the most common reason given for Policy 5 was that non-residential parking restrictions would be an unfair additional cost for businesses to battle with and there were fears that it would drive business out of the city. For Policy 3 the concerns were that a residents parking permit will shift the problem to other areas of the city where there are not parking restrictions, meaning resident of other roads would struggle to park. They also mentioned for it to work it needs to be over longer periods of the day as many residents are still unable to park when restrictions are in place. Finally there were concerns over encouraging car clubs as residents feel there is an increased risk to catching Covid-19 when cars are shared, they also voiced that car clubs are not always practical when a car is needed in an emergency.

Table 9: Common themes for disagreeing with each policy

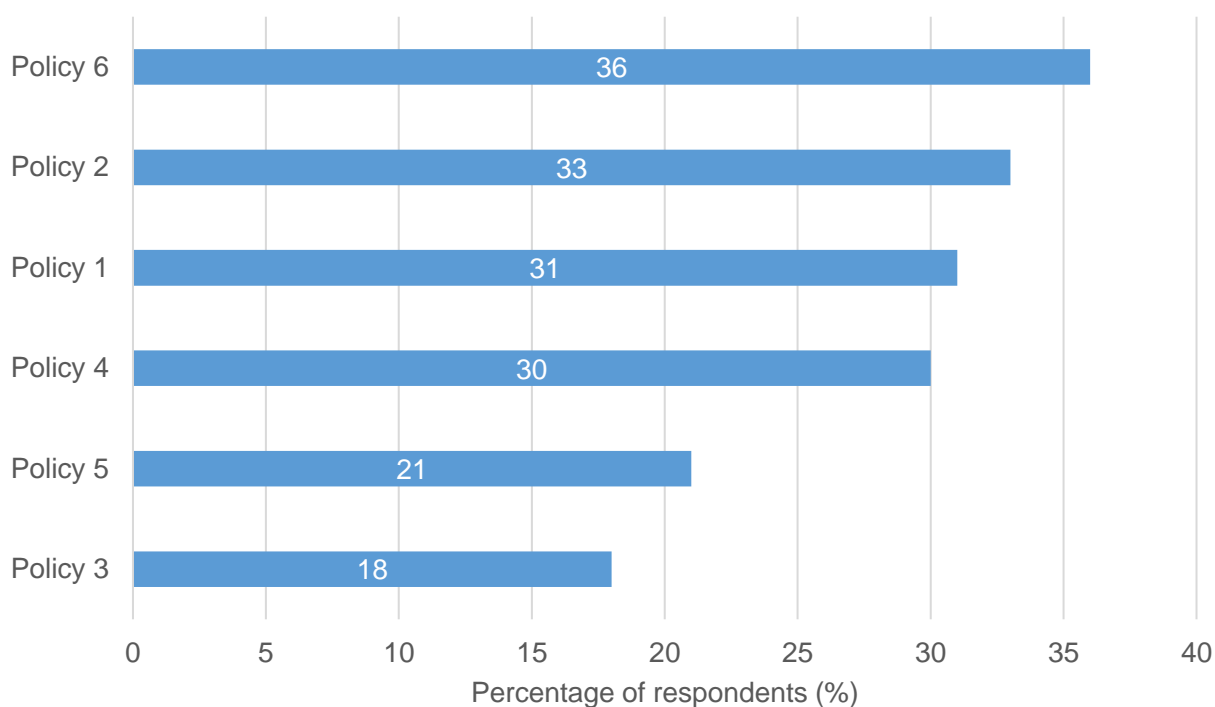
Policies	Reasons	Base
Policy 1 - Implement a government-directed city centre Clean Air Zone in 2021	<ul style="list-style-type: none"> Needs to cover the whole of the island It is unnecessary Damaging for businesses in Portsmouth 	57
Policy 2- Support infrastructure for alternative fuelled vehicles	<ul style="list-style-type: none"> Costly Electric cars are not the answer No space in Portsmouth for the amount of charging points required 	31
Policy 3 - Maintain the residents' parking permit system while	<ul style="list-style-type: none"> Shifts problems to other areas 	77

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encouraging fewer, cleaner vehicles and supporting car clubs	<ul style="list-style-type: none"> • Car clubs are impracticable for some and Covid-19 concerns • Residents are still unable to park 	
Policy 4 - Expand the Portsmouth park and ride to reduce pollution and congestion in the city centre	<ul style="list-style-type: none"> • Not many people in the City already use the P&R • Only beneficially for people outside of the City • Create a park and train instead 	40
Policy 5 - Explore private non-residential parking restrictions to encourage mode shift and help pay for improved walking, cycling and public transport infrastructure	<ul style="list-style-type: none"> • Unfair additional cost for businesses • Will drive business out of the City • Motorists suffer 	79
Policy 6 - Deliver residential and business behaviour change initiatives to encourage people to walk, cycle and use public transport	<ul style="list-style-type: none"> • Behaviour change is difficult • Not practical for some 	58

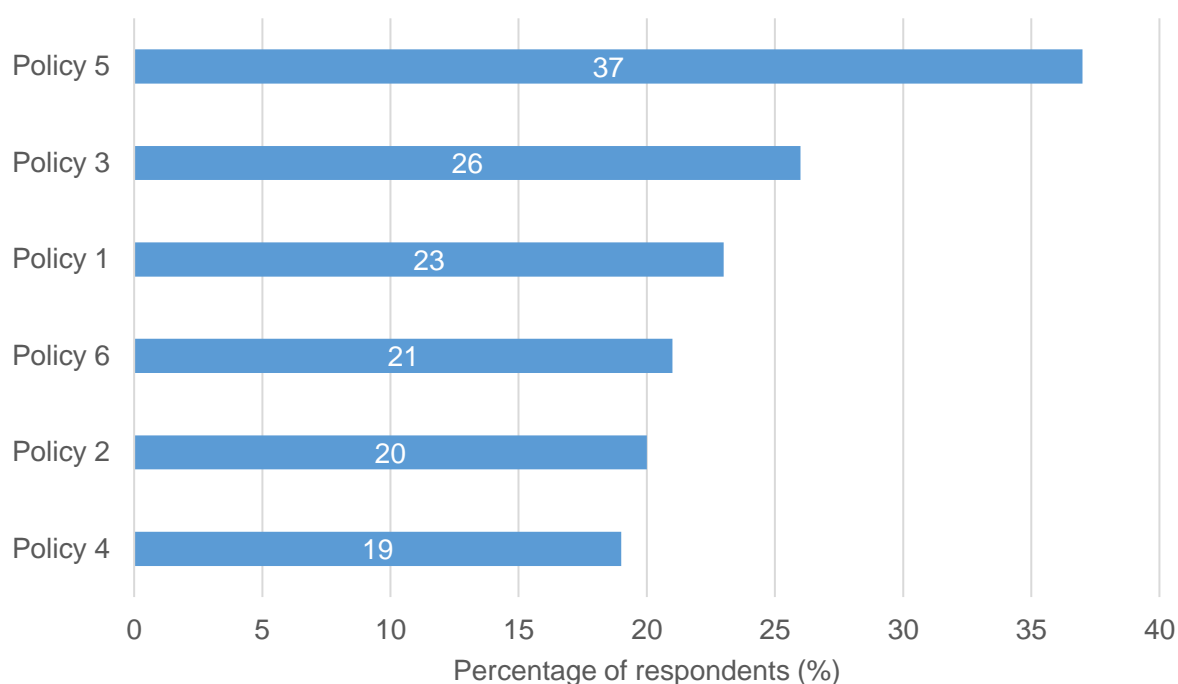
The survey went on to ask what two policies respondents would most like to see delivered and least like to see delivered. Figure 23 shows that respondents would most like to see Policy 6 delivered (36%) whereas they would least like to see Policy 5 delivered (37% - See Figure 24).

Figure 23: Policies in order of what respondents would most like to see delivered



Base: 800

Figure 24: Policies in order of what respondents would least like to see delivered



Base: 793

Finally respondents were asked if they felt anything was missed under the delivering cleaner air objective. 30% of respondents who answered this question did not think anything was missing under this objective. Some of the common themes mentioned of what was missing were that the **clean air zone should cover the whole island** as residents feel it will only divert traffic to residential areas of the city. Furthermore, respondents feel that more focus should be put on **reducing emissions from the port** as respondents believe this is where most of the air pollution comes from in the city and so once this is tackled it will improve air quality in the city overall. Some further suggestions for achieving this objective were to prevent students from bringing their cars to the university, and to create a new transport system which includes a tram network. Many comments mentioned that more green solutions should be found that support the needs of **less abled/disabled residents** as they feel currently all initiatives involve walking or cycling are not suited to their needs. Finally, **communication** was mentioned where residents suggested that the air quality figures for Portsmouth should be made public and actively communicated so that residents have a target to aim for and to create a **sense of city pride** in helping to reduce pollution in Portsmouth.

Objective 2 - Prioritising walking and cycling

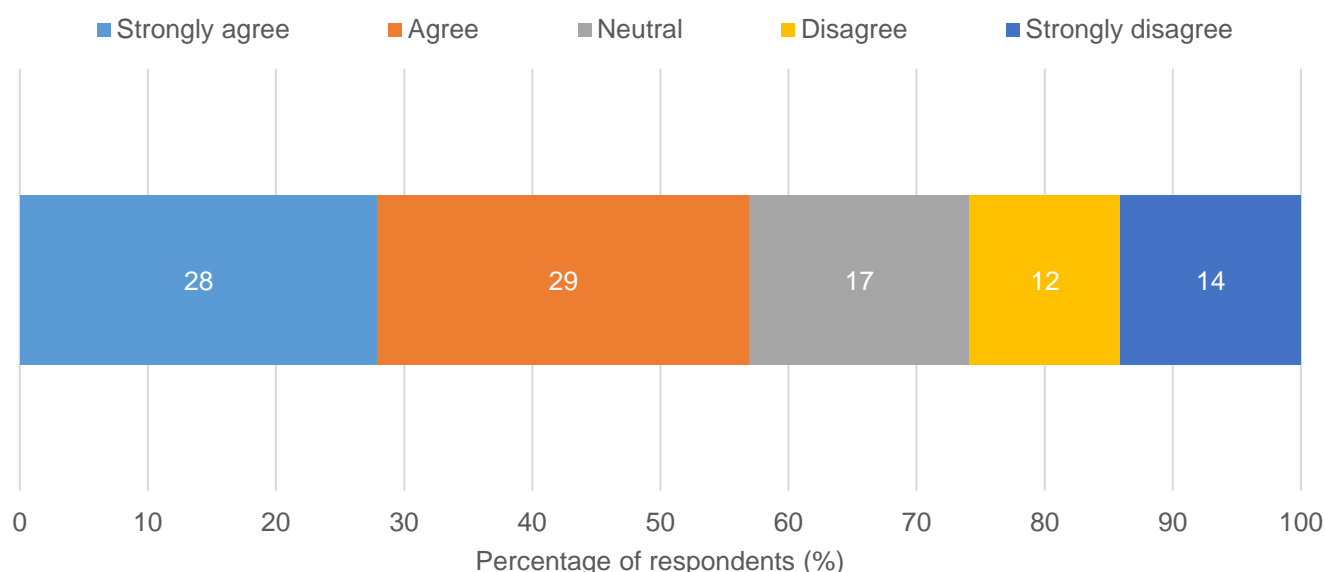
The policies of the prioritising walking and cycling objective are listed in Table 10 below.

Table 10: List of policies under the 'prioritising walking and cycling' objective

Policies
Policy 7 - Reallocate road space to establish a cohesive and continuous network of attractive, inclusive and accessible walking and cycling routes accompanied by cycle parking facilities
Policy 8 - Manage parking through parking controls and introduce a network of low traffic neighbourhoods that reduce 'rat running' traffic in residential streets.
Policy 9 - Improve the city centre, local and district centres by reducing or removing general traffic, with access focused on walking, cycling and public transport.
Policy 10 - Deliver innovations in micro-mobility to promote travel choices and active travel options

Respondents were asked to what extent they think that these policies are the right ones. Figure 25 shows that the majority of respondents agree or strongly agree that these policies are the right ones (57%). In comparison just over a quarter of respondents strongly disagree or disagree with these policies (26%).

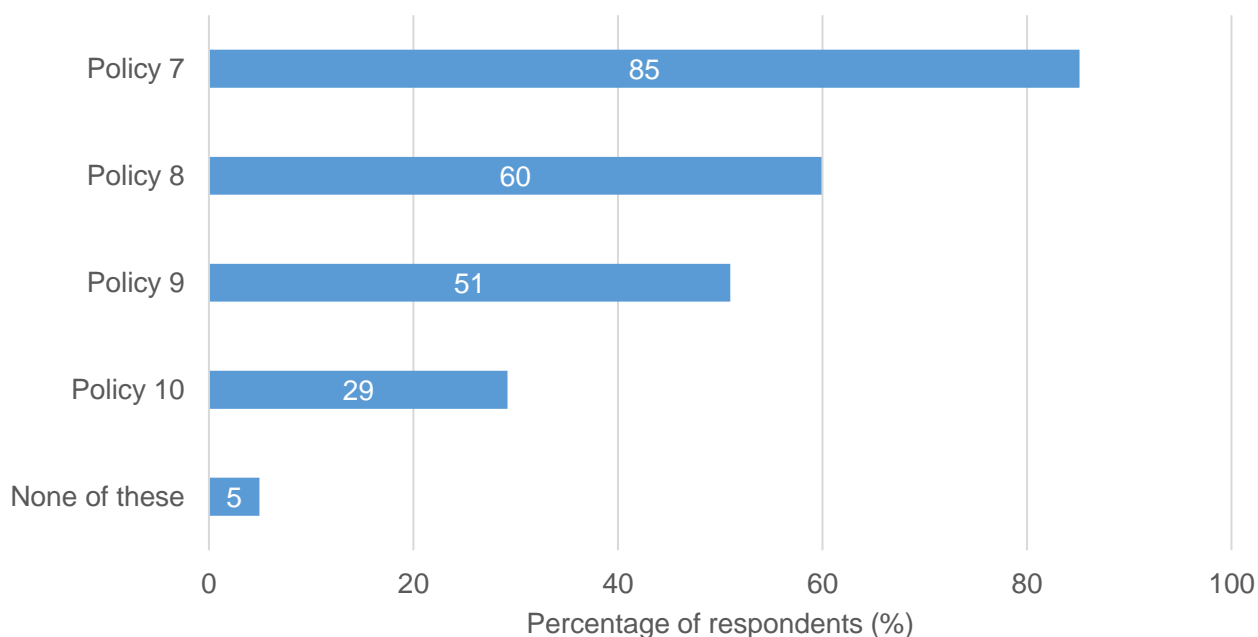
Figure 25: Respondents answer 'to what extent do you think these policies are the right ones?'



Base: 773

Respondents who selected that they disagreed or strongly disagreed that these policies are the right ones, were asked a follow up question of 'which of the policies do you disagree with'. They were able to select all of the policies they disagreed with, and/or 'none of these' and suggest another policy that they feel should be included. Figure 26 on the next page shows that most respondents disagreed with Policy 7 - Reallocate road space to establish a cohesive and continuous network of attractive, inclusive and accessible walking and cycling routes accompanied by cycle parking facilities (85%).

Figure 26: Respondents by level of disagreement with each policy



Base (respondents who disagree/ strongly disagree): 202

Those that disagreed or strongly disagreed were asked for the reasons why they disagree with each policy. Table 11 shows the most common reasons given. For Policy 7 the most common reason for disagreeing is that Portsmouth roads are already narrow and so by reallocating more road space to cyclists and walkers, there may be a build-up of congestion as motorists slow down for cyclists if sharing the space. Furthermore, many respondents believe that cyclists should pay towards the development of further cycle lanes similar to how motorists pay road tax as they feel it is unfair for motorists to pay for something they may never use.

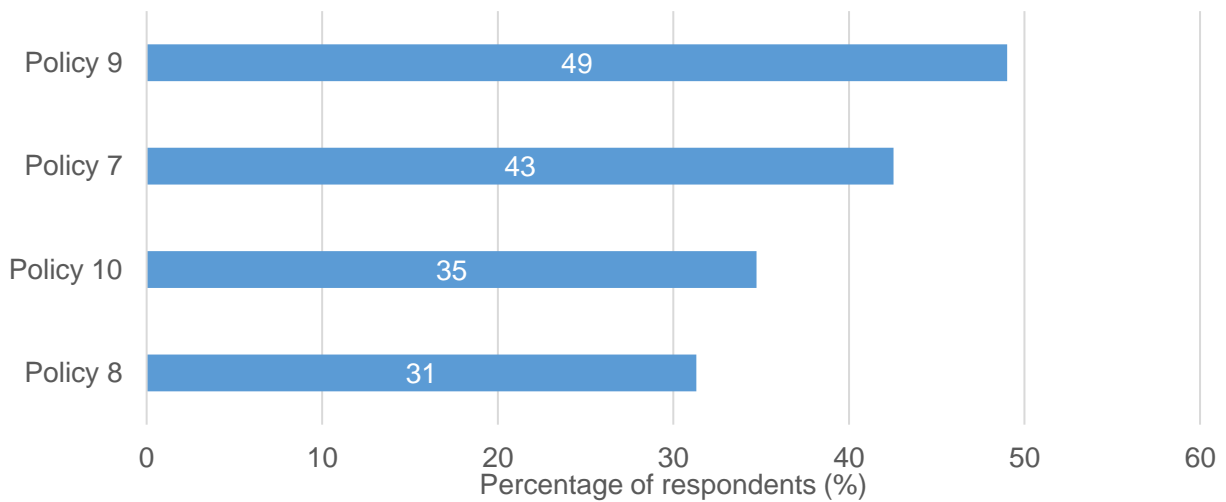
Table 11: Reasons for disagreeing with each policy

Policies	Reasons	Base
Policy 7 - Reallocate road space to establish a cohesive and continuous network of attractive, inclusive and accessible walking and cycling routes accompanied by cycle parking facilities	<ul style="list-style-type: none"> Roads in Portsmouth are already narrow Increase congestion Cycle lanes are barely used Cyclists should pay something towards this 	145
Policy 8 - Manage parking through parking controls and introduce a network of low traffic neighbourhoods that reduce 'rat running' traffic in residential streets.	<ul style="list-style-type: none"> Will move problem to other areas Increase congestion Just for income generation 	97
Policy 9 - Improve the city centre, local and district centres by reducing or removing general traffic, with access focused on walking, cycling and public transport.	<ul style="list-style-type: none"> Damaging for business Needs frequent, cheap bus service to support 	85
Policy 10 - Deliver innovations in micro-mobility to promote travel choices and active travel options	<ul style="list-style-type: none"> Many respondents do not understand what this policy means E-scooters create safety concerns for other road users 	45

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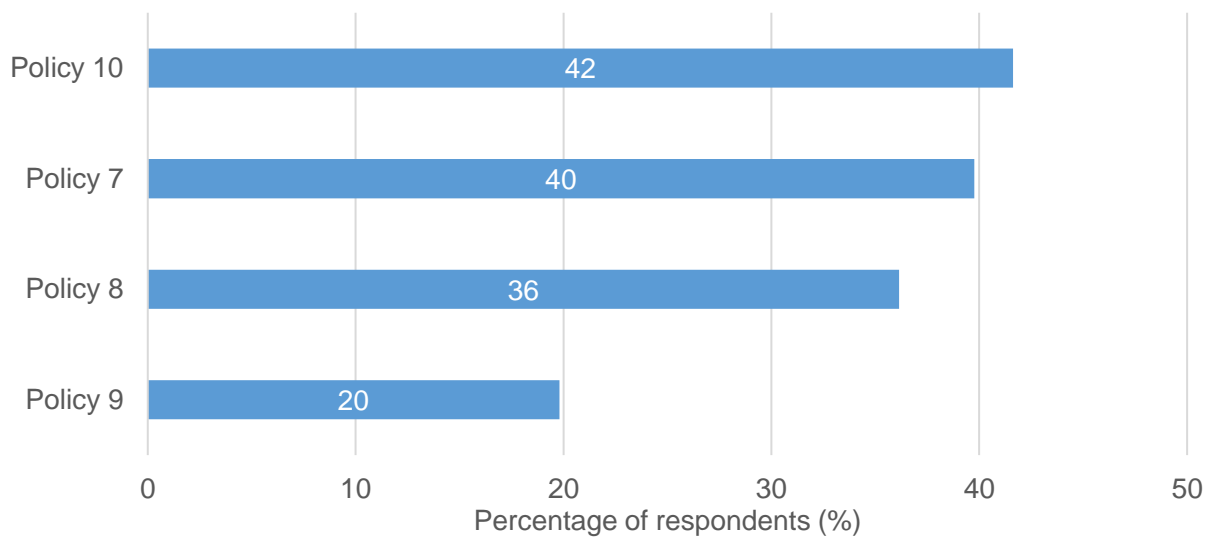
The survey went on to ask what two policies respondents would most like to see delivered and least like to see delivered. Figure 27 shows that respondents would most like to see Policy 9 delivered (49%) and closely followed by Policy 7 with 43% of respondents choosing this as the policy they would most like to see delivered. Conversely, respondents would least like to see Policy 10 delivered (42% - see Figure 28) followed closely by Policy 7 (40%). Figure 28 shows that Policy 9 was also chosen by the smallest proportion of respondents for what they would least like to see delivered which confirms it is the policy respondents feel most strongly about and think should be delivered.

Figure 27: Policies in order of what respondents would most like to see delivered



Base: 757

Figure 28: Policies in order of what respondents would least like to see delivered



Base: 793

Finally respondents were asked if they felt anything was missed under the prioritising walking and cycling objective. 29% of the people who answered this question did not think anything was missing.

Some of the common themes mentioned by respondents who did think something was missing were that efforts should be made to better connect active travel with public transport so that it is easier to travel into and around Portsmouth by various methods. There were also calls for more enforcement for mopeds and e-scooters such as compulsory driving tests and penalties for any illegal driving.

Objective 3 - Transforming public transport

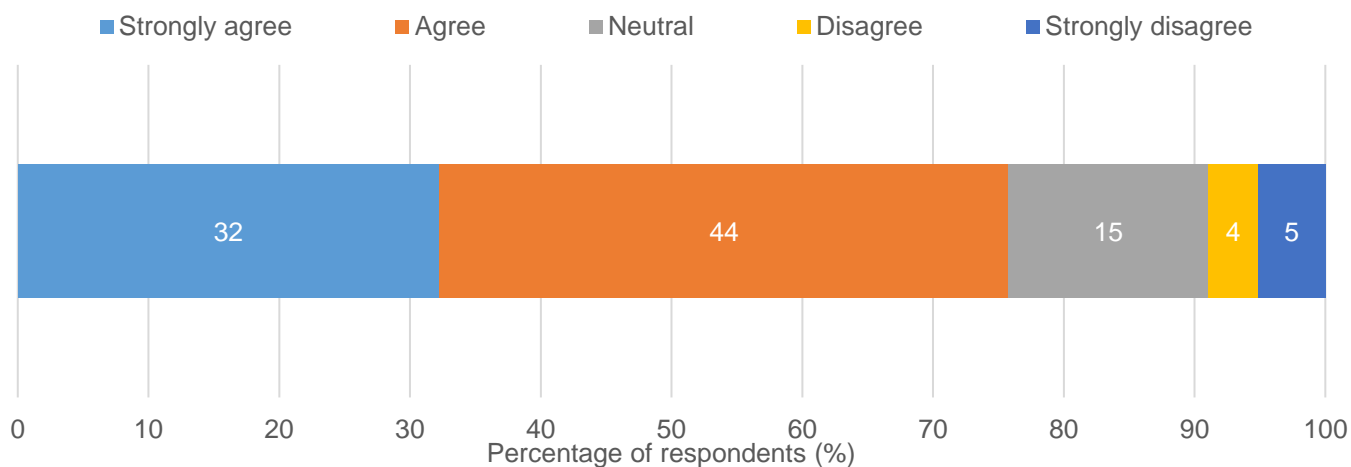
The policies of the transforming public transport objective are listed in Table 12 below.

Table 12: List of policies under the 'transforming public transport' objective

Policies
Policy 11 - Develop a rapid transit network that connects key locations in the city with South East Hampshire, and facilitates future growth
Policy 12 - Prioritise local bus services over general traffic to make journeys by public transport quicker and more reliable and support demand-responsive transport services
Policy 13 - Deliver high quality transport interchanges, stations and stops
Policy 14 - Work with public transport operators to deliver integrated, efficient and affordable services promoting local and regional connectivity

Respondents were asked to what extent they think that these policies are the right ones. Figure 29 shows that the majority of respondents agree or strongly agree that these policies are the right ones (76%). In comparison only 9% of respondents disagree or strongly disagree. This objective has received some of the highest levels of agreement for its policies.

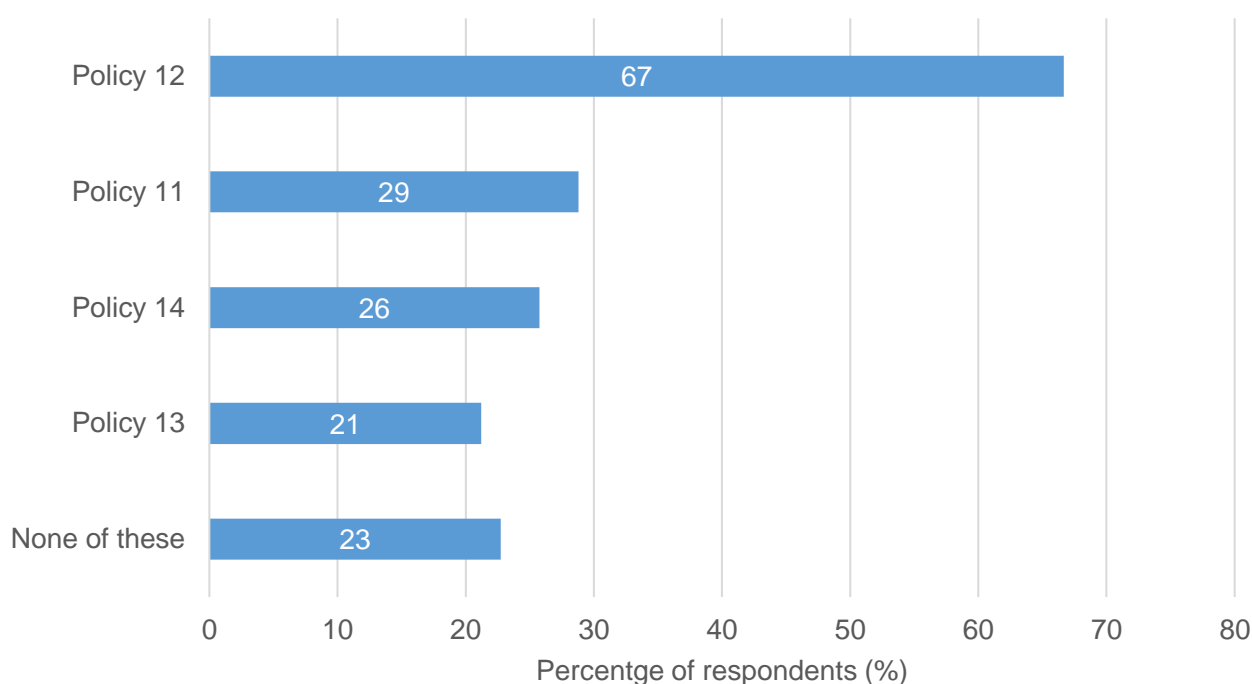
Figure 29: Respondents answer 'to what extent do you think these policies are the right ones?'



Base: 735

Respondents who selected that they disagreed or strongly disagreed that these policies are the right ones, were asked a follow up question of 'which of the policies do you disagree with?' and were able to select all the policies they disagreed with and/or 'none of these' and suggest another policy that they feel should be included. Figure 30 on the next page shows that the largest proportion of respondents disagreed with Policy 12 - Prioritise local bus services over general traffic to make journeys by public transport quicker and more reliable and support demand-responsive transport services (67%).

Figure 30: Respondents by level of disagreement with each policy



Base (respondents who disagree/ strongly disagree): 66

Those respondents that disagreed or strongly disagreed were asked for the reasons why they disagree with each policy. Table 13 shows the most common reasons given. For Policy 12 the most common reason for disagreeing is that respondents feel car ownership in Portsmouth needs to be reduced first before public transport services are increased as it will cause more congestion in the city. Many respondents suggested charging residents with more than one car as a way to combat this. Furthermore, respondents suggested that for local buses to be a viable alternative to their cars, they need to be more affordable than they are currently as otherwise they will not see it as an option so it would be irrelevant if they were improved.

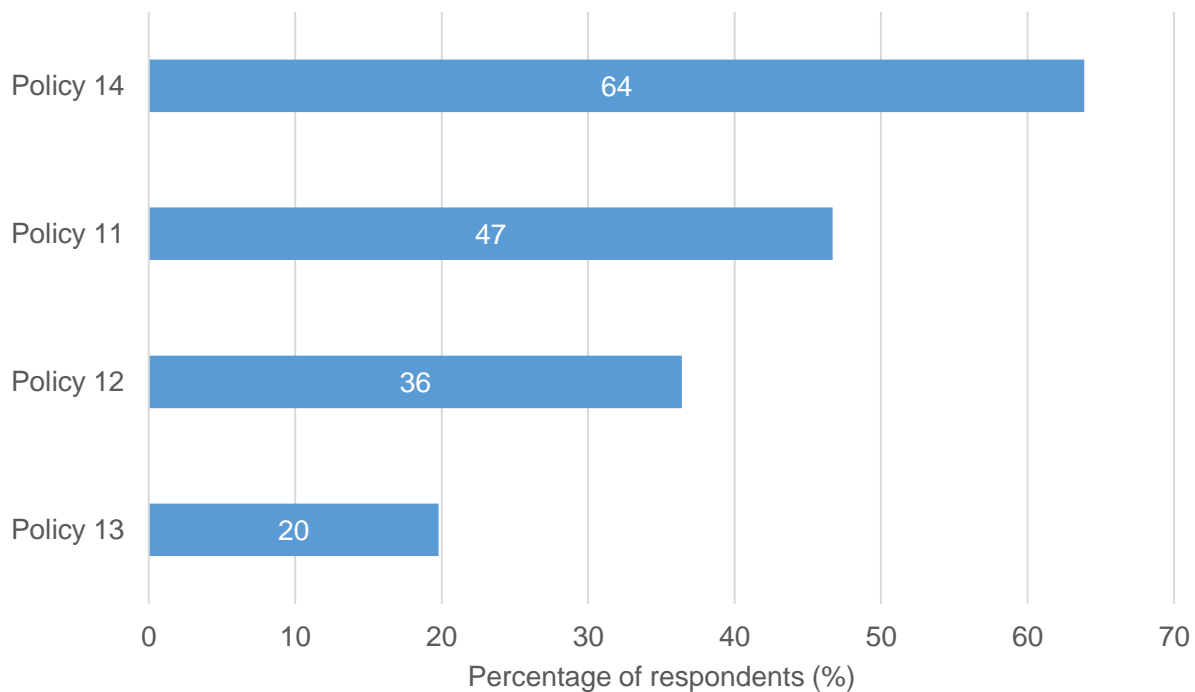
Table 13: Reasons why respondents disagree with each policy

Policies	Reasons	Base
Policy 11 - Develop a rapid transit network that connects key locations in the city with South East Hampshire, and facilitates future growth	<ul style="list-style-type: none"> This has been proposed before and did not work Requires a lot of resources 	16
Policy 12 - Prioritise local bus services over general traffic to make journeys by public transport quicker and more reliable and support demand-responsive transport services	<ul style="list-style-type: none"> Needs to be affordable Car ownership has to be reduced first 	41
Policy 13 - Deliver high quality transport interchanges, stations and stops	<ul style="list-style-type: none"> There is already enough 	13
Policy 14 - Work with public transport operators to deliver integrated, efficient and affordable services promoting local and regional connectivity	<ul style="list-style-type: none"> Needs to be affordable 	15

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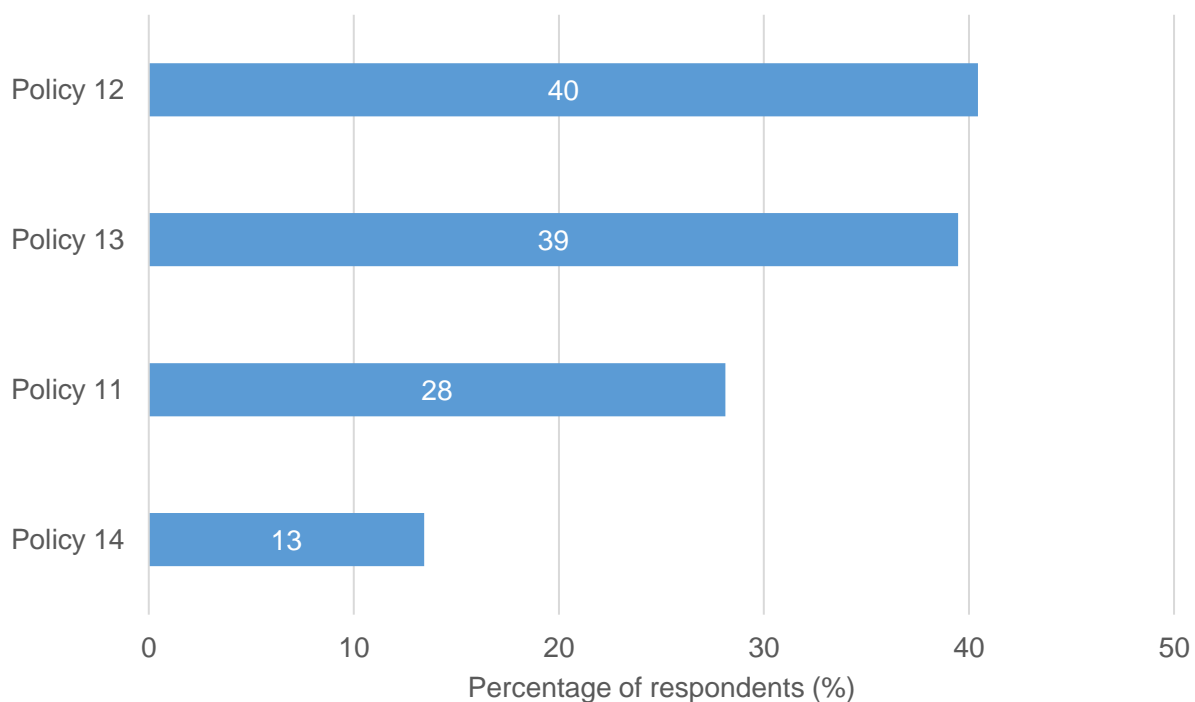
The survey went on to ask what two policies respondents would most like to see delivered and least like to see delivered. Figure 31 shows that respondents would most like to see Policy 14 delivered (64%) whereas they would least like to see Policy 12 delivered (40% - see Figure 32).

Figure 31: Policies in order of what respondents would most like to see delivered



Base: 728

Figure 32: Policies in order of what respondents would least like to see delivered



Base: 722

Finally respondents were asked if they felt anything was missed under the transforming public transport objective. 32% of respondents who answered this question did not think anything was missing.

One of the most common suggestions of what was missing under the transforming public transport objective was that more needs to be done to **make public transport affordable**. Although there is a policy that touches on affordability included under this objective, many respondents wanted to see a significant reduction in prices before they will be encouraged to use public transport more. Suggestions for making public transport more affordable were to introduce an 'oyster card system' or an unlimited travel pass which can be used across all transport providers, as many times during the day and across all types of public transport in the city. Further suggestions were to offer subsidised fares for more cohorts such as school students and over 50's.

Another point that many respondents felt was missing under this objective was a policy that focused on **reducing emissions of public transport** and making public transport **greener/cleaner**. Respondents gave suggestions of how this could be achieved such as to stop the use of diesel buses, reducing the size of buses, enforcing taxi firms to use electric cars, re-introducing a tram/monorail service and to better integrate the public transport network with cycling and walking networks so individuals can complete part of their journey through active travel.

Additionally, respondents mentioned that there should be more consideration of how **public water transport links** can be used to create faster public transport and lessen road traffic. In particular some respondents highlighted the sea could be used for faster transport links between Southampton, London and Portsmouth.

Objective 4 - Supporting business and protecting assets

The policies of the supporting business and protecting assets objectives are listed in Table 14 below.

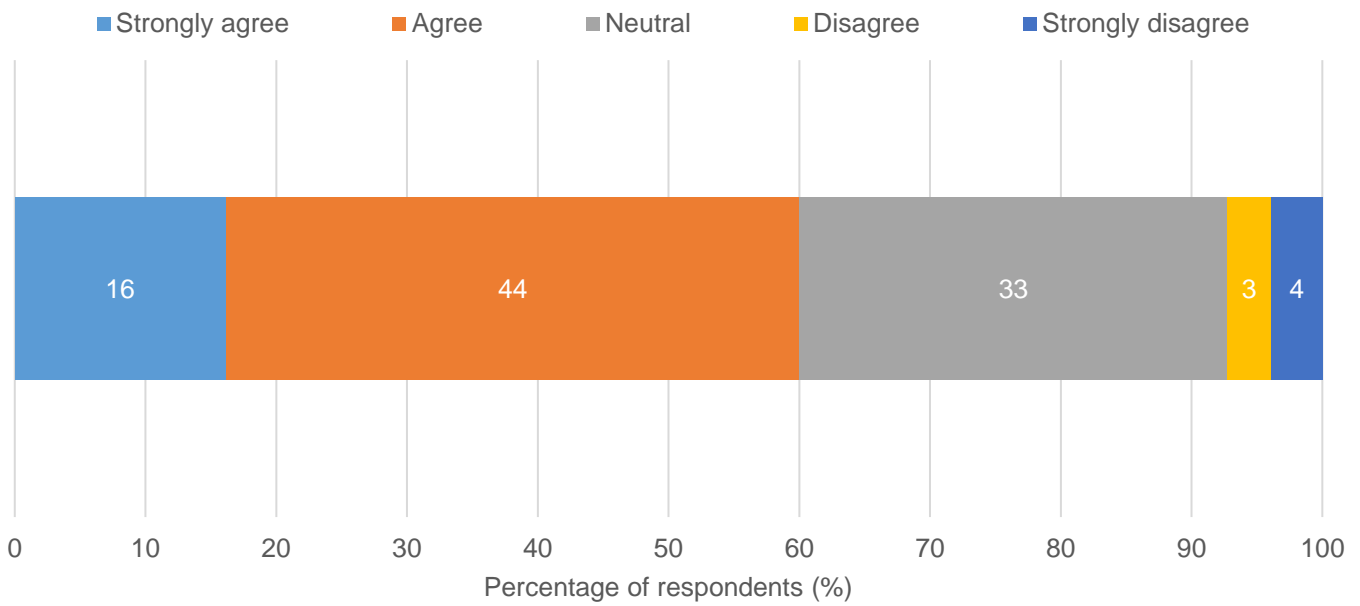
Table 14: List of policies under the 'supporting business and protecting assets' objective

Policies
Policy 15 - Protect access to the ports and HM Naval Base, Portsmouth
Policy 16 - Support businesses and other organisations to consolidate their operational journeys, including use of zero emission vehicles for last mile deliveries
Policy 17 - Deliver micro and macro freight consolidation centres to serve Portsmouth's businesses and residents
Policy 18 - 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
Policy 19 - Maintain our highway infrastructure
Policy 20 - Proactively manage kerbside space to enable flexible use for essential access

Respondents were asked to what extent they think that these policies are the right ones. Figure 33 on the next page shows that the majority of respondents agree or strongly agree that these policies are correct (60%). On the other hand 7% of respondents disagree or strongly disagree that these policies are the right ones under this objective. This is some of the lowest disagreement levels across all objectives.

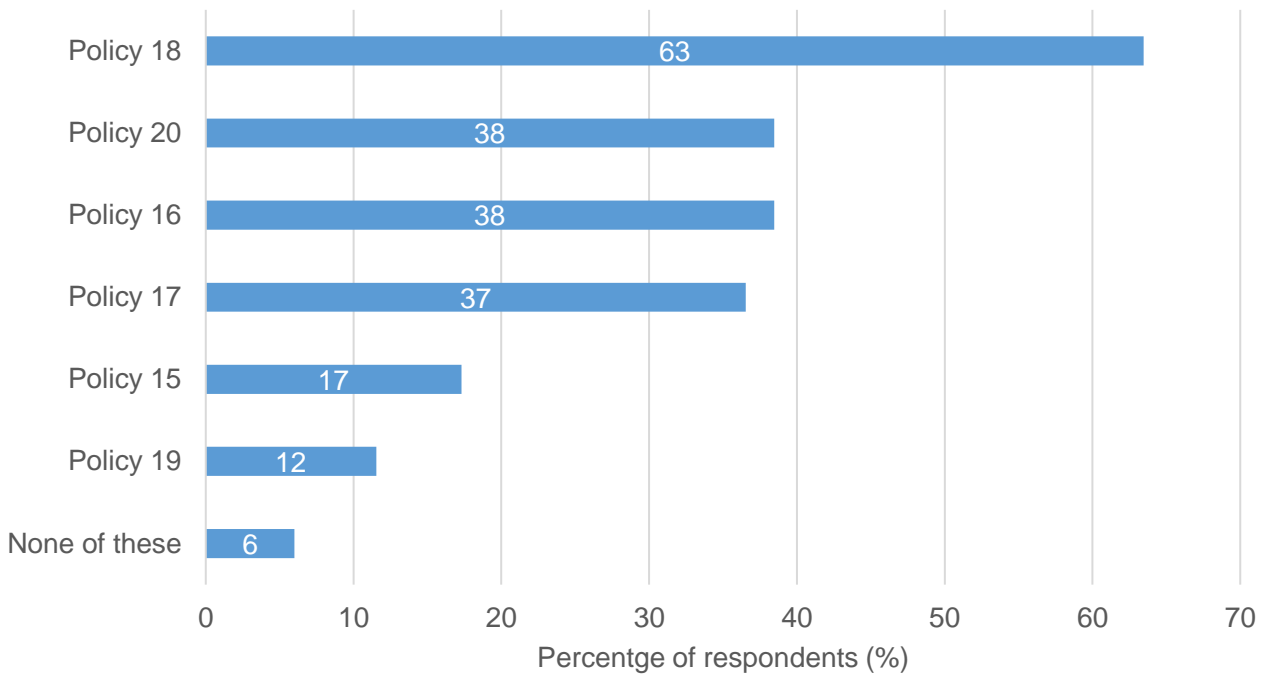
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Figure 33: Respondents answer 'to what extent do you think these policies are the right ones?'



Base: 713

Figure 34: Respondents by level of disagreement with each policy



Base (respondents who disagree/ strongly disagree): 52

For those that disagreed or strongly disagreed they were asked for the reasons why they disagree with each policy. Table 15 on the following page shows the most common reasons given. For Policy 18 the most common reason for disagreeing is that road works need to be done as and when therefore trying to co-ordinate roadworks would not be practical. Additionally respondents feel if there are many road works going on at the same time, this would cause more congestion in this particular area.

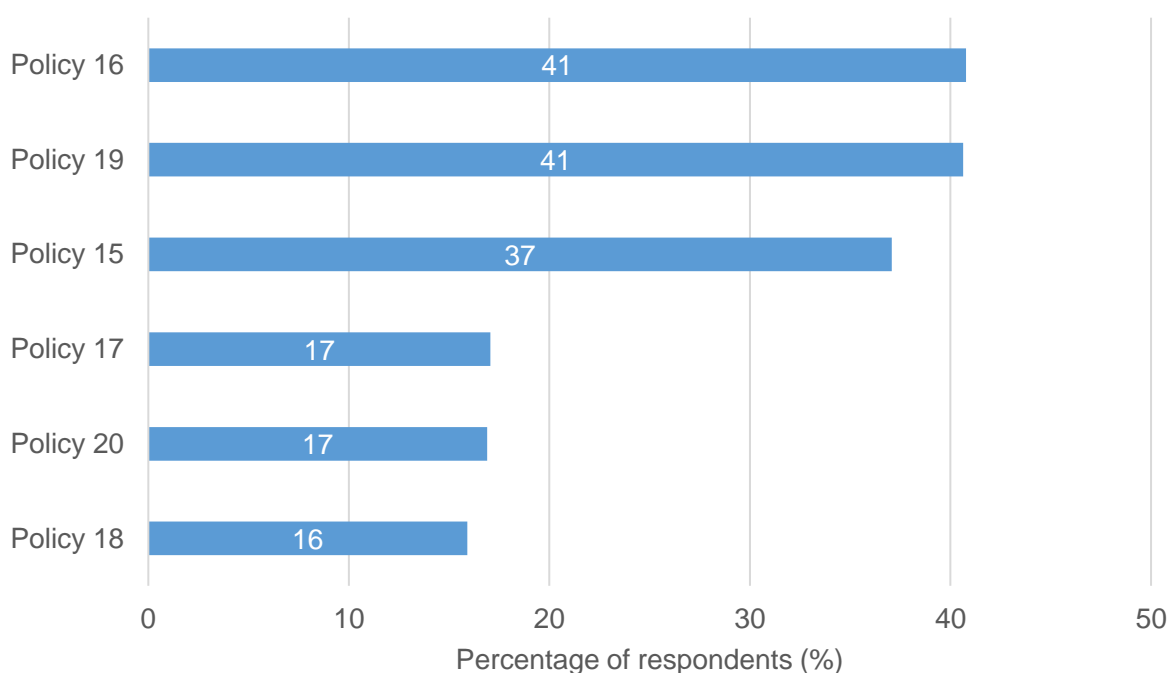
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Table 15: Reasons why respondents disagree with each policy

Policies	Reasons	Base
Policy 15 - Protect access to the ports and HM Naval Base, Portsmouth	<ul style="list-style-type: none"> Not important for a transport plan 	<10
Policy 16 - Support businesses and other organisations to consolidate their operational journeys, including use of zero emission vehicles for last mile deliveries	<ul style="list-style-type: none"> This removes competition Costly for businesses Overall carbon footprint of last mile is not proven 	18
Policy 17 - Deliver micro and macro freight consolidation centres to serve Portsmouth's businesses and residents	<ul style="list-style-type: none"> Unsure if there is space 	17
Policy 18 - 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	<ul style="list-style-type: none"> Could cause more congestion Roadworks need to be done as and when 	28
Policy 19 - Maintain our highway infrastructure	<ul style="list-style-type: none"> Pollution and congestion concerns 	<10
Policy 20 - Proactively manage kerbside space to enable flexible use for essential access	<ul style="list-style-type: none"> Not clear how this would work 	17

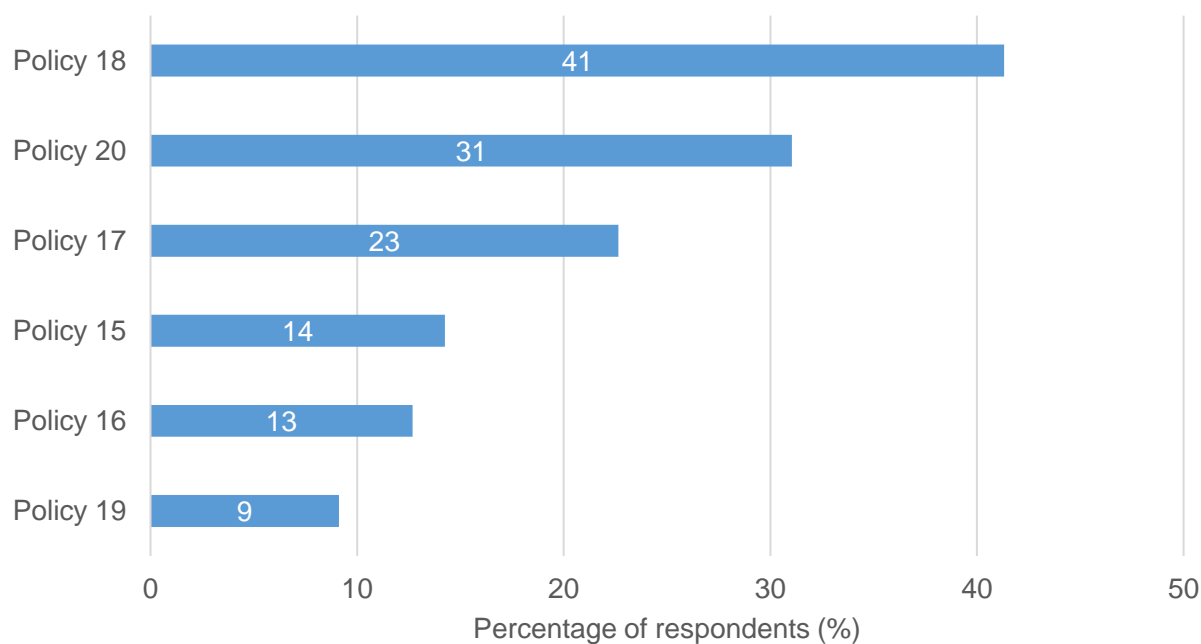
The survey went on to ask what two policies respondents would most like to see delivered and least like to see delivered. Figure 35 shows that respondents would most like to see Policy 16 delivered (41%) and would least like to see Policy 18 delivered (41% - See Figure 36).

Figure 35: Policies in order of what respondents would most like to see delivered



Base: 704

Figure 36: Policies in order of what respondents would least like to see delivered



Base: 702

Finally respondents were asked if they felt anything was missed under the supporting business and protecting assets objective. 45% of respondents who answered this question did not think anything was missing.

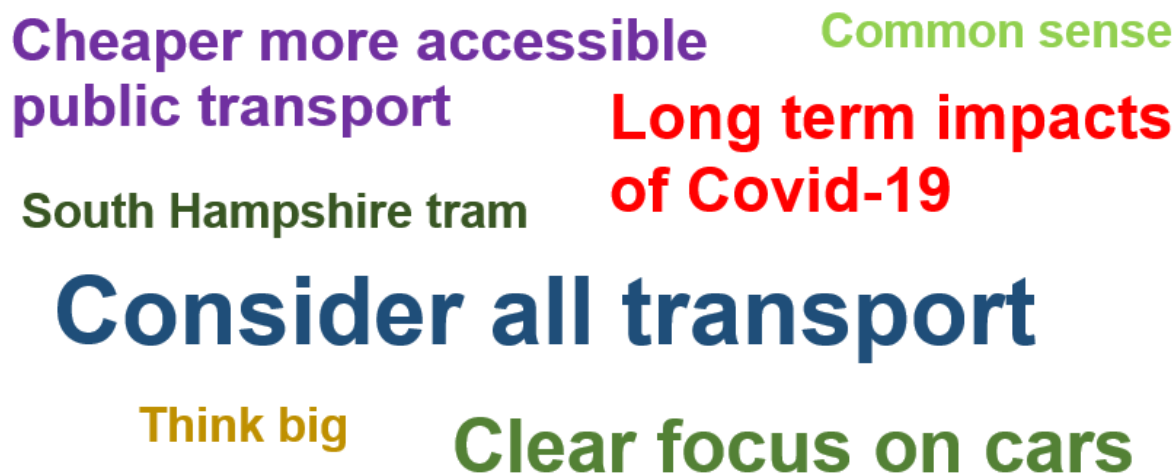
One of the most common theme of what was missing under this objective was that there should be specific mention of **supporting smaller businesses** and the local high-street shops. Some respondents felt that the current policies cater to larger companies with delivery vans and that some of the policies may not be achievable for smaller businesses. Respondents also comment that certain restrictions or charges may drive smaller businesses out of Portsmouth. Similarly, some respondents were concerned that self-employed delivery drivers (e.g. Deliveroo drivers) may not be able to afford additional charges and would need further support to purchase lower emission vehicles.

A reoccurring theme across all objectives of what is missing, is that there needs to be a policy that directly addresses **making businesses greener/cleaner**. Some suggestions of measures to implement under such a policy were to offer green incentives to businesses as early as in the planning application stages. These include rewards for using solar energy or offering a contribution towards a fleet of greener vehicles.

7.4 Further comments

At the end of the consultation participants were asked if they had any further comments regarding the draft Fourth Local Transport Plan or any other ideas about how the priorities can be addressed. Figure 37 below shows the main themes from the open-ended comments; the size of the text directly correlates with how popular the theme was (larger = more popular).

Figure 37: Word cloud showing further comments on the fourth draft Local Transport Plan



Base: 266

There were a volume of comments covering an array of themes presented in the word cloud above and these are expanded upon in more detail below.

The most common theme to emerge from the open-ended comments was that **all modes of transport** should be considered. In particular, respondents felt the focus is mostly on walking and cycling with little mention of cars, vans and e-scooters. On the other hand, many respondents called for there to be a focus on cutting down the use of cars in the city by starting with reducing car ownership per household. They felt it is implied in the strategy however, respondents would like to see a particular action that addresses this.

There were also comments that mentioned what the **long term impacts of Covid-19** might mean for the city and for this to be incorporated in the strategy. Particularly, respondents voiced that residents need to be reassured that public transport is safe to use and that the risk of getting Covid-19 has been minimised.

Moreover, respondents would like public transport to be **more accessible** in that more bus stops are added so they are nearer to people's homes but also that bus stops link to other forms of transport and facilities such as cycle routes and cycle storage, walking routes and train stations.

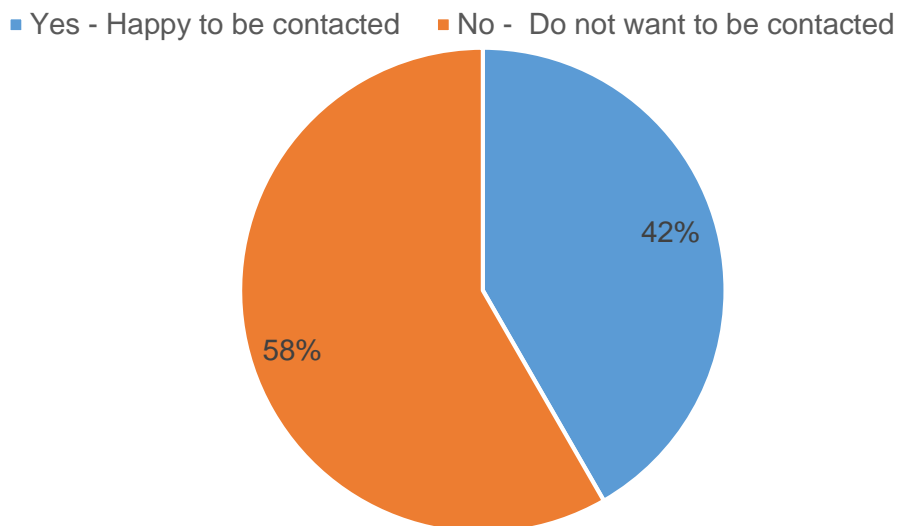
There were also several positive comments that praised the strategy for taking actions to making the city greener. Many asked for the council to **'think big'** but apply common sense when developing the strategy.

Finally, many comments called for an overall **South Hampshire tram** network that would connect Portsmouth to its neighbouring towns. There were suggestions that several local authorities could work together and pool resources to create this network.

7.5 Future communications

Figure 38 shows that the majority of people did not want to be contacted about their response (58%).

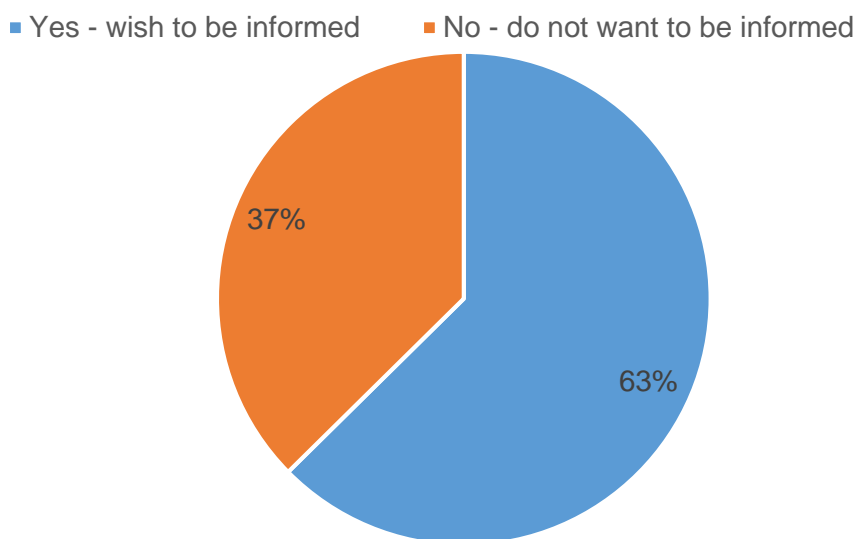
Figure 38: Respondents by their response to 'Do you wish us to contact you if we need to clarify or discuss your response?'



Base: 698

Figure 39 on the next page shows that the majority of people did want to be kept informed of the results of the consultation (63%).

Figure 39: Respondents by their response to 'Do you wish us to inform you when we publish the results of this consultation?'



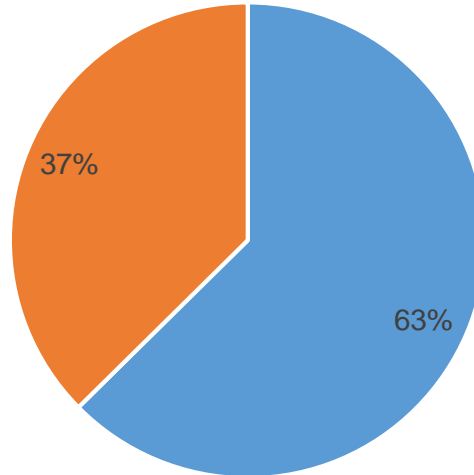
Base: 698

Draft Fourth Local Transport Plan (LTP4) Consultation

Figure 40 shows that the majority of respondents would like to be kept engaged in local transport plan developments such as being involved in future surveys or focus groups (63%).

Figure 40: Respondents by their response to 'Do you wish to be kept engaged in local transport developments after this initial consultation?'

■ Yes - wish to be kept engaged ■ No - do not wish to be kept engaged



Base: 698