



Portsmouth  
CITY COUNCIL

# Active Pompey Neighbourhoods Central Southsea – online consultation report

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Research and Engagement, Corporate Services



# Introduction

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## Background and methodology

The Active Pompey Neighbourhoods scheme (APN) aims to develop quieter, safer and greener neighbourhoods where walking and cycling take priority over motor vehicles. An area in central Southsea was selected to be Portsmouth's first APN as a response to local people's concerns about speeding, congestion and anti-social driver behaviour.

The council held an information consultation in the Autumn of 2022 asking residents opinions on how the council could improve their roads, and what would encourage more walking and cycling. The Council also undertook speed and volume traffic surveys.

Using this information designs have been developed for specific roads which address speeding, congestion and anti-social driver behaviour. This consultation sought feedback on these designs from people who live and visit the area.

An online survey was launched on Monday 6 March 2023 and closed on Sunday 2 April 2023.

## Aims

The main aims of the research were to:

- Understand the opinions of residents living in the APN area about the proposed design plans
- Understand the opinions of people who regularly visit the proposed APN area to the design plans
- Collect residents' and visitors' opinions on how to use spaces created by the proposed road layout

## Response rate

**In total the survey received 867 responses.** Assuming a total population of 170,818 (the latest 2021 census data from the Office for National Statistics for people aged 16+ in Portsmouth), this volume of responses ensures a 95% confidence level with a margin of error of 3%, well within acceptable parameters.

## Respondent profile

There is good representation of all age groups from ages 25+, with the vast majority being aged 35 and over. The majority of respondents do not have a disability or use any mobility supports or aids.

Just under half of respondents live or have a business in the Active Pompey Neighbourhood (APN) area, with most residents living in Orchard Road or Devonshire Avenue. Most of the APN area falls within the PO4 boundary, bordering PO5 to the west – the majority of respondents live within these postcode areas.

## Overall

Overall, respondents and impacted residents generally agree with the proposals. Restricting access to Orchard Road is the only proposal where most of the impacted residents disagree with the proposal.

Generally, respondents tend to agree with the proposals as they feel they will slow traffic, reduce congestion, and will make the area better for people to walk and cycle. Resistance to the proposals is often due to a feeling that the changes are unnecessary, not wanting to lose parking, or concerns about displaced traffic and congestion.

When considering creative spaces, most respondents are in favour of adding more plants and greening in the area, followed by places for people to sit or bicycle parking, although many respondents are hesitant to lose parking to create these spaces.

Around half of respondents would like to sign up to the newsletter and just over a fifth would be interested in participating in community greening for creative spaces.

## **Orchard Road**

Just over half of respondents agree with restricting vehicle access to Orchard Road, whilst 39% disagree. A lower proportion of Orchard Road residents agree with the proposal – just under a quarter, whilst two thirds disagree.

## **Francis Avenue**

60% of respondents agree with the proposed junction closure, whilst a fifth would make some changes. A similar proportion of Francis Avenue residents agree with the proposal, but over a third would make changes. Two thirds of respondents agree with adding two sets of speed cushions to Francis Avenue; this rises to 80% for Francis Avenue residents.

## **Bramble Road/ Talbot Road**

Around two thirds of respondents agree with making Bramble Road one-way; 60% of impacted residents agree, whilst a quarter would make changes. Two thirds of respondents also agree with the proposals to make Talbot Road one-way north from Bramble Road to Jessie Road and south from Bramble Road to Fawcett Road. Impacted residents are slightly more in favour of the proposal to make Talbot Road north from Bramble Road. Most respondents agree with bicycles being able to travel both ways along these roads, although just under half of impacted residents agree with this.

## **Sutherland Road/ Fawcett Road**

The majority of respondents agree with adding speed humps to Sutherland Road and Fawcett Road, whilst around a quarter disagree. Sutherland Road residents are more in favour of adding speed humps to their road than Fawcett Road residents are – less than half of Fawcett Road residents agree with adding speed humps to Fawcett Road.

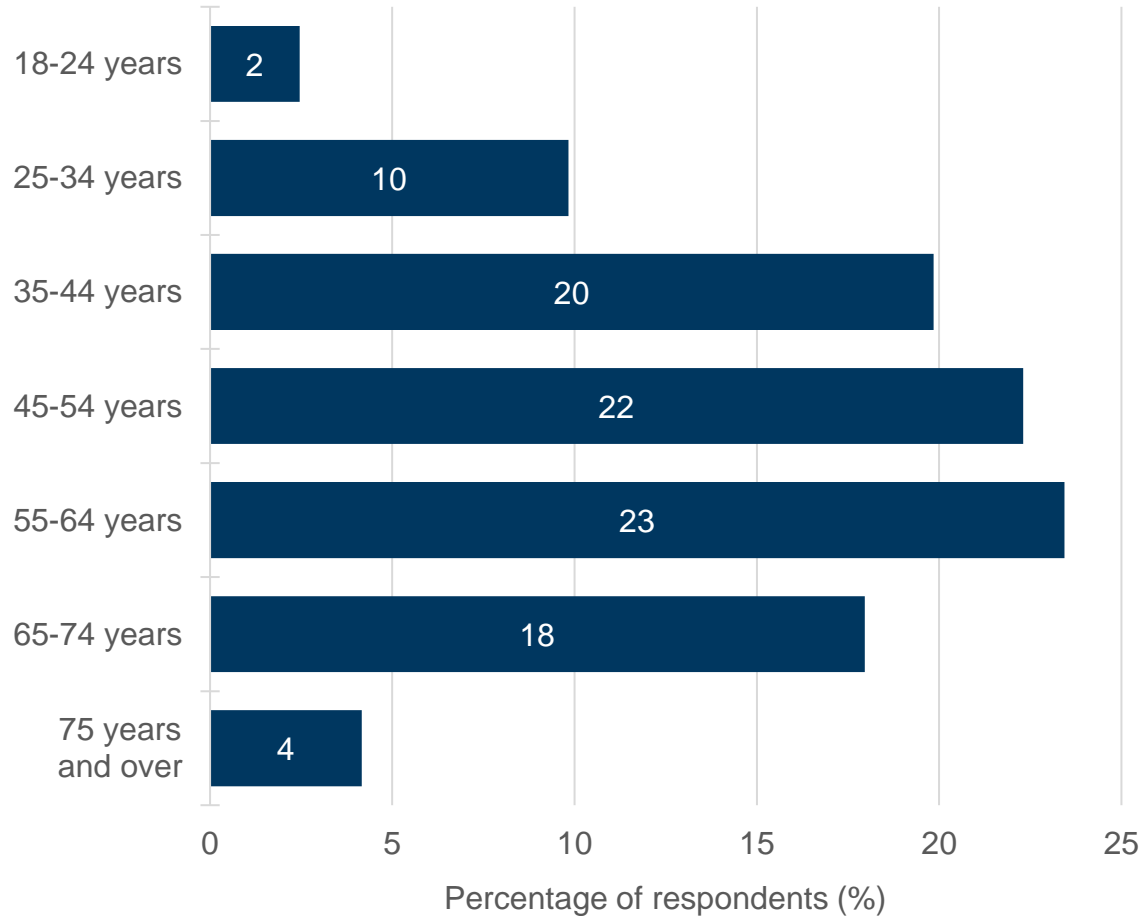


# Who we engaged with

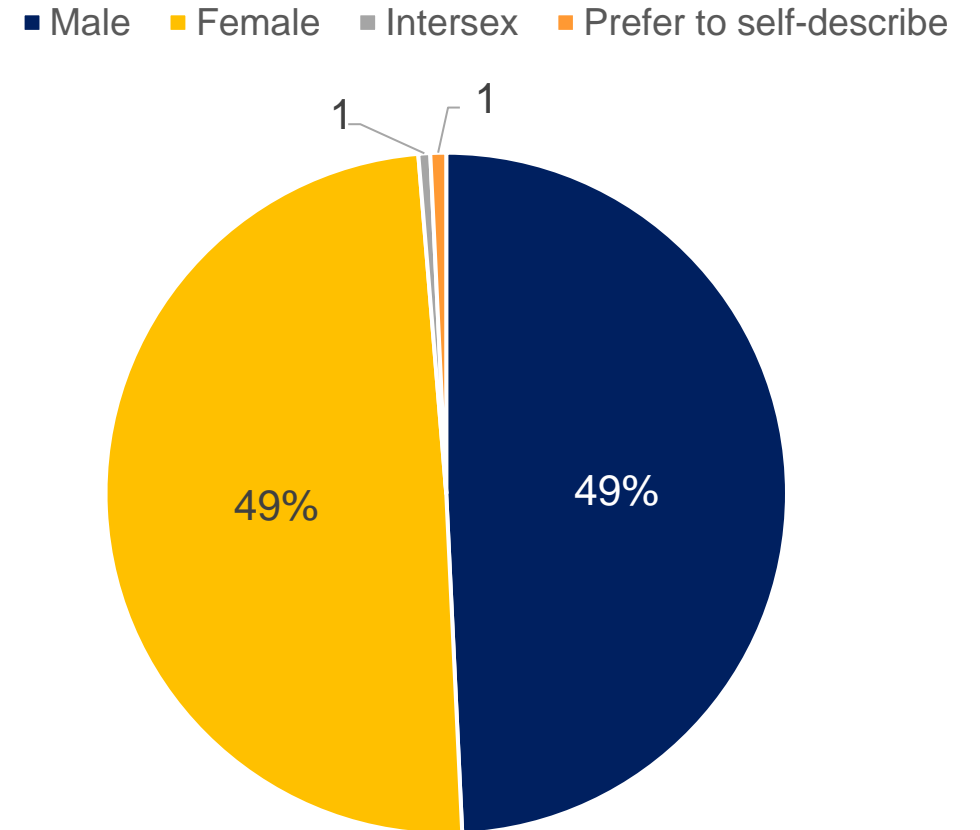
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# Age and sex

Q: **'What is your age group?'** | Base: Total sample (529)



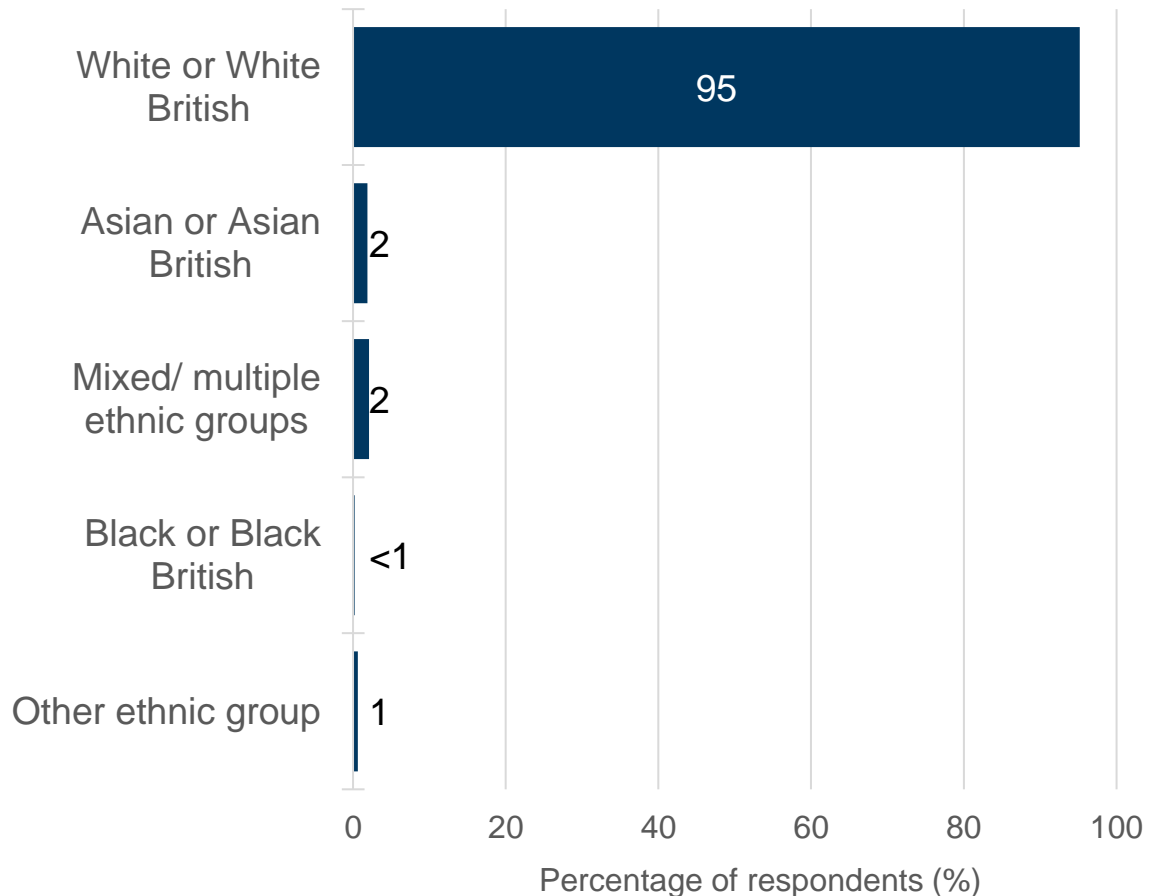
Q: **'What is your sex?'** | Base: Total sample (534)



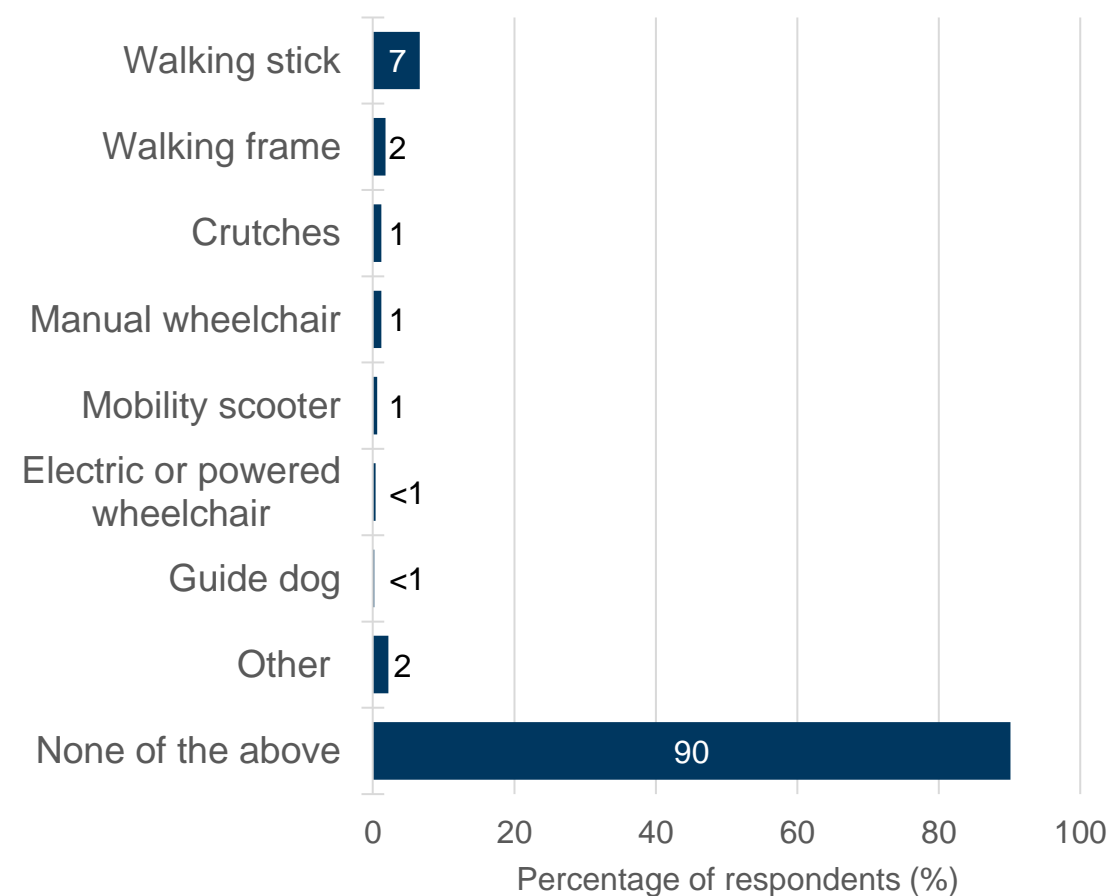
- There is good representation of all age groups from ages 25+, with the vast majority being aged 35 and over (87%)
- There is an even split of male and female respondents, whilst 1% each are intersex or prefer to self-describe as non-binary

# Ethnicity and support aids

Q: **'Which ethnic group do you belong to?'** | Base: Total sample (477)



Q: **'Do you use any of the following supports/aids?'** | Base: Total sample (497)

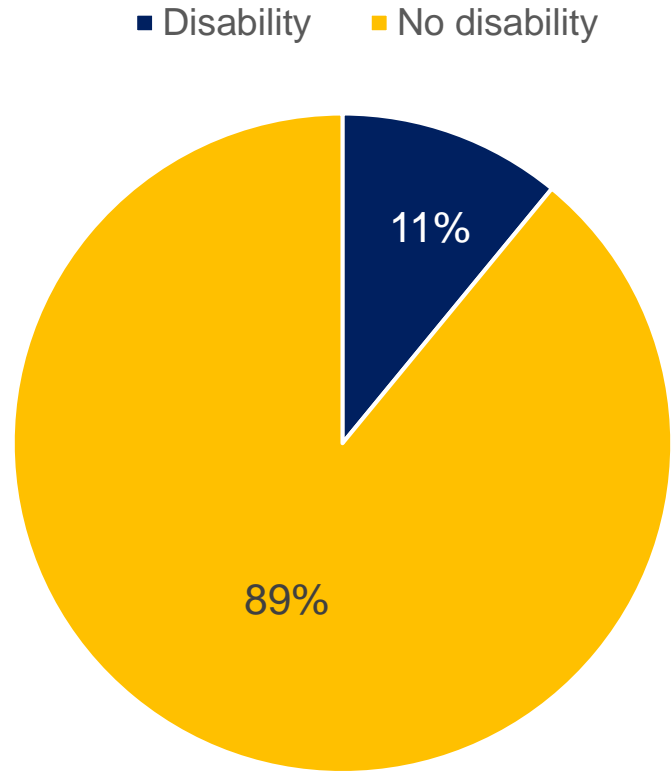


- The vast majority of respondents are White or White British (95%), whilst smaller proportions are Asian or Asian British, from mixed/ multiple ethnic groups, or Black or Black British
- Most respondents do not use any supports or aids (90%). The most common supports used by respondents are walking sticks (7%) or a walking frame (2%)

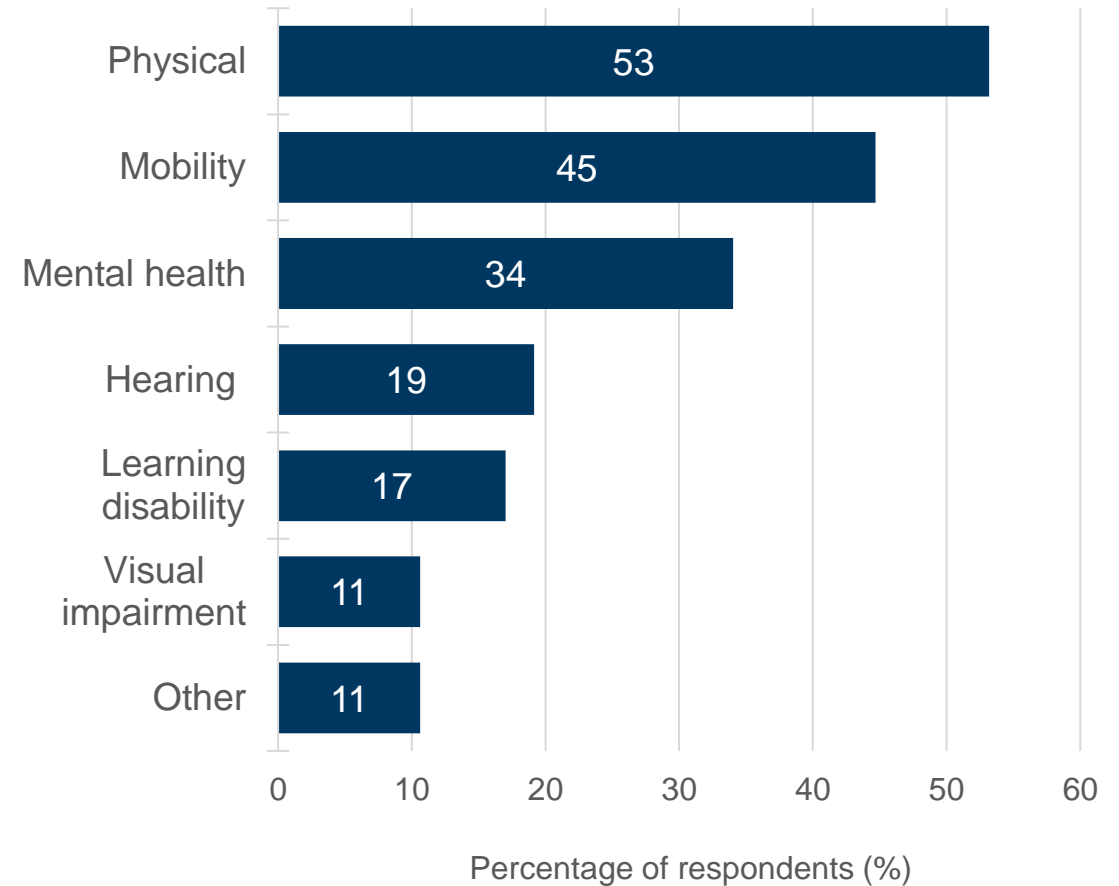


# Disability

Q: **'Do you consider yourself to have a disability under the Equality Act 2010?'** | Base: Total sample (493)



Q: **'What type of disability do you have?'** | Base: Those with a disability (47)



- The majority of respondents do not have a disability (89%), whilst 11% do
- The most common disabilities are physical disabilities (53%) or mobility issues (45%)



# Who we engaged with – in the trial area

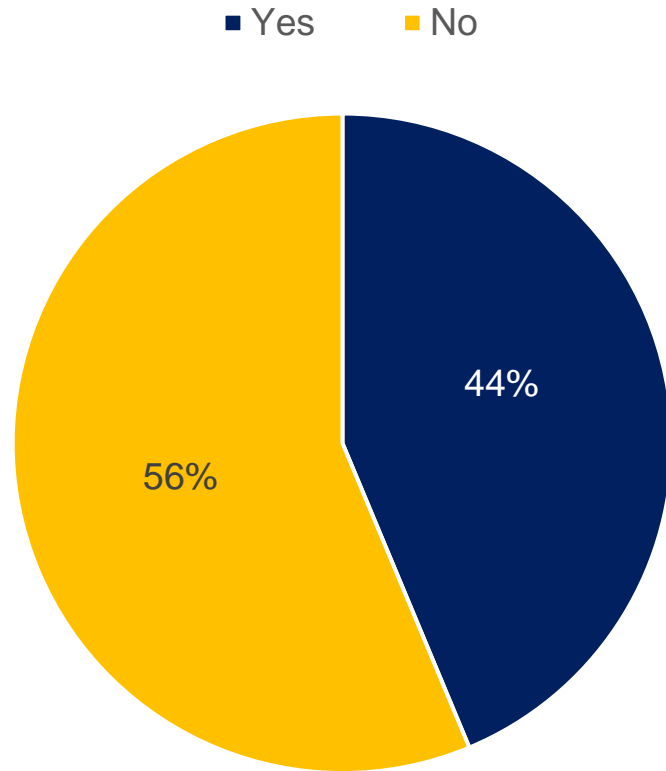
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# Map of the trial area



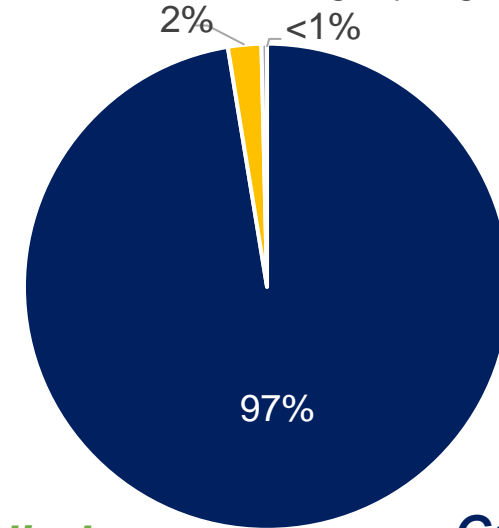
# Relation to the trial area and respondent type

Q: *'Do you live in or have a business in the APN area, Devonshire Avenue, or Campbell Road?'* | Base: Total sample (867)



Q: *'Are you responding on behalf of a business or group?'* | Base: Total sample (813)

■ Myself, as an individual ■ A business ■ A group, organisation, or school

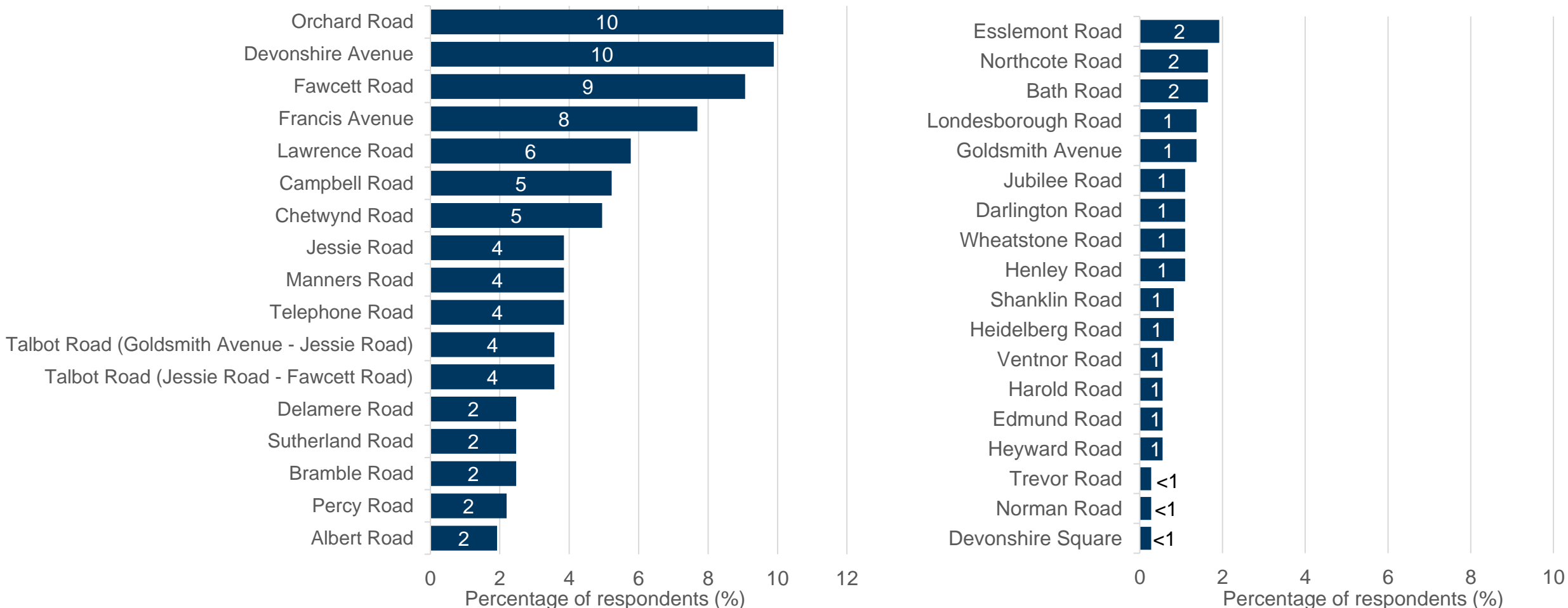


- Orchard Blinds*
- Garbos Hair*
- Paula's Past & Present*   *Fernhurst Junior School*
- Southern Aerial Communications Limited*   *Dress code*
- Hackney Carriage*   *Jade Mountain Bookshop*
- China Massage*   *Aqua Cars Limited*

- Just under half of respondents live or have a business in the Active Pompey Neighbourhood area, or one of the named surrounding roads
- The vast majority of respondents were responding on behalf of themselves (97%), whilst 2% were responding on behalf of a business and 1% were responding on behalf of a group, organisation, or school

# Respondents in the trial area

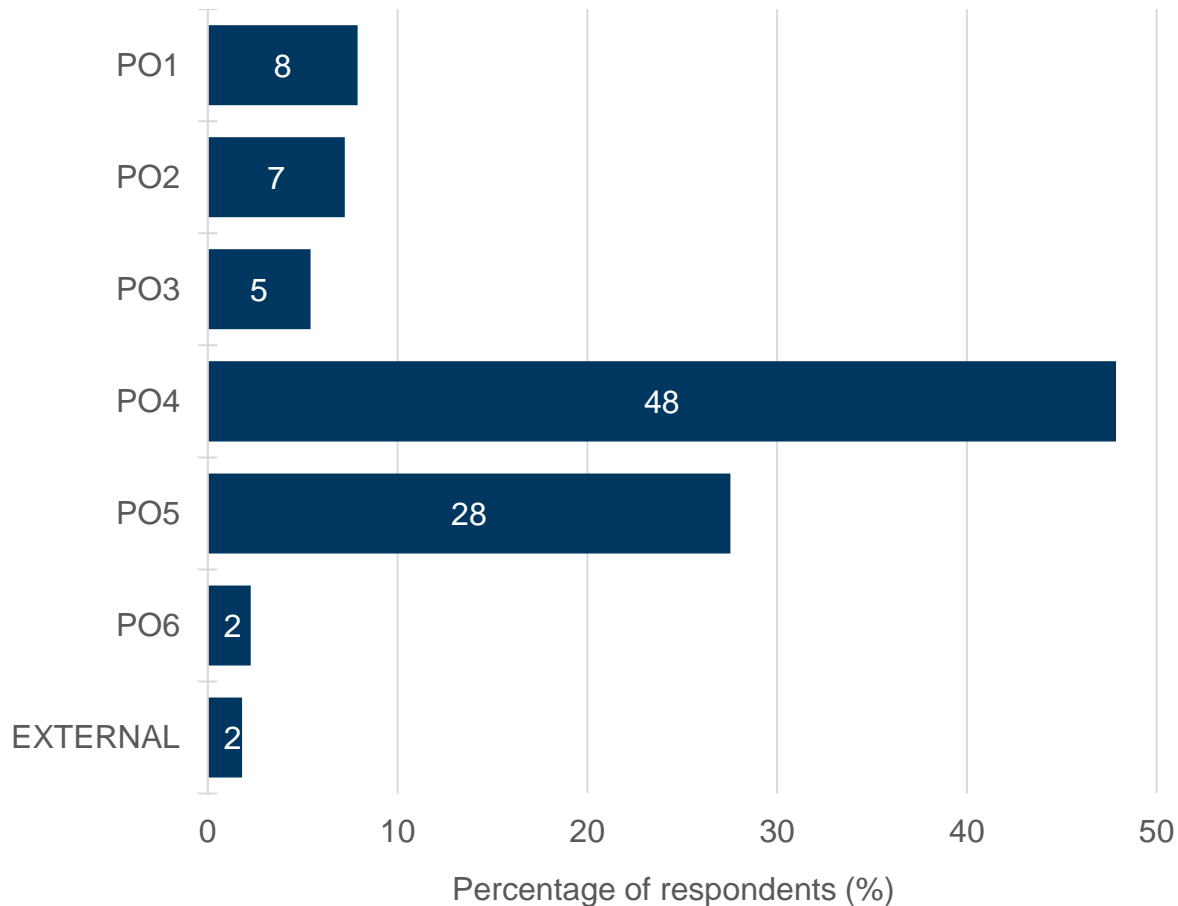
Q: **'Which road do you live/ have a business on?'** | Base: Those who live or have a business in the APN area (364)



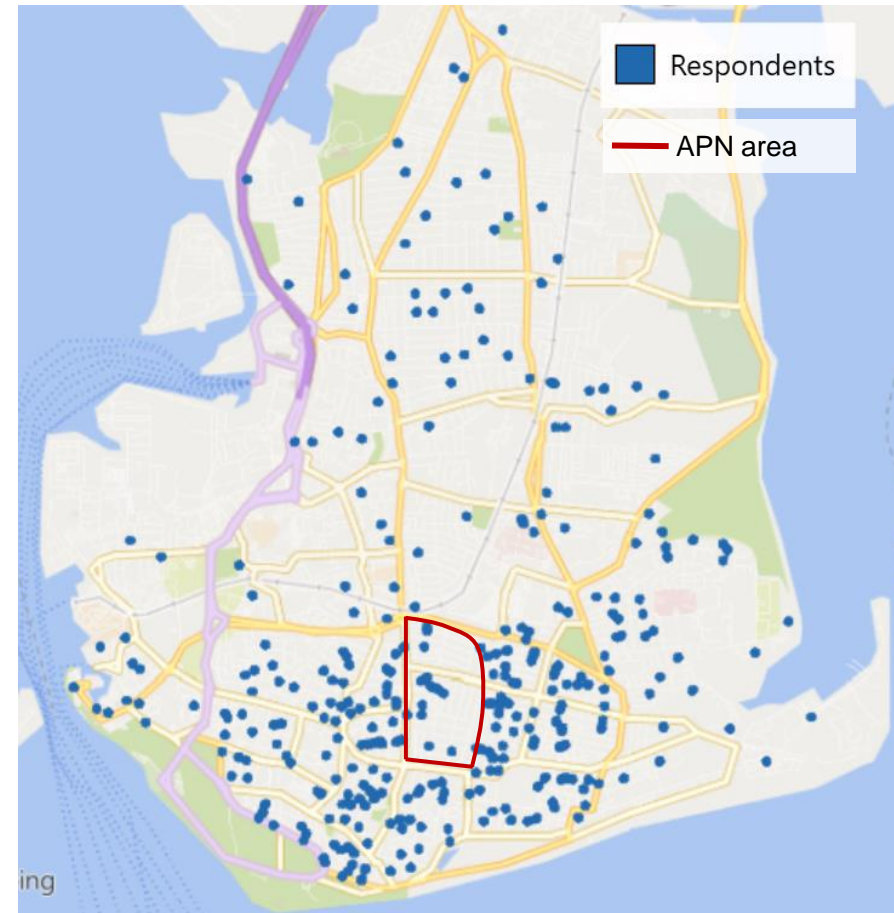
- Around a tenth of respondents from the trial area live or have a business in Orchard Road, Devonshire Avenue, or Fawcett Road
- Over 5% live or have a business on Francis Avenue, Lawrence Road, Campbell Road, or Chetwynd Road

# Respondents outside the trial area

Q: **'What is your postcode?'** | Base: Respondents who do not live or have a business in the trial area (443)



Postcode map Red = Active Pompey Neighbourhood area



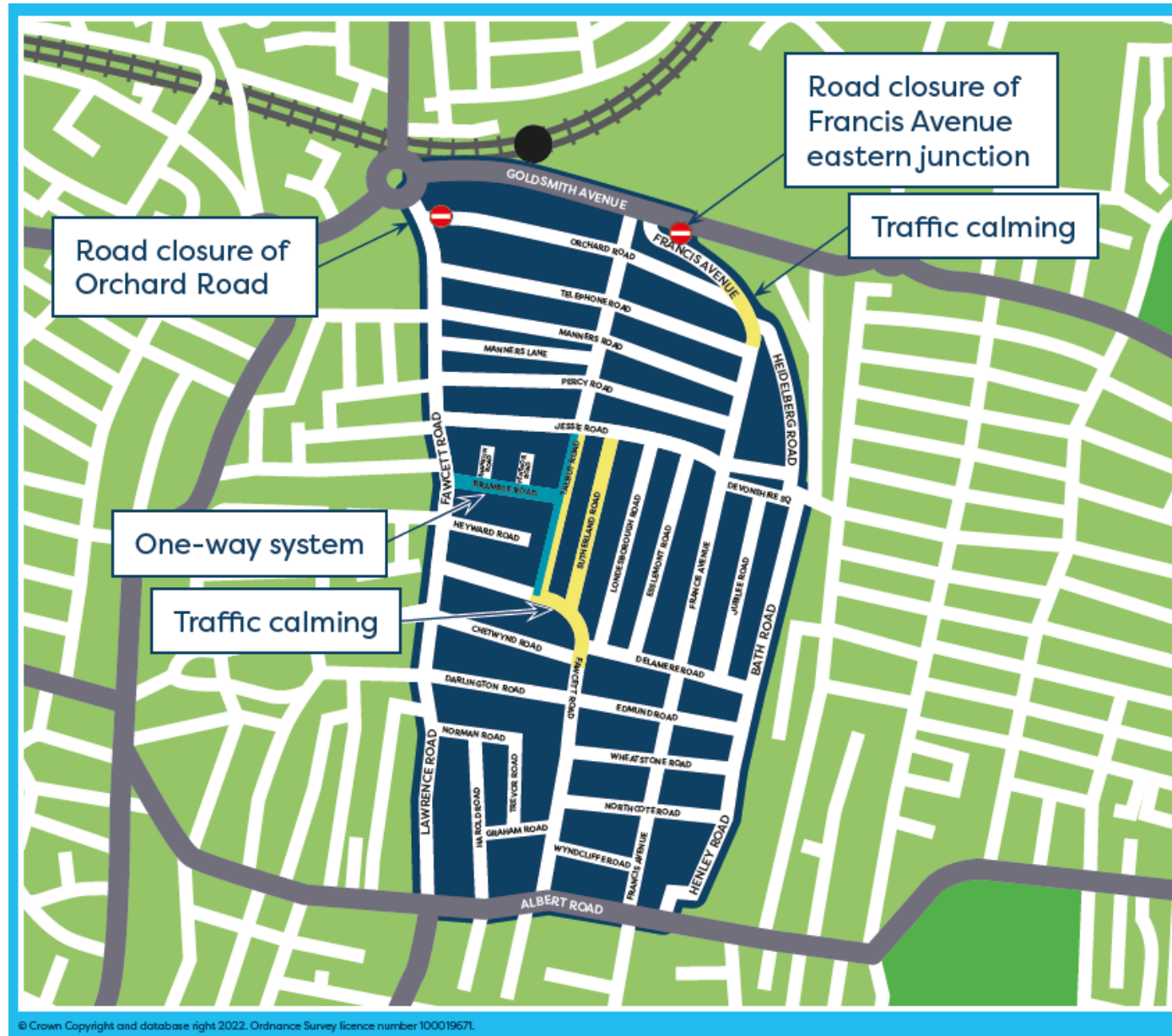
- Nearly half of respondents live in PO4 (48%), whilst 28% live in PO5 (28%). The majority of the Active Pompey Neighbourhood (APN) area falls within the PO4 district, bordering PO5 to the west
- This map shows the distribution of respondents who live in or near the APN area. The majority of respondents are clustered in the surrounding area of the APN



# Findings

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# Map of the trial area with proposed changes







# Orchard Road

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# Proposed changes in Orchard Road

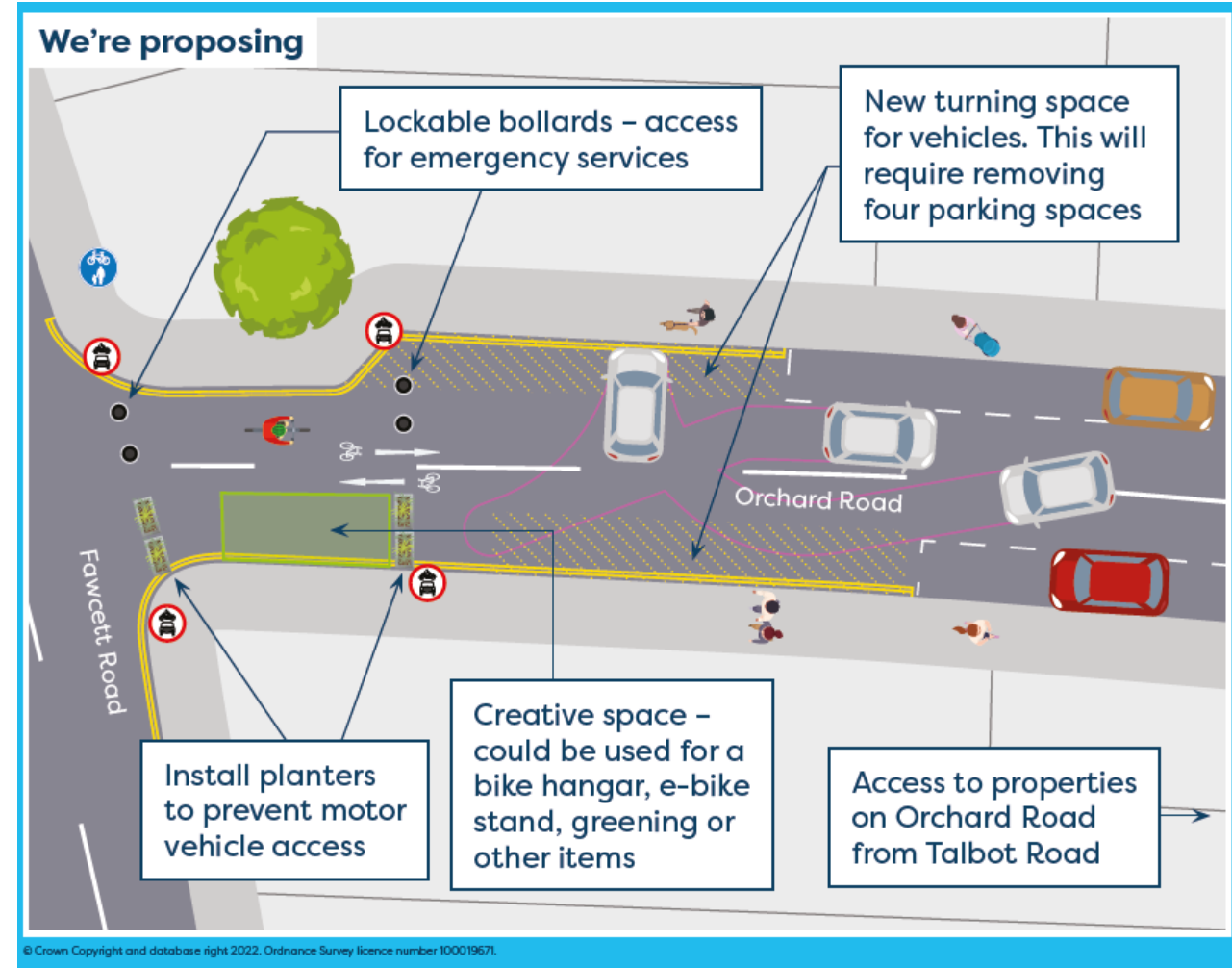
## Previous consultation revealed the following issues:

- There is often too much traffic for a residential street
- Vehicles go over the 20mph speed limit

## This design proposes to:

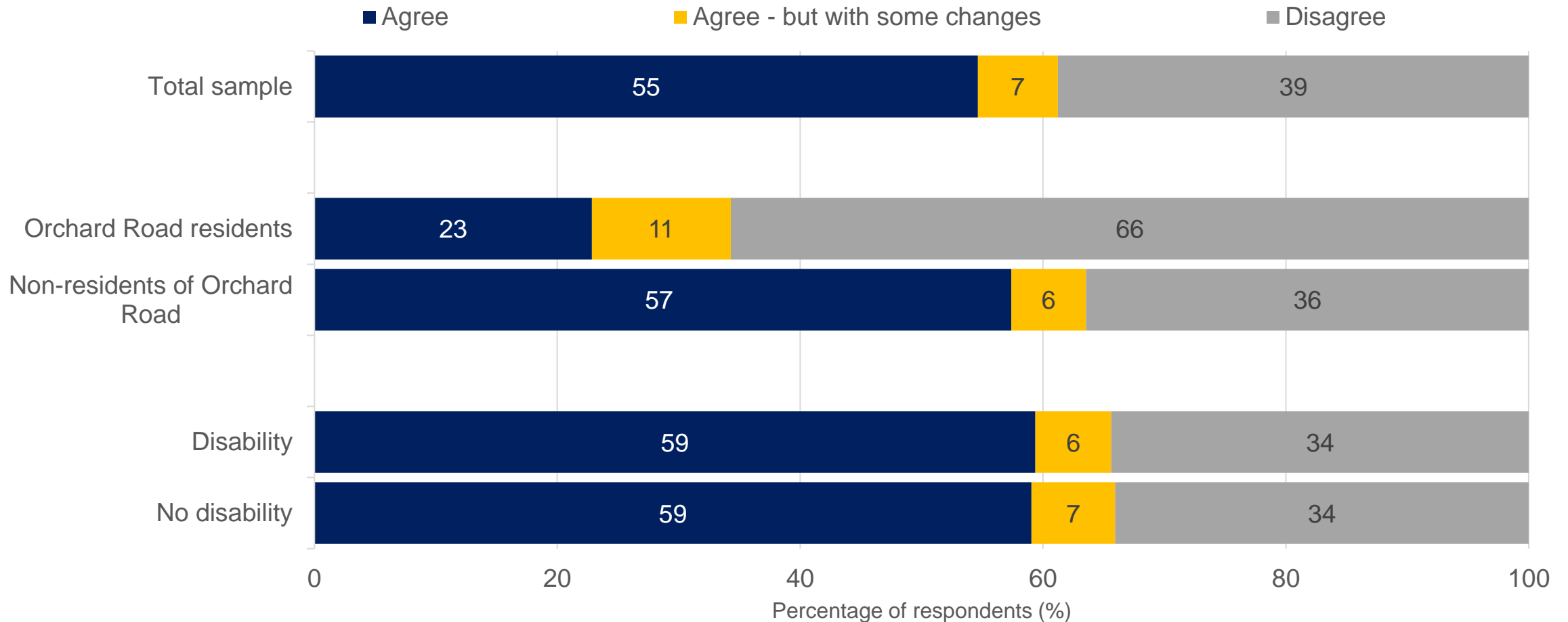
- Restrict vehicle access to Orchard Road from Fawcett Road. People will still be able to drive into the road from Talbot Road to the east.
- Keep walking and cycling access to Orchard Road from Fawcett Road
- Add a new turning space for vehicles. This will require removing four parking spaces. *Note that it will not be possible to keep the road as two-way without the turning head*
- Use road space in creative ways\*

*\*This space could be used for greening, cycle storage, cycle parking or seating*



# Orchard Road – levels of agreement

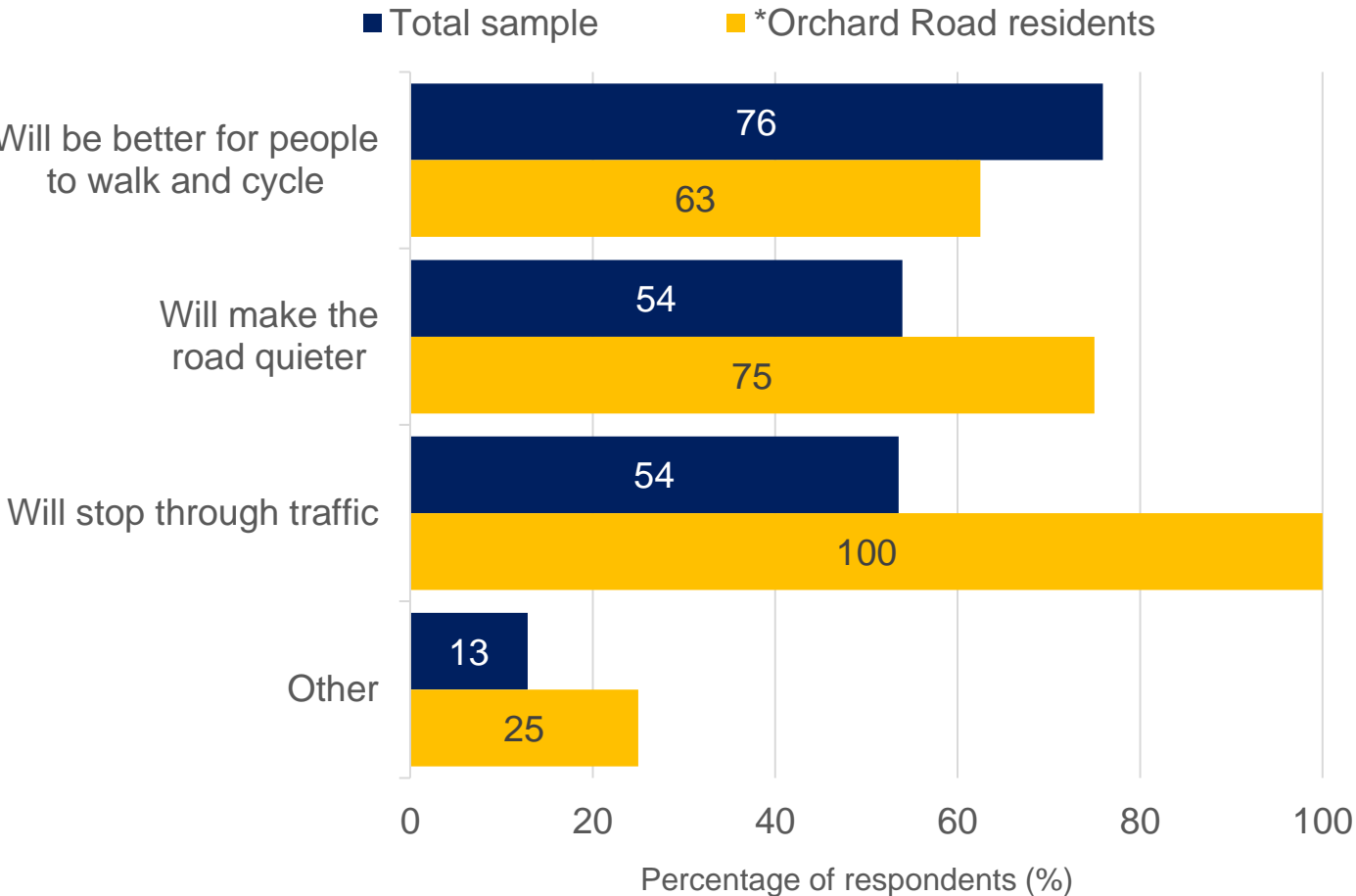
Q: **'What are your thoughts about restricting vehicle access to Orchard Road from Fawcett Road?'** | Base: Total sample – from top to bottom (441) | (35), (406) | (32), (276)



- Just over half of respondents agree with restricting vehicle access to Orchard Road from Fawcett Road, 7% agree but with some changes, whilst 39% disagree with this proposal. This does not appear to be affected by whether respondents have a disability
- However, two thirds of respondents living on Orchard Road disagree with the proposal, whilst just under a quarter agree (23%) and 11% agree but with some changes

# Orchard Road – agree

Q: **'Why do you agree with restricting vehicle access to Orchard Road from Fawcett Road?'** | Base: Respondents who agree – total sample (241) | Orchard Road residents (8\*) \*Caution small base



Responses for 'other'	%
Will make the road safer	5
Will reduce speeding/ use as a rat run	2
Will reduce traffic congestion/ improve traffic flow	2
Should reduce pollution/ improve air quality	2
Should improve the general environment of the road	1
Other	1

*"Will hopefully stop speeding."*

*"It will stop Orchard Road becoming a 'rat run' for speeding vehicles."*

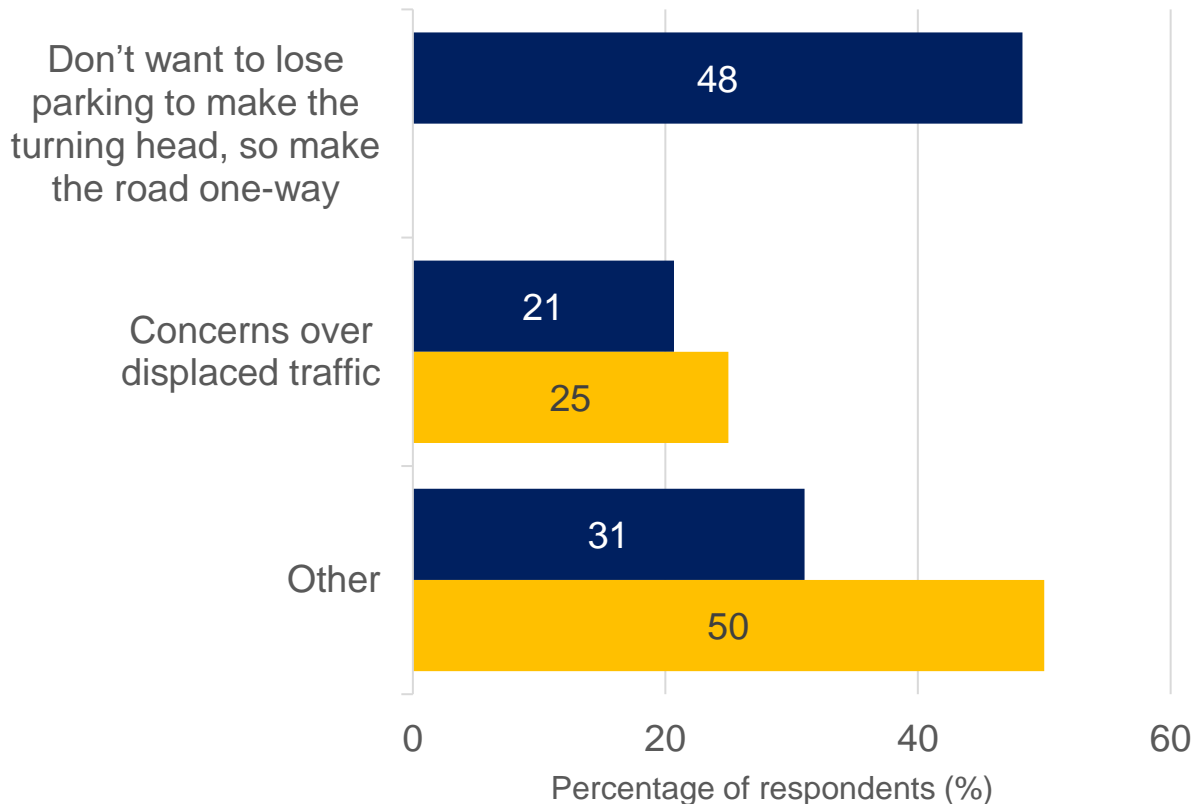
- Orchard Road residents

- Of those who agree with restricting vehicle access to Orchard Road, just over three quarters of respondents feel it will be better for people to walk and cycle
- Orchard Road residents\* largely agree with restricting access as they feel it will stop through traffic and as it will make the road quieter

# Orchard Road – agree but with some changes

Q: **'Why do you agree – but with some changes with restricting vehicle access to Orchard Road from Fawcett Road?'** | Base: Respondents who agree, but with some changes – total sample (29\*) | Orchard Road residents (4\*) \*Caution small base

■ Total sample    ■ \*Orchard Road residents



## Responses for 'other'

Concerns over lost parking

Prioritise pedestrians more in design

Suggestion of temporary barriers for a pilot scheme

*"I live at the other end of Orchard Road so mostly just concerned this pushes more traffic through the Talbot Road entry which can be a bit tricky already [...] I'd prefer the closure at the Lidl end of Orchard road as it would help reduce traffic on that dangerous corner, make it safer to cross near the schools."*

*"Maybe some temporary barriers during a pilot scheme, I'm concerned what the impact on the top of Talbot Rd might be?"*

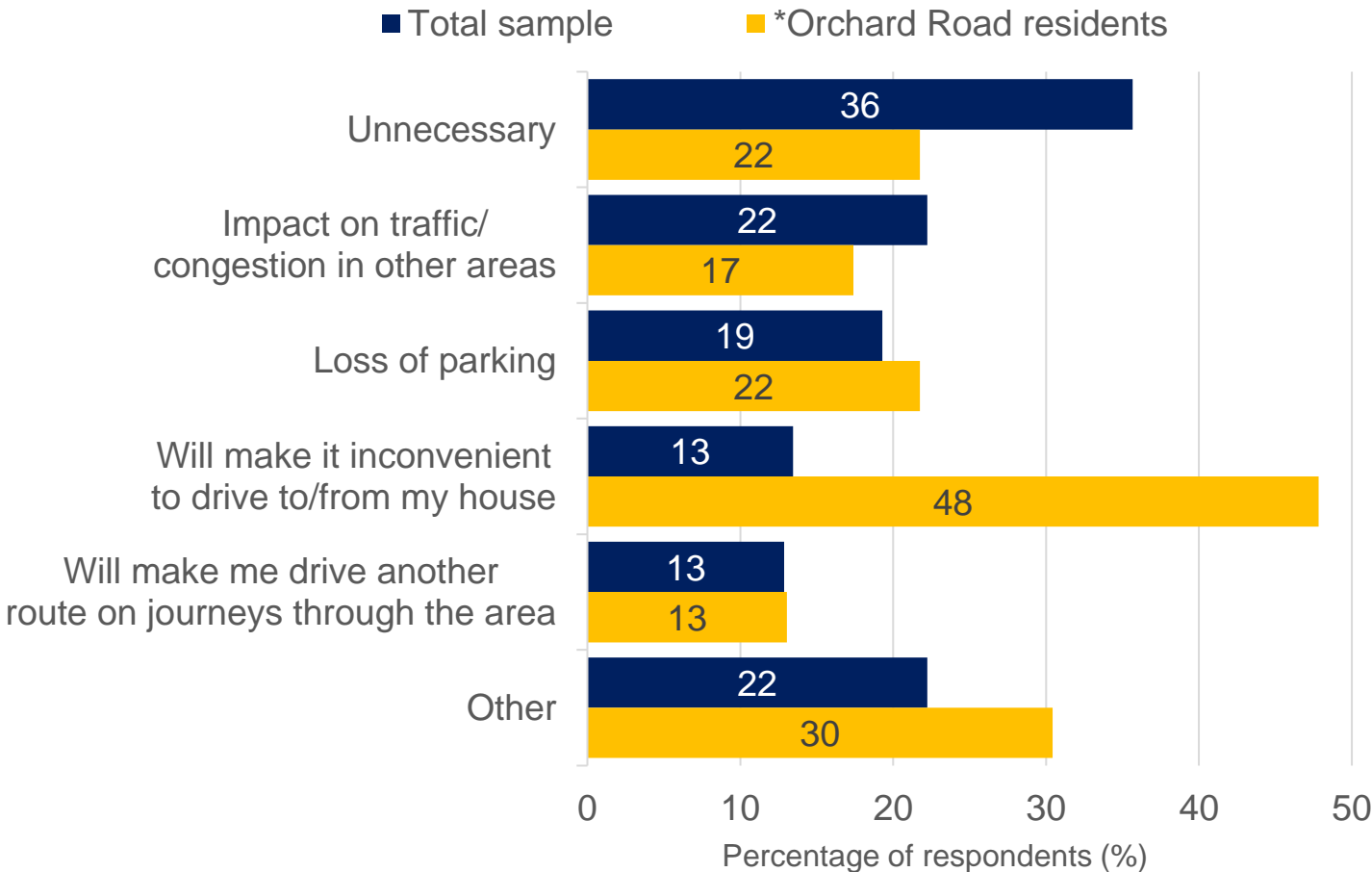
- Orchard Road residents

- Of respondents who agree with the proposal but would make some changes, just under half do not want to lose parking to make the turning head, so believe the road should be made one-way (48%)
- Around a fifth of respondents (and a quarter of Orchard Road residents) have concerns over displaced traffic in the surrounding roads
- Other reasons respondents agree but with some changes include concerns over the proposed loss of parking spaces and a suggestion to prioritise pedestrians

\*Caution should be taken interpreting these results due to small bases

# Orchard Road – disagree

Q: **'Why do you disagree with restricting vehicle access to Orchard Road from Fawcett Road?'** | Base: Respondents who disagree – total sample (171) | Orchard Road residents (23\*) \*Caution small base



Responses for 'other'	%
Make the road one-way	6
Will impact businesses	3
Orchard Road wider than others – can accommodate two-way traffic better	3
Will cause extra pollution	2
Waste of funds	1
Other	8

*“Will have a severe impact on the businesses and residents in Orchard Road & neighbouring roads.”*

*“I would be more in favour of speed bumps on Orchard Rd than restrict vehicle access to. Orchard is the widest road which joins into Talbot, what will happen [?] Telephone and Manners Road will be taking on the extra vehicles [...] Even a properly designed one way system would be better than just close one end of one street.”*

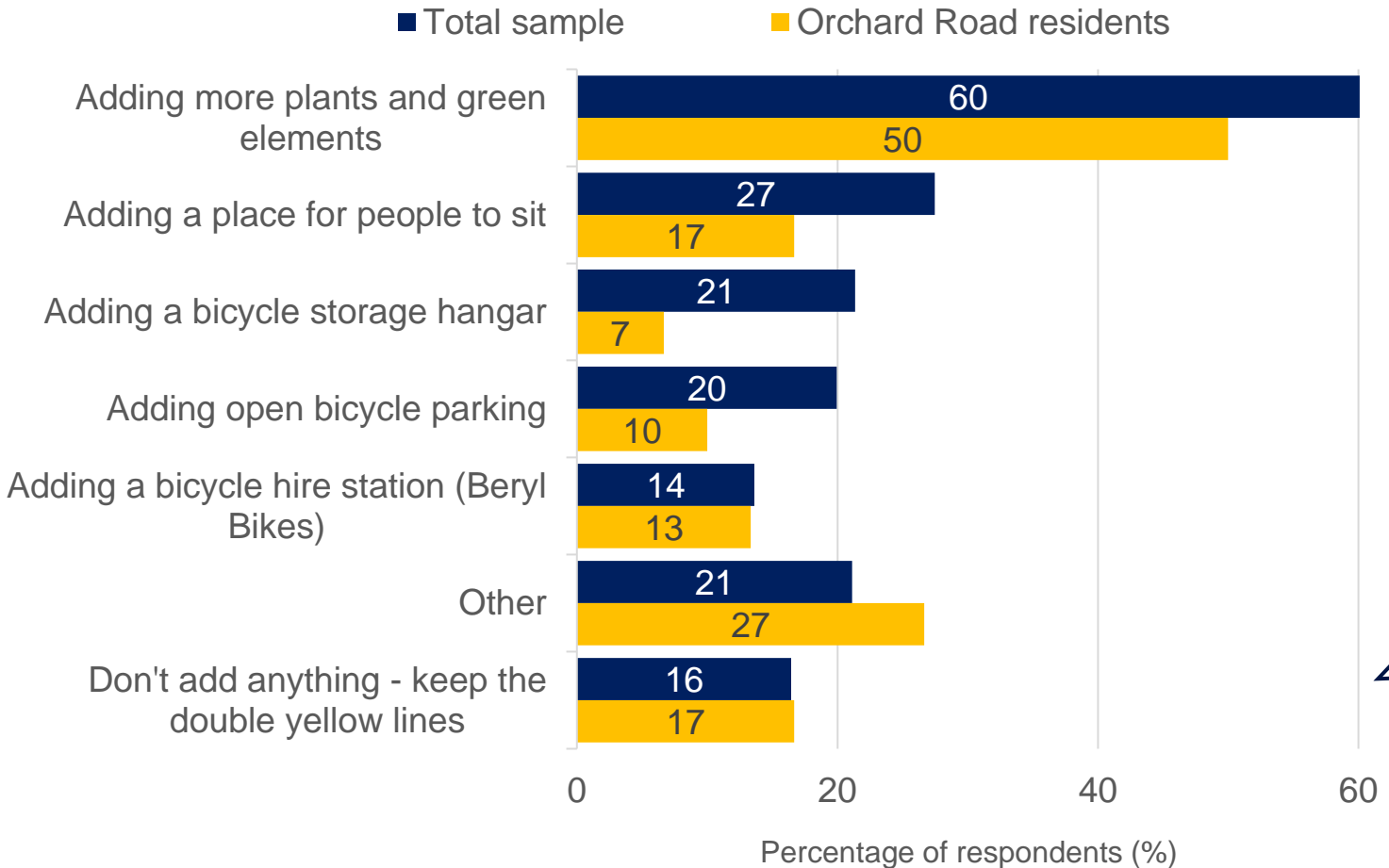
- Orchard Road residents

- The most common reason respondents disagree with restricting vehicle access to Orchard Road here is as they feel it is unnecessary (36%), although Orchard Road residents\* are most concerned with the possible difficulty of driving to and from their house (48%)
- The impact on traffic and/or congestion in other areas is a concern to around a fifth of respondents, as is the loss of parking
- 6% of respondents who disagree with this proposal suggest making the road one-way instead

\*Caution small base

# Orchard Road – creative space

Q: **'By closing Orchard Road, we can use spaces creatively. How would you like to see this space used?'** | Base: Total sample (426) | Orchard Road residents (30)



- ### Responses for 'other'
- Maximise parking
  - Reconsider current use/ appearance e.g. street furniture, fix potholes/ make cleaner
  - Voi rental e-scooter racks
  - Cycling provisions e.g. cycling lanes, hire racks
  - Facilitate children's safety
  - Café

*"Leave it all as it is, changing this will have a big impact on the 3 local businesses forcing them to cease trading."*

*"Keep it as it is for 1 hour max parking."*

- Orchard Road residents

- All respondents would most like more plants and green elements added to this space, followed by a place for people to sit
- Around a fifth of all respondents would also like more bicycle storage and parking, although this is less favoured by Orchard Road residents
- Other suggestions include maximising parking in this area, reconsidering its current use and appearance, and making provisions for active travel options like rental e-scooters and bikes
- 'Other' comments left by Orchard Road residents largely expressed disagreement with closing the road



# Francis Avenue

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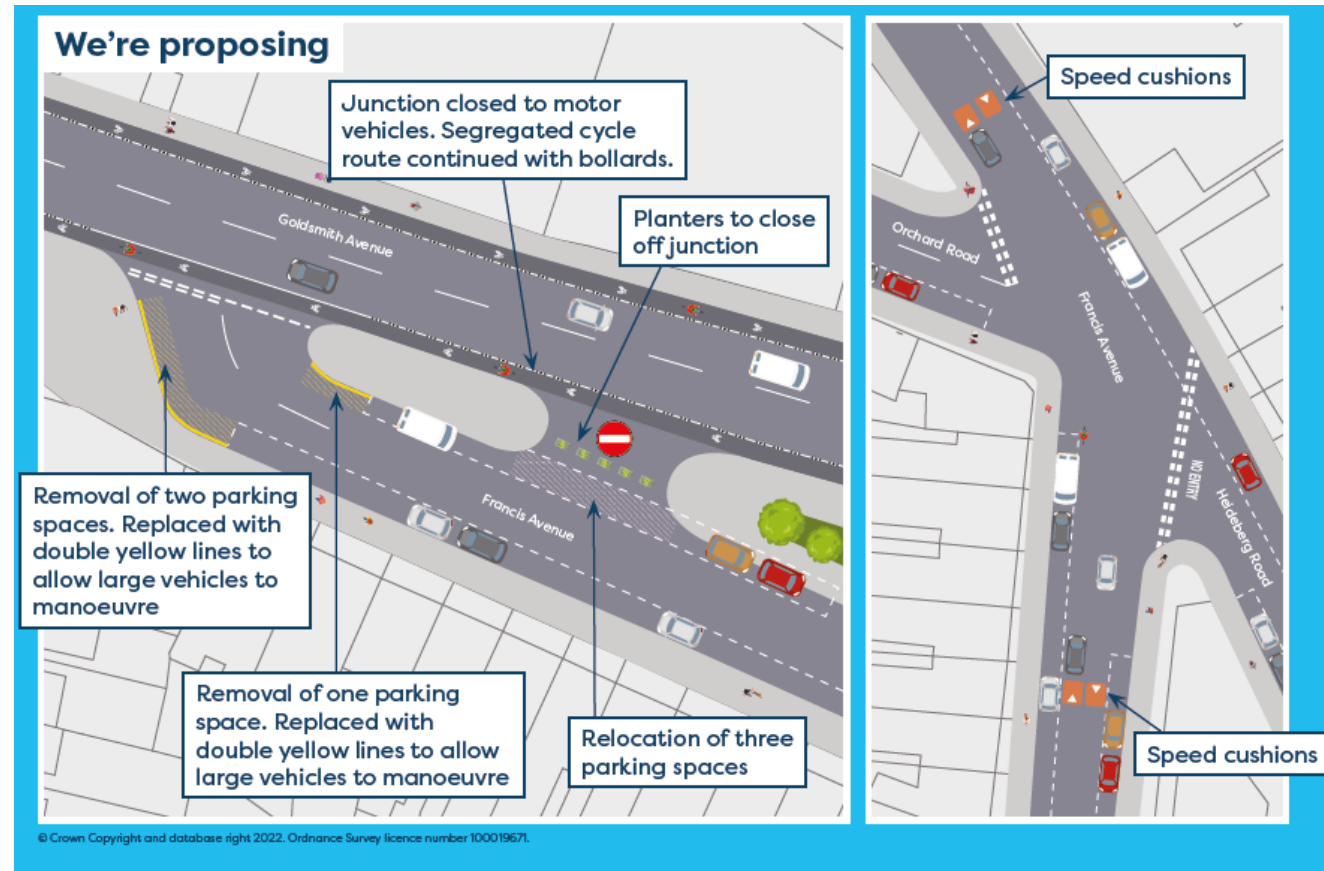
# Proposed changes in Francis Avenue

## Previous consultation revealed the following issues:

- Two junctions are very close together between Goldsmith Avenue and Francis Avenue, as well as another junction on Talbot Road
- These are often difficult to cross and can sometimes cause conflict between people on foot, on bicycles and in motor vehicles
- Some vehicles travel along Francis Avenue over the 20mph speed limit

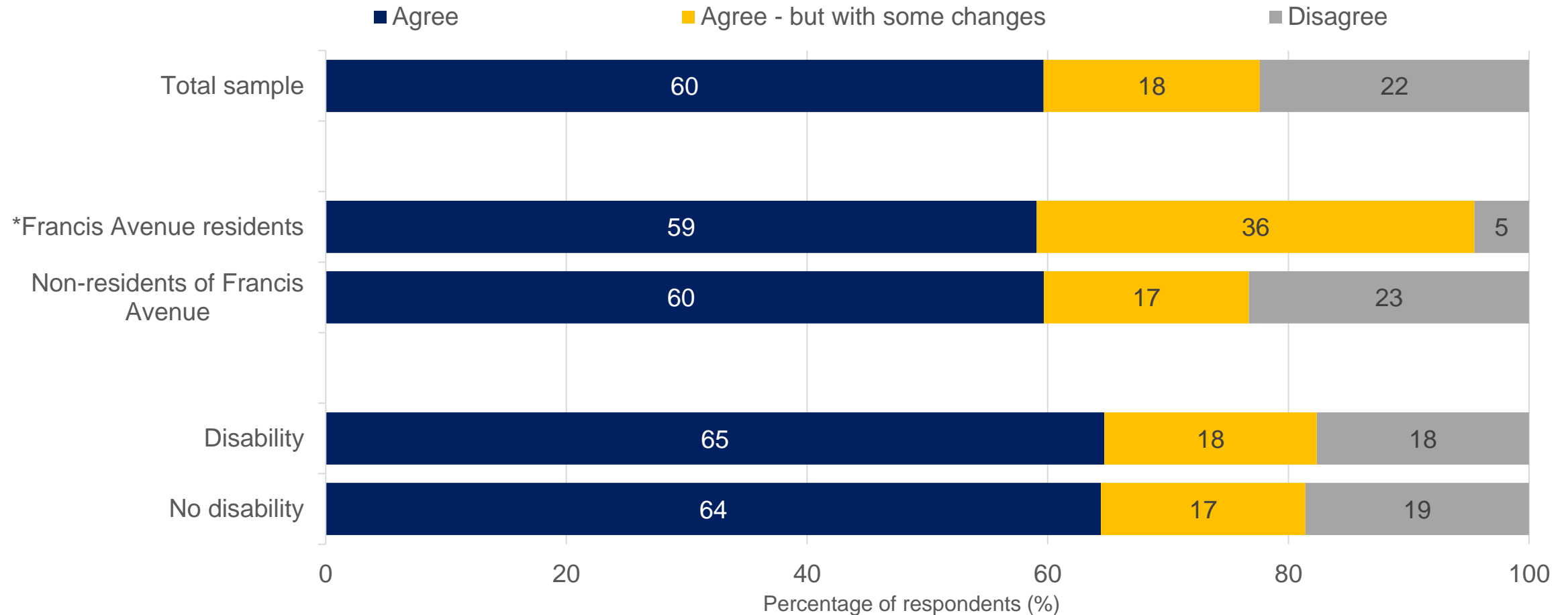
## This design proposes to:

- Close eastern junction between Francis Avenue and Goldsmith Avenue
- Extend double yellow lines
- Relocate three parking spaces to allow room for larger vehicles
- Add two sets of speed cushions



# Francis Avenue (junction closure) – levels of agreement

Q: **‘What are your thoughts regarding the proposed junction closure on Francis Avenue?’** | Base: Total sample – from top to bottom (456) | (22\*), (434) | (34), (312) \*Caution small base



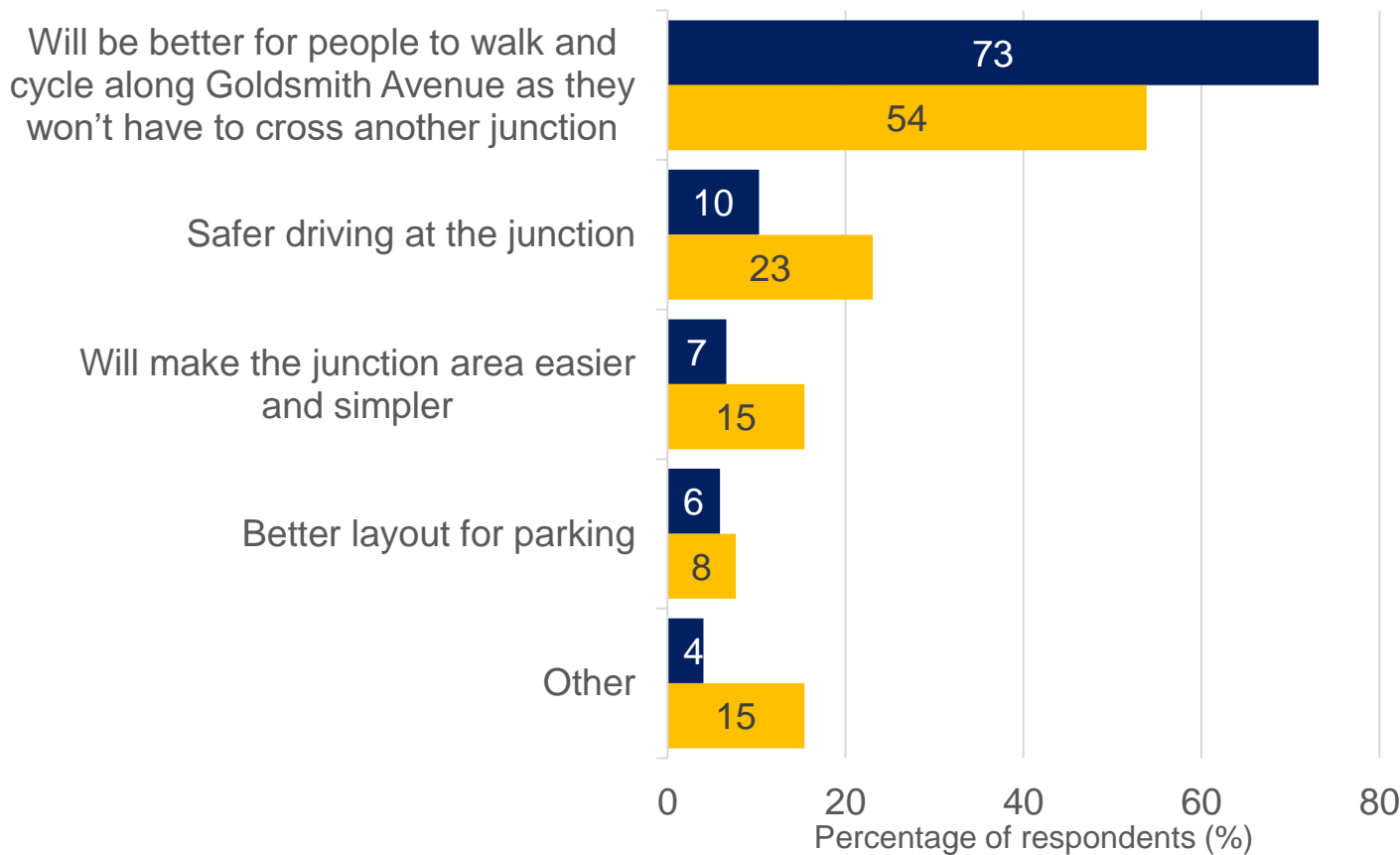
- Most respondents agree with the proposed junction closure on Francis Avenue (60%), whilst 18% would make some changes, and 22% disagree
- Levels of agreement are consistent between residents and non-residents of Francis Avenue and those with or without a disability
- However, higher proportions of Francis Avenue residents agree but with some changes, and only 5% disagree with the proposal, compared to 23% of non-residents

# Francis Avenue (junction closure) – agree

Q: **'Why do you agree with closing Francis Avenue at this junction?'** | Base: Respondents who agree – total sample (272) | Francis Avenue residents (13\*)

\*Caution small base

■ Total sample ■ \*Francis Avenue residents



## Responses for 'other'

Two junctions are unnecessary here

Agree, but concerns about traffic build-up/flow

*“Currently confusion over who has right of way, so this will be clearer and safer for both drivers and pedestrians.”*

*“It could reduce some traffic and make a safer crossing.”*

*“Two junctions not necessary.”*

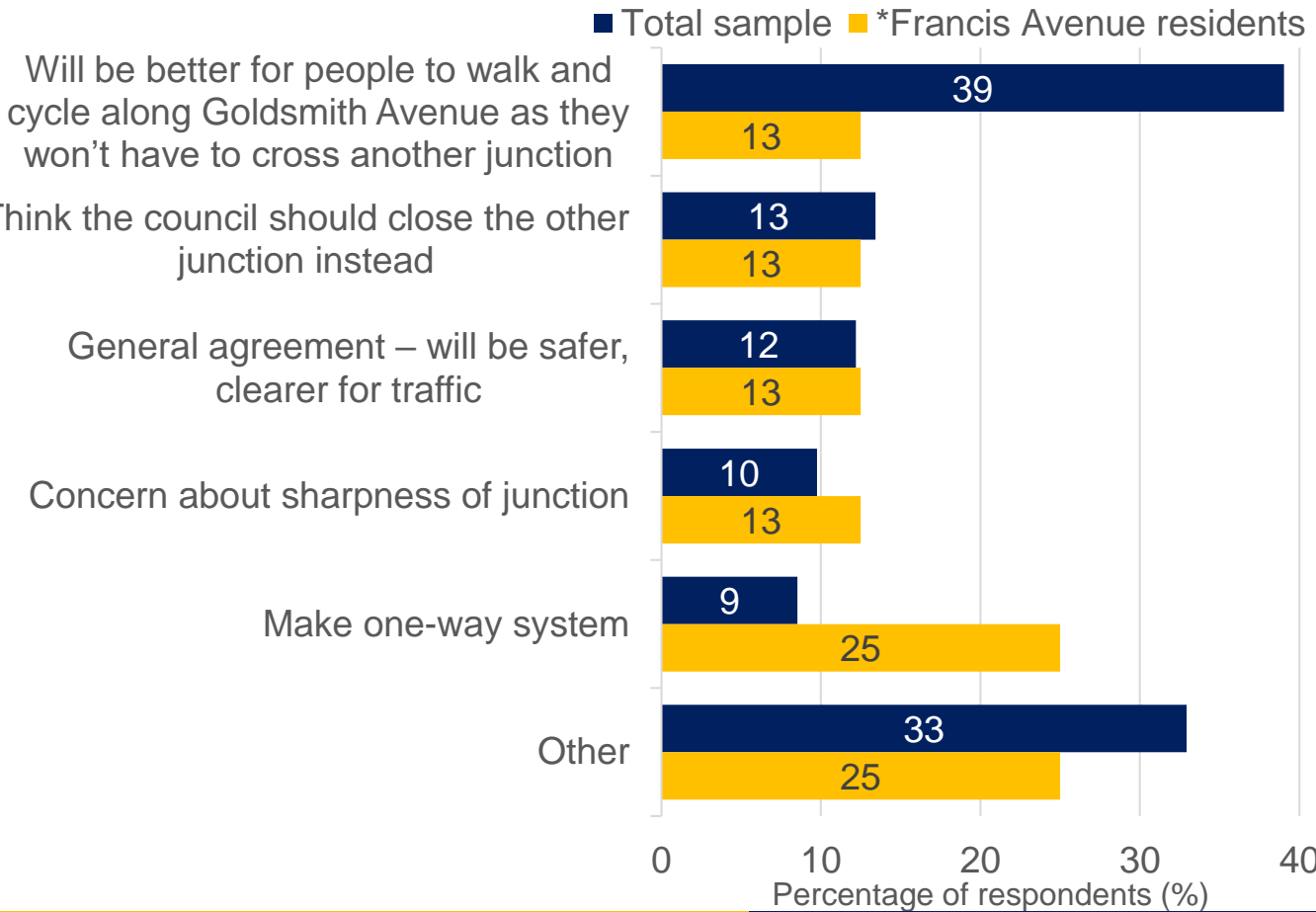
- Francis Avenue residents

- Almost three quarters of all respondents, and over half of Francis Avenue residents\*, who agree with closing Francis Avenue at this junction feel it will be better for people to walk and cycle as they won't have to cross another junction
- Nearly a quarter of Francis Avenue residents feel this will allow for safer driving at the junction (23%), and 15% feel it will make the junction area easier and simpler to navigate

\*Caution small base

# Francis Avenue (junction closure) – agree but with some changes

Q: **‘Why do you agree – but with some changes to closing Francis Avenue at this junction?’** | Base: Respondents who agree, but with some changes – total sample (82) | Francis Avenue residents (8\*) \*Caution small base



Responses for 'other'	%
Incorporate one-way turns	7
Would do more beyond closing junction (e.g. maximise parking, widen road)	7
Concern about traffic congestion/ queues at remaining open junction	7
Do not feel this will be safer for cyclists	4
Main issue here is with parking caused by car garage	4
Other	4

*“Proposed change makes turning right from Francis Ave problematic as approach angle is not 90 degrees. Does nothing to address traffic flow along Francis Ave, would be better to make Francis one way southbound to Devonshire which will address traffic flow.”*

*“It would make much more sense and be much safer to keep the Eastern junction open and close the western junction.”*

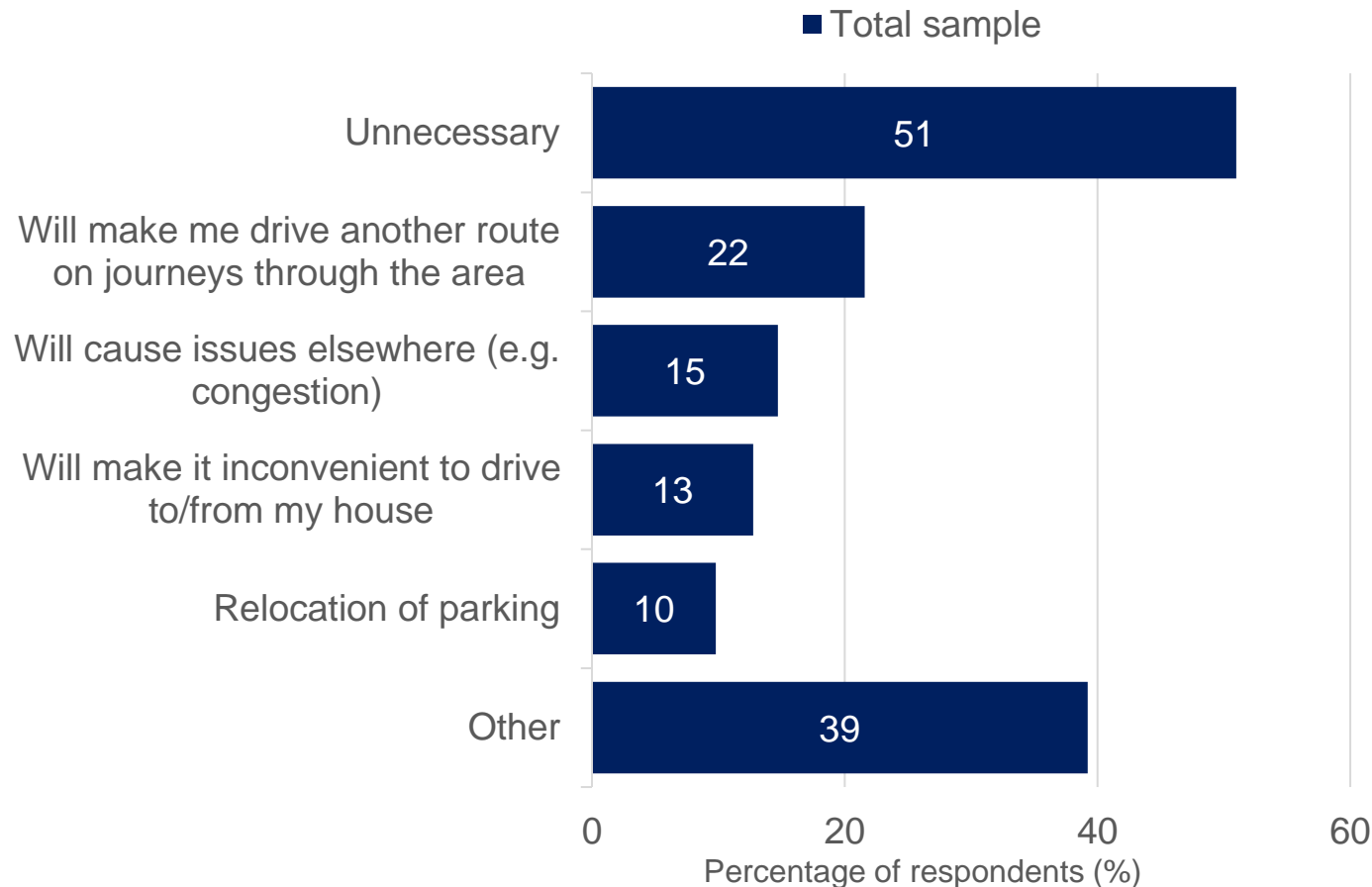
- Francis Avenue residents

- Respondents who agree but with some changes also feel this will be better for people to walk and cycle (39%)
- 13% think the council should close the other junction instead
- 25% of Francis Avenue residents\* (and 9% of all respondents) suggest the road be made one-way
- 7% also suggest incorporating one-way turns into the junctions instead, would like to do more to improve the road beyond closing the junction, or are concerned about traffic congestion at the remaining open junction

\*Caution small base

# Francis Avenue (junction closure) – disagree

Q: 'Why do you disagree with closing Francis Avenue at this junction?' | Base: Respondents who disagree – total sample (102)

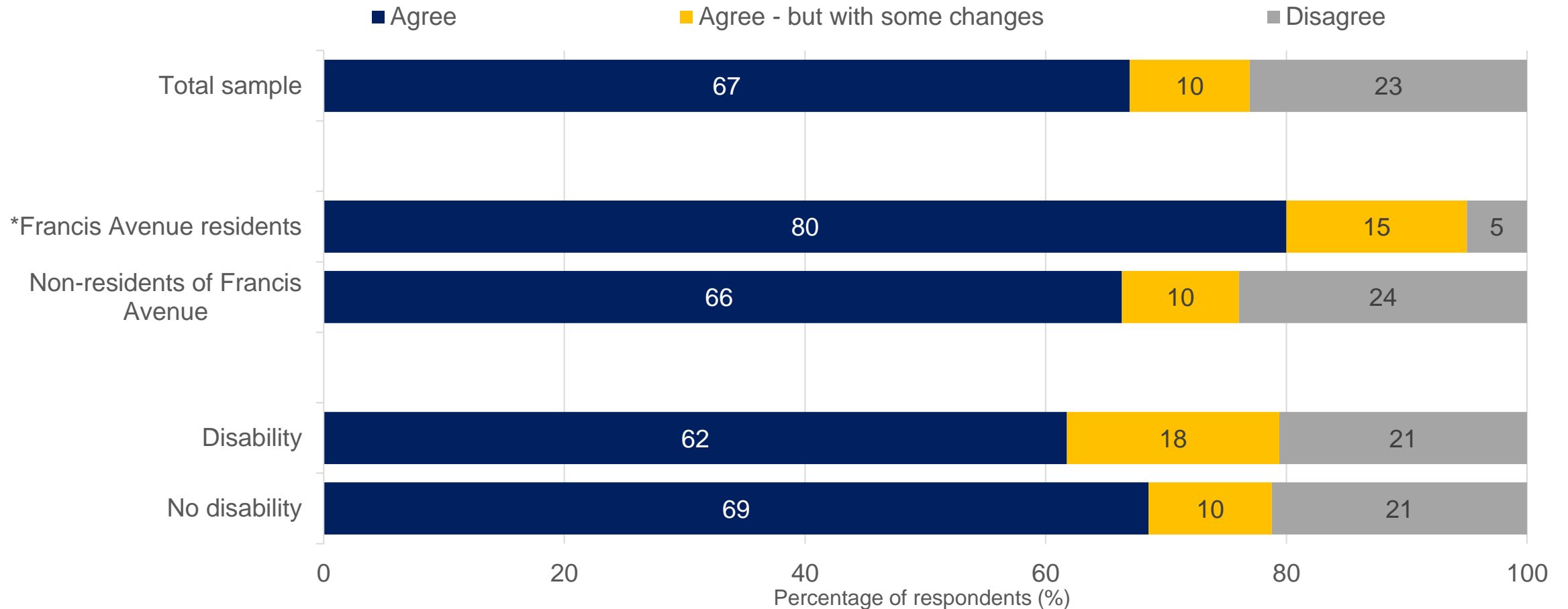


Responses for 'other'	%
Will make it harder to turn out of the remaining junction (angle is too sharp)	7
Create one-way turns at the junctions instead	6
Make Francis Avenue one-way instead	4
Close the other exit if necessary to close one	2
Does not solve real issues in this area (e.g. school traffic, parked cars)	2
Other	8

- Half of respondents who disagree with closing Francis Avenue at this junction feel it is unnecessary (51%), whilst just over a fifth are against the closure as it will make them drive another route on journeys through the area (22%)
- Those who disagree for 'other' reasons feel that the remaining junction will be too difficult to turn out of, especially as it is a sharp angle (7%) or feel that the junctions should be made into one way turns (6%)
- Only one resident of Francis Avenue disagrees with closing the junction – this is due to the relocation of parking

# Francis Avenue (speed cushions) – levels of agreement

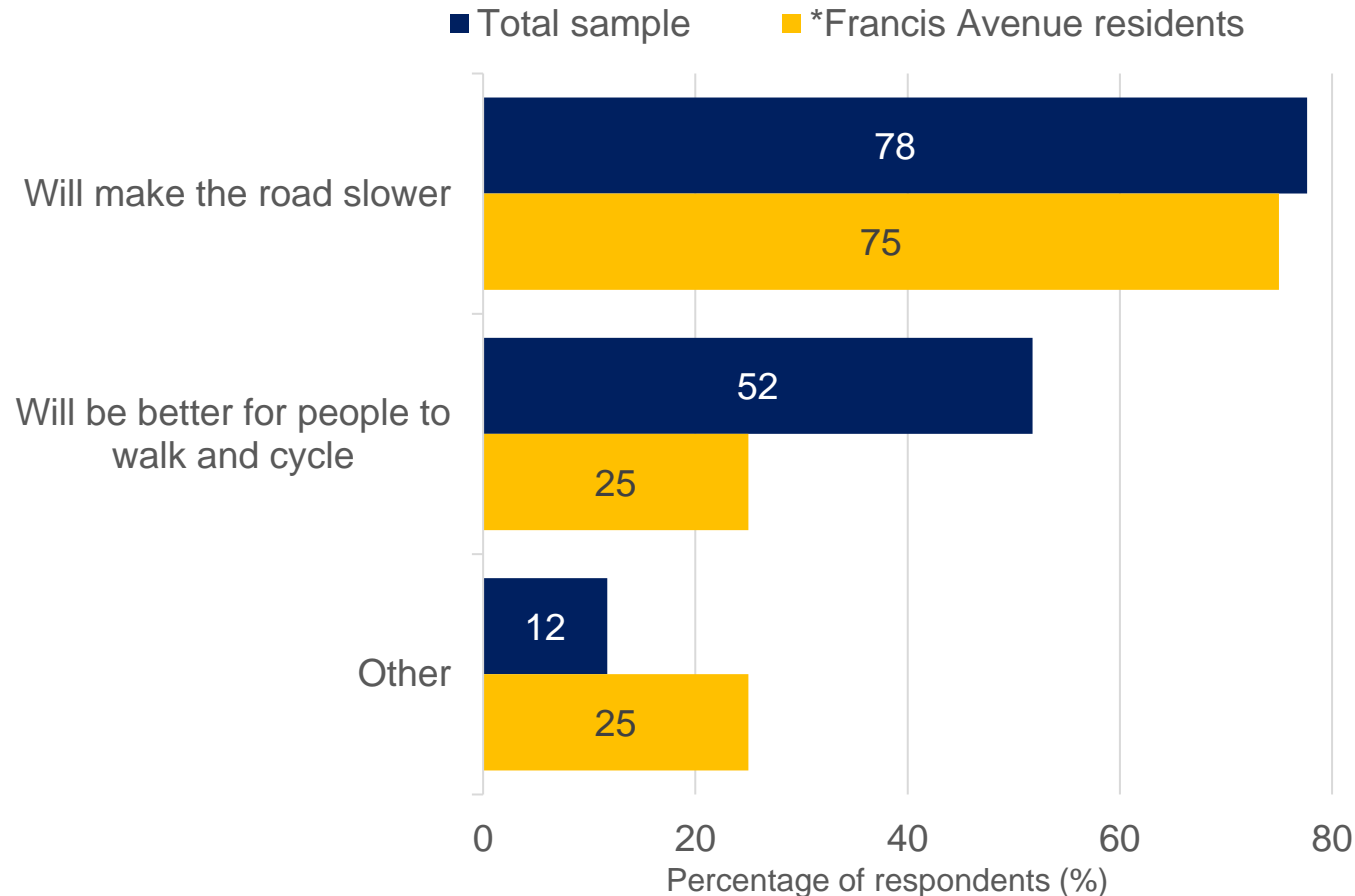
Q: **‘What are your thoughts about adding two sets of speed cushions on Francis Avenue?’** | Base: Total sample – from top to bottom (421) | (20\*), (401) | (34), (283) \*Caution small base



- Around two thirds of respondents agree with adding two sets of speed cushions on Francis Avenue, whilst a tenth would make some changes and 23% disagree
- A higher proportion of Francis Avenue residents agree (80%) or would make some changes (15%), whilst only 5% disagree
- A higher proportion of those with a disability would make some changes to this part of the proposal compared to those without a disability

# Francis Avenue (speed cushions) – agree

Q: **'Why do you agree with adding two sets of speed cushions on Francis Avenue?'** | Base: Respondents who agree – total sample (282) | Francis Avenue residents (16\*) \*Caution small base



Responses for 'other'	%
Will force people to obey the speed limit	5
The road will be safer	4
Might discourage dangerous driving/ rat runs	1
More traffic calming measures could be put in place	1
Other	2

*“Might cause some through traffic to avoid the area altogether!”*

*“Stop people speeding down there.”*

- Francis Avenue residents

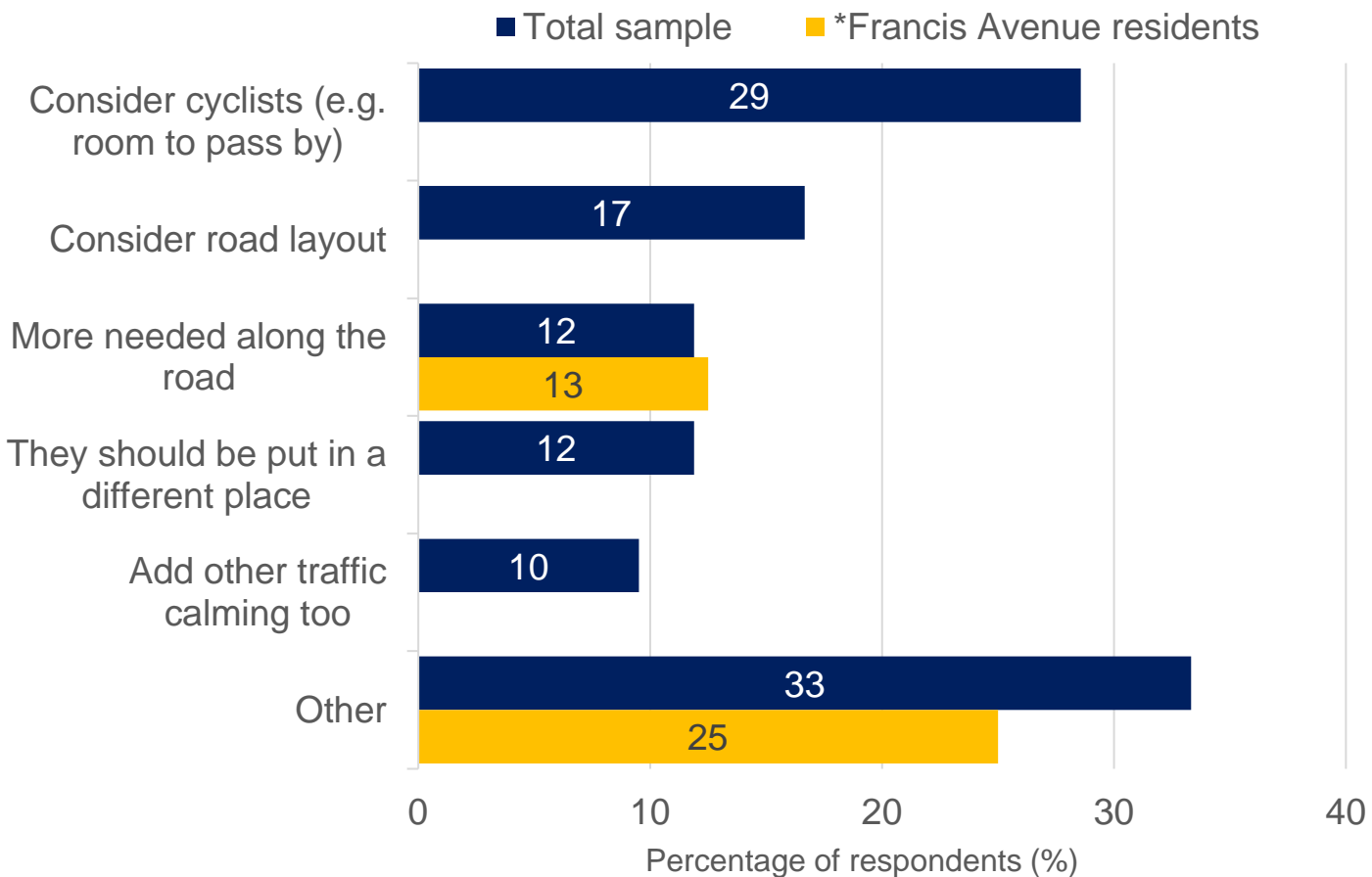
- Around three quarters of respondents (and Francis Avenue residents\*) agree with the speed cushions as they feel this will make the road slower
- Just over half of respondents (and a quarter of Francis Avenue residents) feel this will be better for people to walk or cycle
- Other reasons respondents agree with this proposal include forcing people to obey the speed limit, making the road safer, and discouraging dangerous driving
- A small proportion of respondents feel more traffic calming measures could be put in place

\*Caution small base



# Francis Avenue (speed cushions) – agree but with some changes

Q: **‘Why do you agree – but with some changes to adding two sets of speed cushions on Francis Avenue?’** | Base: Respondents who agree, but with some changes – total sample (42) | Francis Avenue residents (8\*) \*Caution small base



Responses for ‘other’	%
Only add one set	5
Do not use the large ones	5
Use the large ones (width of the road)	5
Use speed cameras instead	5
Not sure if speed cushions work	5
Other	10

*“Could do with a set of speed cushions in each block to avoid racing between calming measures. Currently cars heading north accelerate hard off the Devonshire raised junction.”*

*“Francis Avenue is used as a rat run and the speed cushions aren’t working, most drivers don’t slow down and the noise is ridiculous.”*

- Francis Avenue residents

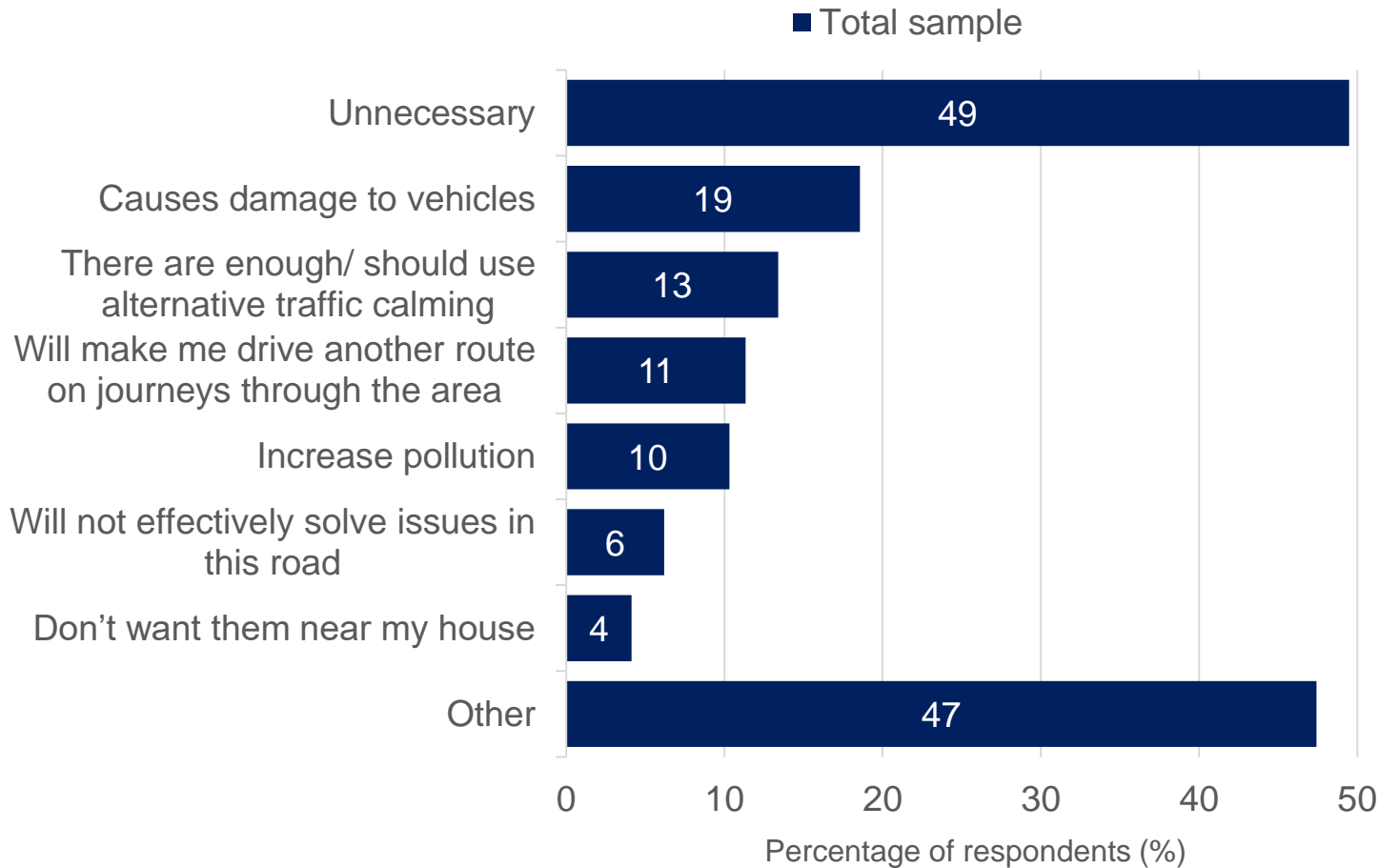
- Respondents who agree with adding speed cushions but with some changes would most like cyclists (29%) and the road layout (17%) to be considered in the design and placement of the cushions
- The same proportion of respondents feel more are needed or that they should be in a different place (12%) – 13% of Francis Avenue residents\* feel more are needed
- A tenth feel other traffic calming should be used as well as speed cushions, e.g. one-way system

\*Caution small base



# Francis Avenue (speed cushions) – disagree

Q: *'Why do you disagree with adding two sets of speed cushions on Francis Avenue?'* | Base: Respondents who disagree – total sample (97)



Responses for 'other'	%
Noisy	4
Uncomfortable to drive over (e.g. cause back pain)	4
Disruptive for cyclists	3
Will displace traffic	3
Other	7

*“There is good research that has found speed bumps increase the air pollution as people have to step on their accelerators to get over them [...] Has this been taken into account?”*

- Francis Avenue resident

- Half of respondents disagree with adding speed cushions on Francis Avenue as they feel they are unnecessary (49%), whilst 19% are concerned about the damage they cause to cars
- 13% of respondents feel there are enough speed cushions or that alternative traffic calming should be used, whilst around a tenth do not want to drive another route on journeys through the area (11%) or feel the speed cushions will increase pollution (10%)
- Only one resident of Francis Avenue disagrees with adding speed cushions – this is due to the potential increase in pollution



# Bramble Road and Talbot Road

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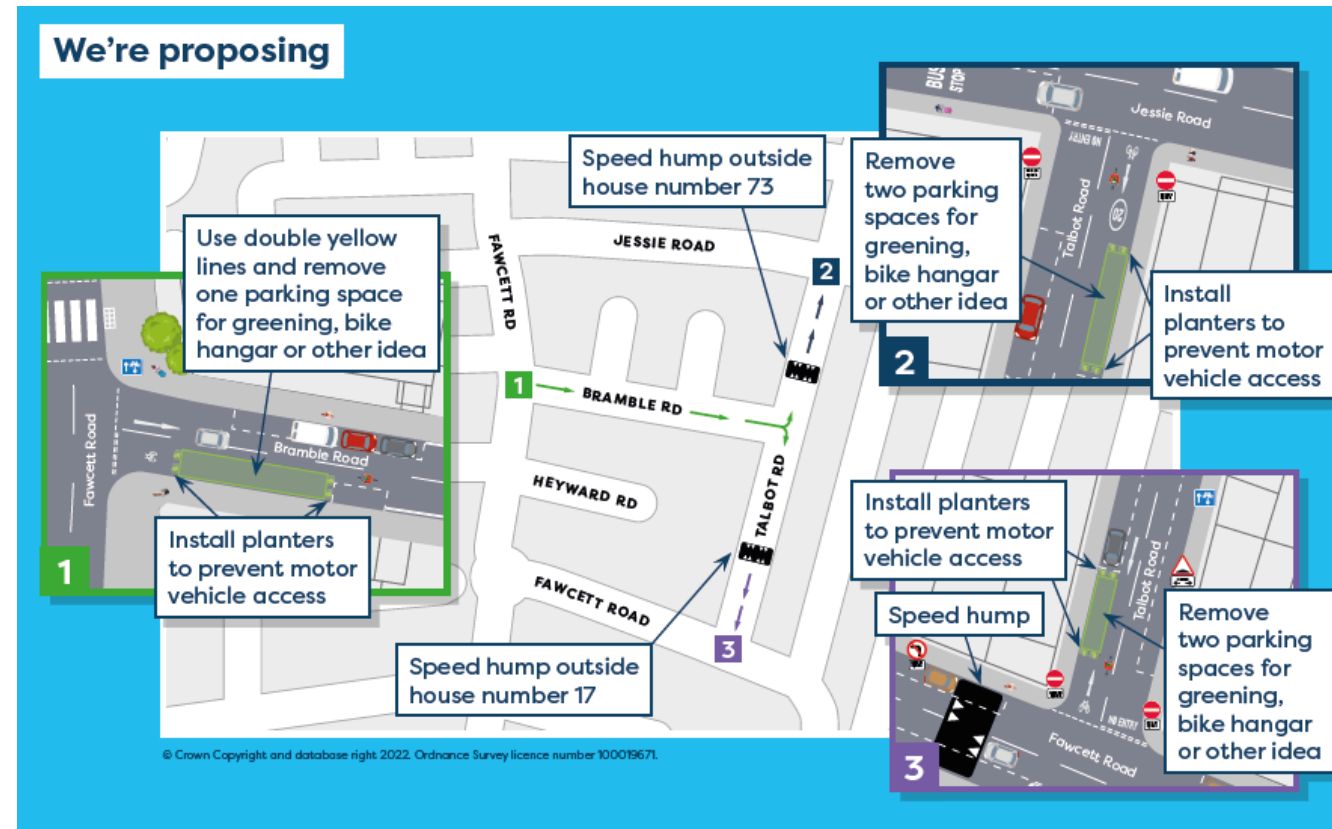
# Proposed changes on Bramble Road and Talbot Road

## Previous consultation revealed the following issues:

- There is often too much traffic for a residential street
- Vehicles go over the 20mph speed limit
- Anti-social behaviour and poor driving sometimes happens on the corner of Talbot Road and Fawcett Road

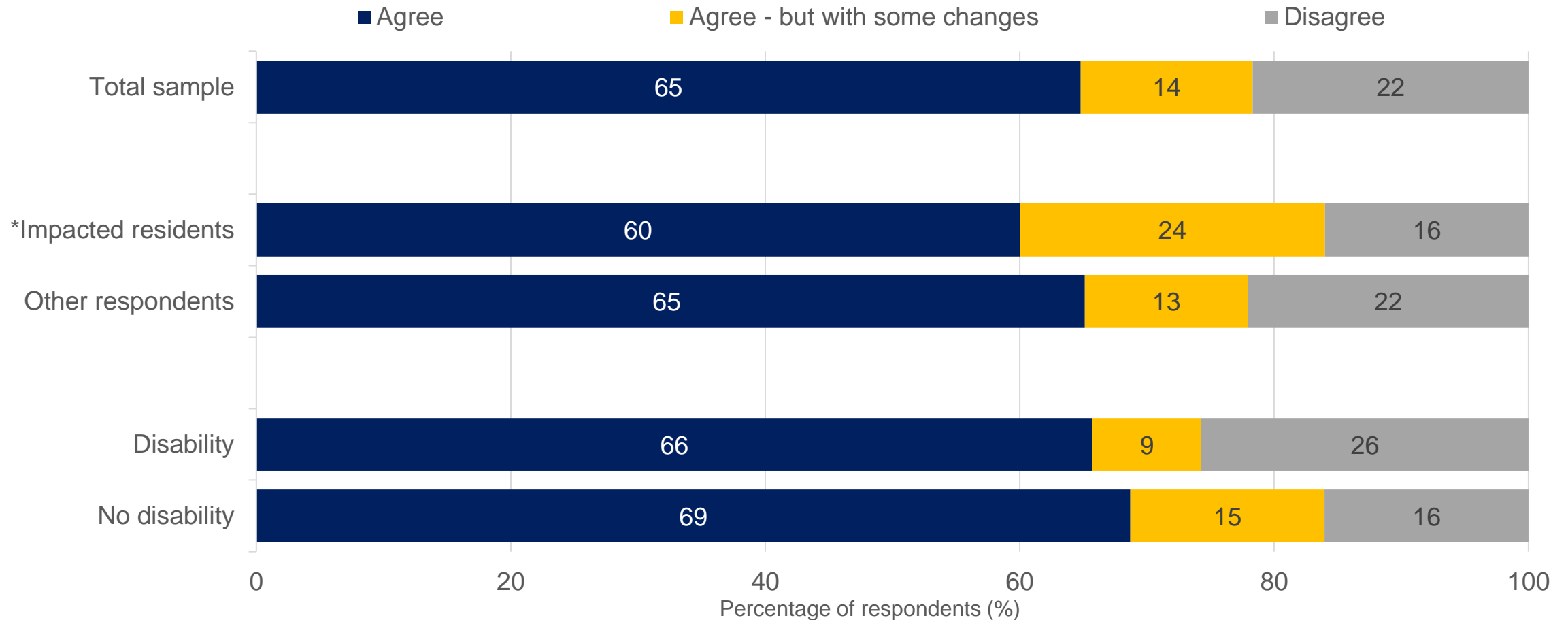
## This design proposes to:

- One-way system for motor vehicles along Bramble Road
- One-way system for motor vehicles going north or south along Talbot Road
- People on bikes will be able to ride both directions
- Left only turn for traffic coming out of Ventnor Road and Shanklin Road
- New speed humps that span the width of the road
- Remove five parking spaces to make space for creative use



# Bramble Road – levels of agreement

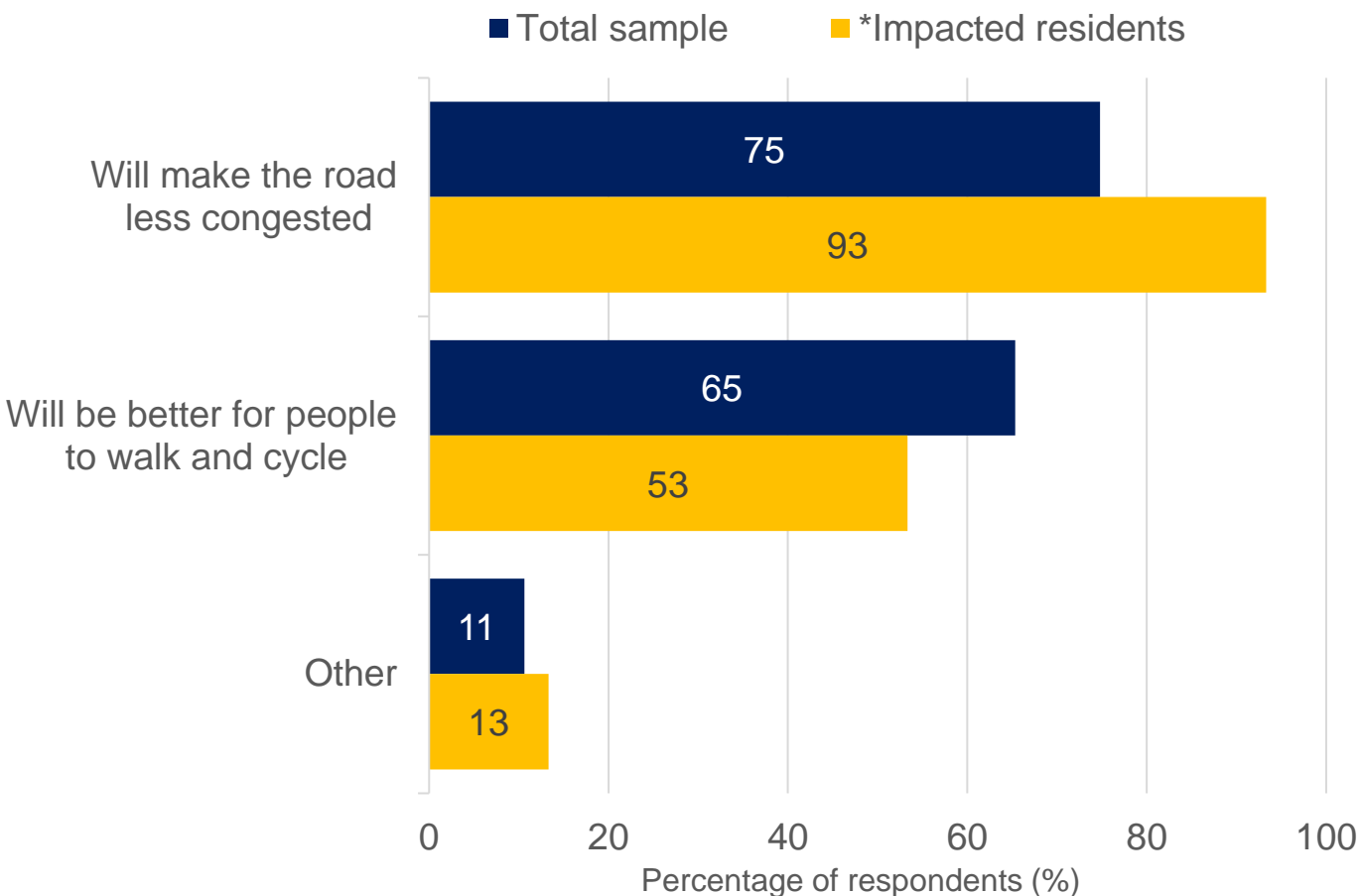
Q: **'What are your thoughts regarding the proposal on making Bramble Road one-way?'** | Base: Total sample – from top to bottom (392) | (25\*), (367) | (35), (262) \*Caution small base



- Around two thirds of all respondents agree with making Bramble Road one way (65%), whilst 14% would make some changes and 22% disagree
- A higher proportion of the impacted residents (those living on Bramble Road, Shanklin Road, Ventnor Road or Talbot Road) would make some changes to the proposal (24%), but a lower proportion disagree than other respondents
- Respondents with a disability are slightly more likely to disagree with making Bramble Road one way, although most still agree with the proposal

# Bramble Road – agree

Q: **'Why do you agree with making Bramble Road one-way?'** | Base: Respondents who agree – total sample (254) | Residents of Bramble, Shanklin, Ventnor, and Talbot Roads (15\*) \*Caution small base



Responses for 'other'	%
Will make the road safer (e.g. for school children, for cyclists)	6
Will reduce conflicts on the road	2
Should reduce speeding/ slow traffic down	1
Add more traffic calming/ extend one-way to surrounding roads	1
Will reduce pollution	1
Other	1

*"It would probably be safer for the young children from the school."*

*"Because of continuous anti social behaviour from drivers on the junction of Bramble Rd. and Talbot Rd."*

*"Less congestion a good idea, it can be chaos on the school runs."*

- Impacted residents

- Of those who agree with the proposal, three quarters feel this will make the road less congested; 93% of impacted residents\* particularly feel this way
- Most respondents also feel this will be better for people to walk and cycle down Bramble Road
- Other reasons respondents agree with making Bramble Road one-way include making the road safer and reducing conflicts

# Bramble Road – agree but with some changes

Q: ***'Please explain why you agree – but with some changes to making Bramble Road one-way?'*** | Base: Respondents who agree, but with some changes – total sample (53)

Key themes from responses	%
<b>Don't agree with losing parking spaces</b>	<b>34</b>
<b>Make another road/all surrounding roads one-way</b>	<b>17</b>
Consider rules for cyclists in designs	17
<b>Will cause congestion/ issues elsewhere</b>	<b>13</b>
<b>Consider parking rules in Bramble Road (e.g. police dangerous/illegal parking near school, use zigzags outside school)</b>	<b>9</b>
Agreement it will make the road safer	6
Just make the road one-way without any other additions	6
Other traffic calming needed on Bramble Road too (e.g. speed humps)	4
Other	8

*"I agree that Bramble Road and Talbot Road should be one way, I however think that the flow should be coming in from Talbot down Bramble and then on Fawcett road. Bramble road is used as a cut through."*

*"I agree with the one way and the bumps. I don't agree with losing [sic.] parking spaces [...] when we come home we have to park 4/5 roads away as there aren't any now."*

*"Take away less than 5 parking spaces ideally as we already struggle to park. Parking on corners and such is already one of the causes for manoeuvring around here to be riskier than it should be [...] The junction from Talbot to Goldsmith is tricky and creates congestion and I worry this might drive more traffic to that route causing problems so maybe traffic lights or something."*

*"Parking is very hard to find in this area as it is - we should not be getting rid of parking spaces by greening, etc."*

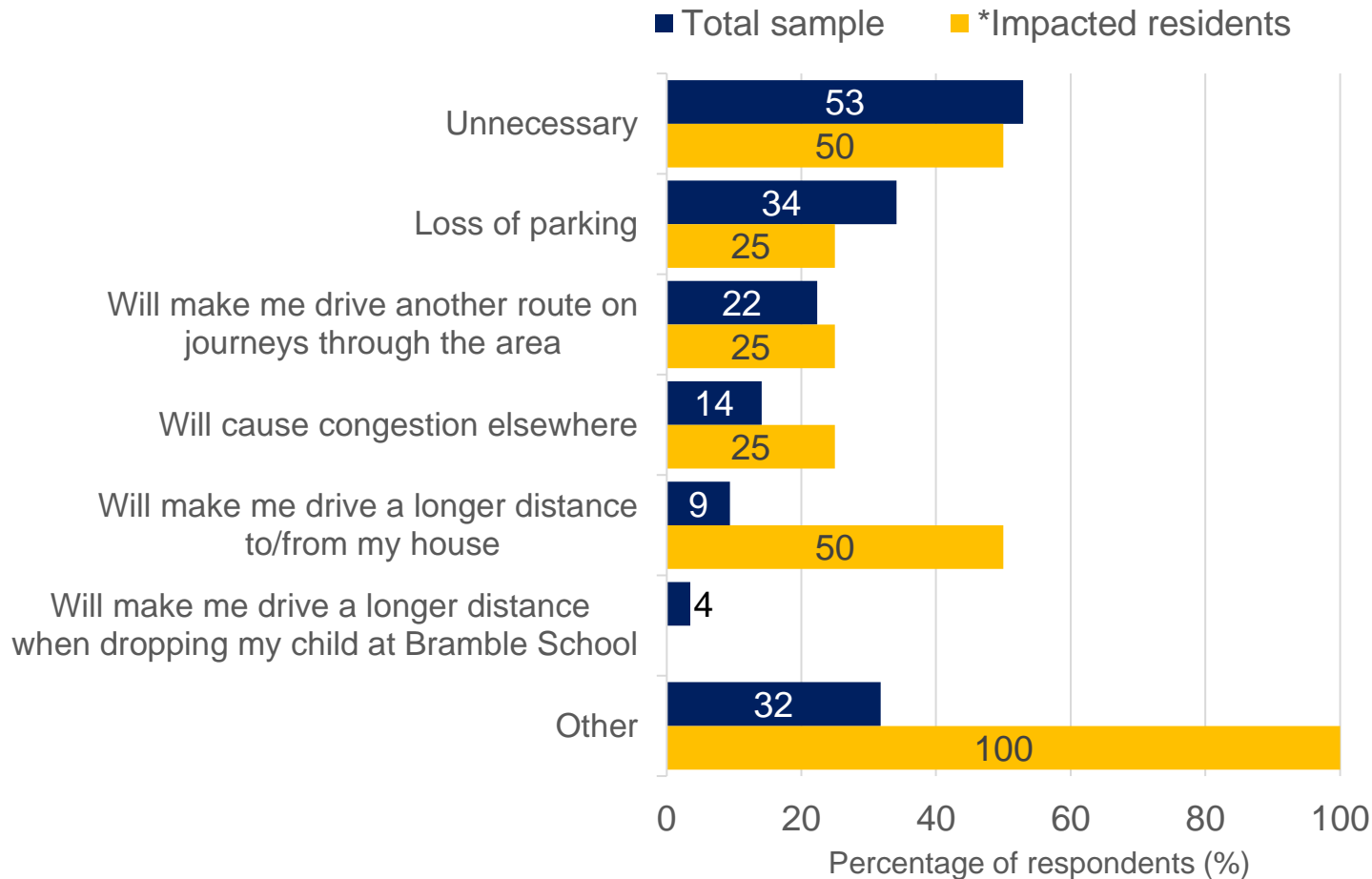
Rows in bold show common responses from impacted residents.

- Impacted residents

- A third do not agree with losing parking spaces, although they generally agree with making Bramble Road one-way
- 17% of respondents think another road, or all surrounding roads, should be made one-way, or would like rules for cyclists to be considered in the road design
- Respondents are also concerned that this proposal will cause congestion or issues elsewhere, or would like the parking rules in Bramble Road to be reconsidered

# Bramble Road – disagree

Q: **'Why do you disagree with making Bramble Road one-way?'** | Base: Respondents who disagree – total sample (85) | Residents of Bramble, Shanklin, Ventnor, and Talbot Roads (4\*) \*Caution small base



Responses for 'other'	%
Will increase speeding/ rat runs	4
Will cause traffic along Bramble Road	4
Will increase pollution	2
Other	7

*“Making all vehicles turn left will create even more chaos at the Bramble Road/Talbot Road junction. As refuse collection vehicles cannot exit Bramble Road into Talbot Road because there is not enough turning space.”*

*“Large deliveries, loading works vehicles, surely the bike racks and planters would be better suited outside the school which would stop unauthorised parking making it safer.”*

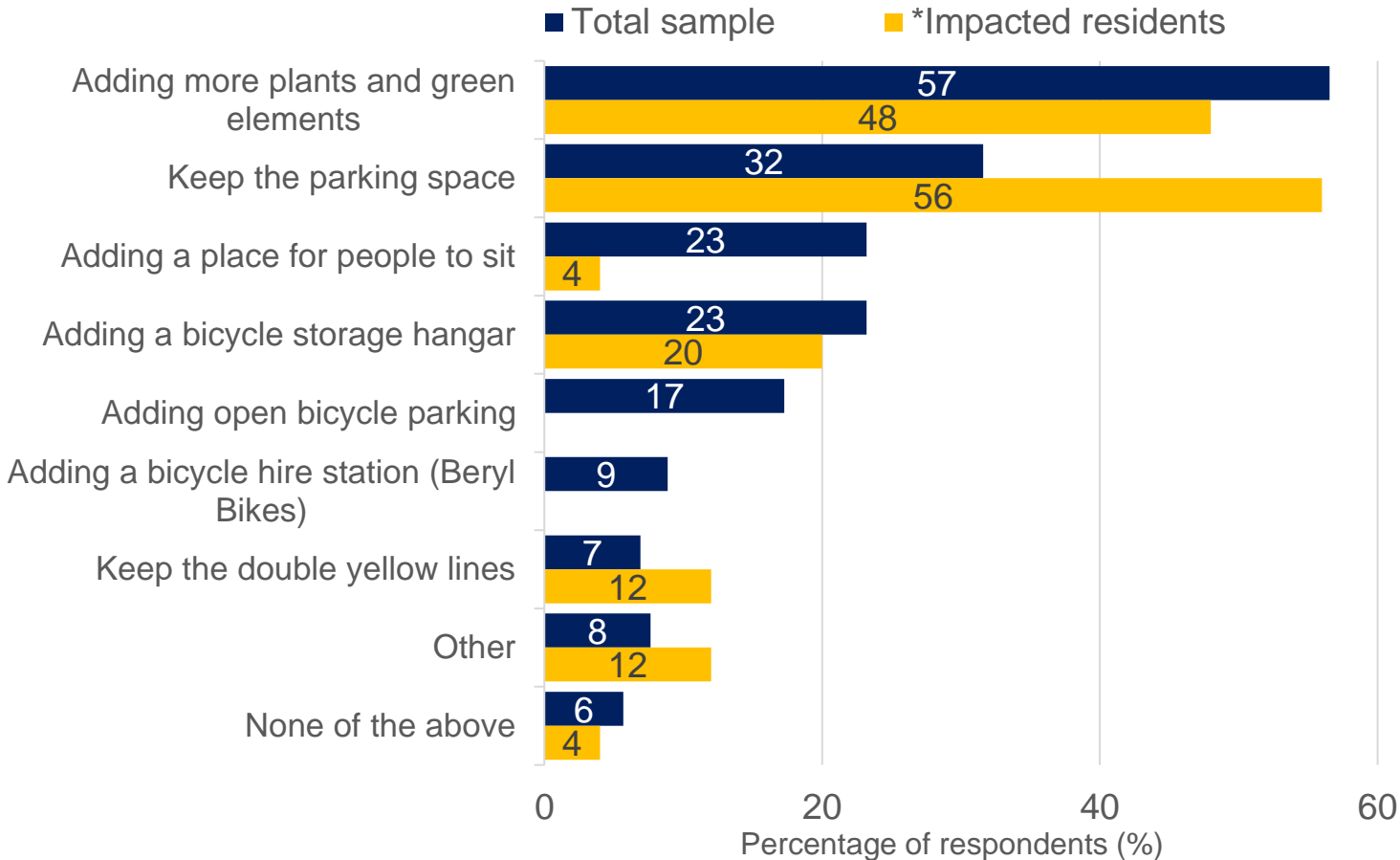
- Impacted residents

- Around half of respondents and impacted residents\* disagree with making Bramble Road one-way as they feel it is unnecessary
- Loss of parking, having to drive another route on journeys through the area, and causing congestion elsewhere are also concerns for those who disagree with this proposal



# Bramble Road – creative space

Q: **‘On Bramble Road, creative space is made by making the roads one-way and by using the double yellow lines and one parking space. How would you like to see this space used?’** | Base: Total sample (405) | Residents of Bramble, Shanklin, Ventnor, and Talbot Roads (25\*) \*Caution small base



## Responses for ‘other’

- Address other issues first (e.g. lack of parking already, poor public transport service)
- Prioritise school children/ pedestrians (e.g. safe area in front of school, play area, wider pavements)
- Voi rental e-scooter racks/ rental bicycle parking
- Should be up to impacted residents
- Praise for design

*“With the flats there, taking away parking space is more heavily felt. There is already open bicycle parking near there that is not used, adding more will not help.”*

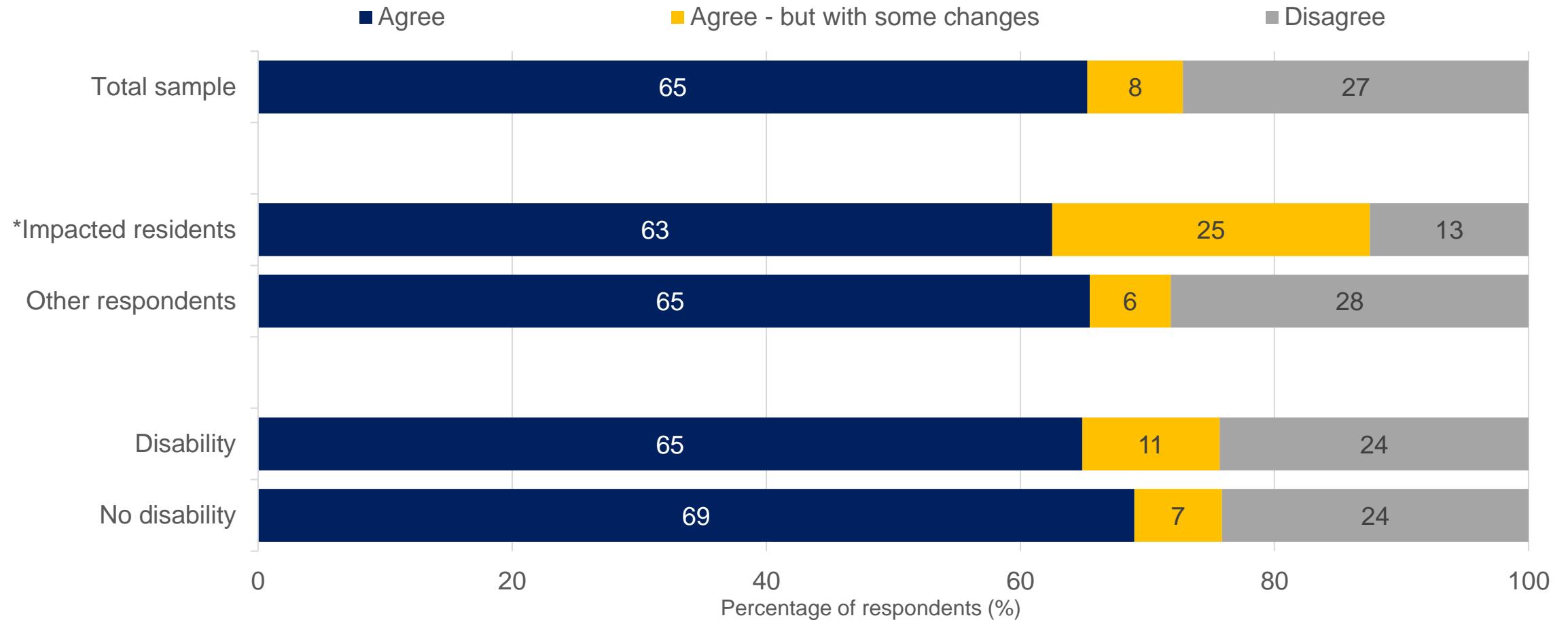
- Impacted resident

- For all respondents, adding more plants and green elements is the most popular use of the creative space (57%), however, impacted residents would most like the parking space to be kept (56%), as well as a third of all respondents (32%)
- Just over a fifth of respondents would like a place for people to sit or a bicycle storage hangar (23%), however, adding a place for people to sit is less important for the impacted residents



# Talbot Road (one-way north) – levels of agreement

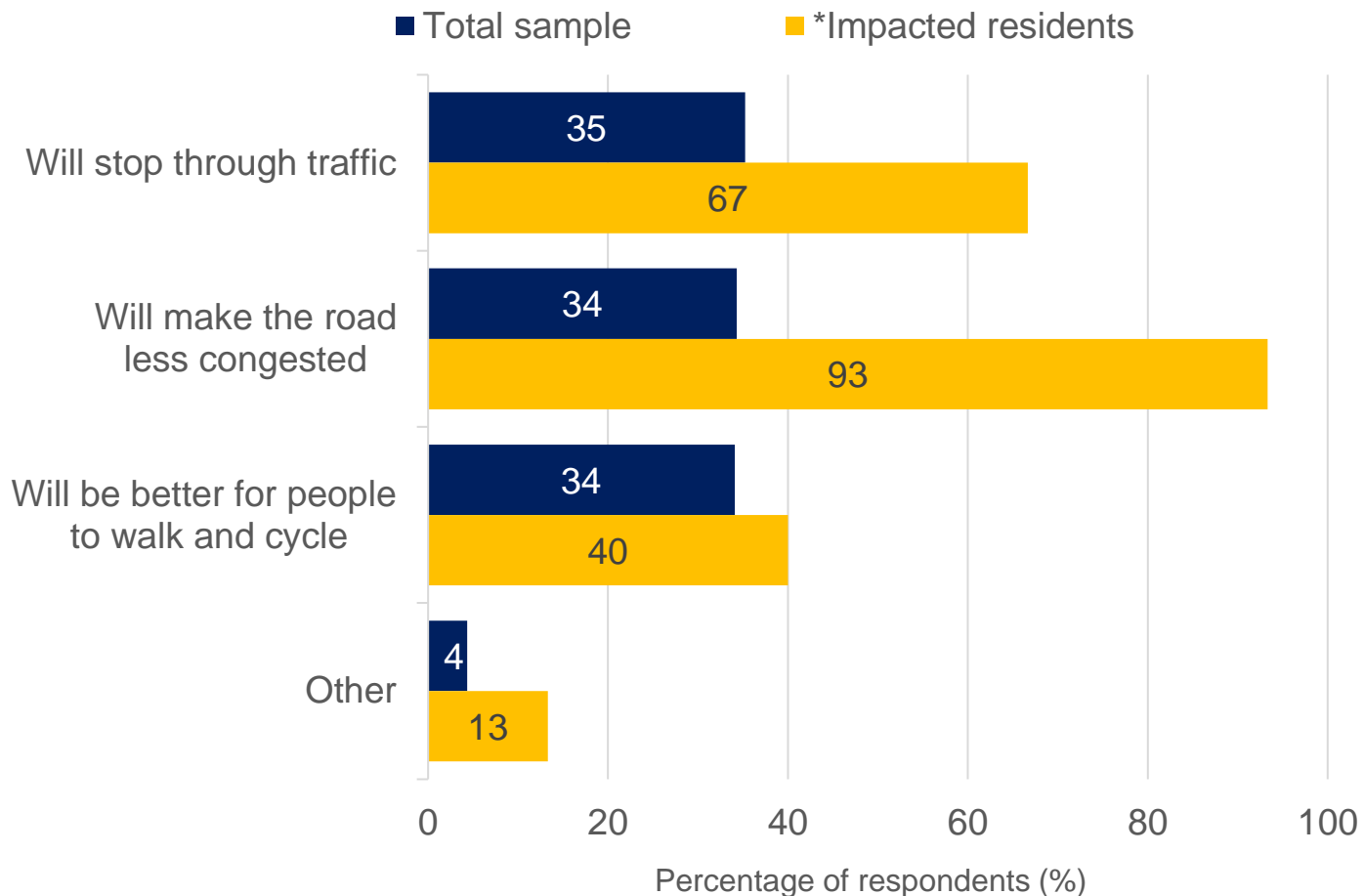
Q: **‘What are your thoughts regarding the proposal on making Talbot Road one-way north from Bramble Road to Jessie Road?’** | Base: Total sample – from top to bottom (386) | (24\*), (362) | (37), (261) \*Caution small base



- Around a third of respondents agree with making Talbot Road one-way **north** from Bramble Road to Jessie Road, whilst only 8% would make changes, but 27% disagree
- Similar proportions of impacted residents agree with the proposal as other respondents, but a higher proportion would make changes to the proposal (25%) rather than disagree

# Talbot Road (one-way north) – agree

Q: **'Why do you agree with making Talbot Road one-way north from Bramble Road to Jessie Road?'** | Base: Respondents who agree – total sample (437) | Residents of Bramble, Shanklin, Ventnor, and Talbot Roads (15\*) \*Caution small base



## Responses for 'other'

- Road will be safer
- Will reduce speeding
- Should enable/encourage active travel
- Road is too narrow as it is currently
- Will reduce pollution

*"It will stop people speeding. The main reason they do is to get to the other end before another car appears - or perhaps a car has given way to them at the junction and they feel they have to get there quickly so the car that has given way is not waiting too long."*

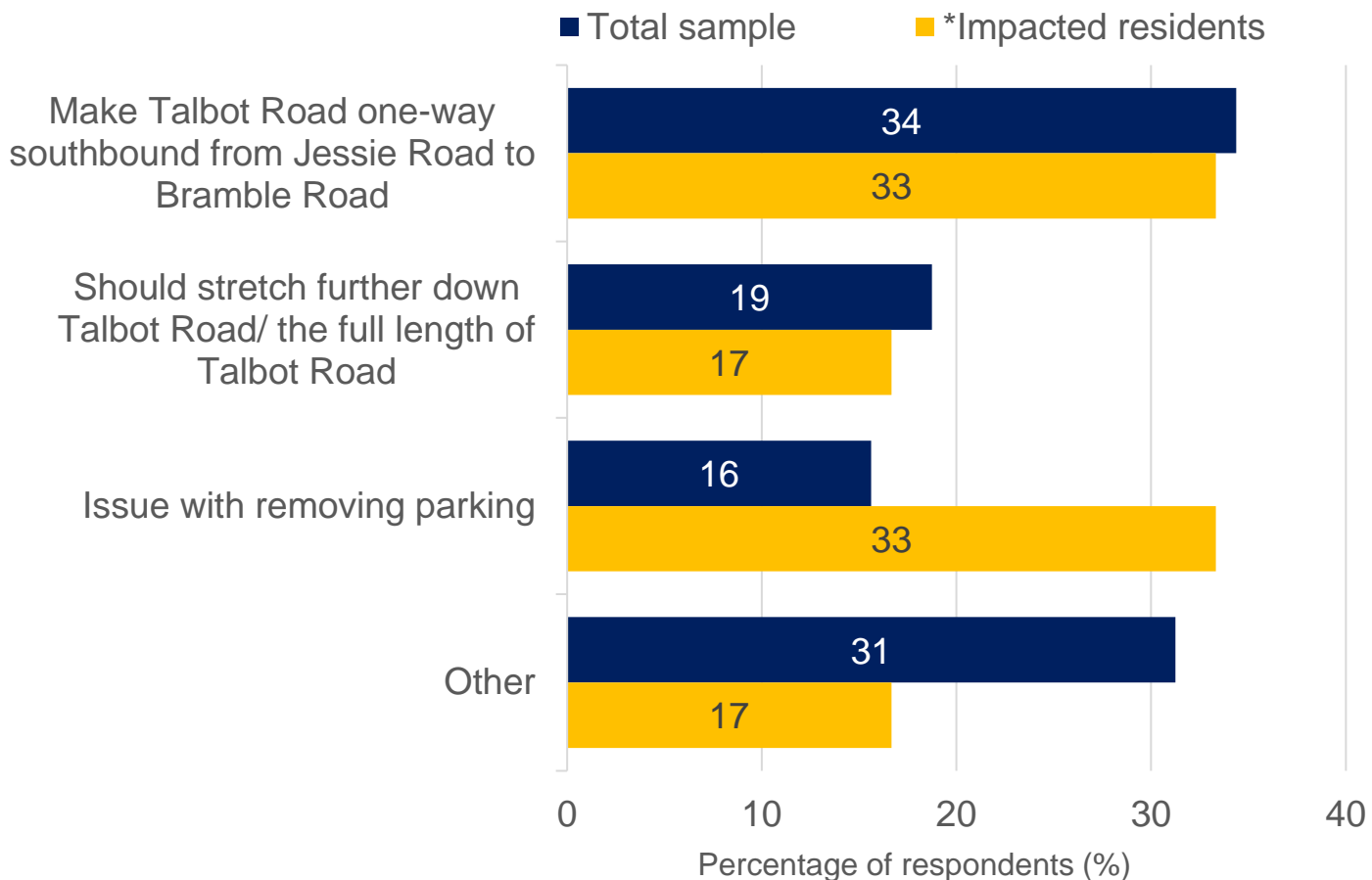
- Impacted resident

- Around a third of all respondents agree with making Talbot Road one-way north from Bramble Road to Jessie Road as it will stop through traffic, the road will be less congested, or because it will be better for people to walk and cycle
- The vast majority of impacted residents\* feel it will make the road less congested (93%), whilst around two thirds feel it will stop through traffic (67%)

\*Caution small base

# Talbot Road (one-way north) – agree but with some changes

Q: **‘Why do you agree – but with some changes to making Talbot Road one-way north from Bramble Road to Jessie Road?’** | Base: Respondents who agree, but with some changes – total sample (32) | Residents of Bramble, Shanklin, Ventnor, and Talbot Roads (6\*) \*Caution small base



Responses for 'other'	%
Make more roads in the area one-way	6
Concern for impact on other roads	6
Unsure if it will be effective	6
Other	13

*“I feel that talbot road should be one way from Fawcett Road up to Jessie Road with small humps and with a one way from Talbot down Bramble. I think this would be a better option and still keep the traffic to a minimum.”*

*“I don't agree with removing parking spaces at all. Making it one way is fine but removing parking spaces when it's already a problem to park is ridiculous.”*

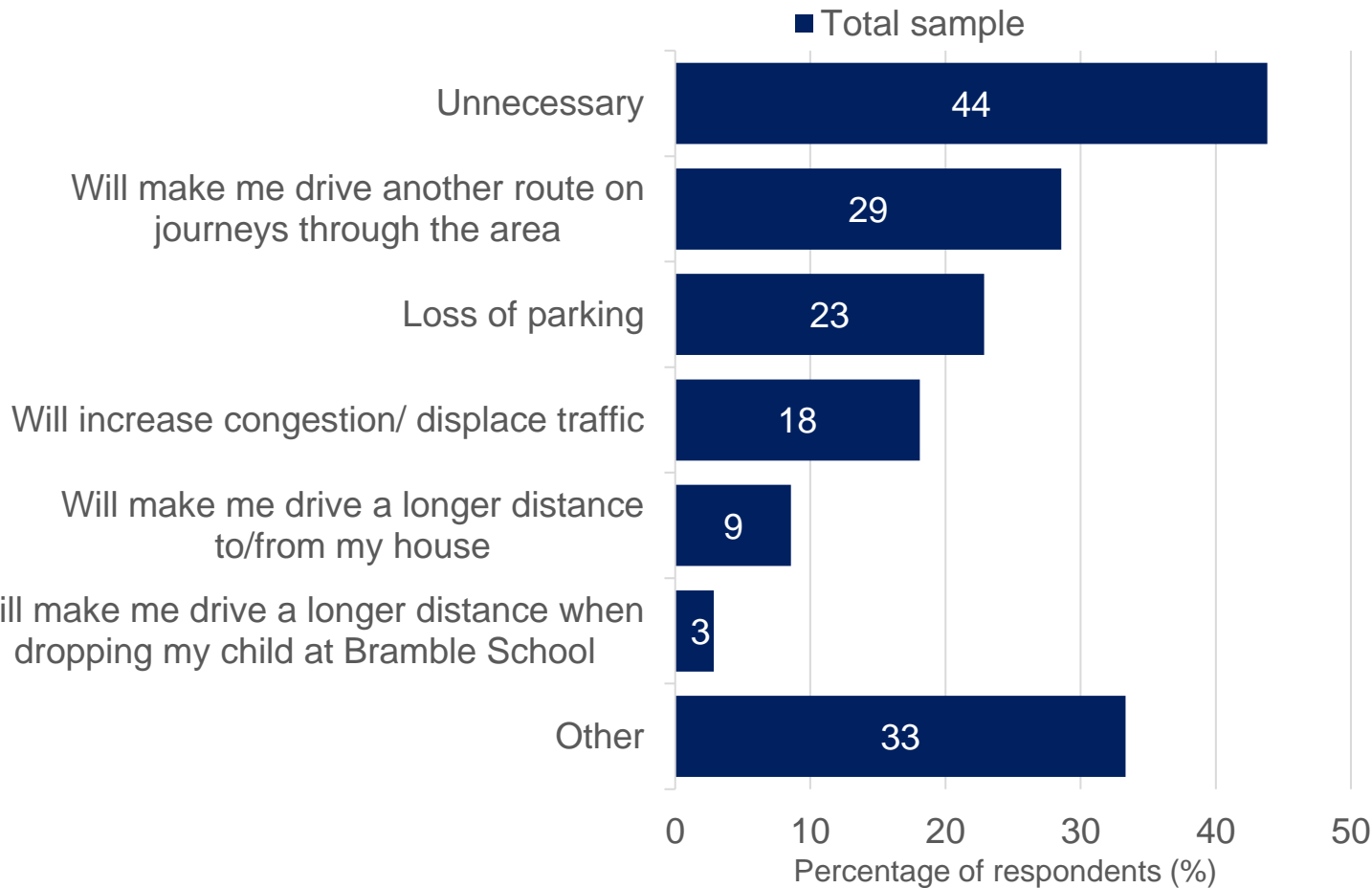
- Impacted residents

- Around a third of respondents would rather Talbot Road was made one-way southbound from Jessie Road to Bramble Road (34%). A third of impacted residents\* also feel this way and also have an issue with removing parking for this proposal
- Just under a fifth of respondents and impacted residents feel the one-way north system should stretch further down Talbot Road or be the full length of the road

\*Caution small base

# Talbot Road (one-way north) – disagree

Q: **‘Why do you disagree with making Talbot Road one-way north from Bramble Road to Jessie Road?’** | Base: Respondents who disagree – total sample (105)



Responses for ‘other’	%
Inconvenient/ causes more problems	6
One-way should extend to more of the road/ other roads in the area	4
Will not help with traffic calming	2
Will create rat runs	2
Other	4

*“It will do nothing to improve the traffic jams at the Bramble Road junction, which happens every day at school drop-off and collection times.”*

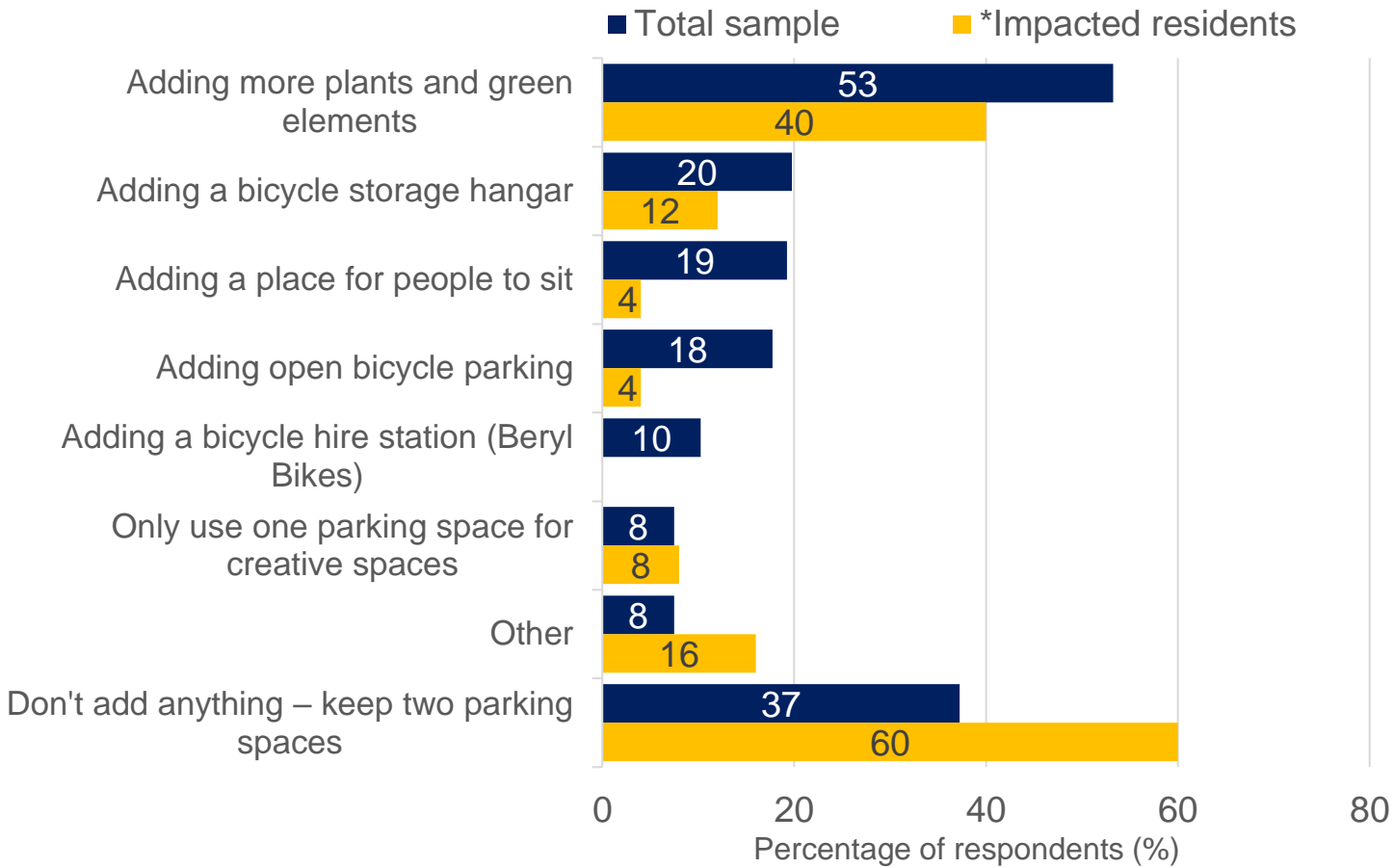
*“You’re making my job of getting my chores done in Portsmouth harder without fixing public transport first.”*

- Impacted residents

- Respondents largely disagree with the proposal as they feel it is unnecessary (44%), will make them drive another route on journeys through the area (29%), or disagree with a loss of parking (23%)
- Respondents also feel this will increase congestion or displace traffic (18%) and make them drive a longer distance to their house (9%)
- Just three impacted residents disagree with this proposal – their reasons include having to drive a longer distance to or from their house and the one-way system causing greater inconvenience

# Talbot Road (one-way north) – creative space

Q: *'As part of the scheme, we propose to create space by using two parking spaces at the junction of Talbot Road with Jessie Road. How would you like to see this space used?'* | Base: Total sample (400) | Residents of Bramble, Shanklin, Ventnor, and Talbot Roads (25\*) \*Caution small base



## Responses for 'other'

- Concerns over parking
- Concern that planters are a waste of money, or will not be upkept
- Issue with cyclists being encouraged here
- Give space to local pub for outdoor seating
- Voi rental e-scooter rack

*“Support the local pub there and allow them to serve drinks outside in additional seating if taking away parking spaces.”*

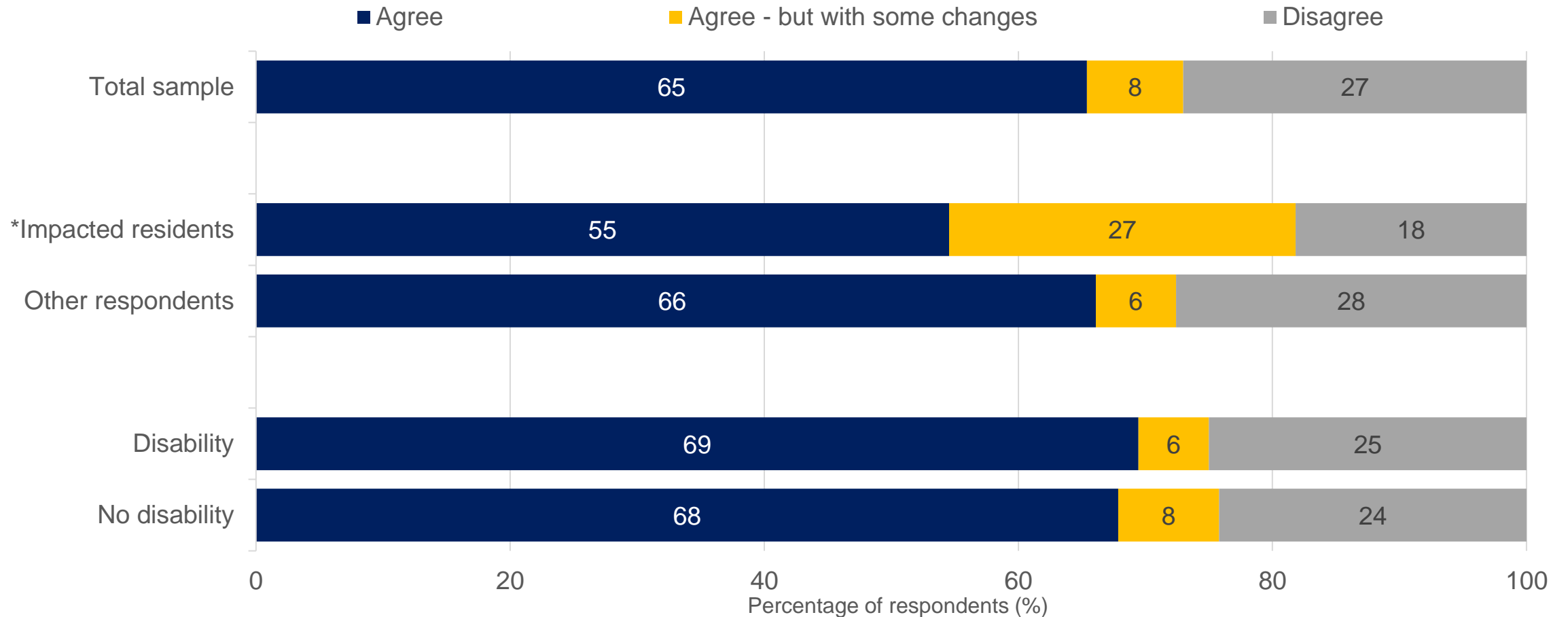
*“Just lose half a parking space or some of the double yellows for a smaller planter.”*

- Impacted residents

- Adding more plants and green elements is most popular with all respondents and 40% of impacted residents, however, 60% of impacted residents would prefer to keep the two parking spaces with nothing else added
- Around a fifth of respondents would like to see a bicycle storage hangar (20%), a place for people to sit (19%), or open bicycle parking (18%)

# Talbot Road (one-way south) – levels of agreement

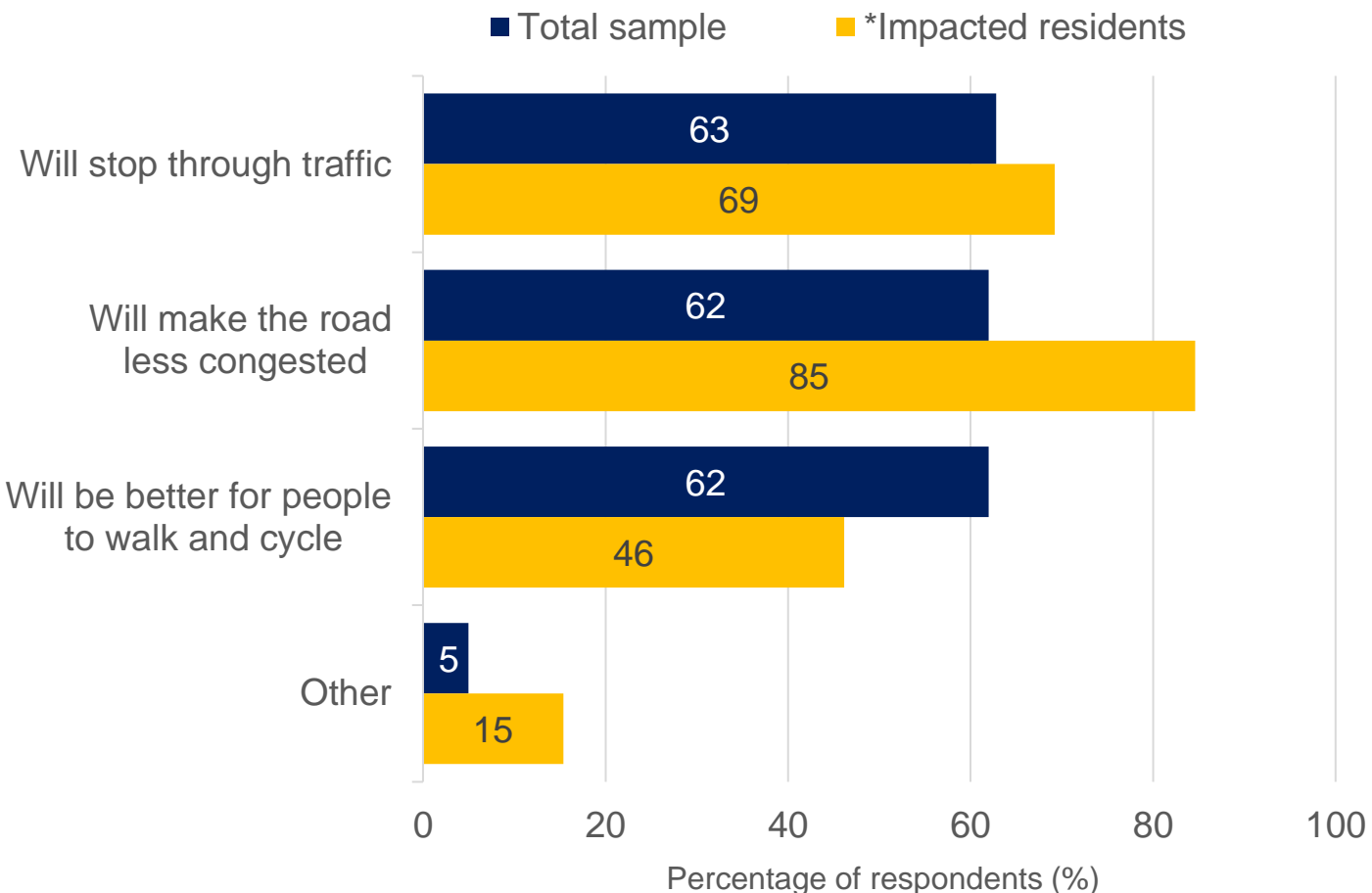
Q: **'What are your thoughts regarding the proposal on making Talbot Road one-way south from Bramble Road to Fawcett Road?'** | Base: Total sample – from top to bottom (370) | (22\*), (348) | (36), (252) \*Caution small base



- Around two thirds of respondents also agree with making Talbot Road one-way **south** from Bramble Road to Fawcett Road, whilst 8% would make some changes and 27% disagree; this is the same as for making Talbot Road one-way **north** from Bramble Road to Jessie Road
- However, a lower proportion of impacted residents agree with this proposal (55%, compared to 66% of other respondents); a quarter would make changes (27%) and 18% disagree

# Talbot Road (one-way south) – agree

Q: **'Why do you agree with making Talbot Road one-way south from Bramble Road to Fawcett Road?'** | Base: Respondents who agree – total sample (242) | Residents of Bramble, Shanklin, Ventnor, and Talbot Roads (13\*) \*Caution small base



Responses for 'other'
Safer
Better for children
Will reduce speeding
Will reduce conflicts
Will reduce pollution

*"It will stop people speeding. The main reason they do is to get to the other end before another car appears."*

*"It allows me to continue my chores with minor inconvenience."*

- Impacted residents

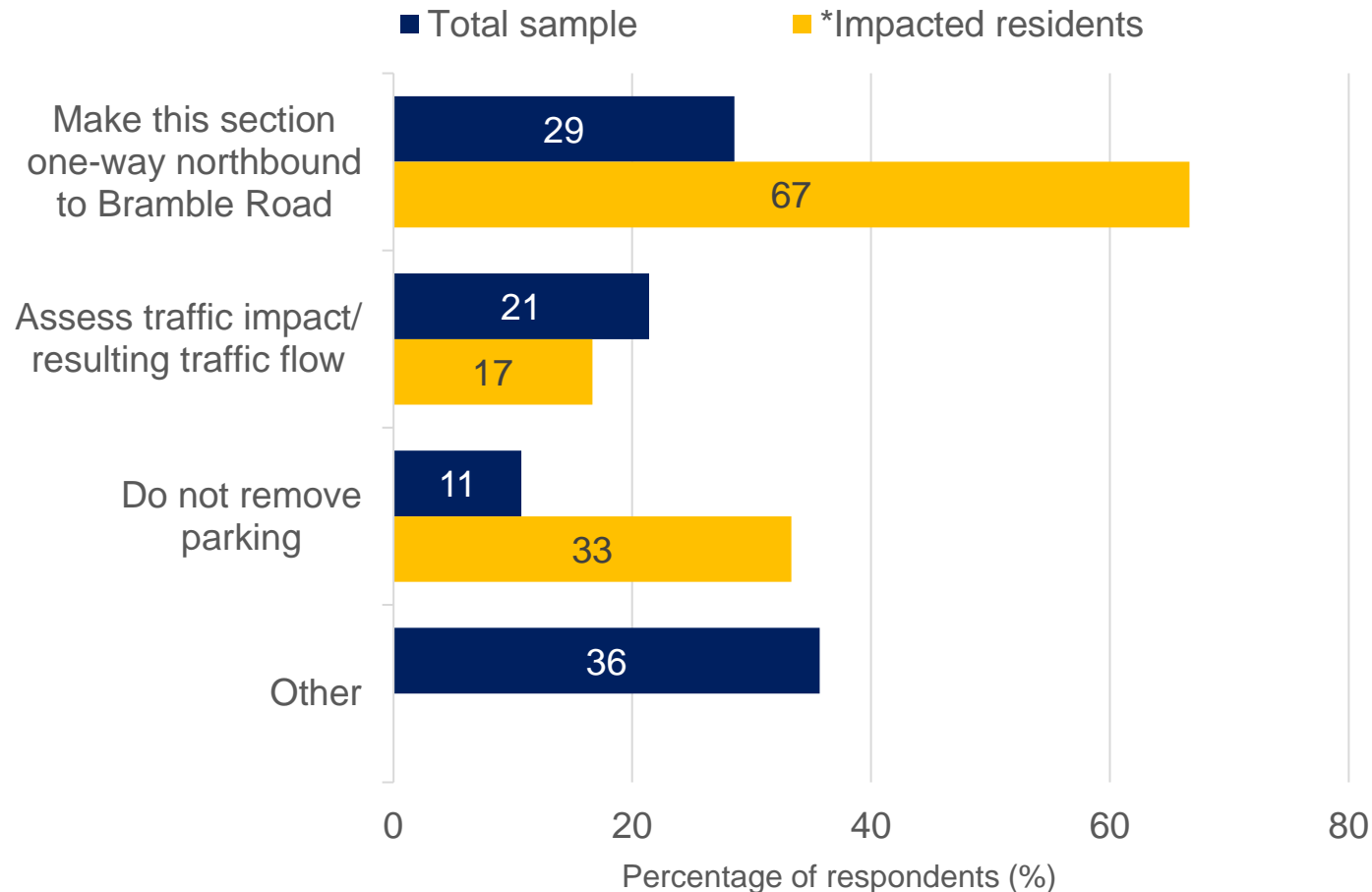
- Over 60% of respondents agree with making Talbot Road one-way south from Bramble Road to Fawcett Road as they feel this will stop through traffic, make the road less congested, or will be better for people to walk and cycle
- Impacted residents\* most agree that this proposal will make the road less congested, however, are not as convinced that this will be better for people to walk and cycle

\*Caution small base



# Talbot Road (one-way south) – agree but with some changes

Q: **‘Why do you agree – but with some changes to making Talbot Road one-way south from Bramble Road to Fawcett Road?’** | Base: Respondents who agree, but with some change – total sample (28\*) | Residents of Bramble, Shanklin, Ventnor, and Talbot Roads (6\*) \*Caution small base



Responses for 'other'	%
Make the whole road one-way in the same direction	7
Consider impact to cyclists	7
Extend one way scheme to whole area	4
Other	18

*“Should be northbound. Also don't lose 2 parking spaces maybe just half a space for a smaller planter.”*

*“Making it one way is fine but removing parking spaces when it's already a problem to park is ridiculous. If you are going to remove the spaces then please look at changing the permit conditions.”*

- Impacted residents

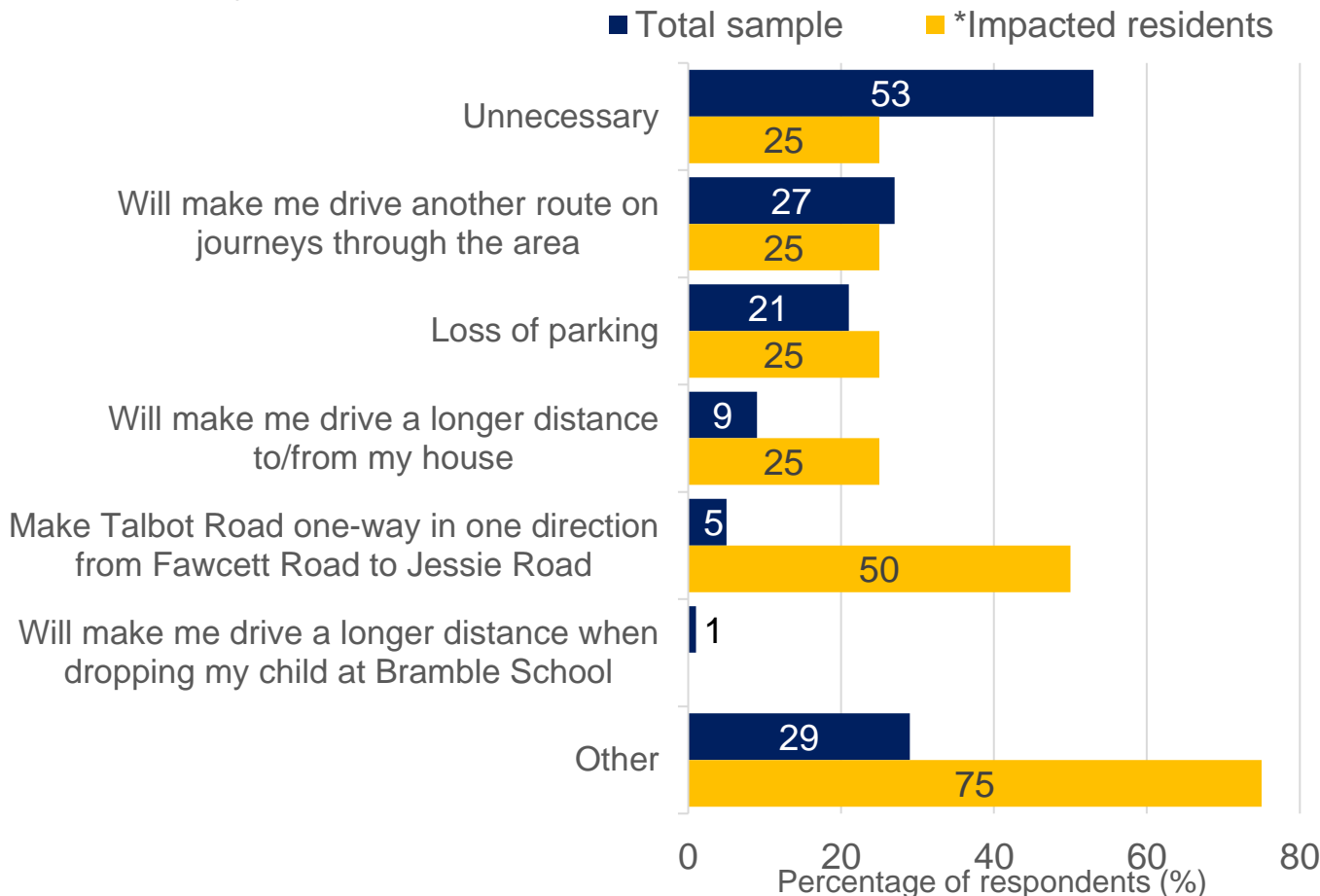
- Making this section of the road one-way northbound to Bramble Road is the most popular change respondents would make, particularly among impacted residents\*
- Respondents also suggest assessing the traffic impact or resulting traffic flow with concerns about congestion (21%), and a third of impacted residents would not like any parking removed (33%)
- Some respondents also suggest making the whole road one-way in the same direction

\*Caution small base



# Talbot Road (one-way south) – disagree

Q: **'Why do you disagree with making Talbot Road one-way south from Bramble Road to Fawcett Road?'** | Base: Respondents who disagree – total sample (100) | Residents of Bramble, Shanklin, Ventnor, and Talbot Roads (4\*) \*Caution small base



## Responses for 'other'

Response	%
Concern over further congestion/ displaced traffic	15
Will be inconvenient/ cause other problems e.g. speeding	7
Make the whole road one way	4
Will cause more pollution	3
Concern over parking issues	2
Other	4

*"I agree with one way from Fawcett Road to Jessie Road, would be the best option based on what I see on a daily basis."*

*"Agree to Talbot Road one way but delivery drivers to school and bin lorries tend to reverse into Bramble from Fawcett Road because they cannot turn into Talbot at the junction to Bramble/Talbot. How would they then be able to deliver and empty bins?"*

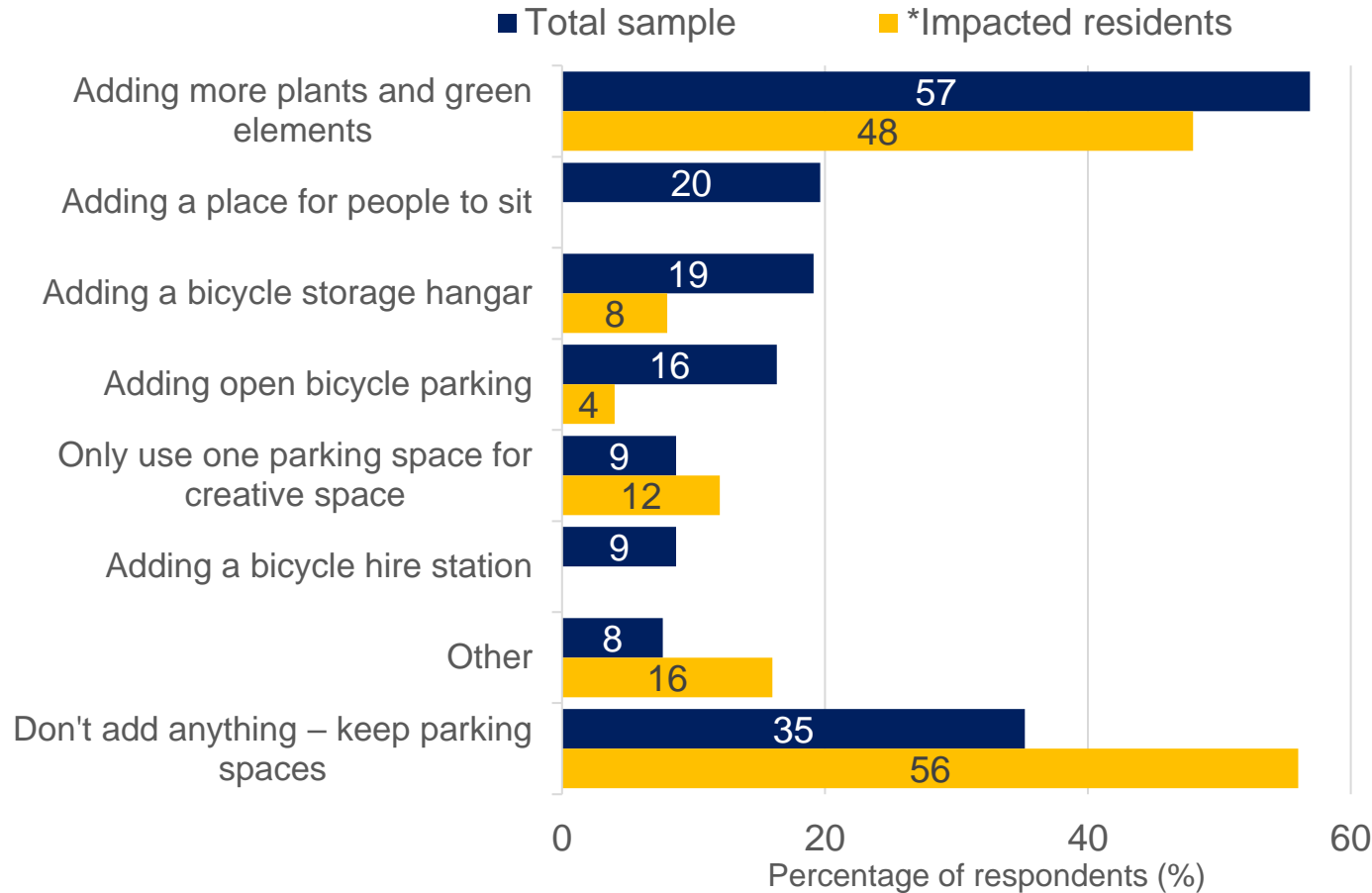
- Impacted residents

- Over half of respondents disagree with the proposal as they feel it is unnecessary (53%)
- Over a fifth of respondents also disagree as they will have to drive another route on journeys through the area (27%), or as they disagree with the loss of parking (21%)
- Impacted residents\* mostly disagree as they would like Talbot Road to be one-way in one direction from Fawcett Road to Jessie Road, or for other reasons including concerns about delivery vehicles

\*Caution small base

# Talbot Road (one-way south) – creative space

Q: *'As part of the scheme, we propose to create space by using two parking spaces at the junction of Talbot Road with Fawcett Road. How would you like to see this space used?'* | Base: Total sample (392) | Residents of Bramble, Shanklin, Ventnor, and Talbot Roads (25\*) \*Caution small base



## Responses for 'other'

- Consider/ additional parking
- Should be up to impacted residents
- Concern over cost of planters and/or that they will not be upkeep
- Mini open space
- Voi rental e-scooter rack

*“Or half a space for a smaller planter.”*

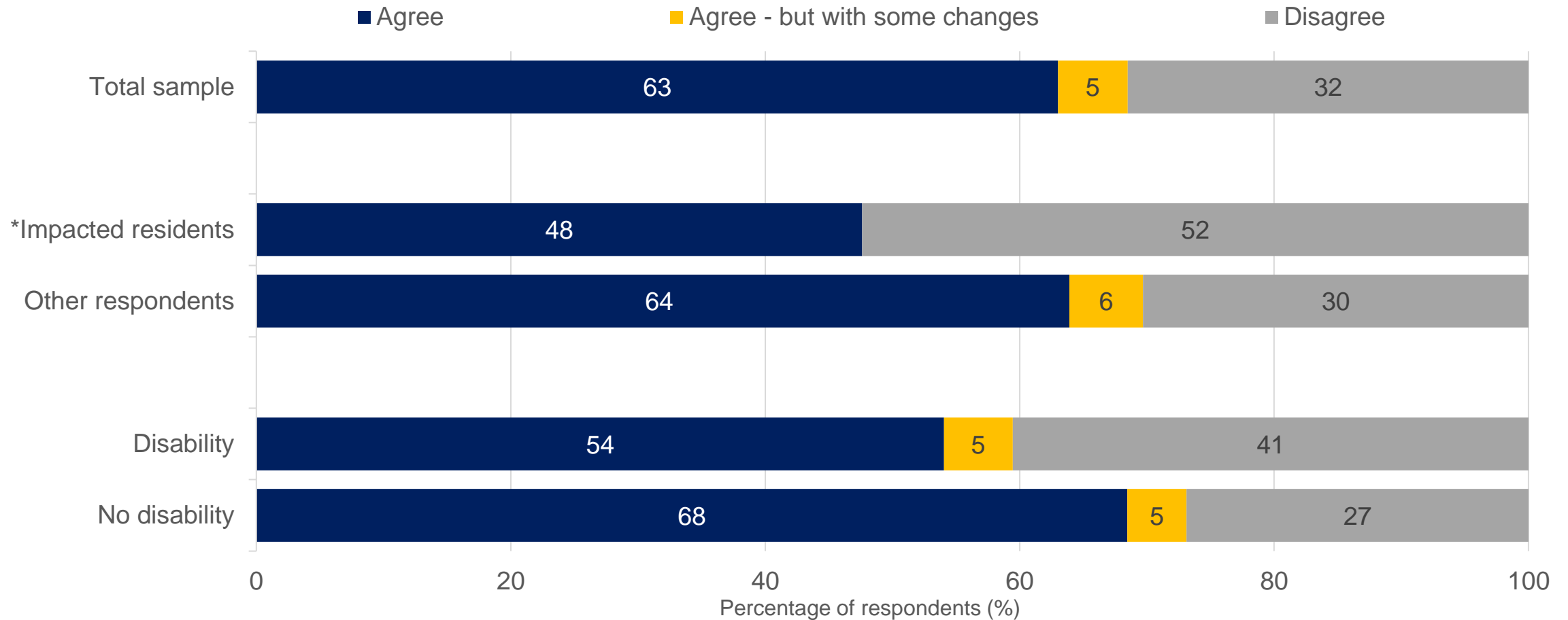
*“As a resident who finds it continuously difficult to find a parking space in the MC zone let alone in my own road, surely that will make an already intolerable situation even worse.”*

- Impacted residents

- At a total sample level, most respondents would like more plants and green elements added (57%), however, most of the impacted residents would not like anything added and for the parking spaces to be kept (56%), although nearly half would also like more plants and green elements
- Around a fifth would like a place for people to sit (20%) or a bicycle storage hangar (19%)
- Around a tenth of all respondents and impacted residents also suggest only using one parking space for the creative space

# Bramble/ Talbot Road (bicycles) – levels of agreement

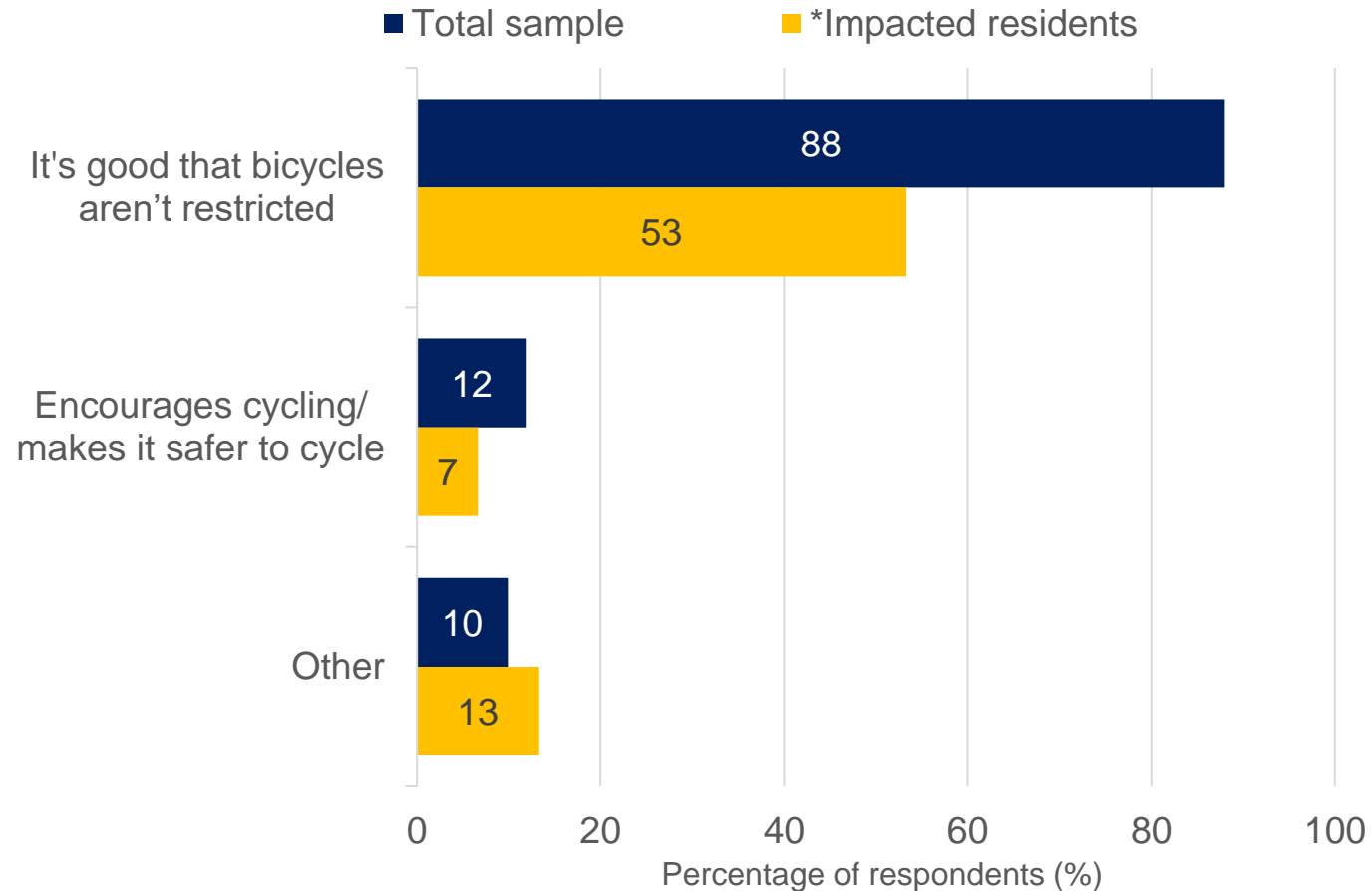
Q: ***'What are your thoughts on bicycles being able to travel in both directions in the Bramble Road/Talbot Road one-way system?'*** | Base:  
Total sample – from top to bottom (384) | (21\*), (363) | (37), (279) \*Caution small base



- Most respondents agree with bicycles being able to travel in both directions of this one way system (63%), whilst a small proportion would make changes, and a just under a third disagree (32%)
- This proposal is more polarising for impacted residents; 48% agree and 52% disagree
- A lower proportion of those with a disability agree with bicycles being able to travel both ways

# Bramble/ Talbot Road (bicycles) – agree

Q: ***'Why do you agree with bicycles being able to travel in both directions on the Bramble/Talbot Road one-way system?'*** | Base: Respondents who agree – total sample (242) | Residents of Bramble, Shanklin, Ventnor, and Talbot Roads (15\*) \*Caution small base



Responses for 'other'	%
Cyclists will travel both ways anyway/ would be difficult to enforce one way for cyclists	5
Bicycles will not cause congestion/ there's enough room on the road	2
Works well on other one way streets in the city	1
Other	1

*"Its great to encourage cycling, but without fixing buses first people are not going to be discouraged from using cars. You're just going to alienate more people and make more people angry at this change."*

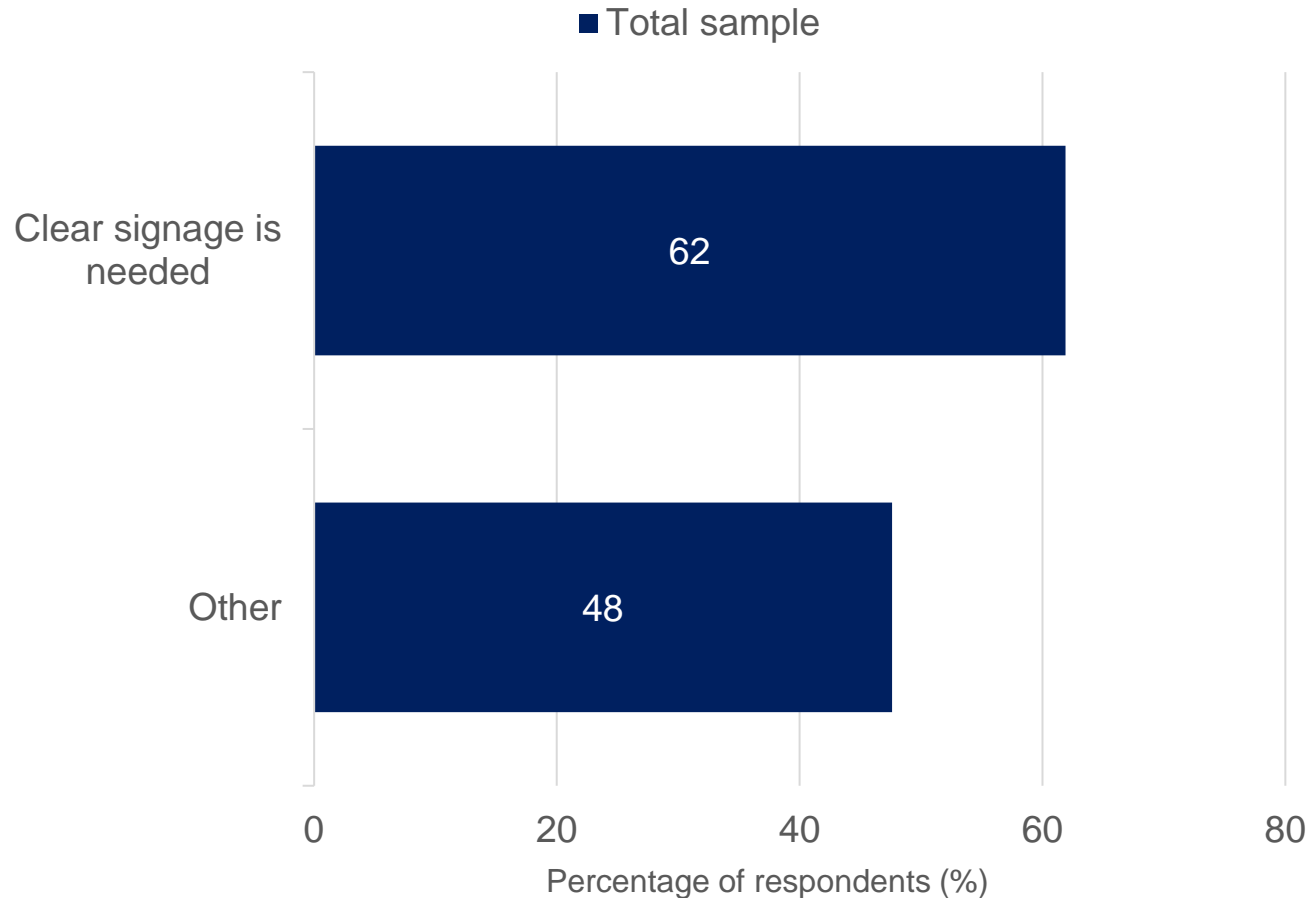
- Impacted resident

- Most respondents (88%; and 53% of impacted residents\*) agree with bicycles being able to travel in both directions as they feel it is good that bicycles aren't restricted
- 12% of respondents (and 7% of impacted residents) also feel this will encourage cycling and make it safer to cycle in this area
- Some respondents agree with the proposal as they feel cyclists will travel both directions anyway or that this would be hard to enforce (5%)

\*Caution small base

# Bramble/ Talbot Road (bicycles) – agree but with some changes

Q: **‘Why do you agree – but with some changes to bicycles being able to travel in both directions on the Bramble/Talbot Road one-way system?’** | Base: Respondents who agree, but with some changes – total sample (21\*) \*Caution small base



## Responses for ‘other’

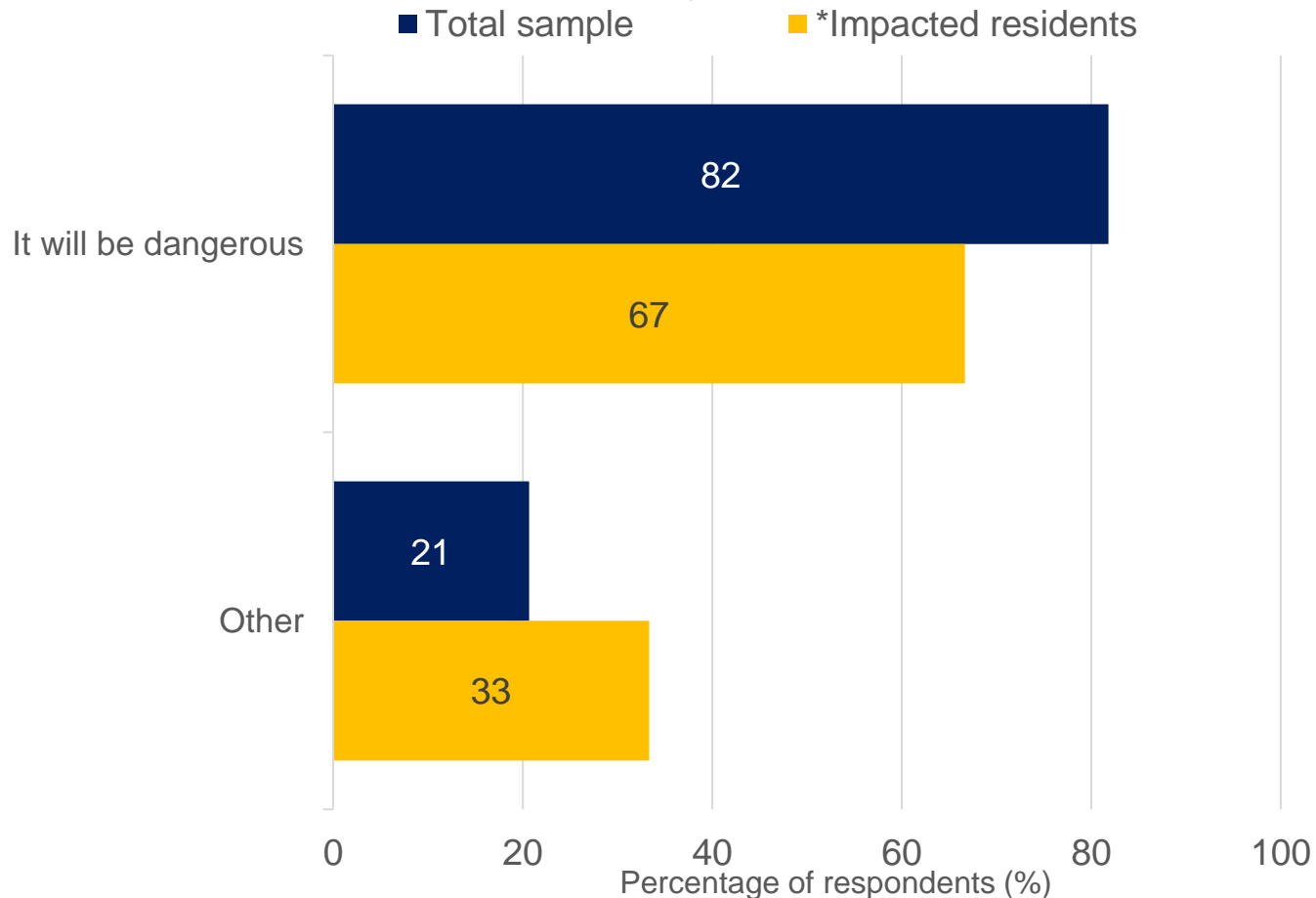
- Prefer separated cycle lanes
- Concern cyclists (and e-scooters) would just use the pavement
- Need clear passing spaces
- Concern over e-scooter use

- Most respondents agree but with some changes as they feel clear signage is needed
- Other reasons respondents would make some changes include preferring a separate cycle lane, concerns that cyclists would just use the pavement instead, wanting clear passing spaces to keep cyclists safe, and concerns over e-scooter use on this road

*\*Caution should be taken interpreting these results due to a small base*

# Bramble/ Talbot Road (bicycles) – disagree

Q: **‘Why do you disagree with bicycles being able to travel in both directions on the Bramble/Talbot Road one-way system?’** | Base: Respondents who disagree – total sample (121) | Residents of Bramble, Shanklin, Ventnor, and Talbot Roads (12\*) \*Caution small base



Responses for ‘other’	%
Cyclists unlikely to follow the rules/ will use the pavement	8
Should be same rules for all	5
Disagree with changes to the road	3
Road not wide enough	2
Other	2

“As a cyclist, the road is barely wide enough to pass a car going the opposite direction.”

“It will be dangerous for people cycles and cars if its one way to cars it has to be one way to everyone including bikes scooters skateboards etc.”

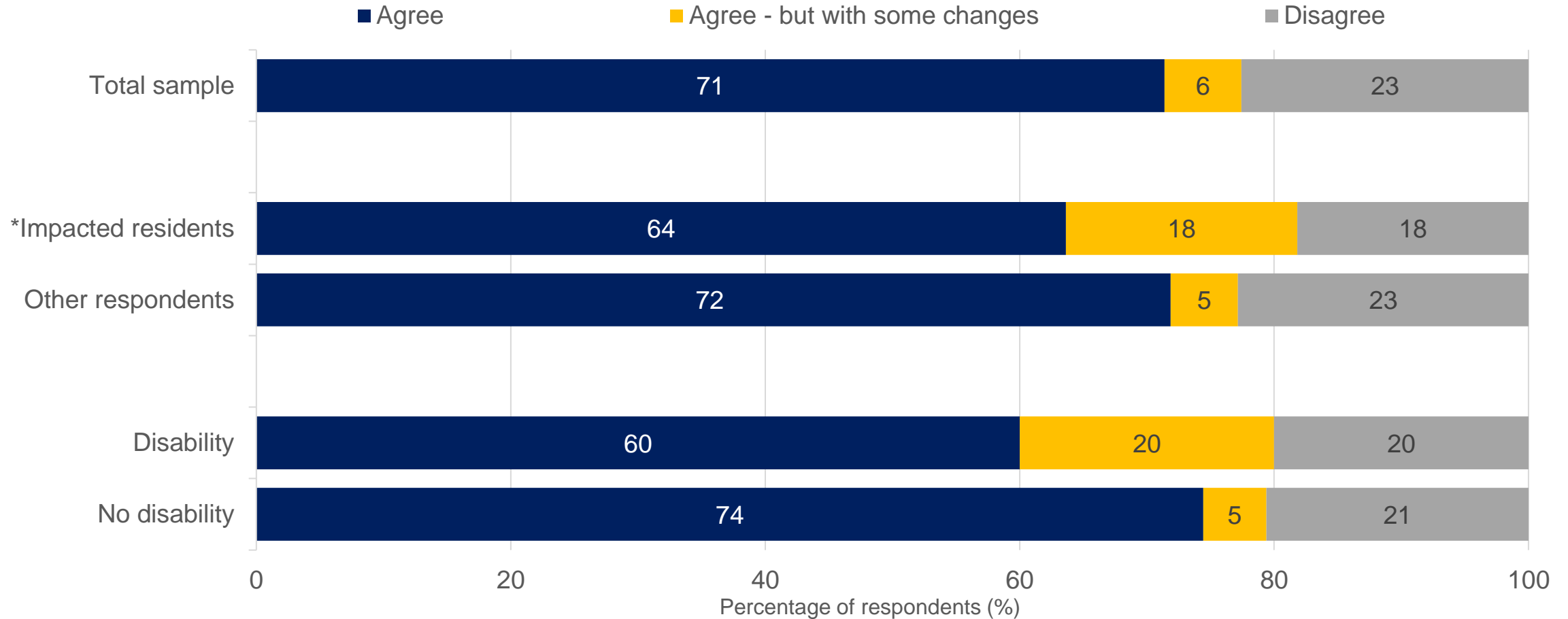
“It's already dangerous as a lot of cyclists consider the pavement as a legitimate means of transit.”

- Impacted residents

- 82% respondents (and 67% of impacted residents\*) who disagree with this proposal feel bicycles travelling in both directions will be dangerous
- Respondents also feel that it is unlikely that cyclists will follow the rules or that they will use the pavement (8%), or feel that the rules of the road should be the same for all road users (5%)

# Talbot Road (speed humps) – levels of agreement

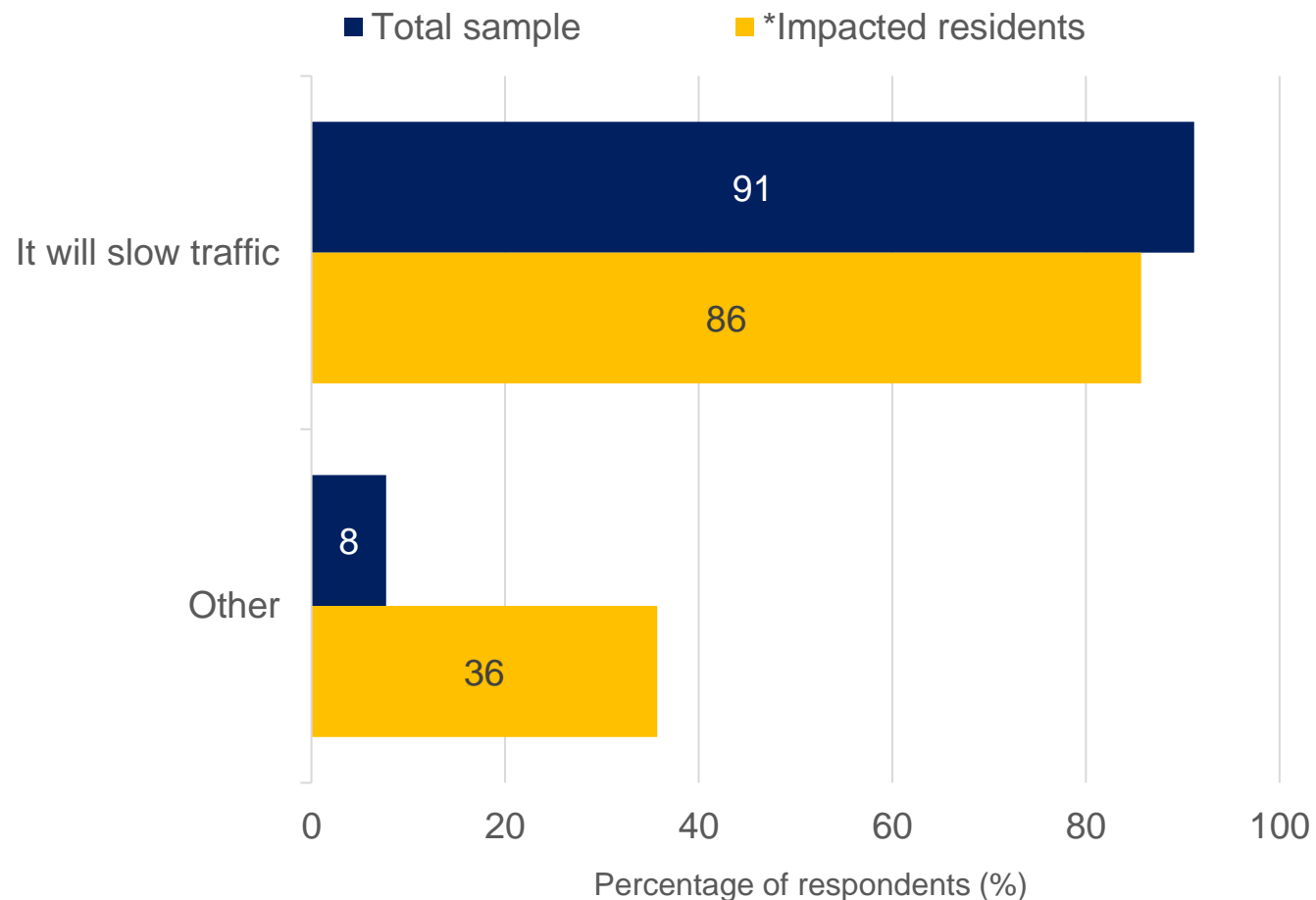
Q: **'What are your thoughts on the proposed traffic calming (two speed humps) on Talbot Road?'** | Base: Total sample – from top to bottom (381) | (22\*), (359) | (40), (262) \*Caution small base



- Three quarters of respondents agree with the proposed traffic calming on Talbot Road or agree but with some changes (77%); around a quarter disagree (23%)
- A higher proportion of impacted residents and those with a disability would make changes to this proposal

# Talbot Road (speed humps) – agree

Q: **‘Why do you agree with the traffic calming on Talbot Road?’** | Base: Respondents who agree – total sample (272) | Residents of Bramble, Shanklin, Ventnor, and Talbot Roads (14\*) \*Caution small base



Responses for 'other'	%
Will make the road safer	4
Forces drivers to adhere to the speed limit	2
Good for cyclists	1
Should discourage drivers from using the road as a rat run	1
Other	1

*“Putting in one-way roads will encourage the cars to drive faster, this helps slow them back down. Will enable you to have bikes going the opposite direction.”*

*“Would maybe encourage motorists to use more suitable alternative routes.”*

*“It might be possible to turn out of Bramble Road safely - very dangerous at any time due to poor visibility.”*

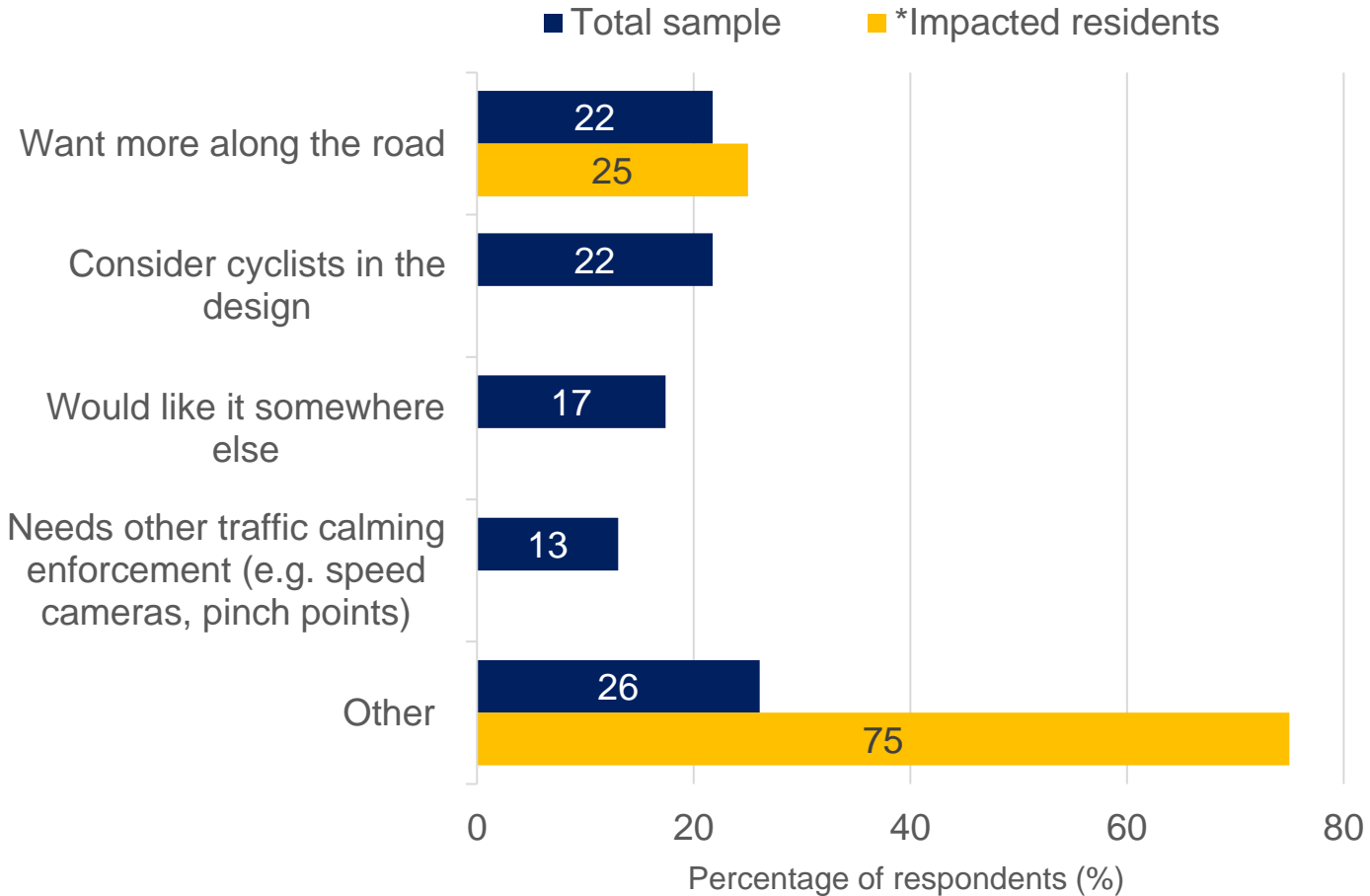
- Impacted residents

- The vast majority of respondents and impacted residents\* agree with the proposed speed humps as they feel it will slow traffic
- Smaller proportions of respondents feel it will make the road safer (4%) and force drivers to adhere to the speed limit (2%)



# Talbot Road (speed humps) – agree but with some changes

Q: **‘Why do you agree – but with some changes to the traffic calming on Talbot Road?’** | Base: Respondents who agree, but with some changes – total sample (23\*) | Residents of Bramble, Shanklin, Ventnor, and Talbot Roads (4\*) \*Caution small base



- ### Responses for 'other'
- Shouldn't be needed if one-way
  - Depends on placement
  - Need to remove parking at humps

*“All depends on where the speed bumps are placed.”*

*“I agree we need the humps especially if it was one way the whole way down the road. I'm not a fan due to health issues however if they have to be implemented I don't feel 2 will be enough of a deterrent to some drivers who would use them as a challenge.”*

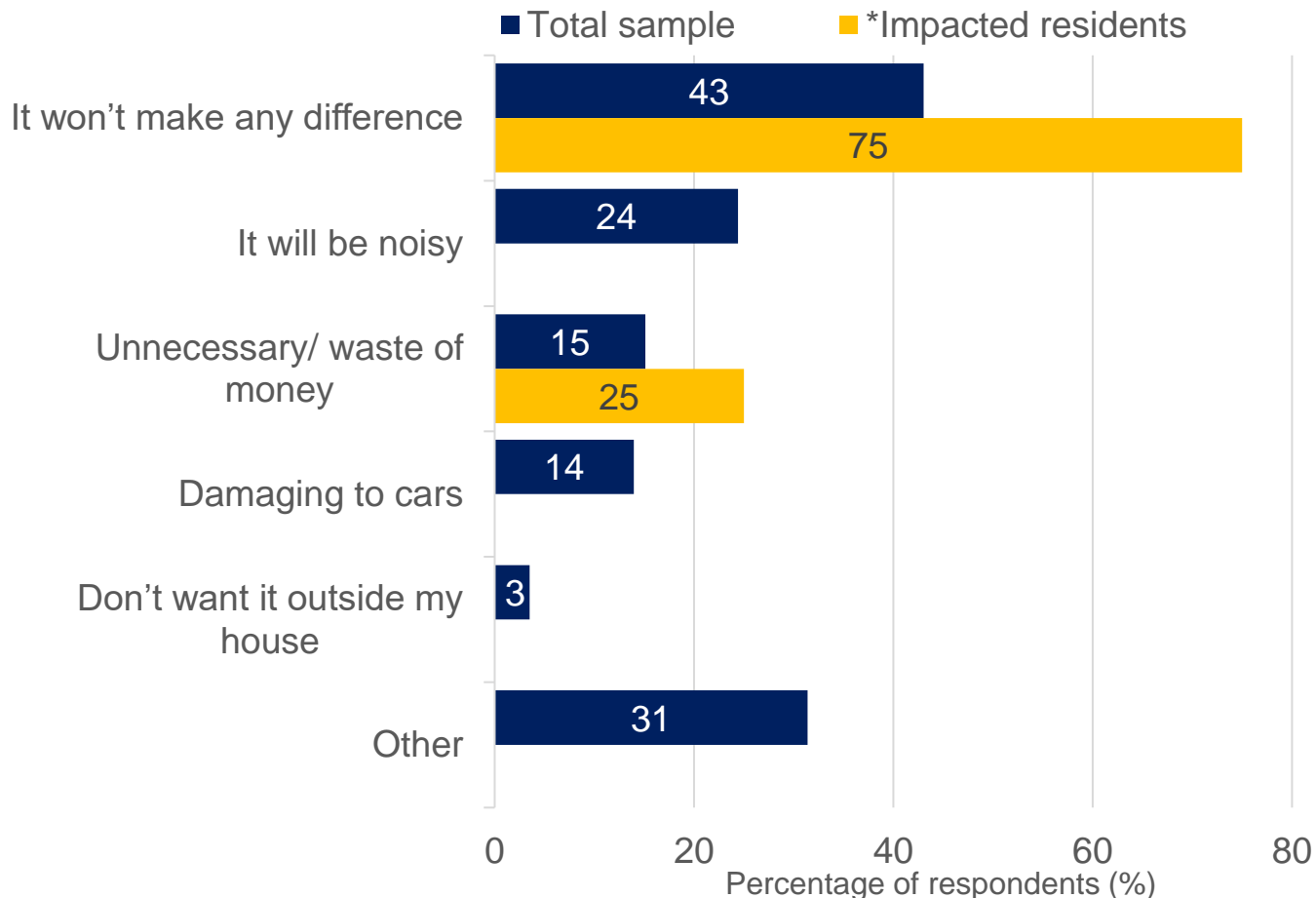
*“Do we need if going to be one way?”*

- Impacted residents

- Just over a fifth of respondents who would make some changes to the proposal would like more speed humps along the road or would like cyclists to be considered in the design (22%); 17% would like the speed humps somewhere else
- Respondents also suggest having alternative traffic calming enforcement such as speed cameras or pinch points (13%)

# Talbot Road (speed humps) – disagree

Q: **‘Why do you disagree with the traffic calming on Talbot Road?’** | Base: Respondents who disagree – total sample (86) | Residents of Bramble, Shanklin, Ventnor, and Talbot Roads (4\*) \*Caution small base



Responses for 'other'	%
Will cause more pollution	9
Inconvenient/ uncomfortable	7
Dangerous	7
Other traffic calming would be better (e.g. chicanes)	5
Cause more traffic	3
Other	6

*“Not sure it is needed if made one way.”*

- Impacted resident

- Respondents who disagree with traffic calming on Talbot Road mostly feel this will not make any difference (43%; 75% of impacted residents\*)
- Respondents also feel they will be noisy (24%), are unnecessary or a waste of money (15%), or are concerned they will be damaging to cars (14%)
- Other reasons respondents disagree with the speed humps include concerns that they will cause more pollution due to acceleration between the humps (9%), feeling that they are inconvenient or uncomfortable (7%), or feeling that they are dangerous (7%)

\*Caution small base



# Sutherland Road and Fawcett Road

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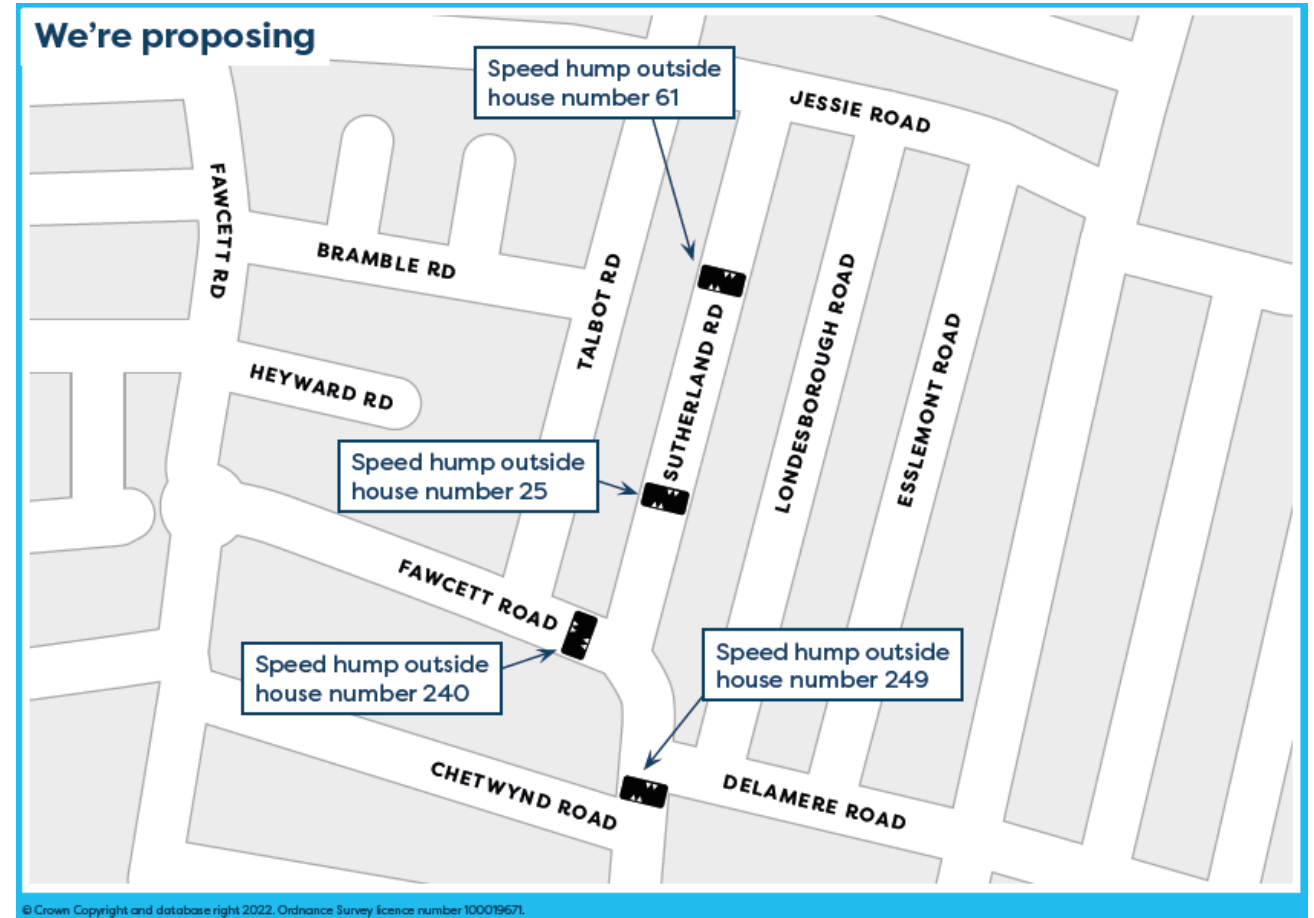
# Proposed changes on Sutherland Road and Fawcett Road

## Previous consultation revealed the following issues:

- Some vehicles travel along these roads over the 20mph speed limit

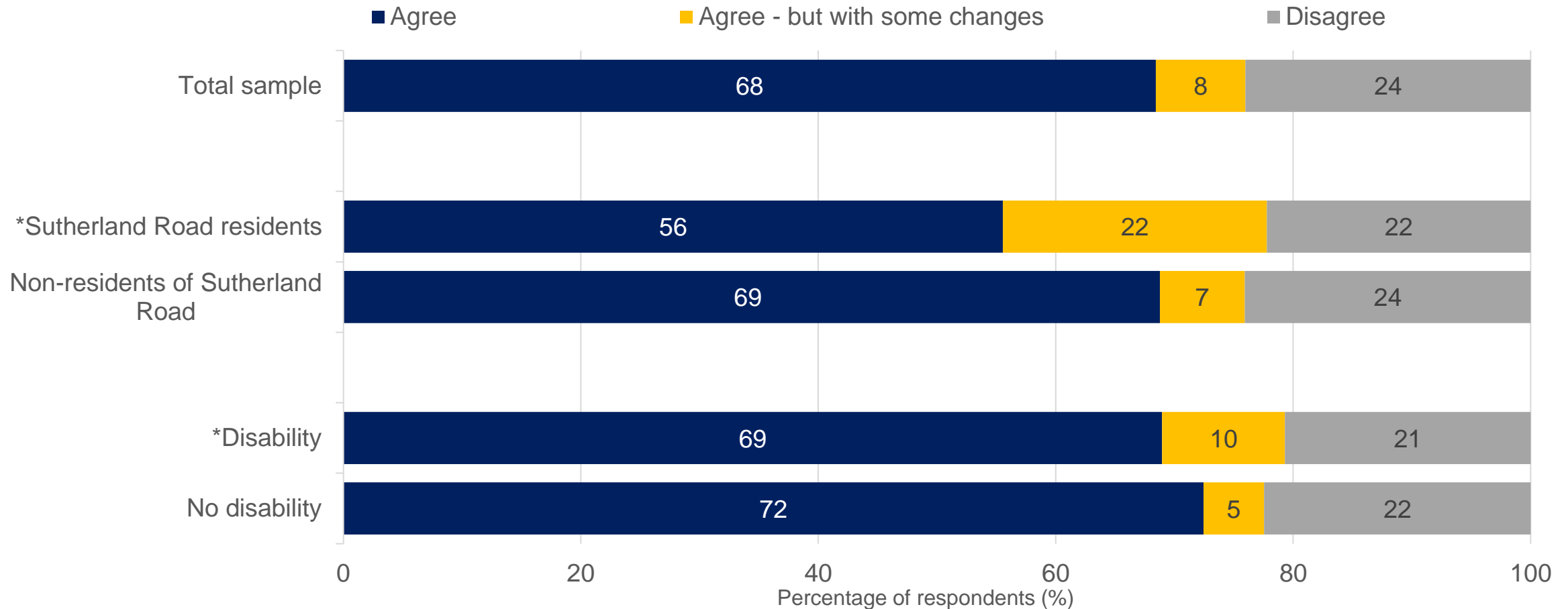
## This design proposes to:

- Add speed humps on Sutherland Road that span the width of the road
- Add speed humps on Fawcett Road that span the width of the road



# Sutherland Road – levels of agreement

Q: **'What are your thoughts regarding the proposed speed humps on Sutherland Road?'** | Base: Total sample – from top to bottom (358) | (9\*), (349) | (29\*), (254) \*Caution small base

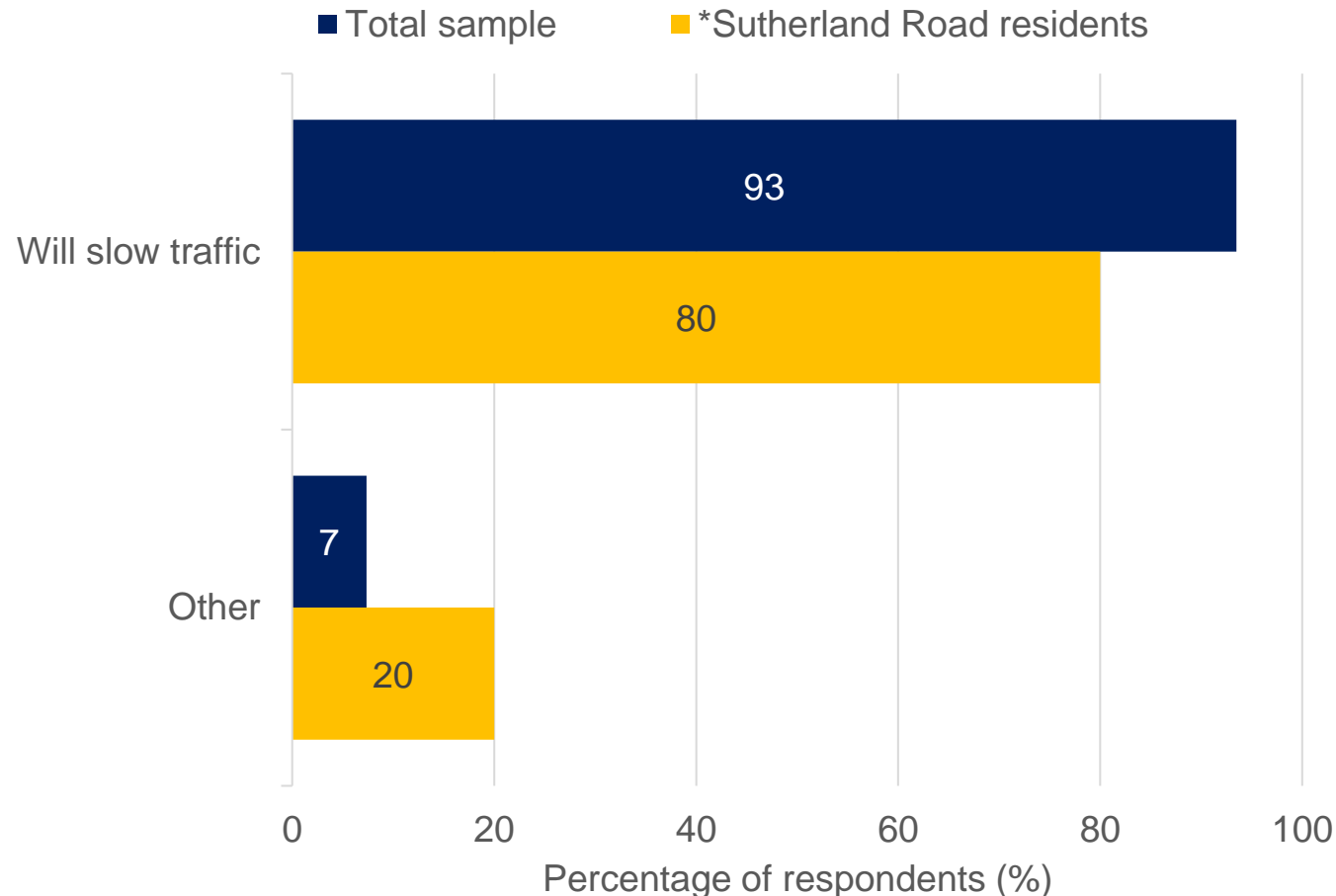


- Over two thirds of respondents agree with adding speed humps on Sutherland Road, whilst 8% would make some changes and around a quarter disagree
- Most Sutherland Road residents still agree with adding speed humps, however a higher proportion would make some changes

# Sutherland Road – agree

Q: **'Why do you agree with the speed humps on Sutherland Road?'** | Base: Respondents who agree – total sample (245) | Sutherland Road residents (5\*)

\*Caution small base



## Responses for 'other'

Will make the road safer

Should reduce drivers using Sutherland Road to avoid other changes made in the area

They work well elsewhere

Might reduce congestion

Need to extend to surrounding roads too to limit impact elsewhere

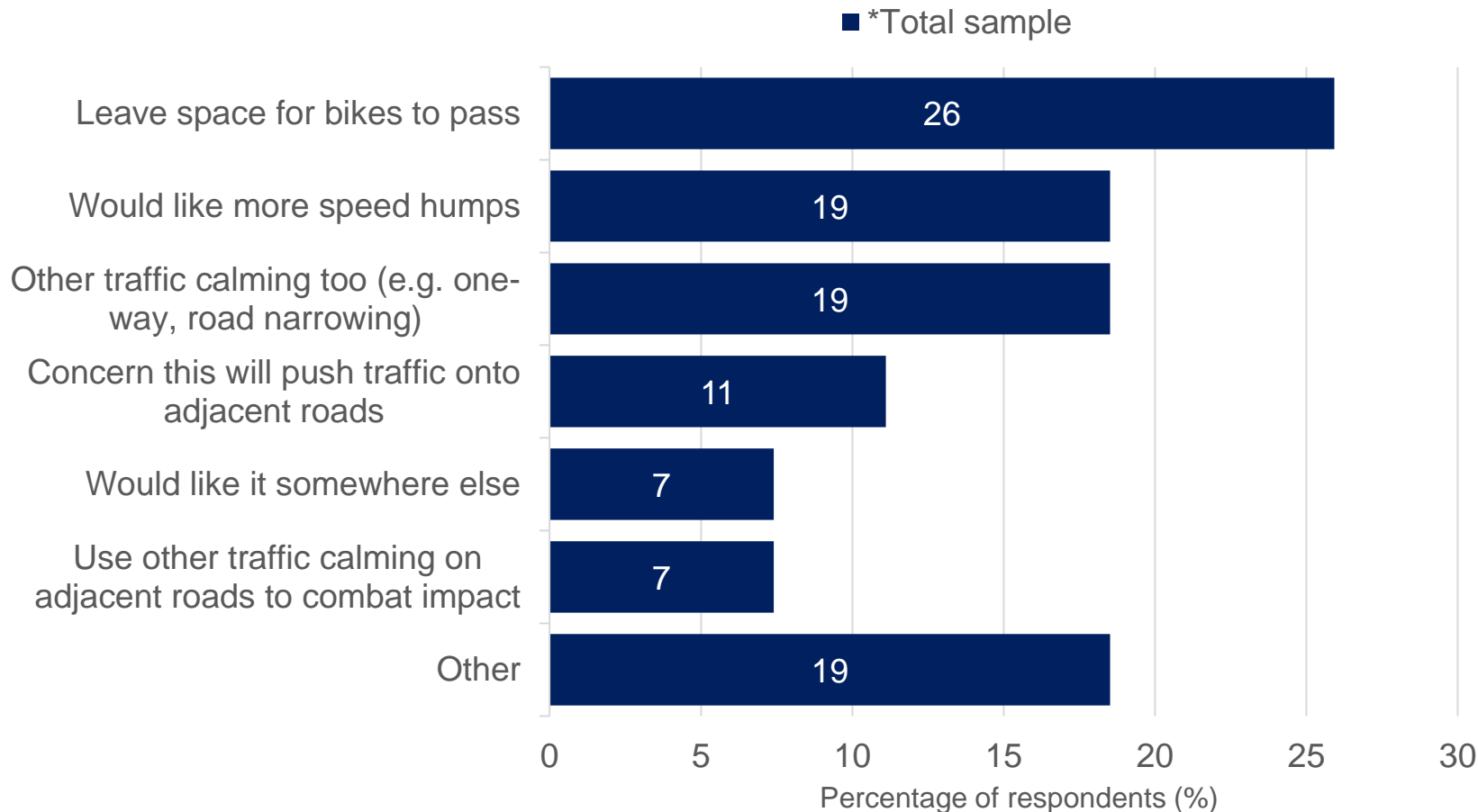
*"Will stop boy racers tearing down a road where lots of children live."*

- Sutherland Road resident

- 93% of respondents (and 80% of Sutherland Road residents\*) who agree with the speed humps feel they will slow traffic
- Other reasons respondents agree with adding speed humps include making the road safer, as they should reduce the number of drivers using Sutherland Road to avoid other changes made in the area, and because speed humps are successful elsewhere

# Sutherland Road – agree but with some changes

Q: ***'Please explain why you agree – but with some changes to the speed humps on Sutherland Road?'*** | Base: Respondents who agree, but with some changes – total sample (27\*) \*Caution small base



*“The bumps shouldn't stretch width of the road, have them central so that bikes can get by traffic safely.”*

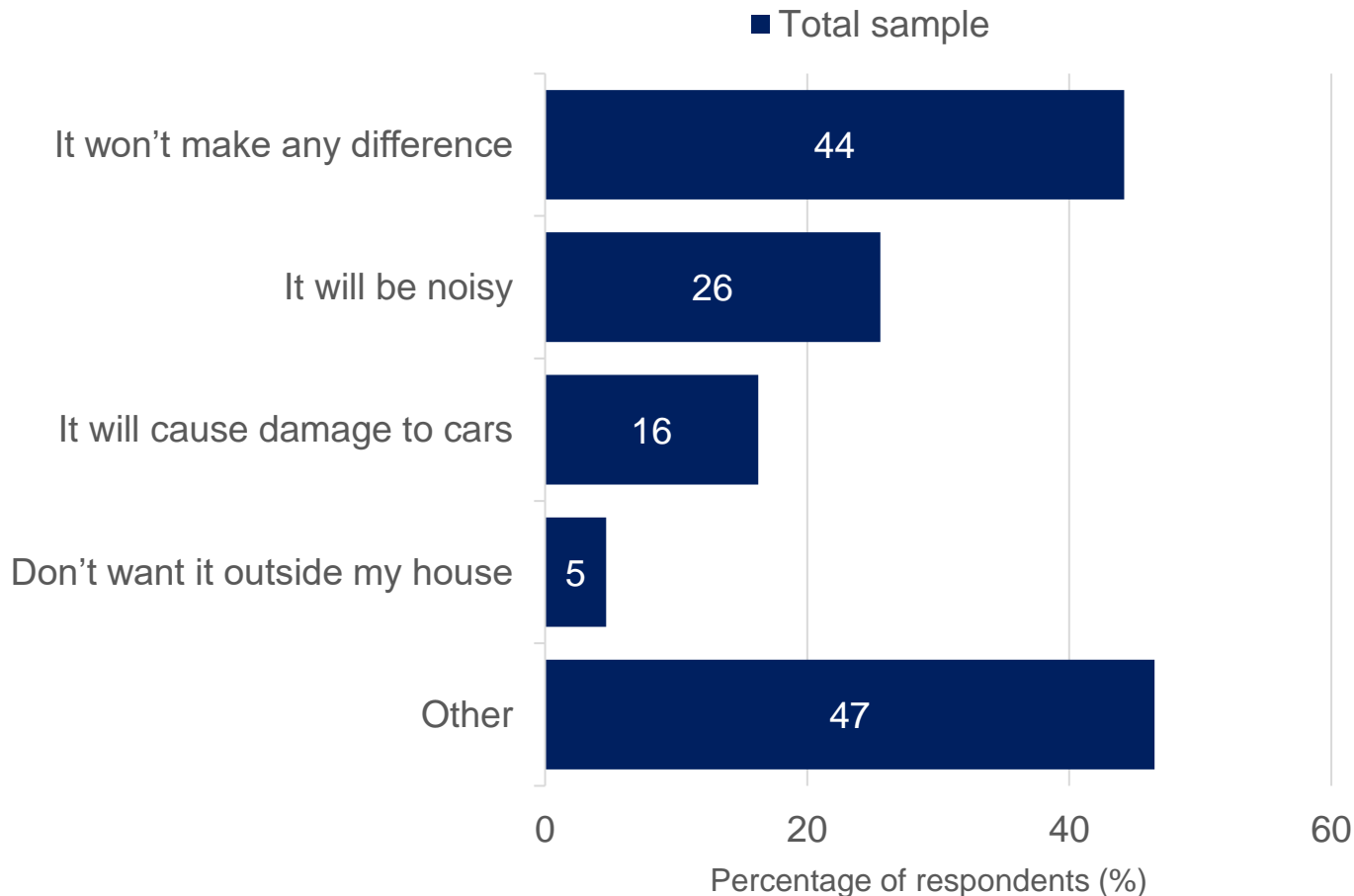
*“Add a one-way system as well.”*

*- Sutherland Road residents*

- Respondents who agree but with some changes would most like for the speed humps to leave space for bikes to pass in Sutherland Road (26%), more speed humps (19%), or for other traffic calming to also be used here, such as making the road one-way or road narrowing (19%)
- Respondents also express concern that this will push traffic onto adjacent roads (11%)
- Other changes suggested include adding only one speed hump or making sure they do not span the whole width of the road

# Sutherland Road – disagree

Q: **‘Why do you disagree with the speed humps on Sutherland Road?’** | Base: Respondents who disagree – total sample (86)



Responses for 'other'	%
Unnecessary	9
Will cause pollution	8
Will cause traffic/ congestion	8
Inconvenient and/or dangerous (especially to cyclists)	7
Generally against speed humps	7
Use other traffic calming measures instead (e.g. one-way, speed cameras, road narrowing)	5
Other	5

*“It will cause more arguments, frustrated motorists and difficulty manoeuvring.”*

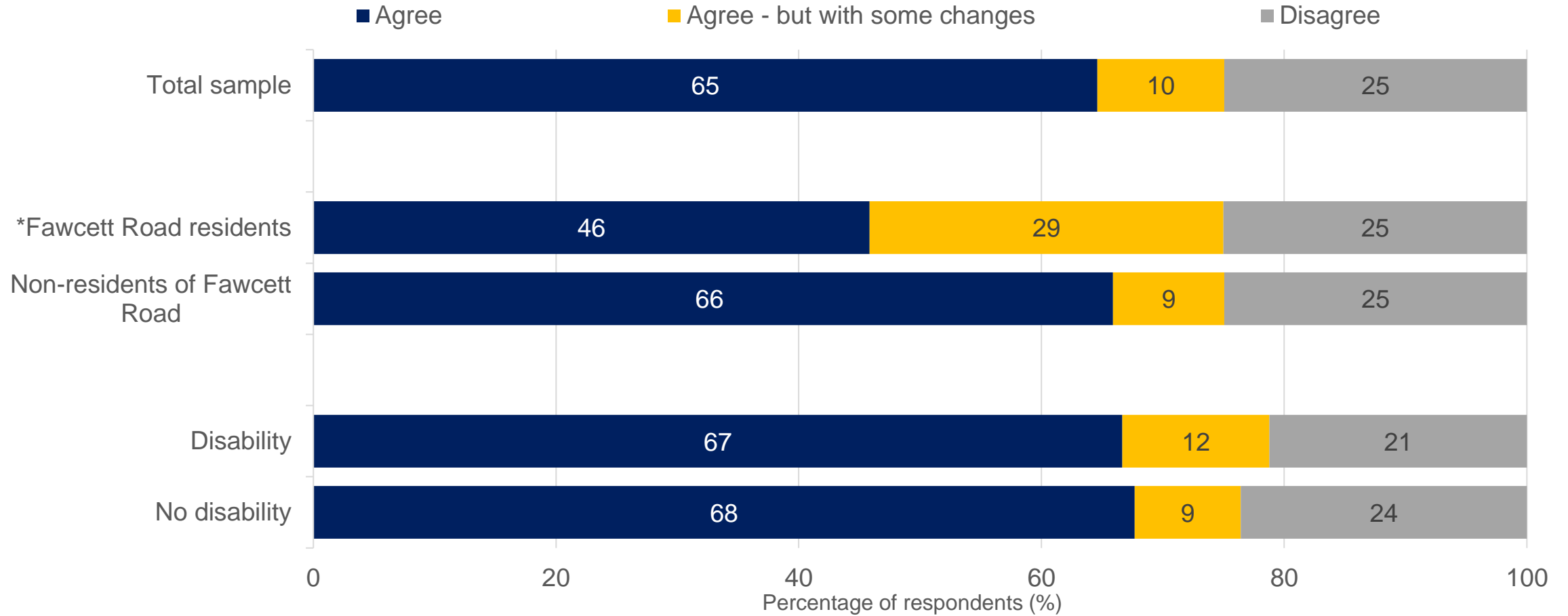
- Sutherland Road resident

- Respondents disagree with adding speed humps on Sutherland Road as they mostly feel it will not make any difference (44%), or because it will be noisy (26%). Respondents also feel the speed humps will cause damage to cars (16%)
- Other reasons respondents disagree with the speed humps include feeling they are unnecessary (9%), will cause pollution (8%), or will cause traffic/ congestion (8%)
- Just one Sutherland Road resident gave reasons for disagreeing with the speed humps – feeling they will be inconvenient and cause conflict



# Fawcett Road – levels of agreement

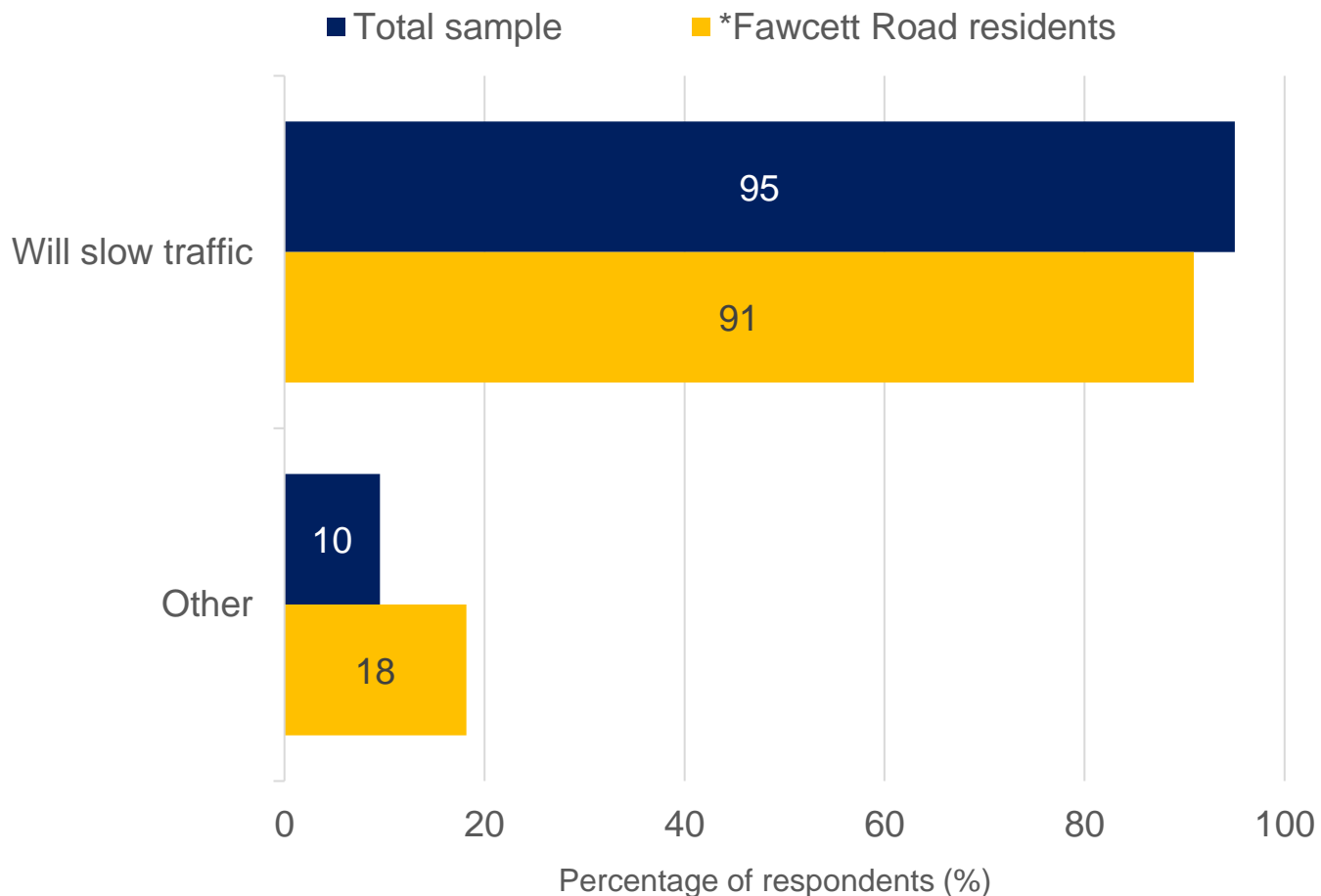
Q: **'What are your thoughts regarding the proposed speed humps on Fawcett Road?'** | Base: Total sample – from top to bottom (373) | (24\*), (349) | (33), (263) \*Caution small base



- Around two thirds of respondents agree with adding speed humps on Fawcett Road, whilst 10% would make some changes and a quarter disagree
- A lower proportion of Fawcett Road residents agree with the speed humps (46% compared to 66% of non-residents); a higher proportion would make some changes to the proposal

# Fawcett Road – agree

Q: **'Why do you agree with the speed humps on Fawcett Road?'** | Base: Respondents who agree – total sample (241) | Fawcett Road residents (11\*) \*Caution small base



- ### Responses for 'other'
- Will make the road safer
  - Should reduce those using Fawcett Road as a short cut/ reduce congestion
  - The bend in Fawcett Road is dangerous for speeding
  - Necessary
  - Will make the road better for cyclists
  - Works well elsewhere

*"Stop cars speeding through at 30, 40mph."*

*"Might deter people taking short cuts."*

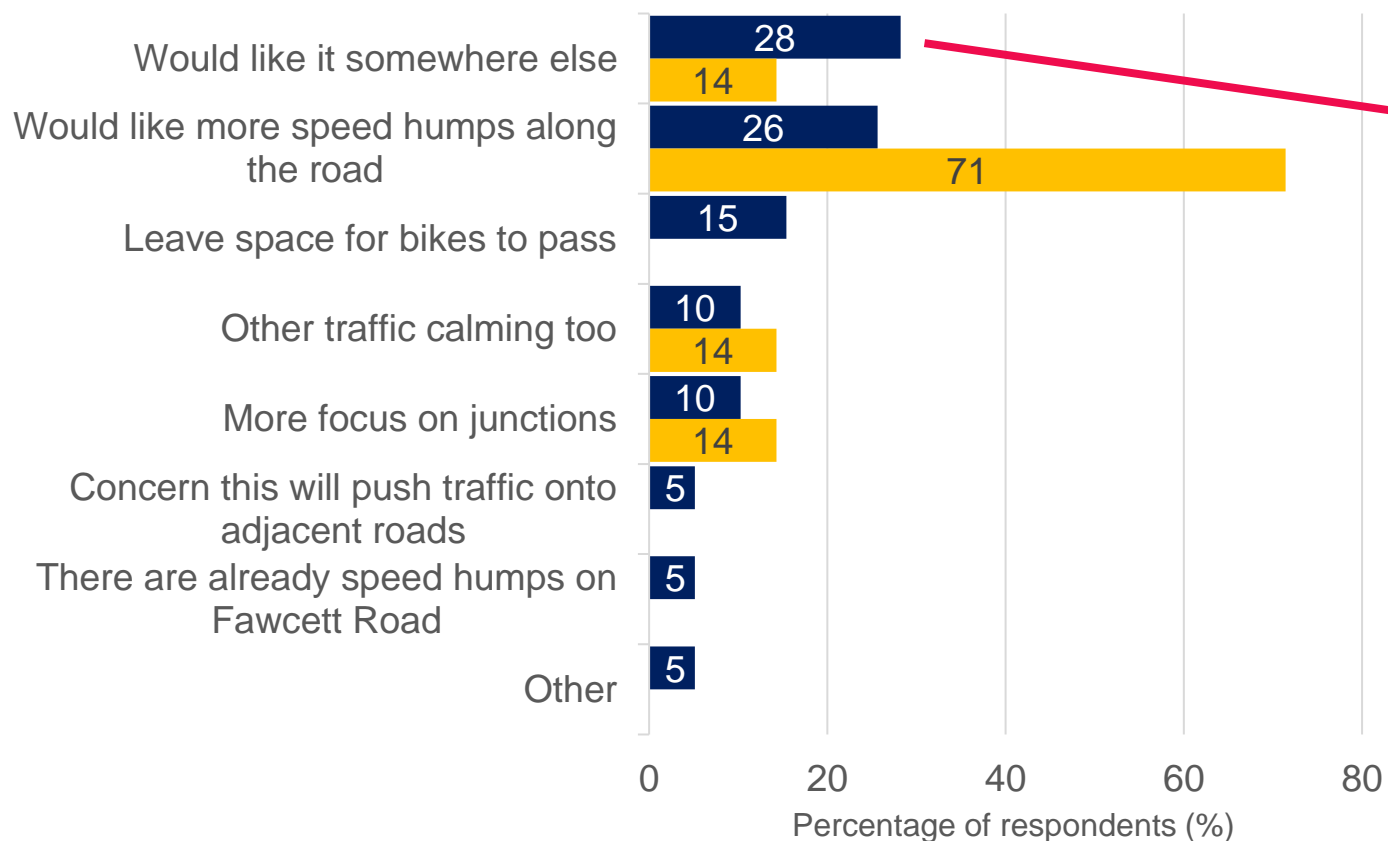
- Fawcett Road residents

- Of those who agree with adding speed humps in Fawcett Road, the vast majority of respondents (and Fawcett Road residents\*) feel this will slow traffic
  - Other reasons respondents agree with the proposal include making the road safer and reducing those using Fawcett Road as a shortcut – the same as for Sutherland Road
  - Specifically, respondents also feel this will help with speeding at the bend in Fawcett Road, which many feel is dangerous
- \*Caution small base

# Fawcett Road – agree but with some changes

Q: ***'Please explain why you agree – but with some changes to the speed humps on Fawcett Road?'*** | Base: Respondents who agree, but with some changes – total sample (39) | Fawcett Road residents (7\*) \*Caution small base

■ Total sample      ■ \*Fawcett Road residents



*“Between Fawcett Inn roundabout and Talbot junction there should be at least one more additional speed ramp.”*

*“More humps, junction with Darlington and Wheatstone. Otherwise bad drivers will accelerate to make up for the seconds they lost.”*

*“Additional traffic calming in other streets west and east of Fawcett Road - Jessie Road, Stansted Road, Percy Road, Lawson Road.”*

- Fawcett Road residents

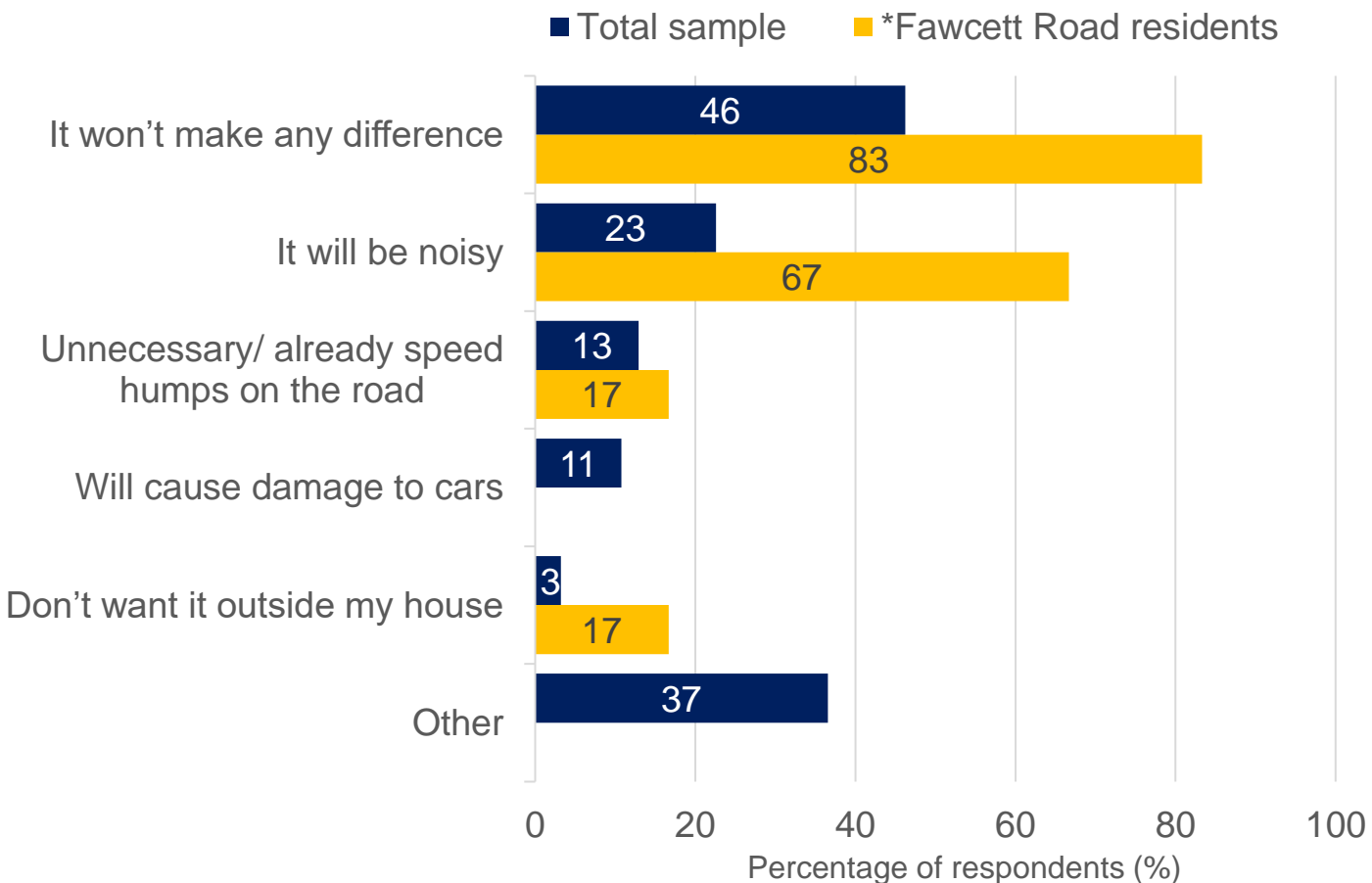
- Respondents who would make some changes to the speed humps proposed on Fawcett Road would like it somewhere else (28%), such as along Lawrence Road, down Chetwynd Road, or either side of the Darlington Road junction on Fawcett Road
- Fawcett Road residents\* would most like more speed humps along the road (71%)
- Respondents also suggest leaving space for bikes to pass (15%), using other traffic calming too (10%), or giving more focus to the junctions on Fawcett Road (10%)

\*Caution small base

# Fawcett Road – disagree

Q: **'Why do you disagree with the speed humps on Fawcett Road?'** | Base: Respondents who disagree – total sample (93) | Fawcett Road residents (6\*)

\*Caution small base



Responses for 'other'	%
Will cause pollution	9
Generally against speed humps	8
Will cause traffic/ congestion	4
Dangerous (especially to cyclists)	4
Inconvenient/ annoying	4
Other	2

*"There's speed humps already in Fawcett Road and they still speed."*

- Fawcett Road resident

- 46% of respondents (and 83% of Fawcett Road residents) who disagree with the speed humps on Fawcett Road feel they will not make any difference
- Fawcett Road residents\* are also largely concerned about the speed humps being noisy
- Around a tenth of respondents feel that the speed humps are unnecessary/ there are already enough on the road (13%), are concerned about the potential damage to cars (11%), or feel they will cause pollution (9%)

\*Caution small base

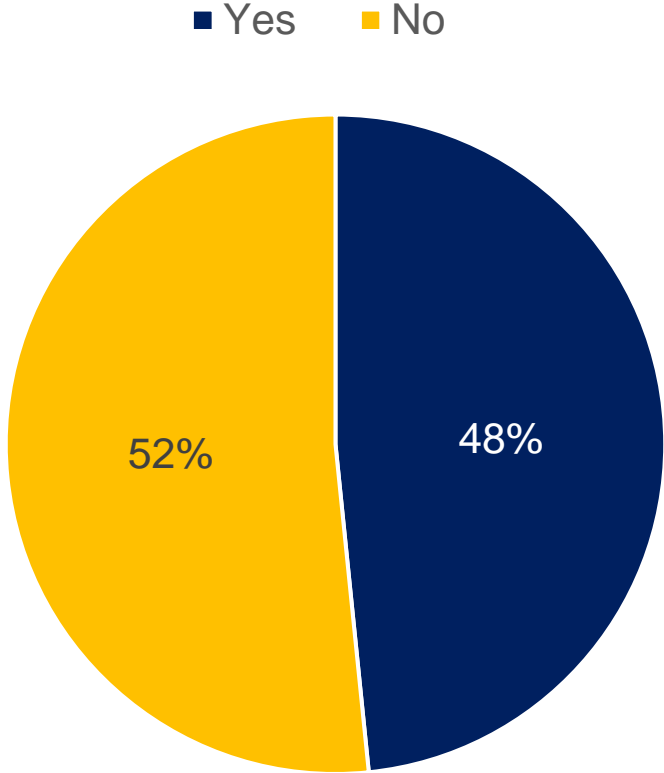


# Getting involved & communications

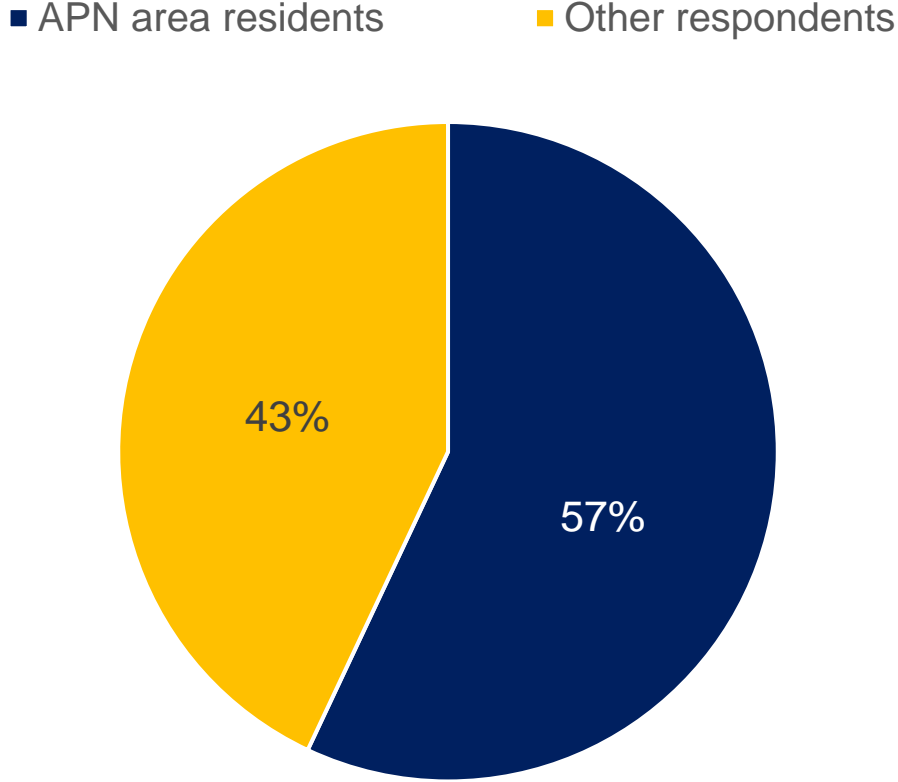
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# Newsletter and community greening

Q: *'Would you like to sign up to the newsletter?'* | Base: Total sample (620)



Respondents who would like to sign up to the newsletter. | Base: 300

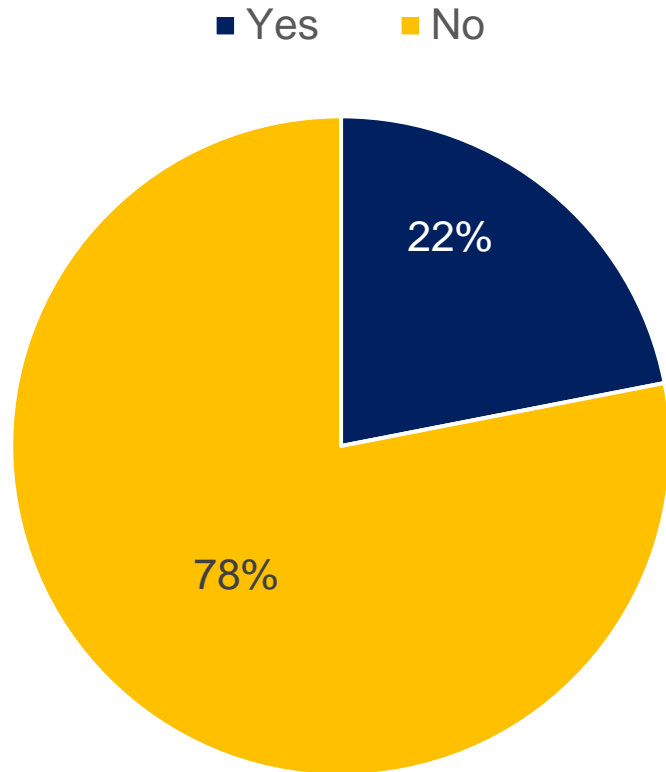


- Around half of respondents would like to sign up to the newsletter
- Of those, 57% are residents or business owners in the Active Pompey Neighbourhood area

# Newsletter and community greening

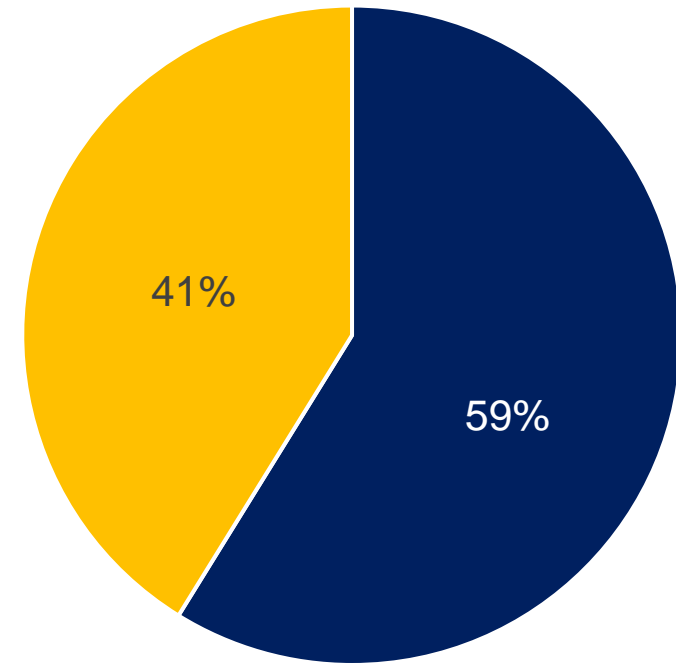
Q: 'Would you like to participate in the community greening as part of the creating spaces, if this aspect of the scheme goes ahead?' |

Base: Total sample (619)



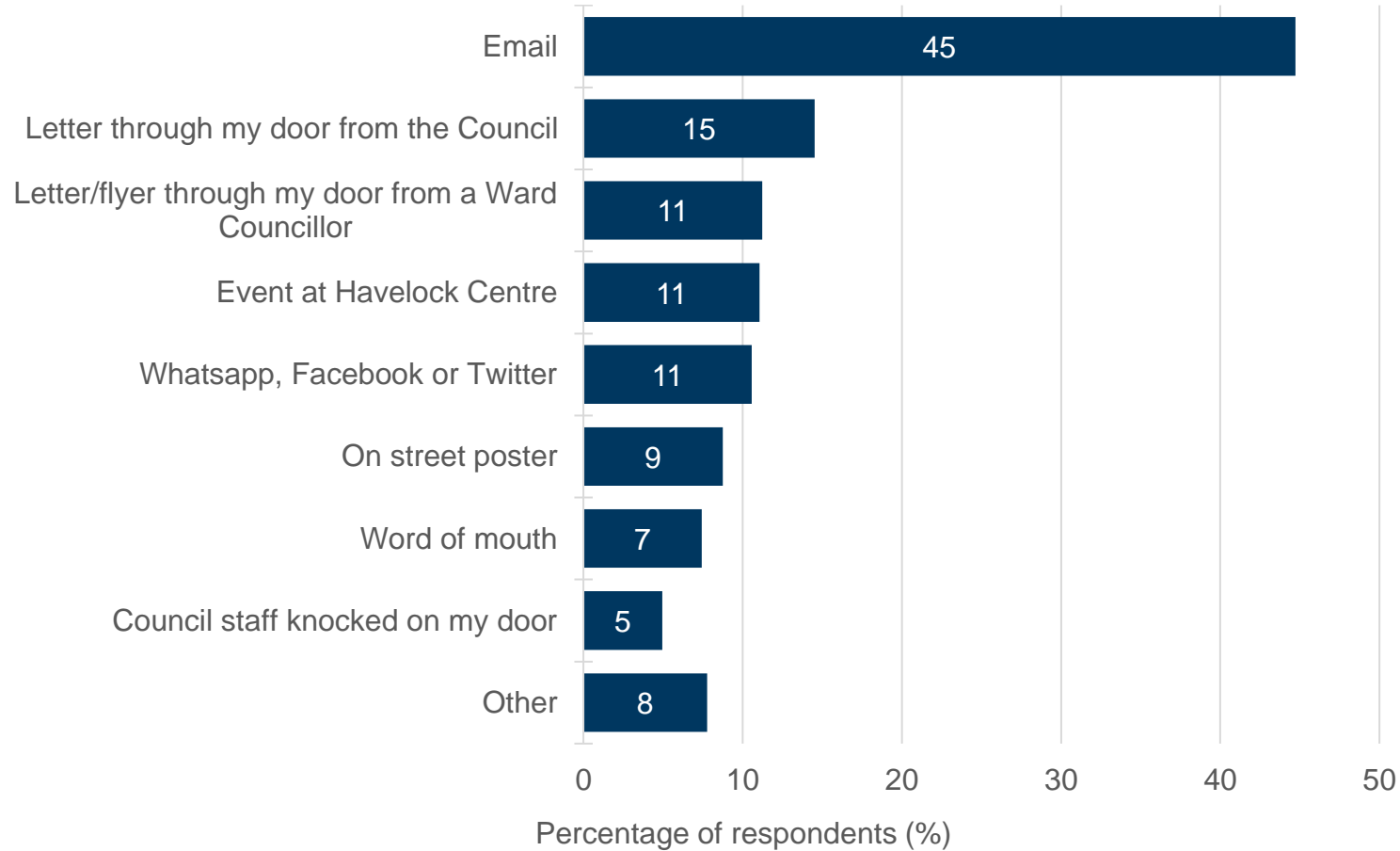
Respondents who would like to participate in community greening as part of the creating spaces. | Base: 136

■ APN area residents ■ Other respondents



- 22% of respondents would like to participate in the community greening as part of the creating spaces aspect of the trial
- Of these, most were residents or business owners in the Active Pompey Neighbourhood area (59%)

Q: **'How did you find out about this survey?'** | Base: Total sample (606)



Responses for 'other'	%
The news	3
A group/ online forum (e.g. Pompey Cycle forum, Nextdoor app)	2
Impacted business (e.g. taxis)	1
Councillor or local MP	1
Council website	<1
Other	1

- Most respondents found out about this survey via email (45%), followed by letters through their door from either the council (15%) or a ward councillor (11%)
- 11% also found out about the consultation through the event at Havelock Centre or through social media such as Whatsapp, Facebook or Twitter