











Fishers Hill consultation report May 2023

Key findings

Key findings – local and non-local residents’ views

Opinion throughout the survey was most notably split between local residents (who were concerned about safety and other aspects on Fishers Hill and were most likely to support the installation of a permanent barrier) and non-local residents (who saw few problems on Fishers Hill and opposed the installation of a permanent barrier).

	Opinion	Local residents	Non-local residents
	The road is safe for users - cyclists, walkers & horse riders	disagreed	agreed
	The road is safe for children	disagreed	agreed
	Volumes, speed & noise levels from traffic are acceptable	disagreed	agreed
	Air quality is good	disagreed	agreed
	Opinion on having a barrier on the road	supported	Opposed*
	Impact of a permanent barrier on safety for all road users	positive impact	little/ no impact
	Impact of a permanent barrier on congestion elsewhere	little/ no impact	negative impact
	Impact of a permanent barrier on journey times	little/ no impact	negative impact

*NB: 100% of Funtley residents opposed the installation of a permanent barrier

Key findings – Different types of road user

55% thought the road was currently safe for cyclists;
50% believed a barrier would increase safety for them.

48% felt the road was currently unsafe for children;
50% believed a barrier would improve their safety.

41% were in favour of a permanent barrier being installed.

46% would cycle more if a permanent barrier was installed.

People who regularly cycle along Fishers Hill
(Base: 163-171)



People who regularly drive along Fishers Hill
(Base: 1049-1066)



60% thought the road was currently safe for pedestrians, 66% that it was safe for cyclists and 42% that it was safe for children.

53% felt that a barrier would have little or no impact on the safety of Fishers Hill.

84% were opposed to the installation of a permanent barrier.

54% believed the road was currently unsafe for pedestrians; 56% felt a permanent barrier would improve their safety.

53% thought the road was currently unsafe for children; 55% felt a barrier would improve their safety.

50% thought the traffic along the road was too fast.

46% were in favour of a permanent barrier being installed.

50% would increase how much they walk if a barrier were installed.



People who regularly walk along Fishers Hill
(Base: 302-316)



People who ride a horse along Fishers Hill
(Base: 27-30)

60% believed that the road was currently safe for horse riders.

34% felt that a permanent barrier would improve safety for horse riders.

70% were opposed to the installation of a permanent barrier.

37% would ride a horse more often if a permanent barrier was installed.

Travel categories are not exclusive: respondents may travel by more than one method

Key findings – the permanent barrier

Impact of a permanent barrier on travel habits

- There was evidence that a closure of the road could lead to a shift in travel methods:
 - 22% of respondents stated that they would be more likely to cycle if a permanent barrier was in place. This figure was much higher for those who already cycle (41%).
 - 30% of respondents would walk more if the barrier was in place, including 44% of respondents who already walked along Fishers Hill and 17% of respondents who did not.
- 73% of respondents felt that a permanent barrier would have a negative impact on journey times.
- Just over half (53% or 485 respondents) thought that taking an alternative route to Fishers Hill would add 10 minutes or less to their journey time and 24% (223 respondents) thought it would add five minutes or less.
- Over three quarters (76%) of respondents said that they would use the A27 as the alternative route for some of their journeys (regardless of their travel method) and just over half (53%) would use Highlands Road. Respondents who live in Catisfield (90%), Fareham (82%) and Titchfield (73%) would be most likely to use the A27 as their alternative route, whilst Highlands Road would be used by all respondents, regardless of their location, but was especially favoured by horse riders.

Opinions about a permanent barrier:

- Impact on journey time* was another key driver of support/opposition to a permanent barrier. Only 1% of respondents who perceived they would have a diversion time of eleven minutes or more supported the barrier, compared to 96% of those who felt they would have a diversion of one minute and 94% who thought it would be two minutes.

**Information on the timed drives, demonstrating the length of the diversion, is available in the data report.*

Introduction

Project title - background



Background

In 2019, Fishers Hill was identified in the [Fareham LCWIP](#) by Hampshire County Council, working with Sustrans and local stakeholders as forming part of a route which could help to support active travel, providing a suitable and direct link for walking and cycling between key local destinations in Fareham and Segensworth.

To contribute to achieving the ambitions of the LCWIP, and to help towards meeting climate change objectives, Hampshire County Council would also like to implement the 'Healthy Streets' approach for this road. This involves creating a safer and more pleasant environment to encourage people to choose more active methods of travel (such as walking and cycling).

During the summer of 2020, in response to the Covid-19 pandemic, a temporary barrier (known as a modal filter) was installed at Fishers Hill. This was undertaken in line with government guidance to support active travel during the 'lockdown' period, enabling them to use the entire road space. The closure was also designed to help people cycle to Segensworth, where many manufacturing businesses remained open.

After the removal of the barrier, feedback was collected from road users about the barrier and feeling towards a permanent barrier.

The analysis of the feedback showed very strong opinions both for and against the measure. However, it was unclear as to how opinions varied between different types of user, and particularly between local and non-local residents, and how a permanent modal filter would affect different groups of people. To fully understand the impact of a potential permanent barrier on Fishers Hill, this further round of consultation was undertaken.

Fishers Hill was re-opened to all traffic in July 2021, it was open throughout the consultation period, and remains open at present.

Fishers Hill – aims

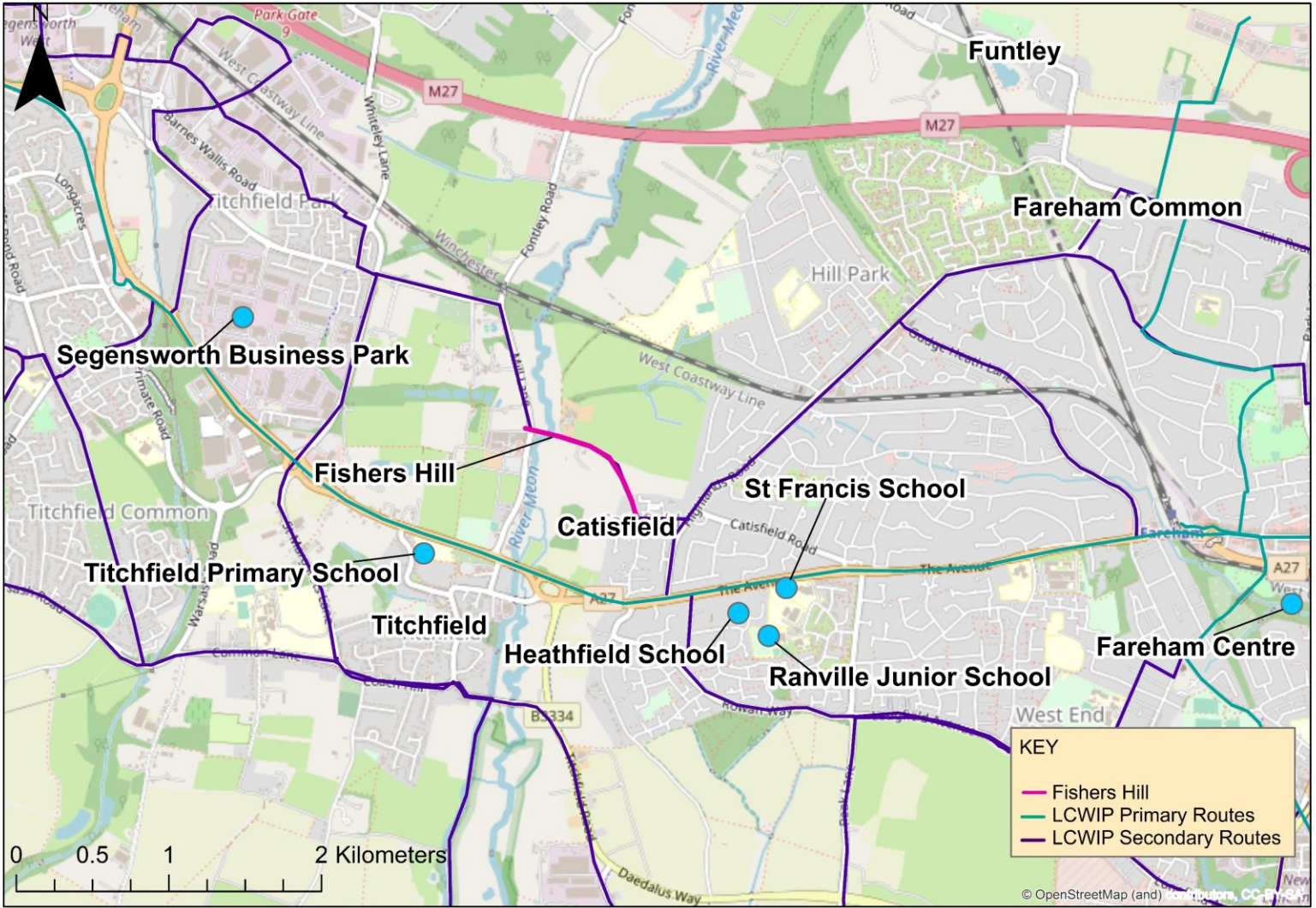


Aims

Hampshire County Council is committed to listening to the views of local residents and stakeholders. The purpose of this consultation was to gain the views of local residents and users of Fishers Hill. Specifically, this consultation sought to:

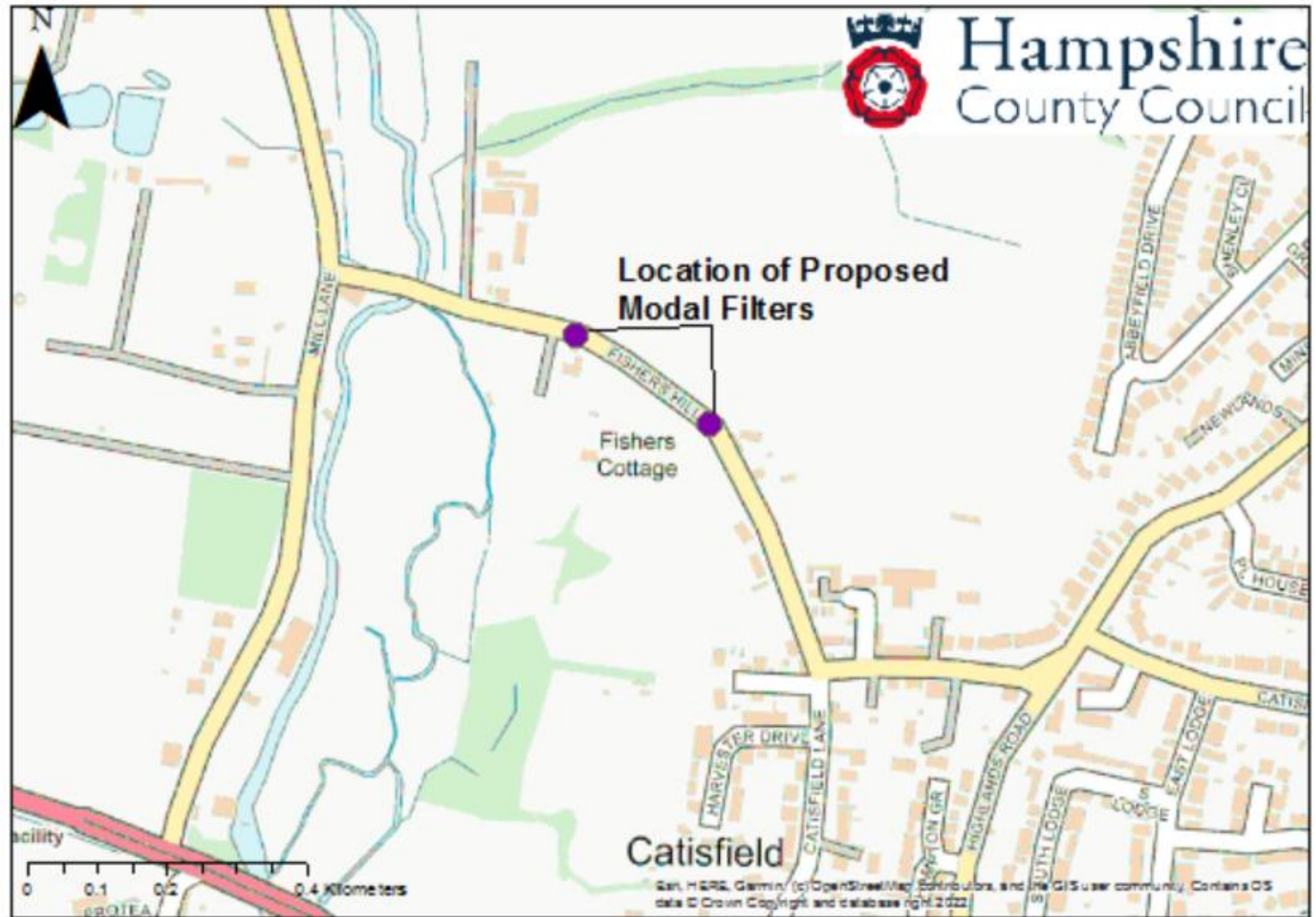
- understand how the proposal would impact people in general;
- understand if there is any difference of opinion between local and non-local residents; and
- understand opinions of those people with protected characteristics.

This will enable the county council to amend the proposal if necessary, to ensure that its impact is proportionate, whilst still meeting the objectives of the scheme.



Location Plan

Location of proposed modal filters (barriers)



Fishers Hill – research method



Research method

Feedback on the proposals was sought from:

- local residents living and businesses based in Catisfield Lane, Forneth Gardens, Fishers Hill, Hampton Grove, Harvester Drive, Hunters Lodge, Mount Drive, Mill Lane and Samuel Mortimer Close, who were sent a paper form through the post; and
- the wider public, who were invited to submit their views via a feedback form made available online and in other formats, to provide best value for money. This survey was publicised via social media, and via large information boards along the length of Fishers Hill.

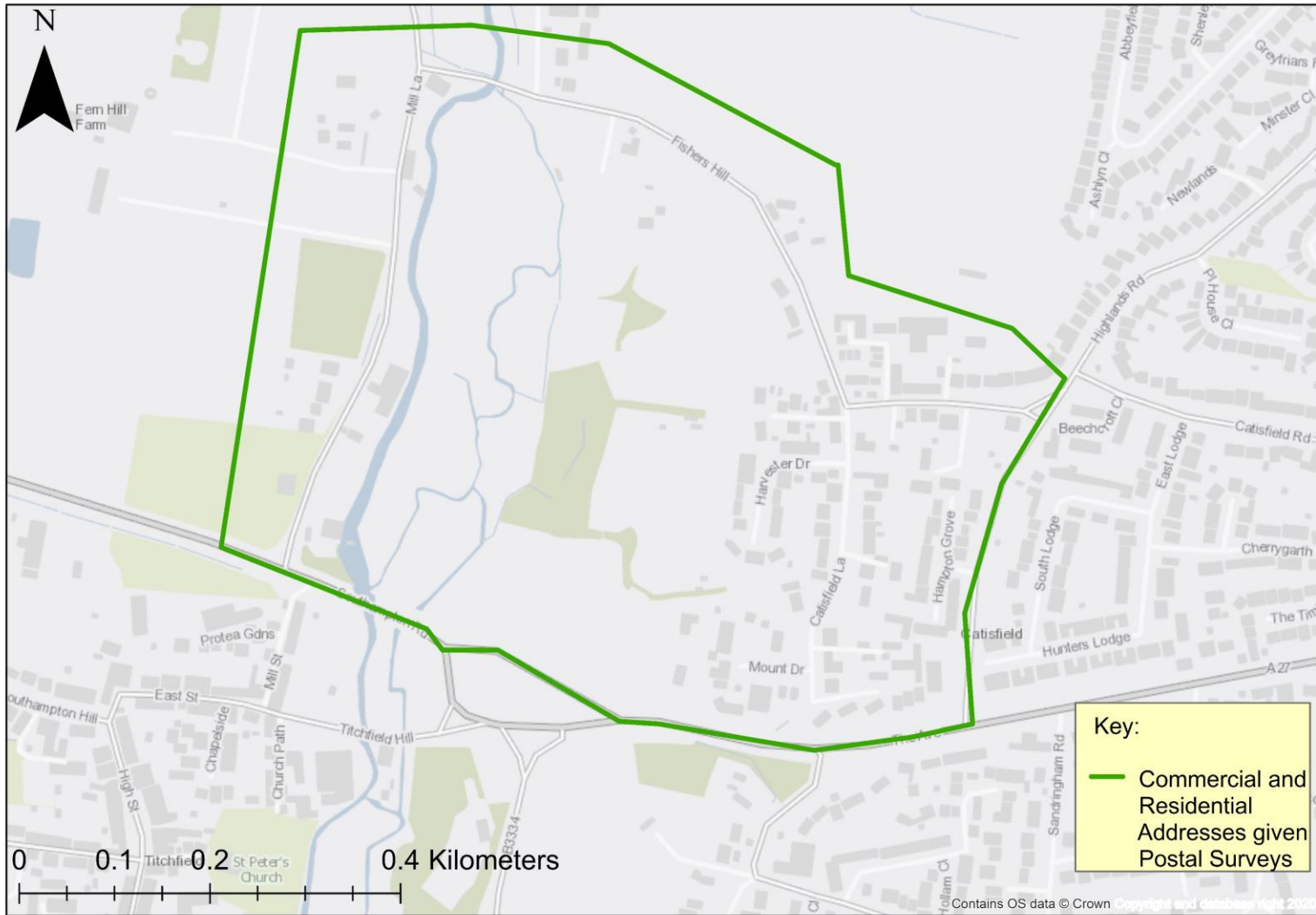
This methodology was chosen to ensure that the opinion of those living or running businesses on or just off Fishers Hill could be understood more clearly. The two feedback forms were identical, aside from some additional questions for the wider public related to their use of the road and alternative routes.

The consultation was conducted between Monday 16 January and Sunday 12 March 2023. There were no quotas or sampling targets and all questions in the survey were optional - the base therefore changes throughout the report. This is noted on each chart.

In this report, references to 'local residents' denotes those who live on or just off Fishers Hill, whilst 'non-local residents' denotes respondents who live in another area, regardless of whether they completed the online or paper survey. References to 'frequent' transport users indicates those who use the method once a week or more whilst 'regular' is for those who use a transport method once a month or more.

Although the word barrier was used in the survey and is therefore used throughout this report, it is important to remember that both the temporary measure that was put in place and the permanent measure that is now being proposed is a modal filter, which allows people walking, cycling and riding a horse to pass through, but does not allow motor vehicles to do so (other than the emergency services and refuse/recycling collection vehicles). All addresses remain accessible by motor vehicle.

Note: Where percentages do not total to 100%, this is due to rounding.



Area to which paper surveys were posted

Summary of survey responses



There were 1,312 responses to the survey in total.

1,167 responses were submitted to the public feedback form, either online or on paper. Of those who specified, 1,147 responses were from individuals, 12 were from businesses or organisations and one was from a democratically elected representative.

244 'most-local resident' paper surveys were posted out and 145 of these surveys were returned, completed (representing a 59% return rate).

Traffic surveys data from August 2020 suggests that an average of 2,243 motor vehicles (over a 24-hour period), 120 pedestrians and 75 cyclists (over a 12-hour period) pass along Fishers Hill each day. The overall rate of response can therefore be estimated at over 53% of road users.

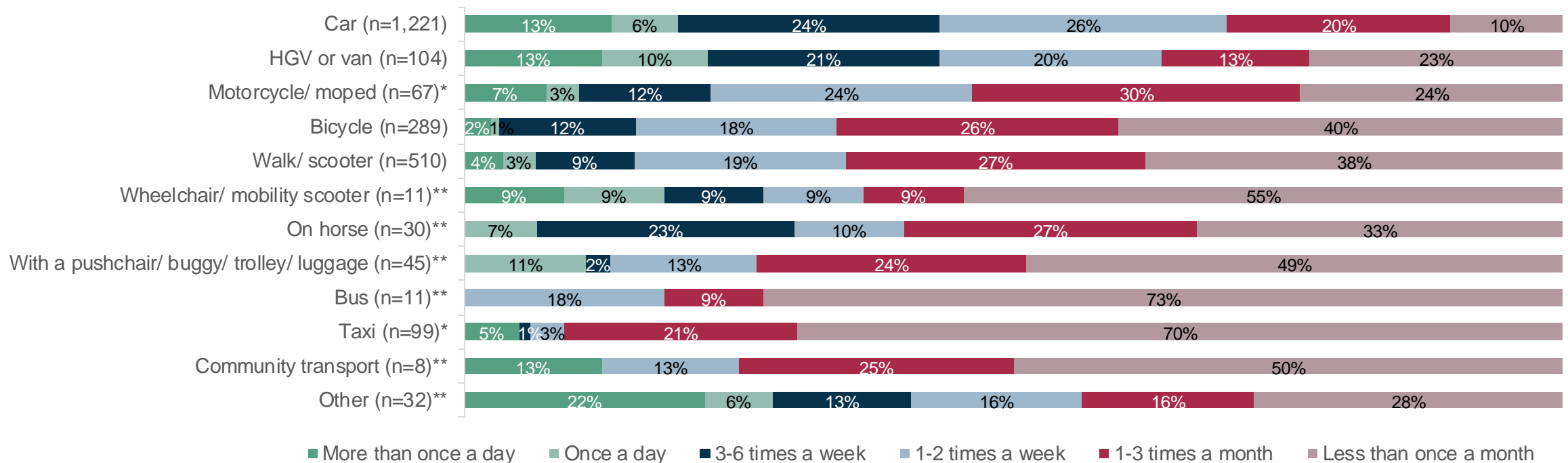
In addition, 15 unstructured responses were received by email and 79 social media comments were received to the official Hampshire County Council Facebook post. Commentary on these submissions can be found in the relevant section of the report.

Detailed findings
Part one:
Experiences of travelling on
Fishers Hill

Method of travel along Fishers Hill

Respondents' most commonly travelled along Fishers Hill by car, with 1,221 respondents driving along the road, 19% of whom did so least once per day. The 510 respondents who walked or scooted did this less frequently (7% at least once daily/ 35% at least once per week). 289 respondents said they cycled along the road and a third of these (33%) did this three times per week or more. 30 respondents rode a horse down the road, ten of which did so more than twice per week. Eleven respondents used a wheelchair/ mobility scooter along the road.

Method of travel – non-residents

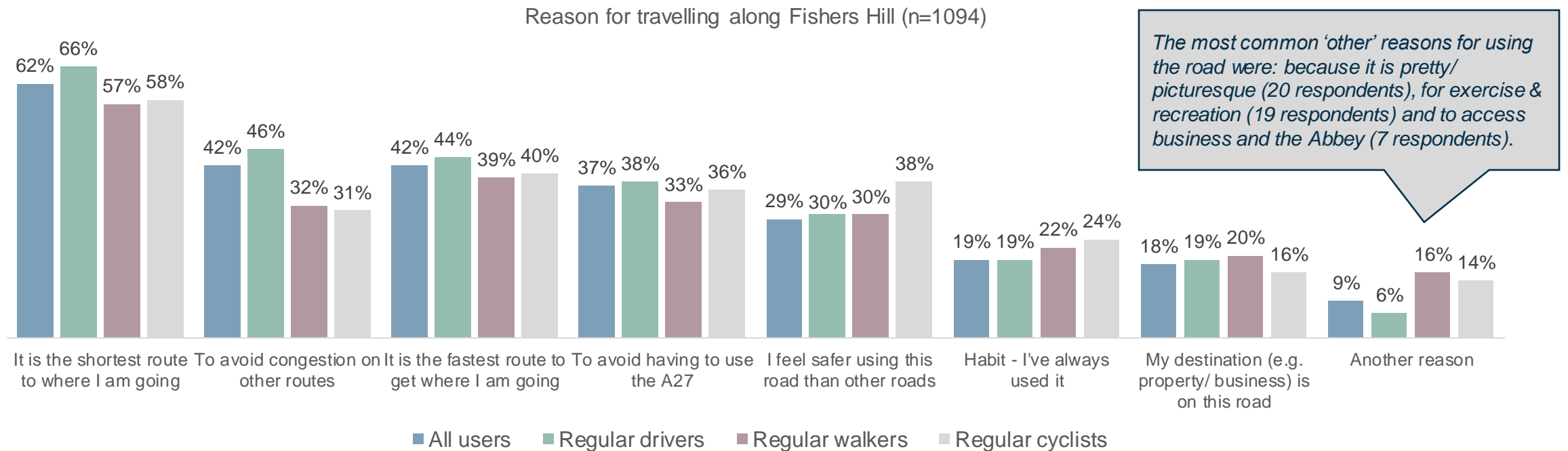


How often do you typically travel along Fishers Hill by the following methods of transport? [Asked only to non-residents]

* caution: low base
 ** caution: very low base

Reasons for use of Fishers Hill – non-residents

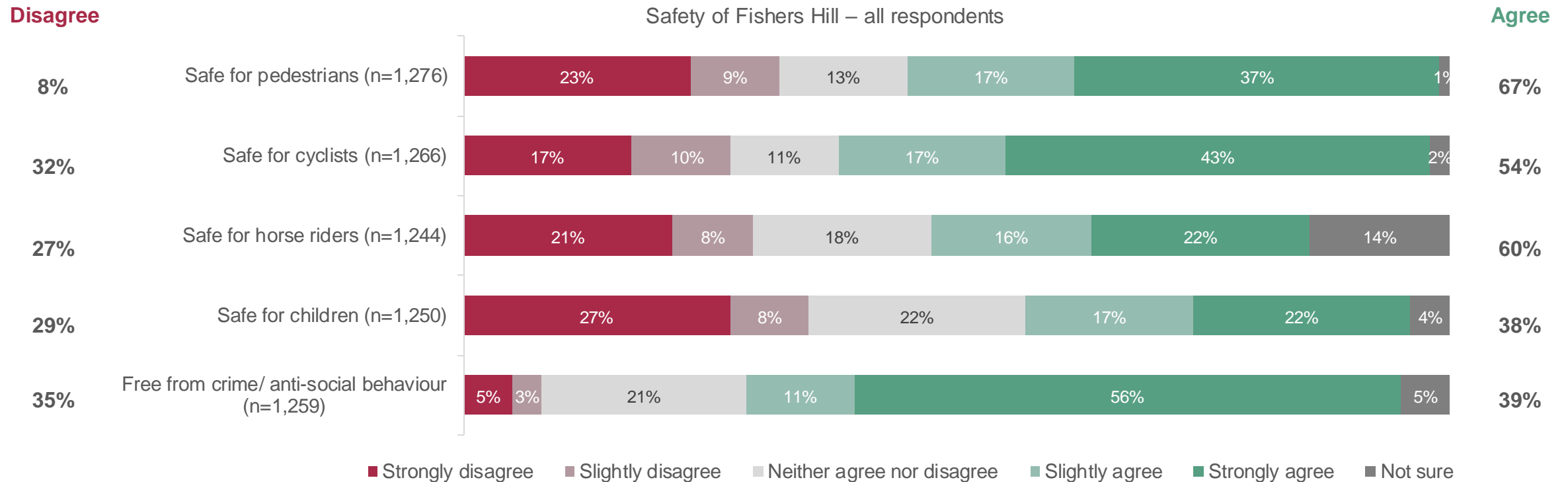
The largest proportion (62%) of respondents used Fishers Hill as the shortest route to get to their destination, and this was the top reason across all forms of transport. The next most common reasons for drivers were to avoid congestion on other routes (46%) and because it is the fastest route (44%). Walkers used it as it is the fastest route (39%) and to avoid the A27 (33%) whilst cyclists feel safer on it (38%) and also use it to avoid the A27 (36%).



Why do you travel along Fishers Hill as opposed to using an alternative route? [Asked to non-residents only] [Multi-code question]

Safety on Fishers Hill in its current state – all respondents

Over half of respondents (54%) felt that Fishers Hill was safe for those who walk and 60% that it was safe for those who cycle. Fewer respondents felt that the road was safe for those riding horses (38%) and for children (39%). Two thirds (67%) of respondents felt that it was free from crime and anti-social behaviour.

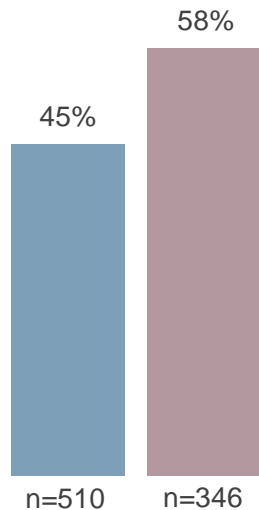


To what extent do you agree with the following statements about Fishers Hill?

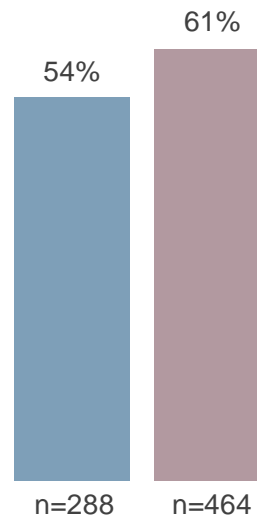
Safety on Fishers Hill by modal use

Respondents who don't currently walk or cycle on Fishers Hill perceived these activities to be safer than those who had experience of travelling by them. However, for horse riding, those who already ride along the road thought that it was safer than those who do not ride along it.

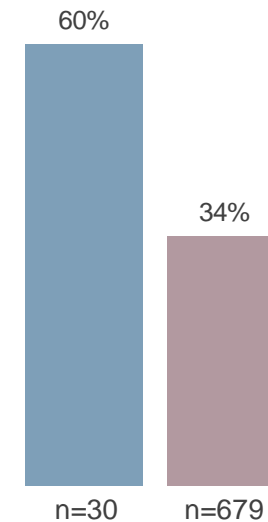
Respondents agreeing that the road is safe for those who walk



Respondents agreeing that the road is safe for those who cycle



Respondents agreeing that the road is safe for those who ride horses

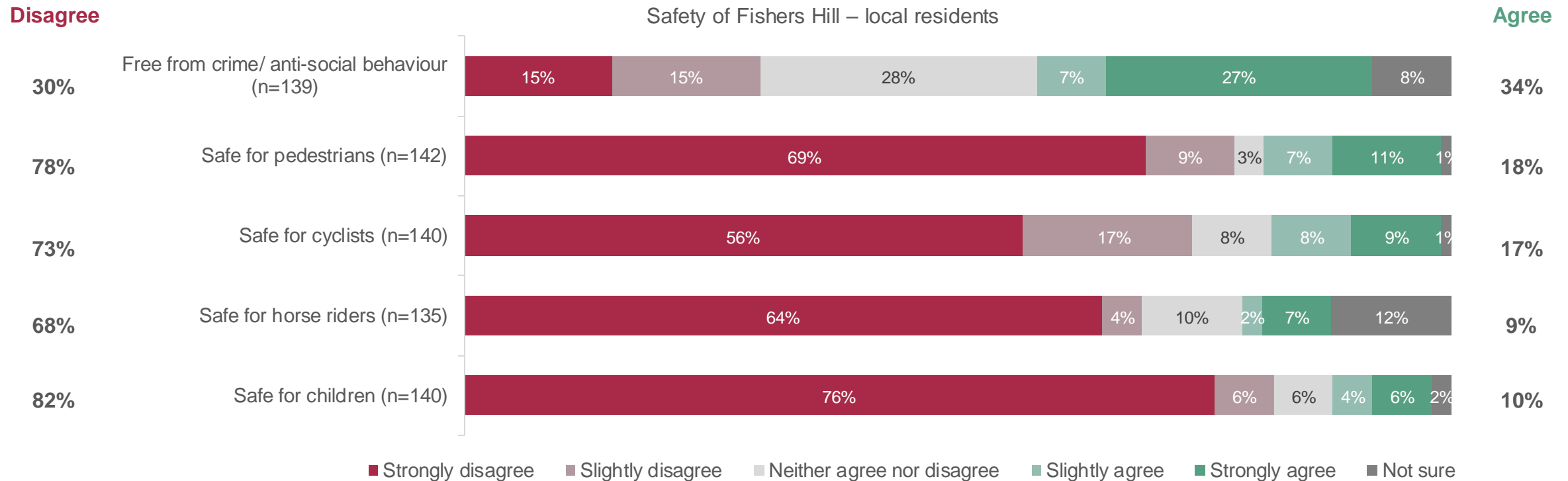


■ Users of this transport method ■ Non-users of this transport method

To what extent do you agree with the following statements about Fishers Hill?

Safety on Fishers Hill in its current state – local residents

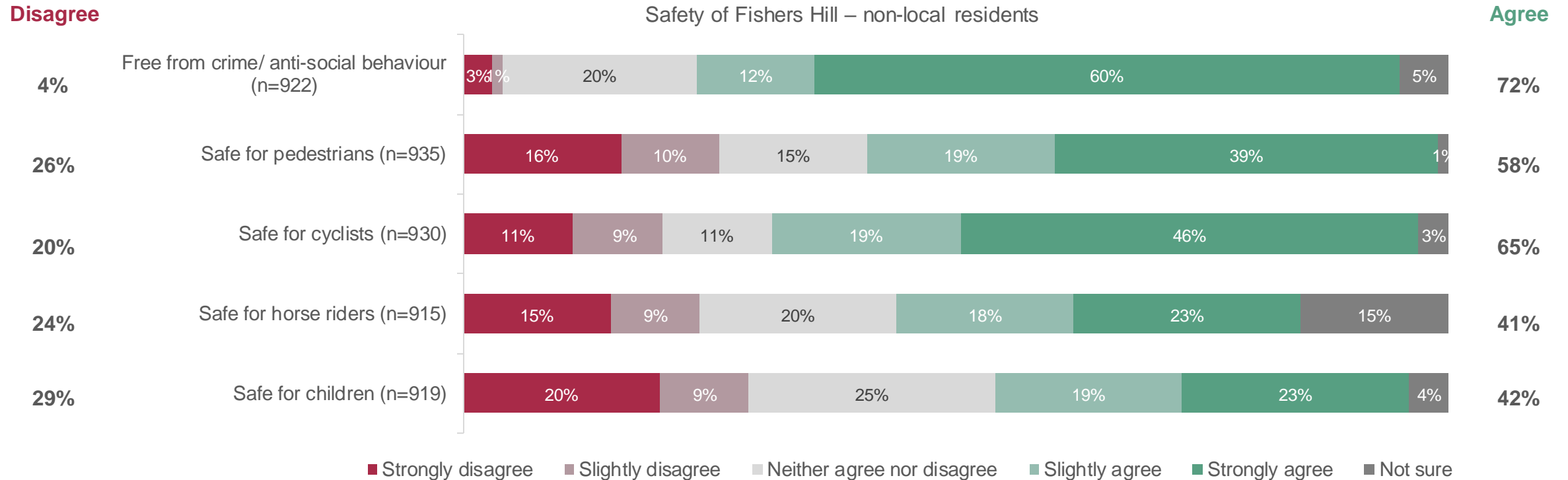
Local residents generally felt that Fishers Hill was less safe. One third (34%) agreed that it was free from crime and anti-social behaviour, but there were concerns about safety for all travel methods, with concerns about safety for children being the greatest (82% of local residents disagreed that it was a safe road for them).



To what extent do you agree with the following statements about Fishers Hill?

Safety on Fishers Hill in its current state – non-local residents

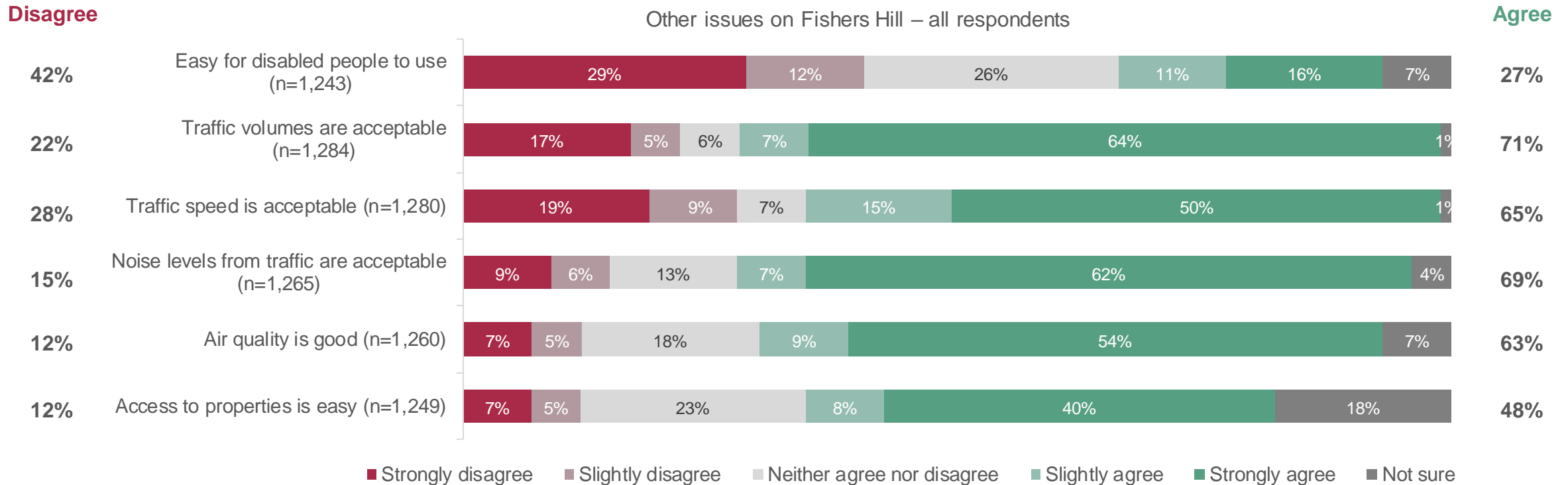
Non-local residents were much less likely to have concerns about safety on Fishers Hill. They thought that it was generally safe for all forms of transport (58% for walking, 65% for cycling and 41% for horse riding). 72% felt that it was free from crime and antisocial behaviour and 42% considered it safe for children.



To what extent do you agree with the following statements about Fishers Hill?

Other issues on Fishers Hill in its current state – all respondents

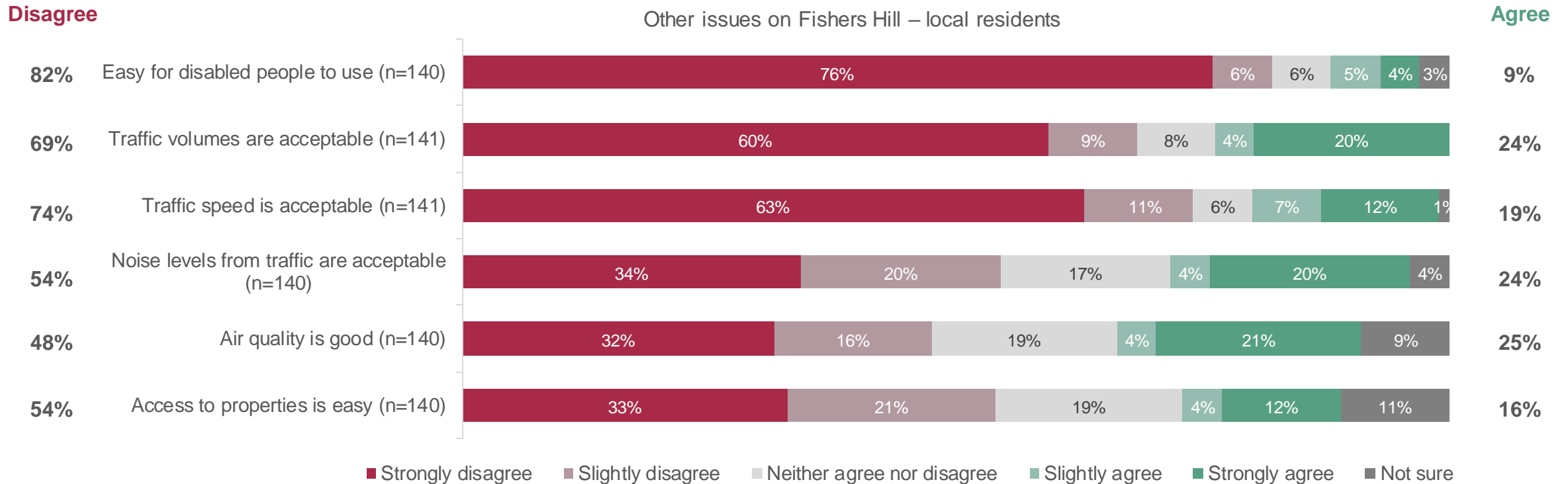
There were some concerns that Fishers Hill was not easy for disabled people to use (42% of respondents). However, respondents generally felt positively about all other issues on Fishers Hill, considering traffic volumes (71%), speed (65%) and noise levels (69%) to be acceptable. They also thought the air quality was good (63%) and that private properties were easy to access (48%).



To what extent do you agree with the following statements about Fishers Hill?

Other issues on Fishers Hill in its current state – local residents

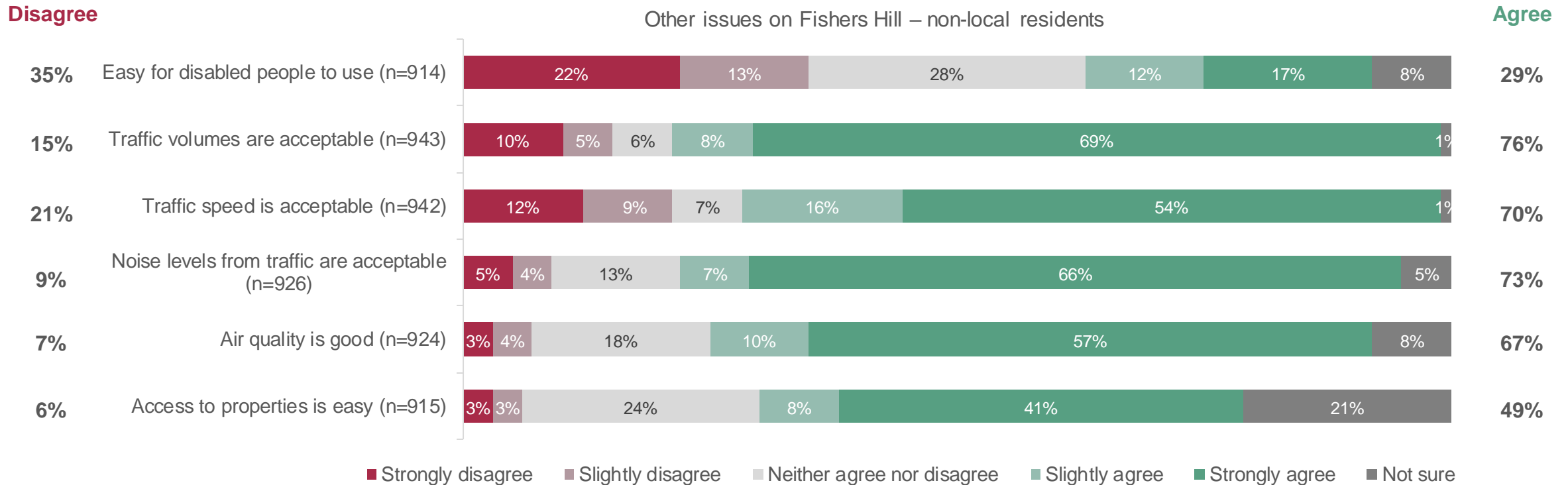
Local residents were far more concerned about all issues along Fishers Hill. 82% thought that it was not easy for disabled people to use, 69% were concerned about traffic volumes, 74% about traffic speed and 54% about noise levels from traffic. Just under half (48%) thought the air quality was not good and just over half (54%) thought that properties were not easy to access.



To what extent do you agree with the following statements about Fishers Hill?

Other issues on Fishers Hill in its current state – non-local residents

35% of non-local residents thought that the road was not easy for disabled people to use. For all other issues, non-local residents had few concerns. Traffic volumes (76%), speed (70%) and noise levels (73%) were considered acceptable, 67% considered the air quality to be good and almost half (49%) thought that properties were easy to access.



To what extent do you agree with the following statements about Fishers Hill?

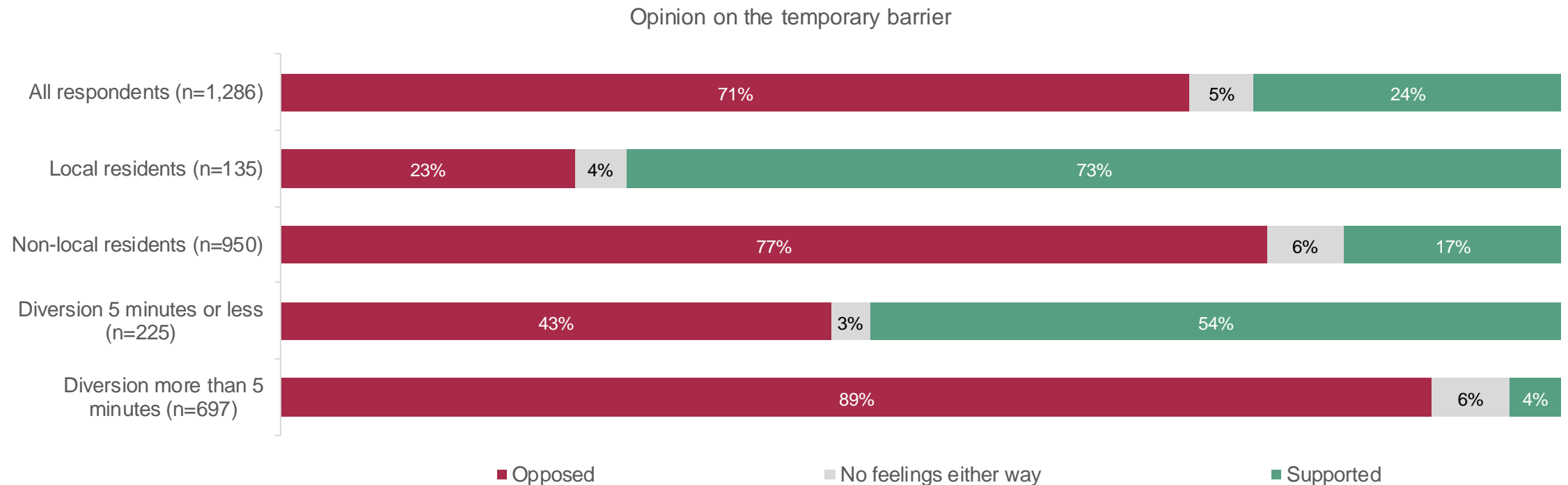
Detailed findings

Part Two:

The temporary barrier

Opinion on the temporary barrier

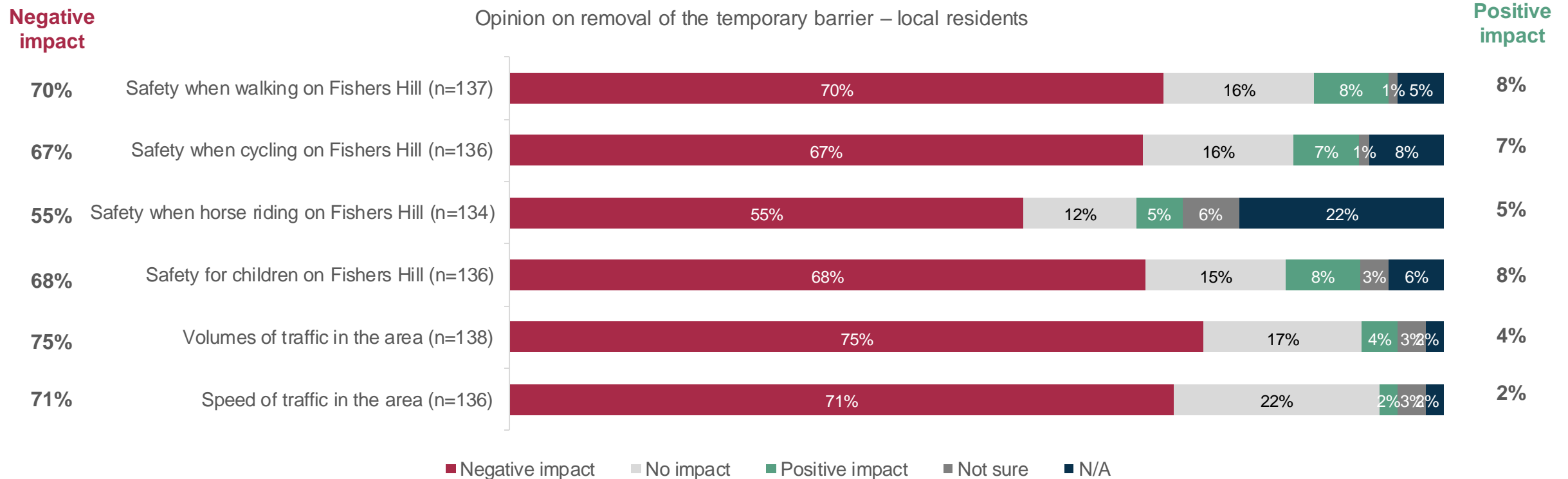
Almost three quarters (71%) of respondents were opposed to the temporary barrier and 24% supported it. The main split in this opinion was between local and non-local residents (73% of local residents were much in support of the barrier whilst 77% of non-local residents opposed it) and those who thought the diversion would add more or less than five minutes to their journey (54% of those who thought it would be 5 minutes or less supported it, whilst 89% of those believing the diversion would take longer than five minutes opposed it).



Did you support the Fishers Hill temporary modal filter (road closure) that was in place during the Covid-19 pandemic?

Opinion on removal of the temporary barrier – local residents

Local residents supported the temporary barrier as they felt that the removal of the barrier had a negative impact on all aspects of the safety of the road as well as on the volumes and speed of traffic in the local area.



Do you think that the removal of the temporary modal filter on Fishers Hill has had any impact on the following?

Reasons for supporting the temporary barrier

Comments in support of the temporary barrier also highlighted the importance of safety (172 respondents), as well as noting that the closure would make the area more pleasant and peaceful (64 respondents).

Reasons for supporting the temporary filter (n=273)



“It provided a pleasant place to walk and stopped the 'rat run' traffic in the morning and evening to Segensworth.” (Frequent driver, male, aged 55-64, local resident)

“With the road closed the number of walkers and cyclists of all ages increased significant. It made the whole village a safe and healthier place to live.” (Frequent driver and walker, male, aged 55-64, non-resident)

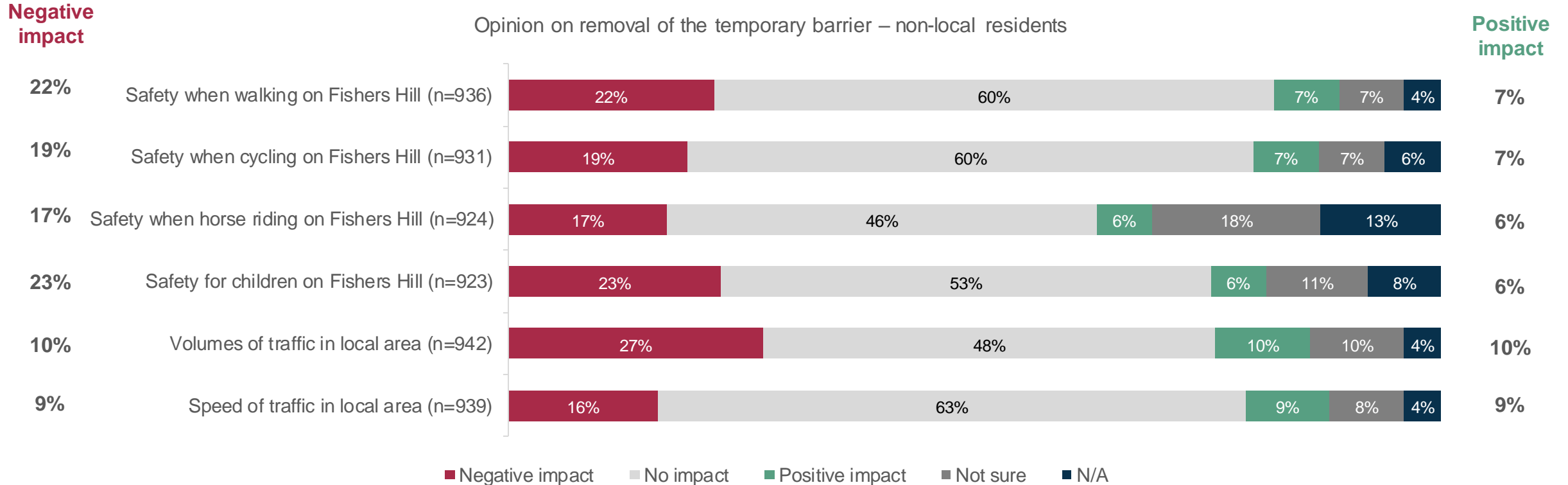
“The barrier provided safe use to the hill and prevented Catisfield Lane from being used as a shortcut for speeding commuters and boy racer.” (Frequent cyclist and walker, male, aged 65-74, local resident)

Please explain why you felt this way.

Top 10 themes shown

Opinion on the removal of temporary barrier – non-local residents

Non-local residents believed that the removal of the temporary had no impact on the safety of the road for different users, and little impact on the volume or speed of traffic in the local area.

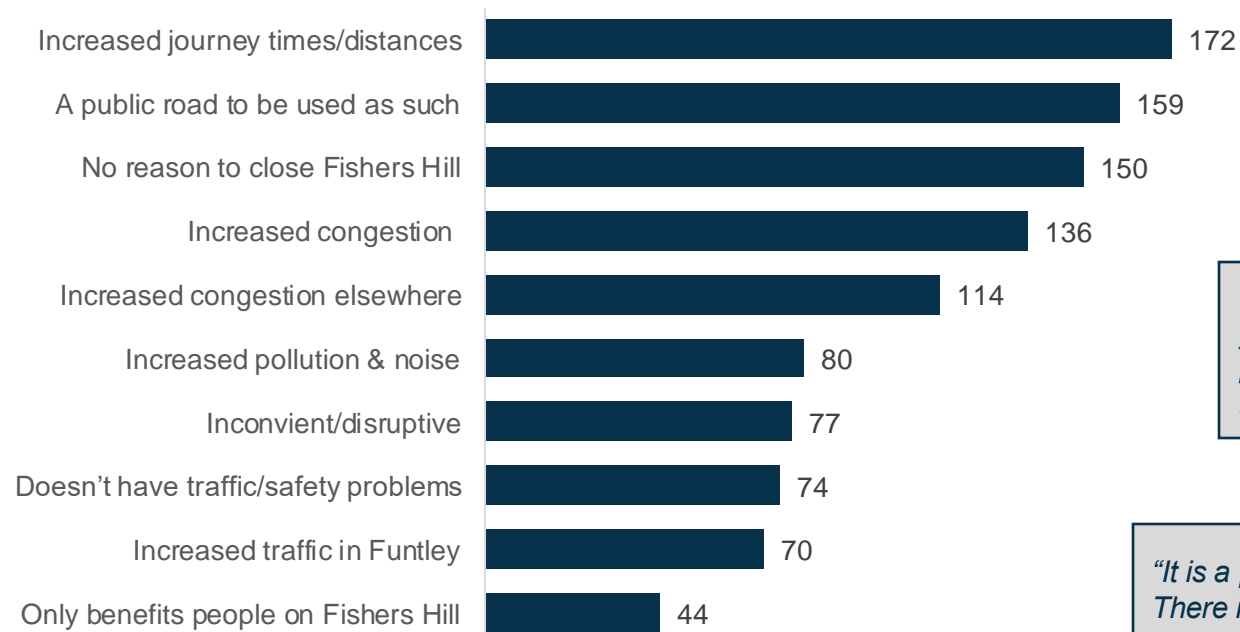


Do you think that the removal of the temporary modal filter on Fishers Hill has had any impact on the following?

Reasons for opposing the temporary barrier

Comments from people opposing the temporary barrier also highlighted concerns that it would increase journey times or distances (172 respondents). 159 respondents noted that the road is a public road and should therefore be available for the public to use and 150 respondents felt that there was no reason to close it.

Reasons for opposing the temporary filter (n=859)



“Using this road during the closure added 20 minutes onto my commute, the A27 and Highlands Road had more congestion and there were more accidents happening.” (Organisation response, frequent motorcyclist and cyclist)

“This is a country lane, not a private access road and has been for hundreds of years. Very few country lanes have footpaths - they were not designed for pedestrians, but they are perfectly safe if people walking are aware of traffic using the road.” (Frequent driver, female, aged 75-84, local resident)

“It is a public road built for cars and paid for by road tax. It should be available for use. There is no logical reason to close the road.” (Frequent driver, male, non-local resident)

Please explain why you felt this way.

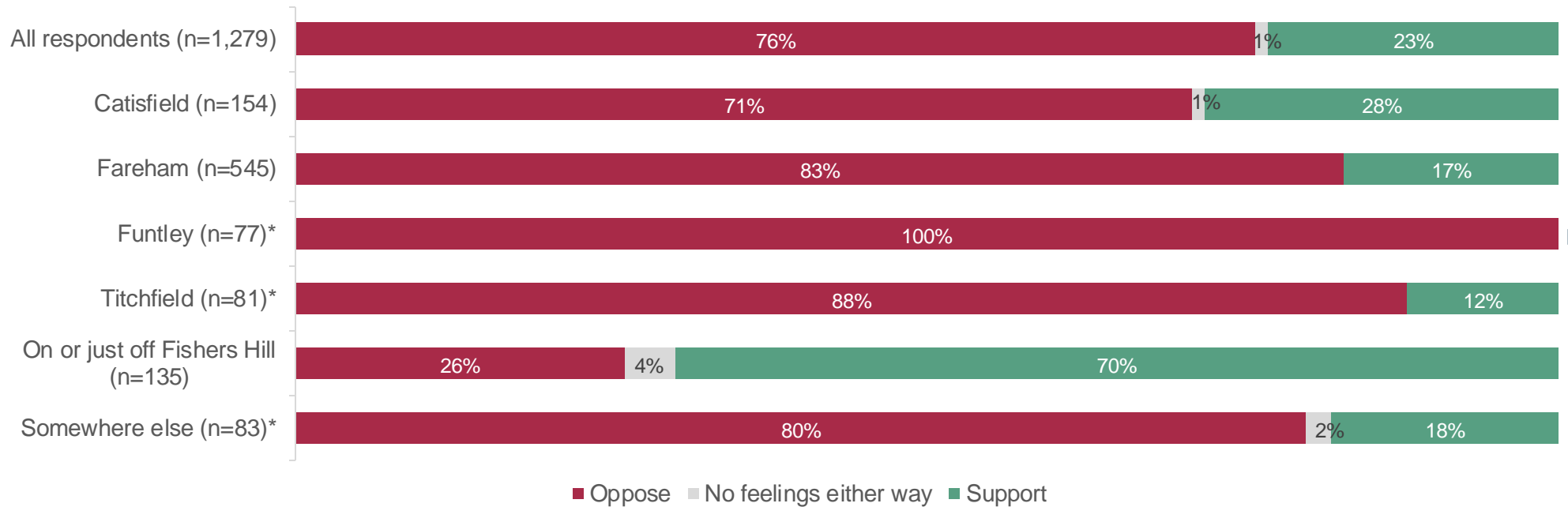
Top 10 themes shown

Detailed findings Part Three: The permanent barrier

Opinion on a permanent barrier by location

76% of respondents opposed the proposal to place a permanent barrier on Fishers Hill, with 23% in favour. Residents who are most local to Fishers Hill were the most supportive of a permanent barrier (70%). Respondents from the wider area were less likely to support the barrier, with 100% of respondents from Funtley opposing the barrier.

Opinion on permanent barrier by location of respondent



70 residents of Funtley commented that traffic through their village would increase if Fishers Hill was closed. Eleven residents also commented on how this would impact safety in Funtley and six mentioned concerns about a narrow bridge in the village.

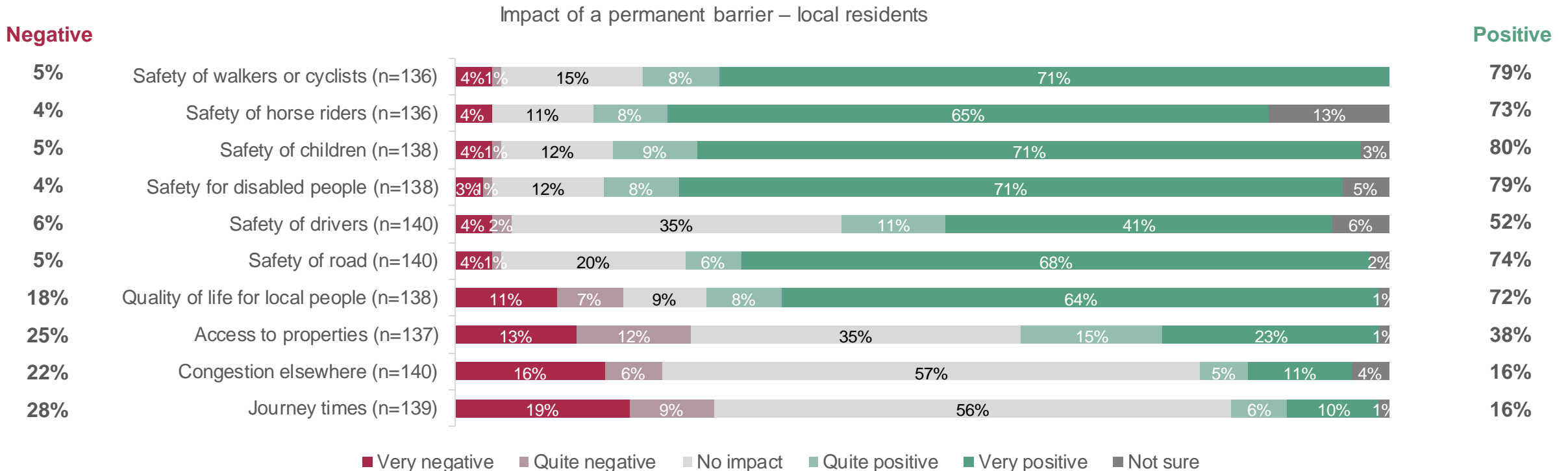
Assuming the new modal filter is placed in the same location as previously, how do you feel about a permanent modal filter (road closure) on Fishers Hill?

* caution: low base

** caution: very low base

Impact of a permanent barrier – local residents

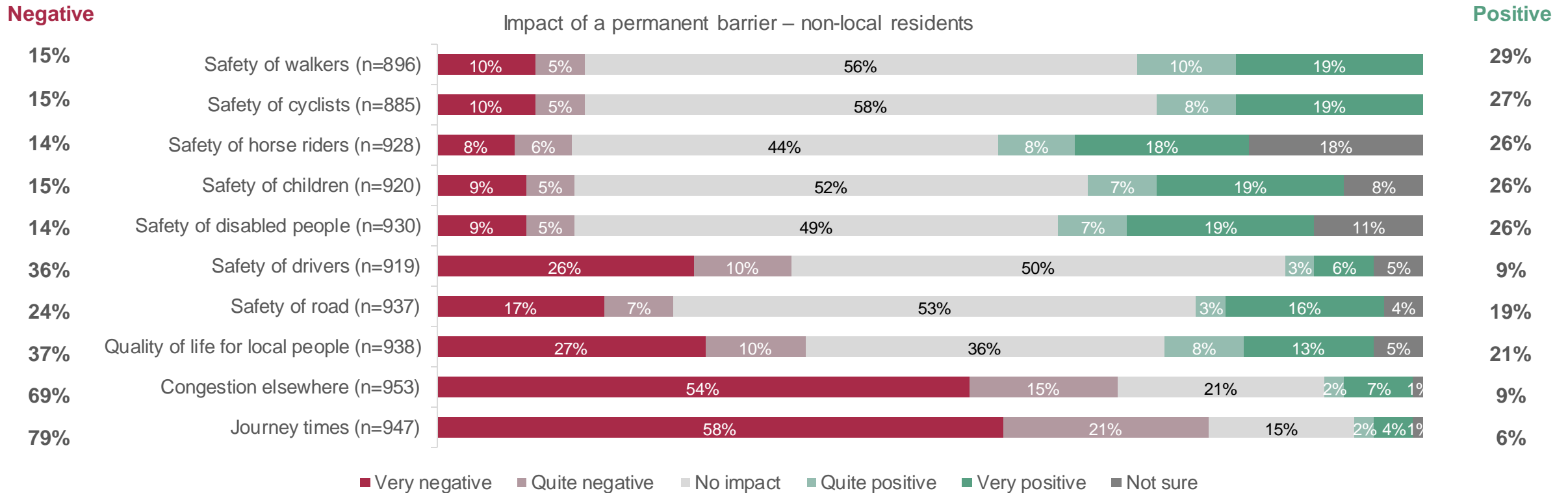
Local residents felt that a permanent barrier on the road would have a positive impact on all aspects of safety along the road, with 38% also believing that it would have a positive impact on their ability to access their property. Few were concerned about impacts on congestion elsewhere or journey times.



What impact do you think a permanent modal filter (road closure) would have on...?

Impact of a permanent barrier – non-local residents

The majority of non-local residents thought a permanent barrier would have little or no impact on the safety of road users or the safety of the road in general. Around a third (36%) thought that it would have a negative impact on the safety of drivers and over two thirds thought that it would have a negative impact on congestion elsewhere (69%) and journey times (79%).

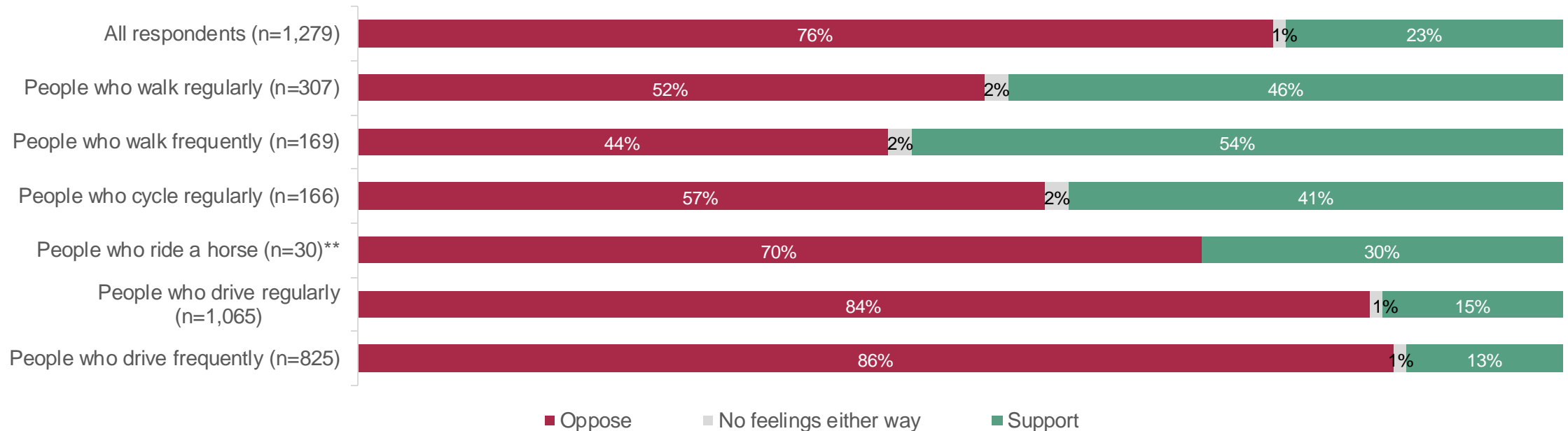


What impact do you think a permanent modal filter (road closure) would have on... The safety of people walking?

Opinion on a permanent barrier by method of travel

Respondents who walk along Fishers Hill were most likely to support the barrier (46% of regular walkers and 54% of frequent walkers). Those who cycle regularly or ride a horse were less supportive of a permanent barrier (41% and 30% in support respectively). Those who drive were most likely to oppose the barrier (84% of regular drivers and 86% of frequent drivers).

Opinion on permanent barrier by travel method

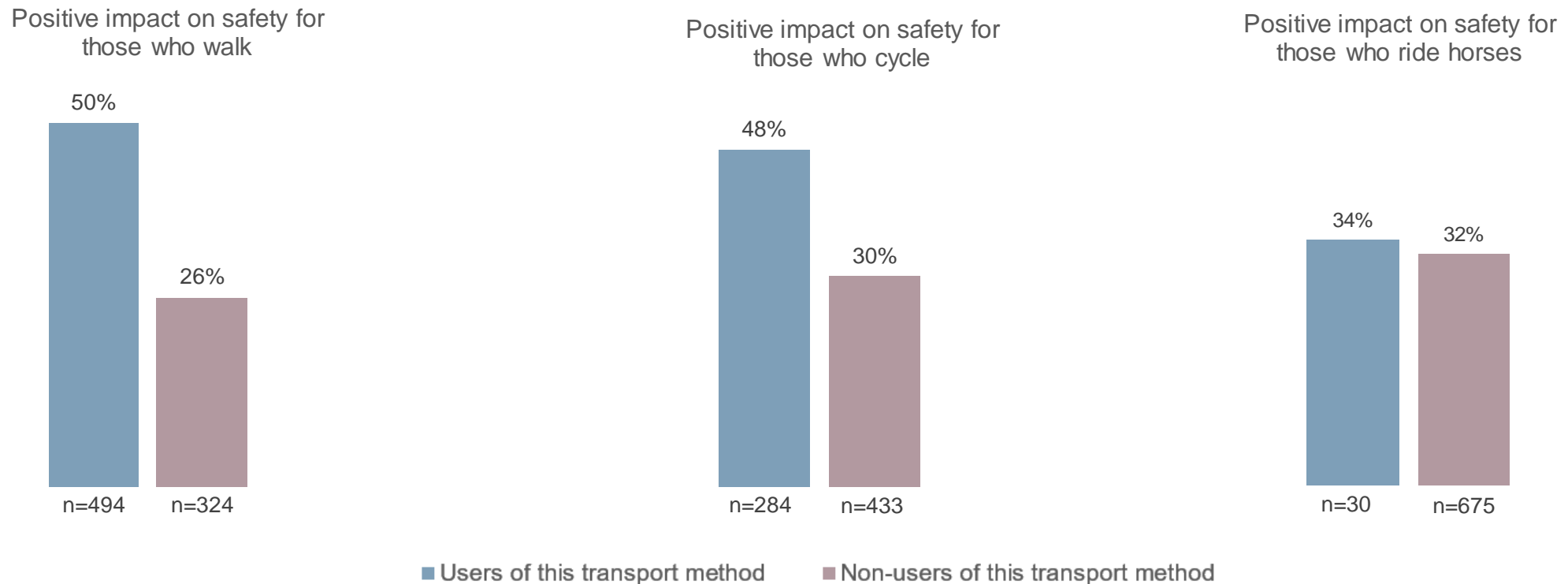


Assuming the new modal filter is placed in the same location as previously, how do you feel about a permanent modal filter (road closure) on Fishers Hill?

** caution: very low base

Impact of a permanent barrier on safety by modal use

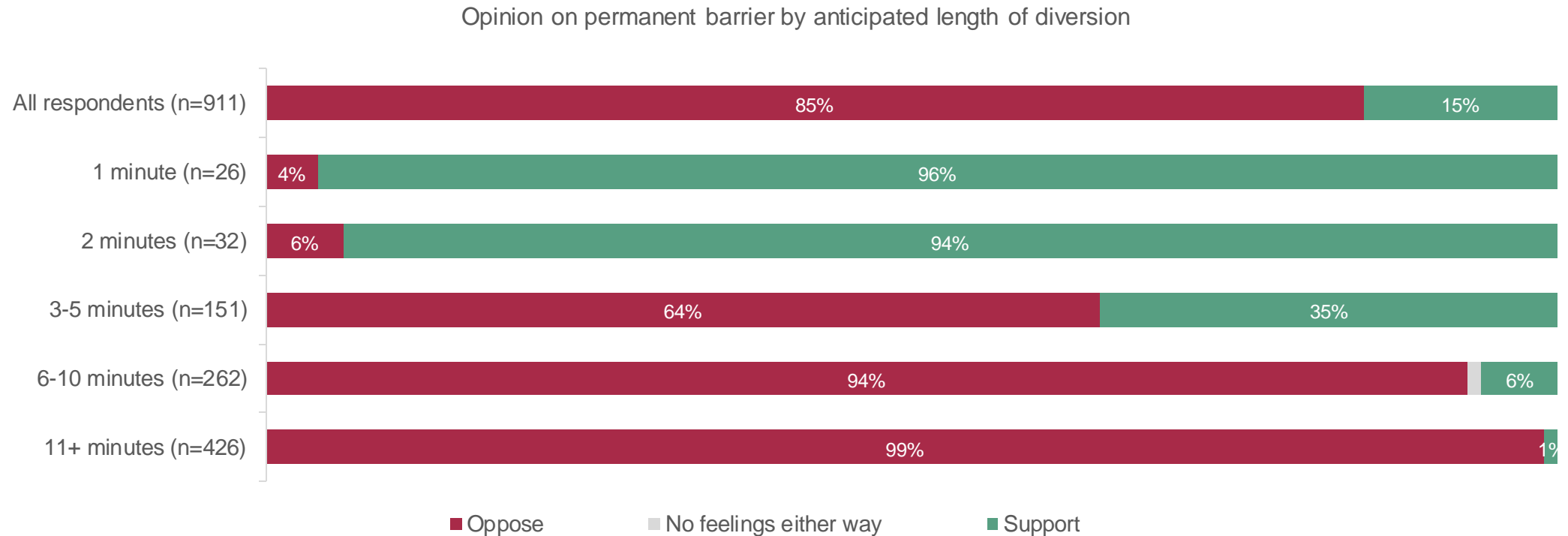
Respondents who already walk or cycle along Fishers Hill were more likely to see a positive impact of a permanent closure on their chosen transport method, which may help to explain their level of support for the barrier.



What impact do you think a permanent barrier (in the same place as before) would have on...?

Opinion on a permanent barrier by length of diversion

Respondents who were anticipating that their alternative route would take them only one or two additional minutes were the most supportive of the barrier (96% and 94% respectively). Opposition was very high for respondents who thought their alternative route would add eleven minutes or more to their journey (99% opposed).



Assuming the new modal filter is placed in the same location as previously, how do you feel about a permanent modal filter (road closure) on Fishers Hill?

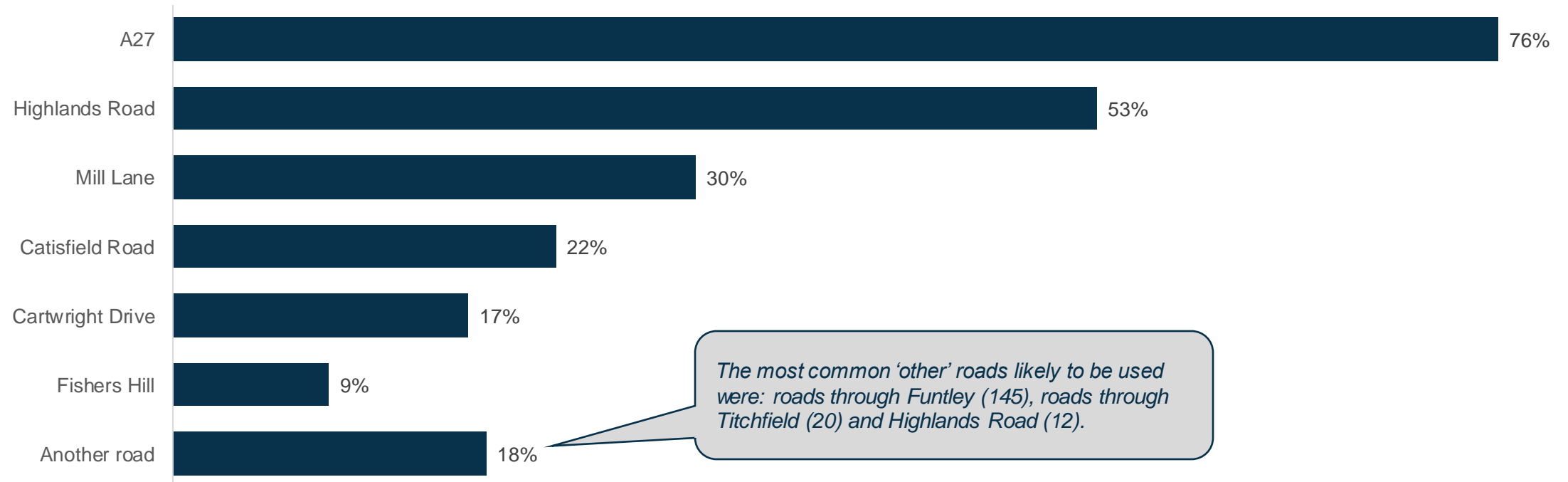
* caution: low base

** caution: very low base

Alternative routes

Over three quarters (76%) of respondents said that they would use the A27 as the alternative route for some of their journeys if Fishers Hill was closed to motor traffic and just over half (53%) would use Highlands Road.

Alternative routes most likely to be used if a permanent barrier was put in place (n=1,145)



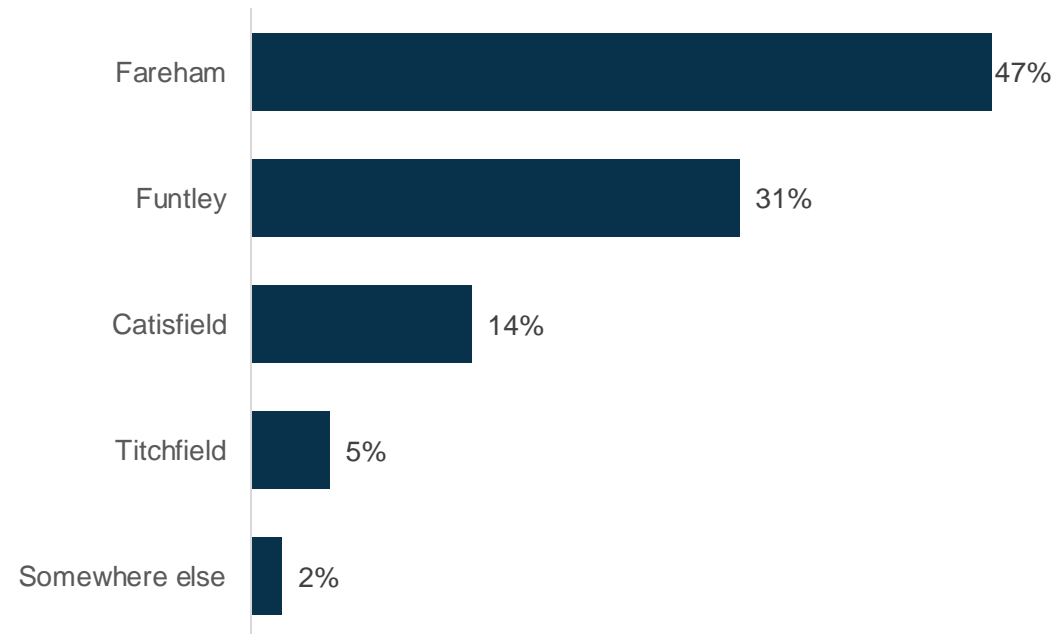
If a permanent modal filter was placed on Fishers Hill, preventing access for motor vehicles, which alternative route would you use to get to your destination? [Multi-code question]

Alternative routes – roads through Funtley

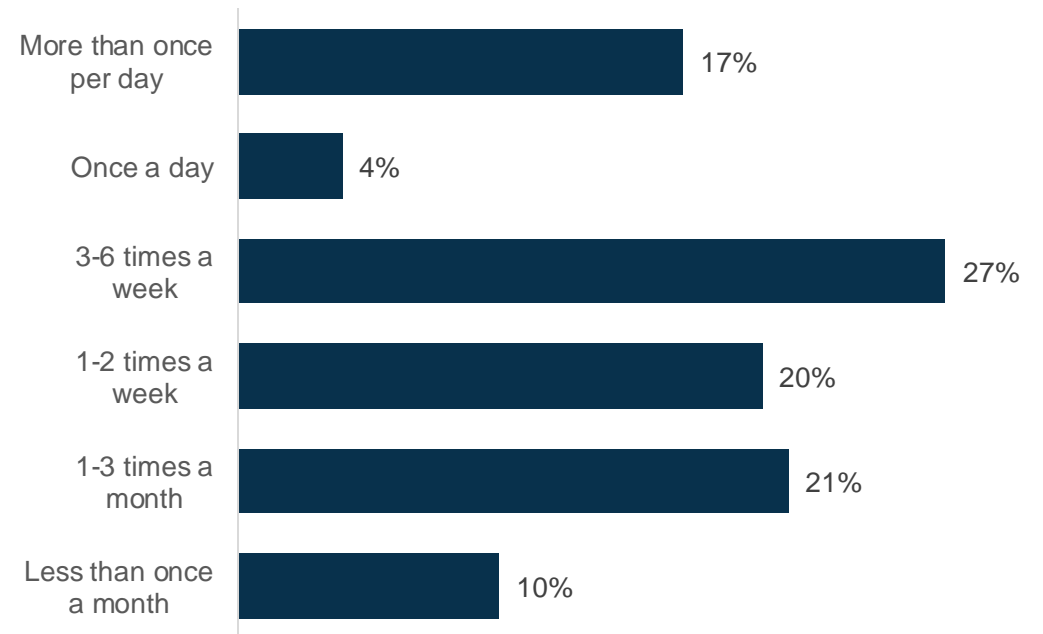
Just under a third of the respondents who said they would divert through Funtley, lived in the village of Funtley.

17% of the 103 vehicles travelling along Fishers Hill that would divert through Funtley make the journey more than once per day.

Where respondents who would travel via Funtley live (n=127)



How often vehicles who would divert via Funtley currently travel along Fishers Hill (n=103)



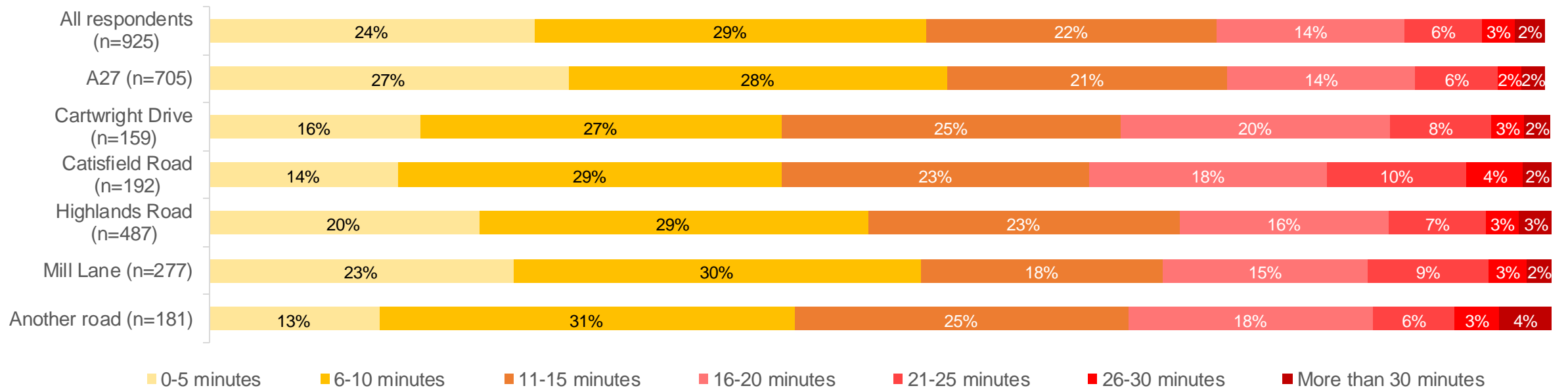
If a permanent modal filter was placed on Fishers Hill, preventing access for motor vehicles, which alternative route would you use to get to your destination? [Multi-code question]; Where do you live?

If a permanent modal filter was placed on Fishers Hill, preventing access for motor vehicles, which alternative route would you use to get to your destination? [Multi-code question]; How often do you travel along Fishers Hill by the following modes of transport (car, van/ HGV, motorcycle, taxi)?

Impact of alternative route on journey times

Just over half (53%) of respondents thought that taking an alternative route to Fishers Hill would add ten minutes or less to their journey time. Cartwright Drive and Catisfield Road were the alternative routes thought to add the longest time to journeys (eleven minutes or more) whilst the A27 was thought to be the quickest alternative route (27% of respondents thought this would add five minutes or less to their journey time).

Length of time added to journey by having to take an alternative route, shown by different routes

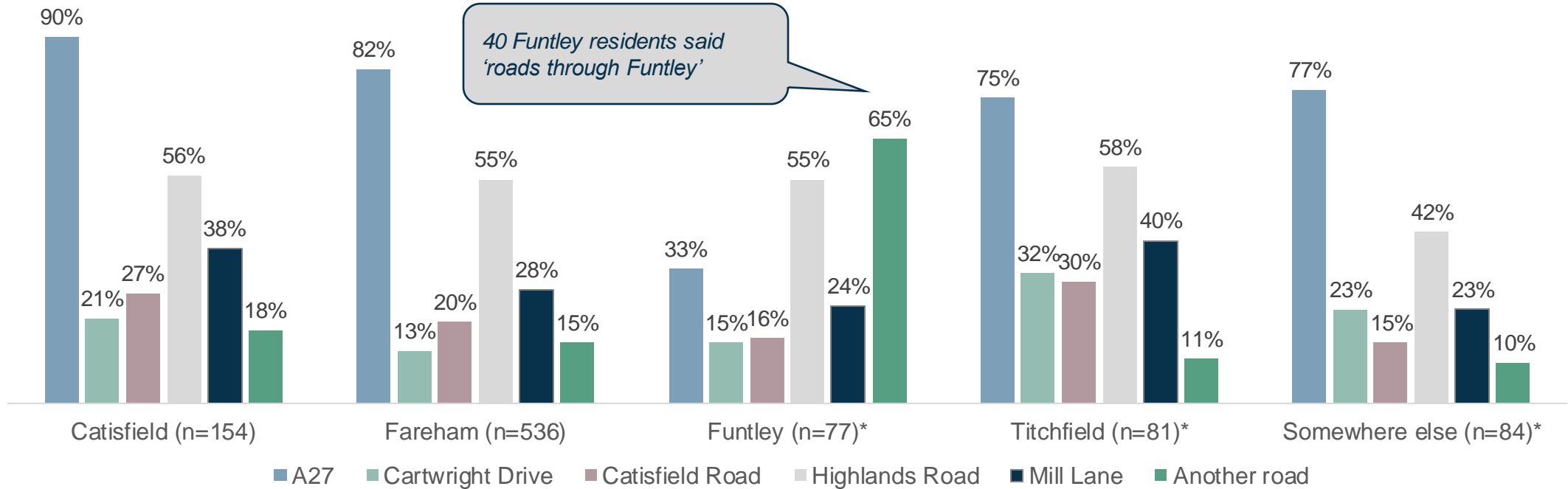


How long, on average, do you think this diversion would add to your journey in minutes? [Asked only to non-residents]

Alternative routes based on location of respondent

Respondents who live in Catisfield (90%), Fareham (82%) and Titchfield (75%) would be most likely to use the A27 as their alternative route. Those living in Funtley were most likely to use a different road, although there was no clear indication of one preferred route amongst residents.

Alternative route most likely to be used, based on where the respondent lives



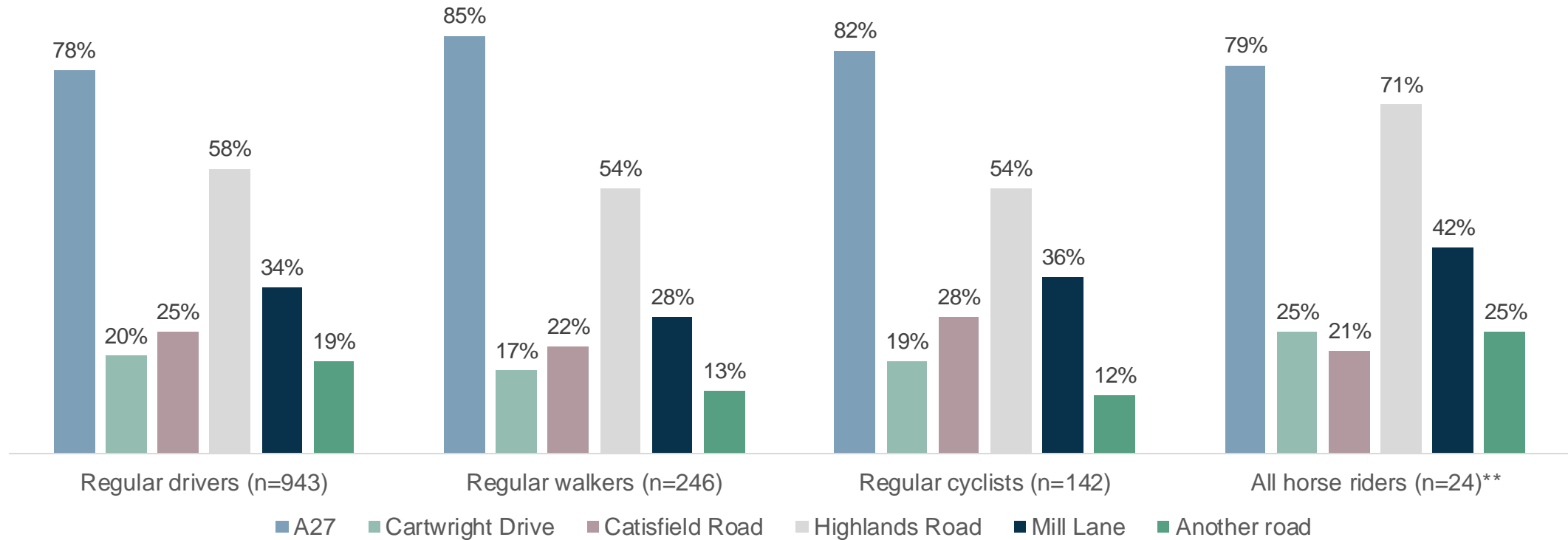
If a permanent modal filter was placed on Fishers Hill, preventing access for motor vehicles, which alternative route would you use to get to your destination? [Multi-code question]

* caution: low base

Alternative routes based on method of travel

The most common alternative route for all travel methods is the A27, with horse riders also favouring Highlands Road.

Alternative route most likely to be used, based on transport method



If a permanent modal filter was placed on Fishers Hill, preventing access for motor vehicles, which alternative route would you use to get to your destination?

** caution: very low base

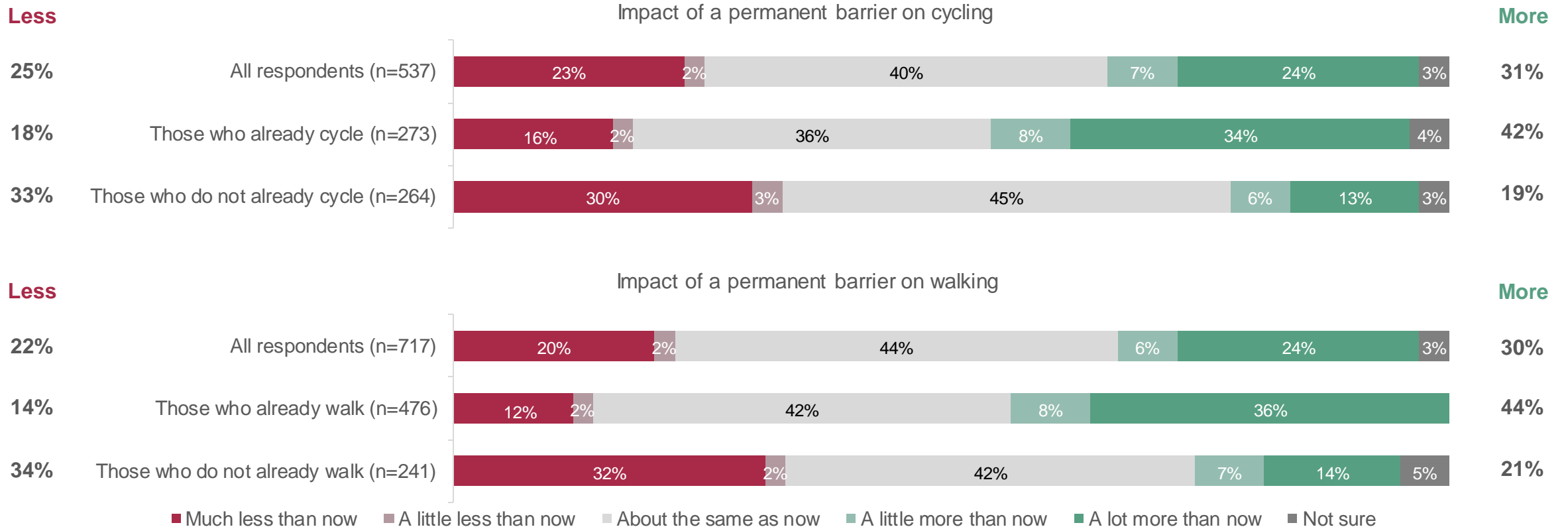
Detailed findings

Part Four:

Impact of a permanent barrier on travel choices

Impact of a permanent barrier on walking and cycling

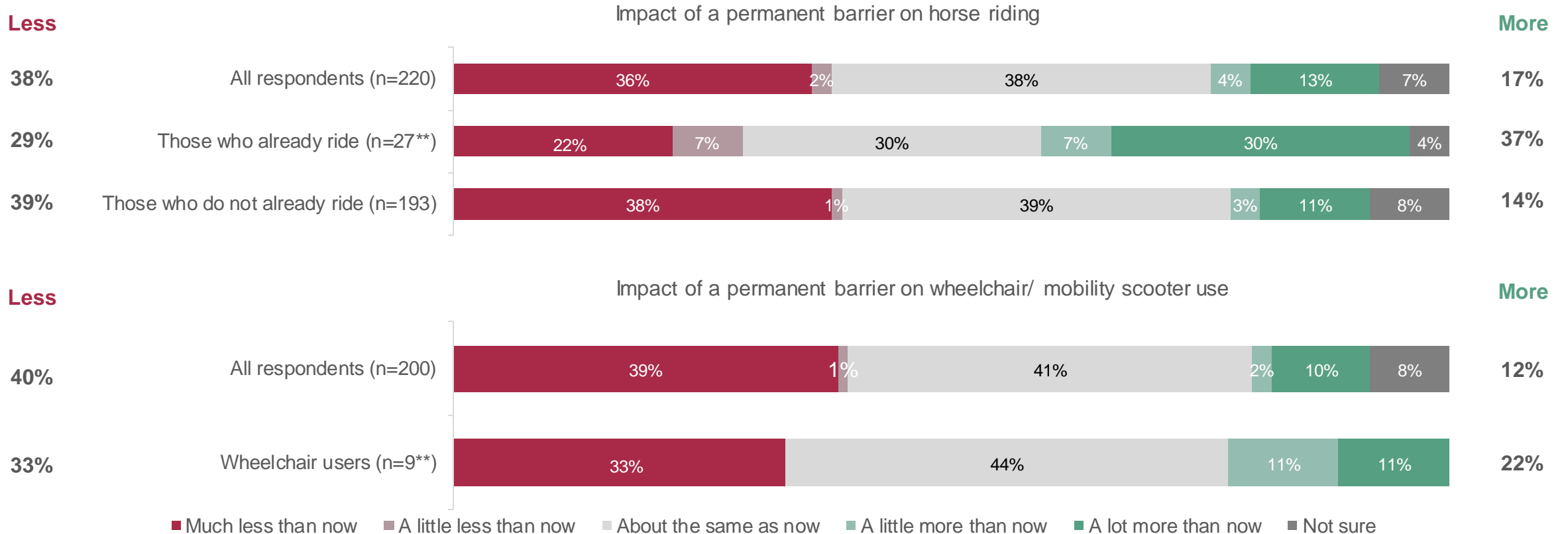
31% of respondents (19% of those who do not already cycle) stated that a permanent barrier would encourage them to cycle more. This figure was much higher for those who already cycle (42%). Almost one third 30% of all respondents would walk more, including 44% of those who already walk and 21% of those who do not.



Do you think that a permanent modal filter (road closure) would encourage you to travel more or less often using the following forms of transport?

Impact of a permanent barrier on horse riding and wheelchair use

17% of respondents stated that a permanent barrier would encourage them to ride a horse more, with 37% of respondents who already ride a horse agreeing. 22% of wheelchair users would be more inclined to use their wheelchair if a permanent barrier was installed, although 33% would use it less.



Do you think that a permanent modal filter (road closure) would encourage you to travel more or less often using the following forms of transport?

**** caution: very low base**

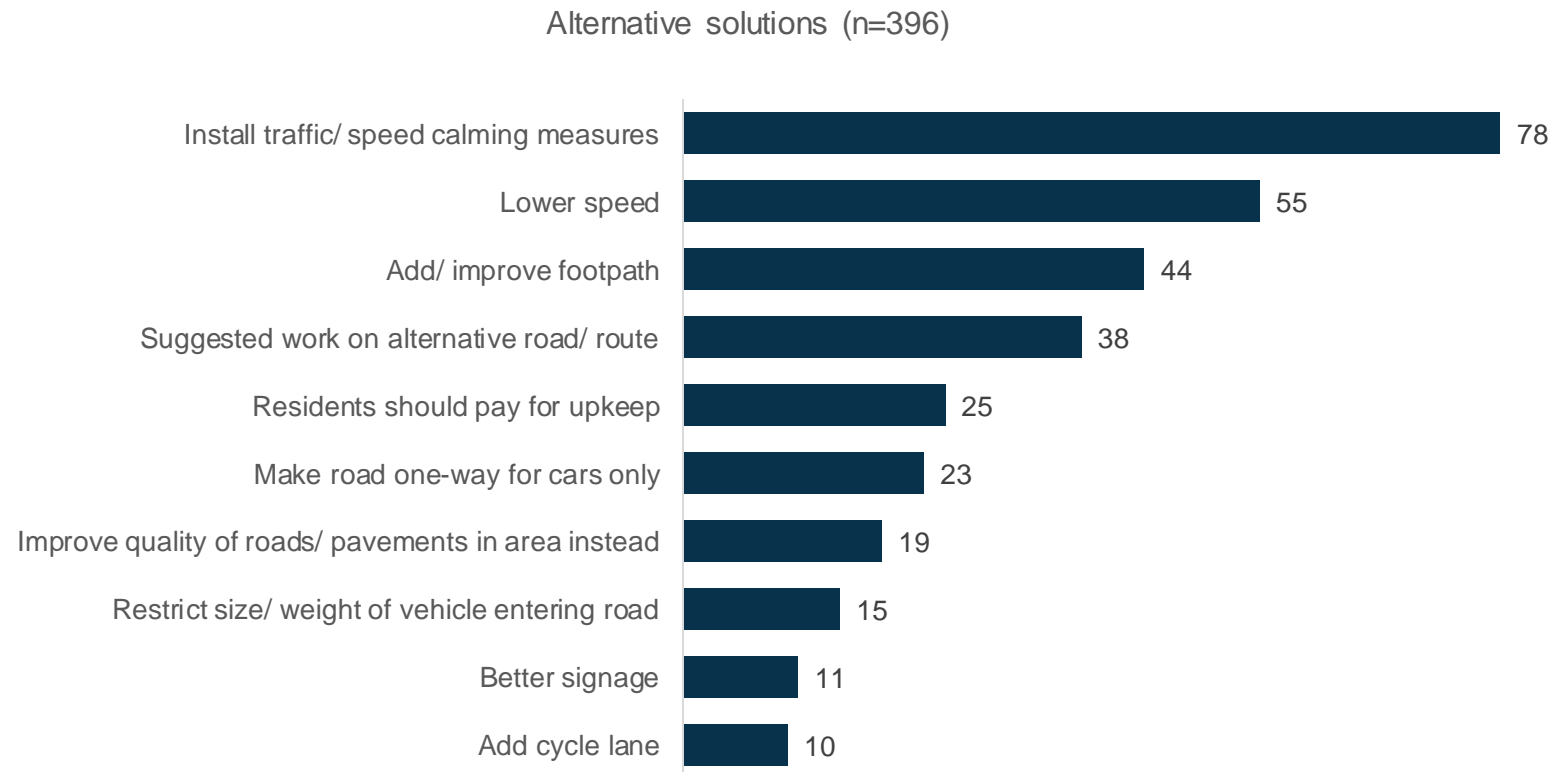
Detailed findings

Part Five:

Additional comments

Alternative solutions

Respondents mentioned a total of 50 alternative solutions for calming traffic and making Fishers Hill safer for walkers, cyclists and horse riders. The most common solution was to install traffic/ speed calming measures (78 respondents).

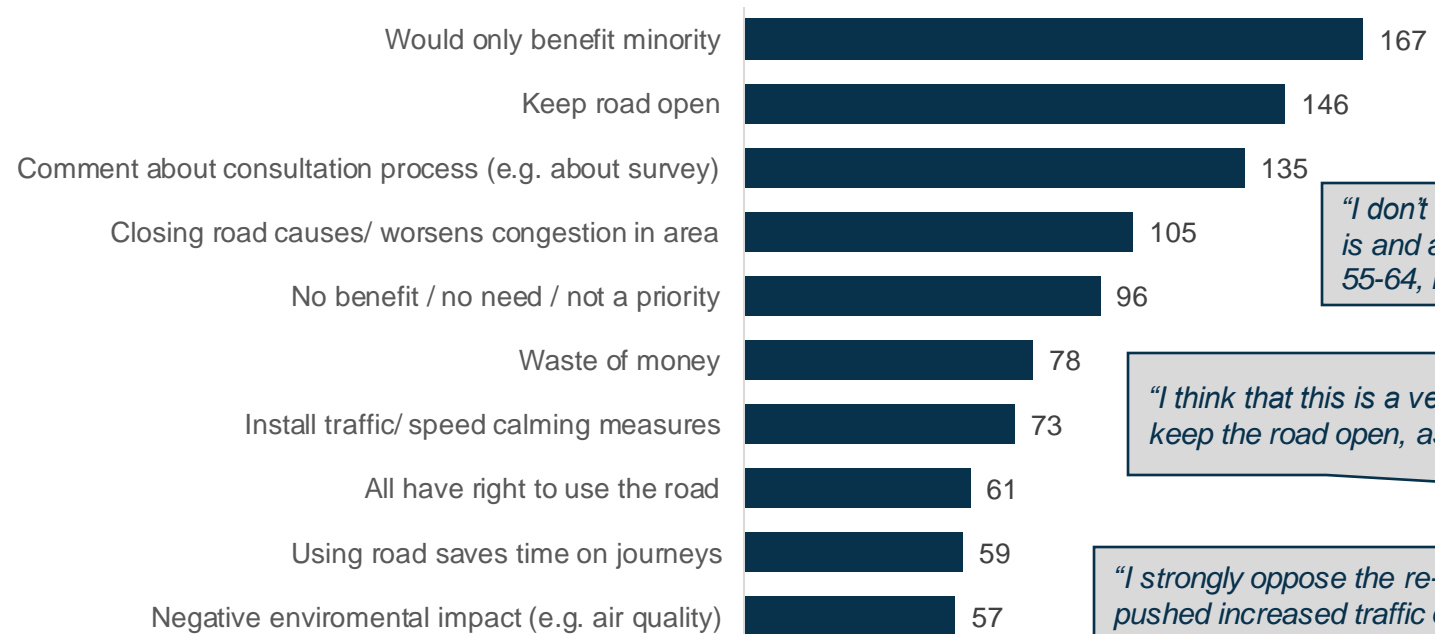


Top 10 themes shown

Additional comments

When asked for any additional comments about the scheme, the top theme was that the scheme would only benefit a minority of residents (167 comments). Many of these comments alluded to a 'private road' being created for those residents and asking for their own road to be made private. 146 respondents asked for the road to be kept open and 135 commented on the consultation process itself, suggesting that there was a bias towards closing the road.

Further comments (n=1290)



“Only residents would benefit of having a ‘quieter’ road when causing disruptions to everyone else. If this can happen here why can’t it happen to other roads for the sake of residents?” (Frequent driver, aged 25-34, non-resident)

“I don’t feel the barrier should be re-installed on Fishers Hill it is fine as it is and as it has been for a very long time.” (Frequent driver, female, aged 55-64, non-resident)

“I think that this is a very biased question and consultation against people with views to keep the road open, as it is a road after all.” (Local business employee)

“I strongly oppose the re-installing of the barrier when the barrier was last installed it pushed increased traffic onto Highlands Road, particularly at rush hour periods.” (Frequent driver, female, aged 35-44, local resident)

Top 10 themes shown

If you have any further suggestions or comments to make on the proposal to reinstall the barrier as a permanent feature, please include these below.

Unstructured comments - Facebook

A total of 79 comments were received in response to Hampshire County Council's Fishers Hill Facebook post, of these:

- nine mentioned concerns about the methodology of the consultation process.
- five stated that the consultation process was a waste of money (four of these five comments were made by the same people who questioned the need for the consultation).
- six called into question the need for this current consultation. A further four comments expressed a belief that the decision to close Fishers Hill had already been made.
- six voiced the opinion that the closure of Fishers Hill was not a good use of money. Three comments showed a preference for the money to be spent on maintaining roads. One explained that as part of an LCWIP (Local Cycling and Walking Infrastructure Plan) the proposal would be funded by the Government, not the council.
- three questioned why Fishers Hill had been chosen for closure whilst a further three stated that Fishers Hill does not link to roads that are safe for walking.
- three stated that closing Fishers Hill would create more traffic elsewhere and three comments related to concerns that closing Fishers Hill would have a negative impact on the environment due to longer journey times.

Comments received via email (1)

Fifteen email comments were sent directly to Hampshire County Council. They were varied in their content but have been summarised below.

- Seven of the comments indicated a misunderstanding of the consultation process, for example assuming the survey was only open to those living in the immediate vicinity of Fishers Hill who received a paper survey.
- Three of the comments made accusations that councillors were abusing their positions for their own personal gain.
- Concerns about increased congestion in the surrounding area were included in three of the comments.
- An intention to pursue legal action, if a decision is made to close the road, was expressed in two comments.
- Two comments indicated that the correspondents believed the survey was biased in favour of closure.
- Two comments mentioned that Fishers Hill does not link with safe walking routes or green open spaces.
- Two people felt that the closure of Fishers Hill would only benefit Fishers Hill residents, with a further person stating their opinion that the residents of Fishers Hill wanted to increase the prices of their properties.
- Two people expressed their concern for disabled car users and carers who use the road to access Fishers Hill.
- Two comments stated that a road closure is unnecessary as there have been no deaths or major accidents on Fishers Hill. One of these comments included a preference to reduce the speed limit over closure of the road.
- Two people thought the money spent on consultation could be better spent on other things, such as fixing potholes. Another person suggested that the money used to close Fishers Hill could be used on 'other green travel initiatives'.
- One comment stated that there was no need to consult again.

Comments received via email (2)

The comments listed below were all mentioned once within the fifteen emails submitted to Hampshire County Council.

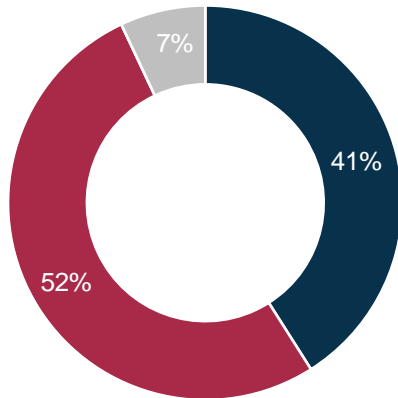
- Closure will impact air quality on roads in the surrounding area.
- A petition of over 700 signatures from people who want Fishers Hill to remain open has previously been submitted to Hampshire County Council.
- A suggestion to find alternatives to closure which would allow walking and cycling, such as removing the banking to allow for a shared footpath and cycleway.
- If the road is closed it should be made unadopted.
- Concern that if the road is closed it could set a precedent for other roads with similar issues.
- Roads are for all to use, not just cyclist and pedestrians.
- Fishers Hill is an historic road, should this not protect its use as a road?
- Living near traffic is part of life.
- Disagreement with the closure during covid

Respondent profile

Respondent profile (1)

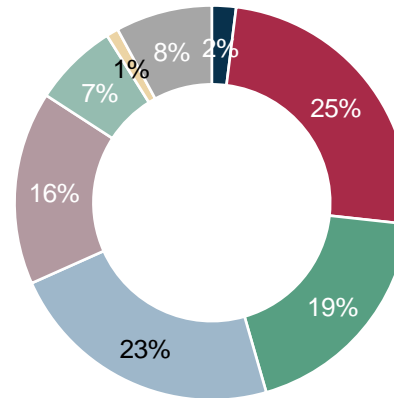
Just over half (52%) of respondents were male and nearly 7 in 10 (67%) were aged between 25-64 years old. The majority (87%) were non residents, 50% of whom resided in Fareham.

Gender (n=1,263)



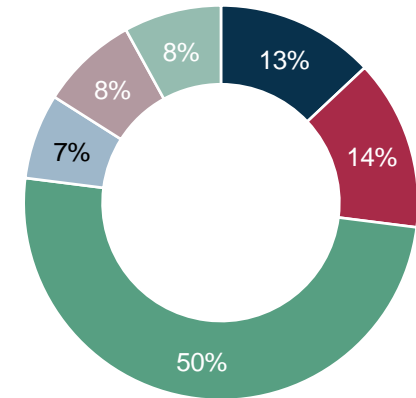
- Male
- Female
- Prefer to self describe
- Prefer not to say

Age (n=1,260)



- Under 25
- 25-44
- 45-54
- 55-64
- 65-74
- 75-84
- 85+
- Prefer not to say

Location (n=1,104)



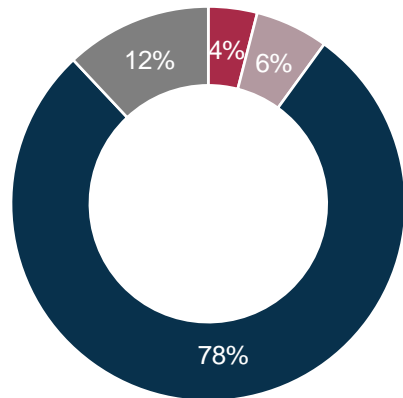
- Local resident
- Catisfield
- Fareham
- Funtley
- Titchfield
- Other

Which of the following best describes your gender?; What is your age?; Where do you live?

Respondent profile (2)

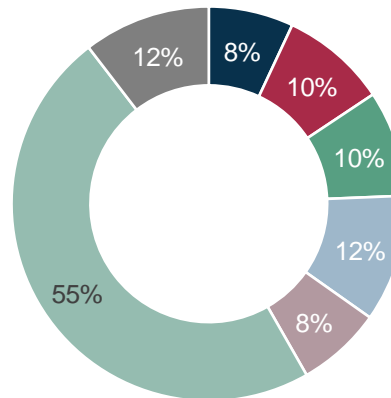
One in ten respondents (10%) had limited mobility. Over half (55%) had no children living in their household. The majority (85%) were white.

Disability (n=1,265)



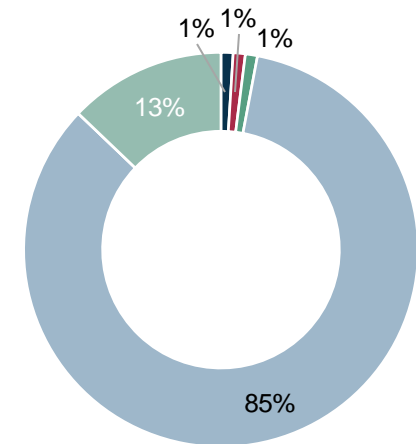
■ Yes, limited a lot ■ Yes, limited a little
■ No ■ Prefer not to say

Children (n=1,253)



■ 0-4 ■ 5-8
■ 9-11 ■ 12-15
■ 16-18 ■ No
■ Prefer not to say

Ethnicity (n=1,269)



■ Asian/ Asian British
■ Black/ African/ Caribbean/ Black British
■ Mixed/ multiple ethnic groups
■ White
■ Other ethnic group
■ Prefer not to say

Is your ability to move around the Fishers Hill area limited because of a health problem or disability which has lasted, or is expected to last, at least 12 months?; Are there any children or young people up to the age of 18 living in your household (including yourself)? [multi-code]; What is your ethnic group?

Appendices

Appendix 1: Survey contents

Survey content

The survey sent to local residents can be found here: [Fishers Hill local resident survey](#)

The public survey is available to view here: [Fishers Hill public survey \(hants.gov.uk\)](#)



Hampshire
County Council