

Rights of Way Consultation 2021



Portsmouth
CITY COUNCIL

Research and Engagement Team
PORTSMOUTH CITY COUNCIL

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1.0 Purpose

The purpose of this report is to provide a comprehensive summary of the Rights of Way consultation 2021. This consultation gave respondents the opportunity to provide feedback on the Rights of Way Improvement Plan, as well as their awareness and usage of Rights of Way in the city.

2.0 Background

Portsmouth City Council are planning to improve the public rights of way network within the city. A Rights of Way Improvement Plan (ROWIP) has been created which outlines a number of proposed actions and PCC would like to gather feedback on it. The insight collected will provide valuable information for the project team around public opinion on the plan.

3.0 Research

3.1 Objectives

- Understand current usage of Public Rights of Way
- Assess how understandable the ROWIP is and opinions on the proposed actions
- Measure the extent to which the ROWIP identifies and addresses the future needs of the public with regard to usage of the rights of way network

3.2 Methodology and response rates

In order to meet the research objectives, a predominantly quantitative online survey was proposed. It was designed around the three key research objectives outlined in section 3.1. The survey was launched on 15 November 2021 and was open for twelve weeks in line with statutory requirements. It was promoted through ongoing targeted marketing and communications channels including social media as well as email marketing.

In total, the survey received 1,052 responses and a written response from the Friends of Old Portsmouth Association (FOOPA). It is difficult to calculate the statistical robustness of this consultation because it is unclear how many individuals interact with Portsmouth's Rights of Way. However, assuming a 'total population' of 175,205 people (the latest mid-year estimate from the Office for National Statistics for people aged 16-90+ in Portsmouth), this volume of responses ensures a 95% confidence level with a margin of error of 3%, well within acceptable parameters.

4.0 Summary of findings

A summary of the analysis undertaken on the data collected from the consultation survey is provided in the following section.

- The majority of respondents have used a Public Right of Way (PRoW) in Portsmouth (66%). Meanwhile, just under a third of respondents do not know what a PRoW is (32%).
- The highest proportion of respondents use a PRoW at least several times a week (43%), and of those 15% use a PRoW 'daily'.
- Over half of respondents gave a 'neutral' response regarding their understanding of the Rights of Way Improvement (ROWIP) document (57%).
- The largest proportion of respondents to give comments on why they find the document difficult to read, said that there **needed to be more images or graphics in the document** (22%). Particularly, respondents feel that maps could be more **detailed** and contain more **information** on each PRoW. They also feel an accompanying summary document with **less technical jargon** would be beneficial (20%).
- The majority of respondents 'agree' or 'strongly agree' that the correct actions have been identified in the Statement of Action (64%).
- The majority of respondents (60%) agree or strongly agree that the statement of action correctly identifies and addresses the future needs of the public in terms of usage of the Rights of Way network.
- The majority of respondents (58%) agree or strongly agree that the statement of action have adequately identified areas of potential improvement.

5.0 Analysis of results

This report presents the findings from the analysis undertaken on the 2021 Rights of Way consultation, divided into the following four main sections:

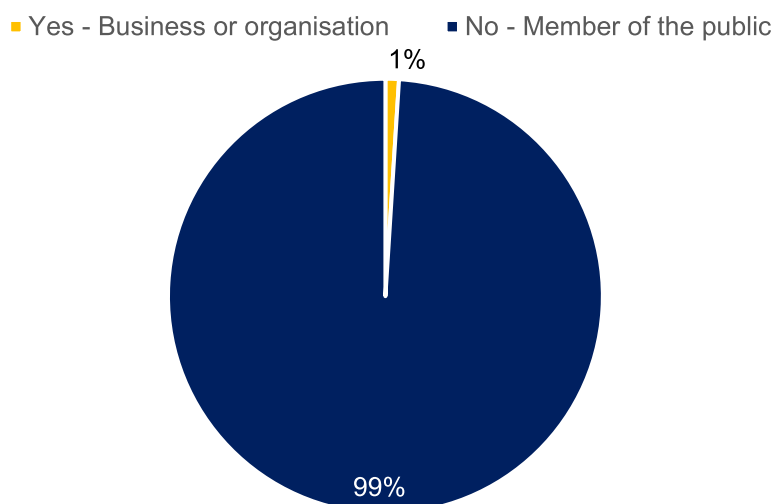
1. Respondent demographic profile
2. Use of Public Rights of Way
3. Rights of Way Improvement Plan
4. Statement of Action

5.1 Respondent demographic profile

The first section of analysis details the demographics of the respondents that took part in the consultation. Information was collected about a respondents' age, sex, ethnic group, disability, and disability type. Base sizes vary as questions in the demographic section of the survey were voluntary and included a 'prefer not to say' option.

Figure 1 shows that almost all respondents to the consultation are members of the public. There were only two business respondents which are 'British Cycling' and 'Peter Ashely Activity Centres'.

Figure 1: Respondents by whether they were responding on behalf of an organisation

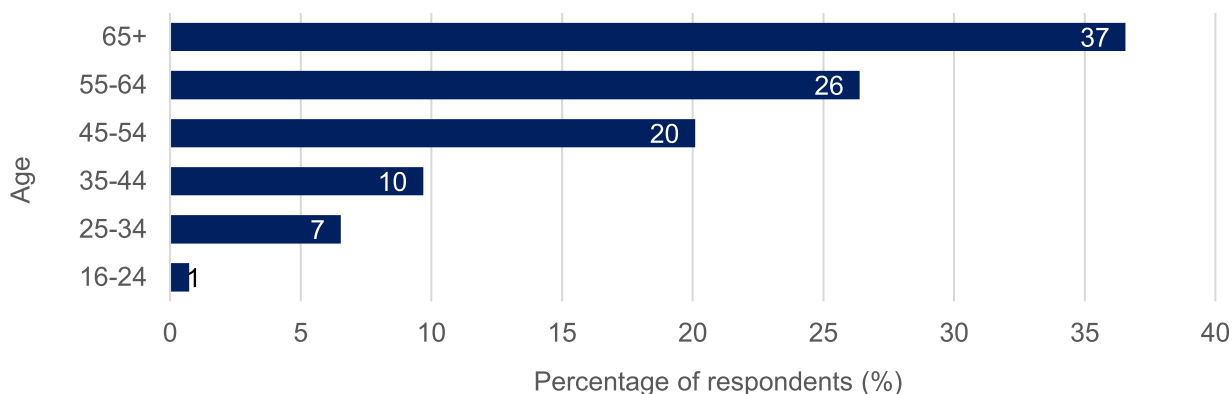


Base: Total sample (1,052)

Figure 2 on the following page shows respondents by age. The majority of respondents are aged 45 or over (83%). There are very few respondents between the ages of 16 to 34, however this is common in social surveying where there is less engagement from younger respondents.

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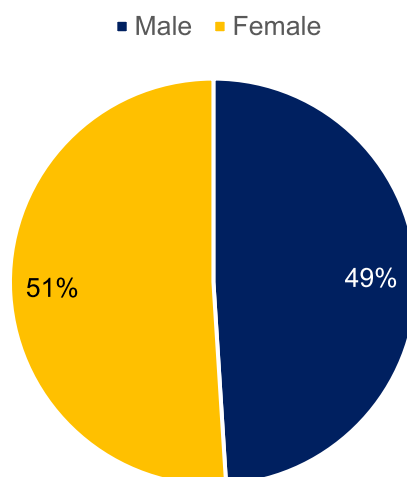
Figure 2: Respondents by age



Base: Total sample (413)

Figure 3 shows that there is an equal representation of 'males' and 'females' however there are slightly more 'females' (51%).

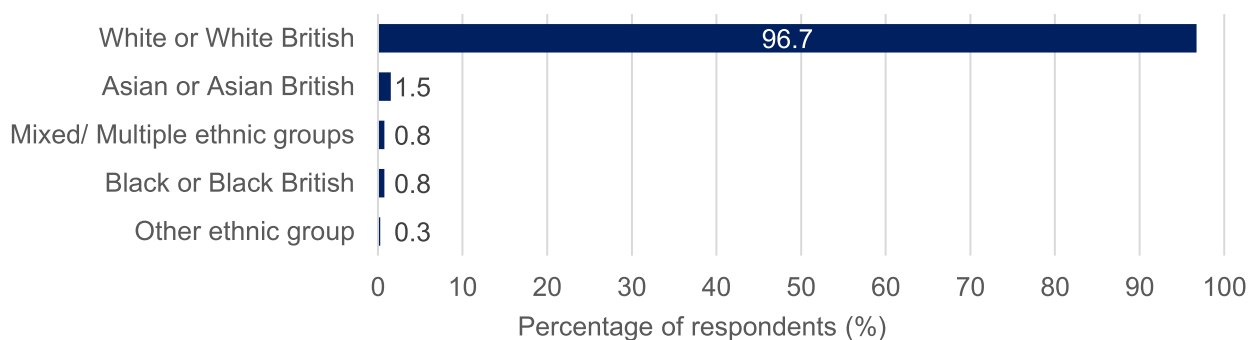
Figure 3: Respondents by sex



Base: Total sample (412)

Figure 4 shows respondents by their ethnic group. The majority of respondents in the consultation are 'White or White British' (96.7%), followed by 'Asian or Asian British' (1.5%), 'Mixed or Multiple ethnic group' (0.8%), 'Black or Black British' (0.8%) and 'Other ethnic group' (0.3%).

Figure 4: Respondents by ethnic group



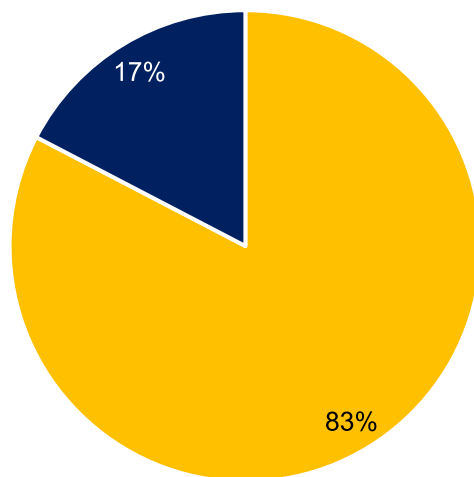
Base: Total sample (399)

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Respondents were asked whether they consider themselves to have a disability according to the Disability Act 2010. Figure 5 shows that 83% of respondents do not have a disability whereas 17% do.

Figure 5: Do you consider yourself to have a disability under the Equality Act 2010 definition?

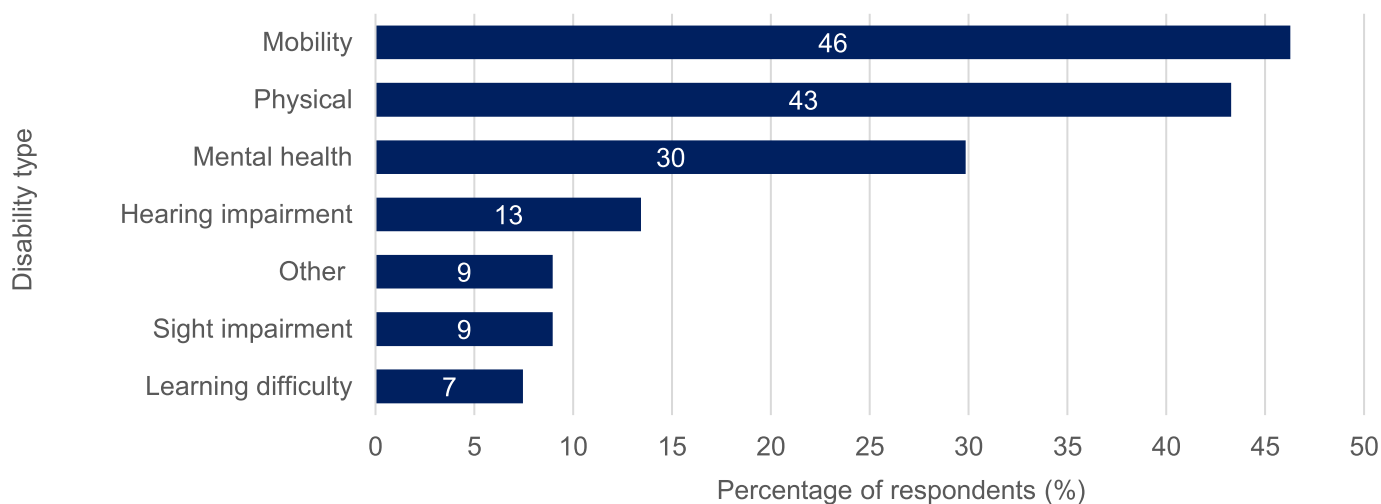
■ No - I do not have a disability ■ Yes - I do have a disability



Base: Total sample (409)

Of those reporting a disability the most commonly reported are 'mobility' (46%) and 'physical' (43%) disabilities - see Figure 6.

Figure 6: Respondents by disability type



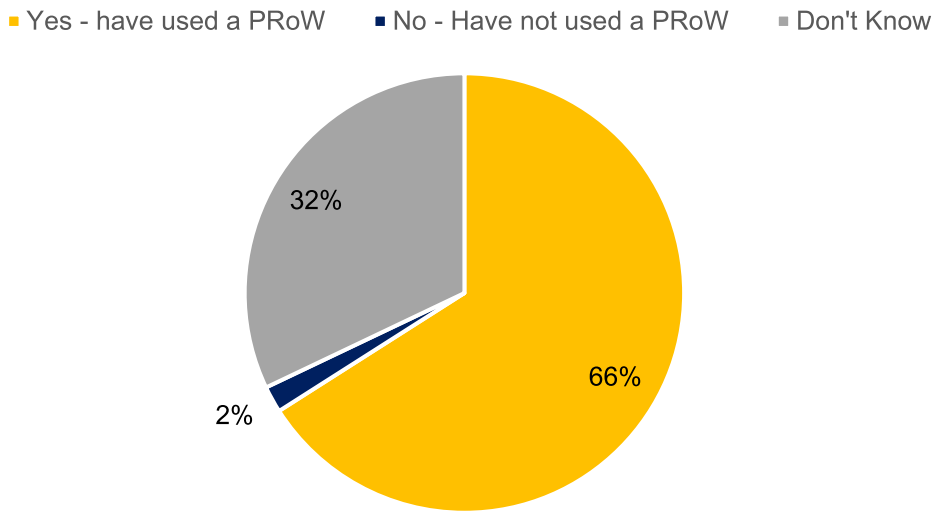
Base: Respondents with a disability (67)

5.2 Usage of Public Rights of Way

The following section of analysis details respondents' usage of Public Rights of Way (PRoW) in Portsmouth.

Figure 7 on the following page shows that the majority of respondents have used a PRoW in Portsmouth (66%). Meanwhile, just under a third of respondents do not know what a Public Right of Way is (32%).

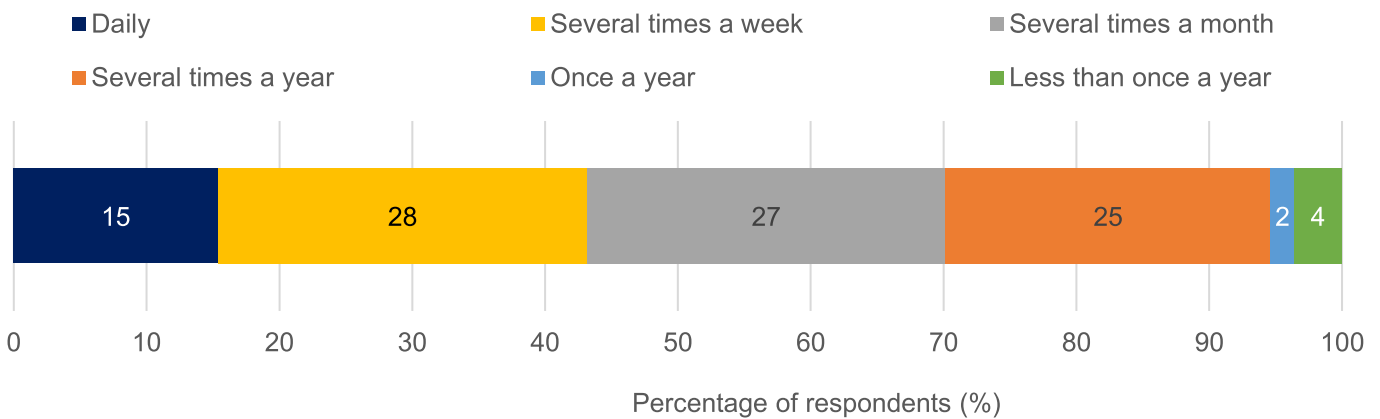
Figure 7: Respondents by whether they have ever used any PRoW in Portsmouth



Base: Total sample (1,026)

Respondents who indicated that they had used a Public Right of Way were asked how often they do so. Figure 8 shows that the highest proportion of respondents use a Public Right of Way at least several times a week (43%), and of those 15% use a Public Right of Way 'daily'.

Figure 8: Respondents by how often they use PRoW in Portsmouth



Base: Respondents who have used a PRoW (579)

Respondents who have used a PRoW were asked to list the number of the PRoW that they frequently use. Table 1 on the following page shows the most popular PRoW used by respondents. The most common PRoW's mentioned are PRoW 3 (26%) and PRoW 42 (26%), closely followed by PRoW 2 (23%) and PRoW 99 (23%). In total 66 individual PRoW routes were mentioned by respondents, 55 of which are communally represented by 'Other' (68%).

Table 1: Respondents by number of PRow they use in Portsmouth

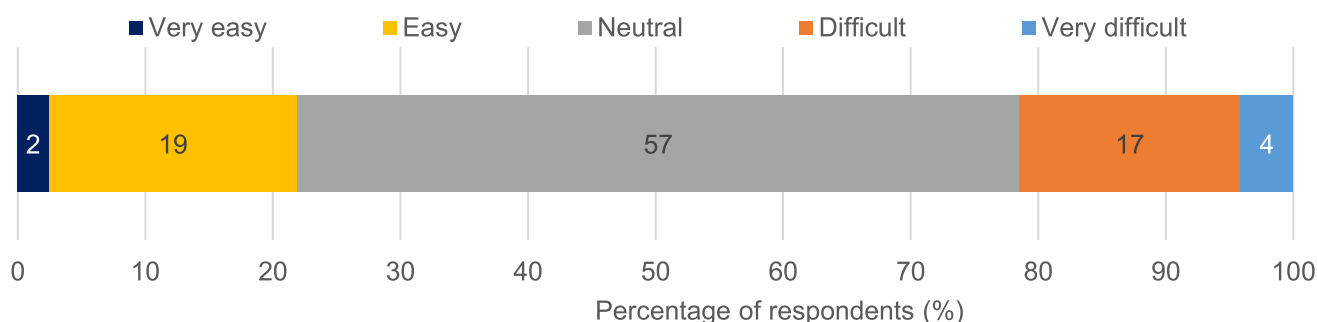
Number of PRow	Percentage of respondents (%)
2	23
3	26
5	13
42	26
43	13
46	19
59	16
99	23
103	10
Other (<4 respondents)	68

Base: Respondents who have used a PRow and gave a number (31)

5.3 Rights of Way Improvement Plan

The following section of analysis presents the findings from the consultation that asked for feedback on the Rights of Way Improvement Plan (ROWIP). Figure 9 shows that over half of respondents gave a 'neutral' response regarding their understanding of the Rights of Way Improvement (ROWIP) document (57%). An equal proportion of respondents find the document 'easy' or 'difficult' to understand (21% each).

Figure 9: Respondents by understanding of the ROWIP document



Base: Total sample (698)

Respondents who selected that they found the document difficult or very difficult to understand were asked the follow up question of 'why do you feel this way?'. Table 2 shows the common themes to come from the open-ended comments.

Table 2: Common themes of why respondents found the document difficult to understand

Comment	Percentage of respondents (%)
Needs more graphics	22
Too much information to take in	20
Too much technical jargon	20
Confusing overall	9
Seems unfinished	9

Base: Respondents who find the document difficult to understand (101)

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The largest proportion of respondents to give comments on why they find the document difficult to understand, said that there needed to be more **images or graphics** in the document (22%). Particularly, respondents feel that maps could be **more detailed** and contain **more information** on each public right of way. They also feel the document would benefit from graphics to break up the large body of information on one page.

Another popular theme was that there is **too much information to take in** (20%). Many call for an accompanying **summary document** or **summary bullet points** at the beginning of the main ROWIP document so that the information is easier to digest. Other respondents feel that the document has **too much technical language** which again makes it hard to understand the document (20%). Some respondents feel the document is **confusing** (9%) and **seems unfinished** (9%).

"Landmark pictures would be useful as well as a list of the numbers by names and area. Also, things could be better explained by simplifying with bullet points."

"There is no map showing where the rights of way actually are. It is far too wordy."

"A summary would have been helpful; I would have liked a quick outline of what's there and what's proposed; with the detail then available to digest at my leisure."

"An incomplete document. Loads of missing images."

At the end of this section respondents were asked if they had any other comments on the ROWIP document overall. The common themes to come from the open-ended comments are presented in Table 3.

Table 3: Further comments on ROWIP document

Comment	Percentage of respondents (%)
More / clearer information needed	44
Concerns about safety and accessibility	19
Wrong groups are prioritised	17
Improved upkeep / maintenance	9
Improvements to cycle lanes are needed	8

Base: Respondents leaving further comments (162)

These comments mirrored some of the comments as to why respondents felt the document was difficult to read. For example, nearly half of respondents who left further comments, mentioned that the document could be **clearer** and called for **more information** to be provided about Public Rights of Way (44%).

Other respondents have **concerns about the safety and accessibility** of rights of ways (19%) and mention that more **priority** should be given to **walkers** and **cyclists** in the ROWIP.

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"It would have been nice to have seen some of the proposed images to be inserted, even if they just only drafted up at present."

"Regular promotion of the existence of Rights of Ways. To my shame, I knew almost nothing of them until I read the plan."

"Needs to be more ambitious and provide better connectivity between existing PRow. Greater priority needs to be given to walkers and cyclists like in Amsterdam."

5.4 Statement of Action

The following section of analysis details the findings from questions on the Statement of Action. These are shown in Figures 10 and 11 on the following page:

Figure 10: Statement of action, points 1 - 5

Activity	
1	Maintenance
	<ul style="list-style-type: none"> a. Provide maintenance of PRoW surfaces across the city network b. Provide maintenance and replacement of PRoW signage
2	Public reporting
	<ul style="list-style-type: none"> Managing reports from the public <ul style="list-style-type: none"> – Respond in accordance with published timescales – Prioritise health and safety issues and obstruction issues – Instruct necessary surface or signage works accordingly
3	Definitive Map and Statement
	<ul style="list-style-type: none"> As required by legislation: <ul style="list-style-type: none"> a. On-going maintenance of the Definitive Map and Statement b. Process Definitive Map Modification Order (DMMO) applications c. Process Diversion and Extinguishment
4	Engagement in planning process
	<ul style="list-style-type: none"> a. Proactively engage with planning department to meet the demands on the PRoW network b. Engage with internal departments to review and engage with planning applications/ consultations affecting existing PRoW and identifying locations to enhance the existing network
5	Consultations and legislative changes
	<ul style="list-style-type: none"> a. English Coastal Path <ul style="list-style-type: none"> – Engage with Natural England throughout consultation and implementation process to clarify roles and responsibilities with regard to maintenance and liability – Ensure future maintenance of route and signage is enveloped into existing PRoW processes b. Engage with other consultations relevant to PRoW through the lifespan of this plan

Figure 11: Statement of action, points 6 - 8

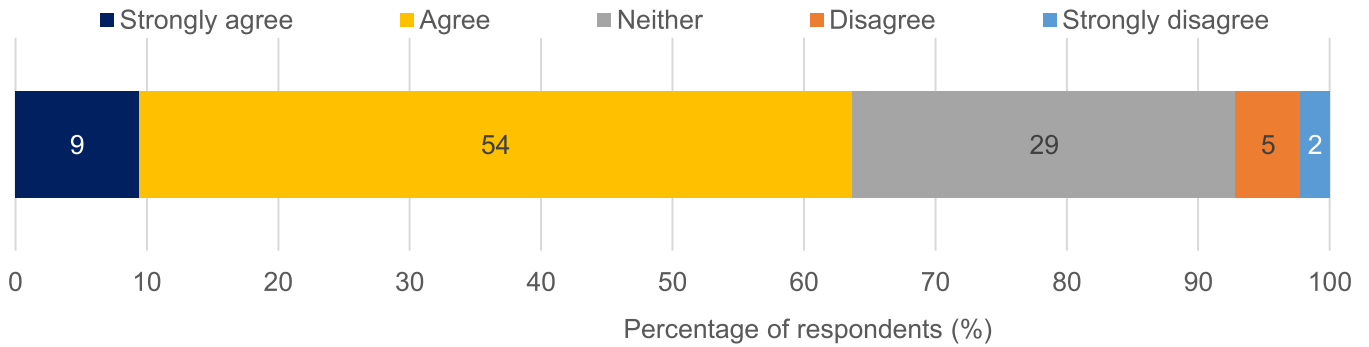
6	Partnership and stakeholder engagement
	<ul style="list-style-type: none"> a. Continue to work in partnership with the Hampshire Countryside Access Forum b. Continue to work with stakeholders to identify improvements across the network in relation to PRoW to meet the growing demands in the city and beyond
7	Promotion of PRoW
	<ul style="list-style-type: none"> a. Provide high quality walking map featuring PRoW and other public access routes to better highlight the existence and importance of network b. Update online information available to the public highlighting public routes and sustainable travel options available, along with the benefits of using them
8	Improvements to PRoW network
	<ul style="list-style-type: none"> a. Addressing user demands on PRoW network and prioritising improvements b. Exploring opportunities for improvement to the existing network or additional links as part of future city development c. Explore opportunities for PRoW network improvements at cross-boundary locations to improve links between Portsmouth and neighbouring authorities d. Exploring opportunities to improve equestrian access on and off the island where appropriate e. Explore opportunities to link green spaces across the city with high quality walking, cycling and equestrian routes where appropriate f. Explore opportunities to improve public access links to the English Coastal Path g. Consider disabled and mobility-impaired users at all stages of any improvement works to maximise access opportunities for all

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The majority of respondents 'agree' or 'strongly agree' that the correct actions have been identified in the Statement of Action (63%) - see Figure 12.

Disagreement levels are low - only 5% 'disagree' and 2% 'strongly disagree' with the statement of actions.

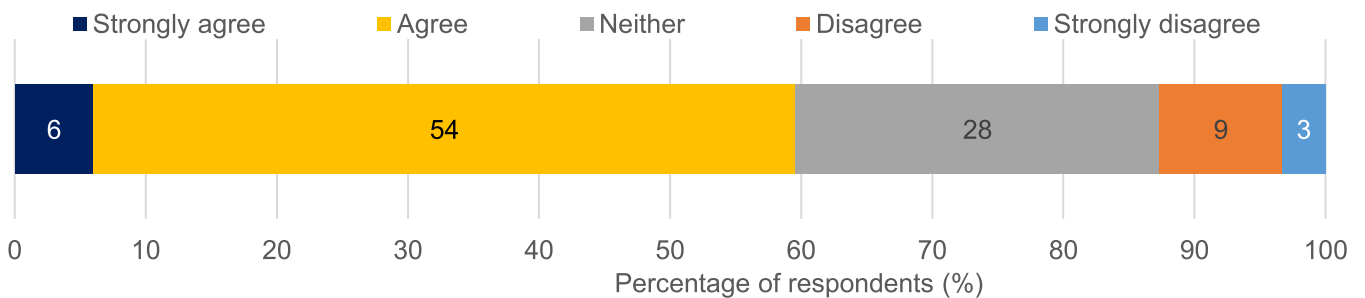
Figure 12: Respondents by extent to which they agree or disagree that the correct actions have been identified by the Statement of Action



Base: Total sample (490)

Figure 13 shows that the majority of respondents (60%) agree or strongly agree that the statement of action correctly identifies and addresses the future needs of the public in terms of usage of the rights of way network.

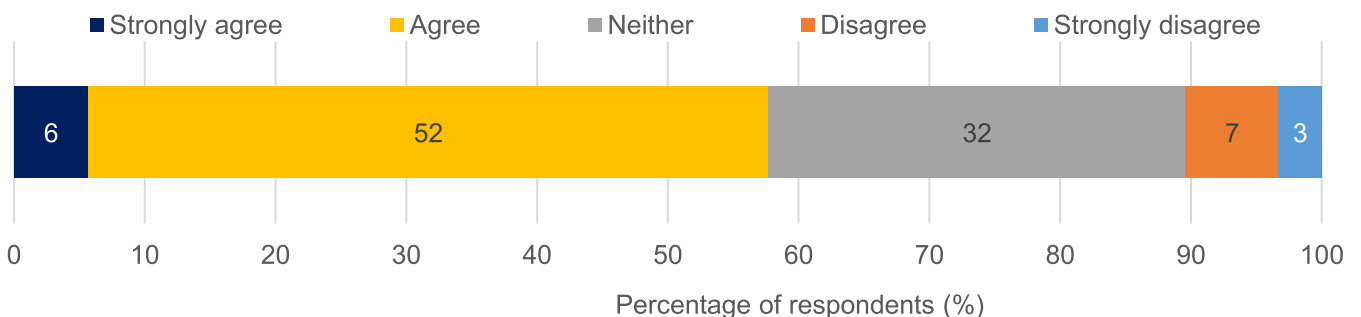
Figure 13: Respondents by extent to which they agree or disagree that the Statement of Action adequately identifies and addresses the future needs of the public in terms of usage of the rights of way network



Base: Total sample (450)

As Figure 14 shows, the majority of respondents (58%) 'agree' or 'strongly agree' that the Statement of Action has adequately identified areas of potential improvement.

Figure 14: Respondents by the extent to which they agree or disagree that areas of potential improvement have been adequately identified by the Statement of Action



Base: Total sample (423)

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Respondents were then asked to explain why they feel the way they do to all the questions of the statement of action. The most common themes to come from the open-end analysis are presented in Table 4 on the following page.

Table 4: Common themes of why respondents 'feel that way' towards the statement of action

Comment	Percentage of respondents (%)
Need more information	36
No need to further prioritise walking and cycling through PRow plan	18
Disagree in general	14
Positive comment	8
Accessibility concerns	7
Concern about the environment / congestion	7
Concern about e-scooters	6
Other	8

Base: Total respondents who gave comments (114)

The highest proportion of respondents feel that there needs to be more information provided on the rights of way before they are able to make a judgement on if the statement of actions are the right ones. Some respondents also feel that focusing on improving right of ways should not be a priority as they feel Portsmouth is already highly pedestrianised and accessible by cycling. On the other hand, some comments are generally positive and supportive of the statement of action.

"I feel there is not a joined up approach between sustainable transport and the Rights of Way have been considered. Putting obstacles in place only encourages users to find the most direct and quickest routes of travel."

"The plan is a step in the right direction. However, local backstreet rights of way are plagued with litter, drug dealing and needles which needs much more attention than the plan will deliver. Dealers are getting so brazen now they are moving onto street corners of even more busy roads."

"As usual, nowhere near enough provision will be made for all persons with limited mobility, not just the disabled."

"I think given Portsmouth is highly pedestrianised and accessible by many forms of transport, there isn't much to be done with regards to identifying further PRow. I was surprised to see that regular walking routes I take around Hilsea Lido, Foxes Forest and Hilsea Lines are not PRow. These are the types of pathways I think require maintenance and improvement, rather than short alleyways between houses."

6.0 Additional statements

The Friends of Old Portsmouth (FOOPA) provided a formal offline response to the consultation. The comments received have not been analysed as part of this paper but have been reviewed, and any proposals, where relevant, will be incorporated along with the overall responses to the formal consultation.