

Rights of Way Improvement Plan

2023-2033



Foreword

The public rights of way network in Portsmouth provides a key asset for residents and visitors. With 8km of public footpaths, rights of way in the city are often well-used but little known.

Our aim is to ensure the city remains well-connected, with a promoted network that is suitable for both recreational and functional journeys.

This is Portsmouth's second Rights of Way Improvement Plan (ROWIP), which builds on the work carried out in support of the first ROWIP.

In setting out a clear action plan for the next ten years, we are offering the opportunity to residents and visitors to travel sustainably. This in turn promotes physical activity and mental wellbeing and seeks to improve air quality in the city.

This plan shows our ongoing commitment to the protection and improvement of access to the city of Portsmouth, which would not be possible without continuing the close working relationships that we have with our partners and user groups.

Councillor Lynne Stagg

Cabinet Member for Traffic and Transportation



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Glossary of abbreviations

BOAT	Byway Open to All Traffic.	A highway over which the public is entitled to travel on foot, horseback or pedal cycle and by motorised vehicles of all kinds, including horse-drawn vehicles.
BW	Bridleway	A highway over which the public has a right of way on foot, horseback and all types of bicycle.
CROW	Countryside and Rights of Way Act, 2000	An Act to make new provision for public access to the countryside; to amend the law relating to public rights of way; to enable traffic regulation orders to be made for the purpose of conserving an area's natural beauty; to make provision with respect to the driving of mechanically propelled vehicles elsewhere than on roads; to amend the law relating to nature conservation and the protection of wildlife; to make further provision with respect to areas of outstanding natural beauty; and for connected purposes. ¹
DEFRA	Department for Environment Food and Rural Affairs	The government department responsible for environmental protection, food production and standards, agriculture, fisheries and rural communities in the UK.
DMMO	Definitive Map Modification Order	A legal order which changes the Definitive Map and Statement, whereby the Definitive Map and Statement are a statutory record of public rights of way.
FP	Footpath	A highway over which the public has a right of way on foot only.
GIS	Geographical Information System	A type of database that contains geographical data and software tools for their management.
NCN	National Cycle Network	A national network of cycling routes in the United Kingdom.
PROW	Public Rights of Way	A path that anyone has a legal right to use.
ROWIP	Rights of Way Improvement Plan	A strategy that identifies, prioritises and plans improvements to the local rights of way network for greater access.
TCPA	Town and Country Planning Act, 1990	An Act to consolidate certain enactments relating to town and country planning (excluding special controls in respect of buildings and areas of special architectural or historic interest and in respect of hazardous substances) with amendments to give effect to recommendations of the Law Commission. ²

1 www.legislation.gov.uk/ukpga/2000/37/introduction

2 www.legislation.gov.uk/ukpga/1990/8/introduction



Executive Summary

The previous Portsmouth City Council Rights of Way Improvement Plan (ROWIP) 2007 - 2017 sets out the areas for consideration and improvement relating to the public rights of way network within the Portsmouth City Council boundary as part of a ten year management plan.

The first plan was based on research carried out with user groups including walkers, cyclists, equestrians, motorised users, disability groups, landowners, and nature and heritage groups. The research asked these different groups about their experience of rights of way and improvements they would like to see.

A desk-based study was also carried out into existing and potential rights of way and plans and policies that have a link to the Rights of Way Improvement Plan.

As part of the first ROWIP a great deal of work has been carried out to develop the rights of way network in the city, with additional routes added during its lifetime. The responses to several action points from the initial ROWIP can be seen in section 3 Statement of Actions review.

The first part of this plan briefly sets out the legal background to rights of way in Portsmouth and

establishes the intended vision. The second sets out the Portsmouth context, with the third highlighting what actions have taken place since the first ROWIP. Following on from this, an assessment of the consultation responses has been populated to set out a following ten year management plan of actions.

Following consultation with key stakeholders it is clear that many of the original aims of the initial ROWIP are still relevant, along with many of the key findings. Therefore, this ROWIP represents an update of the first plan, whilst introducing a new set of actions for the next 10 years.



SECTION 1

Introduction



Rights of way vision

To enable people of all ages and abilities to enjoy public access to areas of recreational, historical and commercial importance through the use of the public rights of way network and other complementary public access routes; enabling active travel and supporting air quality whilst balancing the needs of landowners and the management of special landscapes.

ROWIP background

A Public Right of Way (PROW) provides the public with a legal 'right of passage' along a defined route. Within the administrative boundary of Portsmouth, the council, as the Highway Authority, is responsible for the maintenance, management and legal recording of any PROW.

The ROWIP aims to assess the following, over a ten year period:

- The extent to which local rights of way meet the present and likely future needs of the public.
- The opportunities provided by local rights of way for exercise and other forms of open-air recreation and the enjoyment of the area.
- The accessibility of local rights of way to disabled, blind or partially sighted persons and others with mobility problems.

Legislative background

Section 60 (Countryside and Rights of Way Act, 2000), requires all Highway Authorities to prepare and publish a ROWIP.

The original ROWIP was intended to set the direction for improvements to the local rights of way network over the ten year period between 2007 and 2017. It set about identifying actions which could improve the network and make it more accessible and enjoyable for residents and visitors according to the needs of all users.

Each authority is required to revise this document every ten years, with this the first revision which will span the next ten years (2023 to 2033).

The ROWIP covers the entire geographical area of Portsmouth. Figure 1 shows the extent of the existing rights of way network across this region. A more detailed map can be seen in Appendix A.

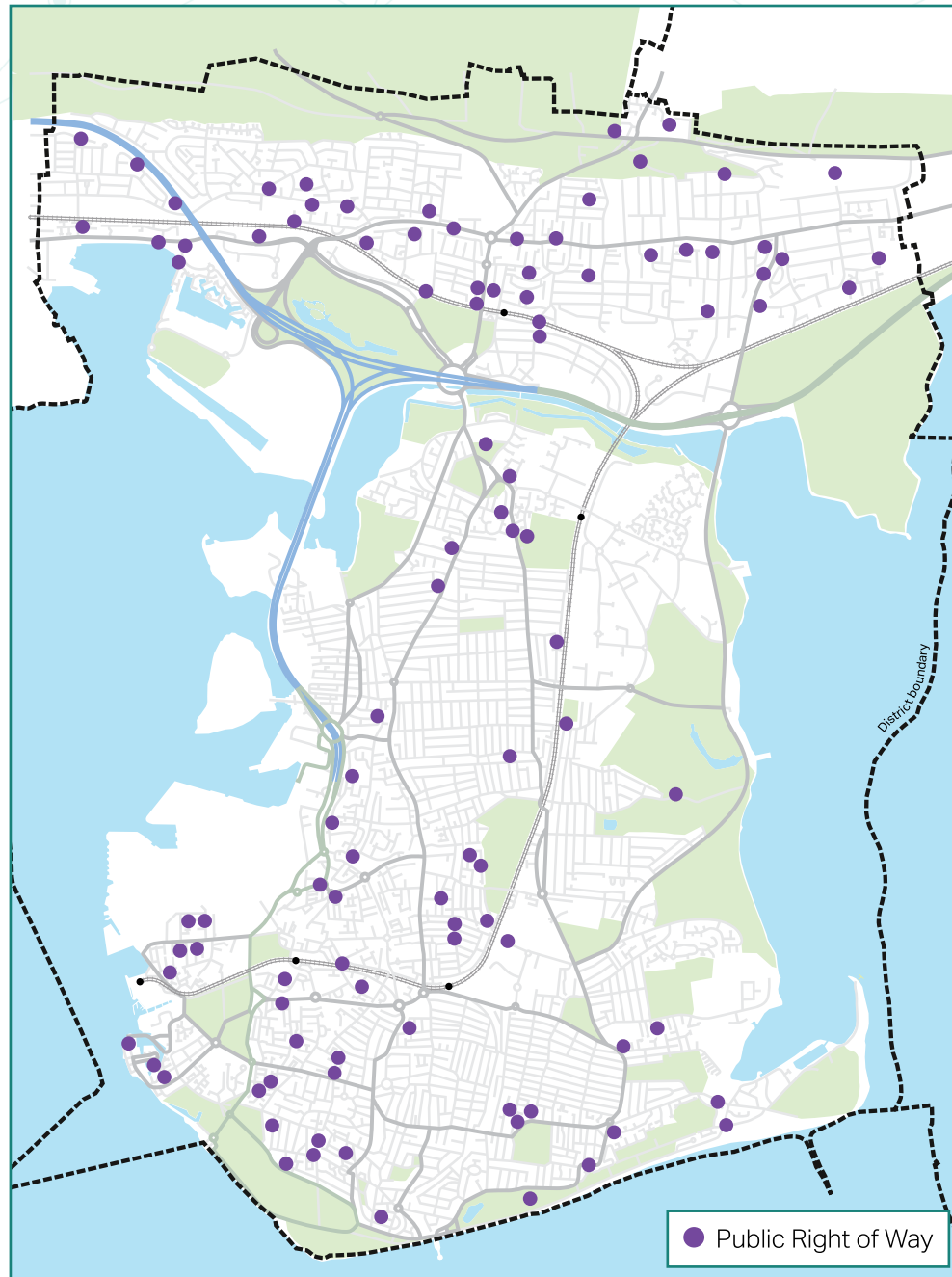
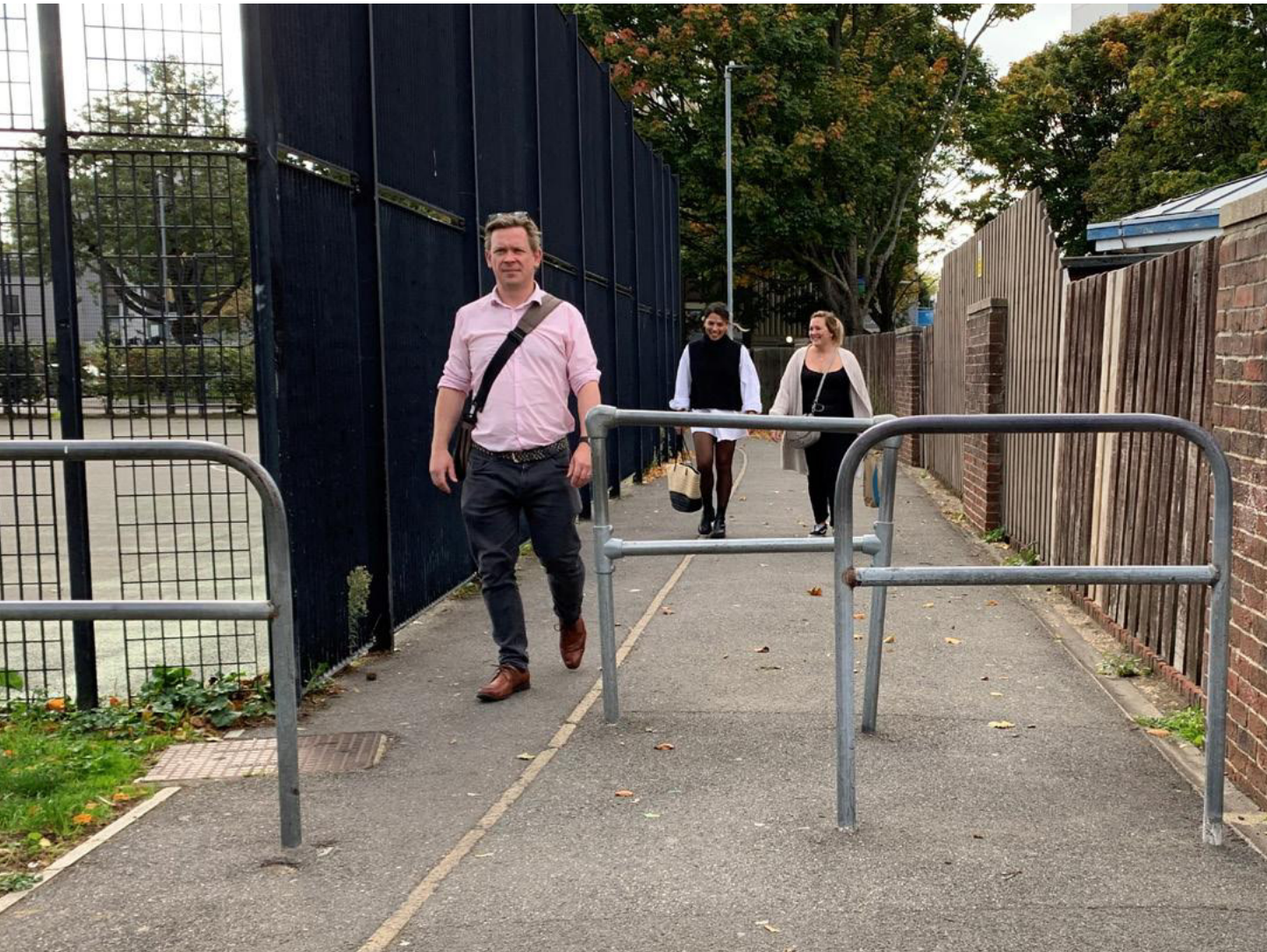


Figure 1.0 - Portsmouth Rights of Way



The Local Access Forum

The CRoW Act 2000 (Countryside and Rights of Way Act, 2000), requires each local authority to be part of, or set up its own Local Access Forum. Portsmouth City Council is a member of Hampshire Countryside Access Forum (HCAF), which represents Hampshire County Council, Portsmouth City Council and Southampton City Council.

As part of this revision process, HCAF have been consulted and their response has been considered when drawing up an action plan for the duration of this improvement plan.

For further details regarding the HCAF, please visit: www.hants.gov.uk/landplanningandenvironment/countryside/hcaf



SECTION 2

The Portsmouth context

Rights of way in Portsmouth

As Highway Authority, under section 130 (Highways Act, 1980), Portsmouth City Council has a statutory duty to assert and protect the rights of the public to use any highway. This extends to footpaths, bridleways and byways (public rights of way).

The Definitive Map and Statement is a record of all PROW in Portsmouth. There are currently 103 recorded public footpaths in the city.

Portsmouth has over 8km of public footpaths and around 780 hectares of publicly-accessible open space (see Appendix A). These paths and areas are a valuable amenity in such a densely populated city, providing relaxation, healthy exercise and relief from built-up areas, as well as a wide variety of opportunities for access and recreation. Interests for users include pleasant views, scenery, peace and quiet, wildlife, wild flowers, the beach and sea, and historic sites and buildings.

Whilst the PROW network is made up of public footpaths there is also a strong desire for high quality cycle provision in the city. Data from the 2011 Census shows that in Portsmouth over 7% of people travel to and from work by bicycle, over double the national average at the time, thus highlighting its importance (Office for National Statistics, 2011).

At present, this consists of a mixture of off-road routes, on-carriageway cycle provision and shared footways.

Without an established network of definitive public bridleways, restricted byways and byways open to all traffic in the city, the provision for recreational use by equestrians, non-motorised and motorised vehicles is very limited.

There are some options available in the north of the city for equestrians by means of permissive access rather than definitive rights of way, however this is not exhaustive and highlights some key areas for future improvements relating to rights of way in Portsmouth.



Wildlife

Portsmouth has a number of important areas for wildlife, including Sites of Special Scientific Interest (SSSI), Sites of Importance for Nature Conservation (SINC), Wetlands of International Importance (RAMSAR), Special Protection Areas (SPA) and Special Areas of Conservation (SAC). These provide important areas for a wide variety of wildlife including wildfowl, butterflies, moths and breeding birds.

Portsmouth City Council and Hampshire and Isle of Wight Wildlife Trust maintain a number of these sites including Portsdown Hill, Hilsea Lines and Farlington Marshes (see Appendix B).

Promoted Routes (no registered public right of way)

Portsmouth is served by a number of promoted routes (Appendix A), all of which contribute towards making Portsmouth an attractive destination for visitors, with a large number of tourist destinations both in and around the city, many with naval or literary connections.

The Solent Way

A 60 mile walking route linking Milford on Sea with Emsworth Harbour. Much of this follows the coast of Hampshire including the city of Portsmouth. The route begins in the city at the Gosport Ferry and follows the seafront through Old Portsmouth and continuing east along the promenade. This rounds the island and runs along the eastern side, north toward Farlington Marshes. The route continues out of the city and toward Emsworth.

The Pilgrim's Trail

Following in the footsteps of the Pilgrims who made the long journey to worship in Normandy and those who wished to come to worship at the shrine of St. Swithun, the former teacher of Alfred the Great. This 155 mile route enters the city of Portsmouth from the north and travels south alongside the carriageway toward Hilsea and then follows the coastal route along the western side of the island, through Tipner and Stamshaw to reach the end of the English section at the International Ferry Port.

Wayfarer's Way

This route is a 70 mile walk that runs between Emsworth to Walbury Hill in Berkshire. The section of this route that runs through Portsmouth follows Portsdown Hill Road east-west taking in the spectacular views of the city from its highest point.

Millennium Promenade

At just over two miles, this route links Portsmouth's historic waterfront. It starts at Southsea Castle and finishes on The Hard, taking in Old Portsmouth, the Camber and Gunwharf Quays. The route is marked by a chain motif set into the surface of the pavement, which historically represents the chain that was tightened across the harbour entrance at times of potential attack, and columns topped with the Millennium motif.

Shipwrights Way

Gaining its name from the journey of the oak used for medieval ship building grown at Alice Holt Forest, the Shipwrights Way links villages and towns in east Hampshire, spanning a total distance of 50 miles. This route enters the city at the south eastern corner of Portsmouth at the Hayling Ferry and continues in a westerly direction along the coastline of Portsea Island finishing at the Historic Dockyard.

England Coast Path (ECP)

The ECP aims to improve public access to, and enjoyment of, the English coastline by creating clear and consistent public rights along the English coast for use on foot (Marine and Coastal Access Act, 2009).

When complete, the ECP will be the longest national trail in England and one of the longest coastal paths in the world.

There are exceptions to public access, and those relevant to Portsmouth include land covered by buildings or the curtilage of such land, land used as park or garden and land the use of which is regulated by byelaws under section 14 (Military Lands Act, 1892) or section 2 (Military Lands Act, 1900).

Work is currently underway to establish the ECP route in Portsmouth. This process is planned for completion during the lifespan of this Plan, providing an important resource for the public to enjoy coastal access on foot.

Further details can be found here:
www.nationaltrail.co.uk/en_GB/trails/england-coast-path/route-descriptions/



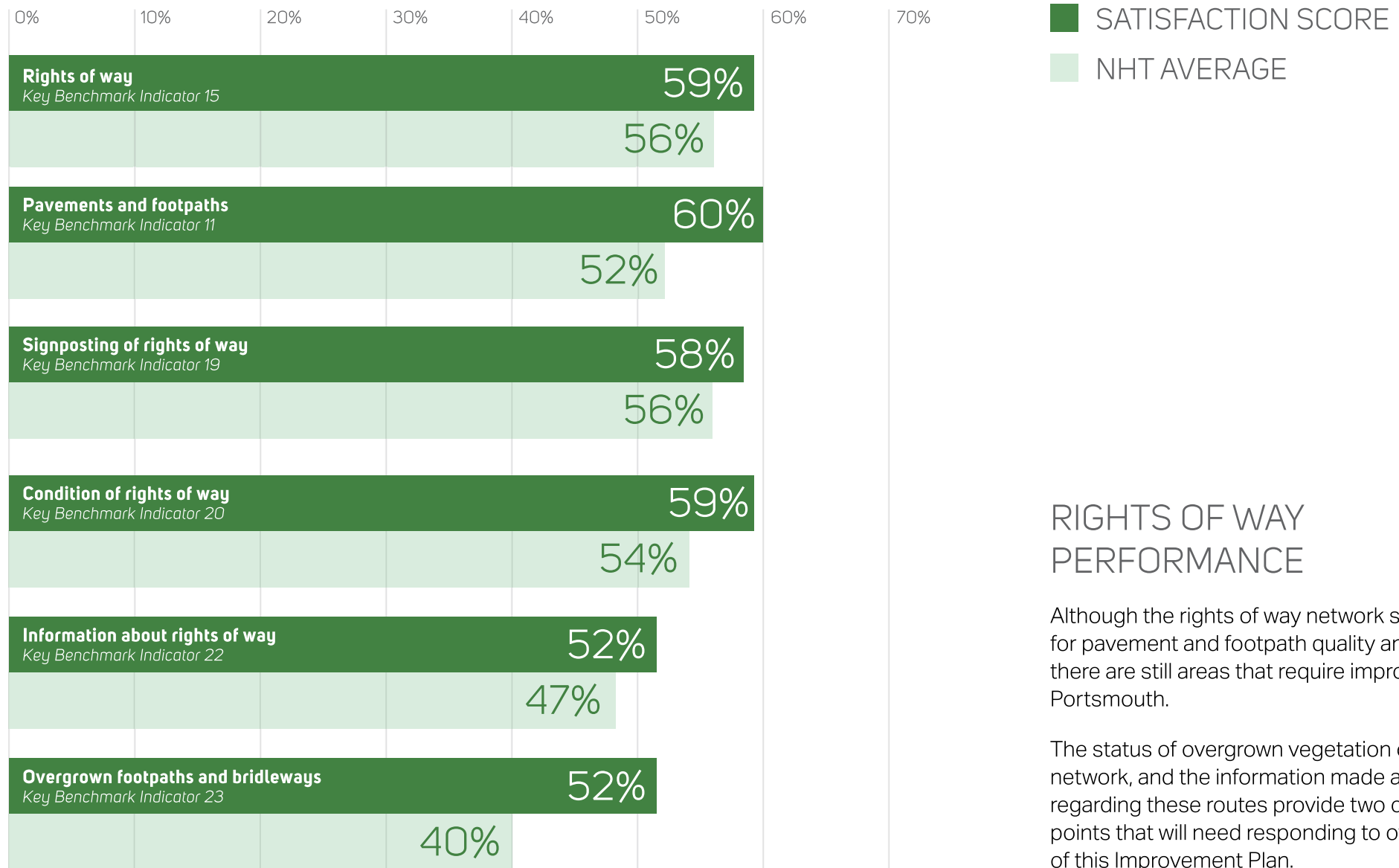


National Highways and Transport (NHT) Network Public Satisfaction Survey

Portsmouth City Council took part in the annual postal NHT survey for 2022, which "...collects public perspectives on, and satisfaction with, Highways and Transport Services for Local Authorities" (National Highways & Transport Network, 2015).

It uses standard questions to allow comparison between participating authorities, and is sent to a random sample of residents for each authority area.

Further details can be found here: nhtnetwork.org



RIGHTS OF WAY PERFORMANCE

Although the rights of way network scored highly for pavement and footpath quality and overall, there are still areas that require improvement in Portsmouth.

The status of overgrown vegetation on the network, and the information made available regarding these routes provide two clear action points that will need responding to over the course of this Improvement Plan.

Figure 2.0 - NHT Network Satisfaction Survey



SECTION 3

Statement of Actions review

The first ROWIP set out a series of proposed actions to lay the foundation for subsequent years' improvements.

The proposals outlined in the ten year plan combined a variety of small, medium and large-scale schemes that were designed to improve the rights of way network for a variety of users.

The delivery of the first ROWIP was based on seven key issues, as follows;

1. Undersupply of access, network and appropriate infrastructure for equestrian users.

Due to the urban nature of routes in Portsmouth, there is a difficulty in providing access for equestrian users to many parts of the city.

Despite the permissive routes in the north of the city, no additional routes have been added to the Definitive Map during the lifetime of the previous Improvement Plan.

As a statutory consultee on all issues related to ROW, the British Horse Society have been contacted to provide their input on the most recent Definitive Map consultation.

2. Difficulties in knowing which user groups are permitted on which paths and where some paths lead

PROW in Portsmouth are listed on the Definitive Map, with further information available with the supporting Definitive Statement. A copy of this can be found on the Portsmouth City Council website.³

The permissive status of all routes in the city are mentioned in the Definitive Statement, and are signposted accordingly at each site.

Reflecting on the key statistics from the NHT survey, it is clear that Portsmouth City Council have performed above the national average for signposting and providing information about ROW routes. With a process of continual review, all signage is updated and amended, where relevant.

3. Road and railway crossings are difficult

The Local Transport Plan 4 (LTP4) sets out a range of works to support the promotion of sustainable travel choices.

Through these works, a range of improvements have taken place to enhance pedestrian access, including junction treatments at a number of key sites, with further works planned over the life of the transport strategy.

Examples of the types of schemes can be found in the LTP4 Implementation Plan.⁴

Alongside this, the council has continually developed the 20mph network across the city (figure 3.0) within the lifetime of the first ROWIP, reducing traffic speeds that allow for safer crossing of streets.

3 www.portsmouth.gov.uk/services/parking-roads-and-travel/travel/public-rights-of-way/

4 travel.portsmouth.gov.uk/wp-content/uploads/2021/10/74.602-Local-Transport-Plan-4-Implementation-plan.pdf

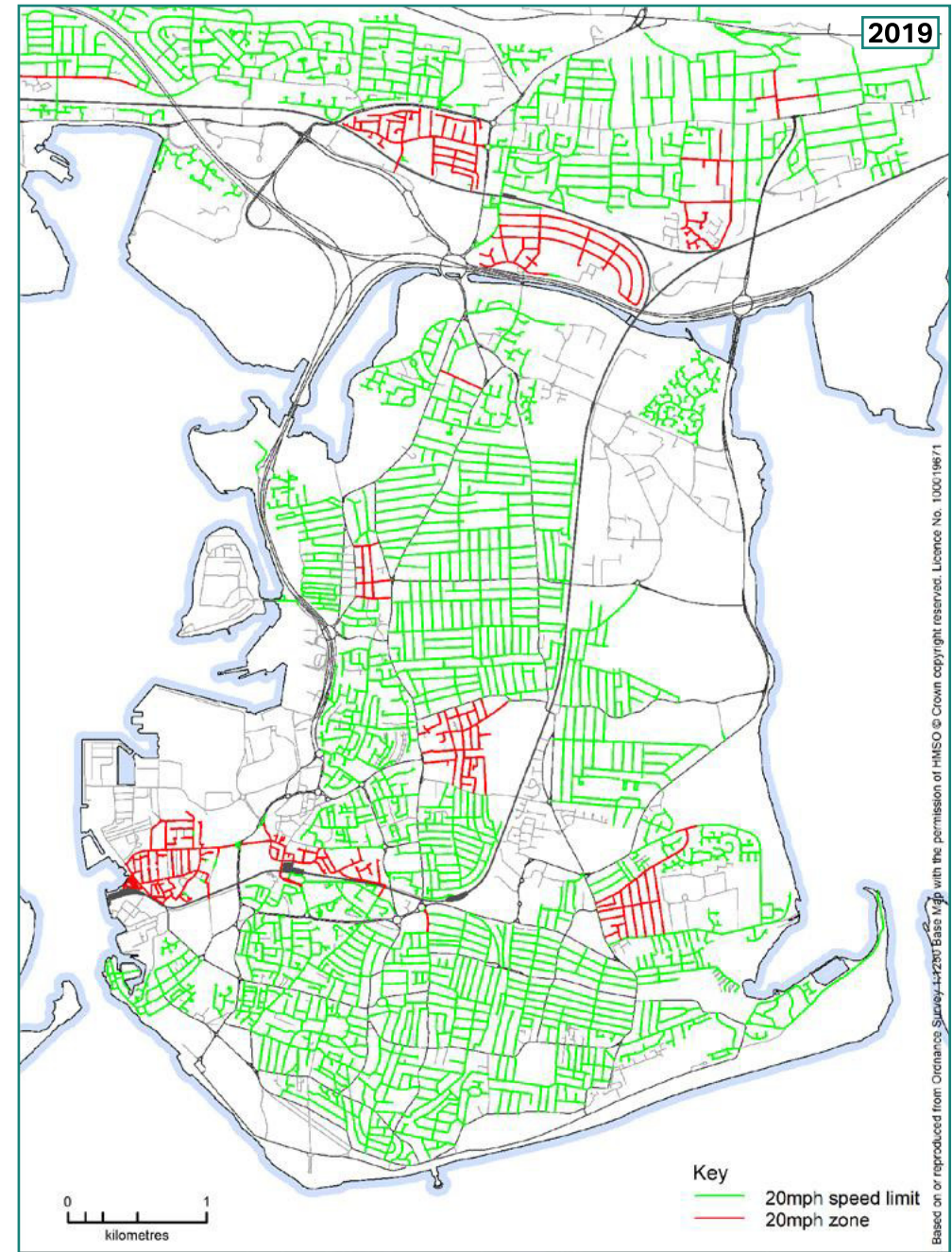
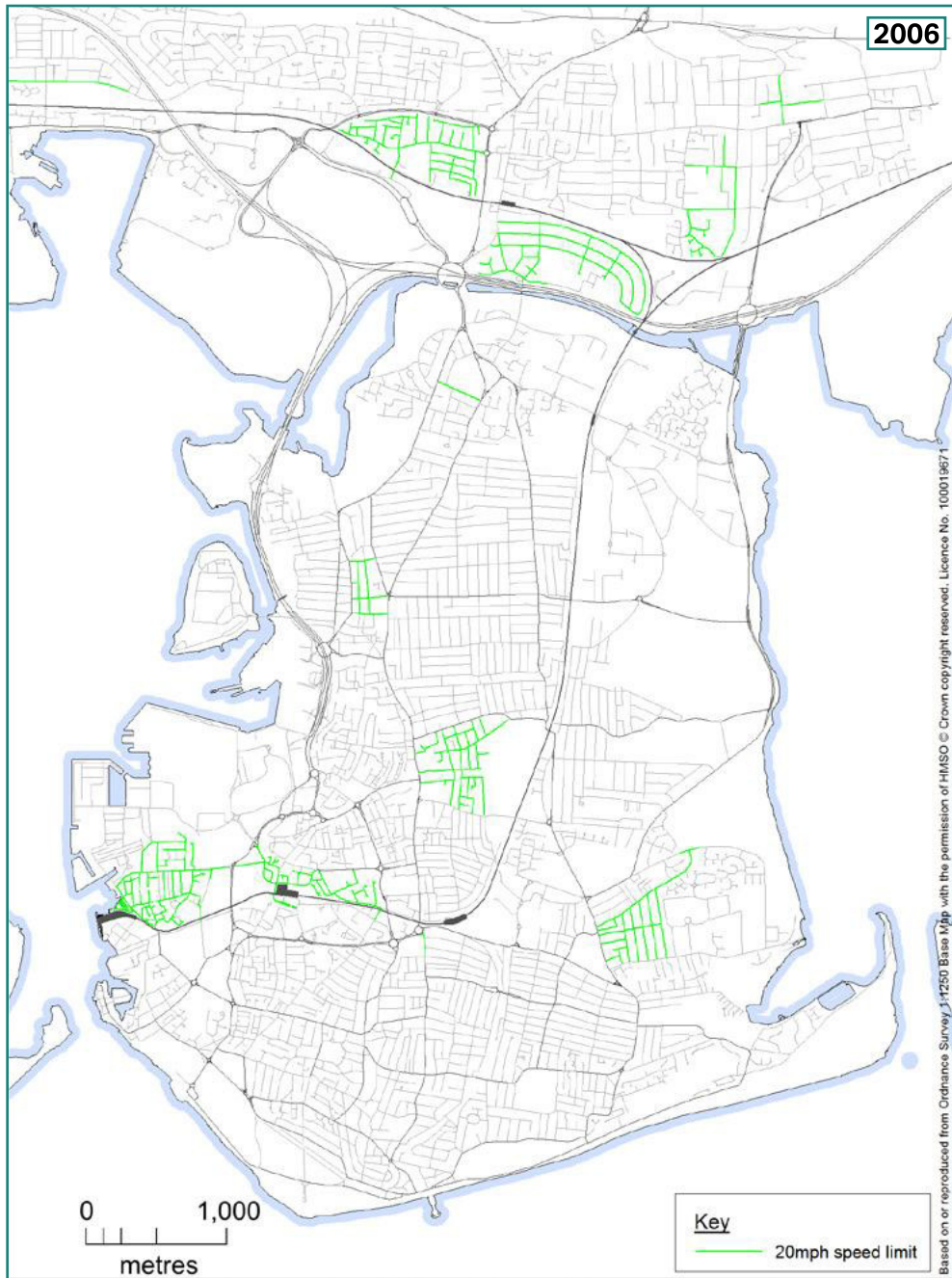


Figure 3.0 - Portsmouth 20mph zones 2006 - 2019

4. The rights of way network is fragmented and users experience difficulties using some existing routes

As rights of way are established through creation or dedication, those in the city have been used as a thoroughfare for a number of years, often linking routes between properties and other urban features.

This can lead to a disjointed network, which is difficult to rectify. That being said, an additional three routes have been added to the network since the first ROWIP, improving links in several areas in the city.

It is anticipated that a further three routes will be added, linking with existing Hampshire ROW to the north of the city, during the lifetime of this plan.

5. There is a need for a more co-ordinated approach to encourage cycling

Sustainable transport is a key priority, as outlined in the Portsmouth Transport Strategy LTP4.

As such, improvements to both walking and cycling have been awarded funding since the first ROWIP.

The council's Local Cycling and Walking Infrastructure Plan (LCWIP)⁵ was adopted in February 2022. This outlines marked improvements for cycling and walking over a ten year plan.

Additionally, it is anticipated that during the lifetime of this document, a range of master plans and daughter strategies to the LTP4, such as the Seafront Master Plan, City Centre Master Plan, the Walking and Cycling Strategy and the Air Quality Strategy will be adopted, outlining the future ambition for pedestrians and cyclists in this key area.

6. There is a need for more information and promotion of routes

ROW in Portsmouth are promoted through the council's website. This includes information such as maps, ROW orders and how they are recorded.⁶

7. Management of routes

Portsmouth City Council have an established mechanism for reporting faults on the network via the 'Report' tool.⁷

As a result, any improvements made are on an ad-hoc basis.

Additionally, the Ramblers Society deliver monthly updates relating to the status of each route, highlighting any areas for improvement where necessary.

The England Coast Path is currently being created under new legislation (Marine and Coastal Access Act, 2009). Working in partnership with Natural England, Portsmouth City Council has supported the development of the ECP, with an anticipated adoption during the lifetime of this document.

5 travel.portsmouth.gov.uk/wp-content/uploads/2022/05/74.645-LCWIP-update-with-background-report-2022-Accessible.pdf

6 www.portsmouth.gov.uk/ext/parking-travel-and-roads/travel/public-rights-of-way

7 www.portsmouth.gov.uk/all-tasks/report/



SECTION 4

The National & Local Policy Context

Influence on other policies and plans

The initial ROWIP outlined several policies and plans that influenced the action plan, these were as follows:

- Rights of Way Definitive Map
- Information about existing open spaces and open access land
- Portsmouth City Local Plan 2001 - 2011
- Local Development Framework Core Strategy Issues and Options
- Portsmouth Harbour Plan Review 2000
- Hilsea Lines Management Plan
- PUSH Green Infrastructure Strategy

In addition to the policy and plans identified as part of the initial ROWIP, it is acknowledged that this plan should not be read in isolation as it will influence, and be influenced, by other plans and strategies in order to promote and support the delivery of improvements to the network.

These include:

- Shaping the Future of Portsmouth - Regeneration Strategy (2011)
- Portsmouth Plan (2012)
- Portsmouth Transport Strategy (Local Transport Plan 4 (LTP4) 2021 - 2038)
- Portsmouth Parks and Open Spaces Strategy (2012 - 2022)
- Air Quality Strategy (2017 - 2027)
- Portsmouth Local Cycling and Walking Infrastructure Plan (2021 - 2031)
- Seafront Master Plan (2021)
- Portsmouth Cycling and Walking Strategy - to be adopted in lifespan of this document

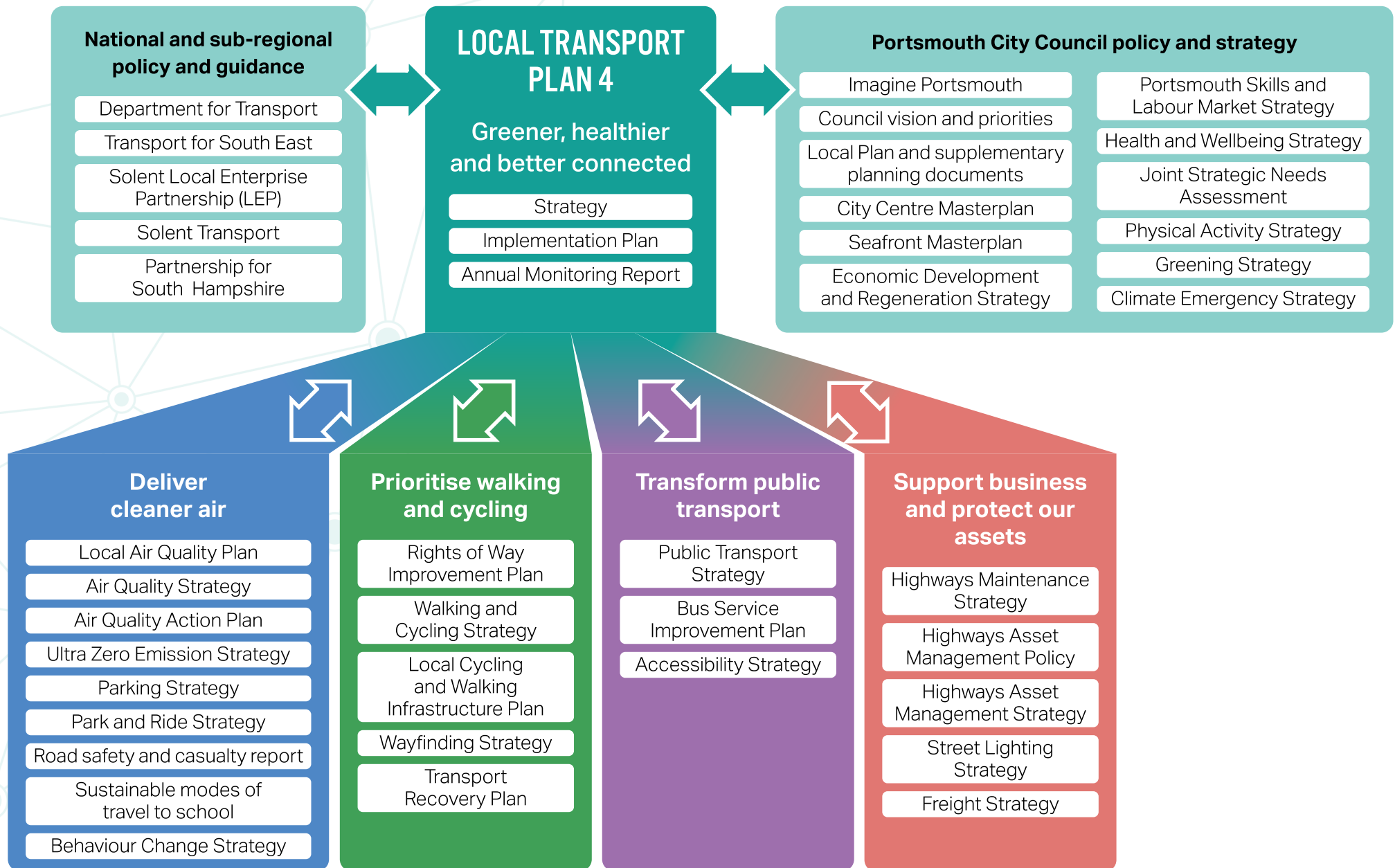
It is important to note that as no additional government funding or resources will be made available for implementing the statement of actions below, the ROWIP will continually need to make links to a wide range of other strategies in order to realise many of the actions identified.

The Portsmouth Transport Strategy LTP4 sets out the key transport-related policies and proposals for the period 2021 to 2038.⁸

These all have relevance to the ROWIP, some key areas are highlighted in the LTP4 Implementation Plan.⁹

8 www.portsmouth.gov.uk/services/parking-roads-and-travel/travel/local-transport-plan-4-ltp4/

9 travel.portsmouth.gov.uk/wp-content/uploads/2021/10/74.602-Local-Transport-Plan-4-Implementation-plan.pdf





SECTION 5

The revised Rights of Way Improvement Plan

The revised ROWIP takes into account the current PCC plans and strategies, but also the views of stakeholders.

The research undertaken asked a range of questions about RoW within the city, looking at stakeholder experiences with a request to highlight their priorities for improvements.

Whilst referring to the PROW, this plan also touches on other public access routes across the city which form part of a wider public access network.

The ROWIP aims to assess:

- What are the main barriers to the existing PROW network in the city?
- What are the main opportunities in relation to the PROW network in the city?
- What are the top priorities for PROW improvement?

Consultation

As part of the revision process, and following on from the statutory guidance, consultation requests were sent to key stakeholders in the city in relation to the PROW network (see Appendix C). With a focus on the three key questions referred to above, an action plan has been devised to tackle the priorities identified.

Table 1 overleaf gives an overview of the responses received in relation to this consultation with a more detailed, user-specific breakdown below.



Opportunities

- Open areas of green space in the city and in adjoining local authority areas;
- Surrounding local authorities looking to build closer partnerships to deliver a more connected network;
- The creation of the new England Coast Path National Trail with ability to link to existing and future rights of way network;
- The network can support more sustainable forms of travel and reduce reliance on motorised vehicles, reducing carbon, benefitting congestion and improving air quality;
- Health benefits of a more active lifestyle by utilising walking and cycling routes;
- Areas of local and historical importance within a relatively small geographical area.



Barriers

- Lack of connectivity to green spaces due to development;
- A fragmented network;
- Existing network has been absorbed and urbanised;
- Busy congested roads negatively affecting users' experience due to dominance by motorised vehicles;
- Limited promotional maps to encourage use of the network;
- Lack of promotion of long distance routes in the city;
- Signage not informative enough therefore does not encourage sustainable travel;
- Too much on-street parking restricting road space for cyclists and visibility for walkers.



Priorities

- To encourage more walking and cycling in the city;
- Build upon the opportunities created by the England Coast Path National Trail;
- Improving links between the urban areas and the green spaces in and around the city;
- Continue to work with neighbouring authorities to improve wider connections in and out of the city;
- Promotion of the health benefits of active forms of travel;
- High quality mapping of the network and sign posting, giving journey times to locations of interest;
- Secure formal rights of way where possible to safeguard public access;
- Increase in road space by preventing illegal parking and reducing the demand for on-street parking.

Table 1: Precise of consultation responses

Stakeholder needs



Pedestrians

Public access on foot is prevalent across the city due to the urban environment, with a number of long-distance routes available for recreational purposes. Despite this, the PROW network is disjointed and relies on supplementary access by way of urban footway, and in the cases of the long distance routes most of these do not cross land designated as formal PROW. There is a desire, from a walking perspective, to formalise a number of well used routes across the city by making them Definitive PROW.

Another key outcome of the consultation has highlighted the need for a high quality walking map of the city and clear signage, showing times to locations rather than distances.



Cyclists

Cyclists currently use a wide variety of routes from those formally defined as cycle routes to informal routes including Hilsea Lines, the Pilgrim's Trail, the Shipwrights Way and routes through open spaces such as Bransbury Park, Southsea Common, Milton Common and Portsdown Hill.

As there are no formal PROW designated for use by cyclists, this creates limitations in the less urban areas of the city. The designation of such routes as formal PROW would safeguard this access and improve the provisions to cyclists wishing to escape the urban environment.

In terms of urban cycling, there are concerns about the congestion on the roads and parking. Whilst this isn't a direct PROW issue, exploring options for formal designation of routes away from carriageway would help to alleviate the issue.



Disabled users

Disabled users are primarily concerned with obstructions on routes and safety. Issues such as surface condition and safe crossing points are of primary importance along with suitable locations to stop and rest on routes.

Another key issue is suitable provisions of disabled parking to allow safe and easy access to open spaces in the city to utilise both formal and informal public access.



Equestrians

With no formally designated bridleways in the city, access for horse riders on the island is very limited.

Locations to the north of the city, such as Fort Widley and Portsdown Hill, provide a facility for equestrians, however these are not easily accessible from within the city.

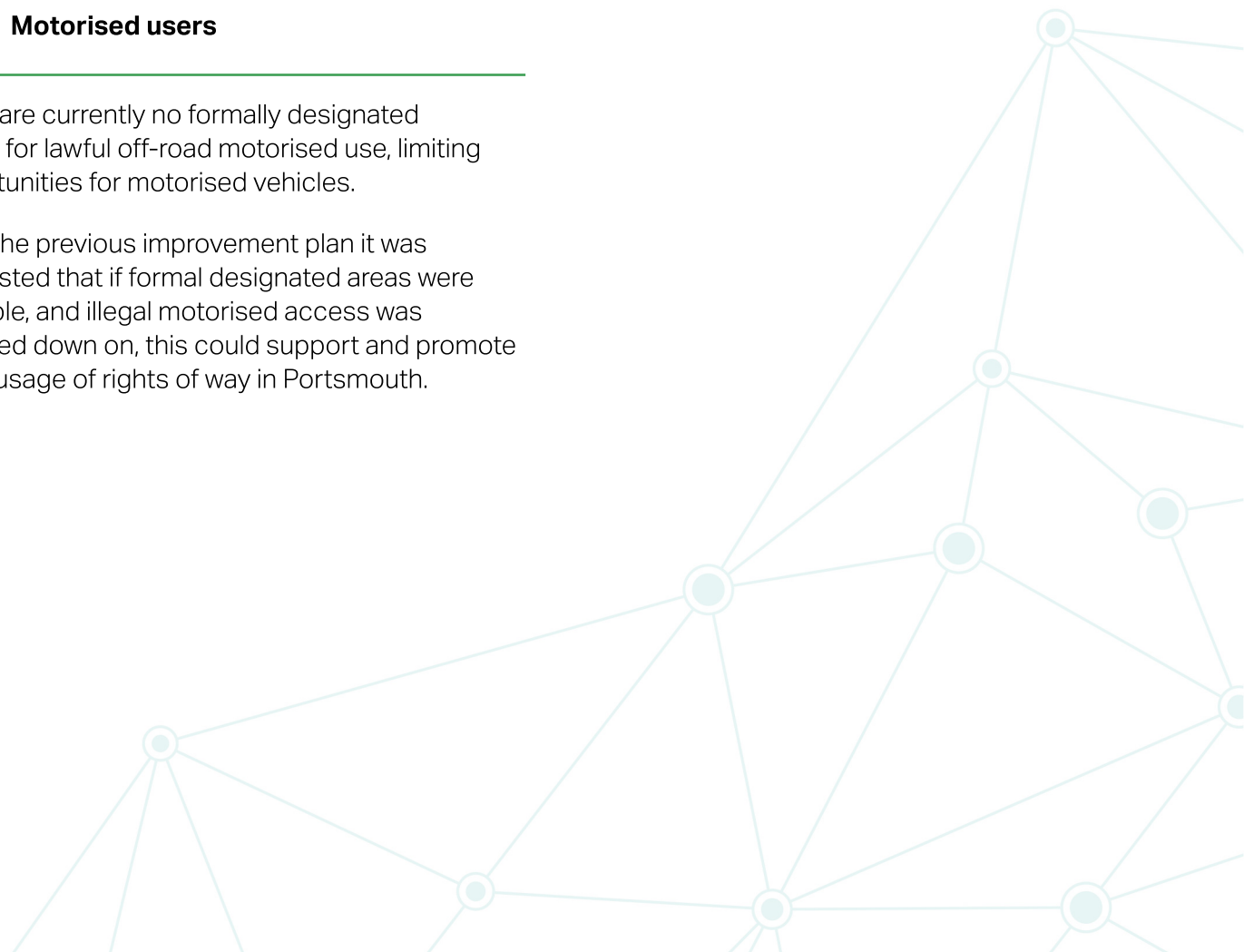
There is a desire for a north - south route giving access to city dwellers to the countryside on horseback and circular routes incorporating the existing green spaces in the city.



Motorised users

There are currently no formally designated routes for lawful off-road motorised use, limiting opportunities for motorised vehicles.

From the previous improvement plan it was suggested that if formal designated areas were available, and illegal motorised access was clamped down on, this could support and promote wider usage of rights of way in Portsmouth.





SECTION 6

Statement of Action

Outlined overleaf is the Portsmouth City Council ROWIP plan of action, covering the period of 2023 - 2033.

This takes consideration of both the consultation responses received, and the requirements of both the council and other stakeholders in managing the PROW network, with the overall aim of improving the provision for residents and visitors (see table 2).

The main focus is for the city council to meet its statutory duties as Highway Authority.



	ACTIVITY	TIMESCALE	PARTNERS
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 	<p>Ongoing</p> <p>Extra staff requirements (in addition to costs below)</p> <p>£5,000 - £50,000</p>	<p>PCC Rights of Way</p> <p>PCC Contractor</p> <p>PCC Highways designers</p> <p>PCC Planning</p> <p>PCC Parking</p> <p>Portsmouth Friends of the Earth</p> <p>Ramblers Association</p>
2 PUBLIC REPORTING	<ul style="list-style-type: none"> a. 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 	<p>Ongoing</p> <p>Use of existing staff resources</p>	<p>PCC Rights of Way</p> <p>PCC Parking</p> <p>PCC Highways designers</p>
3 DEFINITIVE MAP AND STATEMENT	<p>As required by legislation:</p> <ul style="list-style-type: none"> a. ongoing maintenance of the Definitive Map and Statement b. Process Definitive Map Modification Order (DMMO) applications c. Process Diversion and Extinguishment 	<p>Ongoing</p> <p>Use of existing staff resources</p> <p>£5,000 - £50,000</p>	<p>PCC Rights of Way</p> <p>PCC Legal</p>

Table 2: Action Plan for duration of Improvement Plan

	ACTIVITY	TIMESCALE	PARTNERS
4 ENGAGEMENT IN PLANNING PROCESS	a. Proactively engage with planning department to meet the demands on the PROW network	Ongoing	PCC Rights of Way
	b. Engage with internal departments to review and engage with planning applications/ consultations affecting existing PROW and identifying locations to enhance the existing network	Use of existing staff resources	PCC Planning PCC Highways Development Management
5 CONSULTATIONS AND LEGISLATIVE CHANGES	a. England Coast 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 	As per Natural England timescale Extra staff requirements (in addition to costs below) £5,000 - £50,000	PCC Rights of Way PCC Planning PCC Property Natural England
	b. Engage with other consultations relevant to PROW through the lifespan of this plan	Ad hoc Use of existing staff resources	PCC Rights of Way PCC Planning PCC Property PCC Legal Hampshire Countryside Access Forum

Table 2: Action Plan for duration of Improvement Plan

	ACTIVITY	TIMESCALE	PARTNERS
<p>6 PARTNERSHIP AND STAKEHOLDER ENGAGEMENT</p>	a. Continue to work in partnership with the Hampshire Countryside Access Forum	Ongoing Use of existing staff resources	PCC Rights of Way 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	Ongoing Extra staff requirements (in addition to costs below)	PCC Rights of Way PCC Planning PCC Property Hampshire County Council Hampshire Countryside Access Forum Portsmouth Friends of the Earth The Ramblers Association Portsmouth Cycle Forum British Horse Society
<p>7 PROMOTION OF PROW</p>	a. Provide high quality walking map featuring PROW and other public access routes to better highlight the existence and importance of network	2022 – 2024 Extra staff requirements (in addition to costs below) Less than £5,000	PCC Rights of Way PCC Communications PCC Graphic design PCC Public health Portsmouth Friends of the Earth Ramblers Association

Table 2: Action Plan for duration of Improvement Plan

	ACTIVITY	TIMESCALE	PARTNERS
	<ul style="list-style-type: none"> b. Update online information available to the public highlighting public routes and sustainable travel options available, along with the benefits of using them 	<p>Ongoing</p> <p>Use of existing staff resources</p>	<p>PCC Rights of Way</p> <p>PCC Communications</p> <p>PCC Public health</p>
<p>8</p> <p>IMPROVEMENTS TO PROW NETWORK</p>	<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 England Coast Path g. Consider disabled and mobility-impaired users at all stages of any improvement works to maximise access opportunities for all 	<p>Ongoing</p> <p>Extra staff requirements (in addition to costs below)</p> <p>£5,000 - £50,000</p>	<p>PCC Rights of Way</p> <p>PCC Planning</p> <p>PCC Property</p> <p>Hampshire County Council</p> <p>Hampshire Access Countryside Forum</p> <p>Portsmouth Friends of the Earth</p> <p>Ramblers Association</p> <p>Portsmouth Cycle Forum</p> <p>British Horse Society</p> <p>Third party landowners</p>

Table 2: Action Plan for duration of Improvement Plan



SECTION 7

Implementation and monitoring

Implementation

Following on from the advice from stakeholders, this plan has been prepared with a range of priorities that will require partnership working with a variety of bodies in order for successful delivery.

Through a process of prioritisation, projects arising out of the action plan will be given timescales dependent upon their nature and size. As the plan has a ten year implementation period, it allows for a uniform approach to implement said projects, thus achieving successful outputs in the short-term.

Progress on objectives and projects will be monitored by the Local Access Forum, which will consider the need to review and update the statement of action and any other part of the plan as required.

Due to the aspirational nature of the ROWIP, this plan includes a range of proposals for improvement that may not be viable to implement based on current funding. Additional funding may be required in order for successful completion, and this will be sought from both internal and external sources.

Monitoring

The Rights of Way Improvement Plan will be continually monitored by:

- Quarterly updates to Hampshire Local Access Forum Meetings.
- Updates to the Local Transport Planning team of projects completed/underway that incorporate shared objectives
- Monitoring of satisfaction levels using the NHT annual survey results
- Performance monitoring
- The service delivery mechanism
- Regular updates to the Cabinet Member for Traffic and Transportation.



SECTION 8

Appendix

Appendix

Appendix A

Map of Portsmouth

Appendix B

Sites of Special Scientific Interest (SSSI), Sites of Importance for Nature Conservation (SINC), Wetlands of International Importance (RAMSAR), Special Protection Areas (SPA) and Special Areas of Conservation (SAC).

Appendix C

List of stakeholders consulted

The following organisations were contacted as part of the assessment of the existing PROW network. Those asterisked have provided further information regarding the Portsmouth future priorities, as set out in the main document.

- British Horse Society*
- Cycling UK*
- Sustrans
- Portsmouth Ramblers*
- Walking Friends Portsmouth
- Portsmouth Cycle Forum*
- National Federation of Bridleway Association
- Ministry of Defence
- Hampshire County Council*
- Havant Borough Council
- Gosport Borough Council
- Fort Widley Equestrian Centre
- Portsmouth Friends of Earth*
- Hampshire & Isle of Wight Wildlife Trust*
- National Trust*
- Natural England*
- Portsmouth Association for the Blind
- Portsmouth Disability Forum*
- RNIB
- Roads Policing Units
- South Coast Ambulance Service
- University of Portsmouth
- Highbury College
- Hampshire Countryside Access Forum*

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