



**Minutes & Information**  
**Teams - Thursday 2<sup>nd</sup> September 2021**  
**Present at the meeting**

**Forum Members:**

**Alex Lawson, Paul Fuller, Mike Slater, Mick Lyons, Richard Grogan, John Heather, Tricia Merrifield, Helena Hewston, Cllr John Medland, John Hobart,**

**Others & Observers:**

Jennine Gardiner-IWC PROW - LAF Secretary; Darrel Clarke – IWC Rights of Way Manager,

Cindy Bentley, Dina Jung, Kathy Domaille, Jan Brooks, Graham Biss (Gift 2 Nature), Stewart Chandler (IWC), Ian Middleton & Dave Wallis (Island Roads)

**Apologies** – Cllr Rodney Downer, John Truswell & Chole Walker-Panse (Natural England)

**Confirmation of the Minutes of previous meeting – Done**

**England Coast Path (ECP):** Written update from John Truswell who has given apologies, as he and Chloe cannot attend this meeting as both of them have existing commitments:

John has said if there are any questions arising from this update then to send them to him or Chloe to answer directly.

**Length 1 – East Cowes to Wootton Bridge – (Led by John Truswell)**

As you know this length of the ECP has been delayed outlined in previous contacts with the LAF. However, work continues regarding the Habitats Regulations Assessment (HRA).

There have been a number of site visits for both the HRA and ECP alignment purposes and some progress has been made. There is still a need to hold discussions with some key land owners, once these have taken place and in the fullness of time alignment options will be shared with key land owners and other stakeholders including the LAF. These discussions are of a high priority but are in sensitive areas and will take a little time to complete.

Discussions have and are taking place with a significant landowner on this length along with site visits later this month.

### **Lengths 2 to 10 – (Led by Chloe Walker-Panse)**

We are finally making headway with the representations and objections for these stretches and hope to have these all submitted by the end of this year. As you are all well aware, we have had a number of delays due to ongoing coastal land slips, engaging with new landowners and re-investigating certain sections of the coast path proposed as a result of land development changes. We are working closely with the IOW council and landowners to resolve a number of coastal path closures such as Binnel Bay and Brighstone. Thank you for your patience and please feel free to contact me if you have any queries [chloe.walker-panse@naturalengland.org.uk](mailto:chloe.walker-panse@naturalengland.org.uk)

We are working very closely with the Isle of Wight Council in developing our proposals for length 1 and the changes and problems arising on lengths 2 to 10.

I'd like to thank members of the LAF for their patience and understanding during this time, however rest assured that work continues and is progressing, despite the issues we have faced.

To reiterate, any questions do feel free to get in touch with either Chloe or myself.

John Truswell - England Coast Path Senior Adviser (South Hub)

Leading on Length 1 Isle of Wight

Coastal Access South Hub, Natural England, 4th Floor, Eastleigh House, Upper Market Street, Eastleigh, SO59 9YN

07717694247 / 02080267747 [John.Truswell@naturalengland.org.uk](mailto:John.Truswell@naturalengland.org.uk)

And

Chloé Walker-Panse - England Coast Path Lead Adviser- Isle of Wight

07880082048 [Chloe.Walker-Panse@naturalengland.org.uk](mailto:Chloe.Walker-Panse@naturalengland.org.uk)

### **West Wight Greenway – Graham Biss**

Update from Graham. He has been working with Rights of Way for a considerable time to try and provide a safe, varied, and attractive route linking West Wight with Newport. Trying to avoid active farmsteads and across middle of fields. Trying to use the old railway line wherever possible and looking to find good connectivity using the existing rights of way network, whilst being sensitive to neighbouring properties.

It is important to ensure that any landowner who dedicates land is fully compensated. To make this new route a reality we need to be pragmatic, and this

will involve negotiations with landowners which will result in trading off existing rights of way to swap for the new desired east – west route.

There is an indicative cost, which will be refined as scheme moves forward. To make sure it provides value for money it will need to be multi-use (walking, cycling and horse riding). Economic impact assessments undertaken show a strong economic benefit. Future maintenance of the new route will be by the Isle of Wight Council.

Currently we have the consent in principle from 10 landowners to create 21 kilometres of off-road new route, but there will be two sections of quiet roads which Island Roads have already assessed.

So far 2 environmental assessments completed and 5 areas with badger activity identified. Potential new route will create 5 kilometres of hedgerow.

Graham has met with all affected town and parish councils (apart from Yarmouth T/C which will be later in the month). We now have an opportunity to make it happen if the public want this. Probably the best opportunity we have ever had.

Funding: The IWC fully support this and have committed funding in this and next year's budgets. Heads of terms to go out to all landowners shortly, with a single planning application this year, hopefully 2023 to be finished.

Jan Brooks, asked if there would be any chicane barriers on route? Graham advised that he had not yet gone into specific details with landowners and had only looked at functionality.

An invitation has been made to Jan and her group, walkers, cyclists and horse riders to come out and help shape the route once landowners have signed up. *To protect the landowners no one is allowed onto the route without Graham and no one must trespass otherwise we will lose the goodwill of the landowners.* If you want to be on this group let the LAF secretary (Jennine) know and your details will then be forwarded to Graham.

Some people won't be supportive of the route so if you are keen to see it proceed, please support – LAF 100% support in principle.

**Accessibility & Inclusion - Jan Brooks <https://isleaccess.co.uk/>**

Jan gave a presentation outlining the need for planners and installers to commit to a universal design to help everyone with easier accessibility to land and premises, this is not just for wheelchair users but considers all types of users such as pregnant women, older dog walkers and the less able bodied.

**Public sector equality duty** – there are certain duties that the public sector needs to fall in line with and embrace:

**Section 149 of the Equality Act 2010**

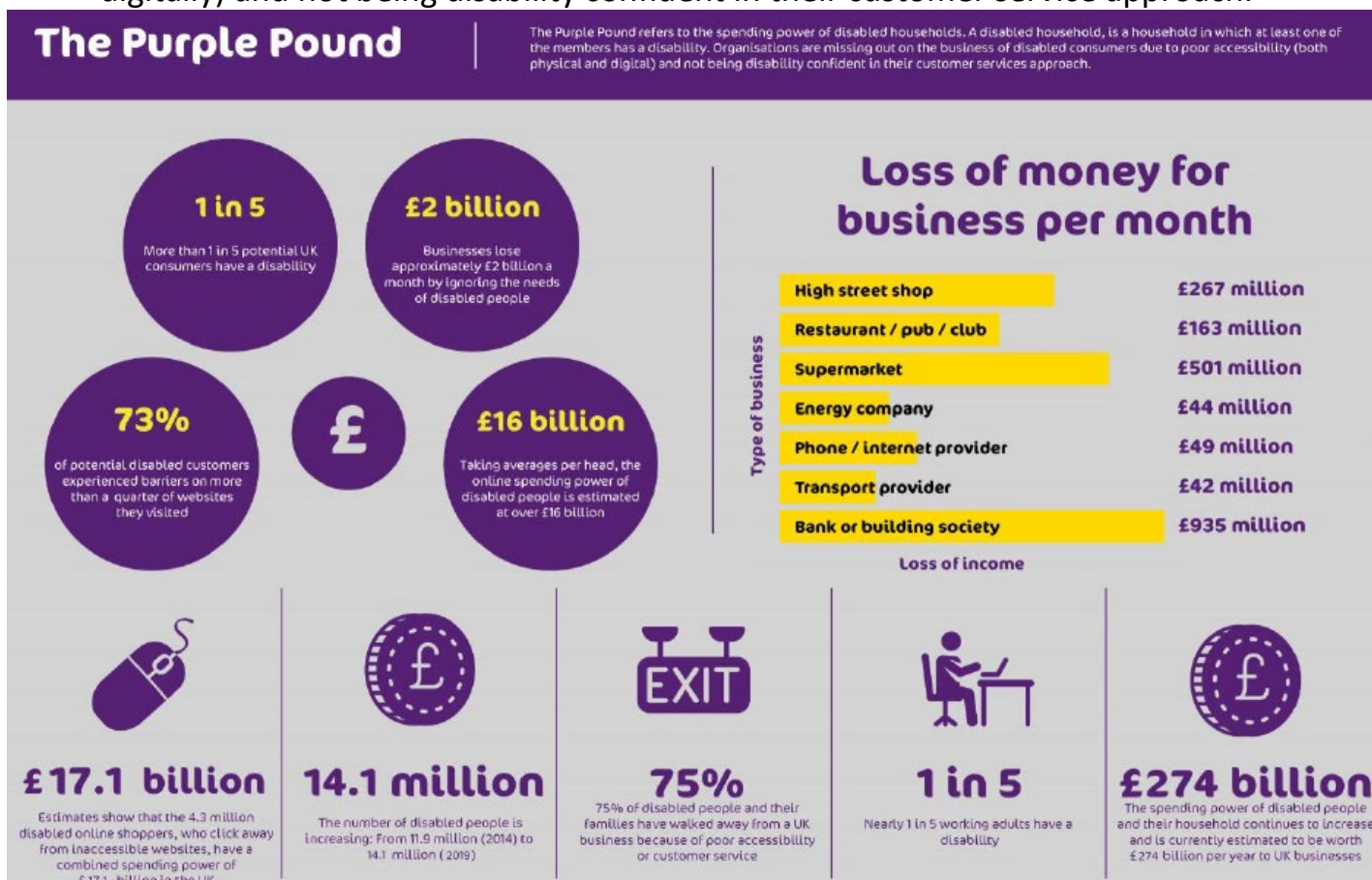
Requires public bodies to consider the impact on all individuals (including those with disabilities) when carrying out their duties. Requires public bodies to take ‘positive’ action to remove barriers.

Also needs to meet the DfT’s ‘Inclusive Transport Strategy’ and any actions arising from the House of Commons Women & Equalities Committee inquiry / subsequent report

**What is Accessibility?** = Involvement, Legal Requirements & Customer Experience all of which overlap each other.

**Why be Accessible?**

- Legal = Equality’s act 2010
- Moral = We all need it!
- Business = Economics - **The Purple Pound** refers to the spending power of disabled households. A disabled household is a household which at least one of the members has a disability. Organisations are missing out on the business of disabled consumers due to poor accessibility (both physically and digitally) and not being disability confident in their customer service approach.



In 2014 University of Surrey researchers believed that if European destinations

were fully accessible, this demand could increase up to 44% a year, which would result in an additional 142 billion Euros GDP and 3.4 million jobs for the European economy.

To become fully accessible, organisations and businesses need to:

- Identify what they already have
- Set up a local access group
- Draft and publish Short-, medium- and long-term plans
- Encompass accessibility in planning everything
- Use European Disability Forum guidelines

### Things to consider:

- Physical access
- Sensory access
- Cognitive access
- Information written and website
- Attitude
- Customer Experience/User Design
- All ages

**Countryside** – There are many physical barriers or installations which stop lawful access for people using modified push bikes and wheelchairs. Examples are chicane barriers, kissing gates, stiles, strong leavers to open gates and trying to get dogs over stiles.

**Built Environment** – The location of premises and access to it i.e., the lack of public dropped kerbs along our footways then stepped entrances. This causes social isolation for vulnerable people or people with mobility problems and pushchairs.

**Public Toilets** – Unpredictable opening times and a need for truly accessible changing places. A changing place toilet needs to be 3mx4m with an electric hoist (as big as a disabled parking bay) it will cost in the region of £35-40k but is money well spent



Well-designed  
changing place toilet



Normal toilet lacks room and facilities. No dignity for those who need to use it or the people who assist them.



**Beach** – There is no wheelchair access to any beach on the island or any accessible beach huts.

# Accessible Beach



**Accessible Cycling** – adapted bikes are longer and wider than a normal bicycle, therefore barriers such as a narrow bridge, pinch point, chicanes can stop access to an otherwise acceptable route. Cycling for health and wellbeing should not be stopped because of poor or unthoughtful planning.



## How can Isle of Access help?

- Access Audits
- Mystery Shopping
- Accessibility Training
- Facilitate Local Access Group

Jan Brooks is the CEO for Isle of Access and can be contacted:

[info@isleaccess.co.uk](mailto:info@isleaccess.co.uk)

Tel: 07522 558999

Website: <https://isleaccess.co.uk/>

Q – Dina – pavement parking is a real problem. A scheme in Kent had members put a slip of paper on the windscreen of pavement parkers to politely point out the inconsideration of pavement parking

Q – Cindy was concerned for the potential removal of stiles and kissing gates when animals are in the adjacent fields and asked how do you propose to stop a normal gate being left open?

Paul felt there should be extra seating along paths

**AGENDA ITEM – pavement parking – taking on responsibility of enforcement on pavement parking – get update? Also parking over the dropped kerbs.**

**UPDATE from IWC Parking Manager, Mr Mark Downer:**

I must advise you that both the Council and the Police have relatively few powers under existing legislation to tackle the problem.

The Council's Civil Enforcement Officers have no powers to issue Penalty Charge Notices to a vehicle parked on the pavement unless there are double or single yellow lines at the edge of the carriageway.

In more general terms, at present, parking on the pavement (without a yellow line) is largely allowed in England and Wales. Driving on the pavement is illegal and enforceable by the Police. However, in order to enforce pavement parking, the Police need to observe a vehicle driving (and not parking) on the pavement. However, the Police could theoretically take action if a vehicle was causing an obstruction on a footway, but locally there has never been an appetite for this.

You might be aware that the DfT launched a consultation on pavement parking on 31st August 2020 with an end date of 22nd November. The previous administration fed into the consultation and supported the recommendation that Civil Enforcement Officers be granted powers to issue Penalty Charge Notices for 'unnecessary obstruction of the footway.' This sounds a bit of a minefield in my opinion. Local Authorities would have to work to strict DfT criteria as this would be open to all sorts of interpretation.

The previous administration did not support a blanket ban, owing to the fact that many of the towns on the Isle of Wight established themselves during the Victorian era and many of its streets were not designed to accommodate today's high volume of traffic. Whilst not a perfect solution, inevitably some pavement parking is necessary to allow vehicles access along a number of narrow urban streets and rural lanes.

Parking over dropped crossings: Civil Enforcement Officers automatically ticket vehicles they see parked over **public dropped kerbs** but the public would need to

call in to report a vehicle over a **private dropped driveway** before a Civil Enforcement Officer would visit that site to ticket the vehicle

To contact the IWC parking Services team call: 01983 823714 or visit the website: <https://www.iow.gov.uk/Council/OtherServices/Parking-Services1/Request-to-Visit-a-Contravention>

### **Island Roads Stewart Chandler -with Ian Middleton and Dave Wallis.**

The group took questions from the members at the meeting, but we also have answers to pre submitted questions:

#### **Questions from the Meeting:**

Q. JBG – There is a need more dropped kerbs in Niton & Whitwell, the parish council have been asked for these for many years. A mobility scooter has been loaned to the parish council but there is no access onto the pavements due to the lack of dropped kerbs.

*A. One of the recent projects was to improve access along key routes so access to shops, health care and education was made easier, and this included dropped kerbs and bus infrastructure. Despite having requests already added to the Highway Safety Improvement Register (HSIR) for dropped kerbs in Niton, it is a difficult location for them to be installed because of the lack of continual footway making it difficult for safe placement.*

*Ian Middleton at Island Roads would be the point of contact for the parish council to discuss this matter.*

Q. Jan – It is important that the IWC publicises the dropped kerbs that have been installed, this could be via [Isle of Access](#).

*A. Stewart is happy to provide this list and future locations, with help of Ian Middleton.*

Q. Val Taylor – Have roads that could be 20mph been surveyed?

*A. There is a current speed review taking place which is collecting new speed data and looking how the environment has changed since the last IWC adopted speed limit policy which was based on DfT policy. There is a limited pot of money to deliver changes so it will probably only be the locations which have a history of injury collisions.*

Q. Val Taylor – Roads around Porchfield are being used as a rat run, cars and large vehicles.



A. A discussion needs to take place with Calbourne P/C regarding width and speed restrictions. Ian Middleton to arrange with Val a Teams meeting to discuss the concerns.

**Pre submitted Questions:**

Q. Walking around Porchfield and along the road to Thorness I have noticed just 1 dog poo bin which is outside the village hall. Whilst we don't seem to suffer from dog mess like some towns there is a perfect place to site a dog poo bin which is next to the post box on Little Whitehouse Road. The same goes for rubbish bins.

A. *IWC and IR do not have any plans to install additional bins, the cost for future maintenance i.e., waste disposal, is high and we are trying to reduce costs through encouraging residents to take their dog waste home with them. However, Parish Councils can fund additional bins if they wish.*

Q There are a couple of care parent and child signs in relation to walking on the road but the overgrown hedgerows are starting to hide them. There should be more and they should be easily seen. Not that some people would actually take any notice. Are there plans to increase the number or size?

A. *Please report any obscured signs to Island Roads, so they can be inspected, and work undertaken as necessary. Likewise, if there is a desire for additional signs please raise the request directly with Island Roads, as such proposals can be assessed by the Road Safety Engineer and added to the Highways Safety and Improvement Register, which in turn will inform future Council capital improvement programmes.*

Q. Why is the speed limit still 60 past the houses on Little Whitehouse Road and Whitehouse Cross? Bearing in mind the lack of pavements? Can they look at reducing the speed limits?

A. *Both a speed review based upon requests which have been added to the HSIR and a further broader review of other locations, are currently being undertaken. Island Roads recommendations from the review will inform the Council as to what amendments should be made and again inform a programme of associated works. As such any such proposals should be raised with Island Roads direct so they can be added to the HSIR.*

Q. I walk to Thorness bay most mornings and there is a lot of litter in the hedgerows. The road is too busy and too fast to litter pick by myself as is. Are there any signs that could be borrowed from island roads relating to litterpicking that I could strategically place along the hedgerow to make people aware and slow down?

A. *From a safety perspective we would not advise residents to litter pick roads without footways due to the risk.*

Q. Do island road litter pick or organise anything? Or is it down to the residents?

A. *Island Roads litter pick and sweep all roads within the project network of the Island on varying frequencies, as you can appreciate our resources are concentrated on high pedestrian use areas such as towns and esplanades which are done more frequently, if there is a specific litter issue then please contact our call centre and a reactive job can be arranged.*

Q. **Verges and Bus stops:** Personally I support the campaign "Don't mow let it grow". However I do recognize that a number of bus stops are now quite overgrown and the passengers have to stand in the road to access the bus. A good example is Gunville corner halt, Freshwater bound. Let the verges grow but do ask contractors to cut at least a metre of verge at many Island bus stops.

A. *Please do report any overgrown bus stops to Island Roads so that these can be inspected, and any necessary works undertaken to ensure they are fit for purpose. Additionally, a number of rural stops are being improved following requests from the LAF.*

Q. **State of the roads:** How do Island roads prioritize asphalt renewal and road repairs: Is it a question of daily vehicle movements/ risk assessment/ cost ? Roads such as Wilton Park Rd, Shanklin have been in a state of disrepair for many years and yet other roads have already been tarmacked X 2 during the IR contract!??

A. *The condition of Island roads is based upon a condition matrix covering a number of factors which results in a condition score. It is this score which identifies if/when resurfacing works or repairs need to be undertaken. Unfortunately, I am unable to advise on particular sections of carriageway at this time, without investigating further. However, if there are any roads of particular concern please raise them with island Roads so they can be inspected on a case-by-case basis.*

Q. **Shalfleet Parish Council** agreed at their meeting last week, that they would like to ask Island Roads for an updated Highway Safety and Improvement Register please. Some time ago, Parish and Town Councils were asked to give priority ratings to the schemes they had put forward to go on the register but not heard anything recently, apart from a sheet from Island Roads informing Councils this register exists. Would be useful to have a copy of the updated register showing what schemes are still on this list please and what priority Island Roads give them.

A. *Highways CMT are currently working with Island Roads on updates to the HSIR to enable such information to be called off in such a format that it is in line with GDPR and is in an accessible format. Once this work has been completed, we will be in a better position to provide the necessary extracts related to request previous raised by local councils. An update will be provided in due course.*

Q. **Why does it take so long for Island Roads to reply to enquiries?** As an example I emailed them some weeks ago (7th July 2021) to tell them that Shalfleet Parish

Council was interested in their 'Nature's Highway' programme - of not cutting some of the verges in the Parish. Had no reply.

A. *Island Roads would happy to discuss verge cutting in Shalfleet, the cutting programme for 2021 has been agreed but happy to advise what options are feasible for 2022.*

Q. The pedestrian/cyclist crossing across Newport High Street, in front of the town traffic waiting to join the Coppins Bridge roundabout. In other words, the Cowes to Sandown cycle route link. The timings for the crossing seem illogical and very unhelpful. If you miss a certain point in the light sequence, you have to wait for a full cycle before getting a green pedestrian/cyclist crossing indication. This means that the lights for the traffic are on red, the pedestrian/cyclist light is on red, and there is absolutely no reason why you can't cross. Consequently people take a chance, and it's a reasonable distance if the light start to change. I'm ashamed to say that I have done this so know first hand. It's an accident waiting to happen in my view. There is absolutely no reason why the crossing cannot be green for all of the time the traffic light are on red. Can Island Roads arrange to have this changed please?

A. *The signals at this junction are due to be replaced under the current works ongoing at Coppins Bridge. Once replaced the sequencing of the lights will be reviewed as a part of the overall project. However, it is the recommendation that no one should use any such crossing until the signal allows, even if it does cause an inconvenience.*

Q. Can Island Roads do more to address the impact on public transport as well as on walkers, cyclists and horse riders of closures by utility companies who provide inadequate notice and treat such closures as non-urgent? As mentioned, the Rights of Way department seems to have been unaware at the time of the January Local Access Forum of the planned closure of the cycle track at Sandown by Southern Water. I also had in mind the closure by or on behalf of Southern Water of the bus route in Mill Hill Road, Cowes on 19 September 2017. This led to people waiting at bus stops in Newport Road, Cowes for buses which could not reach them. I am aware that Southern Vectis do post notices at bus stops to advise of such closures when they are warned. I have an email from Cllr Lora Peacey-Wilcox describing this incident as a fiasco. While this is some time ago I do not think things have improved. The current example is the closing of level crossings at short notice by Island line. However this is no doubt outside the control of Island Roads.

A. *It is the case that statutory utilities can undertake work as necessary on the highway network as required, though ordinarily this would be with advance notice in coordination with the Streetworks Team via the permit scheme. However, on occasion such works must be undertaken as an emergency and therefore the normal timescales do not apply. Likewise, whilst the permit scheme allows for some*

*oversight and coordination of such works, it cannot dictate the extent of the works and therefore the timescales.*

*Consideration is given always to alternative diversionary routes and mitigation plans where possible. However, due to the limited nature of the Island's infrastructure, this is unfortunately not always possible. Works off the Highway or PFI project network, are not covered by the normal processes as set out above, as these are managed by other departments such as Rights of Way or external organisations such as Network Rail/ Southwestern Railways.*

Q. Why do Island Roads find it necessary to damage trees. I know they have a duty to keep access clear but these trees are growing at the side of the track which is over 2m wide without taking into account the strip where these trees are growing.

A. *Flail cutting is the recognised method of hedge cutting across the country, in winter months when birds are not nesting it is essential flail cutting is undertaken and that this winter cut is cut back as much as possible to allow for growth in the summer months, this is not harmful and the tree or hedge will recover during the growing season.*

Q. Where heavy rain has washed the surface of right of way away and left loose stones who is liable if someone trips over and sustains an injury?

A. *This is a very subjective matter, and such they should be raised with the relevant department/service provider/organisation for consideration on a case-by-case basis.*

Q. Hedge and Verge cutting – disliking flail hedge cutting and wanting wildflowers to be encouraged in the verges

A. *Requests for alternate cutting regimes can be raised with Island Roads for consideration. However, it should be appreciated that amendments to current regimes can come with additional costs and are not always achievable with the current contracts in place. This is due to the limited resources available at certain times of the year and contract efficiencies.*

Q. Highway improvements for disabled users?

A. *Currently improvements works are underway for the implementation of dropped tactile crossings and accessibility improvements to bus stops along key routes. A significant number of these have been installed over the last 18-24 months and further works are being programmed. Further details can be provided at a future LAF meeting.*

Q. Improvement in connectivity between rural rights of way or how to improve road walking when there is no adjacent verge or footway.

A. For any such identified locations where such improvements could be implemented please submit the requests to Island Roads as these can be assessed and added to the HSIR.

Q Poor Beryl e-Scooter placement

A. Prior to the commencement of the current trial, all proposed e-scooter bay locations were reviewed by the Isle of Wight Council, Local Police representative and Island Roads. Once installed a further review was undertaken to ensure suitability and assessments updated as necessary. On some occasions, this further review identified that a small number of bay locations were problematic and as such were relocated or adjusted to resolve the issue.

### **Richard Grogan – Farming in Protected Landscapes in Isle of Wight Area of Outstanding Natural Beauty**

The Defra-funded Farming in Protected Landscapes programme will be open for applications between 1<sup>st</sup> July 2021 and 31<sup>st</sup> January 2022. For full information and how to apply refer to: <https://www.wightaonb.org.uk/farming-in-protected-landscapes/>

By supporting the farmers, land managers and people who live and work in these areas, we can help protect these exceptional places and support local communities. To help do this, Defra is introducing the Farming in Protected Landscapes programme, which will run from July 2021 to March 2024.

Through the programme, farmers and land managers can be supported to carry out projects that support nature recovery, mitigate the impacts of climate change, provide opportunities for people to discover, enjoy and understand the landscape and cultural heritage, or support nature-friendly, sustainable farm businesses. This is a programme of funding for one-off projects covering these areas of work, not an agri-environment scheme.

The programme is part of Defra's Agricultural Transition Plan. It has been developed by Defra with the support of a group of AONB and National Park staff from across the country. **In the Isle of Wight AONB, the Isle of Wight AONB team will be awarding £ 175,000 between now and the end of March 2024.**

**Eligibility** - The Farming in Protected Landscapes programme is open to all farmers and land managers (including from the private, public and charity sector) in a AONB or where activity on the ground can bring benefit to that area.

You must manage all the land included in the application and have control of all the activities you would like to undertake, or you must have written consent from all



parties who have this management and control. Other organisations and individuals can apply, as long as they do this in collaboration with a farmer or land manager, or in support of a farmer or group of farmers.

**Common land** is eligible for support through the Programme. You can apply as a landowner with sole rights, or as a group of commoners acting together.

The programme supports activity on any land within the Isle of Wight AONB. It can also support activity on other land where projects can demonstrate benefit to the Isle of Wight AONB, or the Isle of Wight Partnership's objectives or partnership initiatives. Most of the funding will probably be provided to projects within the AONB boundary. You can see the boundary by visiting the MAGIC mapping website. <https://magic.defra.gov.uk/magicmap.aspx> Click on 'designations', 'land-based designations' and then 'Areas of Outstanding Natural Beauty England.'

**What the Programme will pay for** - The Farming in Protected Landscapes Programme will pay for projects that, in the opinion of the Local Assessment Panel provide value for money and meet at least one of the outcomes listed below, under four themes.

### **Climate outcomes**

More carbon is stored and/or sequestered

Flood risk is reduced

Farmers, land managers and the public better understand what different habitats and land uses can store carbon and reduce carbon emissions

The landscape is more resilient to climate change

### **Nature outcomes**

There is a greater area of habitat improved for biodiversity

There is an increase in biodiversity

There is greater connectivity between habitats

Existing habitat is better managed

### **People outcomes**

There are more opportunities for people to explore, enjoy and understand the landscape

There are more opportunities for more diverse audiences to explore, enjoy and understand the landscape

There is greater public engagement in land management, such as through volunteering

Farmers and land managers feel increasingly comfortable with providing public goods

## Place outcomes

The quality and character of the landscape is reinforced or enhanced

Historic structures and features are conserved, enhanced or interpreted more effectively

There is an increase in farm business resilience

Your project must also help to deliver at least one of the priorities for delivery of the Isle of Wight AONB Management Plan.

### For example, the programme might support:

- Replacing stiles with gates on public footpaths to promote easier access
- Creating wader scrapes, or creating ponds to support a variety of wildlife
- Promoting connectivity between habitats
- Creating and promoting a series of farm walks across a cluster of farms, providing new access opportunities, links to the rights of way network and interpretation of farming and of the natural and historic features on the land
- Conserving historic features on a farm, such as lime kilns or lead mining heritage
- Action to reduce carbon emissions on a farm
- Whole farm planning for conservation, energy efficiency and economic resilience, including in farmer clusters
- Gathering data and evidence to help inform conservation and farming practice
- Accessing farm business advice
- Working with new audiences to enable them to experience the Protected Landscape



## **Rights of Way Update: Darrel Clarke**

We have had a very difficult summer in terms of the weather, lots of overgrown paths. The torrential downpours have caused significant damage to the surfaces and we are compiling data of the damaged sites.

We have finished an improvement scheme in America Woods with financial contributions from the IW Ramblers and IW Bridleways Group. This has made a Bridleway which was impassable in winter now a year-round route.

We have ongoing closures at Woody Bay in St Lawrence (beach access steps which need repair or replacement) and at Bonchurch Landslip (landslip). But the Wightfibre Quay Lane to Laundry Lane closure is not now going ahead.

Q. Tricia asked about a bad weather contingency fund for weather damage and if rights of way could draw on this fund for path repair moneys?

A. Darrel was not aware of any funding avenue but will enquire

Q. Helena asked about the outstanding S106 for Bouldnor field, it is not good service as the matter has been dragging on for too long.

A. Stewart from highways will look into this. It was decided that 3 weeks would be given and then if no reply was received Paul Fuller will chase it up.

**ACTION – Paul to chase highways team if no update provided regarding Bouldnor S106.**

**Beryl e scooters** – Paul has written to the police and has had a meeting with Stewart Chandler. The pilot scheme will continue until March 2022 and Sandown, Shanklin & Lake areas will be rolled out. Police has taken positive enforcement action on private and Beryl e-scooters and Beryl has taken numerous action of enforcement on their account holders. All info and feedback is provided to the DfT.

## **IW Bridleways Group – Tricia**

Tricia had made some tentative enquiries re Portsmouth charge regarding lorries but has not received any reply.

The Bridleways Groups focus is currently:

- Problems via bridleway though a West Wight farmyard.

- Concerns about aspirations for a train track running along parallel to the Newport to Sandown multi use track, this will be utterly and completely destroyed. A 2<sup>nd</sup> round of funding applied for which is referred to as government money which is tax payer money and consultants are onto a good thing, our MP Bob Seeley is very much for this. Paul Fuller will speak to MP. See article: <https://www.bbc.co.uk/news/uk-england-hampshire-57751347>

**ACTION:** Paul to contact MP re train track extension

## Cycle Wight – Alec

**1. CYCLE TRACK MAINTENANCE:** In August Cyclewight met with an Island Roads representative and with IWC officer Stewart Chandler who deals with PFI contract. Island Roads explained how the company processes safety & maintenance issues for the cycle track. A further IWC/IR meeting is planned to which IW Ramblers and equestrians (BHS) would be invited.

**2. CYCLE TRACK CLOSURE:** The cycle route from Brading to St Helens between Quay Lane and Laundry Lane is shut for the month of September for Wight Fibre. It is preposterous that a private utility is not penalised for inconveniencing the public for this length of time. There is no penalty to them if they work from 9 till 4pm Monday to Friday, but yet again there is a big hit to cyclists.

**3. WORLD CAR FREE DAY** is Wednesday September 22. St Thomas Square in Newport is the location for the event organised by the Active Travel team. Cyclewight will be in support.

**4 The Cyclewight AGM** will be held online on Friday 26 November.

**Bikes with electric motors** Alec has provided the following info after the discussion about bikes with electric motors. There are many cyclists who are using legal electric bikes on-road and on cycle tracks & bridleways. Often the extra assistance on hills is the factor which leads to healthier exercise overall.

"Electrically Assisted Pedal Bikes" (aka pedelecs) are legal to use on roads and paths. <https://www.cyclinguk.org/cyclists-library/regulations/eapc-regulations>

There is a local electric bike cargo service using legal electrically assisted bikes: "Isle of Wight based active & sustainable transport consultancy and project delivery. Trialling cargo bike delivery on the Isle of Wight this summer." <https://twitter.com/peoplepowerediw>

## IW Ramblers - Mike

Donate a Gate scheme has had its 230th donate a gate, the gates replace stiles to make paths more accessible. They celebrated the opening of a gate at Alum Bay as part of the 30 years celebration of walk the wight: Link to article in County Press 2/09/21 <https://www.countypress.co.uk/news/19548001.ramblers-gate-marks-walk-wight-30th-birthday/>

[NFU & CLA](#) – No update

**Isle of Wight Association of Local Councils ([IWALC](#))** - No update

[IW 4X4 Club](#) – No update

## **AOB**

John Hobart is delighted to hear that the English Coastal Path (ECP) and the West Wight Greenway (WWGW) are progressing

Next meeting: **4pm Thursday 13 January 2022**

via Zoom

<https://us02web.zoom.us/j/82772371361?pwd=RVFjdEVtR1ZoamxsT2QzQittcG12dz09>