



**Minutes & Information resulting from – Meeting 66  
1<sup>st</sup> Newport Scout Hall, Woodbine Close, Newport  
Thursday 5 September 2019**

**Present at the meeting**

<b>Forum Members:</b>	<b>Others &amp; Observers:</b>
Mark Earp - Chairman	Jennine Gardiner-IWC PROW (LAF Secretary)
Alex Lawson	James Allaway - Observer
Steve Darch	Helena Hewston – Observer / Shalfleet P/C
Cllr Paul Fuller	Ross Edmunds - Observer
Stephen Cockett	Mick Lyons – Havenstreet P/C
Tricia Merrifield	Darrel Clarke - IWC
Penny Edwards	Lorraine Sheerin – Niton & Whitwell P/C
Richard Grogan	Richard Tyldsley – Southern Vectis General Manager
John Heather	Cindy Beckley - CLA
Mike Slater	Gillian Belben – Gatcombe & Chillerton P/C
	Jon Boileau Goad – Niton & Whitwell P/C
	Jan Brooks – Isle of Access
	Chris Cory - Observer

**1. Apologies Received, Confirmation of the Minutes of previous meeting, declarations of interest & introductions.**

**Apologies:** John Gurney-Champion, Dina Jung, Cllr Hastings, Garry Stretch, Forestry Commission

**Confirmation** – Minutes signed as a true copy with one amendment on page 1 – it was Dina Jung who pointed out some rural bus stops were unsafe (not LAF chairman).

**2. Updates to tasks / matters arising from meeting 7 March 2019**

**Bus Stops** – Compiled list with passenger numbers for the bus stops identified as needing works to make safer and more usable, is now with Island Roads and the IWC Highways PFI team for priority ranking and consideration.

**ACTION** – keep on radar as to what sites are earmarked for improvements

**Clay Lane** - is now being resurfaced, as previously reported there is a drop to a stream and there is a worry that safety barriers will not be replaced.

**ACTION** – LAF will contact highways team for an update to find out what is to happen

**3. Southern Vectis**

Richard Tyldsley – General Manager of Southern Vectis (Bus Operator)

The LAF Chairman offered the LAF’s best wishes to the driver who was involved in the crash along Forest Road and hopes he is making a good recovery.

**Timetables virtual and paper** - Richard advised that SV has two [timetables](#); summer and winter. Winter time table will start soon. Timetables can be found on the Southern Vectis website.

SV are trying to be more sustainable and are printing less paper timetables. They also encourage passengers to reuse or return the paper timetables. The focus is to get people using the online and real-time mobile apps. For on the go, information can be easily accessed on mobile phones. [Clickit2ride](#) a new app was launched last year. This app gives live map updates, in real time as

well as a lot of easy to use timetable information. This is always being updated to make it reliable. So far there have not been any reports of bad mobile signals affecting the reliability of using this app. [Link to the information about Clickit2ride app](#) but it can be downloaded from the App Store (found as an icon) on your mobile phone.

### **Infrastructure**

**Live timetable** - Only Ryde bus station has a live timetable in their window. But apart from this (and the live timetable online or on your phone, if you have downloaded the app) this facility is not yet on the Island.

**Bus Timetables (static)** – At each bus stop (even the rural ones) there is a paper bus timetable for that specific stop attached to the post.

**Costs** – There is lots involved in running a bus and the costs have increased in years, calculation of costs is done on route basis (not stop to stop).

**Audio – Visual** displays in buses – 45 units already fitted and all green buses are to be fitted with audio visual. SV are  $\frac{3}{4}$  way through the fit. Let SV know if they are not working once fitted (a report was made about buses 2&3 as the audio/visual display refers to Hogs Head when these buses don't go past this stop. Richard said he would look into this.

**Wheelchairs on buses** – Buses can only take 1 wheelchair at a time as they only have one space per bus. Shouldn't there be should be more than 1 wheelchair space / bay? Richard said that drivers have to report back if a second wheelchair tries to get on - so arrangements can be made to ensure the passenger is collected on the next bus or a taxi is arranged, but only a very few occasions are there more than one.

**Pushchairs** - drivers have to deal and try and get people to move to accommodate.

**Number 1 route** – single decker bus. This is regularly full and has to be a single decker because of the access to the Red Jet terminal - maybe a new type of bus will be considered for the future?

**Missing Bus Stop at Compton** - Mark Earp & Cllr Fuller commented on the “missing” bus stop along the Military Road that used to be mid-way between Freshwater Bay and Compton Farm.

**School Bus** – SV operate the school bus service for the IWC but this has been reduced.

Revisions to the IWC school transport contract, due to the IWC cancelling funding for some school buses, and other school related changes, required that adjustments had to be made to some regular bus routes to accommodate getting children to school. These changes started from 2 September 2019.

**Hale and Ride** – In the interests of timekeeping a given location, for a bus stop, allow people to gather together for a known time and this in turn keeps the services running on time. However, the drivers are trained to stop where it is safe to do so. Therefore, drivers (using their experience and judgment) should allow people to board in locations which are safe, other than the given bus stop. Especially if the bus stop is not a suitable place to wait i.e. wheelchairs / pushchair users may not be able to wait at a rural bus stop as it may not have the infrastructure (remember these can be up a bank or virtually on the road on a blind corner) to allow safe waiting or boarding, meaning they need to wait somewhere nearby. Hail and ride exists but it will be the call of the bus driver at that moment if they will stop.

**Tapnell** – [Tapnell Farm Park](#) is a growing tourist destination but is in middle of nowhere and is not really accessible by bus. A trial timetable was run last summer (2018), this was not ideal, but it got a route. From the 2018 information SV worked with Tapnell to try and improve on this. So far the route is not covering its costs, but it will take a 3 year trial programme to give enough time to advertise and promote this, before a bus route is finally confirmed to be financially sustainable. SV will now look at this summer (2019) figures.

**Concessionary bus fares** – A [consultation is currently open](#) until the 8<sup>th</sup> October 2019. If you have not already done so please complete the consultation. A set criteria has to be met by all councils under the English National Concessionary Travel Scheme (ENCTS). This states the **off-peak time period is determined as anytime Saturday, Sunday or bank holidays and between 9.30am and 11pm on any other day**. But the IWC offer extra **discretionary** enhancements (and this is what is being consulted on).

- Free travel on local bus services **at any time** on the Island for residents with an ENCTS pass issued on the grounds of disability.

- Free travel on **Islandline** (the train) services at **any time** for residents with an ENCTS pass issued on the grounds of disability.
- Free travel at **any time** on local bus services on the Island for residents who have a 'severe and enduring' mental health problem.

Richard advised that SV will be having a face to face discussion with IWC in a few weeks.

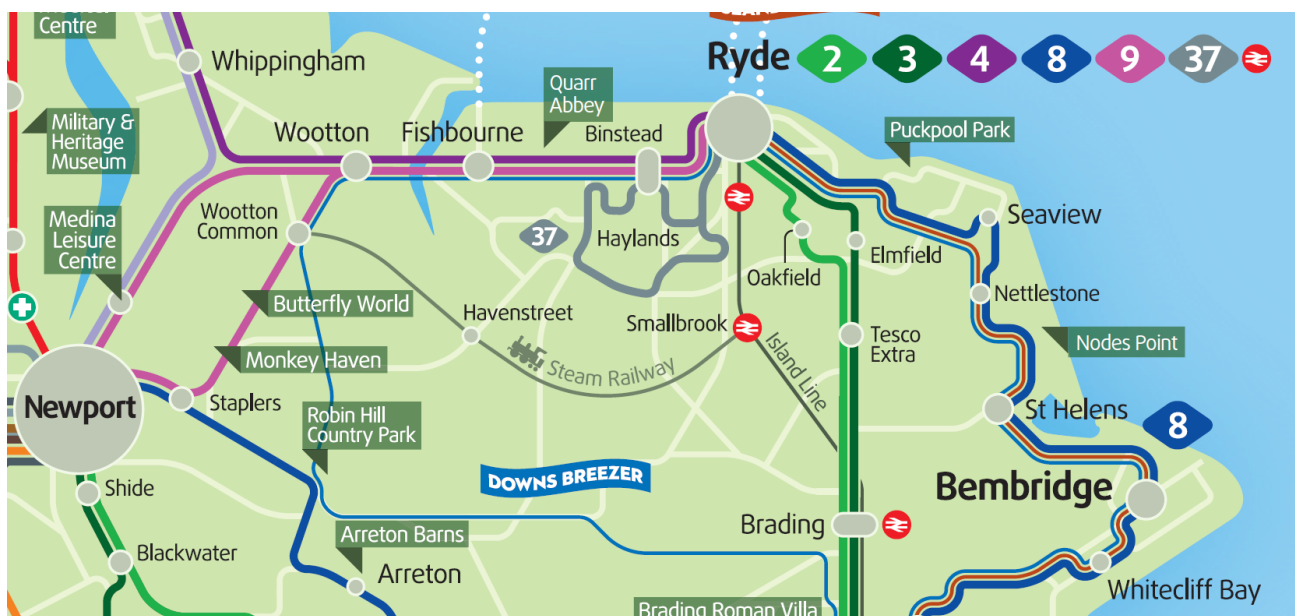
The LAF feel that those people who use concessionary fares for journeys will be adversely affected on rural routes (rather than urban) under the proposed time changes e.g. getting to morning medical appointments or to work / volunteering opportunities will be compromised and unaffordable if it is necessary to fund from their own limited resources. It will be an unknown what % of people will still continue to use bus and whose quality of life will be effected, and there is a wider picture that needs to be considered (***this is why it is important as many people as possible compete the consultation so IWC have as much feedback as possible before making any decisions***).

Richard advised he did not know the exact figure IWC grant to SV for them to run this concessionary element (travel before 9.30am).

**Mainlanders concessionary fares** - The IWC has to contribute around 20% extra to support mainland persons using their concessionary fares on SV (whilst on holiday) but this is just something that is unfair to all seaside resorts not just IWC.

**Bike racks** - The coaster bus used to have bike racks (inside) and ran in the summer holidays. This was a trial and was funded by a grant. In Europe bike racks are on back or front of bus. SV have already looked into this. Richard will find out the results of the bike rack trial bus and the number of lost passengers take to accommodate the bikes - it is difficult to know how many bike racks to have.

**Havenstreet** – There was a long and lively discussion regarding bus connectivity to Havenstreet (apparently there is none) map below taken from SV website that shows no route through the village.



Richard advised many discussions had taken place over the years and running a route via Havenstreet was not financially viable, even a previous community bus could not continue running. SV had tried before and failed to cover costs.

However, a member of Havenstreet parish council who was at the meeting advised the group that the previous route went via Wootton which was unpopular and if a route ran via Newport, Ryde, Tescos then it would be a different story with a good uptake as potentially there is about 500 extra

customers in Havenstreet. SV only want profitable routes that are financially sustainable, and Richard did not seem willing to consider any further 3-year trial routes (such as being done at Tapnell). Even an extension of the circular route 37, of about ½ mile seemed to be out of the question as SV insist it is not financially viable.

Town and Parish councils can contribute to the bus services in order to get them running into their villages. Havenstreet P/C have had such meeting with SV but nothing ever moves forward and there always seems to be a different excuse as to why it cannot happen - such as nowhere to turn the bus around (what about the steam railway car park), or a bus can't fit under the railway bridge, yet they know SV have single deckers and minibuses.

At the present time there seems to be an impasse between SV and Havenstreet Parish Council.

#### **ACTIONS -**

**All** - Let SV know if there are locations, along existing routes, where bus stops do not exist, and SV will feed back to IWC to see if there is anything that can be done to try and install a new stop (this means a minimum of a post, flag and timetable).

**All** – Audio-Visual bus displays – if you spot they are not working / incorrect inform SV  
Email for SV problems [hello@southernvectis.com](mailto:hello@southernvectis.com)

**All** – Complete the Concessionary Travel Consultation (open until 8/10/19) [Click for Link](#)

**LAF Secretary** -“Missing” Compton bus stop - contact Highways team to find out why it was removed.

#### **4. Road side verges**

There was a meeting on the 22 August 2019 called Nature's Highways, The Sustainable Management of Isle of Wight Road Verges as Wildlife Corridors. This was organised by the AONB team and was to discuss the value of road verges on the Isle of Wight for biodiversity and ways to manage them into the future to enhance their role as wildlife corridors whilst ensuring responsible road use and health and safety. Kate Petty, the Road Verge Campaign Manager, from [Plantlife](#) came along to give a talk.

The AONB team want to monitor and record what is growing in the verges and to see education regarding verge management (as it does need it - they can't simply be left untouched).

Island Roads - Havenstreet Parish Council had tried liaising with Island Roads to get them to cut out a walking route along a verge, this proved difficult to get them to take action, but when they did eventually cut the route out it was done very badly! It was also observed that when the Island Roads tractor did cut verges no litter was picked out first, meaning everything laying in the long grass was shredded and mangled. Island Roads had said at the road verge meeting that they only had one tractor to cover the whole Island, but technically the percentage of verges they are contracted to cut overall was quite small.

AONB team will publish an information leaflet to parish councils to advise who does what and the importance of verges, bio diversity and road safety.

Gatcombe and Chillerton Parish Council have worked with Island Roads regarding the verge cutting programme and the type of cutting regime. This P/C wants to create a local verge management plan. And where gaps in the Island Roads contract exist maybe they can step in.

- 1. Ensure verges are safe for all users.**
- 2. Verges are bio diverse**
- 3. Education regarding verge management**

#### **ACTIONS**

**All** - contact Island Roads if there are any road side verges that need attention. Island Roads email address for enquiries = [info@islandroads.com](mailto:info@islandroads.com)

#### **5. Coast Path – John Taylor (Natural England) written update**

- Since the last LAF meeting we have concluded negotiations on a further 6km of route. We continue to work towards completing all routes on the Island and adding further value to agreed routes through additions such as boardwalks, bridges and interpretation.
- We are nearing completion of the draft route within Newtown Harbour and expect to write to landowners outlining our proposed draft route by the end of September.
- A highways report focused on the safety of the trail close to and alongside roads, has been carried out by Island Roads with oversight from the Isle of Wight Council. The advice from this report, coupled with significant re-routing of the coastal path away from roads, investment in new crossings and establishment of better signage, will see significant improvements in safety Island wide.
- We are working closely with the Rights of Way team in the council to finalise a list of new infrastructure and upgrade works. So far we have agreed numerous new kissing gates, path upgrades, sleeper bridges, culverts and boardwalk replacements (and additions).
- Letters outlining our draft route within the Medina were sent out to landowners in June. Late October for draft route for the LAF.

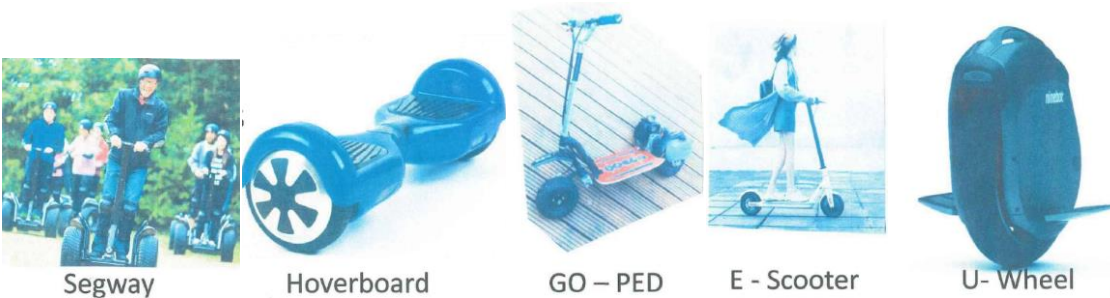
**Matters arising:**

Jan Brooks is concerned about accessibility, as stiles could be replaced by kissing gates, but these are still inaccessible for persons in wheelchairs.

Darrel advised that NE are trying to make things more accessible. And it is a commitment in the ROWIP to make improvements to the network which benefit as wide a range of users as possible, and which address issues of accessibility for people with mobility difficulties.

**6. Chairman’s Update – Mark Earp**

**Powered Transporters** - E-scooters etc. These are currently **not** lawful on any Public Rights of Way, cycle track or public pavements and roads. The government has issued updated guidance on the 21 August 2019 see <https://www.gov.uk/government/publications/powered-transporters>



There is a lot of confusion around “Powered Transporters”. All types are easily available to purchase but little information is provided to make people aware that they cannot be lawfully used on public roads, pavements, public right of way or anywhere the public has access. With Christmas coming up they are sure to be a popular choice and their usage will most definitely increase over time.

**Public Footpath N216 & access to the shore** – this path ends above the shore and has no access at low tide. Rocks had been placed to try and give some steps down, but it seems someone has been removing them on purpose to stop the public from accessing the shore. Coincidentally Darrel has a meeting with the landowner whose land N216 runs across as they are looking to divert the path (maybe this will solve the problem of access by creating something better).



N216 as it currently is

**V93a Orchard Bay** is accessible as the IWC has agreement with the landowner. At the beginning of the summer new people have moved in to Orchard Bay House and are more agreeable with people using steps to the beach.

**Osborne** – A lady broke her leg trying to walk the 400m coastal stretch. Is this not Crown Estate land? If it has been removed why is there no paperwork trail? High level discussion with Crown Estate is needed.

**Coastal Access between Binstead sailing club towards Quarr** – not Crown Estate. Maybe access will be resolved by ECP spreading room.

**Metal detecting and flying drones** – Crown Land, these pastimes are ok if sticking to Crown Estate rules. Don't need a licence (only in London).

**Rockhopping and tombstoning, free running** - reports of people using public rights of way network to access these places - there has been incidents when people have got stuck.

**Crown Estate** - Mark has pieced together a map of the crown estate coastal land from looking at their [website](#) see image below. Purple = crown estate owned coast. If you visit their website you can scroll in closer to the areas you are interested in. Crown Estate coastal land is managed by the IWC on their behalf.



- **IWC Rights of Way**

**England Coast Path** – still a lot of time being spent on this. Recently, we've been concentrating on infrastructure works and this is a real highlight as it will involve some very big improvements on sections of the existing coastal path route which will become ECP. We also continue to work with Natural England and landowners in resolving possible inland sections.

**Alverstone Bridge** - A bid made by Rights of Way to replace the narrow metal surface bridge on the cycle track at Alverstone was not only approved but was fast-tracked and will hopefully be completed in this financial year. A main driver behind this was contributions towards the scheme from IWBG and BHS. The new bridge will be cycle and horse rider compliant.

**Surveys** – We will soon be commencing full network surveys using volunteers. We received a lot of interest from persons wishing to do this which was very uplifting. The results of the survey will help us assess the condition of the network and plan repair and improvement programmes.

**NC30a** - a dedication agreement has been completed with the landowner upgrading NC30a from footpath to bridleway and we are about to commence accommodation works. The route has been used by horse riders for some time so its nice to make this formal as it means not having to use a very busy section of the main road between Whitely Bank and Shanklin. It is also opposite bridleway NC30 so provides a very valuable link to and from Wroxall Down. It heads north from the main road a short distance to the west of America Woods to Apse Manor.

**EA Land Disposal** – The Environment Agency wish to dispose of its land on the Newport to Sandown cycle track and between Yarmouth Station and Thorley Road. It has been offered to the Council free of charge. The Council's Property Services department have been instructed to consider.

**Hedge Cutting** – We have started our hedge cutting programme which will continue through to Christmas. It has been a particularly bad year for vegetation growth, so some patience will be needed whilst we work our way around the Island.

- **IW Bridleway Group**

**Alverstone bridge.** The Bridleways group have raised £2000 toward this bridge replacement / upgrade project and have submitted an application for a grant to the British Horse Society for a further £5000 towards this. Very pleased with the contributions received from their membership at social events towards this important missing link within the equestrian network (will mean a horse rider can now ride from Newport to Sandown off road).

**Part of Pubic Footpath T24** - National Trust (NT) land at Tennyson Down - the new NT manager is very supportive of this project and it will now shortly go ahead. Creation of a permissive bridleway along this section of footpath will keep horse riders and cyclists off Moon Hill which is narrow and a nightmare for traffic.

**New potential links and upgrades.** Continuing to looking for potential routes (footpaths) for upgrading and creating bridleways.

- **Cycle Wight** [www.cyclewight.org.uk](http://www.cyclewight.org.uk)

**SOUTH WESTERN RAILWAYS CUSTOMER & COMMUNITY IMPROVEMENT FUND  
YARBRIDGE - BRADING STATION - QUAY LANE**

Cyclewight will submit an application for "design and scoping work" regarding a route from the Round the Island cycle route at Yarbridge via footpath B1 upgraded for cycling & walking, via Brading Station linked directly on the east side of the line, then to B1 to Quay Lane and to bridleway B75 which continues to Carpenters Road and St Helens.

**COWES-NEWPORT CYCLE PATH UNGATED :**

Following work at the Cowes end to install a gas pipe the metal gate has not been re-instated, so that there is no barrier to cars or motor bikes. Is this a matter for the IWC as Highways Authority? It has been raised with Cowes Mayor Councillor Lora Peacey-Wilcox.



Photo of the gate in the open position, but when closed it is totally across the surfaced cycle track.

## NEWPORT-SANDOWN CYCLE TRACK

At Merstone Station upgrades & improvements have been carried out by Gift to Nature with an Awards for All grant. The area, with parking, is designed as a cycling & walking hub. The opening day was 31 August with displays & guided rides. Some closures of the track will take place to allow work on bridges to be carried out - but divers have been employed to minimise the closure time.

### Diary

- Isle of Wight CYCLE FORUM Monday 14 October 18:00 at Church on the Roundabout, Coppins Bridge, PO30 2BX All invited with any interest in cycling.
- Cyclewight AGM Friday 29 November 19:30 at Carisbrooke Church Hall.
- End2end with Mountbatten, Saturday 22 September 8:30am : Culver via Gatcombe to Needles. More info: [www.mountbatten.org.uk/Event/end2end-with-mountbatten](http://www.mountbatten.org.uk/Event/end2end-with-mountbatten)
- **IW 4X4**

Islandwide Byway survey was done in June - no problems found

- **Landowner**

Nothing

- **IW Ramblers**
  - Working parties still happening with IWC Rights of Way maintenance team
  - Donate a Gate scheme undertaken at Freshwater
  - Lobbying and campaigning re improvements to the ECP

### 7. Any Other Business

**Wheeler's Bay Public Slipway** – complaint that the public slipway is not accessible by motor vehicle, as there is a locked gate either end, stopping vehicle access.

**UPDATE** – Checked with the IWC beaches officer and there is indeed a locked gate each side of the public slipway (key holders are each side of the gates). This is because the revetment was starting to become a motor vehicle through route and this had to be stopped. Apparently, it has been like this for a long time now. The slipway is still public, and a permit situation is in operation. Anyone who wants to apply for boat / dingy access should contact the IWC beaches team. However, there are other public slipways each side of this one so access in this area is still possible. Refer to IWC website for [slipway information](#)

**Accessible cycling** – Jan from [Isle Access](#) advised that they now have a fleet of 12 adapted bikes from the [Wheels for All](#) network. This offers cycling opportunities for those who may not normally be able to use a push bike. They are now looking for suitable places round the island to hold accessible cycling events, looking for flat areas, contained areas. Getting out onto the cycle path network is a problem as the bikes are long and don't have the flexibility for turns / manoeuvres. As a reminder if any upgrades to cycle path infrastructure happens please consider this - even the placement of barriers / bollards could cause an obstruction to an adapted bike.

**Car parking at Shalfleet** IWC car park adjacent to the Horse and Groom pub. This is now the car park for the primary school only. No one else can use it due to "insurance reasons". This means it is locked and stands empty after school finishes for the day, weekends and school holidays which in turn leaves nowhere for the public to park to access the walks and outside spaces in this area, it also means the popular pub next door has no overspill parking.



2019 Meetings  
**4pm Thursdays @**  
**The Wendes Hall (Newport Scout Hall), Woodbine Close, Newport, PO30 1AN**  
 5<sup>th</sup> December



**LAF list of regularly used abbreviations and words:**

**AONB** = Area of Outstanding Natural Beauty. IW AONB team can be contacted at Seaclose Offices, Fairlee Road, Newport, Isle of Wight, PO30 2QS Telephone 01983 823855 or Email [AONB@IOW.GOV.UK](mailto:AONB@IOW.GOV.UK) Website [www.wightaonb.org.uk](http://www.wightaonb.org.uk)

**Capital** = the money which is allocated for network improvements over and above general maintenance and repairs.

**CIL** = Community Infrastructure Levy - this is a planning charge to enable Local Authorities to deliver infrastructure to support development in their areas (also see S106).

**CMT** = Contract Management Team. CMT's are teams within the IW Council who deal with a particular contractor i.e. the Highways CMT deal with Island Roads and the Waste CMT deal with Amey.

**Definitive** = a definitive right of way is one that is recorded in the legal record of such ways i.e. the Definitive Map. The Definitive Map records Public Footpaths, Public Bridleways and Byways Open to All Traffic (no Restricted Byways are currently recorded on the Isle of Wight).

**EWLP** = East Wight Landscape Partnership [www.downtothecoast.co.uk](http://www.downtothecoast.co.uk)

**IR** = Island Roads is the name for the IWC Highway's Contractor. They can be contacted at: St. Christopher House, 42 Daish Way, Newport, Isle of Wight, PO30 5XJ or Telephone 01983 822440 or email [info@islandroads.com](mailto:info@islandroads.com) Website: [www.islandroads.com](http://www.islandroads.com)

**IWC** = Isle of Wight Council. Address: County Hall, High Street, Newport, Isle of Wight, PO30 1UD or Telephone 01983 821000 + add the extension when prompted if you know it or Email [customer.services@iow.gov.uk](mailto:customer.services@iow.gov.uk) or the specific service's email if you know it. Website [www.iwight.com](http://www.iwight.com)

**Permissive** = a permissive path is one that a landowner allows the public to use in a certain way (i.e. walking, cycling, horse-riding) but the route is dedicated to the public. It is not therefore recorded on the Definitive Map. The landowner can withdraw their permission for the public to use it at any time.

**PROW** = Public Rights of Way recorded on the Definitive Map. The IWC Rights of Way team can be contacted at County Hall or Telephone 01983 821000 X 8745 or email [Rightsofway@iow.gov.uk](mailto:Rightsofway@iow.gov.uk) Website [www.iwight.com/Residents/Rights-of-Way/Public-Rights-of-Way/About](http://www.iwight.com/Residents/Rights-of-Way/Public-Rights-of-Way/About)

**Revenue** = the money which is allocated for general repair and maintenance, staff costs and normal reoccurring bills and running costs.

**ROWIP** = Rights of Way Improvement Plan. Every local authority must have a ROWIP. This document is reviewed every 10 years and it will explain how improvements will be made to the PROW network to provide a better experience for walkers, cyclists, horse riders, horse and carriage drivers, people with mobility problems and people using motorised vehicles. The original IWC ROWIP can be viewed on the Council website: [www.iwight.com/azservices/documents/2782-D6-Rights-of-Way-Improvement-Plan.pdf](http://www.iwight.com/azservices/documents/2782-D6-Rights-of-Way-Improvement-Plan.pdf)

**S106** = Section 106 is an agreement between a Local Authority and a developer in connection with a planning permission and generally provides for works to be undertaken or payments to be made to the Local Authority for specific purposes. S106 must be directly relevant to the proposed development.