



Historic Environment Action Plan

Historic Routeways Type Report

**Isle of Wight County Archaeology
and Historic Environment Service**

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1. Introduction

2. Background to the Study

- 2.1 Definition of Terms
- 2.2 Legal Responsibilities
- 2.3 Physical Character of Routeways through Time
- 2.4 National Historical Overview

3. Character and Evolution of Isle of Wight Routeways

- 3.1 Defining Attributes and Principal Components
- 3.2 Principal Historical Processes
- 3.3 Evidence for Historic Isle of Wight Roads and Tracks
 - 3.3.1 Archaeological Evidence
 - 3.3.2 Landscape and Documentary Evidence
 - 3.3.3 Cartographic Evidence
- 3.4 Roads and Rights of Way in relation to HEAP Areas
- 3.5 Time-Depth

4. Understanding and Assessing the Resource

- 4.1 National Studies
- 4.2 Surveys and Publications in Mainland Counties or Local Areas
- 4.3 Documentation and Research relating to Isle of Wight Routeways
- 4.4 Gaps in Knowledge affecting Understanding and Management
- 4.5 Rarity, Typicality and Distinctiveness

5. Heritage Values

- 5.1 Evidential Value (Archaeological Significance)
- 5.2 Historical Value
- 5.3 Aesthetic Value
- 5.4 Communal Value
- 5.5 Economic, Amenity and Educational Values
- 5.6 Biodiversity Value

6. Current Condition and Management of the Resource

- 6.1 Designations and Legal Protection
- 6.2 Condition, Maintenance and Management of Motor Roads
- 6.3 Condition, Maintenance and Management of Rights of Way
- 6.4 Management of the Highways Network within the AONB
- 6.5 Conservation and Management Issues
 - 6.5.1 Issues on Motor Roads
 - 6.5.2 Issues affecting the Rights of Way system
- 6.6 Open Access Land
- 6.7 Permissive Paths

7. Future Management and Conservation

- 7.1 Forces for Change
- 7.2 Existing HEAP Objectives and Proposed Actions
- 7.3 Additional Conservation and Management Recommendations for Historic Routeways
 - 7.3.1 Enhancing the Historic Environment Record (HER)
 - 7.3.2 Survey
 - 7.3.3 Management
 - 7.3.4 Conservation
 - 7.3.5 Understanding and Enjoyment

1. Introduction

This HEAP document assesses the character, conservation and management needs of historic routeways on the Isle of Wight under a series of headings suggested in the English Heritage publication 'Using Historic Landscape Characterisation' (2004). These headings have been modified to take account of English Heritage's 'Conservation Principles, Policies and Guidance' (2008).

Roads, tracks and paths are key elements of the historic landscape. They articulate landscape by linking settlements with their surrounding fields and with areas of open grazing, meadow and woodland. They also link settlements with one another and provide long-distance routes through the landscape.

The Isle of Wight *Historic Landscape Characterisation* (HLC) included 'Communications' as an HLC Type but it identified and characterised very few individual roads, lanes and tracks (see Basford 2008). It is therefore important that the Historic Environment Action Plan deals more fully with these significant landscape features.

This document covers motor roads, rights of way and private routes but only deals in detail with railway lines where they have become routes for pedestrians or cyclists.

The history of rights of way since 1949 and the legal responsibilities of the local authority are set out in the Isle of Wight Council's Definitive Map Statement (2000). This has been a key document in the preparation of the HEAP for Isle of Wight historic routeways. The HEAP has also benefited greatly from information made available by the Rights of Way Manager, Alex Russell, and in particular, from her unpublished paper 'Origins of Minor Highways'.

2. Background to the Study

2.1 Definition of Terms

- The title of this document has been chosen to embrace all routes of whatever physical form or legal status.
- In terms of form and function three different types of routes can be identified as follows:
 - A *road* is defined by the Ordnance Survey as 'a metalled way for vehicles' (Oliver 1993, 67) and by English Heritage (1990a) as 'an artificial way having a constructed bearing surface, providing a means of communication suitable for wheeled traffic' (MPP Class Description of Medieval Roads).
 - A *trackway* is defined by English Heritage (1990b) as 'a routeway linking two or more places together which has not been deliberately constructed as a bearing surface but which has been worn down through prolonged use, and which has defined boundaries (MPP Class Description of Medieval Trackways).
 - A *path* is defined by the Ordnance Survey as 'any established way other than a road or track' (Oliver 1993, 63). A distinction is drawn between *made paths* 'whose surfaces are paved or metalled' and *unmade paths* 'whose existence is indicated by the evidence of disturbance to the ground and [which] are continuous between successive access points'.
- The legal definition of routes is quite distinct from definitions of their physical form.
- A *highway* is legally defined as a route 'over which the public have at all times a right to pass and re-pass' (Minutes of RoW Sub-Committee of IWCC, 9/3/1959).
- English common law recognises three classes of highway: *footpath*; *bridleway* and *carriageway* (Kind 1996, 1).
 - A *footpath* is a highway over which the public has a right of way on foot.
 - A *bridleway* is a highway over which the public has a right of way on foot, on horseback or leading a horse (IWC Definitive Map and Statement 1980).

- The Countryside Act 1968 section 30 (1) extended public rights of way over a bridleway to include the riding of bicycles but stated that 'in exercising that right cyclists shall give way to pedestrians and persons on horseback'.
- A *carriageway* is defined in the Highways Act 1980 (Section 329) as 'a way constituting or comprised in a highway, being a way (other than a cycle track) over which the public have a right of way for the passage of vehicles'.
- The Wildlife and Countryside Act 1981 s.66 (1) introduced a new category of *Byway Open to all Traffic (BOAT)*, defined as '...a highway over which the public have a right of way for vehicular and all other kinds of traffic, but which is used by the public mainly for the purpose for which footpaths and bridleways are so used'.
 - Thus a BOAT is a highway mainly used for walking, cycling and horse riding but over which there is a right to drive a vehicle.
 - The 1981 Act abolished a category of highway known as RUPPs (*Roads Used as Public Paths*). These were subjected to review and reclassified as either *bridleways* or *BOATs*.
- The Countryside and Rights of Way Act 2000 introduced Restricted Byway as a new category but there are no Restricted Byways on the Isle of Wight.

2.2 Legal Responsibilities

- Responsibility for the maintenance of highways other than motorways rests with County Councils or Unitary Authorities.
- Under the Highways Act 1980 s. 36 the Highway Authority is responsible for producing a 'list of streets' of all highways which are publicly maintainable.
 - This 'list of streets' includes 'A' and 'B' roads that are nationally classified and numbered, as well as minor roads with a right of passage for vehicles and any other road, lane, footpath, square, alley or passage, whether a thoroughfare or not (see definition of street in HA80).
- Minor roads are further sub-divided by local authorities, the Isle of Wight Council having 'C' roads and unclassified roads
 - Unclassified roads may or may not have a sealed surface.
 - Unclassified roads that do not have a sealed surface are often referred to as *green lanes* but this is a descriptive term without legal status and may also be applied to private roads (For a further discussion of green lanes see Kind 1996, 3-4).
- The Highway Authority, in addition to its responsibility for maintaining public carriageways, also has a duty under the Wildlife and Countryside Act 1981 to maintain a Definitive Map and Statement.
 - This duty was first placed on Local Authorities by the National Parks and Access to the Countryside Act 1949.
- The Definitive Map and Statement is a record of public rights of way (other than carriageways).
 - Rights of Way shown on the Definitive Map include all *BOATs*, *restricted byways*, *bridleways* and *footpaths*.

2.3 Physical Character of Routeways through Time

- Historically, routes fell into two categories, unmade tracks and 'made' roads.
 - With the exception of Roman roads, nearly all roads in Britain, including major routes as well as local tracks, were unmade until turnpike trusts became well established from the 18th century.
- Roads that are metalled at the present day are as likely to be ancient in origin as unmetalled byways, bridleways and footpaths.
 - No clear distinction can be drawn between these two categories since routes that are classified as footpaths, bridleways or byways today may have been important routes in the past and vice versa.
- Where routeways were not confined by banks, ditches or hedges they often covered a wide zone of countryside over time, as humans, animals and (in later times) wheeled vehicles sought to avoid muddy or waterlogged areas.

- This often led to 'braided' patterns of shallow and irregular *hollow ways*.
- Where unmetalled tracks were confined by banks, ditches or hedges the wear caused by humans, pack animals, stock and water run-off tended to create deeper *hollow ways* over time, particularly where the underlying rock was soft.
 - In some areas people actively cut channels down to or even into the bedrock to reach a less muddy surface.

2.4 National Historical Overview

- In many areas, roads and tracks are the oldest features in the landscape.
 - They articulate the landscape, linking together settlements, fields, woods and areas of open grazing.
- However, two key facts about roads and tracks makes their study difficult:
 - Most are undated and undatable.
 - Whilst routeways may follow the same general lines for centuries or even millennia, they are continually altered over the centuries.
- Whatever the origins of our present road system, whether prehistoric, Roman or Dark Age, it was virtually complete by the 11th century apart from a relatively small number of roads constructed at a later date in particular areas, and 20th century motorways (Taylor 1979, 110).
 - In detail, however, there have been many changes and minor alterations e.g. the realignment of roads as a result of Parliamentary enclosure of open fields in the 18th and 19th centuries.
- The very earliest routes in Britain may have originated as animal tracks through the thickly wooded post-glacial landscape that were also utilised by Mesolithic hunters and gathers.
- By Neolithic times, farming was practised and therefore people settled for longer in one place. Permanent tracks were needed, leading from farmstead to field, from field to pasture and from habitation to habitation (Taylor 1979, 11).
- Longer-distance routes also developed for the purposes of trade in stone axes and other goods and later for trade in bronze and then iron tools.
 - Some routes used natural ridgeways which avoided numerous climbs and descents and were usually relatively dry but Taylor (1979, 38-40) has stressed that ridgeways were not the main lines of prehistoric communications, forming only part of a highly complicated pattern of routes.
- Roman roads were built for both military and economic purposes.
 - In total, it is thought that about 10,000 miles of *made* roads were built (Taylor 1979, 50-51). There were also very many Roman rural trackways.
- After the end of Roman rule most of the main Roman roads seem to have fallen into disrepair but it is likely that the rural trackways continued to be used by *Dark Age* farmers.
- In the later Anglo-Saxon period, between the 8th century and the 10th century, patterns of rural settlement and land use emerged that still influence the character and appearance of the present day countryside.
 - In some parts of the country there were substantial *nucleated villages* surrounded by regular *open fields* with limited common pasture.
 - In other parts of the country, settlement was in the form of hamlets and *dispersed* farmsteads with open fields of a more irregular form mixed in with small enclosed fields, areas of common pasture and woodland.
 - Despite many later changes, such as enclosure of fields and commons, these patterns are still discernible, to the extent that different parts of England have been characterised as *Planned Countryside* and *Ancient Countryside* (Rackham 1986, Chapter 1).
- Local routeways reflected settlement and land use patterns, and were of three main types:
 - Tracks between settlements
 - Access routes leading to and between blocks of unfenced strips in the common open fields.
 - Drove routes allowing the movement of stock from settlements and open fields to areas of common pasture at the edge of townships and manors.

- In some parts of the country these local medieval routes were greatly remodelled by Parliamentary Enclosure in the 18th and 19th centuries but elsewhere (for instance on the Isle of Wight) the medieval pattern of local routeways has largely survived.
- Many new market towns were established between the 11th and 14th centuries.
 - Existing routes and new tracks were used to move animals to market in these towns and for the use of traders travelling to markets and fairs.
- Long distance routes between the larger towns and cities of England reveal a recurring feature of all roads and tracks, 'the minor modification through time of basic routes established in the very remote past' (Taylor 1979, 139).
- The upkeep of highways was a local responsibility in medieval times.
 - Manorial tenants had to provide labour for their repair, a responsibility enforced in manorial courts.
 - The Lord of the Manor also had responsibilities, set out in the Statute of Winchester of 1285, to ensure the repair of sections of road linking market towns (Richardson 1986, 169).
- Under the Highways Act of 1555, parishes became responsible for the upkeep of the king's highways.
 - The parish surveyor organised days of 'statute' labour by local inhabitants on mending the roads.
 - At common law, a highway was created by a twofold process, namely the owner giving up the land for use by the public at large in perpetuity and the public accepting it by actually using it. The second part of the process ensured the parish would not be burdened with maintaining ways of more use to the landowner than the public. The process follows the same principles today.
- Increasing traffic on major routes by the early 17th century (including the use of wheeled carriages) and the inadequacy of arrangements for road repair led to deteriorating conditions on these routes.
- In 1663, an Act of Parliament allowed Justices of the Peace in Hertfordshire, Huntingdonshire and Cambridgeshire to levy tolls on travellers for the upkeep of the Great North Road.
 - This was the first 'turnpike trust', so-called because it was administered by trustees and because of the tollbars (or turnpikes) erected along the route.
 - By 1700 seven 'Turnpike Acts' had been passed by Parliament but many more were passed in the 18th century, particularly the second half of the century.
 - However, these trusts were only set up for major roads. Other roads continued to be maintained by parishes and regulated by the magistrates in special highway sessions ('Special Sessions').
- The technical innovations of engineers such as Telford and Macadam led to the creation of metalled roads throughout Britain from the late 18th century.
- The Highways Act of 1835 abolished 'statute labour' (the compulsory service of local parishioners), permitted the levy of a highway rate and provided for the unification of parishes into highway district authorities (Richardson 1986, 170).
- The 1835 Act also introduced the process of adoption. All highways then existing were automatically maintainable (and became known as 'ancient highways'), but any created after that time had to go through a process of adoption, i.e. be constructed to a satisfactory standard, before they could become maintainable.
- In 1888, County Councils were created and took on responsibility for main roads. In 1894, Rural District Councils were created and took on responsibility for ordinary roads outside urban districts.
- In 1929, RDCs were abolished and county councils became responsible for all main roads, rural district roads and classified roads in urban districts. All these roads were then known as 'county roads', so an unclassified county road (UCL) would be a country lane.
- The National Parks and Access to the Countryside Act of 1949 made it compulsory for each relevant local authority to make and maintain a *Definitive Map* of the public rights of way.
- After 1929, most UCLs were modernised with tarmac surfaces but some were not and remained 'green lanes'. These green lanes now fall within the definition of Byway Open to All Traffic on the Definitive Map, as they are used mainly for walking and riding.

3. Character and Evolution of Isle of Wight Routeways

3.1 Defining Attributes and Principal Components

- The distribution and character of roads and footpaths at the present day is one of the attributes used by Rackham (1986, table 1.1) to distinguish between *Ancient Countryside* and *Planned Countryside*.
 - Typical characteristics of Ancient Countryside are said to be ‘roads many, not straight, often sunken’ and ‘many public footpaths’.
 - Typical characteristics of Planned Countryside are said to be ‘roads few, straight, on the surface’ and ‘few footpaths’.
- The Isle of Wight Rights of Way Improvement Plan (2006, 4) states that the Island has the most concentrated rights of way network of any county in England.
 - It totals 827 kms in length, including 47 km of *BOATs*, 266 km of *bridleways* and 514 km of *footpaths*.
- The overall length of rights of way on the Isle of Wight can be compared with those of neighbouring counties, using the figures for *BOATs*, *RUPPs*, *Bridleways* and *Footpaths* given in a report to the Countryside Commission (Kind 1996, 6). RUPPs have now been reclassified as BOATs or Bridleways but this does not affect the total lengths of rights of way within the various counties.
- The 827 kilometres on the Isle of Wight can be compared with 4887 kilometres in Hampshire, 3999 in West Sussex, 3262 in East Sussex and 3374 in Surrey.
 - In terms of average lengths of rights of way per square kilometre, the Isle of Wight is broadly comparable with West Sussex, East Sussex and Surrey but has nearly twice the length of rights of way per square kilometre of Hampshire.
 - This tends to confirm Rackham’s correlation between density of ‘public footpaths’ and *Ancient Countryside* (if ‘public footpath’ in this context covers all rights of way) since the Isle of Wight, West Sussex, East Sussex and Surrey fall within his category of *Ancient Countryside* whilst much of Hampshire falls within his category of *Planned Countryside*.
- Within the Isle of Wight, roads and tracks have varied characteristics reflecting the Island’s very diverse geology and topography.
- The density of roads and rights of way is variable between the different HEAP Areas, reflecting different landscape histories (see 3.4).
- Historic names are associated with some roads and rights of way, particularly in certain HEAP Areas.
- Attributes of roads and tracks such as width, sinuosity, forms of boundaries etc also vary within the different HEAP Areas.
- The Island has 833 km of roads (IWC Local Transport Plan 2006, C.8).
 - There are 126 km of Class A roads linking the Island’s towns and principal settlements and giving access to cross-Solent routes. The Military Road and Undercliff Drive are also classified as A roads.
 - There are 92 km of Class B roads linking some of the larger rural settlements.
 - There are 185 km of Class C roads and 430 km of unclassified roads, making these minor routes by far the largest part of the road network.

3.2 Principal Historical Processes

- As an island, sea transport would have been important on the Isle of Wight from prehistoric times, both to and from the mainland and around the coast.
 - The estuaries and inlets penetrating the northern coast offered waterborne routes to the hinterland.
- In prehistoric times, the lateral chalk ridge would have been an obvious way of traversing the Island from west to east on dry, well-drained open land.
 - Today the ridge is traversed by the Tennyson Trail from The Needles to Carisbrooke, by the Bembridge Trail from Shide to Arreton, by a motor road from Arreton to Brading (with

the permissive footpath of the 'Downland Way' alongside) and by a former military road over Bembridge Down and Culver Down.

- The presence of numerous Bronze Age burial mounds (and two Neolithic earthworks) along the ridge close to the existing roads and byway emphasises the likely antiquity of the route.
- However, it would be a mistake to assume that this high chalk ridge was used by all or most prehistoric travellers to the exclusion of other routes (see Taylor 1979, 38-40).
- Although chalk downland was probably the earliest part of the island to be cleared of woodland, much of the landscape would have been farmed by the end of the prehistoric period and farmsteads would have been dotted throughout this landscape.
 - A network of tracks would have linked farmsteads with each other and with their fields, woodland and grazing land.
 - Except for the routes running along the lateral chalk ridge, no existing roads and tracks above high-water mark can be confidently ascribed to the prehistoric period but it is possible that some may have originated in that period.
- The only closely dated evidence for prehistoric routes occurs in the modern intertidal zone.
 - On Quarr Beach, wooden trackways have been dated to the Early Neolithic, around 3500 BC (Loader and Tomalin 1999)
 - A similar trackway has been recorded at Newtown .
- No *archaeological* evidence exists for any *made* Roman roads on the Isle of Wight.
 - The island functioned as a rural area in Roman times and there is no evidence for any towns.
 - The seven villas known to have existed on the Island were, in effect, Romanised farmsteads.
 - There would also have been many simpler native farmsteads.
 - A basic transport network of unmade tracks must have existed, linking rural settlements but no remains of these tracks have been identified. Any such remains would be slight and would also be hard to date. They may have followed the lines of tracks established in prehistoric times.
 - At Alverstone, a series of causeways have recently been excavated and tentatively dated to the Iron Age and Roman period, although scientific dating has yet to be carried out.¹
 - The only hint of any 'made' roads on the island in Roman times is the occurrence of Anglo-Saxon 'street' place-names at Rew Street, Havenstreet and Street Farm, possibly implying the existence of Roman roads that survived until later times. (Kökeritz 1940, xxv-xxvii).
 - Rew Street runs southward in a fairly straight line from the coastal site of Gurnard Roman Villa. Today this road terminates to the north of Parkhurst Forest but it is quite likely that in Roman times a track ran all the way from Gurnard Villa to Roman settlement sites in the Bowcombe Valley. Rew Street may represent the northern part of this track.
 - Gurnard Roman Villa may have been associated with the export of Bembridge Limestone as well as with farming. In this context, it may be significant that a known Roman road runs through the New Forest from the Solent shore opposite Gurnard.
 - The place-name 'Havenstreet' is tentatively interpreted as 'the heathen street' by Kökeritz (1940, xxv, 32, 281-2), who suggest that it may have been named by the late 7th century Christian West Saxon conquerors of the Island to refer to a road thought to be of Pagan origin. He also suggests an alternative interpretation of the 'street running through heather-covered land'.
 - Mills (1996, 57-58), noting the existence of one Richard Le Hethene in a document of c.1240, suggests that Havenstreet may mean the 'street belonging to the man called Le Hethene'.
 - Nevertheless, Kökeritz's suggestion that the place-name refers to a road or track that may have led past Combley Roman Villa to Havenstreet is not implausible. (Such a route would be partly on the line of Right of Way N18, linking up with the road leading through Havenstreet village).

¹ The interpretation of the structures as Iron Age or Roman causeways is now disproved. A preliminary timber assessment and radiocarbon samples taken from 21 timbers indicate that the majority of worked wood is of Saxon/Saxo-Norman date (MoLA 2011). Post excavation analysis is ongoing.

- There are no Roman remains recorded from Street Place Farm, near Newbridge but the comparatively early occurrence of the name (first recorded in the 12th century) leads Kökeritz to suggest that there was a Roman road here, either to the north or the south of the farm.
- No documentary evidence exists for roads and tracks in the early Anglo-Saxon period but some surviving roads and rights of way are referred to in Anglo-Saxon charters (Margham 2005, Margham 2007).
- The Isle of Wight has a mixed historic settlement pattern that includes small villages, hamlets and isolated farmsteads.
 - This settlement pattern probably existed by late Anglo-Saxon times since many farmsteads and other settlements have Anglo-Saxon place-names and/or are mentioned in Domesday Book. Many of the roads, tracks and paths that radiate from these settlements are probably as old as the settlements themselves.
- In late Anglo-Saxon times most Isle of Wight settlements may have had relatively small areas of arable connected by field tracks with areas of open grazing, meadow and woodland.
 - Development of *open-field* farming may have come relatively late in many parts of the Isle of Wight.
 - Even after the Norman Conquest, when there is evidence that *open-field* existed throughout much of the island, it was not always organised in large consolidated blocks, nor was it generally associated with regularly planned villages, as in the English Midlands.
 - Relatively large blocks of open field occurred in some places on the Island such as in the Carisbrooke area, around Freshwater, at Brighstone, at Niton and at Whitwell. In these places roads and tracks appear to have been laid out around former open fields and these routes survive to the present day.
- Medieval charters such as those of Quarr Abbey and Carisbrooke Priory include references to roads and tracks.
- Sheep farming was important on the Island in the Middle Ages and many sheep would have been kept by Quarr Abbey on its granges and manors.
 - At this time, an important use of roads and tracks would have been to move sheep and other livestock around and between holdings.
- Drove roads were also important in post-medieval times.
 - Play Lane is an example of a drove road running from the edge of Ryde to Havenstreet. This passes across Dame Anthony's Common, a piece of rough grazing land (not technically a common) on which drovers allowed their animals to graze.
- The modern layout of roads at Newport, Yarmouth and Newtown follow the grid pattern of streets originally laid out within these planned medieval towns in the 12th and 13th centuries.
- Newtown failed to thrive and is now a tiny hamlet. Only part of the medieval street grid is now represented by metalled roads whilst other parts of the grid now have the status of footpaths.
- Newport benefited from lying at the head of the Medina Estuary, which afforded a convenient route to the important medieval seaport of Southampton, and at the centre of the Island.
 - With this advantage of location, Newport became the Island's principal market town.
 - A system of highways radiating from the town developed, and older routes that passed close to Newport were used more intensively, including both high-level routes over the downs and low-lying routes in the valleys (Shepard 1980).
- Newport's beast market in St James' Square was established in 1532 (Page ed. 1912, 253). This would have increased the numbers of animals being driven into Newport on Market Day.
 - The pond at Towngate was used to water animals entering the town from the Cowes Road (Shepherd 2008, 9).
 - A broad strip of land along the ridge of Bowcombe Down, forming the boundary between the manors of Bowcombe and Alvington and on the route of the ancient highway now designated *The Tennyson Trail*, was used as an overnight resting place or 'pinfold' for livestock being driven from the west of the Island to Newport Market (memories of West Wight residents related to Bill Shepard).
- Isle of Wight roads were not affected by the large-scale enclosure of open-field and common grazing land by Act of Parliament that occurred in some other parts of the country during the 18th and 19th centuries, and which led to the creation of new fields, farmsteads and roads

- By contrast, open fields on the Isle of Wight were enclosed mainly by private agreement from late medieval times onwards and this early and informal enclosure helped to ensure the survival of earlier road patterns.
- Some heathland and other rough grazing land was also subject to early piecemeal enclosure but considerable areas were enclosed in a fairly planned and systematic way in the 18th and 19th centuries.
 - Stretches of newly created or realigned roads are associated with enclosures of this type, often identifiable by their relative straightness
- Downland was also enclosed in the 18th and 19th centuries, leading to the suppression or realignment of some tracks.
 - For example, the enclosure of parts of Gallibury Down and Bowcombe Down led to the closure of tracks across these downs although the former tracks are marked on the OS 25 inch map surveyed in 1862-3 as 'Supposed Course of Roman Road'.
- One of the few large areas on the Isle of Wight to be enclosed by Act of Parliament was Parkhurst Forest (enclosed in 1812).
 - Forest Road, part of the A3054 running along the southern edge of the modern Parkhurst Forest, is a typical example of a straight early 19th century enclosure road.
- In the 19th century improving landlords of large estates sometimes created new roads, such as those of the architect John Nash on his Hamstead estate.
 - On the royal estate at Osborne both public highways and estate roads were realigned.
- From the late 18th century, the Isle of Wight was a favoured destination of wealthy travellers in search of picturesque landscape, despite the problems of travelling on poorly-maintained roads.
 - A journey along the Undercliff Road from Bonchurch to Blackgang was the highlight of most tours, on account of its dramatic scenery.
 - However, access to the Undercliff from the Shanklin high road was not easy, involving a descent through the notorious White Shute into Bonchurch (McInnes 1993, 53).
- By the 1850s, regular tourist resorts had developed at Shanklin, Ventnor and Sandown but access for tourists was still difficult until railway lines were built, starting in the 1860s.
- In the later 19th century coastal promenades were built at the seaside towns, both for the benefit of tourists and for the health of local inhabitants.
 - The Turf Walk is an unusual example of a cliff-top promenade at Totland.
- By its very nature, the Isle of Wight does not contain major routes of national importance and therefore no turnpike trust was established in the 18th century.
 - However, the Isle of Wight, Carriage Rates Act 1783 was passed by Parliament after lobbying about the poor state of the local roads. This allowed for toll collection and other local ways of obtaining funding.
- In the early 19th century, the Isle of Wight became a pioneer in *local* highway management.
 - Local gentry engaged a professional man (James Clarke) to prepare a petition to Parliament and in 1813 secured a local Act to improve the road network in the Isle of Wight (Webb and Webb 1963).
 - This act amalgamated all the Island's parishes into one Highway Commission for the consolidated parishes of the Island (excluding only the Borough of Newport) with the power to raise money to repair and improve roads through a highway rate, by tolls and from private subscription.
 - James Clarke was appointed the first general surveyor of roads for the Island (in effect the first County Surveyor in England).
 - Over the period of their existence (1813 -1895), the IW Highway Commissioners succeeded in increasing the average width of the main roads from 12 feet in 1813 to 20 feet in 1895. At one stage, they called in the road engineer, Robert MacAdam, who gave them blunt advice on the subject of using pauper rather than professional labour to mend the roads.
 - In many ways the Isle of Wight legislation anticipated the national Highways Act of 1835 by developing a more professional and centralised approach to highway management.
- In many mainland counties the road network was somewhat neglected for much of the 19th century as railways became all important.

- However, railways were rather slow to arrive on the Island, the first line not being completed until 1862 and West Wight not being reached until 1889 (Whittington 1972).
- In the 1860s, the Military Road was created to allow rapid access to the Island's south-west coast from the forts situated along the coast of the western Solent.
 - This road was a fairly narrow track until the early 20th century but was widened and metalled in the 1920s to create work for the unemployed, becoming an important tourist route after the Second World War.
 - The road was realigned between Shippard's Chine and Compton Chine in the 1920s and a short section of the original route in this area is followed by public footpath F35.
 - On the eastern side of Freshwater Bay, the original route followed the line of a track pre-dating the road, set into a chalk cutting now followed by public footpath F35. By the time of the OS 1898, map coastal erosion had truncated this route and the road was set further back on its present course.
- By 1888, most urban districts had become highway authorities in their areas but the IW Highway Commissioners remained responsible for the rural areas.
- Under the Local Government Act 1888, Hampshire County Council (and after 1890 the Isle of Wight County Council) became legally liable for the maintenance of all the Island's main roads.
 - The IW Urban Districts continued to maintain ordinary roads in urban areas.
 - The 1888 Act abolished tolls on the roads in the rural areas but the IW Highway Commissioners continued to maintain these for a while, with financial assistance from the Isle of Wight County Council.
- The IW Rural District Council was created in 1895 with liability for ordinary roads.
 - The IW Highway Commissioners were reluctant to hand over to the RDC, but a High Court ruling in 1895 declared that the IW RDC was their successor and so the IW Highway Commissioners and the IW Local Act of 1813 came to an end after 82 years. Three years were allowed for the handover from any existing authority, so the IW RDC Minutes begin in 1898.
- The Isle of Wight Highways Act 1925 transferred the highway functions of the IW RDC to the County Council.
- The Isle of Wight Council Unitary Authority became the highways authority on its creation in 1995.
- Landslips and coastal erosion have necessitated some major road schemes since 1900, the largest of these being the new Chale-Niton Road created after the Blackgang landslip of 1928.
 - Within the last few years, there has been a major engineering scheme to extend the life of the Military Road at Afton Down by underpinning the chalk. (When this fails, there is a back up scheme for a bypass at Brook). In addition, a short stretch of the Military Road near Shippards Chine has been moved further inland.
 - Realignment of a section of Undercliff Drive took place in 2003/4 but the Council has now decided not to undertake a larger scheme planned for this road and accepts that the road will become impassable to motor vehicles in the near future, necessitating the rerouting of through traffic.
- Other than work on coastal roads, relatively few major new road improvement schemes have taken place on the Island in the late 20th and early 21st centuries except for the bypasses around Newport.
 - The Island's road network has therefore retained much of its historic character, less affected by straightening and widening schemes than many mainland counties.
 - However, modern traffic has affected many roads, particularly in the last 20 years, leading to erosion of roadside banks in many places.
- The Isle of Wight Rights of Way network was first defined on the Definitive Map in 1952.
 - Since the 1950s some sections of disused railway line have been added to the rights of way network,
 - The Definitive Map has been updated several times, most recently in 2000.
- The Isle of Wight County Council devised a Coastal Path around the Island from 1973 and a series of long distance trails in 1971, using existing rights of way.
 - Details of shorter circular walks and other trails have also been published over the years by the County Council and by its successor authority, the Isle of Wight Council.

- Since about 1980 cycle tracks have been developed on redundant railway lines from Yarmouth to Freshwater, Newport to Cowes, Newport to Wootton and Newport to Sandown.

3.3 Evidence for Historic Isle of Wight Roads and Tracks

3.3.1 Archaeological Evidence

- Crop marks or soil marks shown on air photographs in the HER may include evidence of former tracks.
 - Tracks shown on air photographs are usually undatable but are sometimes found in association with archaeological sites of known date, as for instance with medieval rural settlements at Stenbury, Nettlecombe and Shoflet.
 - The remains of several early Neolithic wooden trackways were recorded at extreme low water on Quarr Beach during the Wootton-Quarr archaeological survey (Loader and Tomalin 1999, 15).
 - Fragments of a similar trackway have also been recorded at Newtown.
 - It is thought that these trackways may have been constructed as a response to a relatively rapid sea level rise in order to maintain access to sites further offshore.
- At Alverstone, a complex of cobbled and wooden causeways has recently been excavated within the wetland. Although post excavation work has not yet been carried out, the features are believed to be Iron Age/Roman in date¹.

3.3.2 Landscape and Documentary Evidence

- Modern roads in most areas on the mainland show few signs of their historic origins because they have been widened and straightened to cope with today's large volume of traffic.
 - On the Island most motor routes are 'B' roads or nationally unclassified roads and these have retained their historic character to a substantial extent although modern traffic has caused erosion and roads have been widened in some places.
 - Most modern metalled roads will have earlier surfaces buried beneath the current surface.
- On many roads, historic road furniture survives in the form of bridges, gates, toll houses, milestones, signposts, drainage features and a good number of these items are recorded in the HER.
- The HER lists over 50 hollow ways and 38 were recorded by the Rights of Way Section in 1994, many of which have not yet been added to the HER.
 - All the hollow ways recorded by the Rights of Way Section are on existing rights of way but those recorded in the HER include earthworks that are not on rights of way.
 - Few of the hollow ways listed in the HER have been assigned a date.
- The HER also contains records of 35 trackways, none of which correspond to current rights of way.
 - 28 of these trackways survive as earthworks, the rest being buried archaeological features recorded during excavations.
 - 20 of the trackways have been assigned a date and 16 of these have been attributed to the post-medieval period.
- Various Late Anglo-Saxon charters describe estate boundaries on the Isle of Wight. Margham's transcription and reconstruction of the charter bounds allows the identification of routeways mentioned in the charters that still exist as modern roads and rights of way.
 - Routeways identifiable with modern roads and rights of way form part of the reconstructed bounds of the Ningwood, Calbourne, Watchingwell, Stathe, Bathingbourne, Heantune, and Wroxall estates (Margham 2005, 2007).
- A variety of terms used in the Anglo-Saxon charters describe roadways of different status in the 10th century landscape.
 - There are two uses of the term 'lane' in the Ningwood Charter, one of which refers to part of the present Ningwood-Wellow Road.
 - The Bathingbourne Charter refers to the 'green way' (which can be equated with part of the modern metalled road of Bathingbourne Lane) and also to the 'sandy highway', a route of greater importance which can be equated with the Godshill-Lake Road near Sandford.

- The Heantune Charter refers to another ‘highway’ that has been identified as the northern part of Bathingbourne Lane and its continuation beyond the Fighting Cocks Crossroad as Harbors Lake.
- Although Parkhurst Forest is first mentioned in 12th century documents, it appears to have had defined boundaries by AD 986 when the bounds of the Watchingwell Estate were recorded (Chatters 1991, 43; Kökeritz 1940, 105).
 - Parkhurst’s western boundary appears to have been coterminous with the eastern boundary of Watchingwell before the Norman Conquest.
 - The ‘King’s park’ created before 1086 and recorded in Domesday Book, took land from the south-western edge of Parkhurst Forest and was coterminous with the forest.
 - The southern part of Betty Haunt Lane formed part of the boundary of the King’s park and led up to the south-western edge of the forest.
 - The ancient northern boundary of Parkhurst is defined by Right of Way CB5 and by the minor road from Mark’s Corner to Hillis Gate.
 - The western half of Coleman’s Lane is an ancient drove road leading up to the former edge of Parkhurst Forest near Coleman’s Farm.
 - There are rights of way to the west and east of Gunville, including Petticoat Lane, that probably represent parts of the forest’s southern boundary before the creation of enclosed medieval fields or *assarts* in this area.
- A map of Parkhurst Forest drawn up just before its disafforestation in 1812 shows the boundaries existing at that time.
 - To the west of Gunville various modern rights of way follow part of the former southern boundary of Parkhurst Forest as it existed in 1812
 - Roads and rights of way in other areas also relate to the enclosure of the forest in 1812.
 - These include Forest Road, Whitehouse Road, the northern part of Betty Haunt Lane and the eastern end of Coleman’s Lane.
- The Island’s medieval parish boundaries tended to follow watercourses or divisions between land holdings rather than roads or tracks but some historic routeways on the line of medieval parish boundaries have been identified in the HEAP Area documents.
 - The eastern side of the medieval Newchurch Parish is exceptional in that much of its length is still defined by rights of way.
- The medieval charters of Quarr Abbey (Hockey 1991, Maps 1-12) record grants of land and legal agreements. They refer to various roads and tracks including:
 - Quarr Lane or Powles Lane (now Staplers Road)
 - ‘The Ridgeway’ between Fairlee Common and Staplers Heath (now footpath N116 but referred to as ‘old road to Newport’ on the Whippingham Tithe Map of 1846)
 - Two named boundaries at Rowborough known as ‘Big Dyke’ (now Bridleway N138) and ‘Brian’s Dyke (now Bridleway SW52).
- The medieval cartulary of Carisbrooke Priory (Hockey 1981) also contains several references to roads on or adjacent to Priory land.
- The street patterns of the planned medieval towns at Newport, Yarmouth, Newtown and Brading survive to the present day.
- Some roads and rights of way define the boundaries of former commons.
 - Calbourne Heathfield in Calbourne Parish was partially enclosed in the 16th century but part of the common survived into the 17th century.
 - The minor roads running north and south from Hebberdens Farm define the western boundary of Calbourne Heathfield.
 - Bridleway CB 26 defines part of the eastern side of the Heathfield.
 - The minor road that runs from Porchfield past Locks Farm to Corf Heath Firs, described as the ‘Great Green Way’ in the Swainston Survey of 1630, was a drove road giving access Calbourne Heathfield.
 - Forest Road and Alverstone Road (in Newchurch Parish) are on the line of tracks that ran along the edges of Winford Heath.

- Around Bleak Down roads seem to have developed as tracks along *funnel entrances* to the common. One route, known as 'Beacon Alley' may refer to a former beacon site on Bleak Down (Mills 1996, 26).
- Small sections along the original course of the 19th century Military Road are preserved on public footpath F35.
- Fragments of the Old Blackgang Road (abandoned in 1928 following a massive landslip) survive on the broken and unstable ground below Gore Cliff in National Trust ownership.
- The Proceedings of the Isle of Wight Highway Commissioners from 1813 to 1898 and the subsequent Proceedings of the Rural District Council Highways Committee from 1898 to 1905 are preserved at the Isle of Wight Record Office, as are later highway records.

3.3.3 Cartographic Evidence

- Given that the existing road system was substantially complete by the 11th century (Taylor 1979, 110) it follows that the majority of existing motor roads and rights of way on the Isle of Wight, as elsewhere, are ancient landscape features although their exact course may have been modified over the centuries.
- However, the earliest accurate maps showing roads, lanes, tracks and footpaths throughout the Isle of Wight are the field drawings at six inch to one mile scale prepared between 1791 and 1793 by military surveyors for the first Ordnance Survey.
 - The Survey of the Isle of Wight was never published but the field drawings are preserved at the National Archives and a set of coloured 'finished drawings' are preserved at the British Library.
- The 1793 survey shows that most roads in existence today follow the same route as they did at the end of the 18th century.
 - Many routes that are modern rights of way are also shown on the 1793 survey but other rights of way are first shown on the published 1st Edition 25 inch and six inch OS maps surveyed in 1862-3.
 - Some of the rights of way first shown on the 1862 Ordnance Survey may have been created during the re-organisation of field patterns in the early 19th century.
- A map showing the road network in the Isle of Wight entitled 'Map of the Direct and Cross Roads in the Isle of Wight' was drawn by the Newport surveyor James Clarke to accompany the petition to Parliament in 1813. This map survives in the Isle of Wight County Record Office.
- The map drawn up by the Highway Commissioners in 1889 before handing over responsibility to Hampshire County Council survives in bound book form in the possession of the IWC Highways and Transportation Department.
 - There is also a map of 1893 entitled 'Isle of Wight Roads as repaired by the Highway Commissioners', in the possession of Highways and Transportation.
- The Isle of Wight County Record Office holds various maps of late 19th century and 20th century date relating to highways management and maintenance.
- The Isle of Wight Council's Definitive Map and Statement (2000) provides a comprehensive survey of the modern rights of way network, kept up to date by a statutory process of review.

3.4 Roads and Rights of Way in relation to HEAP Areas

- The characteristics of roads and rights of way vary between the different HEAP Areas and are closely linked to geology and topography as well as to varied patterns of land use.
 - The downland-edge areas in particular contain many hollow ways cutting down through the Greensand.
 - Other Heap Areas such as the *Northern Lowlands* and the *Thorley/Wellow Plain* contain mainly flat roads, tracks and paths.
- Routes link different HEAP Areas in a manner that, historically, allowed for the exploitation of different resources by local communities who often lived at the interface between HEAP Areas.
 - This linkage can be seen most clearly in the *South-West Wight Coastal Zone* and the *West Wight Downland Edge and Sandstone Ridge Areas*, where very local routes linked settlements with open fields and areas of common grazing.

- Roads and rights of way with historic names (likely to predate 1800) occur more frequently in certain HEAP Areas than in others.
 - The greatest concentration of these names appears to be in the *West Wight Downland Edge and Sandstone Ridge* and the *South-West Wight Coastal Zone* Areas.
 - 'Shute' is a common term for a road in some parts of the Isle of Wight. The term denotes a steep hill.
- The composition of boundary hedgerows and associated flora along roads and rights of way within different HEAP Areas varies considerably.
- Older roads and tracks will tend to have a greater variety of tree and shrub species in boundary hedges. Certain species such as spindle and hazel may be particularly indicative of old hedgerows.
- Four main types of hedgerows can be observed on the Island, both along field boundaries and along road boundaries
 - Ancient species-rich hedgerows are particularly prevalent to the north of the lateral chalk ridge but are not confined to this area.
 - Elm hedge on the Island are probably ancient and associated with historic settlements. They occur particularly in the south-west part of the Island but elm trees also occurred beside roads and tracks associated with the planned medieval town of Newtown before the onset of Dutch Elm Disease.
 - Hedges having a mix of blackthorn and hawthorn with some elm occur in open exposed situations (e.g. in the south west of the Island) and are perhaps 100 to 200 years old.
 - Recently planted hedgerows, up to 200 years old, are usually composed mainly of hawthorn.
- The digital plotting of rights of way data, using GIS, reveals that there is a greater density of rights of way within HEAP Areas to the south of the central chalk ridge than to the north of the ridge, except in the *Freshwater Isle* Area, which has a high density of RoWs even though it lies to the north of the chalk ridge.
- However, when roads are added to the map a much more even and meaningful distribution of routes emerges, although particularly dense route networks can be observed within the *South-West Wight Coastal Zone*, the *West Wight Downland Edge and Sandstone Ridge* and the *South Wight Downland Edge* Areas.
 - The meaningful pattern produced by roads and rights of way when shown together emphasises that, historically, they formed part of a unified transport network that became segregated somewhat arbitrarily when decisions were made in the early 20th century about which routes were to be maintained as motor roads. However, not all existing roads and rights of way are ancient. In order to understand historic route networks, use must be made of the digital map of historic rights of way plotted from the 1793 OS maps recently by the Rights of Way Section.
- The relative sparsity of recorded rights of way within much of the *Northern Lowlands* Area, except to the east of Wootton Creek, may be connected with early land use and settlement patterns, with the underlying geology, or with the activities of improving landlords.
 - The Crown Land of Parkhurst Forest occupied a considerable part of the *Northern Lowlands*. Public rights of access were extinguished when this land was enclosed for forestry in the 19th century (Chatters 1991, 53)
 - Few rights of way occur in the parishes of Northwood and Whippingham. These may have been extinguished by Improving landlords such as the Wards at Northwood and Prince Albert at Osborne
- For various reasons, rights of way may have been under-recorded in some parishes when the first Definitive Map and Statement was produced in the 1950s and this may be one factor in the variable density of Rights of Way within different HEAP Areas.

3.5 Time-Depth

- Roads and tracks are often the oldest features in the landscape.
- There have been changes in the status of particular routes through time.

- Certain routes that were important before the 19th century have now become less important.
- Some will have survived as minor metalled roads, others will now be part of the Rights of Way network, including routes classified as BOATs (Byways Open to All Traffic), bridleways and footpaths.
- Time depth may be seen and experienced in the way certain routes makes for historic settlements or areas that are no longer intensively used.
- Many routes will have visible road furniture that is clearly inherited from earlier periods.

4. Understanding and Assessing the Resource

4.1 National Studies

- Nationally, the best overview of roads and tracks is *Roads and Tracks of Britain* by Christopher Taylor (1979) which discusses routes from the prehistoric period to the present day,
- *The History of the Countryside* by Oliver Rackham (1986) has a chapter devoted to *Highways* covering both their historical development and (briefly) their historical ecology.
- The Monuments Protection Programme has compiled class descriptions of Romano-British roads, medieval roads and medieval trackways.
<http://www.eng-h.gov.uk/mpp/mcd/mcdtop1.htm>
- In 1996, the Countryside Commission produced an issues report entitled 'Unclassified Country Roads' (Kind 1996). This explored problems in maintaining this class of highway, particularly when unsealed, but emphasised the recreational and heritage value of unclassified roads.
 - The report also provided useful historical information and definitions of terminology e.g. of the terms *green lane* and *greenway*.
 - As explained above under 'Legal Responsibilities' *green lane* is a purely descriptive term, usually referring to unsealed routes of bridleway or carriageway status.
 - *Greenway* is a term that has been used in recent years to mean a mostly or entirely motor-free route, often for the use of cyclists and pedestrians only.
 - The cycle track charity Sustrans has popularised the concept of *greenways* as a national and local network of car-free roads for everyday purposes, rather than solely for recreation.

4.2 Surveys and Publications in Mainland Counties or Local Areas

- In 1981, Hampshire County Council's Planning Department produced a popular publication entitled *Ancient Lanes and Tracks* in its pioneering Countryside Heritage Series.
 - The publication was based on a limited field survey within the county.
- In 1988 Lincolnshire County Council's Department of Recreational Services undertook a Green Lanes Project with the aim of identifying and protecting all green lanes in the county. These included rights of way, unclassified roads and private roads and tracks.
 - The field survey recorded lanes that had been pinpointed as being of particular value or sensitivity in some detail, identifying the form of enclosing boundaries and details of hedgerow and tree species within these boundaries.
- Northamptonshire Leisure Services have produced a popular leaflet as one in a series of leaflets entitled 'Out and About in Northamptonshire'.
- The Scottish Rights of Way and Access Society (Scotways) launched a Heritage Paths Project in 2007 with support from Scottish Natural Heritage and the Heritage lottery Fund.
 - This project aims to identify and research heritage paths and record them in a national database. People will be able to find out about routes from the internet, leaflets and a book, and signposts will encourage use of the routes.
- The surveys and leaflet mentioned above no doubt represent only a sample of the studies undertaken by other local authorities.

- It would be worth contacting all local authorities to see what has been produced, particularly if the Isle of Wight decides to produce its own popular publication (see below under Conservation and Management Recommendations).

4.3 Documentation and Research relating to Isle of Wight Routeways

- The Isle of Wight HER includes details of some trackways and hollow ways (see 'Archaeological and Historical Evidence').
- An article published in the Proceedings of IWNHAS deals with historic routes in the area around Newport (Shepard 1980).
- A pilot survey of historic rights of way was carried out by the Isle of Wight Natural History and Archaeological Society in 2006-2007 as part of the HEAP Project.
 - The survey sampled rights of way in different HEAP Areas.
 - There is potential to expand this survey to characterise rights of way within the different HEAP Areas more fully.
- Some roads and rights of way have historic names that have been recorded on various editions of the Ordnance Survey six inch and 1:10,000 maps.
- The IWNHAS appealed for information about local names in connection with their survey for the HEAP Project and recorded some names not previously known but oral tradition does not appear to have preserved many such names.

4.4 Gaps in Knowledge affecting Understanding and Management

- A full characterisation of rights of way in relation to HEAP Areas is required to aid understanding of the resource and thus its effective conservation and management.
 - This characterisation should build on the IWNHAS pilot survey.
 - Data should be plotted on a digital map linked to an electronic data table listing key attributes such as historic names (where these are known), trees present in boundary hedges and historic management of trees (e.g. coppicing or pollarding).
- The relationship of roads and tracks with historic estates has not been recorded or mapped (e.g. instances where historic routes delineate the edge of medieval manors).
- Not all historic footpaths and bridleways have been recorded on the Definitive Maps produced by local authorities throughout the country, since these maps were originally compiled by collecting information from parish councils, which varied in their local knowledge and diligence.
 - The Countryside and Rights of Way Act 2000 set a deadline of 1st January 2026 for the registration of forgotten 'historic' (pre 1949) footpaths and bridleways on the Definitive Map.
 - In 2004 The *Countryside Agency* launched the national project *Discovering Lost Ways* to identify historic rights of way that had not been recorded on Definitive Maps.
 - However, the project has since been reviewed by Natural England (2008). http://www.naturalengland.org.uk/Images/DLW-review_tcm6-7970.pdf
 - As a result, the programme of active research has been discontinued but it has been recommended that Government should not implement the 2026 deadline of the CROW Act until it has been advised by a Stakeholder Working Group convened by Natural England
- Despite the Natural England decision, there is still a need to record roads and tracks that are not designated public highways in order that these should be included in the Historic Environment Record (HER).
 - There is also a need to record historic names of roads and rights of way systematically on the HER.
 - The HER records bridges, milestones, toll houses and other features of historic highways but this record is incomplete and not all records can be related to specific events in the history of Isle of Wight highways e.g. the work of the Highway Commissioners.

4.5 Rarity, Typicality and Distinctiveness

- At a national level there are only a limited number of routes, including the one across the Island's lateral chalk ridge, that are closely associated with prehistoric earthworks.

- Discoveries of Prehistoric and Roman trackways such as those recorded from Quarr and Newtown are fairly uncommon at a national level.
- The street pattern of the planned medieval borough of Newtown is, at a national level, fairly unusual in its state of completeness.
- At a local level, the eastern end of Forest Road is a rare example of an enclosure road on the Isle of Wight.
- The Military Road is one of a limited number of such roads, nationally.
- Undercliff Drive, running from Niton to Ventnor, is a highly distinctive route backed by the dramatic face of the inner cliff.
- Rights of Way throughout the Island are generally typical of *Ancient Countryside* but the routes within most HEAP Areas have a distinct individual character.
- As a county, the Island is unusual in containing no major trunk routes.
 - The density of its road network may be higher than in many other parts of lowland England but this topic does not appear to have been investigated in any academic or statistical study.

5. Heritage Values

5.1 Evidential Value (Archaeological Significance)

- *Evidential value* is defined by English Heritage (2008) as ‘the potential of a place to yield evidence about past human activity’.
- The entire network of historic routeways across the Island provides important evidence of past human activity and use of the landscape, particularly when studied in association with other historic landscape types such as settlement, field patterns, open land and woodland.
- The most significant individual routeways, from an archaeological perspective, will be those where few examples have been discovered or survive, and those which offer insights into past human activity unavailable from other sources. These include:
 - the route across the Island’s lateral chalk ridge, which is closely associated with prehistoric earthworks.
 - the remains of early trackways recorded in the intertidal zone at Quarr and Newtown.
 - the site of the possible Roman trackway buried in peat at Alverstone¹. This offers great *potential* for the *future* recovery of material of evidential value.
 - roads and rights of way providing evidence for the boundaries of Anglo-Saxon estates.
 - the southern part of Betty Haunt Lane which delineates part of a pre- Domesday royal hunting park.
 - rights of way to the south of Parkhurst Forest, including Petticoat Lane, providing evidence for the ancient boundary of the forest prior to the creation of medieval enclosures taken from forest land.
 - the street pattern around the failed medieval town of Newtown, which has high evidential value because it has survived in exceptionally good condition without later alteration.
 - roads and rights of way providing evidence for the boundary of Calbourne Heathfield or associated with this extensive common.
 - the Military Road, which has high evidential value because of the limited numbers of routes of this type.

5.2 Historical Value

- *Historical value* is defined by English Heritage (2008) as deriving ‘from the ways in which past people, events and aspects of life can be connected through a place to the present. It tends to be illustrative and associational’.
- Routeways, as well as providing primary evidence of past human activity, are one of the key historic landscape types that form the historic landscape character of a particular place.
- Isle of Wight routeways *illustrate* historical processes that have occurred across Britain but also provide examples of local or regional distinctiveness.

- Historical processes that are well illustrated by Isle of Wight routes include:
 - the creation of estates in the late Anglo-Saxon period
 - the emergence, by the late Anglo-Saxon period, of long-standing patterns of settlement and land use, linked by communications
 - the creation of planned towns in the Middle Ages
 - enclosure processes in general (although the Island was only marginally affected by Parliamentary Enclosure)
 - aesthetic appreciation of the landscape from the late 18th century
 - 18th and 19th century improvements to the road network
 - the development of railways and effect on existing roads and tracks (Railway Plans in Record Office).
 - Responses to military threats in the 19th and 20th centuries
 - Processes of coastal erosion e.g. Old Blackgang Road
 - Late 20th century responses to high levels of motor traffic (although the Island is unusual in having only one short stretch of dual carriageway).
- Isle of Wight routes that demonstrate regional or local distinctiveness include:
 - the route across the lateral chalk ridge, which passes close to Bronze Age barrow cemeteries and has probably been in use since prehistoric times. This route has a strong regional character and is reminiscent of other long-distance chalk ridgeway routes. The preservation of old chalk grassland along much of the route enhances its value in relation to some of the other chalk ridgeway routes on the mainland.
 - the hollow ways found to the south of the lateral chalk ridge which are characteristic of the zone of *Ancient Countryside* occupying much of south east England.
- Many of the Island's rights of way evoke a strong sense of history by their form (e.g. hollow ways) or by their close association with archaeological earthworks, and this forms part of their appeal both to Islanders and to tourists.
- The names of historic routes are also locally distinctive and sometimes provide information about the use of the route e.g. Pumpfold Lane (BS80) and Lime Kiln Shute, Mersley.
 - Rights of way signage provides an opportunity to preserve historic place names.

5.3 Aesthetic Value

- Aesthetic value is defined by English Heritage (2008) as deriving 'from the ways in which people draw sensory and intellectual stimulation from a place'.
- Rights of way are usually in semi-natural settings with grassy verges and banks on which grow trees, shrubs and hedges that provide a habitat for wild flowers, birds and animals.
 - They therefore offer sensory stimulation to the eyes, ears and nose.
- Many rights of way are valued for the fine views they afford, particularly on the chalk downs or near the coast.
- Some motor roads are also valued for their fine views e.g. the Arreton-Brading road, the Military Road and the Undercliff Drive.

5.4 Communal Value

- Communal value is defined by English Heritage (2008) as deriving from 'the meanings of a place for the people who relate to it, or for whom it figures in their collective experience or memory'.
- There are probably few local people left for whom the rights of way network has associations with the traditional rural way of life e.g. driving stock to and from the downs.
- However, the rights of way network has taken on a modern communal value and is regarded as an important and distinctive local resource by Islanders, forming part of their local identity.
 - A notable community event, 'Walk the Wight', takes place during the annual Isle of Wight Walking Festival and raises money for the Earl Mountbatten Hospice. It utilises Rights of Way running from Culver Cliff to the Needles.

5.5 Economic, Amenity and Educational Values

- The road network is vital for communications, for the economy and for enjoying the Island.
 - However, roads around the Island's main towns, and the main routes to these towns are often overcrowded with vehicles at rush hours and in the main holiday season and this detracts from their amenity value.
 - The two main areas of concern are Newport, which forms the hub of the road network, and the junction of the A3056 and A3055 at Lake (Local Transport Plan Progress Report 2008, Section G4).
 - In contrast, away from the major routes and peak periods, particularly within the AONB, people enjoy driving and cycling along the Island's roads because they are (relatively) unspoilt and less busy than those encountered in many parts of the mainland
- Rights of way are important recreational amenities for both Islanders and tourists.
 - Regular walkers have long known of the therapeutic value of walking but rights of way throughout the country are now being used for 'health walks' that promote a sense of well-being and help to keep people fit.
- The main users of the rights of way network are walkers but there are also runners, cyclists and horse riders using bridleways and some off-road vehicles using BOATs.
- Increasing numbers of tourists are visiting the Island for walking holidays, encouraged by events such as the Isle of Wight Walking Festival.
 - This is the largest walking festival in the UK and has taken place annually in May for the last ten years, with an extra autumn event in 2008.
- Rights of way provide a means of access to the historic landscape and thereby a means of appreciating it.
 - They are ideal for introducing children and adults to the historic landscape by means of guided walks and trails.
- The Isle of Wight Council publishes a guidebook to the Isle of Wight Coastal Path and Inland Trails.
<http://www.islandbreaks.co.uk/site/maps-guide-books-and-souvenirs/walking>
 - Eight local 'histree trails' launched in August 2008 encourage people to discover the historic trees in their local area
<http://www.histreetrail.com/>
 - There is a variety of trails published by parish and town councils, other local organisations and private individuals.
 - Island 2000 has created an urban trail through Cowes and East Cowes (the Boat Trail) and a cycle route starting from Sandown or Shanklin (the Sunshine Trail).
<http://www.island2000.org.uk/downloads.htm>
 - The website of the Isle of Wight Council includes a map of existing cycle routes and those under development.
http://www.iwight.com/living_here/environment/rights_of_way/images/RTI1.pdf

5.6 Biodiversity Value

- The wildlife value of roads and rights of way is very considerable, particularly in intensively farmed countryside where enclosed tracks act as refuges for wildlife.
 - Verges, banks and ditches, hedgerows and hedgerow trees all provide habitats offering burrows, nesting sites and food sources.
 - Protected species such as red squirrels and badgers can be found along many rights of way.
 - The verges of many roads and rights of way are floristically rich.
- Historic routeways are important as wildlife corridors. Not only do they contain fragments of an older landscape but they are crucial for some creatures such as squirrels, dormice, and some species of butterflies to move through the landscape.

6. Current Condition and Management of the Resource

6.1 Designations and Legal Protection

- Part of the failed medieval borough of Newtown is a Scheduled Monument, including the unmetalled sections of two former streets within the town grid, these being Gold Street and High Street (RoWs CB 13a and 14a)
- Historic hedgerows are protected under the Hedgerow Regulations 1997, including those hedgerows beside roads and rights of way.
- Some SSSIs include roads and rights of way, in which case their surface forms part of the designation. Consent from Natural England is required for engineering works or resurfacing within SSSIs.
- Where historic routeways (generally rights of way rather than roads) have substantive biodiversity value they may be included within SINCs but there are no SINCs on the Isle of Wight that are exclusively historic routeways.
- Many historic roads and rights of way fall within the AONB, which occupies more than half of the Isle of Wight.

6.2 Condition, Maintenance and Management of Motor Roads

- The Isle of Wight Council's Local Transport Plan 2006-2011 (LTP) is a five year strategy for transport on the Isle of Wight. Two annual progress reports have been produced since publication of the LTP, covering 2007 and 2008.
http://www.iwight.com/living_here/environment/Transport_strategies/apr/ltp2.asp
- The LTP and the LTP 2008 Progress Report both refer to the poor condition of many roads and the deterioration in highway infrastructure.
 - It is hoped to improve these issues through a Highway Maintenance Private Finance Initiative (PFI).
 - An Isle of Wight Council bid was approved by the Transport Minister in March 2008 subject to the final approval of an Outline Business Case to be submitted in January 2009 (LTP Progress Report H.6).
- The LTP (I.3) makes reference to the historic environment and to the Historic Environment Action Plan.
 - The LTP Progress Report 2008 (F.3.3) refers to the Historic Environment Action Plan as one of 'a number of key overarching documents' that are crucial to maintaining, protecting and enhancing 'the valuable characteristics of the Island'.
- The LTP (I.5.6) recognises that road verges can be important for wildlife.
 - In conjunction with the Council's Countryside Section, 25 stretches of verge of special biological interest are subject to tailored cutting regimes.
 - The plan states that additional areas can be added to this regime but acknowledges the need for survey work to monitor effectiveness and identify additional verges important for biodiversity.
- In managing roadside verges for nature conservation, it can be difficult to achieve the right balance. The botanical value of important verges depends on an appropriate cutting regime but public concern about the removal of flowers can lead to a complete cessation of cutting and the scrubbing over of verges.
- The 'One Million Blooms' initiative by the Isle of Wight Council in 2007 and 2008 provided striking floral displays on roundabouts beside main routes but is not due to continue in 2009.
 - In any future planting schemes there may be scope to reflect the historical ecology of the Island's more rural areas e.g. by use of coppiced hazel and willow, native spring flowers etc.

6.3 Condition, Maintenance and Management of Rights of Way

- Under the Countryside and Rights of Way (CROW) Act 2000 all highway authorities are required to publish a Rights of Way Improvement Plan (ROWIP) covering their area.

- Department for Transport (DfT) guidelines state that LTPs must include a ROWIP or refer to uncompleted ROWIP work in progress.
- LTPs are expected to set out how the authority's rights of way network can contribute to the aims of the LTP, in particular "setting transportation in the wider context".
- The Isle of Wight Council' Rights of Way Improvement Plan was prepared in 2006
http://www.iwight.com/living_here/environment/rights_of_way/The_Rights_of_Way_Improvement_Plan/
- The ROWIP (A.1) builds on the Rights of Way Strategy 2001-6 which itself followed on from the strategy plan used to achieve the national target in 1998.
 - This target was defined by the Countryside Commission and challenged local authorities to bring their rights of way networks up to the standard of being "legally defined, properly maintained and well publicised by the year 2000".
 - The IWC was the first and only local authority to do so.
- All highway authorities are required to survey a random selection of five per cent of the network annually (under government guidelines) and return the results to the Audit Commission.
 - The Isle of Wight Rights of Way Department conducts an annual survey of every public footpath, bridleway and byway on the Island, using experienced and trained volunteers and giving 100 per cent coverage.
- The Countryside and Rights of Way Act 2000 placed a duty on Highway Authorities to establish and administer an advisory Local Access Forum.
 - The Isle of Wight Local Access Forum meets four times a year and has the primary purpose of giving advice to The Isle of Wight Council and to Natural England on how to make the countryside more accessible and enjoyable for open air recreation.

6.4 Management of the Highways Network within the AONB

- The Draft Isle of Wight AONB Management Plan 2009-2014 (Section 14.9) contains various objectives and policies in relation to roads and rights of way, building on existing objectives and policies. These include:
 - working with the Highway Authority to conserve the character and local distinctiveness of the AONB through the design and maintenance of the highways network
 - working with the Highway Authority to promote the rights of way network
 - promotion and protection of the rights of way network as a means of accessing the AONB
 - developing mechanisms to record and monitor changes to the highway and rights of way network and any impact upon the AONB.

6.5 Conservation and Management Issues

6.5.1 Issues on Motor Roads

- Historic road banks and verges have become increasingly eroded over the last 20 years as a result of increased traffic, the use of larger lorries and agricultural vehicles on small Island roads, and the use of minor roads as 'rat runs' to avoid traffic elsewhere.
 - This erosion has seriously affected the character of many historic roads, removing the natural vegetation and thus leaving the earthen banks liable to collapse.
 - An example of this is Millers Lane in Carisbrooke where delivery and service vehicles have seriously damaged the banks of this narrow lane, causing an actual bank collapse near the junction with Clatterford Shute.
 - Loss of the vegetation cover often means that delicate ancient woodland plants or old meadow plants are replaced by ubiquitous vigorous weedy species.
- The Council needs a strategy to lessen erosion of historic banks on narrow roads.
 - There is also a need for more resources to deal with erosion. Currently, it only becomes a Highways issue when the road is blocked by bank collapse and use of the highway is impeded.
- Some historic roads have been widened and straightened to cope with large volumes of traffic, or for safety reasons, leading to loss of historic character.

- A recent example is Canteen Road between Princelett and Whiteley Bank where part of the route was widened and a footway installed.
- Features associated with historic routes (e.g. bridges) have not always been maintained in a manner sympathetic to their character.
 - Modern street furniture (e.g. lights and traffic signs) can also detract from historic character.
 - in some cases the need for sympathetic treatment of historic features may conflict with government highways and health and safety legislation.
 - One specific example of intrusive signs are those advertising the 40mph restriction within the settlement of Bowcombe.
 - However, there are examples of good practice, as when a number of local bodies including the AONB agreed to a sympathetic pavement scheme in Brighstone.
 - The Local Transport Plan (E.3.10) undertakes to 'ensure that street furniture ... fit[s] in with local design statements and enhances rather than adversely affects the streetscape, especially within Conservation Areas'.
 - Section E4 of the LTP refers to a 'Highway Design Guide' in the process of development and to the possible production of additional guidance to help protect and enhance the rural character of the countryside.
 - However, no reference is made to these design guides in the LTP Progress Report 2008.
- The character of rural roads can be affected by the speed as well as by the volume of traffic. 'Quiet Roads' are one way to tackle this issue, imposing voluntary speed limits of 20 mph on selected rural roads.
 - One 'Quiet Road' scheme has been in place for some time now on the Upper Adgestone Road near Brading, with 'entry' signs defining the 'Quiet Road' area.
 - The entry treatment has been copied elsewhere, for example at Wellow.
 - The Local Transport Plan does not refer to 'Quiet Roads' or suggest that any more such schemes are implemented although the Rights of Way Improvement Plan (Appendix H) includes a list of suggestions for Quiet Roads made by cycling groups.
 - The potential of the Island's smaller country lanes (e.g. for cycling and access to ROW network) and appropriate management of these lanes needs to be discussed in connection with the PFI (see 6.2 and 7.1).
- Roadside hedges are not always appropriately maintained by landowners, sometimes being trimmed back only on the side fronting the highway, thus allowing these hedges to become tall and spindly.

6.5.2 Issues affecting the Rights of Way system

- Encroachment and development are the main threats to the historic character of rights of way through a process of attrition.
 - Many of these encroachments lie outside the planning process and are therefore difficult to prevent. Where development is subject to the planning process, awareness of all those involved and good design guidance is required to protect historic character and features.
- Intensive farming during the 1960s and 1970s caused many traditional field-edge paths to be fenced in and many hedges to be removed, reducing character and amenity as well as increasing erosion and run-off.
- Problems have arisen with certain uses of Rights of Way.
- BOATS can be used by motor vehicles. Although most users are responsible, the use of BOATS by motor vehicles can cause erosion.
 - A small minority of users create problems by illegally driving or riding on open land to either side of the public highway. This has led to damage on ancient grassland and to scheduled archaeological monuments.
 - Vehicles have been abandoned and burnt out on some BOATS including the Tennyson Trail.
 - As a result of problems such as those described above, the Tennyson Trail is now subject to a Traffic Regulation Order. A permit scheme is limited to assisting people with restricted mobility to access the Trail in the summer months.

- Mountain-biking is legal on bridleways and BOATs but can cause erosion of tracks, of sensitive land and of archaeological monuments alongside unfenced rights of way, particularly on downland.
- Erosion of surfaces over time is a problem on many rights of way, particularly along hollow ways or where there has been increased use or water run-off.
 - Maintaining the surfaces of historic rights of way requires both adequate resources and an appropriate surface treatment in keeping with the character of the route and the demands placed on it.
 - In the 1990s the Rights of Way Officer wrote a paper on the conservation of hollow ways. Remedial works were then carried out to control erosion along certain hollow ways.
 - Re-surfacing of ROWs including hollow ways to prevent erosion and washing out is now a major part of the annual improvement programme.
- Trees and hedgerows are not normally part of the highway but are the responsibility of the landowner so scope for action under highway law itself is limited.
 - Specific legislation such as TPO's and the Hedgerow Protection Regulations gives protection to some trees and historic hedgerows.
 - Co-operative conservation schemes are needed to manage these important aspects of the historic highway in collaboration with landowners.
- Maintenance of rights of way within areas affected by ground instability and coastal erosion is a particular problem on the Isle of Wight.
 - Where possible, paths are reinstated, but in areas of serious underlying instability such as Niton Undercliff this may not be possible.
- Complete obstruction of a right of way is relatively rare and can usually be dealt with by the powers of the highway authority.
- Legislation is currently going through Parliament as part of the Marine Bill to implement the government's policy for coastal access. This legislation will be implemented by Natural England. It will aim to create a coastal path as close to the actual coastline as possible and may open up previously excluded sections to public access.

6.6 Open Access Land

- The Countryside and Rights of Way Act 2000 provided a new right of public access on foot to areas of open land comprising mountain, moor, heath, down, and registered common land.
- Open Access land on the Isle of Wight is now shown on the Ordnance Survey Explorer Map OL29.
 - Entrance points to access land have been marked on the ground but there may be a need to identify rights of way linking areas of access land and to create new paths linking these areas.

6.7 Permissive Paths

- Under the Countryside Stewardship Scheme, several landowners on the Island provided public access to their land on permissive paths and this access will continue during the lifetime of existing Countryside Stewardship Agreements.
- The Environmental Stewardship Scheme has now replaced Countryside Stewardship and this provides for permissive access within Higher Level Environmental Stewardship Agreements.

7. Future Management and Conservation

7.1 Forces for Change

- The Private Finance Initiative (PFI).
 - This will allow the Council to address the backlog of maintenance and repairs on the Island's roads.

- Careful liaison between the Highways Department, the Conservation and Design Section, The Archaeology and Historic Environment Service and the AONB Unit will be needed to ensure that planned work does not have an adverse effect on the historic environment.
- The PFI process will address highway maintenance and improvement within the context of the Council's Eco-Island policy.
- Future regeneration and development as set out in the Island Plan.
 - The expansion of Island towns, particularly Newport, may threaten the existence or character of some rights of way.
 - There may be a demand for additional roads to cope with congestion and to service new developments.
 - New roads will inevitably impact on the historic landscape and historic environment.
 - The necessity for any new road must be carefully evaluated.
 - Where new roads are built their impact will need to be minimised by careful choice of routes with full reference to the HLC and HEAP.
- The Increasing population of the Island and an increasing number of visitors.
 - These factors are likely to put a strain on the road network and on parts of the Right of Way network and to cause erosion of historic character.
- The future volume of motor traffic on Island roads, particularly rural roads.
 - The volume of motor traffic will govern to some extent whether or not historic character can be maintained on the Island's road network.
 - Decreased car traffic would reduce erosion to historic roadside bank and lessen the need for widening and straightening of these roads
 - The Local Transport Plan includes a target (T17) to restrict traffic growth to 2.3% per annum, which has been met in the last three years to March 2008.
 - There is no proposal in the LTP to work towards freezing traffic volumes at current levels or decreasing them but the Plan aims to improve travel choice by making travel by public transport on foot and cycle, easier, safer and more convenient (Executive Summary).
 - The LTP Executive Summary points out that the Island boasts an extensive rights of way network.
 - The Rights of Way Improvement Plan recognises the importance of using this network for transport purposes - not just for recreation and leisure.
- Future improvements to cycle network.
 - The LTP Progress Report 2008 (G.7.6) outlines areas where improvements could be made.
 - These include routes from Newport to Ryde, Newport to Yarmouth, Shanklin to Wroxall, Brading to St Helens and Merstone to St Lawrence, all of which involve the use of sections of disused railway lines.
(The Newport-Yarmouth route would form the western part of the east-west National Cycle Network Route 22 linking to the existing Yarmouth-Freshwater route. The existing Cowes-Newport-Sandown route forms National Cycle Network Route 23.)
 - There is also a proposal to create a 'greenway' between Newport and East Cowes by upgrading existing footpaths on the eastern bank of the River Medina, thereby creating a dual use footpath/cycleway that would offer a sustainable transport and recreational route.
- Future improvements to Right of Way network.
 - The LTP Progress Report 2008 (G.8) points out that the rights of way network can contribute significantly to LTP targets for reducing congestion, sustainable transport, accessibility and best use of transport networks.
 - The Rights of Way LTP Programme consists of three main projects:
 - *The Strategic Network – WightGreenLine*. This involves the identification, improvement and promotion of a network of principal non-vehicular routes linking main destinations.

- *Village Networks – WightVillage*. This involves the improvement of local paths for functional purposes such as routes to school, local facilities and the immediate countryside.
 - *Coastal Access- WightCoastLine*. This will focus on routes which provide access to the coast and will work with the government's Coastal Access initiative.
- Coastal erosion and ground instability.
 - The Council is now preparing a funding bid to upgrade the inland motor route between Ventnor and Niton, following the decision not to undertake a major road scheme to enable the retention of Undercliff Drive (A3055) as a major through route (LTP Progress Report 2008 D.4).
 - The abandonment of Undercliff Drive as a major through route is likely to enhance enjoyment of this route by walkers and cyclists.
 - The western end of the Military Road between Freshwater and Brook is likely to fail within the next 50-100 years.
 - Coastal Access
 - The Marine and Coastal Access Bill currently before Parliament contains provisions for rights of coastal access and the creation of a coastal path along the whole of England's coastline.
 - Climate Change.
 - One potential effect will be increased erosion from extreme weather systems on our coasts.

7.2 Existing HEAP Objectives and Proposed Actions

- The Isle of Wight *HEAP Vision, Objectives and Actions* document includes a number of proposed actions specifically related to routeways. These include:
 - A23 Completion of HEAP for Roads, Lanes, Tracks and Rail Lines.
 - A24 Complete field survey of historic rights of way.
 - A56 Promote green transport initiatives for tourist and leisure visits to historic environment sites.
 - A57 Facilitate pedestrian access to all HEAP Areas and HEAP Types.
 - L14 Encourage preparation of a booklet on historic lanes and tracks.
- Action A23 has now been completed by means of this *Historic* Routeways HEAP document.
- Actions A24 and L14 are discussed below in sections 7.2.2 and 7.2.5.
- Actions A56 and A57 can best be promoted by the HEAP Steering Group in collaboration with the Principal Sustainability Officer, Green Tourism Officer, Rights of Way Section, AONB Partnership and Local Access Forum.

7.3 Additional Conservation and Management Recommendations for Historic Routeways

7.3.1 Enhancing the Historic Environment Record (HER)

- Incorporate within the HER the 'Historic Rights of Way' GIS layer prepared by the Rights of Way Section from the 1793 OS Survey.
- Check the 1793 OS Survey for roads and tracks that are not shown on the Definitive Map and create a separate GIS layer for these routes.
- Prepare an HER entry for each historic right of way that is not currently recorded, drawing on the GIS data relating to 1793 routes, the 1994 Rights of Way Section survey of hollow ways and the IWNHAS Survey .
 - Historic roads and rights of way mentioned in this HEAP report should be added to the HER, where not already listed.

- Ensure that each entry, including those of existing records, lists the Definitive Map Number, the historic name of the route (if any) and the physical characteristics of the route e.g. if it is a hollow way.
 - Entries should be expanded as more information becomes available, for instance as a result of voluntary surveys.
- All historic names associated with motor roads on the Island should be recorded in the HER, the names being taken from the OS 1:10,000 maps and historic OS 1:10,650 maps.
- The HER record of bridges, milestones and other historic street furniture should be checked to ensure that it is as complete as possible.

7.3.2 Survey and Mapping

- Prepare digital characterisation maps to accompany this document before placing it on the IWC website.
 - These maps should show roads and rights of way in relation to HEAP Areas and the AONB, including those roads and rights of way present in 1793.
- Encourage *IWNHAS* to carry out a full GIS based characterisation of historic rights of way, building on the pilot survey carried out for the HEAP Project but using a revised record sheet compiled by the HEAP Project Officer and the Eco Island Consultant.
 - This survey should cover all rights of way on the Definitive Map that are also shown on the OS 1793 6" survey.
 - All HEAP Areas should be covered so that key characteristics of each Area can be understood i.e. physical form of route, types of trees and shrubs present on boundaries, typical ground flora.
 - Relevant data from the 2006-2007 *IWNHAS* survey and any future survey (such as unrecorded hollow ways) should be added to the HER.
- Encourage the Council's Engineering Services Department to seek funding for a survey of motor roads to gauge scale of erosion to banks and explore possible solutions.
 - It might be possible to carry out a pilot project within the AONB, part funded through the Sustainable Development Fund.
- Support voluntary initiatives to identify historic routes left off the Definitive Map.

7.3.3 Management

- Use this *Historic Routeways* HEAP to inform the next Local Transport Plan
- Seek to ensure that highway management is sympathetic to historic character by the following means:
 - Production of guidance pack by IWCAHES and Conservation and Design Section setting out guidelines for conserving the historic character of roads and rights of way.
 - Guidance could draw on work already produced by mainland counties e.g. Dorset AONB Rural Roads Protocol, Surrey Hills AONB leaflet 'Traffic Management for Rural Lanes'
 - The guidance pack could include illustrated examples of best practice e.g. speed restriction signs at the entrances to villages mounted on white-painted wooden post and rail as in rural parts of north Oxfordshire.
 - Encourage Highways Section to consult IWCAHES and AONB when considering projects to widen minor roads.
- Request that the AONB Representative on HEAP Steering Committee should update the Committee regularly on its monitoring of BOATs.
- Seek to replace rights of way lost to coastal erosion in order to allow maximum access to the Isle of Wight's historic landscape.
- The Isle of Wight Council should be encouraged to develop a specific strategy for minor lanes, geared to slow vehicle traffic and shared use with pedestrians, cyclists, horse riders, and aligned to design guidance for rural roads.
 - One way to achieve these objectives would be through an extension of the 'Quiet Roads' Scheme (see 6.4.1). Investigation into the possible extension of this scheme formed one of the actions within the Isle of Wight AONB Management Plan 2004-2009.

- Possible routes for 'Quiet Roads' might include Rowlands Lane (south of Havenstreet), Millers Lane, Froglands Lane and Clatterford Shute (Carisbrooke), Chilton Lane and Hoxall Lane (Brighstone Parish), routes around Yafford such as Muggleton Lane and Thorncross Lane, and Atherfield Road.
- Ensure that all planting schemes beside roads complement and enhance historic character.
- Seek to ensure that there are adequate resources for the maintenance and enhancement of the rights of way network.

7.3.4 Conservation

- Use the HER, the HLC and this HEAP document to ensure that historic roads and rights of way are not damaged or altered by development proposals, including new housing, industrial sites, highway improvements and rights of way improvements.
- Encourage the Council's Engineering Services Department to set out a strategy in the next Local Transport Plan for lessening erosion to roadside banks and for dealing with existing erosion.

7.3.5 Understanding and Enjoyment

- Investigate resources for the production of a popular publication on historic rights of way in collaboration with the IWC Rights of Way Manager, using information from HEAP and from IWNHAS Survey.
 - Financial aid for this project could be sought from the AONB Sustainable Development Fund
- The Rights of Way webpages on the Isle of Wight Council website should include a webpage on cycling routes in general, as well as the present webpage on the Round the Island Route.
- The Rights of Way webpages should include a link to this HEAP document.