

Isle of Wight Rights of Way Improvement Plan

Assessment Report



Prepared for:

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1 Executive Summary

- 1.1 During summer 2016 A-To-There Ltd engaged with members of the public and with stakeholder organisations with the purpose of reassessing the rights of way network on the Isle of Wight and reviewing the Rights of Way Improvement Plan for the Island. An on-line survey generated 242 responses from individual members of the public, 16 stakeholder organisations responded to a more in-depth survey and/or submitted comments, and key user groups provided updates on some of the details in the Plan.
- 1.2 The responses show that local rights of way meet the needs of the public, and that the provision of rights of way has, if anything, improved over the last 10 years. The promoted long-distance trails are well-used.
- 1.3 There are high levels of satisfaction with the overall provision of rights of way, and access to all types of land is considered to be good or reasonable. However, whilst provision is good for walkers, it is less good for “higher rights” users i.e. cyclists, equestrians and motorised users. The suitability of rights of way for people with disabilities and other specific needs is generally considered to be inadequate.
- 1.4 All of the main aims of the Rights of Way Improvement Plan are still relevant today; they are given a high or medium priority by the public and to stakeholders. Maintaining a high quality rights of way network is of highest importance, followed by the development of a programme of achievable improvements and of a network that benefits as wide a range of users as possible.
- 1.5 When funding opportunities arise, stakeholders would like to see them used to create a strategic non-vehicular network, and to provide utility routes. People with disabilities or other mobility needs are seen as having the highest priority for any new access.
- 1.6 The results suggest that it would be beneficial to update the Rights of Way Improvement Plan at a strategic level. Such an update, in reflecting the priorities of the public and stakeholders as found through this engagement work, should make possible the focusing of available resources where they will have most benefit.

2 Introduction / Background

- 2.1 The Countryside and Rights of Way Act 2000 (CROW) places a duty on Highway Authorities to publish and review a Rights of Way Improvement Plan (RoWIP)¹. CROW also requires the Highway Authority, within ten years of the publication of any RoWIP, to reassess the provision of local rights of way and review the Plan.
- 2.2 Statutory Guidance to Local Highway Authorities on RoWIPs was provided by Defra in 2002, and this remains in force. In June 2014 Defra reviewed the requirement for new guidance and the Under-Secretary of State decided that no update was necessary². He did, however, request that access to woodland as well as other land types was considered during any RoWIP review, and that consideration should be given as to how to improve the network for cyclists, equestrians and disabled users.
- 2.3 In 2006 the Isle of Wight Council fulfilled the CROW duty by publishing its first Rights of Way Improvement Plan. In spring of 2016 the Isle of Wight Council contracted A-To-There Solutions Ltd to undertake a reassessment and review of the RoWIP, in accordance with the legislation, and to make a recommendation as to whether the Plan should be amended.

3 Methodology

- 3.1 Between June and September 2016 members of the public and relevant stakeholders were engaged with through surveys and by direct engagement.
- 3.2 A public survey was published on the consultations pages on the Isle of Wight Council's website, and was open between 20 June and 16 September. The survey was promoted via a press-release, social media, via user groups and at local Visitor Information Centres. In order to encourage responses from a wide cross-section of the public, the survey was designed to be simple and quick to complete. There were a total of seven questions each of which could be answered using tick boxes. Respondents also had the option of adding comments if they chose to do so. Five of the questions sought information about how and where people use rights of way and what their priorities were; the other two questions provided data about respondents' residence (on or off the Island) and what, if any, disability they had.
- 3.3 The survey attracted a total of 242 responses. This was a relatively high response rate for this type of consultation; most other highway authorities that have undertaken similar RoWIP review consultation surveys have received responses from a smaller percentage of their resident population. The survey questions and response data are attached in **Appendix 1**. All additional comments, including details of related plans or strategies published by stakeholder organisations, are attached in **Appendix 4**.

¹ Sections 60 and 61 of Countryside and Rights of Way Act 2000

² Letter from Dan Rogerson MP, Parliamentary Under Secretary of State, to Local Highway Authority Chief Executives, 30 June 2014



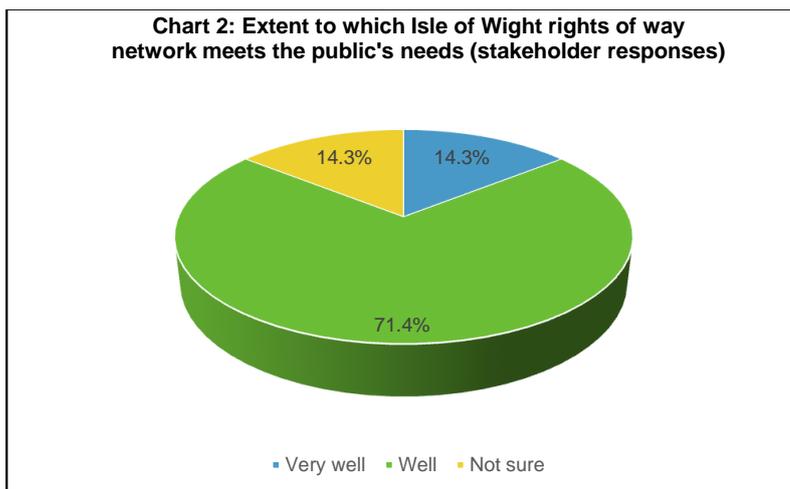
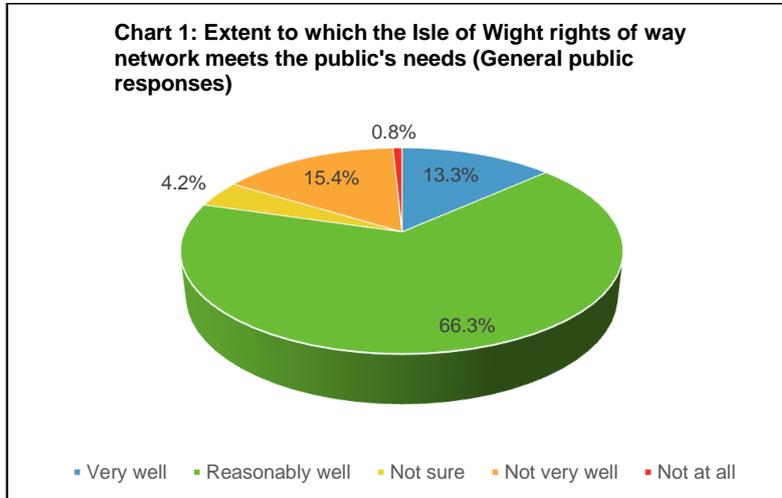
- 3.4 A more detailed survey was circulated to relevant stakeholders, which included all the Isle of Wight Parish Councils, user groups such as the Isle of Wight Ramblers and Bridleways Group, and bodies such as the Environment Agency and Island Roads. A full list of stakeholder consultees is attached at **Appendix 3**. On-line responses to the stakeholder consultation were encouraged, and written responses were also accepted. The on-line survey was open between 20 June and 16 September. The stakeholder consultation comprised a total of 10 questions designed to elicit informed views on the provision of rights of way and how this had changed since the first RoWIP was published, plus a further 3 questions about the organisation completing the survey.
- 3.5 Despite the survey being designed to be simple to complete with no requirement for respondents to provide written comments unless they chose to, and all respondents being contacted directly at least twice, only 16 stakeholder organisations provided responses. 14 of these completed on-line surveys, these included 6 representatives of users, 2 Parish Councils, 5 government bodies and the Local Access Forum (LAF). A further 2 Parish Councils chose to submit free text comments. The survey questions and response data are attached in **Appendix 2**. Additional comments and written responses are attached in **Appendix 5**.
- 3.6 The first RoWIP includes a number of Appendices holding detailed suggestions for new links, upgrades and other comments and suggestions from key stakeholder groups - namely the LAF, the British Horse Society, the Ramblers, cycling groups and the Council's traffic section. During the review process, equivalent key stakeholder organisations were engaged with on a one-to-one basis, with opinions being sought on any changes to the content of the appendices since 2006, and to seek some prioritisation of the suggestions in line with stakeholder needs and desires. **Appendix 6** contains the full updates.

4 Findings

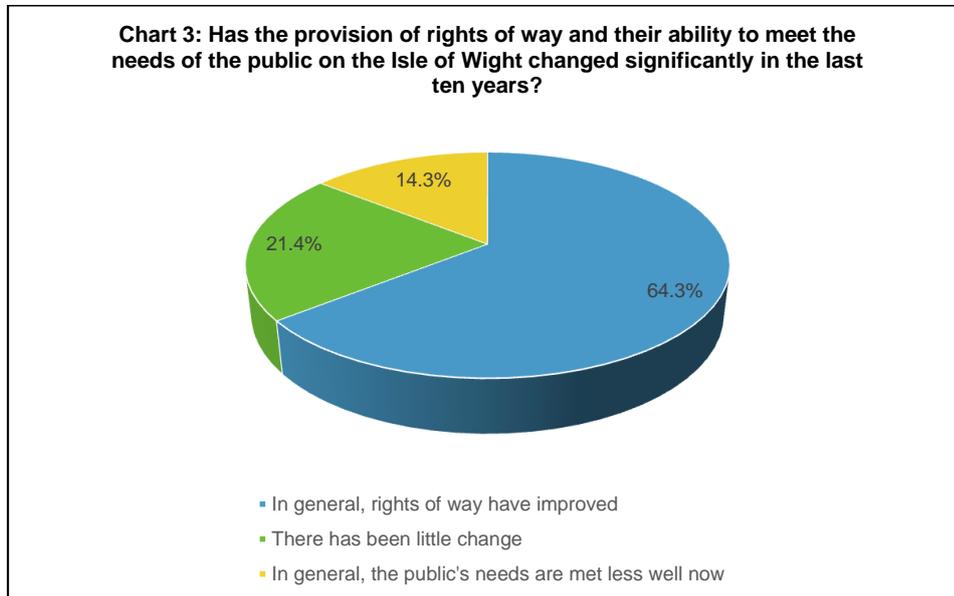
- 4.0.1 The results of the engagement work with members of the public and stakeholders have been combined to provide the following overarching analysis of the findings.

4.1 Meeting public needs

- 4.1.1 As part of any RoWIP review, CROW requires an assessment to be made of how well local rights of way meet the needs of the public. A question on this issue was asked in both the public and stakeholder survey, with an overwhelming majority of both (80% of the public and 85% of stakeholders) saying that needs are being met very well or reasonably well.

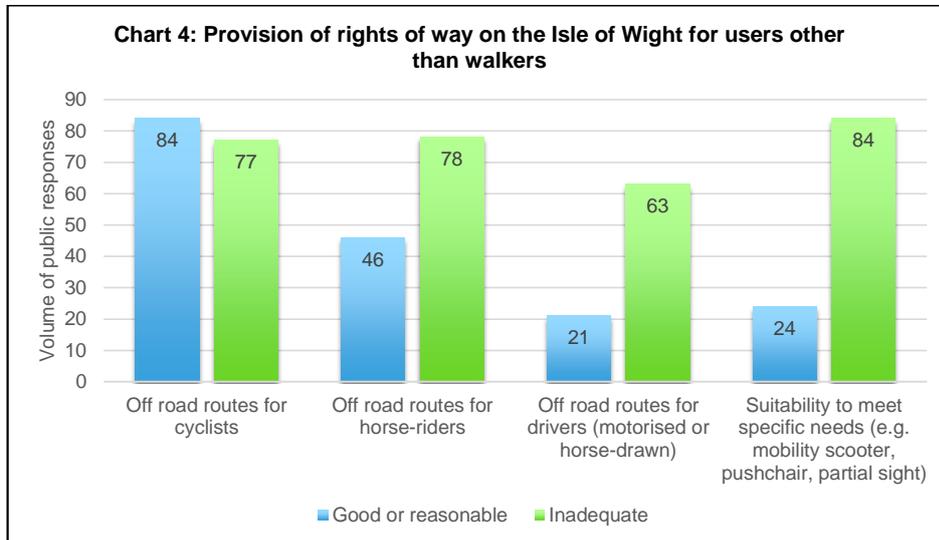


4.1.2 Stakeholders were further asked whether they thought that the provision of rights of way and their ability to meet the needs of the public had changed significantly since the publication of the first RoWIP ten years ago. Two thirds of respondents thought that rights of way had generally improved. Of those who didn't think provision had improved, twice as many thought there had been little change than thought that the public's needs are met less well now.



4.2 Provision for user types

- 4.2.1 CROW also requires an assessment of the opportunities provided by rights of way for open-air exercise and enjoyment by all user types, and in particular non-motorised users, and of the accessibility of rights of way for people with disabilities. Although overall satisfaction with the provision of rights of way is high, there is a considerable variation between the provision for different types of users.
- 4.2.2 The public survey shows that provision of rights of way on the Isle of Wight for users other than walkers is generally thought to be inadequate. Provision for people with specific needs (including disabilities) is considered to be the least adequate with nearly four times as many members of the public saying that provision was inadequate than saying it was adequate. More stakeholders thought that people with specific needs needed better provision than any other user type. There were few suggestions as to how better provision for people with specific needs could be made, but the use of gates rather than stiles and providing a good surface on some promoted routes were both mentioned.
- 4.2.3 The public survey shows that, after walkers, cyclists are thought to have best provision, followed by horse-riders and then drivers (motorised or horse-drawn). These views are reflected in results of the stakeholder survey.



4.2.4 These findings are not surprising, given the proportion of rights of way available to each user group (Footpaths 62%; Bridleways 32%; Byways 6%³). However, as well as the amount of access available, some of the comments suggested that the lack of connectivity of bridleways in particular was an issue for the public. Some horse-riders feel that the roads are getting busier, that drivers are less considerate, and that new road surfaces are slippery - therefore they would like to be able to access the countryside without having to use roads. There were corresponding requests for better connectivity for cyclists, particularly through-routes between towns.

4.2.5 Several people suggested that cyclists should be able to use footpaths, with a few suggesting that footpaths should be available for horse-riders too. However, some respondents took the opposite view saying that cyclists and horse-riders should be kept apart from walkers. Although 3 times more people thought that the provision of off-road routes for drivers was inadequate than thought it adequate, only one comment was made in favour of better provision for motorised users. In contrast, there were several comments suggesting that all rights of way should be free of motorised traffic.

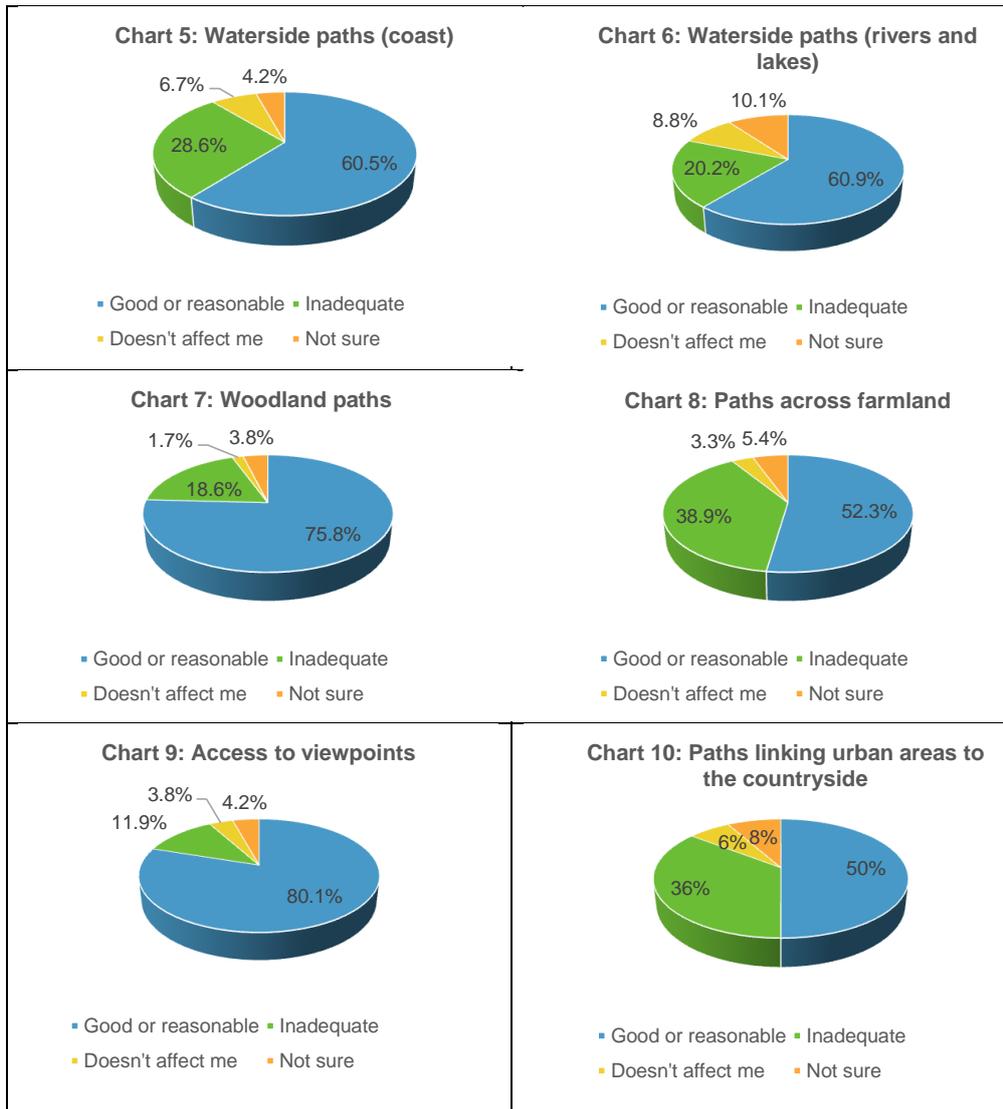
4.2.6 Some people complimented the condition of rights of way, while others criticised them with a lack of vegetation clearance and signage being the most frequently cited problems.

4.3 Access to different types of land

4.3.1 The surveys looked at the access provided to different types of land. Overall, it was considered that there is adequate access to all land types. However, the public and stakeholder surveys gave contrasting views on the relative provision to different

³ Isle of Wight Rights of Way Improvement Plan (2006), page 4

land types. Responses to the public survey indicate that access to viewpoints is best provided for, followed by (in order) access to woodland, rivers and lakes, coast, urban to countryside links and lastly access across farmland. In contrast, the responses to the stakeholder survey suggested that urban access was best provided for, and coastal access least well provided for. In respect of urban access, it should be noted that the public survey asked about links between urban and countryside areas, and the stakeholder survey asked about access in urban areas.



4.3.2 Some members of the public commented on difficulties they encountered when using paths across farmland, such as a lack of reinstatement after ploughing and poor waymarking. Two of the stakeholders were critical of the lack of paths across some of the large private estates.

4.4 Prioritisation of aims

4.4.1 The Isle of Wight's first RoWIP identifies seven main aims⁴. In order to find out whether these aims are still appropriate, respondents to both the public and the stakeholder surveys were asked what priority they thought each aim should have. Respondents were also invited to suggest anything else they thought should be a priority.

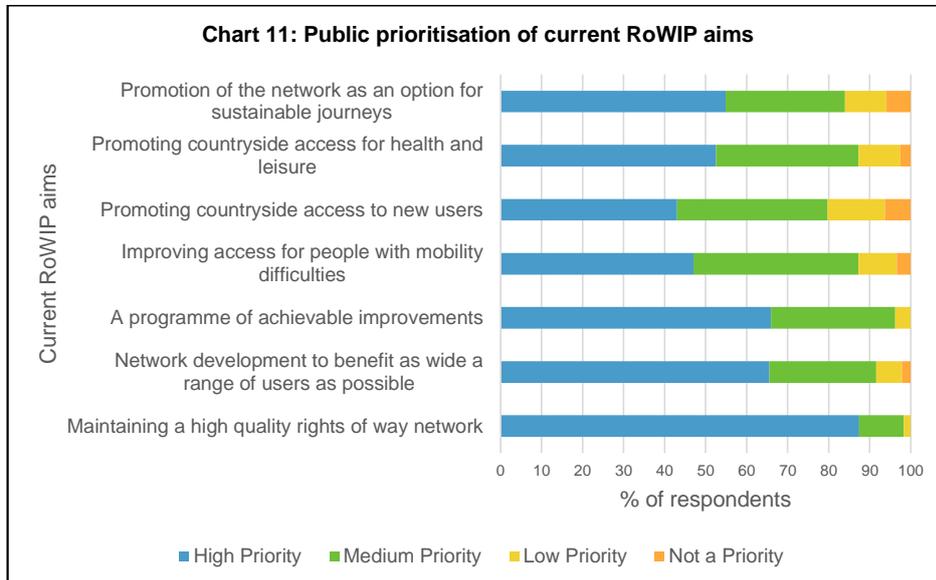
4.4.2 The responses indicate that all the aims in the first RoWIP are still considered to be relevant by both the public and stakeholders, with overall ratings being high or medium priority for each aim. "Maintaining a high quality rights of way network" was given the highest priority by the public (87% rating as high priority) and stakeholders (79% rating as high priority) alike.

4.4.3 "A programme of achievable improvements" and "Network development to benefit as wide a range of users as possible" were given the next highest priority with around two-thirds of both the public and stakeholders rating them as having a high priority.

4.4.4 "Improving access for people with mobility difficulties" was given a high or medium priority by all the stakeholders and 87% of the public. "Promotion of the network as an option for sustainable journeys" and "Promoting countryside access for health and leisure" were considered by around 85% of both the public and stakeholders as being either high or medium priority.

4.4.5 "Promoting countryside access to new users" was given the lowest priority in both surveys, although it was still given a high or medium priority by 80% of the public and 65% of stakeholders.

⁴ Isle of Wight Rights of Way Improvement Plan (2006), Page 10



4.4.6 Most of the submitted comments related to particular aspects of the stated aims, or suggestions for improving specific paths. A significant number of comments related to the shared use of paths, mostly advocating the opening up of the footpath network to all (non-motorised) users. A small number of alternative aims were put forward individually, including:

- Encouraging consideration by all users of other users
- Promotion of the network to support sustainable tourism
- Creating links between existing off road routes to avoid the use of roads
- Improvements to connectivity for all users
- Engage with users through improved [electronic] communications

4.5 Other suggestions from first RoWIP

4.5.1 In addition to the 7 main aims, the first RoWIP also includes a number of suggestions for specific improvements. These improvements, where not already covered by the aims, fall into one or more strategic categories. The stakeholders were asked to rank these seven categories in order of importance to them.

4.5.2 As just 14 stakeholders responded, the results of this ranking cannot be considered to be truly representative. The responses showed no clear prioritisation of the additional suggestions. The rankings (which can be seen in full in **Appendix 2**) show that opinion on better road junctions is the most polarised, whilst provision of information about both easy-access routes and recreational routes has the widest spread of support. Overall, it seems that better signage has the most support, and prioritisation of some types of routes is perhaps least well-supported (although no-



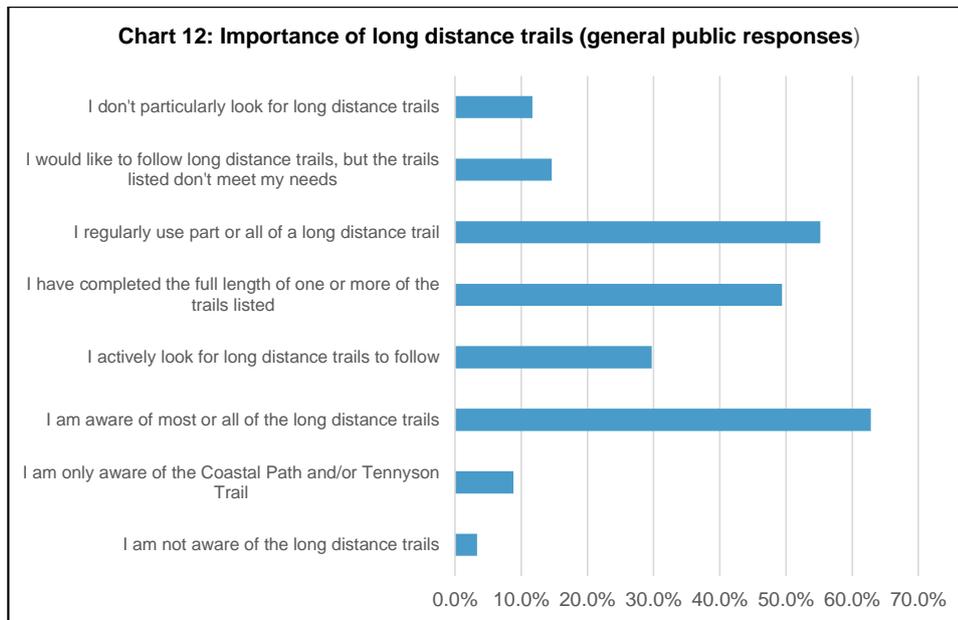
one ranked it as least important). However, every category was ranked in the top three by some of the respondents, and so all can be considered to be still relevant.

4.6 Priorities for funding opportunities

- 4.6.1 Many of those consulted during the preparation of the first RoWIP suggested the creation of new routes, citing a variety of reasons. In the current economic climate the creation of new rights of way is most likely to be achieved in association with planning and development opportunities or one-off grant schemes. Stakeholders were asked which needs they thought were most important to address when such opportunities arise. Again, with just 14 stakeholder respondents, the results should be considered as indicative.
- 4.6.2 There was fairly strong stakeholder support for one-off funding opportunities to be used to support the creation of a strategic non-vehicular network, and to provide utility routes connecting to schools, shops, workplaces, etc. Creating safer crossings (road, rail, river) and re-routing paths that are difficult to use, such as those crossing boggy areas, were generally considered to be less important to address in this way.
- 4.6.3 Stakeholders were also asked which types of users they thought new access should be targeted at. People with disabilities or other mobility needs were seen as having the highest priority for new access. This accords with the general view that this type of user is currently least well-served by the rights of way network (see 4.3.2).
- 4.6.4 Of the four rights of way classifications (footpath, bridleway, restricted byway, Byway Open to All Traffic) the creation of new BOATs was clearly considered to be the lowest priority. The other three types of paths had fairly even support, with footpaths being considered a slightly higher priority than bridleways, which had a slightly higher priority than restricted byways.
- 4.6.5 The full priority rankings for opportunistic funding can be seen in **Appendix 2**.

4.7 Long-distance trails

- 4.7.1 In commissioning the RoWIP review, the Isle of Wight Council also had a particular interest in understanding how members of the public value the Island's promoted long-distance trails. Members of the public were asked how important long-distance trails are to them. The responses indicate that the majority of people (55%) use long-distance trails, with almost half of the respondents saying that they had completed at least one. However, 15% of respondents would like to follow long-distance trails but at the moment the trails don't meet their needs.

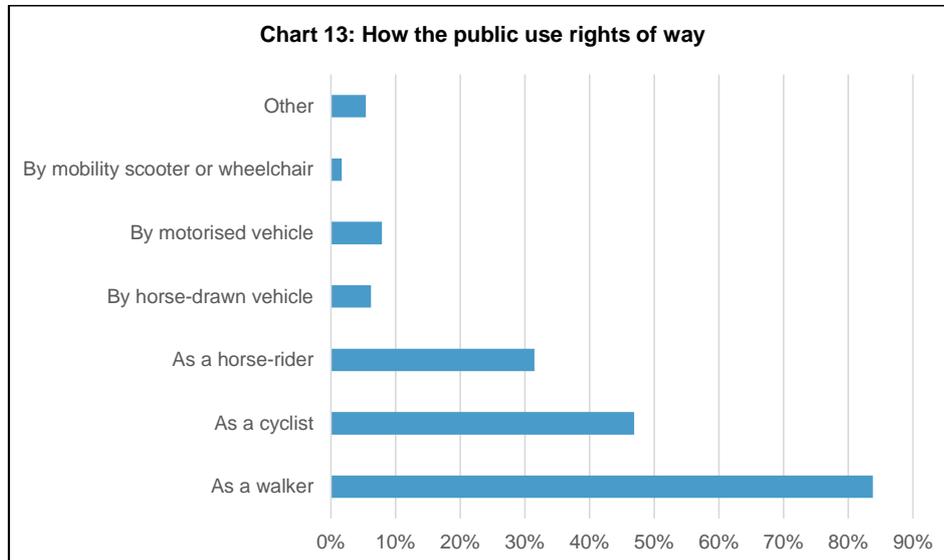


4.7.2 Stakeholders were asked for their views on how the long-distance trails could be managed more effectively. Nine responses were received; these are listed in **Appendix 5**.

4.8 Demographics

4.8.1 In order to understand the cross-section of people who had contributed their views during the assessment, a small number of demographic questions were asked. Members of the public were asked how they used rights of way, whether they lived on the Isle of Wight, and whether they considered themselves to have a disability.

4.8.2 The majority (84%) of respondents use rights of way on foot. Almost half (47%) cycle on the paths, and just under a third (32%) ride horses. A relatively small proportion of respondents take either motorised (8%) or horse-drawn (6%) vehicles on rights of way, and just 2% said they use a mobility scooter or wheelchair. Most of the reported uses in the 'other' category were running, with some people saying that they took a pushchair with them.



4.8.3 The large majority (94%) of respondents to the public survey said that they live on the Island, with visitors contributing 4% of responses and the remainder being people who visit regularly such as holiday home owners and relatives of residents.

4.8.4 Approximately 10% of respondents consider themselves to have a limiting long-term illness or condition. It seems likely that people with a disability are slightly less well-represented in the survey than people with no disability, as the proportion of the British population with such an illness or condition is closer to 17%⁵. The most commonly reported impairment is mobility related, both nationally and by respondents to the survey.

4.8.5 Stakeholder responses, including written responses, were received from 6 representatives of users (3 walking; 2 equestrian; 1 motorised), 5 representatives of government bodies, 4 Parish Councils, and the LAF.

5 Conclusions and Recommendations

5.1 The main decision for the Isle of Wight Council, having undertaken the required reassessment of specified matters and review of the first RoWIP, is whether to amend the Plan. In order to inform this decision, some conclusions can be drawn from the findings of the reassessment and review, as follows:

- local rights of way on the Island meet the needs of the public to a reasonably good extent and provision has, if anything, improved since the publication of the first RoWIP

⁵ www.gov.uk/government/publications/disability-facts-and-figures/disability-facts-and-figures#fnref:1

- rights of way currently give adequate access to all land types, including woodland, for the purposes of exercise and other forms of recreation and the enjoyment of the area
- although the network provides good access for walkers, access is less adequate for higher rights users, and particularly so for people with disabilities
- when opportunities arise to create new or better routes, the accessibility of the routes to as wide a range of users as possible should be a key consideration, and prioritisation should be given to routes that form a strategic non-vehicular network and/or will be used as utility routes
- all the aims and categories of improvements identified in the first RoWIP are still relevant, and no widespread demand for alternative aims or improvements was identified
- the aim of maintaining the quality of the network is considered to be of the highest priority, closely followed by making achievable improvements that benefit a wide range of users

5.2 The information provided by the review suggests that there are some elements of the first RoWIP that remain true today, and other elements that would benefit from being updated or refined in some way, for example by being prioritised. Many of the principles that the first RoWIP is based on have not changed since its publication, however the information gained through the assessment process can be used to refine the application of those principles in order to best meet the needs of the public. Furthermore, since the publication of the first RoWIP there has been a considerable change in the way local government operates nationally and in the resources available. The publication of an amended plan would provide an opportunity to realign the authority's strategies and priorities to fit more closely with the current political climate, and to consequently set more realistic expectations from the public and stakeholder groups. The following options may be considered:

5.2.1 **Option 1:** Decide to not amend the Plan, and publish a report of this decision and the reasons for it. The main advantage of this option is that it would be low cost. The disadvantages are that it would not provide an opportunity to focus and prioritise resources, and the decision may draw criticism from the public and from stakeholder groups in particular.

5.2.2 **Option 2:** Amend and re-publish the current Plan by re-writing selected sections whilst retaining the existing format. This would be a medium-cost option. Using the existing format has the advantage that a re-design would not be necessary and comparison between the first and second versions of the RoWIP would be simple to make. However, adherence to the existing format would lack flexibility, and retrospective additions such as prioritisation may be clumsy, and it may prove difficult to extract updated information, if needed.

5.2.3 **Option 3:** Amend the current Plan by publishing a stand-alone update document. This would be a medium-cost option. The advantages include that since the amended Plan would be a document in its own right, the content should flow logically, the Authority would be able to control the emphasis of the new



information, and there would be clarity about what was in the 'new' plan versus the 'old' plan. A disadvantage would be that a straightforward comparison between the first and second versions would be less simple than with Option 2.

- 5.2.4 **Option 4:** Publish a completely new Plan, and effectively archive the first Plan. This would be the highest cost option. The main advantage is that the Plan would be designed and structured entirely around the new content, with the Authority having complete control over the published information. A potential disadvantage is that this could draw some criticism over the perceived 'scrapping' of the first Plan.
- 5.3 On balance, it is recommended that the first RoWIP should be amended. Since much of the detail in the first RoWIP remains relevant today, it is recommended that the first RoWIP is retained as currently published, and that a stand-alone update document is published (i.e. Option 3). It is recommended that the content of the update document should provide a basis for the Isle of Wight Council to take a financially sustainable approach to its Rights of Way management work, and to give precedence to those areas of work that have been given the highest priority by the public and stakeholders. Resources, including externally funded resources, can then be ~~focussed~~[focused](#) so that investment in the rights of way network is targeted where it will have most benefit.

Appendix 1

Public Survey: questions and response data

Q1: The current RoWIP identifies seven main aims for the improvement of the rights of way network; we would like to know if these are still important to you. Please tell us what priority each aim should have?

	High Priority	Medium Priority	Low Priority	Not a Priority	Total
Maintaining a high quality rights of way network	89.55% 180	9.45% 19	1.00% 2	0.00% 0	201
A programme of achievable improvements	68.16% 137	27.86% 56	3.98% 8	0.00% 0	201
Network development to benefit as wide a range of users as possible	62.81% 125	27.14% 54	7.54% 15	2.51% 5	199
Promotion of the network as an option for sustainable journeys	53.77% 107	28.64% 57	11.56% 23	6.03% 12	199
Promoting countryside access for health and leisure	52.26% 104	34.17% 68	10.55% 21	3.02% 6	199
Improving access for people with mobility difficulties	47.47% 94	40.40% 80	8.59% 17	3.54% 7	198
Promoting countryside access to new users	42.21% 84	36.68% 73	14.07% 28	7.04% 14	199

Q2: How do you rate the following provision of rights of way on the Isle of Wight?

	Good or reasonable	Inadequate	Doesn't affect me	Not sure	Total	Weighted Average
Access to viewpoints	84.34% 167	10.10% 20	2.02% 4	3.54% 7	198	1.25
Woodland paths	78.28% 155	18.18% 36	0.51% 1	3.03% 6	198	1.28
Waterside paths (rivers and lakes)	66.83% 133	17.09% 34	7.04% 14	9.05% 18	199	1.58
Waterside paths (coast)	63.50% 127	29.00% 58	4.50% 9	3.00% 6	200	1.47
Paths across farmland	56.00% 112	38.00% 76	1.50% 3	4.50% 9	200	1.54
Paths linking urban areas to the countryside	54.87% 107	31.79% 62	6.15% 12	7.18% 14	195	1.66
Off road routes for cyclists	39.00% 78	26.50% 53	27.50% 55	7.00% 14	200	2.02
Off road routes for horse-riders	20.20% 40	32.83% 65	41.41% 82	5.56% 11	198	2.32
Suitability to meet specific needs (e.g. mobility scooter, pushchair, partial sight)	12.12% 24	33.84% 67	42.42% 84	11.62% 23	198	2.54
Off road routes for drivers (motorised or horse-drawn)	9.05% 18	25.13% 50	54.77% 109	11.06% 22	199	2.68

Q3: There are a number of long distance trails on the Isle of Wight, some of which are partly on roads and partly on public paths. The long distance trails are: Stenbury Trail, Hamstead Trail, Worsley Trail, Tennyson Trail, Bembridge Trail, Nunwell Trail, Shepherds Trail, Freshwater Way, Yar Trail, Coastal Path, Downland Way. How important are these trails to you? (Please select all options that apply to you)

Answer Choices	Responses
I am aware of most or all of the long distance trails	66.00% 132
I regularly use part or all of a long distance trail	59.50% 119
I have completed the full length of one or more of the trails listed	51.00% 102
I actively look for long distance trails to follow	28.00% 56
I would like to follow long distance trails, but the trails listed don't meet my needs	13.50% 27
I don't particularly look for long distance trails	11.50% 23
I am only aware of the Coastal Path and/or Tennyson Trail	7.50% 15
I am not aware of the long distance trails	2.50% 5
Total Respondents: 200	

Q4: Overall, how well do the rights of way on the Isle of Wight meet your needs?

Answer Choices	Responses
Very well	15.92% 32
Reasonably well	67.16% 135
Not sure	3.48% 7
Not very well	12.94% 26
Not at all	0.50% 1
Total	201

Q5: How do you use rights of way on the Isle of Wight? (Please select all options that apply to you)

Answer Choices	Responses	
As a walker	100.00%	202
As a cyclist	45.54%	92
As a horse-rider	30.20%	61
By motorised vehicle	7.92%	16
Other (please specify)	5.45%	11
By horse-drawn vehicle	4.95%	10
By mobility scooter or wheelchair	0.99%	2
Total Respondents: 202		

Q6: Do you live on the Isle of Wight?

Answer Choices	Responses	
Yes, I'm a resident	93.53%	188
No, I'm a visitor	4.48%	9
Other (please specify)	1.99%	4
Total		201

Appendix 2

Stakeholder Survey: questions and response data

Q1: How well, in general, do you think the rights of way network on the Isle of Wight meets the needs of the public?

Answer Choices	Responses	
Very well	14.29%	2
Well	71.43%	10
Not sure	14.29%	2
Poorly	0.00%	0
Very poorly	0.00%	0
Total		14

Q2: Has the provision of rights of way and their ability to meet the needs of the public on the Isle of Wight changed significantly in the last ten years?

Answer Choices	Responses	
In general, rights of way have improved	64.29%	9
There has been little change	21.43%	3
In general, the public's needs are met less well now	14.29%	2
Total		14

Q3: People have access to different categories of rights of way depending on how they use them. (All rights of way can be used for walking; Cycling and horse-riding can take place on bridleways and all types of byway; Horse-drawn vehicles can use all types of byways; Motorised vehicles can only use byways open to all traffic) How well do the rights of way provide opportunities for open-air exercise and enjoyment of the Isle of Wight for the following activities?

	Good provision	Meets reasonable need	Better provision needed	Don't know	Total	Weighted Average
Walking	71.43% 10	28.57% 4	0.00% 0	0.00% 0	14	1.29
Cycling	50.00% 7	7.14% 1	14.29% 2	28.57% 4	14	2.21
Horse-riding	21.43% 3	28.57% 4	0.00% 0	50.00% 7	14	2.79
Motorised access (e.g. 4WD, motorbike)	7.69% 1	23.08% 3	15.38% 2	53.85% 7	13	3.15
Non-motorised vehicular access	0.00% 0	28.57% 4	21.43% 3	50.00% 7	14	3.21
Specific access needs (e.g. mobility, family)	0.00% 0	14.29% 2	57.14% 8	28.57% 4	14	3.14

Q4: Do you think that rights of way should provide better access to, or across, particular types of land? (Please note that Natural England expects to start its work to identify and implement the England Coast Path on the Isle of Wight in 2017-2018. Once open, the Coast Path will provide a footpath around the Island's coastline).

	Too much access provided	Adequate access provided	Insufficient access provided	Don't know	Total	Weighted Average
Nature reserves	0.00% 0	85.71% 12	7.14% 1	7.14% 1	14	2.21
Downland	0.00% 0	85.71% 12	7.14% 1	7.14% 1	14	2.21
Urban	0.00% 0	85.71% 12	0.00% 0	14.29% 2	14	2.29
Farmland	0.00% 0	78.57% 11	14.29% 2	7.14% 1	14	2.29
Parks and recreation grounds	0.00% 0	78.57% 11	14.29% 2	7.14% 1	14	2.29
Woodland	0.00% 0	64.29% 9	28.57% 4	7.14% 1	14	2.43
Lakes and riversides	0.00% 0	64.29% 9	21.43% 3	14.29% 2	14	2.50
Coast	0.00% 0	42.86% 6	50.00% 7	7.14% 1	14	2.64

Q5: Section A.6 of the current RoWIP refers to a good network of well-maintained paths on the Island. This section also identifies seven main aims for the RoWIP, explaining why each is important. What priority do you think each aim should have?

	High priority	Medium priority	Low priority	Not a priority	Total	Weighted Average
Maintaining a high quality rights of way network	78.57% 11	21.43% 3	0.00% 0	0.00% 0	14	1.21
Network development to benefit as wide a range of users as possible	71.43% 10	21.43% 3	7.14% 1	0.00% 0	14	1.36
A programme of achievable improvements	64.29% 9	28.57% 4	7.14% 1	0.00% 0	14	1.43
Improving access for people with mobility difficulties	50.00% 7	50.00% 7	0.00% 0	0.00% 0	14	1.50
Promotion of the network as an option for sustainable journeys	64.29% 9	21.43% 3	7.14% 1	7.14% 1	14	1.57
Promoting countryside access for health and leisure	50.00% 7	28.57% 4	14.29% 2	7.14% 1	14	1.79
Promoting countryside access to new users	35.71% 5	28.57% 4	35.71% 5	0.00% 0	14	2.00

Q6: The current RoWIP also includes a number of suggestions for specific improvements. These improvements, where not already covered by the aims, fall into one or more strategic categories or types which are listed below. How important are these to you?
 (Please rank your responses where 1 = most important and 7 = least important)

	1	2	3	4	5	6	7	Total	Score
Signage: quantity of signs and information on signs	30.77% 4	23.08% 3	23.08% 3	0.00% 0	0.00% 0	7.69% 1	15.38% 2	13	5.00
Education of users e.g. prevention of dog fouling, consideration of others on shared use routes	14.29% 2	14.29% 2	0.00% 0	35.71% 5	28.57% 4	7.14% 1	0.00% 0	14	4.29
Information about easy-access routes and routes that link with railways, buses and ferries	15.38% 2	23.08% 3	7.69% 1	15.38% 2	7.69% 1	15.38% 2	15.38% 2	13	4.15
Furniture and facilities (non-statutory) e.g. seats, hard surfacing, easier gates	0.00% 0	23.08% 3	30.77% 4	0.00% 0	15.38% 2	23.08% 3	7.69% 1	13	3.92
Information about circular routes and routes to places of interest e.g. pub, coast	16.67% 2	8.33% 1	16.67% 2	8.33% 1	8.33% 1	33.33% 4	8.33% 1	12	3.83
Prioritisation of some types of route for maintenance e.g. near schools, promoted routes	0.00% 0	0.00% 0	15.38% 2	30.77% 4	38.46% 5	15.38% 2	0.00% 0	13	3.46
Better/safer junctions with roads	23.08% 3	7.69% 1	7.69% 1	0.00% 0	7.69% 1	0.00% 0	53.85% 7	13	3.23

Q7: The creation of new routes is often achieved in association with new building development or one-off grant schemes. If such opportunities arise, which of the following needs do you think are the most important to address? (Please rank your responses where 1 = most important and 8 = least important)

	1	2	3	4	5	6	7	8	Total	Score
Creating a strategic non-vehicular network (see Ro/WP section E.7)	46.15% 6	7.69% 1	7.69% 1	15.38% 2	15.38% 2	0.00% 0	0.00% 0	7.69% 1	13	6.15
Utility routes e.g. to schools, shops, workplaces	16.67% 2	41.67% 5	16.67% 2	0.00% 0	0.00% 0	0.00% 0	8.33% 1	16.67% 2	12	5.58
Connecting centres of population with the countryside, green spaces or coast	7.69% 1	7.69% 1	30.77% 4	15.38% 2	15.38% 2	15.38% 2	7.69% 1	0.00% 0	13	5.00
Replacing on-road links [with off road routes] on promoted long distance trails	25.00% 3	8.33% 1	8.33% 1	8.33% 1	8.33% 1	25.00% 3	8.33% 1	8.33% 1	12	4.83
Routes for leisure/recreation e.g. circular routes, riverside routes	0.00% 0	8.33% 1	25.00% 3	25.00% 3	25.00% 3	8.33% 1	8.33% 1	0.00% 0	12	4.75
Utilising road verges	0.00% 0	8.33% 1	16.67% 2	16.67% 2	8.33% 1	16.67% 2	16.67% 2	16.67% 2	12	3.75
Re-routing "difficult" paths e.g. to avoid boggy areas	0.00% 0	15.38% 2	0.00% 0	15.38% 2	15.38% 2	15.38% 2	15.38% 2	23.08% 3	13	3.46
Creating safer crossings (road, rail, river)	7.69% 1	7.69% 1	0.00% 0	7.69% 1	7.69% 1	15.38% 2	30.77% 4	23.08% 3	13	3.15

Q8: Which types of users should new access be targeted at?

	High priority	Medium priority	Low priority	Not a priority	Total	Weighted Average
People with disabilities or other mobility needs	42.86% 6	50.00% 7	7.14% 1	0.00% 0	14	1.64
Walkers only (i.e. footpaths)	50.00% 7	28.57% 4	14.29% 2	7.14% 1	14	1.79
Mostly cyclists and horse-riders (i.e. bridleways)	28.57% 4	57.14% 8	14.29% 2	0.00% 0	14	1.86
Mostly equestrians (i.e. restricted byways)	28.57% 4	57.14% 8	7.14% 1	7.14% 1	14	1.93
All users (i.e. byways open to all traffic)	7.14% 1	28.57% 4	7.14% 1	57.14% 8	14	3.14

Q9: There are a number of long distance trails on the Isle of Wight, some of which are partly on roads and partly on public paths. The long distance trails are: Stenbury Trail, Hamstead Trail, Worsley Trail, Tennyson Trail, Bembridge Trail, Nunwell Trail, Shepherds Trail, Freshwater Way, Yar Trail, Coastal Path, Downland Way. Do you have any views on how these trails could be managed more effectively e.g. should the trails be continued, added to, rationalised, altered, promoted differently?

Answer Choices	Responses
No	30.77% 4
Yes (Please provide details below)	69.23% 9
Total	13

Q10: Please select the type of organisation you represent.

Answer Choices	Responses
User Group (Ramblers, CycleWight, etc)	28.57% 4
Town or Parish Council	14.29% 2
Other Local Authority	0.00% 0
Local Access Forum	14.29% 2
Government Body (Natural England, Environment Agency, Forestry Commission, etc)	7.14% 1
Land management organisation (Country Land & Business Association, National Farmers Union, etc)	0.00% 0
Charitable environmental body (National Trust, Sustrans, etc)	0.00% 0
Other (please specify)	35.71% 5
Total	14

Q11: Has your organisation published any related plans or strategies?

Answer Choices	Responses
No	64.29% 9
Yes (Please provide details below)	35.71% 5
Total	14

Appendix 3

List of stakeholder organisations invited to participate in the RoWIP review

Organisation Name
4X4 Club
Action on Hearing Loss
Age UK
AONB
British Horse Society
Bus & Rail Users Group
Carriage Driving (IW)
County Land & Business Association (CLA)
Community Action IW
Community Rail Partnership
Countryside Policing Team
Cyclewright
Disability Action Group
English Heritage
Environment Agency
Federation of Small Businesses
Forestry Commission
Hants & IW Wildlife
Hampshire Roam Ability
Go Sports
Jersey Camp (MoD)
Health Walks
HF Holidays
IW Association of Local Councils (IWALC)
IW Bridleways Group
IW Long Distance Walkers Association
IW Motorcycle Club
IW Society for the Blind
IW Sports Foundation
Island Roads
Local Access Forum (LAF)
My Life a Full Life
National Farmers Union (NFU)
National Trust
Natural England
Natural Enterprise (Gift 2 Nature)
Needles
Park Run
Parish and Town Councils
People Matter



Quality Transport Partnership (QTP)
Ramblers
Riding for the Disabled (RDA)
Ryde Harriers / Fell Runners
RSPB
Scouts
Step by Step Walking Holidays
Sustrans
Trail Riders
Visit IW – (Tourism)
Wight Nature Fund
Wight Orienteers
Wight Wanders / Wight Walks
Woodland Trust

Appendix 4

Additional free text comments from public survey

Comments about, and requests for improvement of specific routes have been passed to the Isle of Wight Council and are not included here.

Question 1

The current Rights of Way Improvement Plan identifies seven main aims for the improvement of the rights of way network; we would like to know if these are still important to you. Please comment on these aims, or tell us if something else should be a priority

- A network of linked byways for use by everybody except cars and motorcycles.
- Cost of access for reduced mobility may be excessive so should be ~~feoussed~~[focused](#) on easier access from car parking areas. The Ramblers' initiative to replace stiles by gates deserves an award!!!
- The Isle of Wight has a great opportunity to improve the long term health of its population via a major uplift in the cycling infrastructure. The Island is small and our towns are close, therefore commuting and regular travel between them is achievable if the paths are safe and linked. The money for this should come from the same source as our roads. Why? Because the paths should be designed for daily use primarily for the residents to get places easily. Tourism will then come along for the ride (as it were) as cycling holidays, especially in the colder months, on "safe" Isle of Wight paths could prove a mecca for families. Think of the Centre Parcs model.
- Joined up Bridleways so only have to use roads as little as possible.
- I haven't seen any mention of the Marine and Coastal Access Act 2009, and how IWCC are going to dovetail this into the Public Rights of Way Improvement Plan 2016??
- A route from Yarmouth to Newport and a coastal route would both be a boon for commuters and tourists alike.
- As a regular horse rider (one of many thousands on the IOW) I want to see more off road access to keep horses and cyclists off the busy roads.
- High Priority and aims indeed each as important as the other...this is what it is all about.
- Need maximum access for carriage drivers to keep them off the roads.
- Regular maintenance.
- Increasing the access network is priority everything else follows.
- Open up better bridleways to reduce the amount of time riding dangerous roads....e.g. ~~The~~[The](#) footpath just past Bembridge airport could become cycle/ horse link to Brading and ensure safety.
- I think where access is to walks and exercise that parking should be free.
- If the bridle ways and cycle ways are maintained to a standard that works for all users.... And is connective ... This will offer safer routes for all buses and relieve main traffic routes of vulnerable users.
- Maintaining current bridleways to ensure they are safe and accessible to horse riders and other users. Opening new bridleways would be brilliant! Horse riders do not choose to ride on the roads but have to do out of necessity due to lack of bridleways and inaccessible bridleways. Many horse riders do not feel safe riding out on the roads due to the amount of traffic on the roads and some drivers pass horses at speed, rev engines, do not pass allowing a safe distance. Horses are live animals and no matter how safe they are on the roads and in traffic, they can be unpredictable and be easily spooked.
- It would benefit a huge number of people if the footpaths were opened up to other users. Whether you use a buggy/pram, wheelchair, drive a carriage or use a bicycle or ride a horse. The roads are becoming so busy and fast, the drivers don't want to see us on the roads any more than we want to be there.
- Certain narrow lanes used by cyclists, walkers and riders should have a mandatory speed limit applied and an over 3 ton restriction also applied as many are not wide enough to pass.

- These aims are all important and underpinning them all is the first one, i.e. maintaining a high quality rights of way network.
- There are many organisations promoting countryside recreation the ROW department should focus on improving the footpath network.
- A high priority should be given to providing off road routes for vulnerable road users i.e. horse and pony riders, carriage drivers - especially in the Medina Valley area where there is currently none available - and to improving the overall connectivity of the whole network for shared use wherever possible.
- There has been a longstanding aim to create an off road track for cyclists, walkers and horses between Ryde and Yarmouth via Newport. As each year passes the old railways will become harder to re-instate. Please give this priority, at least to create large parts of this in order to meet the priorities listed above.
- If the footpath network is of high quality, then this will promote access for health, benefit a wide range of users, and attract new users.
- I walk for pleasure whilst also getting exercise and health benefits. In this cash strapped existence we find ourselves in, the minimum needed is to keep what we have in good order. I readily accept the need for others to enjoy the countryside and in conjunction with NHS promotion of walking is a goal. The network has then to be usable and well signed or the promotion will take a nose dive. I think footpaths should stay as such and not try to convert to bridleways. Many are too narrow and I do not wish to get up close to a horse, thank you!
- Keeping what we've got and maintaining it to a high standard is a sound foundation because we have an excellent network apart from just a few deficiencies. If there was a 'New routes' aim, I would have given it medium priority since some areas are inaccessible (e.g. coast path not following the coast) or unsafe (e.g. footpath down to a busy road with no onward path).
- Safer conditions for cyclists on "cycle" tracks. Dogs should be under control as per Highway Code re shared amenities.
- There is a need to engage with users through improved communications. Smartphone technology can be used to provide good quality maps and routes, as well as showing the current status of the network and assets. Individuals should be encouraged to report issues and to get feedback on the service.
- You must keep the existing well maintained before developing it. Promotion can be left to others. I think you should specifically have to work to keep horses, cycles and horse carriages off the busy roads.
- Hosting annual Walking and Cycling Festivals, the Island should be doing much more to provide cycle tracks/footpaths alongside the roads (which are largely unsuitable and unsafe for walking along and cycling in many cases). Provision such as that along the A3054 at the Racecourse and at Quarr Hill is needed in many other places, e.g. along Colwell Road and Hill Lane, between Colwell Common and Halletts Shute. A great many of our footpaths effectively leave you stranded when they come out onto a main road with no pavement.
- Connecting old railway track at Carpenters to St Helens Duver. Joined up cycle route from Newport to West Wight using the old railway track where possible Some tracks designated as footpaths are existing vehicular farm tracks and could be used by mountain bikes
- The roads are increasingly busy and creating links between existing off road routes to avoid the use of roads should be a priority.
- Provide a route direct to East Cowes / Cowes which is quicker and cheaper than using the floating bridge.
- Taking more bikes on island train for Wightlink. Riders can access Sandown or Shanklin as starting point rather than Ryde.
- All of the above are essential aims as a RoW network should be easily accessible to all in an effort to encourage to leave their cars at home and explore the island on foot.
- Additional thought to survey already completed - re: new users / incomers to the countryside there is a trend to wedging gates open (sometimes persistently and a little aggressively...it seems to be where users can see no obvious reason to keep them shut..by the public not ROW). Please Rights of Way stay mindful of those gates that would contain stray livestock or loose horses from escaping onto the road network from downland areas....perhaps a polite, unobtrusive sign affixed to those gates with a simple explanation would help. The 'end' paths that funnel towards roads are not necessarily obvious to those who are unfamiliar with livestock.

- I think high quality well maintained routes with regular improvements would themselves promote countryside access!
- Please can you look to address the maintenance of foot paths for walking, especially cutting back hedges and mud that could be sorted by more concrete areas, especially the path from Whitecliff Bay to Culver Haven.
- Footpaths should remain for use for people on foot and no other users. They should be clearly marked as such.
- To enable all groups to enjoy the countryside on the Island on which they live, walkers, cyclists, disabled, motorcyclists or horse riders. To maintain the current areas of footpath, bridleway or byway as a minimum.
- Regular maintenance e.g. cut back vegetation and flatten surfaces after bad weather, or Festival disruption.
- Maintenance and improvement comes first, promotion next.
- I think the opening of more shared paths along existing rights of way should be looked into. We have a great network on the Island but why restrict a beautiful Island to mainly walkers? I do cycle (rightly or wrongly) on overgrown countryside footpaths and rarely encounter walkers. The ones I do are polite and happy to see me. Horses would also be safer kept off our roads and able to make longer rides without encountering traffic. We have lots of space please let us all share it!
- It would be great if cyclists were given priority on the cycle tracks. Or least tell people to keep their dogs on a lead.
- Problem with many options above is the tendency to plough out a nice wide smooth track is not what everyone's looking for.
- I think there are too many gaps in the existing network to allow the network to be effective for commuter travelling west to east and in the north of the island. New cycle routes are needed, possibly around the north coast and using the old west Wight railway line.
- I think that it is important that route 23 cycle track be maintained and upgraded to tarmac along its whole route so all cyclists can use it not just the ones with mountain/hybrid bikes. And the greenery along the edges cut regularly as it gets rather overgrown at times and encroaches on the path cutting the available width down considerably.
- The Carisbrooke to Yarmouth cycle way should be a priority. A car free Newport centre day should be tried: if Paris can do it, it should be possible here.
- So many paths inaccessible for months due to being overgrown.
- If the council considers the above being the priority aim then all the Island's byways need to be opened up to full public access, footpaths need to be kept clear and in good condition with adequate sign posting. The council needs to enforce with land owners and farmers their obligation to public safety regarding their livestock close to or on public rights of way.
- In the light of the present economic constraints, maintaining the network - notably trimming and improving signage.
- Many stiles are poorly maintained and/or too high a step for shorter people - replacing with kissing gates would be ideal should budget be available. Many Public Footpaths do not have footpath signs at all or do not have footpath numbers. Some landowners seem to deliberately make it difficult in obliterating the actual path.
- I would like to see the Tennyson Trial opened back up as a BOAT. And would welcome better access and more usable mapping from the council's websites of public rights of way.
- Landowners should be forced to keep rights of way in good order or [lose](#) their farm subsidies.
- I feel most of the above could be achieved by simply upgrading most of the footpaths to bridleways thus enabling far more use by cycles, horses and wheelchair users or others with limited mobility who are unable to climb stiles.
- I'm confined to a wheelchair and have trouble finding any areas which are flat and suitable and never see any promoted as such.
- Please upgrade footpaths to make them dual cycle/pedestrian route. I would cycle to work if this were done. Roads are too dangerous.
- New rights of way in areas which don't have many at the moment.
- Ensure all Rights of Way are adequately signposted along the routes.
- These are all highly desirable aims in order to maintain and improve the high quality of the current footpath/RoW network on the island.
- Completion and repair of the coastal path.

- A percentage of any sustainable travel grant should be used in the delivery of the plan and should be written into any new plan.
- One of the greatest benefits for people of all ages and people with mobility difficulties would be to replace stiles with gates.
- I value the network of footpaths very highly. It would be greatly improved if there were a lot more resting places. I walk the footpaths to help maintain my mobility, I am an older person with mobility problems. I need to rest quite often and the lack of resting places means I have to come home sooner than I would like. I am not asking for expensive park benches, a simple log bench is all that is required to enable people to rest their legs before continuing. Maintaining mobility is so important.
- Points relevant to present use: * information and obligations for dog owners (particularly fighting-type breeds) regarding responsibilities to other ROW users... especially chasing .. which can and does escalate over time to dangerous levels. Expert advice and experience from other sources? * circular routes/ use of tracks (incl railway tracks) for carriage drivers (especially driving for the disabled) to allow this group to leave the roads * plenty of receptacles for litter - including dog poo *furniture and signage that blends and weathers.... as the countryside itself does..... please don't turn it into a theme park....those who want that will go to said parks...the countryside is just that.... countryside... and belongs to us all (not the council) and we should tread lightly and not leave our mark * information regarding sharing access with livestock as ROW users increasingly are those who have not been raised around stock * ROW officers making landowners aware of their responsibilities for public safety particularly running cows and calves over rights of way (especially horned animals).... and following up any concerns raised * lastly but not least I want to tell you that I have noticed and appreciated the hard work that your chaps on the ground have put in over many years.... and their courteous interaction with both public and landowners..... thank them for us.
- The seven aims are in themselves both good and achievable but I personally place the Network development and promoting the countryside as the more major issues and priorities. Our towns and countryside villages are slowly returning to the pre-Victorian times of small hamlets but rather with large farms and landowners than the small family farms. There is a great need to show that (1) it is good to both explore and enjoy the countryside through all the seasons, (2) though access is available to car, bike and other transport users it is also an amenity that is accessible to others. My own belief is that we need to build better liaison within the communities and links that show what might be found during these exploratory visits.
- It would be of benefit if the current network especially the Bridleways were maintained properly. Every year for the majority of spring and summer they are extremely overgrown and in some cases dangerous especially for horse riders. If gates are to be in place they need to be kept clear of vegetation and if they have to be self closing not to be so vicious and actually allow the rider to get hold of it before it slams shut. A majority of the gates on our bridleway network are not horse friendly. If there is a field gate next to a bridleway gate these should not be locked for often with bridleway gates that are overgrown or too narrow, they do not open fully and bigger horses struggle to fit through. The Rights of Way for many years have failed to understand the requirement of horses especially horses that are 16hh plus. The Bridleways when they are cut back are never cut back to enough width and height.
- The other priority should be "Promotion of the network to support sustainable tourism" to develop and market the Island's unique RoW system as a unique IW tourist asset for the best possible variety and density of cycling and walking holidays. This should involve linking the network to road footways, transport termini, tourist attractions, tourist accommodation and retail centres. It also implies planning of 'circular routes' that can be promoted to allow multi-day journeys using local accommodation.
- Maintaining the network of bridleways, at present only a small amount of work is done, and the council rely on volunteers from the bridleways group who spend their own free time clearing routes so riders can access bridleways.
- Encouraging consideration by all users of other users.
- Create new links between disjointed rights of way to encourage walking and cycling to work (off road).
- I know the erosion is a key factor, but maintenance of, and hopefully reconstruction of the pathway from the coastal path at Luccombe down to the coast (currently closed due to the collapsed steps/bridge) would be of great benefit to all, as possibly one of the most beautiful places on the island is currently only accessible to those who walk at low tide from Shanklin or Ventnor for a limited time, and people not knowing tide times can make this journey hazardous. Please consider this as a

safety concern, and a pleasurable place to be, promoting the Island's best attribute - the countryside

- I think they all should be priority, but maintaining what we currently have should be the overall priority and everything else should follow.

Question 2

If you think any particular type of access needs to be improved, please tell us more

- Access to enable all vulnerable ROW users (bar motor vehicles/motorbikes) to leave the roads as much as possible even if that includes permissive use and/or upgrading lengths of path this means people on their feet, on wheels (including horse-drawn), and on horseback. Crossing points and lanes that link ROW should portray the idea that vehicles should be driven with the expectation of meeting said users (like the notice and pinch, cobbles and rails at Morton-Alverstone). Surely all the quiet narrow lanes should be like this on our Island, so that driver's mindset becomes attuned to vulnerable road users and the very slow and cautious speeds needed for safety. Thought given to each and every point of entering a road from a path and how the users will manoeuvre onto the road and if there is room to see clearly if the road is clear to join or cross and whether there is sufficient space to wait in safety whilst doing so.
- Access to the countryside to horse riders to avoid using roads. Using roads it is becoming increasingly dangerous due to both inconsiderate, impatient drivers. The new road surfaces being introduced to the IOW are very slippery and dangerous to both cyclists, motor cyclists and horse riders/horse drivers. An increase in designated bridle ways is very important.
- Again a majority of bridleways are inaccessible for the majority of the year to due being poorly maintained. Unfortunately the IOW Council, for the past 20 years or so, have neglected the bridleways and are not set up to understand horse and riders needs. This is a shame, for the owners of horses contribute greatly to the Isle of Wight economy. It would seem that the Rights of Way are happy to help out land owners but not the public's right to safe passage.
- Ancient byways like the Tennyson Trail were closed to the public using cars and motorbikes due to the pressure from land owners and the biased council scrutiny committee. These had previously been used by professional off road clubs who even helped to maintain the trails. It was believed that public access caused damage to the ancient trails and yet the Isle of Wight hunt, which includes a field of up to fifty horses, pack of hounds, terrier men on quad bikes (four plus) and people in vehicles regularly access land via these trails....how can this be fair?? Lots of other byways on the island have also had temporary closures in place over a long period of time and no access allowed. They should all be re-opened and maintained to allow maximum public access. If land owners do not like footpaths and byways across their property they should not have bought the land in the first place....no doubt cheap or subsidised for this reason. Footpaths across farm land, particularly in Havenstreet are often challenging and quite dangerous due to young bullocks and cows. I have been cornered and chased on more than one occasion, being advised by the council to knock on the door of the farmer to complain! Other connecting farmland footpaths across the island can be overgrown and signposts taken down.
- Arguably there are sufficient off road trails for cyclists and the number does not need to be increased. Mountain bikers in particular do not in our experience give priority or right of way to walkers and need to be kept separate from walkers.
- As I said before to have the option to take a short rest while out walking is very important. Being able to walk maintains mobility. I am elderly and suffer from arthritis. I need to take the weight off my legs quite often while out walking. The paths I use are very limited in resting places. I have to come home sooner than I want to because I need to sit down. A simple log bench is all that is required. Park benches are nice but expensive and not really necessary. There is only one bench on the walk from Bembridge village going towards the Lifeboat house (Love Lane) and no benches going down to the Harbour.

- I have not been able to find one map that simultaneously shows all of the cycle routes on the Island. I believe the production of such a cycle route map would be an excellent way to encourage more people to cycle.
- Bridleways and gates that can be opened by riders.
- Bridleway to bridleway, maintenance of bridleways.
- Bridleways are becoming increasingly worn and surfaces are deteriorating. Surfaces that are becoming increasingly un-level, washed out, overgrown ~~eteetc.~~ limit access and force riders onto the roads where we can get a lack of respect from motorists. Some routes are also unsafe or inaccessible at times of the year, again forcing us onto roads.
- Bridleways need more cutting back for viability and safety.
- Bridleways need to link up, rather than stop at footpaths, or worse still go nowhere.
- Bridleways need updating and maintenance. More could be opened up by changing the use of footpaths to bridleways. This would make life safer for horses, their riders and for road users in general.
- Bridleways should be opened up for horse and carriage drivers most of the byways run into bridleways and there is no way back other than on major fast roads!
- Bridleways that are circular routes.
- Bridleways. Other road users are becoming more disrespectful to us riders in the saddle, we need more Bridleways. Also, we need Bridleways to be regularly maintained
- Coastal access is rubbish in the north side of the island.
- Cycle route/footpaths (as previous reply)
- Cycleways are generally inadequate. The Cowes-Newport route is excellent and others should be upgraded to that standard.
- Footpaths which have wooden boardwalks need to be kept in repair; on the whole I have found this to be the case but there is one near Chale Green that stops short of a swamp which the footpath leads through!
- Gateways on bridleways - many are overgrown leaving very limited access to open a gate off the horse and many gates are the very "pingy" ones that catch horses legs when trying to get through safely.
- Horse riders need more linked bridleways, the roads are becoming more and more dangerous for us to ride on. 4/5 rides there will be some sort of incident e.g. abuse, dangerous driving, drivers ignoring riders signals. The Isle of Wight has a higher population of horses than Newmarket and this needs to be catered for.
- I am able bodied but do find difficulty climbing stiles some of which are quite high. Easy access to RoW for all could be enhanced by removing stiles and replacing with suitable gates.
- I avoid paths that run through farm yards, as they are often not marked, are full of cows, or run by unhelpful farmers.
- I have come across farmland in Merstone / Arreton which has a bridleway running through it, to have a warning sign up saying there's a bull in the field, this is not really safe to ride through. This means it's not really usable.
- I ride horses and we now find that our beloved bridleways are covered in a hard surface which means cyclists go hell for leather along them spooking the horses. They can use bridleways but we as horse owners ~~can not~~ can not use cycle paths. Very annoyed with both issues
- I think the off road provision for cyclists and horse riders is adequate but could easily be improved on.
- I would like to be able to hack out using bridleways with ease of use i.e. open gates from horseback. Reduce the need to use busy roads by more wide verges & make more circular routes.
- I'm a carriage driver and I'm disabled. I'd like to get off the roads as much as possible. Especially now the awful surfaces are put down everywhere, which my ponies slip on and injured themselves. East side of the island doesn't have many byways for us to do that.
- Improve surface of cycle tracks. Loose gravel very difficult for young riders, on small wheel bikes, to ride safely.
- In general routes are good and signage is excellent.
- In the past few years little used paths are getting closed off by seasonal vegetation. This used to be regularly kept back but not so now. Some of the tracks in Brighstone are almost impassable!
- Increase/improve cycle tracks between major towns, this is the most fundamental problem with the IoW. If there was a better infrastructure people would use it over cars.

- Investigate ways of opening up more access across what are currently footpaths, to cyclists. See here: <https://www.britishcycling.org.uk/campaigning/article/20160706-campaigning-news-Open-up-countryside-paths-for-people-on-bikes-say-outdoor-groups-0>. Current restrictions are outdated, and inappropriate, particularly on an Island that is rapidly becoming the cycling capital of the UK, if not a wider area (Lonely Planet no.1 cycling destination worldwide)! We need to embrace and capitalise on this.
- Island farmers frequently plough up footpaths which cross their fields, which I know they are allowed to do if it is impractical to plough around them, but then they plant crops and do not re-instate the footpath through the crops, which they are supposed to do before the footpath is obliterated by the crop. Farmers also often seem to "forget" to keep footpaths on their land clear of excess growth such as nettles and brambles. Perhaps you could educate them and alert them to the fact that if a footpath is kept clear walkers will follow it; let it get overgrown and we'll look for an alternative route, possibly across a nearby crop.
- Lots of tracks need resurfacing.
- Many of the bridleways are overgrown with inadequate gates.
- More bike / walking routes that are joined to existing tracks to enable longer journeys without needing to go on roads.
- More bridle paths so horse riders [eteetc.](#) don't have to ride on the roads so much. And which ones are there are often very overgrown. The roads are getting very dangerous not just for riders but walkers and cyclists too.
- More link paths are needed for horse riders as it is getting very dangerous on the roads for us and although we try not to use busy roads these are sometimes our only links and it is these roads that the links would be a priority for. Also paths adjacent to roads need to be fenced, e.g. Brading Downs road. Traffic is far less likely to slow down when you are on a verge and a horse can spook away from a hedge and into the path of a car.
- More needs to be done for bike users and those with mobility issues.
- Motorists are getting more dangerous around horse riders. I think there should be ways to change footpaths to bridlepaths or educate motorists on horse riders.
- My concern is the number of cyclists who are using designated footpaths as cycle paths. This is damaging the paths and, on occasion, dangerous for walkers!
- My main concern is the lack of circular footpath routes in the north of the Island. There are not enough varied routes back across farmland from the coastal Path (which itself is poor bordering the Solent) to make circular routes of say 4 to 5 miles from villages and towns. There are plenty in the south of the Island and across the Downs but far far fewer in the north and north east where a large proportion of the Island population live.
- No more off-road routes for drivers are needed, and thought should be given to restricting those that already exist. Most people enjoy the peaceful aspect of footpaths and trails, along with the [plantlifeplant life](#) and chance to see wildlife, and all this can be ruined by inconsiderate off-roaders.
- Off road cycle routes could be improved. More paths could be joint usage. [PeoplesPeople's](#) opinions of mtb/cyclists could be improved I regularly get sworn at or shouted at when I haven't done anything but ride my bike!
- Off road routes for cyclists are a good idea providing they are just new cycle tracks and footpaths are NOT adapted for the purpose. Low flying drones are becoming more common in the countryside creating a noise nuisance and disturbance to farm animals and people.
- Off road routes for drivers (motorised or horse-drawn) should be two headings as I do not believe motorised drivers need access.
- I often have to cope with badly maintained gates on bridleways and gates not suitable for horse riders, e.g. field gates done up with baling twine, gates dropped and now drag on the ground, gates with no long handle, Freemantle gate is very heavy and only goes one way (also mind the [bardebarbed](#) wire on the ground right next to it!) 2 routes in Godshill have very poor visibility where they meet the road.
- On a personal point of view, access to the countryside by car is generally good, but where it needs improvement is that some horse users also use the footpaths as cross country routes. This means that especially during the winter and spring seasons access is reduced for walkers and those with disabilities. Coping with puddles is a nuisance but is passable, dealing with clay paths where hedgerows have not been maintained correctly, or where horses have used them becomes a virtually impassable as they become quagmire, which then deters pedestrians from using them during other seasons. The other point is that many of our footpaths have access through hedgerows

on to busy road areas. As a person with a disability, that makes many footpaths not negotiable and the lack of connections towards public transport routes hinders this further. I also think there is a need for consultation with farmers and landowners so that where footpaths cross fields, temporary barriers are used to make those cross route paths safer.

- Open up the footpaths for us all to use safely.
- Orchard Bay - see above! We are fairly happy with the majority of the footpaths on the island.
- Over half of hospital beds are taken by 65 year olds plus. ROW should be used to improve health. So less mobile people need a number of good accessible routes with disability gates. This would also encourage new people to start walking, such as children or inactive people wishing to change their lifestyle. ROW should connect schools, shops and villages. Car reduction is an aspiration which can be achieved with a strategic network of good quality paths.
- Paths across farmland are sometimes difficult to follow as the signposting can be sparse. I have occasionally come across live electric wire strung across the route with no warning or diversion marked. Having said that, many of these paths are very good.
- Paths are usually good or reasonable but problems arise and are usually fixed. However, we have permanently lost some access to the coast such as Luccombe Chine and Whale Chine. I realise the costs involved in maintaining paths and steps on unstable cliffs but it is a great shame to lose these.
- Practical cycle routes to avoid roads that are busy with motor traffic or represent long or hill-climbing diversions, e.g. a cycle route along the slipped section of Undercliff Drive, where the only thing needed is removal of the barriers - grrr.
- Problems with nettles and brambles on some paths, particularly permissive paths. Some paths very muddy in winter, e.g. coastal paths from St. Lawrence to Ventnor could do with surfacing. Signage getting inadequate, rusting signs.
- Provision needs to be made to give cyclists, horses and walkers safer use of the highways, either by effective alternative off road routes or more cycle lanes on the roads. Also the existing cycle routes need better surfacing as they're not suitable at the moment for road bikes.
- Routes for cyclists need to be signposted properly and there must be a differential between road cyclists (who you often see, head down going as fast as possible on off road routes) and the more dedicated off road cyclists. Far too often cyclists seem to have the idea that they can go anywhere off road, often at the expense of walkers and to the detriment of the path. A couple of years ago you never saw a cyclist on the road going up to the Needles Battery. Now you see huge groups going as fast as they can back into Alum Bay. Again, they often then set off from the Battery along Tennyson Down literally scattering walkers as they go. Last week there were groups of cyclists all over Headon Warren, no doubt having great fun coming down the steep inclines with no regard to walkers. I asked one of the cyclists if he realised this was not a cycle route and the reply was then why do Wight Link and other tourism outlets show cyclists on footpaths.
- Footpaths should be maintained better.
- Sometimes it is not clear where the paths start or go to.
- The few off-road cycle paths we have are often accessible only from busy roads.
- The Forestry Commission's approach to riders is discriminatory. There is a chronic lack of RoW in the urban areas of the north east and limited in Newport and the SE coast resorts. There need to be new off road cycle routes to the south and west in particular and completion of the routes in the urban NE. Horse riders need safe connections on dedicated 'quiet lanes' to link the separated pieces of bridleway. The former railway system should be re-converted to use as Byways Open to All Traffic. Protocols and signage need to be developed to show which users have priority in each particular category of RoW and perhaps these need to be elaborated to avoid conflict on narrow walk/carriageways.
- The Island's cycle path network needs serious attention, it is disjointed and much of it is unsuitable for purpose, being impassable on certain styles of bicycle. It is not expected of drivers to need a 4x4 but cyclists need a mountain bike, half the cycle paths stop abruptly in the middle of nowhere and are very poorly maintained. Bridleways and footpaths ~~ete~~etc. (as a walker) are abundant and reasonably well marked but quite a lot of the signage could do with updating and/or clarification.
- The requirement to complete the coastal path is very welcome.
- The total area available as byway was 6%, footpath 62% and bridleway 32%. I suggest with the closure of the Tennyson Trail from Carisbrooke to Freshwater would have impacted this for byway users who have been prevented from enjoying this route which was also the main link to many other byways in the West Wight. There are many ways to restrict access or prevent users but a total ban on vehicular access was extreme considering the small percentage available, weight limits, 4 wheel

restriction, restrictions during winter months as other byways, licensed payable permit to legal vehicle users, many options before a ban perhaps? I had used the Trail for 20 odd years as a motorcyclist as a mature TRF member, used for leisure and often to commute to work in summer months, privilege lost due to....? A hammer to crack a nut maybe?

- There are not enough bridle paths for horse riders, the roads are becoming too dangerous, and motor users are inconsiderate around horses.
- Too many bridleways end at very busy roads. Usually on bends etc.
- Routes need to be maintained to a level that makes them easily passable... More so they need to connect with minimum road use required.
- Access for visually impaired people.
- We need more inter-linking bridleways as the roads are getting busier and less horse friendly.
- We need to be planning for better linkages between the new coastal path and other paths and access to facilities.
- Where cattle are in fields with rights of way steps should be taken to ensure public safety when crossing through these areas.
- Whilst the existing off road routes for cyclists are good, they would benefit from further development to link them up to become more continuous off road routes.
- Wooden steps to beaches e.g. Compton and Brook need to have better planning as they are likely to need modification every spring with landslides etc.
- Would like to see more footpaths, particularly woodland and coastal path accessible to cyclists
- So many paths are overgrown.
- You should not link drivers as in horse-drawn with 4 wheel drive people. It is unfair to the horse drivers. Most stiles we come across are nailed when they should be coach screws or bolts and consequently wobbly or falling apart.

Question 3

There are a number of long distance trails on the Isle of Wight, some of which are partly on roads and partly on public paths. The long distance trails are: Stenbury Trail, Hamstead Trail, Worsley Trail, Tennyson Trail, Bembridge Trail, Nunwell Trail, Shepherds Trail, Freshwater Way, Yar Trail, Coastal Path, Downland Way. Please give us any additional information about your experience of long distance trails, for example how you think they could be improved or better promoted.

- Access to all our coastline is important, the Walk the Wight Route is important. Long linear trails across the Island do not meet the needs of most walkers. A network of interlinking circular routes is more useful.
- Adequate car park at either end, and on some in the middle, so people can choose how far to walk and then bus back to their car.
- As far as I know some or most of these trails are footpaths in parts if not all. They would be better if cyclists could use footpaths too.
- As few of the long distance trails are accessible for horse riders I am unable to use them.
- Better access e.g. cut back the over grown bridleways.
- Better signage, plus publish horse rider maps for ease of use while hacking, points raised as above (safer terrain) keep low branches & brambles at a height that allows riders access. Where there is a difficult gate that requires dismounting, make provisions for re-mounting e.g. a log to stand on (we can't all mount from the ground). This encourages all gates to be shut properly. Make some of the footpaths bridleways too, there are several around where I live that could easily be changed.
- Better signposting.
- Chalk Ridge Extreme off-road route could be better promoted, and signed (along the lines of the on road round the Island route).
- Circular routes preferred.

- Coastal path needs upgrading but this is already planned I have read.
- During a recent cycling route today we were stopped three times by people complaining that we shouldn't be cycling where we were. This came as a surprise as we chose the IoW as our holiday destination this year as it was promoting itself as an ideal cycling destination. Sometimes it's not clear where the rights of way for cyclists start and end. We have hired bikes for the week to avoid using the car and adding to congestion. Yet we were met with some degree of hostility and disapproval on 2 occasions. We were just a family out for some exercise and fresh air without contributing to carbon emissions.
- How did they come about? They are obviously part of the Island's heritage but are not much celebrated. Perhaps a supplement to the booklet which comes out for the Walking Festival would be a start.
- I am aware of the long distance paths but can no longer use them due to a mobility problem.
- I avoid most of the trails, as do others as they include roads!!
- I hadn't thought of walking out each or several long distance trail. This seems a good idea now I am retired and have more time. Probably(?) there are leaflets/ walking books with each one in, if not that would be helpful and motivating.
- I have a mobility problem which means I cannot cover full trails but do as much as possible. More access points/crossroads' with other footpaths would be really beneficial for many people
- I have loved using the long distance trails we have, for walking and cycling, for many years but wish there could be more. I would commute from Tapnell to East Cowes much more regularly if I could travel by a safer route.
- I only like circular walks, most of these are not. More parking points needed at starting points. Signage for the full length of a trail.
- I ride trails a lot and regularly see holidaymakers and other users enjoying them. (Especially in the summer season, of course.) I believe these are a draw to the Island for tourism and every effort should be made to extend and improve existing trails and "join up" other smaller routes where possible to build a comprehensive cycle network for the Island.
- I think that the route marking could definitely be improved and also all paths should be shared by all users. Also the maintenance of all paths needs improving, it's not been too good this summer, with most paths/trails being overgrown.
- I think these are well promoted , but please continue.
- I use the long distance trails but don't do the full distance in one go!
- If one part of the trail is footpath then this makes it difficult for horse riders.
- If possible try to eliminate road walking.
- Important for tourism perhaps.
- Improved signposting, better publicity and leaflets.
- It is difficult to find info on IoW bridlepaths.
- It would be great to know which routes, not just the long trails, are suitable for walking a dog.
- It's very annoying when you have planned a long walk, only to find the path is so overgrown you can't get through.
- Lanes where narrow (single track) should have speed limits applied and weight restrictions on their size. In many cases there is not room to pass and nowhere for the cyclist/rider/walker to get out of the way.
- Local business has failed to support them i.e. by being open.
- In lots of places there are signposts missing, especially at junctions. This worries my wife as she is put off exploring them, even if I say [#sit's](#) on the map!!! There are several places where, in order to make a decent circular walk, there are dangerous road sections to traverse. Lots of examples but a good example is between the 2 paths from Wellow that go roughly northwards to meet the A3054 Newport-Yarmouth Road (one comes out near Lucketts Farm and the other near Ningwood Common). A dangerous section of road to drive along let alone walk, especially for people who can't hear well or move quickly. Another one is the short section of road at Bierley between the 2 footpaths that join the road from the west. Loads more ...
- Making sure that the signposts and markers are always visible and not overgrown.
- Many footpaths on the island could be opened up to cyclists, making the island an even better place to explore by cycle.
- Maybe a map with all trails clearly marked would be good, with notice of road or mountain bike required.

- Money spent on over-signing the 'Red Squirrel Trail' could have been better used to promote other trails.
- Most of the public footpaths and bridleways are poorly maintained. Sometimes they are unusable. This includes parts of the Island's long distance trails. If a path is overgrown or blocked it can be reported to Rights of Way but can take a long time to be cleared. A bridleway leading of the Tennyson trail has been overgrown for weeks and yet the Forestry Commission has still not cleared it.
- My husband rides a bike and has trouble locating joined up trails and I'm in a wheelchair and information is very limited.
- Nearly all run east-west or are based at extremities of island. Need north-south ones, and from Cowes and Newport.
- Need to be more off road to make easier with children.
- Not enough bridleways linking to the trails from wider areas.
- OK as they are.
- On a circular walk I often use part of a trail, e.g. Stenbury Trail, when walking from Godshill or Tennyson out of Carisbrooke or at High Down. Good to have these trails but I am a part user, generally apart from Walk the Wight day.
- On the paths, references should be made to ancient and natural points of interest such as Gallibury Hump and the Longstone, barrows, wells and springs. Also other historical areas.
- Perhaps a website dedicated to the Island's long distance trails would be useful.
- Revisit the plan to make the whole length of the Tennyson trail a cycle route please.
- Some footpaths could be upgraded to bridle paths to enable horses to hack safely off the roads which are getting progressively more dangerous to ride on due to driver ignorance and bad driving. We need a network of bridleways that link together and this would be a great draw to visitors and residents alike. The last thing we need is a fatality involving a horse and rider. Please consider this suggestion seriously, thank you.
- Some trails lack good 'crossroads' allowing an exit from a long trail to create circular routes without using main roads.
- Tennyson Trail is perfect! I can carriage drive all the way from Carisbrooke to Freshwater no problem. If only all the other trails were the same.
- Tennyson Trail to be opened to motor vehicles.
- Tennyson Trail, Carisbrooke to Freshwater opened to legal (Tax/insured/MOT) permit holders for a fee.
- The "trunk route" trails need to be kept in better condition and made all weather. The Hamstead trail is in particularly poor condition.
- The Bembridge trail is only usable as a long trail if you are riding down to Merstone (as long as there's nothing in the way). When you get to Arretton you have to go on to a very busy junction to get anywhere, there's a footpath opposite that leads to Arretton Crafts, which would be handy and safer if it was made into a bridleway to get horses off the road. Going in the opposite direction towards Newport, to get off of the Downs (the bridleway that runs off of St. Georges road leads to Burnt House Lane), this lane has got rather busy and dangerous with speeding traffic (rat run) when on a horse riding downhill to Pan Lane there are no lay-bys and drivers do not wait for horses to ride down as they can only walk down hill. There's a footpath that cuts off this piece of road which comes out by the Pet cemetery and Pecks, this would make it safer for horses if made into a bridleway.
- The Coastal Path is unfortunately subject to major erosion challenges and needs regular maintenance to keep it secure and safe.
- The Tennyson Trail could be improved by making it cross to the other side of the island making it a trans-island trail, a real draw for tourists, walkers and cyclists alike.
- There are various trails on the Island that are used by cyclists, horse riders or just walkers when wet or even waterlogged. This causes 'rutting' on the path which then dries and makes walking difficult or simply dangerous, due to the uneven surface.
- These are not particularly relevant to the travel needs of most Islanders but these should be actively and individually promoted for tourism with film and photos, maps and information that can be downloaded to mobile phones/devices.
- These trails are a great addition and could be promoted a bit better, surfaces improved to make them more accessible, and signage could be improved.
- They are brilliant.



- Too many dog walkers have too much to say regarding my mtb activities all users should be considerate of other trail users!
- Unfortunately, yet again it is hard to ride long distance trails on the bridleways for half them are not safe enough or have obstacles in the way, e.g. awkward landowners, and are poorly maintained by the Rights of Way team for many years.
- Using the road is not practical as we have small children.
- When walking or cycling I am often asked the way. Signage is of great importance but unfortunately maintenance and replacement signs take too long in coming.
- Yes.... I entirely agree with the council's decision to keep vehicles off RUPPS..... BUT it would be great to have several opportunities throughout the year (when the ground is in good condition) to take a vehicle - with permission - with elderly or disabled passengers over some of the trails; to give them the chance to enjoy sights and views that are no longer accessible to them. This could be on set, pre-advertised days, booked in advance.

Appendix 5

Additional free text comments from stakeholders

Question 2

Has the provision of rights of way and their ability to meet the needs of the public on the Isle of Wight changed significantly in the last ten years?

- this is because of improvements to the cycleway network
- Due to lack of funding the rights of way are often overgrown
- ROW can only be as effective as the Parish Footpath Reps and others who report defects. ROW do not have the manpower or time to do this themselves. Improving the role of the Reps and broadcasting how others can report defects should improve the network.
- The ROW department now work in partnership with many organisations to ensure that our footpaths are gradually being improved in spite of funding cuts.
- Whilst Council resources have diminished, there is currently a positive attitude amongst staff to achieve much. However capital funding for repairs has remained at a fixed level for many years. Grant awards for the local sustainable transport fund has provided an excellent path along part of the Medina. Charitable organisations such as ourselves have provided valuable funding and voluntary help. Our donate a gate scheme has provided 150 gates replacing stiles and numerous improved paths suitable for all users.
- General maintenance (clearing brambles etc.) has deteriorated and gates, stiles and signage have not been well maintained
- Unfortunately, I'm not familiar enough to answer this question.
- In our estimation, the rights of way network has benefited from a number of one-off capital improvements whilst the quality across the Island with respect to maintenance has declined so now change reflects the balance of improvements in some areas and declines in others
- Coastal erosion has impacted on the RoW network Creation of cycleways e.g. using 106 funding. Funding issues are recognised, but improvements have been delivered nonetheless
- Access to Tennyson trail from Carisbrooke to Freshwater for motorised, particularly motorcyclists ridden by groups such as TRF members. This trail connects access to majority of West Wight trails. With previously only 6% of available as Byway the percentage will be substantially less unfortunately. No permits available to legal riders?

Question 4

Do you think that rights of way should provide better access to, or across, particular types of land?

- Access through woodland and along rivers need to be improved or extended to include riders and carriage drivers where possible. Walkers and cyclists are pretty well catered for, but mobility access for the disabled is not good. However with the new coastal path when that opens I hope mobility access should open huge areas of land.
- Please re-open access through Whale Chine.
- Farmers need to ensure that paths across fields are reinstated following ploughing and crop planting. East Cowes has no footpaths because the estates of Norris Castle and Osborne House have not public footpaths.
- Historical Parks such as Norris Castle, Osborne House and Barton Manor have no rights of way provision; the coast path may provide a single route but there is scope to do more.
- Newport to East Cowes Newport to Sandown

- In general the access provided across the IW landscape is adequate considering the uses put to the land by landowners and land managers. A balance has to be struck between the rights of recreational users and the need for the landscape to generate its other benefits such as food production, fuel and wood production, nature conservation, archaeological conservation and ecosystem services such as water quality and flood storage.
- Coast: Once Coast Path is in place coast access will be sufficient. Some concerns around access to the coast from cyclists and equestrians Woodland: Insufficient for equestrians Nature reserve: some don't have public access Urban: Some demand for more shared use routes i.e. cycling access is insufficient
- The Island appears to be improving signage, gates and styles, we can always do more to encourage locals and visitors to enjoy the scenery and countryside in light of lack of official tourist offices. We should also encourage more welfare facilities for these walks to include perhaps open toilets or rangers café? We are after all in the tourism industry and rely on the income, moreover I see visitors cycling or running our roads and trails and leaving the Island after the event without investing anything but time? The ferry companies shouldn't be the only winners.

Question 5

Section A.6 of the current RoWIP refers to a good network of well-maintained paths on the Island. This section also identifies seven main aims for the RoWIP, explaining why each is important. What priority do you think each aim should have?

- RoW Network has an important role to play in sustainable travel (not just leisure and recreation)
- Opening and reopening lost rights of way to the public, especially to vulnerable users is a very high priority. Horses are seen as a nuisance on the roads as they slow traffic, so new rights of way for horses and particularly carriage drivers where access is appalling would be appreciated not only by carriage drivers but by all road users.
- The last RoWIP appears to have failed to meet a high percentage of objectives. Therefore, the next RoWIP should set more realistic aims, and 'someone' should monitor achievements on an annual basis - as the RoWIP clearly states it should.
- See the separate documents produced by IW Ramblers
- The Island has possibly the best network of rights of way in the country and this is a huge tourist asset. The over-riding priority should be maintaining it.
- Improvements to connectivity for all users is an issue which needs to be included within a priority. Upgrading of footpaths to bridleway status.
- The promotion of access in the countryside will be of benefit to a wide range of interests but this will only be achievable if the quality of the access is high and maintained
- Assumption that promotion of the network (3 x options) is undertaken by other organisations.

Question 9

There are a number of long distance trails on the Isle of Wight, some of which are partly on roads and partly on public paths. The long distance trails are: Stenbury Trail, Hamstead Trail, Worsley Trail, Tennyson Trail, Bembridge Trail, Nunwell Trail, Shepherds Trail, Freshwater Way, Yar Trail, Coastal Path, Downland Way. Do you have any views on how these trails could be managed more effectively e.g. should the trails be continued, added to, rationalised, altered, promoted differently?

- priority to off road routes, to use [non-highway/non-highway](#) route when available
- We are very lucky to have fabulous trails but improvement of access to more users would be beneficial for the locals and tourists coming to the island, especially to enable promotion of riding and carriage driving of horses over here.
- Detailed route descriptions should be drawn up for all trails, so that more accurate monitoring of footpath conditions, signage and furniture can take place. Currently, this is only attempted on an ad hoc basis by Parish Footpath Reps and others, and is woefully ineffective.
- Q7 talks about diverting paths to avoid boggy areas, an alternative solution is of course to improve the existing route through drainage, surfacing or board walks.
- We probably have [too](#) many long linear designated trails on the Island. The majority of recreational walking takes place on shorter circular or linear [routes/routes](#) (with return bus or train facilities). The Coastal Path and Walk the Wight routes are notable exceptions to this view. The Warrior Trail, West Yar Estuary trail, [Alverstone](#) Access Trail are examples of what we should concentrate on.
- More information and promotion of long trails. Better signage in Tennyson Down - there is some ambiguity about whether cyclists are allowed - there are a few no-cycling signs and lots of cyclists ignoring them. Some dialogue with the National Trust about the status of these rights of way, clearer signage and enforcement seem to be needed.
- Improved access for equestrian use.
- Mix of views. Some members are content with routes as they are. Others are concerned about use of increasingly busy roads e.g. Downland Way includes sections which utilise the highway verge and don't deliver a high quality user experience. Generally well used, and popular with visitors. Signage could be improved on all of the trails. Defined starting points of routes could be improved.
- Tennyson trail, Carisbrooke to Freshwater open to motorcyclists with proven legal machine, documentation perhaps with a payable council permit?

Question 13

Do you have any additional comments to make to inform the Rights of Way Improvement Plan review?

- Island Roads are keen to work in partnership with the Isle of Wight Council to improve accessibility for all users
- Walkers, cyclists and horse riders are well looked after on the Isle of Wight, Carriage drivers need a lot of help as this would be another way of promoting the Island to the tourist industry



- The new ROWIP needs to take full account of - The local Plan for Transport and Tourism National Cycling and Walking [Strategy](#)~~Strategy~~
- Re-emphasise the need for maintenance - many ROWs are virtually impassable because of growth of brambles etc. 2. We have a concern about 4 by 4s and motorbikes using byways - in some cases by children (this is illegal) 3. We would like to specifically see the maintenance of paths in Brighstone Forest which is widely used by groups such as [Orienteers](#)~~Orienteers~~. Some of these are probably not ROWs but the Forestry Commission might be encouraged to do more in this area.
- Please make reference to the fact some routes pass through floodplains and are affected by flooding. Climate change is likely to exacerbate flooding. Currently flooding of this type of infrastructure does not warrant central Government expenditure to reduce flood risk.
- Improved cutting regime, to include reinstatement of legal width and overhead vegetation clearance on bridleways and byways. Removal of gates wherever practical. Where not practical, improvements to turning arrangements and gate mechanism. Improvements to surfacing. Education with other users and promotion of shared use. Improved junction visibility splays.
- Some RoW are out dated by many decades or even centuries. Therefore are never used as they are not prominent; maps require updating.
- Concerns around reductions in human resource within highway authorities. Recognition that the RoW network helps to sustain the visitor economy. Current RoWIP is fit for purpose in terms of a strategic, aspirational document

Appendix 6

Key stakeholder group updates to Appendices from first RoWIP

Updates to Appendix E of current RoWIP (Local Access Forum)

Item No.	RoWIP 2006 Suggestion	RoWIP 2016 Suggestion	Comments
1	New link between Barton Estate and Wootton	-	-May be included in England Coast Path
2	Statement on managing, predicting and reacting to coastal erosion	-	England Coast Path will address through "roll back" provisions where applicable
3	Off road footpath/bridleway between Clamerkin and Porchfield	Off road footpath/bridleway between Clamerkin and Porchfield	May require bridge. On MOD land
4	Improve links in Great Thorness	Improve links in Great Thorness	Via Burnt Wood. Highway alternative is unsuitable
5	Bridleway link from Freshwater Bay to Needles Battery	-	May be included in England Coast Path
6	Where possible, all new routes to have no barriers and be open to all users	Where possible, all new routes to have no barriers and be open to all non-motorised users	
7	Horse rider access to Newport to Sandown cycleway Route 23	Horse rider access to Newport to Sandown cycleway Route 23	To provide off-road alternative
8	Improve link between Brading Railway station and St Helens	Improve link between Brading Railway station and St Helens	Possibly RSPB land
9	Bembridge - Yaverland circular walk on RSPB land	Bembridge - Yaverland circular walk on RSPB land	
10	Include Access Land in circular walks and general access	Include Access Land in circular walks and general access	There is a need for car parks, and removal of restrictions for horse riding on Access Land

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Item No.	RoWIP 2006 Suggestion	RoWIP 2016 Suggestion	Comments
11	Improve Fort Victoria to Cliff End link	-	May be included in England Coast Path
12	Utilise National Trust land at Shalfleet	Utilise National Trust land acquisitions e.g. Dunsbury	
13	Newport - Yarmouth off-road track using old railway line	Newport - Yarmouth multi-user off-road track using old railway line	Sustainable green transport. Serves 5 schools. Gunville Greenway along railway
14	-	Evaluate permissive paths and prioritise key routes	Keep bridleways in mind e.g. Westover Farm, Calbourne
15	-	Submit claims for lost historic ways	
16	-	Improve connectivity between routes and area-wide access	
17	-	Upgrade Brading - Yarbridge footpath to bridleway and link with cycle route	
18	-	Preserve character of ROWs, and restrict urbanisation of the countryside to the urban fringe and disused railways	
19	Multi-user link along river Medina between East Cowes and Newport	Multi-user link along river Medina between East Cowes and Newport Island Harbour	The link needs to be completed
20	Improve links between Route 23 cycle route and Sandown beach and sea front	Improve links between Route 23 cycle route and Sandown beach and sea front	
21	Improve promotion of Downland Way	Improve promotion of Downland Way	
22	Improve signage and promotion of long distance	Improve signage and promotion of long distance	

Item No.	RoWIP 2006 Suggestion	RoWIP 2016 Suggestion	Comments
	trails	trails	
23	Improve Nunwell Trail	Improve Nunwell Trail	
24	Take opportunities associated with Sandown Bay and Cowes regeneration schemes	Take opportunities associated with Sandown Bay and Cowes regeneration schemes	
25	-	Improve links around tourism hubs e.g. Brading Station	
26	-	Identify and signpost ROWs on slipways	
27	-	Include permissive paths on promotional trail maps	
28	-	Digitise definitive map and improve IWC website	Website to include all ROWs, open spaces, permissive paths, village greens, eteetc.
29	-	Support retention of Island Line	Important tourism link, essential to the economy
30	-	Provide connections between Route 23 and population centres	To facilitate sustainable transport to work and school. Additional tourism benefit
31	More routes through Parkhurst Forest	More routes through Parkhurst Forest	To include reasonable permit access for horse riders -e.g. E.g. Mark's Corner - Tucker's Gate
32	New link between Rowlands Lane and Combley	New link between Rowlands Lane and Combley	
33	Improve links from Dodpitts Lane, Newbridge	Improve links from Dodpitts Lane, Newbridge	
34	-	More shared use routes, e.g. by upgrading/re-designating key paths	

Item No.	RoWIP 2006 Suggestion	RoWIP 2016 Suggestion	Comments
35	-	More green lanes, zones and paths	
36	-	Upgrade urban footpaths	
37	Make use of railway stations and Brading to Ryde interchange	Make use of railway stations and Brading to Ryde interchange	
38	Create and promote circular routes from car parks	Create and promote circular routes from car parks	
39	Create and promote circular routes from pubs	Create and promote circular routes from pubs	
40	Create and promote local dog walking routes	Create and promote local dog walking routes	
41	-	Improve safety at rail crossings	
42	-	Improve multi-user route to Smallbrooke station interchange	
43	-	Consider and evaluate transport points and interchanges	E.g. Twizy cars, Boris bikes, bike hire etc. Work with partners
44	Improve pedestrian provision at Fighting Cocks crossroads	Improve pedestrian provision at Fighting Cocks crossroads	
45	Ensure ROW users are considered in new schemes	Ensure ROW users are considered in new schemes, including area action plans and parish plans	Work with relevant IWC departments, including planning
46	-	More robust s.106 payments towards ROWs	
47	Bridleway between Brading Station and St Helens on old railway line	Bridleway between Brading Station and St Helens on old railway line	
48	Upgrade footpath S34 from Dodpitts Lane to Churchills Farm to	Upgrade footpath S34 from Dodpitts Lane to Churchills Farm to bridleway	Ultimately connect to East-West trail

Item No.	RoWIP 2006 Suggestion	RoWIP 2016 Suggestion	Comments
	bridleway		
49	Improve north-south bridleway links	Improve north-south bridleway links	Particularly north of Newport, including Parkhurst
50	Increase bridleway provision in Rowlands area	Increase bridleway provision in Rowlands area	
51	Upgrade Brighstone footpath BS84 to bridleway	Upgrade Brighstone footpath BS84 to bridleway	
52	-	Ensure existing bridleway network is working, and path network is sustainable, before expanding	
53	Upgrade status of paths between: Brighstone and Yafford; Whitwell and Niton (Ashknowle Lane) Wroxall and Shanklin	Upgrade status of paths between: Brighstone and Yafford; Whitwell and Niton (Ashknowle Lane) Wroxall and Shanklin	
54	Improve road verges	Improve road verges	Where no footway available
55	East Cowes to Wootton coastal link	-	Will May be included in England Coast Path
56	Riverside path at Kingston in East Cowes	-	Will May be included in England Coast Path
57	Link west from Thorness through Burnt Wood	-	Will May be included in England Coast Path
58	-	Ensure provision of first class Coast Path	Through formation of LAF sub-committee and full engagement with Natural England
59	Improve surface of cycleways	Improve surface of cycleways	To eliminate punctures from sharp gravel. Work with Island Roads

Item No.	RoWIP 2006 Suggestion	RoWIP 2016 Suggestion	Comments
			and Sustrans
60	Newport - Yarmouth off-road cycleway	-	See 13
61	Upgrade status of selected footpaths to cycleway e.g. in Asheys Station area	Upgrade status of selected footpaths to cycleway e.g. in Asheys Station area	Use Cycle Tracks Act 1984
62	Upgrade path over Tennyson Down to cycleway	Upgrade path over Tennyson Down to cycleway	
63	-	Encourage community, citizens and school children to use "cycle to work" and to school	
64	-	Install bike parking at key island interchange points	
65	-	Newport - Wootton cycle link	Using old railway track bed – Mews Lane to Belmont Lane
66	Add urban paths and maintenance schedule to definitive map	Add urban paths and maintenance schedule to definitive map	
67	Add Downland Way to definitive map	Add Downland Way to definitive map	
68	Investigate any 'Lost ways'	Investigate any historic 'Lost ways' and submit applications to add them to the definitive map	
69	Investigate status of unofficial village paths for inclusion on definitive map	Investigate status of unofficial village paths for inclusion on definitive map	
70	Improve promotion of long distance trails	Improve promotion of long distance trails	
71	Remove barriers on ROWs	Remove barriers on ROWs	To aid access for people with mobility difficulties

Item No.	RoWIP 2006 Suggestion	RoWIP 2016 Suggestion	Comments
72	-	Join up bridleways and improve visibility splays at highway junctions	

Updates to Appendix F of current RoWIP (IoW Bridleways Group (affiliated to the British Horse Society))

Item No.	Suggested new link RoWIP 2006	Suggested new link RoWIP 2016
1	Create a new link from East Cowes front through to Wootton	Create a new link from East Cowes front through to Wootton
2	Grass verge or create a new link from Whippingham into East Cowes	
3	Create a bridleway link from Bouldnor through Bouldnor Copse into Cranmore	Create a bridleway link from Bouldnor through Bouldnor Copse into Cranmore
4	Create a new route along the Old Railway Line around Bembridge Harbour to Station Road creating a safe off road link for many users (Bembridge Green Town Group) Create new route from the north end of bridleway S36 to bridleway S16	Create a new route along the Old Railway Line around Bembridge Harbour to Station Road creating a safe off road link for many users (Bembridge Green Town Group)
5	Create new route along the old railway line around Bembridge Harbour, creating a safe off road link for many users	
6	Upgrade footpath CS21 from Newport Road Cowes through to Chawton Farm	Upgrade footpath CS21 from Newport Road Cowes through to Chawton Farm at Northwood
7	Upgrade footpaths CS20, CS3, CB23, CB1, CS26	Upgrade footpaths CS20, CS3, CB23, CB1, CS26
8	Upgrade footpath CB3 in Thorness	Upgrade status of footpath CB3 in Thorness

9	Upgrade status of footpath S27 and S11	Upgrade status of footpaths S27 and S11
10	Upgrade status of CB5 at Marks Corner	Upgrade status of footpath CB5 from Marks Corner to Whitehouse Road
11	Upgrade status of N201 to CS22 at Pallance_gate	Upgrade status of footpaths CS22 and N201 from Pallance Lane to Pallancegate Pallance gate
12	Upgrade existing R racecourse cycle link for horse riders	Upgrade existing Racecourse, Binfield cycle link for Horse Riders
13	Upgrade footpaths N114, N115, N116, and N119 from Binfield to Staplers	Upgrade footpaths N114,N115,N116 and N119 from Binfield to Staplers
14	Upgrade N2 from Littletown to Woodhouse Farm	Upgrade footpath N2 from Littletown to Woodhouse Farm
15	Upgrade footpath R1 in Fishbourne	-
16	Upgrade footpath R4 through Puckers Copse	Upgrade footpath R4 through Puckers Copse
17	Upgrade footpaths R41 and R40 in Bartons Corner	Upgrade footpaths R41 and R40 near Bartons Corner at Binstead
18	Upgrade footpaths F3 & F6 in Norton, Freshwater	Upgrade footpaths F3 and part of F6 to its junction with F3
19	Upgrade footpath F21 in Freshwater town	Upgrade footpath F21 in Freshwater town
20	Upgrade footpath F46 in Freshwater Bay, linking up to further bridleways across Tennyson Down	Upgrade footpath F46 in Freshwater Bay linking up to further bridleways across Tennyson Down
21	Upgrade footpath TF 24 across Tennyson Down, creating a long link to the western end of the island	Upgrade footpath TF 24 across Tennyson Down creating a long link to the western end of the Island
22	Upgrade footpath FT 24 in Freshwater	Upgrade footpath TF 24 between bridleway junction of F46a and F45 (The Drove)and Highdown Lane
23	Upgrade footpath Y1 in Yarmouth	
24	Upgrade footpath F27 and F28 in Freshwater, creating a valuable off road link from Freshwater to Compton	Upgrade footpaths F27 and F28 creating a valuable off road link from Freshwater to Compton
25	Upgrade footpath S13 in Shalfleet	Upgrade footpath S13 in Shalfleet
26	Upgrade footpath S17 in Shalfleet	Upgrade status of footpath S17 in Shalfleet
27	Upgrade footpaths S34 and CB11 for a valuable off road link to further bridleways	
28	Upgrade footpaths N148 and N149 for a safe off road link	Upgrade footpaths N148 and N149 for a safe off road link

29	Upgrade footpaths N73, N72, N71, N69, and N68 to create better off road links to the north of the island	Upgrade footpaths N73,N72,N71,N69 and N68 to create better off road links to the north of the Island
30	Upgrade footpaths N24 and N25 in Newport	Upgrade footpaths N24 and N25 in Newport
31	Upgrade footpaths N37 and A50 to improve off road links out of Newport	Upgrade footpaths N37 and A50 to improve off road links out of Newport
32	Upgrade footpaths N119, N116, N115, and N114 to provide a safe off road route from Newport towards Ryde	Upgrade status of footpaths N119,N116,N115 and N114 to provide a safe off road route from Newport towards Ryde
33	Upgrade footpath N94 to improve off road routes out of Newport	Upgrade footpath N94 to improve off road links out of Newport
34	Upgrade footpaths A25, A25a, and N92 for an off road route from Blackwater to Arreton and beyond	Upgrade footpaths A25,A25a and N92 for an off road route from Blackwater to Arreton and beyond
35	Upgrade footpath R37 in Havenstreet	Upgrade footpath R37 in Havenstreet
36	Upgrade footpaths R13 and R14 for a useful off road link	Upgrade footpaths R13 and R14 for a useful off road link
37	Upgrade footpath R104 from Ashley Down	Upgrade footpath R104 from Ashley Down
38	Upgrade footpath R77 to improve off road links out of St Helens	Upgrade footpath R77 to improve off road links out of St Helens
39	Upgrade footpath B27 for improved off road links out of Brading	Upgrade footpath B27 for improved off road links out of Brading
40	Upgrade footpath B1 in Brading	
41	Upgrade footpath B56 near Bembridge	
42	Upgrade footpath BB29 on Bembridge Down	Upgrade BB29 on Bembridge Down
43	Upgrade footpath BS84 in Brighstone, linking to Mottistone Down and beyond	Upgrade footpath BS84 in Brighstone linking to Mottistone Down and beyond
44	Upgrade footpath GL10 improving off road links in this area	Upgrade footpath GL10 improving off road links in this area.
45	Upgrade footpath GL31 to provide safe off road links around and out of Godshill	Upgrade footpath GL31 to provide safe off road links around and out of Godshill
46	Upgrade footpath NC30a in Whiteley Bank	Upgrade footpath NC30a in Apse Manor which meets up by crossing the road with Bridleway NC30(already ridden)
47	Upgrade footpath NT40 at St Catherine's Point	Upgrade footpath NT40 near St Catherine's Point to create a circular route

48	Upgrade footpath NT91 in Southford	Upgrade footpath NT91 in Southford Lane (to the west of the footpath there is a ridden line field edge)
49	Upgrade footpath V72 providing an off road link in Ventnor	Upgrade footpath V72 providing an off road link in Ventnor
50	Upgrade footpath V121 in Wroxall	Upgrade footpath V121 in Wroxall to create a circular route
51		Upgrade footpath CS14 in Northwood to create a useful link
52		Upgrade footpaths R97 and R29
53		Upgrade footpaths R82 and R83 to create a circular route in St Helens
54		Seek permission from the National Trust for Permissive Use of the route from Yaverland Road over Bembridge Down connecting with upgraded footpath B29
55		Upgrade footpath NC198 which links bridleways NC20 and NC23 creating circular –routes from both directions(already ridden)
56		Blackwater permissive route linking Byway A43 to Cycle route
57		Connect/ upgrade footpath N118 with Staplers Road along Mews Lane
58		Upgrade footpath GL7 and part of GL8 in Rookley creating a useful link
59		Upgrade footpaths SW33 and SW38 from Corve Farm to Kingston Manor to improve the connectivity of the area
60		Coastguard Lane at Brook-the section between the junction with public footpath BS51 and public bridleway BS52-investigate the possibility of a dedication or use as a permissive route
61		Upgrade public bridleway NT18 (Ashknowle Lane) to a restricted byway for use by Carriage drivers
62		Upgrade footpath R112 in Binstead
63		Upgrade of sections of Cowes to Sandown cycle routes to enable equestrian use for its whole length including lifting of prohibition of cycling at Langbridge, upgrade of boardwalk at Horryngford and upgrade of bridges at Alverstone and Dodnor.

64		Parkhurst Forest to Cycle Track via Noke Common and Stag Lane link including controlled crossing for horse riders and cyclist.
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Updates to Appendix G of current RoWIP (Isle of Wight Ramblers)

Item No.	Suggested new link RoWIP 2006	Suggested new link RoWIP 2016	Reason for change to new link
1	East Cowes coastal link through Barton to Barton to Wootton.	Part of proposed new Coastal Path.	Part of proposed new Coastal Path.
2	East Cowes to Newport Riverside Link.	East Cowes to Newport Riverside Link.	
3	New link through Bouldnor Copse linking	New link through Bouldnor Copse linking	Allows footpath network to join up and to go south.

Item No.	Suggested new link RoWIP 2006	Suggested new link RoWIP 2016	Reason for change to new link
	main road (A3054) to footpath S1.	main road (A3054) to footpath S1 to join footpath S7.	
4	New link between Great Thorness and Burnt Wood.	New link between Great Thorness and Burnt Wood.	Could be part of proposed Coastal path.
5	New link through Brocks Copse between main road (A3054) and Brocks Copse Road.	New link through Brocks Copse between main road (A3054) and Brocks Copse Road.	Not a priority as there is no footpath at main road to link up with.
6	New link adjacent to main road through Shalfleet.	New link adjacent to main road through Shalfleet.	This link would be in addition to the new Coastal Path.
7	New off road link connecting footpath CB13 to CB11b.	New off road link connecting footpath CB13 to CB11b.	Considered but never implemented.
8	New off road link adjacent to main Calbourne Road linking footpath N73 to bridleway N197.	New off road link adjacent to main Calbourne Road linking footpath N73 to bridleway N197.	Considered but never implemented.
9	New link adjacent to Bowcombe road connecting bridleway N137a to bridleway N142.	New link adjacent to Bowcombe road connecting bridleway N137a to bridleway N142.	Not a priority.
10	New link adjacent to Long Lane, Newport connecting footpath A25 to footpath A50.	New link adjacent to Long Lane, Newport connecting footpath A25 to footpath A50.	Possible start with footpath A50 to A94 then extend later.
11	New link connecting Blackwater road, Newport to the Route 23 cycleway.	New link connecting Blackwater road, Newport to the Route 23 cycleway.	Permissive path at present but entrance from north poor.
12	New link connecting bridleway NC53 to Wacklands lane in Newchurch.	New link connecting bridleway NC53 to Wacklands lane in Newchurch.	
13	New link extending NC14 through Greentiles Nursery and on to the road.	New link extending NC14 through Greentiles Nursery and on to the road.	Not a priority.
14	New link adjacent to Longlands Shute in Bembridge connecting footpath BB26 to	New link adjacent to Longlands Shute in Bembridge connecting footpath BB26 to	

Item No.	Suggested new link RoWIP 2006	Suggested new link RoWIP 2016	Reason for change to new link
	footpath BB23.	footpath BB23.	
15	New link extending footpath BB19 through to Mill Farm in Bembridge.	New link extending footpath BB19 through to Mill Farm in Bembridge.	
16	New link connecting footpaths BS20 to footpath BS21 in Brighstone.	New link connecting footpaths BS20 to footpath BS21 in Brighstone.	
17	New link connecting the Military Road at the end of footpath BS15 to the Coastal Path BS16 to avoid main road detour.	New link connecting the Military Road at the end of footpath BS15 to the Coastal Path BS16 to avoid main road detour.	
18	New link connecting footpath G9 through Chillerton Down to footpath G12a.		This route is now available over Access Land.
19	New link adjacent to road connecting bridleway SW54 to bridleway SW47.	New link adjacent to road connecting bridleway SW54 to bridleway SW47.	
20	New link adjacent to Blackwater Road in Rookley connecting bridleway A37 to bridleway A41 avoiding the main road.	New link adjacent to Blackwater Road in Rookley connecting bridleway A37 to bridleway A41 avoiding the main road.	
21	New link connecting bridleway GL14 to footpath GL10.	New link connecting bridleway GL14 to footpath GL10.	At present the link is the verge of the road – not ideal.
22	New link connecting Watery Lane in Newchurch to bridleway NC25.	New link connecting Watery Lane in Newchurch to bridleway NC25.	
23	New link adjacent to road connecting footpath C18 to footpath -SW30 avoiding main road.	New link adjacent to road connecting footpath -C18 to footpath -SW30 avoiding main road.	Part of the new Coastal Path.
24	New link adjacent to the Undercliff Drive road connecting footpath V124 to footpath NT117 avoiding main road.	New link adjacent to the Undercliff Drive road connecting footpath V124 to footpath NT117 avoiding main road.	Undercliff Road being repaired but extent not known but possibly this problem will be sorted out when repair completed.
25	New link adjacent to	New link adjacent to	Any access path would be

Item No.	Suggested new link RoWIP 2006	Suggested new link RoWIP 2016	Reason for change to new link
	Mitchell Avenue in Ventnor connecting footpah footpath V1 to footpath V110.	Mitchell Avenue in Ventnor connecting footpah footpath V1 to footpath V110.	too steep. Use the pavement of Mitchell Avenue.
26		New link from BB19 to old railway line embankment and also up to BB36 by Bembridge Windmill.	Extension to new link noted under Item No. 15.
27		New link through Kempfill farm linking footpath R36 to footpath R37.	

Updates to Appendix H of current RoWIP (CycleWight)

Item No.	Suggested New Link RoWIP 2006	Suggested New Link RoWIP 2016
Priority Routes for improvement and maintenance		
1	The Cowes to Sandown Route 23 link,	

Item No.	Suggested New Link RoWIP 2006	Suggested New Link RoWIP 2016
	by continuous tarmac surfacing	
2	Shanklin to Wroxall link	
3	Whitwell to Niton bridleway	
4	Rookley Farm to Lower Rill	Rookley Farm to Lower Rill, potential east / west link.
Completed surfaced links from Route 23 to		
5	Northwood	Northwood
6	Godshill	Godshill
7	Sandown seafront, near to the Dinosaur museum	Sandown seafront, near to the Dinosaur museum
8	Rookley at Little Birchmore	Rookley at Little Birchmore
Construction of new routes		
9	Brading to Bembridge, using the old railway line	Brading to Bembridge, using the old railway line
10	Link from Shanklin to the 'round the island' route	Link from Shanklin to the 'round the island' route
11	Ryde to Yarmouth, via Newport and the old railway line	Ryde to Yarmouth, via Newport and the old railway line
12	North Appleford to Cridmore	North Appleford to Cridmore
13		Island Harbour to East Cowes
14		New cycle route east of Fairlee Road to improve route into Newport
Upgrade of routes to allow cycle use		
15	Seaview to St Helens	Seaview to St Helens
16	Bembridge Harbour to Love Lane	Bembridge Harbour to Love Lane
17	Freemantle Gate to Appuldurcombe House	Freemantle Gate to Appuldurcombe House
18	Rookley Farm towards Lower Rill	Rookley Farm towards Lower Rill
19	North Appleford to Cridmore	North Appleford to Cridmore
20	Chillerton to Gatcombe	Chillerton to Gatcombe
21	The Folly- Binfield – Newport	The Folly to Island Harbour
22	Freshwater to the Needles Battery	Freshwater to the Needles Battery
23	East Ashey to Old Ashey Station	East Ashey to Old Ashey Station
24	Rookley to Route 23 at Little Birchmore	Rookley to Route 23 at Little Borchmore Birchmore
25		Urban footpaths e.g. Nine Acres Community Primary School, Newport and Pell Lane, Ryde
Quiet Roads that need to be introduced or considered for improvements		
26	Atherfield Lane	Atherfield Lane
27	Bathingbourne Lane	Bathingbourne Lane
28	Lessland Lane	Lessland Lane

Item No.	Suggested New Link RoWIP 2006	Suggested New Link RoWIP 2016
29	Redhill Lane	Redhill Lane
30	Rew Lane	Rew Lane
31	Quarry Lane and Pump Lane in Newbridge	Quarry Lane and Pump Lane in Newbridge
Revetments to allow cycling		
32	Sandown to Shanklin	
33	Ventnor to Bonchurch	
34	Totland to Colwell	Totland to Colwell