



**Minutes & Information resulting from – Meeting 61
St Johns Church Hall, Drake Road, Newport
Thursday 5 April 2018**

Present at the meeting

Forum Members:	Others & Observers:
Mark Earp - Chairman	Darrel Clarke - IWC PROW Manager
Alec Lawson	John Taylor – Natural England ECP
Steve Darch	Gina Wight – Natural England ECP
Cllr John Hobart	Justin Ryland – Forestry Commission
John Gurney-Champion	Cllr Geoff Brodie - Observer
Penny Edwards	Will Ainslie – Observer
Cllr Paul Fuller	Helena Hewston - Observer / Shalfleet PC
Joe Nash	Malcolm Ross – Observer / Ryde Town Council
Tricia Merrifield	Diana Conyers – Observer / Ryde Town Council
Stephen Cockett	Mick Lyons – Observer / Havenstreet & Ashley PC
	Robyn Munt – Observer / NFU
	Jennine Gardiner - Forum Secretary

Apologies

Forum Members:	Others & Observers:
John Heather	Cllr Rodney Downer - Observer
Mike Slater	John Pullen – Observer
Iain Maclennan	Claire Bennett – CLA / Observer
Richard Grogan	Zoe Stroud – Visitor Travel Projects Manager, Visit Isle of Wight
	David Farnham – Observer

1. Minutes / Declarations / update of tasks & matters arising from meeting 1 February 2018

Review Minutes of previous meeting and points arising –

Page 6 “Future Services” section from the SWT Island Line Meeting, which Mark Earp attended on the 11th December 2017. We received a communication from a member of the Keep Island Line in the Franchise (KILF) steering committee to draw attention to points 1 & 2 from this subheading as they felt there was misleading information.

Minutes stated	Comments received
Ryde pier head – Shanklin. Currently every 30minutes but lacking connectivity	The frequency between Ryde and Shanklin isn't every 30 mins, which is now impossible since the double track between Brading and Sandown was removed in 1989; the current intervals are approximately 20 mins / 40 mins
Every 20 minutes has been trialled, but is difficult	A 20 min service ran until 1994 and then on summer Saturdays until about 2005, and could be introduced tomorrow without any infrastructure changes. The difficulty would only be the cost of providing it

Mark advised that on the day of the meeting no one challenged the MP regarding these matters, and this is why he had recorded them as such, but the points are now noted.

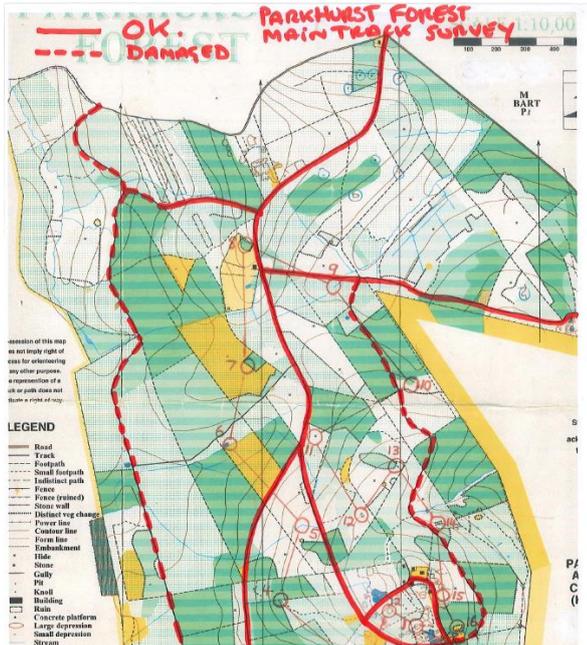
Declarations of Interest - None

Update of actions / matters or tasks from last meeting:

Forestry Commission – Parkhurst Forest, internal hard track survey, this is in relation to the possibility of allowing future equestrian use on certain paths / tracks within the forest, without the need for a TROTT permit. Mark has been and checked the forest tracks (copy of his survey results below for easy reference). He has advised that within the main gravel track there are tyre tracks so deep that it would be impassable for equestrians. This needs the Forestry Commission to inspect.

Justin was asked if it would be possible for carriage drivers to use the forest if horse riding was granted permission. Justin doesn't know the feeling regarding this matter, so it would need future consideration.

ACTION – Ben & Justin to check the routes within the forest for damage.



Marks survey of the Parkhurst Forest internal tracks, March 2018.

Newport highway improvements – Mark did not formally write to Bill Murphy but went into the Island Roads porta cabin (information centre) which was temporarily situated on the junction of Hunnyhill / Forest Road, to pass on his / LAF views. Local Councillor for Parkhurst, Andrew Garret, has been the main lead with Cllr Matthew Price also playing a role. Cllr Garret set up his own response mechanism and has collated a huge response database.

Bells Public Landing Stage – The paperwork is still in progress, additional information was required before the application could be made in order to try to get this landing stage registered as an [asset of community value](#).

ACTION: Mark

Pennyfeathers development – Planning reference [TCP/31352/A, P/01456/14](#) - Cllr Fuller has not been able to speak to Wendy Perera regarding this but is trying to get a meeting scheduled in with her.

Rights of Way Budget – A *Capital* budget of £75,000 for 2018/19, 2019/20 and 2020/21 was approved. No reply to the LAF communication from leader of the IWC regarding the *Revenue* budget.

Ordnance Survey Mapping

Mark has contacted the O/S and provided them with some local data in order that they can investigate and update their IW mapping information:

Ford crossings - not shown (Carisbrooke X 3, Whitwell, Wellow & Chillerton) this is important info for motorists

Open Access Land - misleading info especially relating to some Forestry Commission sites.

Public Slipways & Landing stages – info not shown

Public Rights of Way diversions / closures – changes not shown on O/S maps (*please note the Public Rights of Way team DO supply O/S mapping with copies of all the made public path orders and permanent TRO's, so they are aware of changes*).

Ponds – removed from maps; meaning developments using O/S maps for planning applications are putting wildlife at risk.

Permissive Routes – not shown on maps (*note that O/S tend only to show permissive routes if a formal agreement is drawn up and a minimum number of years is specified*)

Battery Road Footpath CS4, Cowes & General Land instability

CS4 Footpath is still closed and will be until such time the land has stabilised and repairs can be undertaken. In general there is a lot of unstable land especially cliff edges and coastal slopes. Cliff edges are in particular dangerous and people should be reminded to keep away from walking directly under a cliff or near the edge of a cliff side path.

Newport Harbour – There was a consultation which ran between 25 November 2016 to 13 January 2017 in respect of the proposed Newport Harbour Revision Order (HRO). The proposed order is to modernise the statutory powers and duties of the IWC in its capacity as the harbour authority for Newport Harbour, including the giving of general and special directions, the revocation of existing byelaws, the power to grant tenancies within the harbour premises, ability to enter into commercial activities and the provision of services to harbour users.

The proposed order would not authorise the construction or alteration of a project or confer development consent. At the present time the council is currently still processing this information. Until the HRO is finalised the Newport Harbour regeneration phase would not commence.

The statements in support and the draft revision order can be seen on the Gov.uk web page by clicking [here](#)

Mark displayed a report in the local newspaper, copy below, regarding the Regeneration Team and their level of public engagement regarding this matter and other matters. The group request that someone from this team attend a future LAF meeting to give an update on what they are planning for the regeneration of sites across the island.

ACTION – Invite Regeneration Team to attend a future LAF

Few listen to plans for IW

By Emily Pearce
emilyp@wcpmat.co.uk

PUBLIC meetings on the IW Council's multi-million regeneration plans were attended by fewer than 200 people.

As reported, the council hopes the programme will deliver 12,000 jobs, 1,200 new homes and £15 million in additional council tax income and business rates over the next decade. Eleven sites have been earmarked for redevelopment, including Newport Harbour, Ryde Esplanade, the industrial estate at Nicholson Road, Ryde, the former Camp Hill Prison and Kingston Marine Park, East Cowes.

Speaking at the latest policy and scrutiny committee for regeneration, housing, planning and the environment, Lib Dem Cllr Andrew Garratt asked why so few people had turned up.

"The level of engagement is disappointing. What do you think is behind that? A lack of awareness they were on, a lack of interest in the issues or a lack of confidence, because people think the council never does anything and what's the point?" he asked regeneration director Chris Ashman.

He also asked what the regeneration team's £2.3 million budget had been spent on.

Mr Ashman replied: "Some people do think it's a superficial exercise and whatever comes from it may not translate into action. We can only disprove that by achieving things."

Speaking after the meeting, he said the team had only spent around £300,000 of the £2.3 million budget.

A large portion of the cash had been spent on the salaries of Mr Ashman (£96,096) and deputy director Raniera O'Donnell (£77,110), who were appointed just over a year ago.

The remainder had largely been spent on public consultations and buying in technical expertise to draw up business case options.

3. **Coast Path update** – John Taylor and Gina Wright (Natural England) – John apologised for missing the last couple of LAF meetings and explained that they are running approximately 2 – 3 months behind schedule due to a few off Island demanding stretches, such as the New Forest, which needed to be resolved before they could move on to fully concentrate on the Island.

It is still intended that the IW's submission is to be made in late winter and they are in the develop and propose stage of working which means they are visiting all the land that is likely to be affected by the proposals and discussing the options in detail with the people who own or manage the land, as well as relevant local and national organisations who have an interest in the stretch.

Although the initial draft route is almost complete and if successful it should bring almost 8.5km of additions (of this 1.5km will be entirely new access) but because of the length of the route and the amount of landowners they need to formally contact the draft plans will take some time to formalise. There will also be work needed to upgrade existing routes and a plan of action in respect of the ongoing erosion at Bembridge and Freshwater.

Once the draft route is finally determined it will then be split into two sections, which will assist in the administration of the publishing procedure. Once it has got to the stage of formally publishing the route then this allows the public to make formal comments (representations) or landowners / land occupiers can make formal objections.

John has said he will let the LAF see a plan of the final full draft route (before it goes out for public consultation) but it is likely not going to be ready until the September LAF meeting.

John also advised the group of the following:

NE will contact the registered landowners before making the draft route public (their details found from land registry documents) the onus is then on that landowner to make any tenants they have aware and advise them to contact NE.

They have yet not been able to trace all landowners and they will bring their maps to the next LAF and hopefully with the help of local knowledge some of the gaps might get filled in allowing contact to be made.

Meetings have taken place with landowners and occupiers at Quarr, Osbourne, Barton & Wootton Creek and also the National Trust.

No contact has yet been made to owners of Norris Castle

Newtown is a difficult area for a route.

Bouldnor is extremely boggy and needs upgrading.

Medina River – as we have discussed before the inclusion of the River Medina i.e Cowes - Newport - East Cowes within the England Coast Path (ECP) is discretionary and up to the higher powers within NE to determine. John advised he has had several formal meetings with NE management team and he has outlined the for and against options. So far from the IW there has been unprecedented support for the inclusion of this route and the ferry situation (floating bridge) is unique. Therefore, NE will begin a formal written consultation with Medina River landowners to ask them their thoughts on the route being included within the ECP. Land registry information is currently being compiled and should be completed by 9th April 2018 at which point shortly afterwards letters can then be issued.

The group was reminded that the ECP scheme is in relation to **walking** and although there is a desire for a full cycling route from Island Harbour to East Cowes, NE cannot negotiate for cycling or equestrian access (here or anywhere else along the islands coast path) as it is outside the scope of their project. However, once the ECP route is finalised then there might be an opportunity for IWC to work with NE and the landowners to see if there is any sections which might be suitable for multi-use.

In the meantime LAF members and all beyond should take the opportunity to formally contact Natural England to give their support or objections to the River Medina route. The formal response should outline: support or not, what value would be added by including the River Medina and any other information. Responses need to reach John within the next *two weeks.

*As these minutes take a while to be issued an urgent email was sent on the 11th April 2018 this read:

Dear LAF Members & Guests

Natural England are currently in the process of deciding if the River Medina should be included as part of the Isle of Wight's Coast Path. If it is included visitors following the IW part of this National Trail would be taken between Cowes and East Cowes via Newport along the banks of the River Medina.

Many people see this as a very good opportunity as it would follow paths which are mainly already in existence and well used, it would pass many interesting and scenic locations and allow for an extended stay on the Island which is good for our economy and that of local businesses.

However, under the act of law called "The Marine and Coastal Access Act 2009" which makes it possible for the creation of the long distance trails round the English Coast, the trail should follow the nearest river crossing and in our case it would cross from East Cowes to Cowes via the floating bridge (therefore missing out the riverbank walks down to Newport).

To include the River Medina would be a discretionary decision which Natural England would make. In order to make the right decision the team running the Isle of Wight England Coast Path project need your formal written for or against emails / letters to present to the committee making the decision regarding the River Medina route.

They cannot use correspondence previously sent and now need individuals or groups / society's to formally write to them and outline the following:

- Support or not
- What value would be gained by adding the River Medina route into the Isle of Wight section of the England Coast Path.
- Any other information

Correspondence needs to be sent to

By email

John Taylor England Coast Path Team Leader John.Taylor2@naturalengland.org.uk

Or

Gina Wright, England Coast Path Adviser Georgina.Wright@naturalengland.org.uk

By post: Natural England (Isle of Wight team) 2nd Floor Cromwell House, 15 Andover Road, Winchester, SO23 7BT

Dead line for correspondence will be **Friday 20th April 2018**

Please reply to John or Gina regarding this matter.

Refer to www.gov.uk to get up to date news on the [England Coast Path: Isle of Wight](#) section



4. Chairmans Update

NT46 Castlehaven – Second Definitive Map Modification Application made by homeowner to have part of Public Footpath NT46 removed from the definitive map. This was dismissed at the Appeals Sub Committee meeting of the 07/03/18. The applicant has now appealed to the Planning Inspectorate. The papers outlining the history and background of the case can be read by following the following links:

[Agenda & Papers](#) [Minutes](#)

A couple of articles / letters have appeared in the local newspaper regarding this.

Couple's bid to close path fails

By Emily Pearce
emyp@icpcmail.co.uk

A COUPLE'S efforts to close the coastal footpath bordering their home have failed – again.

A second application submitted by Leslie and Lynne Thorne, calling for a section of the NT46 footpath to be deleted from the network, has been rejected by the IW Council.

They claimed the footpath, which runs along the sea wall and village green next to Beach Cottage, Castlehaven Lane, Niton Undercliff, actually runs along the beach.

However, the council's rights of way team said the first definitive map of the network, from 1952, shows it runs along the wall.

It argued footpaths were rarely recorded along beaches and no right of way had ever been recorded as running along a beach in the parish of Niton.

Throwing out the Thornes' application last Wednesday, the council's appeals sub-committee agreed with the maxim 'once a highway, always a highway'.

The committee heard from witnesses who had lived in Niton from the 1950s, who said the sea wall was well known as a path



The coastal footpath at Niton Undercliff.

and it was 'virtually impossible' to walk along the beach as it was strewn with boulders and wooden groynes.

Part of NT46 is currently closed due to unsafe conditions but the committee heard the temporary closure did not affect its legal status.

The council said any attempt to prevent access to the path, by installing gates or 'private' signs, would be unlawful.

The Thornes installed a gate six years ago to block the path, which was met with indignation from Niton Parish Council.

At that time, Mr Thorne blamed the council for raising the path with a fresh layer of concrete and told the CP: "It means people can look straight into my bedroom window and I'm not having that so I put the gate up."

A previous application lodged by Mr and Mrs Thorne almost ten years ago, after they bought the property, was rejected and the council said insufficient new evidence had been provided.

The CP attempted to contact the couple but had not received a response at the time of going to press.

to the Island must think of what they see.

If we have concerns about hikes in council tax or that the council does not have enough money to adequately support social care, libraries, road maintenance and other important needs, then consider the unnecessary waste of money having to be spent cleaning up the mess made by idle and careless people. Money that could be much better spent elsewhere.

That said, there is a need for our council to provide more regularly emptied rubbish bins and dog poo bins, especially along and at the ends of town and country walks. Covert patrols to identify and fine offenders wouldn't be a bad idea either. Schools could also play their part by stressing the need for the children not to throw wrappers, cans and plastic bottles on the ground.

If each community took an interest in the cleanliness of its immediate neighborhood it would make a massive difference.

Equally, making the Island environment less of an eyesore generally could prevent a potentially negative impact on the tourist trade.

Footpath

facts wrong

From Les and Lynne Thorne, Niton:

A STORY was published about our attempts to delete a public footpath at Castlehaven (CP, 16-03-18).

We have never sought to delete any footpath anywhere.

All we have ever done is sought to have the Definitive Map (which records the existence and status of a public right of way) agree with the Definitive Statement (which records its exact location and condition). For this route, ever since they were created in 1952, these two documents have been in conflict – they refer to two different footpaths; one public and one private.

The IW Council's assertion that no route in Niton is recorded as on the beach is true, the recorded location is shore. Shore is the land between mean low and high water marks. It is seeking to mislead by playing with words.

Nobody with knowledge of the location in 1952, when the route was recorded, says it was on the sea wall.

The council admits the Definitive Statement has always been wrong but seeks to vary it to a route which required the public to walk up and down the vertical face of a high wall.

The only parties who have ever extinguished the two access points to the shore this footpath provided are:

1) The adjacent caravan site owner, who unlawfully blocked the path up the coastal slope in the 1970s and the council failed in its duty to act.

2) The council itself in its 2004 coastal protection contract.

The council sub-committee of March 7, which was charged with considering our application to have the statement corrected, refused to respond regarding either of these unlawful blockages.

So, once again, we join the many before us who have found the only way of having issues addressed fairly and objectively, and having the same laws applied equally to all, is by formal appeal. Inevitably, allegedly scarce staff resources and legal costs will be expended on this rather than on social care, libraries, public toilets, tourism etc.

Sorry, but we have no other options available, and the tourists too would like access to the shore.

But we do wonder what the council's priorities are when it is prepared to throw everything at a route which can never provide shore access while ignoring two easy access points, unlawfully blocked for over 40 years and 14 years respectively, which could be reopened in days.

Modifications to the Definitive Map - For information the IWC holds a "Modification" [register](#) and this lists the applications made to the council to change the definitive map in some way (something missing or incorrectly recorded). The applicant will need evidence to support their application. The evidence is then investigated and the application either accepted and the map altered or it will be dismissed. If dismissed the applicant can then appeal to the Planning Inspectorate and the Planning Inspectorate will review all the evidence and make a decision to either allow or dismiss the application.

Modifications Orders are all about **EVIDENCE**. This is different to other types of path orders to change the map because they maybe about practicality or need and don't require historical evidence to back them up.

Concessionary Bus & Rail fares – are important for some people to be able to get out accessing the open air for recreation.

[Southern Vectis \(bus\)](#) have the following information on their own website:

Concessionary Passes - We accept English national concessionary bus passes for free travel on Southern Vectis bus services between 9:30am and 11pm Monday to Friday and at any time on weekends and bank holidays.

Island Residents who hold an English National Disabled Pass or an Isle of Wight Council Gold or Silver New Islander Card may also travel free at peak times on any day.

Sorry, we cannot accept concessionary bus passes issued in Wales, Scotland or Northern Ireland.

Island Breezer Buses - Concessionary bus passes cannot be used for free travel on our Breezer or Coaster services however you can purchase a concession ticket valid on these routes for £6 giving unlimited travel for the day

There had been some confusion regarding Island Line (South Western Railway) trains allowing concessionary fares, but disabled persons who hold a New Islander Card or an English National Travel pass for disabled persons should be able to travel for free on the trains.

More information about Concessionary Travel schemes can be found on the relevant IWC webpage click [here](#). There will be at some point soon a review of the IW concessionary card but no timetable is yet known.

Beach Cleaning – there is a surge in the popularity of beach cleaning but good advice is to go with an insured and properly organised group. There can be dangerous items found on beaches such as syringes, flares and chemicals. The Marine Conservation Society (MCS) have advised that they ran 2 [beach clean events](#) in 2017 on the IW so they don't have enough data from these to show what is happening on the island as a whole but from the two cleans 1853 plastic items were found in 2 X 100m survey stretches.

Long term MCS beach cleaning survey data (not just from the IW) indicates plastic & polystyrene items are rapidly increasing

2008 = 83.7, 2013 = 26.7, 2016 = 85.1, 2017 = 843.0

All of these figures are the average number of items found for every 100m beach cleaned.

Refer to the MCS [beach clean report 2017](#) for more data

It is hoped a beach cleaning event will be run on [Isle of Wight Day](#) which will be Saturday 22nd September 2018

Disposable BBQ's – There has been accidents resulting from disposable BBQs buried in the sand as they continue to burn and the sand heats up around them. The IWC has only one beach that permits barbecues, this is located at Red Cliff, Yaverland. It is also possible to book the purpose-built barbeque facility at Fort Victoria Country Park, near Yarmouth.

West Wight & East Wight Landscape Partnerships – there will be no further landscape partnerships which means locations which did not fall into the previous schemes boundaries will lose out for project funding, such as Wootton, Chale, Medina areas.

New Cycling Regulations – The government are to hold an urgent review to examine whether there should be new road laws covering cyclists following the death of a pedestrian in London who was killed after being hit by a cyclist riding a bike that was illegal for road use.

Increased Litter Fines – Councils now can raise fines for littering from £80.00 to a maximum of £150 from April 2018 refer to [Gov.uk](#) for further details

[Natural Environment and Rural Communities Act 2006 still fit for purpose?](#) – The Lords Select Committee published a report on the 22 March 2018, and this report is awaiting the government's response. Within the report there are recommendations about Green Lanes &

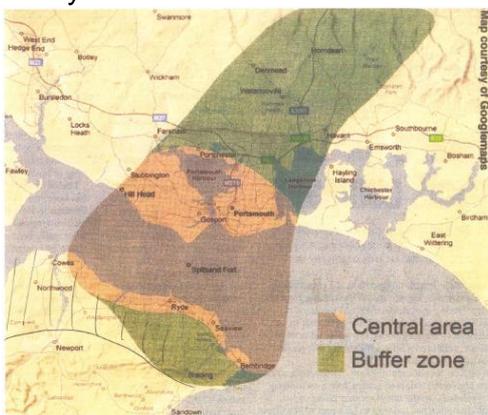
Rights of Way, this is in relation to motor vehicle use and of Traffic Regulation Orders to prohibit or control motor vehicle use.

BBC Countryfile Magazine Awards 2018: The IW was a finalist in the [holiday destination of the year](#) category

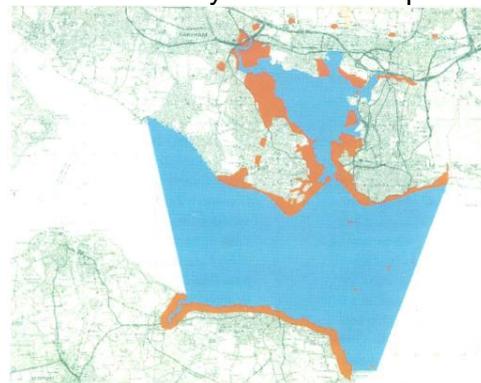
LAF National Conference – this is unlikely to take place this year due to no money or officers to run it.

Solent World Heritage Bid – Originally a bid by the [Portsmouth Society](#) to try and make part of the Solent a World Heritage site. Confusion arose because there were a number of reports suggesting that it was the Solent Society, but there is no such organisation. There is the [Solent Protection Society](#) but they were not involved.

[Professor Celia Clark](#) has said that the Eastern Solent WH bid is currently in abeyance and it has not been scrapped, it is awaiting the right time and funding for it to be pursued further. A world heritage site means it would become a landmark, but first it would need to be selected by the United Nations Educational, Scientific & Cultural Organisation ([UNESCO](#)) as having a cultural, historical, scientific or other form of significance, and it would then be legally protected by international treaties as sites are demarcated by UNESCO as protected zones.



Map of original (rejected) bid



Current map, proposed area to be considered for nomination

Cycle Pods- photo below to illustrate the new cycle pods at the popular tea and cake stop at [Chale Green Stores](#)

Chale Green Stores :

Cycle pod: (Chale Green Stores)



8. UPDATES

IWC Rights of Way – Darrel Clarke

The service has not been able to do too much on the ground recently due to the very wet conditions. It is a bit unusual for it to be this bad in April. In view of the conditions we have extended the annual byway closures to motor vehicles for a further month and we will review this in a couple of weeks.

We have managed to complete some improvement works over the winter:

We have upgraded public footpath R55, which is over Council owned land, to a multi-use path. This connects Great Preston Road and an existing bridleway which runs parallel with the Ryde to Sandown railway.

We have also just completed a permissive path arrangement with the Boswell family at Parsonage Farm, Newchurch – this will provide an off road path through tree lines from the road bridge near the cycle track up to the existing footpath which leads to the church yard at the top of Newchurch hill.

Some small surfacing schemes have been completed. One on the path to the beach at Alum Bay and another on the path that leads to the top of the steps at Widdick Chine at Totland.

We have been awarded 75k capital funding for 2018/19 which is not as much as we hoped and is less than traditionally received. We're in the process of carefully planning high priority schemes and as always will make the money go as far as possible.

We had a new member of staff join us in February. Adam Scull - who is our maintenance officer and deputy to Neil Morey. He will be a great asset to the team and once he has found his feet I think it will be useful for him to attend the LAFs to provide updates on works on the network.

IW Ramblers – Mike Slater

Mike could not attend the meeting but wished the group to know that with effect from 9th April 2018 the IW Ramblers coast path survey report is available for public viewing via their [website](http://www.iowramblers.com/island-coastal-trail) <http://www.iowramblers.com/island-coastal-trail>

IW Bridleways Group – Tricia Merrifield

Tricia has been liaising with the National Trust to try and get equestrian use permitted on a section of Footpath at Tennyson Down. This is because horse riders currently have to use the very narrow and busy Moons Hill to get to the start of the Bridleway network, but if part of Public Footpath T24 was made accessible by the National Trust this would allow a safe off road link. The National Trust spokesperson will be attending a forthcoming Totland Parish Council meeting to raise the matter with the local councillors.

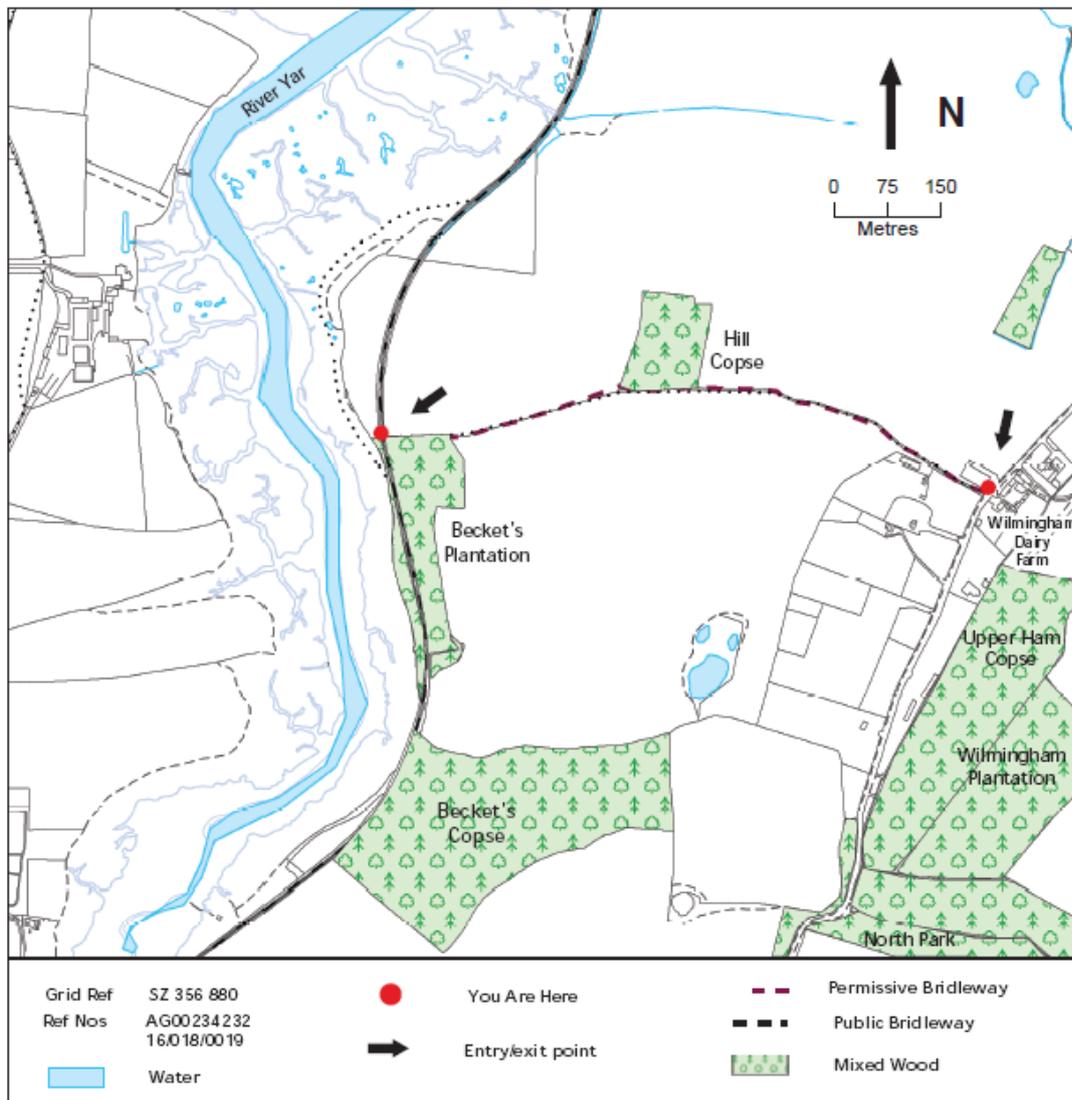


T24 (part) yellow line indicates proposed safe off road link

Permissive Bridleway along Public Footpath F24 - HLS ended 30/04/17 in respect of the permissive bridleway payments. Equestrians keen to see this route remain open to them as it is an important link between Wilmingham Lane to the Bridleway F61 / Y19 (also referred to as the cycletrack) between Freshwater and Yarmouth. Bridleways Group making contact with landowner to try and secure the future of an equestrian route.

PERMISSIVE ACCESS

This path passes through a landscape characterised by arable farming. Look out for lapwing, grey partridge, yellowhammer and linnet which may feed in the crop. To the south west are views over the Yar estuary and the harbour at Yarmouth.



This access has been provided under the Department for Environment, Food & Rural Affairs' farm conservation schemes as managed by Natural England, which help farmers and land managers protect and improve the countryside, its wildlife and history. It is permissive access and no new rights of way are being created. Existing rights of way are not affected. Please follow the Countryside Code and observe any other requirements shown above. Do not disturb wildlife, livestock or other visitors and in particular keep dogs under control. This is working farmland so please take care, people using this site do so at their own risk. Access ends on 30th April 2017.

For access related queries please call the Access Management Unit on 01902 693218 (Office Hours).

For all other Defra related queries please contact the Defra Helpline on 08459 335577 (Office Hours).

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ENVIRONMENTAL
STEWARDSHIP

COUNTRYSIDE
STEWARDSHIP

ENVIRONMENTALLY
SENSITIVE AREAS



countrywalks.defra.gov.uk

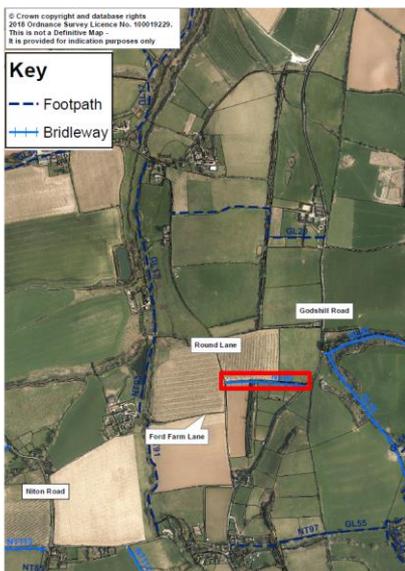
Cycle Wight – Alec Lawson

- There was a poor attendance to the [February cycle forum](#) and a non-attendance from the Police and Island Roads. Cyclewight are chasing Island Roads regarding safety and maintenance issues. The next cycle forum meeting will take place in June 2018
- [Wight Cycle training](#) is officially registered with the Department for Transport.
- Cyclewights “ a cycling strategy for the IW” is available on www.cyclewight.org.uk and cyclewight will be meeting with Chris Ashman who is the IWC Director of Regeneration
- A cycling permeability study for Newport 2018 produced by Martin Gibson has been published. A link to the study can be found on www.cyclewight.org.uk
- Pennyfeathers; Cycle Wight supports the LAF in respect of the apparent planning failure to provide a multi-use commuting route.
- Following up with Brading Town Council re B69 to Yarbridge
- Gunville Greenway is still on going
- Wayfarers Randonnee will be on Sunday 6 May 2018 www.cycleisland.co.uk
- Land south of Newclose cricket ground; Cyclewight will enter a response to the planning application [TCP/21356/A, P/00150/18](#)



5. Any Other Business

Bridleway NT96 Millers Lane – Penny is making enquiries with the landowner to try and seek their agreement to change the status of NT96 to restricted byway which then formally allows carriage drivers to use this section of right of way



Millers Lane NT96 links Roud Lane to Godshill Road

Public Car parking at Shalfleet – there is now no public car parking at Shalfleet, which is the starting point for many organised or general walks. Shalfleet Parish Council have closed the recycling car park which was located next to the Horse and Groom pub and opposite the primary school on the main road, and are in the process of renting this to the school for the sole purpose of school car parking. At the same time the private landowner of the car park off Mill Lane has withdrawn their permission for parking. This leaves the Shalfleet area devoid of any car parking opportunities for the general public in order that they can access the Public Rights of Way network in this area.



Shalfleet Rights of Way network map and photos of the closed car parks.

Public Space Protection Orders (PSPO) – Jennine advised that the draft version is still being considered by IWC legal team and when ready it will be circulated for pre consultation comments, before then going out to full public consultation.

2018 Meetings
4pm Thursdays @
5 July @ The Wendes Hall, Woodbine Close, Newport, PO30 1AE
 6 September @ St Johns Church Hall, Drake Road, Newport
 6 December @ St Johns Church Hall, Drake Road, Newport

LAF list of regularly used abbreviations and words:

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

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

CIL = Community Infrastructure Levy, this is a planning charge. A way for Local Authority's to try to help deliver infrastructure to support the development of their area (also see S106).

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

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

EWLP = East Wight Landscape Partnership www.downtothecoast.co.uk

IR = Island Roads is the name for the IWC Highways Contractor, they can be contacted at: St. Christopher House, 42 Daish Way, Newport, Isle of Wight, PO30 5XJ or Telephone 01983 822440 or email info@islandroads.com Website: www.islandroads.com

IWC = Isle of Wight Council. Address County Hall, High Street, Newport, Isle of Wight, PO30 1UD or Telephone 01983 821000 + add the extension when prompted if you know it or Email customer.services@iow.gov.uk or the specific services email if you know it. Website www.iwight.com

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

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

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

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

S106 = Section 106 is an agreement between the Local Authority and developers and is attached to a planning permission make acceptable development which would otherwise be unacceptable in planning terms. S106 must be directly relevant to the proposed development.