

Engineering Services



Rights of Way Improvement Plan



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Preface

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

The plans are meant to be the main way for local highway authorities to identify changes to be made, in terms of the management of, and improvements to their local rights of way network. This is so they meet the government's aims for better provision for walkers, cyclists, equestrians and people with mobility problems.

Recent guidance from the Department for Transport (DfT) on the preparation of the new round of Local Transport Plans (LTPs) - which have to be finished by March 2006 - includes references to rights of way improvement plans.

All new LTPs must either include a ROWIP as an annex, or make reference to uncompleted ROWIP work in progress.

The DfT guidance is clear that the government will expect any new LTP to set out plans on how the authority's rights of way network can contribute to the aims of the LTP, in particular "setting transportation in the wider context".

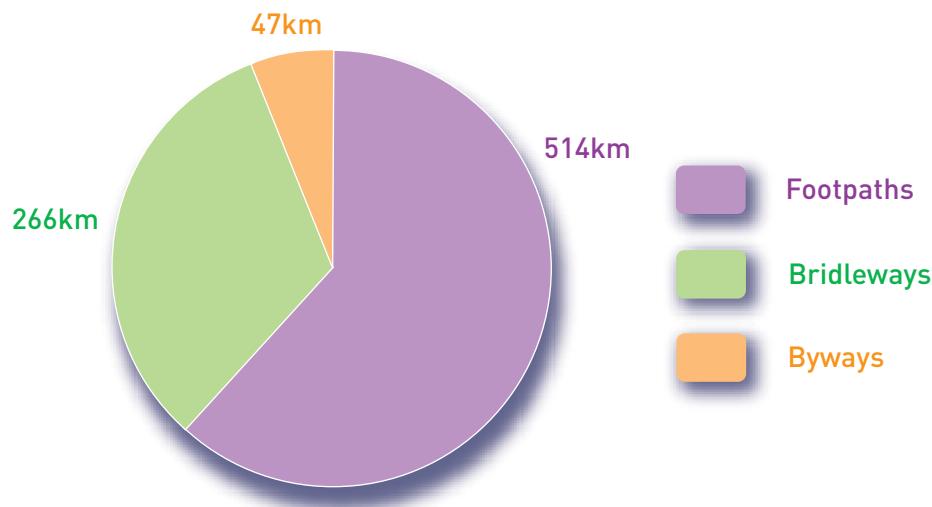


A. Introduction

A.1 The Isle of Wight's Public Rights of Way Network

The Isle of Wight has 827 kilometres of public rights of way on the definitive map - the most concentrated network of any county in England.

The extent of each of the three categories is shown below:



A.2 Former Rights of Way Development Plans

The Isle of Wight Council has been adopting a strategic approach to rights of way development since 1994. In that year, following a complete survey of the condition of the Island's rights of way network, the council published a Milestones' Statement aimed at achieving the national target for rights of way within four years.

This target had been defined by the Countryside Commission and challenged local authorities to bring their rights of way networks up to the standard of being "legally defined, properly maintained and well publicised by the year 2000".

In 1998 the Isle of Wight Council was the first (and remains the only) local authority to achieve the national target for rights of way.

The strategic approach to rights of way improvement having proved its worth, the council set about drawing up a new five-year strategy to maintain its rights of way network in excellent condition, and develop it for locals and visitors.

Extensive research and public consultation, funded by a European Union project, led to the publication of the Rights of Way Strategy 2001 to 2006. This document has guided the development of the network for the last four years, and must now be replaced by a statutory rights of way improvement plan under the Countryside and Rights of Way Act.

A.3 Background to the current Rights of Way Improvement Plan

This plan is prepared under Sections 60 to 62 of the Countryside and Rights of Way Act 2000. The act requires every highway authority in England to publish a plan containing:

1. The authority's assessment of:

- The extent to which local rights of way meet present and likely future needs of the public.
- The opportunities provided by local rights of way for exercise and other forms of open-air recreation.
- The accessibility of local rights of way to blind and partially-sighted people and others with mobility problems.

2. A statement of action the authority plans to take for rights of way management, and to secure an improved network of rights of way (with particular regard to the matters dealt with in the assessment).

Details of how the plan is to be produced, including the level of public consultation, is given in the government's Statutory Guidance on the Preparation of Rights of Way Improvement Plans 2002.

In drawing up this plan, authorities are required to assess three key points:

- The extent to which the local rights of way meet the present and likely needs of the public:
 - Are the present needs catered for, and are there any missing pieces that limit people? Will the needs change in the next ten years? Will there be any measures to cope with such change?
- The opportunities provided by local rights of way (in particular footpaths, cycle tracks, bridleways, and restricted byways) for exercise and other open air recreation and the enjoyment of the area:
 - Does the current and future network provide easy access for health and leisure? Do the users enjoy their local environment from the public rights of way network?
- The accessibility of local rights of way to blind or partially-sighted people and others with mobility problems:
 - Are people with mobility difficulties catered for? Are there any special requirements that need adding to the network? Can all members of the public easily use the network?

The statutory guidance recognises that local authorities may already be developing or have in place other plans and strategies for related areas. Related areas include healthy living, leisure, recreation, sport, tourism, transport, and community strategies. These have been taken into account as well.

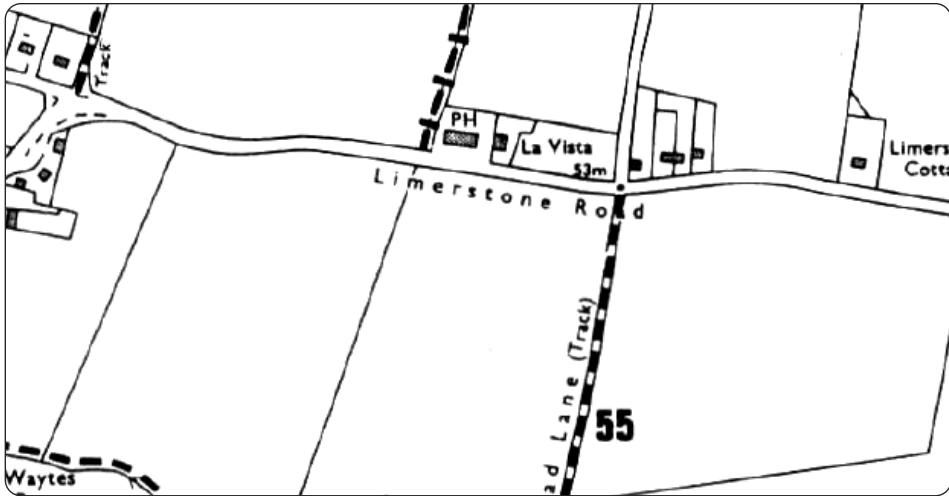
The ROWIP will include a statement of action the authority plans to take for managing local rights of way and for securing an improved network.

A.4 Historical Data

The rights of way department is required to annually survey a random selection of five per cent of the network (under government guidelines) and return the results to the Audit Commission.

The Isle of Wight rights of way department conducts an annual survey of every public footpath, bridleway and byway on the Island, giving 100 per cent coverage.

Using experienced and trained volunteers the rights of way department is able to run a valuable project, which provides a wealth of information about the state of the network. The surveys' findings are used to plan future maintenance works, and predict seasonal trends or changes. This can be seen with the change in the mowing and strimming programme after the 2002 surveys.



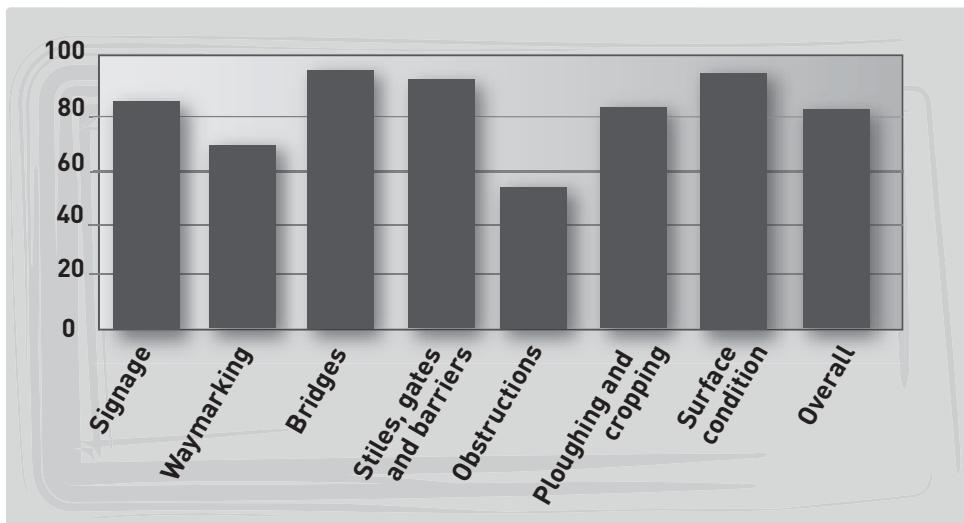
2002 was the first year to run the Best Value Performance Indicators (BVPI) 100 per cent annual surveys, and these have kept running since. The surveys assess and score every part of a path including surface, all furniture, obstructions found, general ease of use (which is the main scoring area), and then gives the path a pass or fail mark for each feature and in overall terms.

As the surveys take place throughout the year there is a 'buffer' zone of every day problems that will be found. A small percentage of paths will fail due to common faults that are unpredictable, or because of a problem found only on that day. However most of the path surveys will give a detailed status of the network and weaknesses that need addressing.

For 2002 the surveys found:

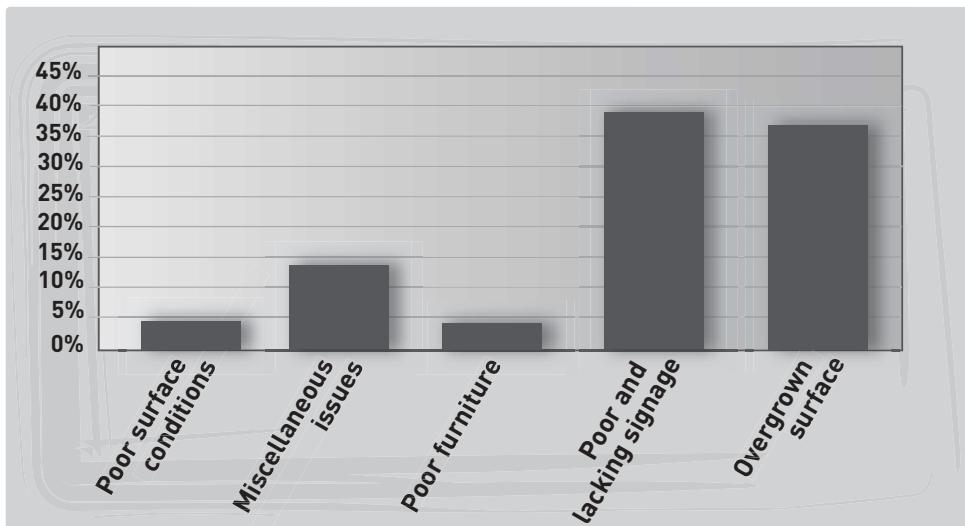
Eight-four per cent of the network received a pass mark. This was the first year of surveys with eager new surveyors, so an amount of failures was expected. The random five percent BVPI sample received a mark of 83 per cent.

For features the individual pass rates were given as:



In 2002 it was shown that although many of the features and the entire network received higher pass marks, there was work to be done for obstructions and overgrowth. This was again shown in the reasons for failed paths, most being because of overgrowth or signage.

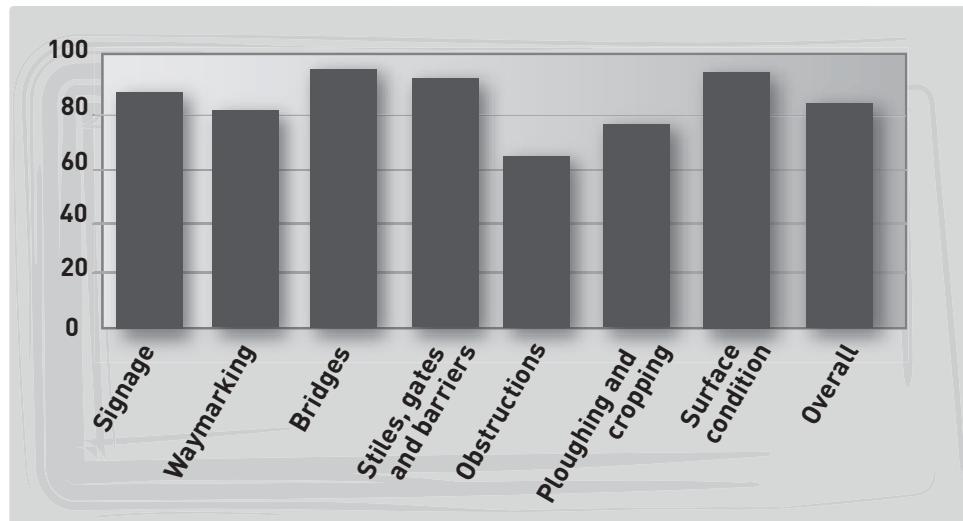
Of the failed paths, the main reasons in 2002 were:



For 2003 the surveys found:

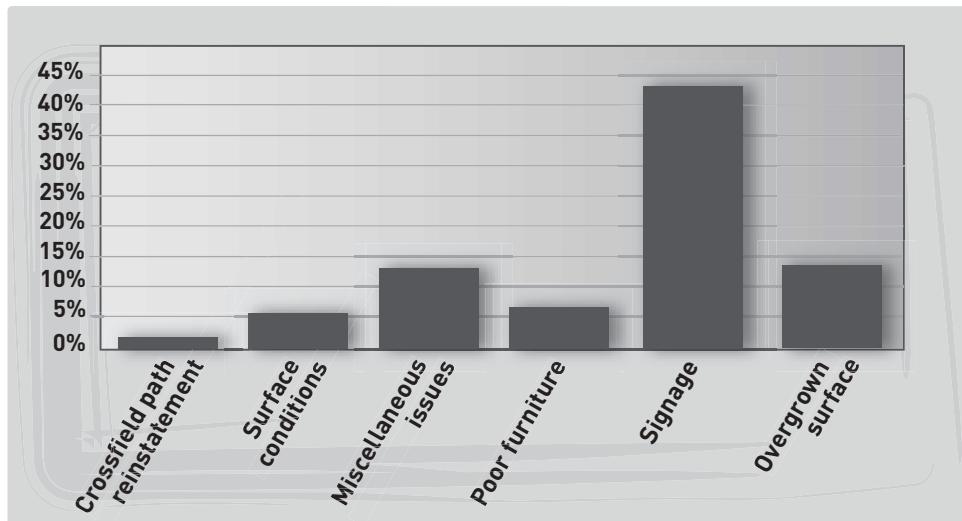
Eighty-three per cent of the entire network received a pass mark. This was the same as the year before, showing there were still problems in the field, but still reasonably minor. A pattern also showed that as the surveyors had more confidence and experience, they were also more willing to fail a number of items, rather than just the main one. The random sample BVPI mark was 87.5 per cent for 2003.

For features, the individual pass rates were given as:



In 2003, although the marks for obstructions had dropped, the level of overgrowth had fallen. After the 2002 surveys, the maintenance team changed the cutting programme to encounter the summer growth. Signage was still showing problems, but this was a feature that has an ongoing maintenance routine to improve.

Of the failed paths the main reasons in 2003 were:



As the BVPI project finishes its 2004 surveys, and carries on into 2005 it is showing improvement in the field. The 2004 surveys stand at 88 per cent pass rate for the entire network.

The overgrowth, and problems with furniture rates have dropped, mainly due to predicting problems and the efficiency of the call record system.

Signage and waymarking are constant projects that will never receive a perfect pass rate. Different surveyors will have changing opinions for signage, proving you can never have enough.

The surveyor teams have developed into a small group of trusted and experienced professionals. The main purpose of the surveys started as assessing the network for ease of use, but has turned into one of the core initial inspection methods for the rights of way department.

The BVPI annual surveys will continue to run and provide the authority with an up to date status for every part of the network.

The surveying and follow up work from the surveys has been developed and improved each year. The system is now an efficient method for assessing paths and reporting findings to the maintenance team.

A.5 Internal Reporting Systems

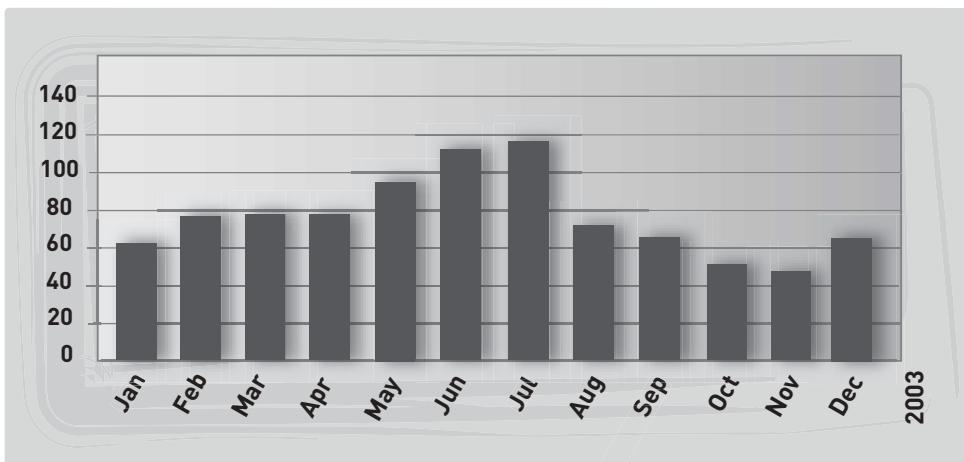
The rights of way department works very efficiently in maintaining and keeping the network safe for users, all year round. This efficiency is only possible from the vast user group feeding the department reports of problems found in the field.

All calls or reports that come through to the rights of way department are logged into a computer-based reporting database. These reports are then processed through to the maintenance department.

In 2003 the department received 917 reports:

- 41 relating to bridge problems;
- 40 for fallen trees;
- 72 on miscellaneous issues;
- 146 for overgrown surface or overhead growth;
- 90 for poor signage;
- 79 problems with stiles;
- 111 reports of surface problems.

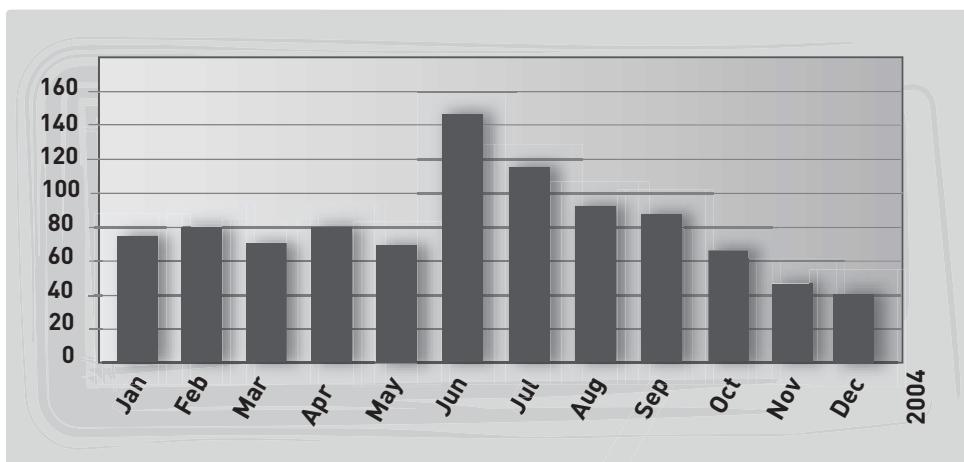
For 2003 the reports by month were as follows:



In 2004 the department received 967 reports:

- 45 relating to bridge problems;
- 76 fallen trees;
- 115 miscellaneous issues;
- 105 overgrown surface or overhead growth problems;
- 84 signage problems;
- 52 problems with stiles;
- 109 surface problems.

For 2004 the reports by month were as follows:



These figures show there is little change year to year in the number of problems, although instances of overgrowth have dropped slightly due to the change in the summer cutting programme (which took place in 2003).

This repeat of information and problems shows there will always be a running series of problems on the paths at any one time.

As well as reporting problems by phone or letter, users can also use the online report form available on the rights of way website.

A.6 Summary

The ROWIP does not propose change just for the sake of it. Many of the systems, methods, work programmes, and departmental plans have been put together over many years and with constant testing and improvement to ensure they are the most effective way of doing the work.

For example, the 2001 to 2006 strategy document developed by the rights of way department researched and put into place many plans and systems to improve the rights of way service. This document will now work as a foundation for the improvement plan (as it is possible to assess the effectiveness of changes made).

The Isle of Wight already has a good network of well-maintained paths. Even so, there have been requests and ideas for new links from the main user groups. While these new links and ideas will be addressed, it may benefit more users to concentrate on improving existing routes for all users, and potential upgrades or amendments to existing paths, to allow more access or safer use. The plan will prioritise these schemes to benefit the most users. New routes and links are also potential schemes for encouraging external funding.

The plan will not try to find improvements where they may not be found. If a system or team is identified as being well run and efficient, forcing change may cause problems in the long term. Changes have only been recommended where we have identified achievable improvements for the user or efficiency savings.

During the assessment process we identified a number of projects or changes that, although small, would result in improvements to the service; others are more substantial and have been assigned to a long-term strategy.

One of the principles underlying planned improvements is that they should benefit as many types of user as possible.

Although the current network has good provision for most users, there is little ideal access for people with mobility difficulties. Some areas may not be ideal or financially feasible for improvement to the standards for such users, however where possible many improvements can be made to aid access for all users.

The plan will also promote use of the network to current non-users. This may include people who are not aware of the rights of way network, or those who have little knowledge of where they may walk.

Aiding access to the network to promote walking or cycling for health and leisure are major parts of the improvement plan, and will guarantee a user group for the future.

Therefore the main aims of the ROWIP are:

- Continue to maintain a high quality rights of way network;
- Develop the network to benefit as wide a range of users as possible;
- Identify a programme of achievable improvements;
- Improve access for those with mobility difficulties;
- Promote the network and countryside to non-users;
- Promote the network for health and leisure;
- Promote the network as an option for sustainable journeys.

B. Assessment of The Network and Consultation

B.1 Background Research; the 2001 – 2006 Strategy

Extensive research was carried out prior to production of the 2001 to 2006 strategy. This work has given the rights of way section an advantage in producing the current improvement plan, which is an update to the strategy.

Countryside recreation has grown dramatically in the last 30 years, and is now a major industry supporting many local businesses. It is likely to be an important growth area for tourism on the Island in the near future.

At the time of the production of the 2001 strategy, the Isle of Wight Walking Festival was the largest of its kind in the UK. The festival has continued to grow and is still the largest, drawing many visitors to the Island. The 2005 festival had 182 scheduled walks.

An earlier but still valid bridleway study showed there was a north/south divide in the network of bridleways. Most horse riders and stables are in the north of the Island, but most of the bridleways on the southern side.

The Island was an early popular location for off-road sports, with mountain biking using the bridleway network. The Island has also been identified as an ideal location for family off-road cycling. This has led to a big increase in the use of the bridleway network for off-road cycling.

The 2001 strategy was based on extensive public consultation. Having looked again at the results we found much of it is still relevant to the aims of an ROWIP and have therefore taken it into account in preparing the current document.

As a starting point to a new round of consultation the rights of way team prepared a briefing paper explaining the requirements of the CROW Act and the areas on which we wanted opinions and suggestions. Included in that paper was an assessment of the rights of way network as seen by the rights of way officers, as well as preliminary suggestions for improvements based on earlier consultations and knowledge.

The briefing paper was sent to consultees (see appendix A), and was the focus of discussion at two meetings of the Isle of Wight Local Access Forum.

B.2 The Isle of Wight Local Access Forum

The Local Access Forum (LAF) is an advisory body set up following the CROW Act 2000. Its main purpose is to advise the local authority on access to the countryside and open-air recreation.

The LAF is a body the local authority is required to consult over the improvement plan. Two meetings of the LAF were held during the consultation period to discuss related matters and to seek their advice.

The LAF gave the following general advice:

- In support of the Disability Discrimination Act there should be a policy for removing barriers to increase access for those with mobility difficulties.
- The rights of way revenue budget should be increased to meet maintenance costs of capital projects.
- Increased circular walks with suggested links to pubs.
- A budget should be set to achieve the East Cowes to Wootton link.
- Opportunities to benefit the rights of way network should be taken in the Sandown and Cowes regeneration schemes.
- Advice was given about many new links, upgrades and improvements (listed in appendix F).

- As well as horse riding, carriage driving needs should be considered.
- With regard to rights of way signage the forum felt more emphasis should be put on waymarking paths at junctions, and to aid navigation across land. Signage should also include some sort of obvious status indicator, ie in the form of a red circle and bar.
- Steps should be made to cut the instances of motorbikes using the footpath and bridleway network.
- Coastal path signage needs attention and updating, particularly where the path has suffered erosion.
- Parish and town councils could be potential sources of waymarking projects for their own area.
- There should be projects to assess and find better off-road routes, particularly in the north of the Island.
- Bridleways should be sought through Parkhurst Forest.
- The St Helens to Brading link has a stile in place, and so does not allow a multi-user route. This should be removed to help off road links.
- All cycleways should allow horse rider use along the full length.
- The ROWIP contains many grammatical and spelling errors that should be corrected.
- Education is needed to prevent dog fouling where possible. Dog bins should be placed at key sites such as car parks near to paths.

B.3 First Consultation with User Groups and Bodies

The initial consultation drew a reasonable number of responses. All consultees (listed in appendix A) were sent a copy of the improvement plan briefing notes.

Comments and ideas where asked to be returned to the department over a two month period.

A list of suggested upgrades and improvements to existing paths are listed (appendix D).

General improvement ideas from the consultation are listed below. Ideas that will be included as potential projects or policies in some part or format are noted with a 'P'. Comments that will not be included as potential projects were either general comments, or not physically or financially feasible to complete.

- 4X4 vehicles were not popular among some consultees. It was felt damage to the byways detracted from the local tourism appeal.
- Gates on rights of way should be easier to open, and stiles should always include space for dogs.
- Signage asking for dogs to be kept on leads should be placed near livestock.
- All paths within three miles of a school should be upgraded in surface and be dual use for cyclists and pedestrians.
- In conjunction with English Nature and other Island parties, the dinosaur museum is currently producing a Local Geodiversity Plan (LGAP), which may affect or be affected by local rights of way. Future work may be included or supported by the improvement plan.
- More small informal car parks or laybys in the countryside to allow users to park.
- Creation of paths behind roadside hedges, to allow safe off road use.
- The Appuldurcombe estate has received a grant to upgrade certain rights of way to Disability Discrimination Act standards. This may affect or help future improvement plan works.

- The old railway line should be opened up and run again to aid congestion.
- Horse and carriage riding should be encouraged to aid the Island's tourism.
- Promotional material aimed at providing circular walks for children and the elderly.
- Re-issue of the pub walks guide.
- Promotion of a series of one way walks, with Southern Vectis return trips.
- A management scheme for biodiversity on a series or block of paths. Island 2000 could help in such a plan to aid the Island's biodiversity on rights of way, which would also add to the council's biodiversity action plan work.
- The council's adoption of certain trails, eg the Sunshine Trail, for maintenance purposes.
- Promotional map in similar format to the Chiltern Society maps, which were produced for the Chiltern Hills.
- Improvements in the condition of a path surfaces where they are subject to farm or similar traffic.
- Better gate standards and maintenance follow up.
- More routes upgraded for the less mobile.
- Improvement of coastal path signage and routes.
- Signage of routes from town and village centres.
- Signage to countryside exits.
- East Cowes requires more paths in general.
- Bus route links to the countryside are needed in Ventnor, Ryde, Newport and Sandown.
- The Wootton regeneration plan may affect or be affected by local rights of way, so it may be used in future improvement plan works.
- A need to ensure that any developments alongside water include a route for pedestrians along the water's edge.
- The walking route from Niton to West Cowes should be adopted as the Hooke Trail in honour of Freshwater scientist Robert Hooke.
- Re-alignment, re-positioning or maintenance of cliff top routes to protect and enhance the cliff top natural environment. This work would be performed in consultation with English Nature.
- Increased interpretation of the Island nature conservation features, to aid local biological and geological interests, and to aid the council's biodiversity action plans.
- Close work with landowners, statutory bodies, the police and user groups to minimise damage to the Island's byways.
- Council policy should allow for anticipation of coastal erosion and maintenance.
- Addition of basic log and plank wooden benches in chosen positions on the network.

B.4 Assessment Points

For the purposes of the improvement plan, several aspects of the rights of way network were considered. These aspects are listed as assessment points (AP1 to AP11), below:

AP1) Creation of new routes in carefully chosen locations

Assess the access to, and within areas of countryside that might currently have few rights of way, such as watersides, coast and woodlands, or access to a particular viewpoint, feature, or other attraction.

A study of the main definitive map for the Island revealed that a small number of areas had 'gaps' in the rights of way network. This assessment was made with no consideration to gaps in a particular path status, ie footpath/ bridleway, but current policy is to make any new paths available to as many users as possible.

Lists of all areas that lack in rights of way access are included (appendix C).

A project in the statement of action would be to assess and review all of these areas with a view to gaining extra paths or routes.

Related Projects

P11 – Connectivity of the network

AP2] Attractive routes to support local tourism, economic regeneration or community-led initiatives

Local Tourism

Currently there are tourist information centres across the Island with many different guides and literature for recreational tourists. The centres are backed up by an effective main office, with a helpline telephone number and website.

All the main physical tourist attractions are easily accessed via the main road network, or suitable public rights of way. There is little need for extra routes or paths to these attractions, so improvements would be in the form of promotion and advice to visitors.

Promotion projects will concentrate on advising visitors how to access and easily use the local network and countryside from where they are staying, and by using public transport links.

Additional features in the local press will give general information about restrictions and closures, while more general promotional material will be aimed at suitable routes and general safety concerns.

Regular contact with the tourism department and council leisure services will ensure the network is being used to its potential, safely and in the interests of the local every-day users.

The Promoted Long Distance Trails

Across the Island there are several long distance trails and paths that link settlements. These are well-established and are known walking and riding routes for residents and visitors.

Assessment and consultation has indicated that these paths are not consistently promoted. At some point the trails have been signed or waymarked, but these have all disappeared or are broken.

The listed promoted paths below could have improved promotion through signage or waymarking:

- **Stenbury Trail.**
- **Hamstead Trail.**
- **Worsley Trail.**
- **Tennyson Trail.**
- **Bembridge Trail.**
- **Nunwell Trail.**
- **Shepherds Trail.**
- **Freshwater Way.**
- **Yar Trail.**
- **Coastal Path.**
- **Downland Way.**

Isle of Wight Tourism already produces a detailed guide called 'The coastal paths and inland trails on the Isle of Wight'. This guide was produced with the rights of way department and includes all information needed to navigate the routes.

Promotion of these routes could be made along the paths by using permanent hard-wearing waymarkers positioned on existing signposts. Previous waymarkers have proved unsuccessful, so a new hard-to-vandalise or break version would need to be created.

Unofficial Promoted Routes

The Extremists' mountain bike club has a promoted route within its club for an off-road randonee. The rights of way department has not adopted this route, but official adoption may allow improved awareness and control of safety.

Related Projects

- P2 – Island entry points.
- P3 – Routes local to areas of population.
- P4 – Circular routes.
- P5 – Countryside portals.
- P12 – Regular column in Wight Insight.
- P13 – Sports and events users.
- P14 – Public transport links to the countryside.
- P32 – Coastal path improvements
- P33 – Long distance trails.
- P34 – Interest routes.

AP3) Opportunities for cycling, harness-horse driving, horse riding, and walking other than on roads used mainly by motor vehicles; and links in the network which enable people to avoid having to use such roads

The Isle of Wight is served well by a dense rights of way network covering nearly all areas with at least one form of path.

Improvements in this area for walkers include off-road routes and links in areas which have no current provision - and new paths or links in the network where there are currently few. Lists of these areas are in appendix C.

Related Projects

- P1 – Urban path signage.
- P3 – Routes local to areas of population
- P11 – Connectivity of the network.

AP4) Routes from centres of population, or routes which can be used in conjunction with public transport - which allow people to gain easy access to countryside from where they live

Public transport links are vital for promoting sustainable means of accessing the countryside.

Getting drivers out of the comfort and convenience of their own cars is not an easy task, but one that will help with healthy living and reducing congestion.

Promoting and improving public transport links will help provide those who do not have use of a car, but wish to explore the countryside away from their home, with an easy means to making these journeys.

Public transport on the Island consists of:

- The bus services across the Island, which run regularly. As the Island is a major tourism area, bus services are numerous and far reaching.
- The Island railway line, which links the east side of the Island. This service is limited in its range, but is an important link out of Ryde for residents and tourists.
- The Island taxi services and ranks. A less cost-effective option, but with the convenience of a specific journey. Again the Island's tourist-based interests help in the availability of this service.
- The ferry crossings to the Island. These serve as public transport, and the benefits of these links have been assessed as part of another section of the plan. This also includes the Cowes floating bridge service.

Projects including public transport links have already been identified from other assessments.

Further proposed projects include:

- A series of one way walks with public transport links back to the start.
- Promotion of the railway line providing links to the countryside from Brading or Sandown. This could be linked with the trunk network 1 and 2 promotion.
- Alongside the trunk 1 network there may be increased promotion of linking bus stops to network destinations. This will benefit those wishing to join the network, or wanting to skip a section.
- Promoting links to the network from bus stops in rural areas.
- Assessing a potential rural taxi call out service, for those wishing to end a long walk early, or travel home.
- Assessing public transport services, with a series of suggested additional bus stops for direct links to the network.
- Identifying local services (eg water taxis) that may benefit network users.

Related Projects

- P2 – Island entry points.
- P14 – Public transport links to the countryside.

AP5] Links which create circular routes and better facilities for walkers, including dog walkers, runners, cyclists, horse riders, and harness horse drivers - for leisure and health

Existing paths can be joined to create circular routes local to areas of population or close enough to attract many users. A large percentage of network walkers are casual dog walkers, who have developed their own circular routes so they can return to a base position. People who use the network for light leisure and health also look for a range of circular routes to make a walk/ run more interesting.

Identifying and promoting series of circular walks near to each settlement across the Island will provide usable walks for all users, particularly those not confident in navigation.

Related Projects

- P1 – Urban path signage.
- P3 – Routes local to areas of population.
- P4 – Circular routes.
- P5 – Countryside portals.

AP6) Routes near waterside or coastal paths that may suffer from natural erosion

Coastline and waterside areas are of extreme importance to the Island. The coastline is one of the Island's major tourist attractions, bringing in many visitors each year. Watersports and coastal walks are also important to residents and visitors.

The council's coastal management section monitors, manages and protects the Island's coastline defences from erosion. The Isle of Wight coast shoreline management plan has aims and objectives to protect the coastline and plan for future defence options.

The shoreline management plan has management strategies for different parts of the Island's coastline. These concentrate on key sections of the coastline, but there is no future plan for works on the southern edge of the Island, the section that shows the most rights of way slippage. The recommended strategy for this area is to 'do nothing', but react to erosion as it occurs.

Other areas have management plans that may lead to the building of coastal defences. All of these plans will involve potential disturbance or changes to rights of way.

Waterside areas also include non-coastal sections of the network. The river Medina and a number of village creeks and rivers will also be considered as part of these works.

Related Projects

- P32 – Coastal Path Improvements.
- P29 – Coastal management.
- P28 – Routes close to water or coast, and routes that suffer from erosion

AP7) Routes to help ease the effect of a motorway or other major road development on people's enjoyment of the countryside

There are no motorways on the Island, but there are several hundred miles of public roads, and these routes are increasing in use every day.

To protect enjoyment of the countryside near to a major road will need consultation and rights of way input into new road schemes and developments.

Dangerous road crossings and grass verges are dealt with in a different part of this plan.

Related Projects

- P1 – Urban path signage.
- P24 – Unsafe road, rail & river crossings
- P31 – Highways design and traffic contact.

AP8) Convenient and safe crossings over roads, railways, and rivers

The Island has an extensive network of public rights of way and public roads, which sometimes cross each other. National statistics show the majority of all fatal accidents occur on rural roads. As much of the Island is rural, this adds a significant risk to users trying to cross roads to access rights of way.

The Island only has a small railway network from Ryde to Shanklin. Although this link is small, it still has rights of way crossings that are very open and without suitable warning signs, most being near urban areas.

The Island is surrounded by water, so there are river and creek areas that may pose a risk to the public. There are a small number of river crossings across the Island that may need assessing to ensure safety for users.

A list of all crossings over major roads, rivers and railways can be found in appendix B.

Related Projects

- P24 – Unsafe road, rail & river crossings

AP9) Current network ending in cul-de-sacs or routes carrying different rights along their lengths

There are paths on the network that do not link to another path, or that change user status part way through. These routes are anomalies in the network that either serve no purpose to the public, or limit certain users on otherwise valuable links.

There may be a great potential with these anomalies to negotiate new links or upgrades to provide better connections.

A list of paths that end in cul-de-sacs or carry different rights is in appendix B.

Related Projects

- P11 – Connectivity of the network.

AP10) Routes for local journeys, such as walking to work, to the shops, railway stations, doctors' surgeries and other local amenities

This area is important in terms of connecting the network, but also limited in the control and range of public rights of way in urban settings or local to villages.

Increased promotion and awareness of town or village paths is a key area for the improvement plan. Providing such information may encourage people to use paths as a safe alternative to using a car, in turn promoting walking for health and leisure, and reducing local pollution. The works to improve this would use the existing urban or urban fringe paths, and other suitable links that join them.

Promotional literature could be produced and released at key points, ie doctors' surgeries, shops, railway stations. Also markers or signs could be used in conjunction with other projects.

Related Projects

- P1 – Urban path signage.
- P3 – Routes local to areas of population.
- P4 – Circular routes.
- P5 – Countryside portals.

AP11) Routes through or around heavily developed areas, to ensure such development does not prevent or disrupt the continuity of the network

This point is similar to the one concerning major roads affecting the network. New residential and industrial developments are increasing on the Island and shifting into the countryside. Work is needed to monitor new developments to ensure paths are not disturbed (or if so are re-instated), encroached upon, or destroyed.

Related Projects

- P30 – Planning department contact.
- P31 – Highways design and traffic contact

C. Different Users of The Network

C.1 Walkers

This is the largest local user group, with the Island's highly-rated network and pleasant weather helping attract thousands of walking visitors every year.



Annual events such as the walking festival and Walk the Wight have promoted the Island as an ideal walking holiday destination.

Locally, there are walking groups including the Ramblers' Association, and the regular walking-for-health walks. The Island is rich in local history and environmental features that encourage many interest walks.

The network for walkers is very good. All of the rights of way are available for use, and very few areas lack access.

The needs of walkers are identified as clean safe routes that are easy to use and free of dog fouling.

There is a great interest in, and desire for, totally off-road routes that allow walkers to escape into the countryside. Good signage and direction is another aspect that attracts walkers.

Following the initial improvement plan consultations, the following items of concern relating to walkers have been identified:

- **Problems with cyclists using footpaths, especially on narrow paths. This is a problem for most users, but particularly those who are elderly or with sight impairment.**
- **Problems have been encountered with off-road cars or motorcycles on the footpath network.**
- **Additional links between paths on the network. A list of possible links suggested by the Ramblers' Association is included as an annex to this plan.**
- **More provision of roadside verges to allow safe routes.**
- **There are minor problems with horses using the footpaths, although these are tolerated more than other nuisances.**
- **Requests were made for increased signage to warn or direct of proper status and use.**
- **Requests were made for increased provision of circular walks.**
- **More all-weather routes for the less able or leisure walkers. There should be improvements in paths to provide safe comfortable passage all year round.**
- **Where stiles are necessary they should be built with more regard for less able people.**
- **Better signage of the Island's long distance trails.**
- **Planning for coastal landslips, and safeguarding the inland moving of paths.**

C.2 Cyclists

Cycling for sport, leisure and commuting is an interest that is increasing on the Island. The small area of the Island means there is more incentive for people to cycle between amenities or to get to work.

The improvement plan will cover public rights of way, and also the network of cycleways that spans the Island.

As with walking there are several cycling user groups and annual events that interest Island residents and visitors for both on and off-road cycle use.

There are a number of different cycling interests that need to be considered:

- Hard surface cycleways for users cycling to a destination or amenity.
- On-road cyclists for sport and fitness.
- Off-road extreme cyclists who use the bridleway network.
- Family 'Sunday afternoon' leisure users who desire a safe off-road route.



The off-road bridleway routes have not been specifically designed for use by cyclists. When the bridleway network was designated there was no provision or allowance for cyclists, so only equestrian use was considered.

From the initial improvement plan consultations, the following needs of cyclists have been identified:

- Improvements to surfaces on certain routes.
- Upgrades of routes to allow cycle use.
- Cyclists being able to use certain revetments.
- Construction of new cycleways.
- More consideration of cyclists when large road schemes are designed.

C.3 Horse Riding

Horse riding and equestrian interests have always been popular on the Island, and have grown in recent years. The amount of open countryside, bridleways and farmland has meant good provision for those wishing to ride, keep or train horses.

Local stables and liveries are making good business from residents and visitors.

The 1992 bridleway study was an extensive investigation into the Island's bridleway network, and identified a number of weaknesses. In this project a series of new links or upgrades to benefit equestrian users was identified and prioritised.

The bridleway study also highlighted the north/south divide of bridleways to horses. This divide identified that most of the Island's bridleways existed in the south of the Island, while most of the horses on the Island were in the north.

Horse riding can also be tied in with the needs of people with mobility problems. An



increasing service provided by stables across the country, is riding for people with disabilities. Exploring the countryside on a horse can give a much greater scope for people who have mobility limitations.

Improvements in the bridleway network lie primarily with providing new links for horse riders to use safer off-road routes.

The British Horse Society (BHS) list, which is detailed in appendix E, has been updated and prioritised for the improvement plan assessment.

Other improvements include:

- Provision of safe off road circular routes.
- Improved furniture for horse riders, including rider-friendly bridle gates.
- Improved suitable signage for direction.
- Safe access onto roads, where off-road links are not available.

C.4 People with Mobility Difficulties

Access to the countryside for people with mobility difficulties is a key part of the improvement plan. The current network has been used and tested by able-bodied people for many years, but access for those with limitations is still inadequate. There are routes that could be used by people with mobility difficulties, but available information and promotion is limited.

The nature of the Island's countryside means many areas and paths are simply not suitable or feasible for upgrading for all users. Some areas have very steep hills or steps, which are difficult to change.

Upgrades and improvements to improve access for all users will need to be made.

People with mobility difficulties include:

- People who use wheelchairs or motorised buggies.
- People with small children, or who use pushchairs.
- Blind or partially-sighted people
- Other people who find the existing paths difficult to use due to barriers, surface conditions, or unsuitable furniture.

Many of these people may wish to access paths local to them, but can't because there is a stile or heavy gate across the path.

Improvements that could be made for users with mobility difficulties are:

- Identifying and promoting routes local to towns and villages that may be improved or changed to provide safe, level, and easy-to-use routes.
- Identifying and removing all unnecessary barriers on paths that may limit or prevent access to those with mobility difficulties.
- Continuing works under the Disability Discrimination Act to control and monitor erection of furniture that may cause problems for people with mobility difficulties.
- Working with the Fieldfare Trust document 'Countryside for All' to consider and assess improved access on all suitable paths.
- Increasing promotion of the network to show the benefits of accessing the countryside, and where access is possible.

C.5 Motorised Users

Users of the network with motor vehicles have greatly increased in recent years.

Increased availability and lower prices of off-road vehicles, including off-road motorbikes, has led to many more amateur off-road adventures. Those who may have followed an American influence to purchase larger 4X4 style cars for general family use, are now aware of the byways and far more likely to use them.

Off-road motorcycles are an increasing trend with all ages. The Island has held major off-road speedway motorcycle events in recent years, leading to greater local interest in the sport. As with the 4X4 cars, the bikes are also available and cheap to buy.

The greatest problem found with the motorised users is lack of awareness of routes and the law.

Several off-road vehicle groups have been established on the Island, to keep good communication between users, and provide a common code of conduct. The groups usually understand the need to protect byways, and will work with the local authority to ensure sensible use.

The longest and most popular byway on the Island is the Tennyson Trail, from Carisbrooke to Freshwater Bay. This route provides a long fully off-road route that is frequently used by off-road vehicles.

To protect the Tennyson Trail the Tennyson Trail Task Group has been set up by the Area of Outstanding Natural Beauty (AONB) unit and the local authority. Meetings of this group have involved local user groups, and have proved successful.

The vehicular use of byways is predicted to grow, so measures will be needed to react to this while protecting the ancient byways.

Improvements could be made in:

- **Increased promotion of correct use of the byway network.**
- A universally-adopted code of conduct produced with user groups.
- Working with local police to provide a liaison for improper use of the byways.
- Promotion of awareness of the legal implications of using the byway network.
- Regular meetings with local off-road users to manage demand and use.

C.6 Other Users

In addition to the main users detailed previously, there are a number of other smaller groups who use, or might consider using the network.

Assessment of the needs of these groups is necessary to support the improvement plan strategy for promoting walking and cycling for health to non-users and limited users.

General public use by casual walkers, route-to-work or schools' users, short-range pushchair walkers, and links to the park and amenity users, are usually those who are looking for an easy route to escape the urban environment or reach a destination. These users may have knowledge of their local environment, but are not aware of extended links to the network and the countryside.

Improvements for this group of users could be:

- Improved signage to show suitable short-range routes.
- Better provision of circular routes.
- Safe paths with no user conflicts or misuse, good lighting in winter, and no risk of crime.
- Alternative routes to amenities, taking users away from the road and pollution.
- Suitable surfacing and facilities to provide a year-round use of local paths.

- Leisure routes that link to specific areas of interest, ie parks, recreation grounds, nature reserves, etc.
- Identifying a series of winter 'problem' paths, known to be muddy or wet in adverse weather. These paths could be signed as such, with diversions suggested.

C.7 Event and Group Users

The Isle of Wight has established itself as a prime area for outdoor recreation and events. The Island hosts many small and large events using many parts of the rights of way network.

Event and group organisers generally look for easy routes that can be used without major disruption to the management of the network. Initial meetings with event organisers have shown they are usually willing to tailor events to suit the needs of the local authority.

All of the general network improvements will benefit the events and groups who visit the Island.

Improvements could be achieved in the areas of promotion and protocol:

- Promotion for the actual events should continue to be the main responsibility of the organisers, but increased liaison and awareness of the council's events' unit would benefit the process. Often event organisers have little idea of options for temporary closures and allowances, which can lead to problems in the field.
- Formalising a common protocol and liaison meeting with event organisers and the council unit, to allow sufficient advisory time to cater for events.

C.8 Non-Users

Latent demand is the greatest potential resource that could benefit the network. Attracting more users to the network will benefit the key aim of encouraging more walking and cycling for leisure.

Non-users may not know about the available access or network, or they may simply have no interest in going to the countryside for leisure purposes. There will be a large percentage of the local population who will never take an interest in the rights of way network, but provision must be made for those who may benefit from access.

To fulfil and cater for the 'likely future needs of the public', the improvement plan can identify projects in:

- Promotion of the network, tailored to non-users. Non-users need something to attract them into the countryside. Offering easy-to-use and find local circular routes with maps will help users make that first step.
- Providing a series of local short-range circular routes as a first step into the countryside.
- Promotion at suitable locations, ie not aimed at tourists in tourist information centres, but used in local amenities and schools.
- Awareness articles in the local press, promoting the benefits of walking and cycling, and how easy it is to start.
- Identified safe routes for users.

C.9 Balancing Interests

The improvement plan guidance asks all authorities to ensure proposals for improving rights of way should not unduly benefit one class of user at the expense of another.

One of the key aims of the improvement plan for the Island is to benefit as many users as possible, in particular the limited or non-users. Benefits should include improved:

- promotion and information of the network for all levels of users;
- access for all users;
- direction and signage;
- safe routes for all users.

C.10 Biodiversity Interests

The Island is rich in biological diversity. Different aspects of the Island's nature and environment make it an attractive place to live, and attract many visitors every year.

The rights of way network lies within this major area of biodiversity, so any plans for the network may affect its surroundings. A special priority project of the improvement plan is to assess and set up a contact and management scheme for protecting the biodiversity of the Island.

This management scheme would work closely with the Isle of Wight Biodiversity Action Plan Steering Group to ensure future projects of the rights of way section take into consideration:

- local nature;
- local farming interests;
- the coastal environment;
- the AONB;
- Sites of Special Scientific Interest;
- protected, scheduled or sensitive sites;
- protected or endangered species and wildlife;
- local environment interests.

As well as considering such issues, future promotion and advice given by the rights of way section would include the Island's biodiversity interests.

Related Projects

- P27 – Biodiversity management.

C.11 Isle of Wight Area of Outstanding Natural Beauty (AONB)

A large percentage of the rights of way network lies in the Island's Area of Outstanding Natural Beauty (AONB). The AONB covers almost half the Island and is a very important part of the heritage, natural environment, and attraction of the Island. The AONB also includes long stretches of heritage coast running along the south and north west edges of the Island.

Future plans of the rights of way section may affect the AONB, so measures will need to be put into place, similar to the biodiversity management scheme.

A joint scheme with the biodiversity management plan will take place to ensure the AONB section is consulted or contacted over any projects or works that may affect the AONB. Smaller everyday maintenance works - eg replacement of stiles and signs - will carry on as usual, but communication between departments will allow for consultation over concerns or preferences.

Related Projects

- P27 – Biodiversity management

Summary Assessment of Different Classes of Users

| Users | Improved access | Circular routes | Improved signage | Better surfacing | Improved furniture | New routes/ links | Increased promotion |
|-----------------------|-----------------|-----------------|------------------|------------------|--------------------|-------------------|---------------------|
| Walkers | | ✓ | | | ✓ | | |
| Cycling | | | ✓ | | ✓ | ✓ | |
| Horse Riders | ✓ | ✓ | | | | | |
| Vehicular Users | | | | | ✓ | | |
| Mobility Difficulties | ✓ | | | | | | |
| Non-users | | | | | ✓ | | |
| Other interests | | | | | ✓ | | |

D. The Isle of Wight Council Local Transport Plan (LTP)

The ROWIP will operate within an integrated approach to community development and regeneration, which the government is now pursuing. This presents a very new and different policy environment in which individual projects will be funded increasingly, and perhaps exclusively, to demonstrate a contribution to the government's aims for economic growth, healthy populations and sustainable infrastructure - expressed in a hierarchy of national and local strategic plans.

It will no longer be possible to plough a solitary strategic furrow. While user requests for more path links, increased maintenance, better signage and more promotion remain constant, fresh thinking will be needed to place improvements in the context of the wider aims of the community.

The immediate context for rights of way is the Local Transport Plan (LTP). Accessibility and safety, health, sustainable tourism and sustainable transport have been identified as areas where the network can contribute most effectively to the LTP aims, while at the same time achieving its own aims for improving usability and enhancing character.

The LTP has a number of shared priority and wider quality of life objectives that it needs to fulfil with help of the Improvement plan. Improved signing on, and to the network will encourage a shift from motorised to sustainable journeys.

D.1 Congestion

Reducing congestion is one of the main measures of the LTP and the government's transport strategy.

The improvement plan will aid this reduction in congestion by:

- **Improved signing and maintenance of urban paths.**

This will give good direction and an attractive route for users to make links through towns.

- **Tailored signage in towns.**

Adding additional information to urban signage may attract more people to walk or cycle to town or work. Added text can be for local schools, or industrial areas.

- **Increased promotion of the network in general.**

Providing greater awareness of the proximity of local routes will attract more people to them as an alternative to road travel. Promotion of routes could also include information about bus links and routes.

- **Establishment of a strategic non-vehicular network.**

Providing information of direct routes will also encourage more people to choose an alternative route between towns. Many people commute on cycles to Newport from Cowes and Ryde every day. Extra information about the choice of routes will aid in attracting non-users.

Related Projects

- P1 – Urban path signage.
- P3 – Routes local to areas of population.
- P4 – Circular routes.
- P14 – Public transport links to the countryside.
- P26 – Routes local to schools.
- P31 – Highways design and traffic contact.
- P35 – Strategic network.

D.2 Accessibility

The ability to access work, school, local amenities and leisure activities without a car can improve the quality of life. The LTP and ROWIP will address access issues and limitations.

For accessibility the ROWIP will:

- Raise community awareness of the local network and its potential uses. This will help attract new users to the network, and provide a user group of tomorrow.
- Improve urban signage to show routes to local amenities and services.
- Have a project providing local circular routes that will include an assessment of path security, safety, risk of crime, and inherent attraction. Addressing these issues will help people feel comfortable using the local short-range network.
- Physical access and limitations is one of the key issues of the ROWIP. A main task is to assess local circular routes and the access for those with mobility difficulties, providing safe easy-to-use routes for users.

Related Projects

- P1 – Urban path signage.
- P3 – Routes local to areas of population.
- P4 – Circular routes.
- P18 – Improving access on the network
- P19 – Routes and promotion aimed at elderly and young users
- P36 – Areas of open countryside

D.3 Safer Roads

As the LTP works to provide safer roads by speed management and risk assessment, the ROWIP can help by:

- Identifying off-road paths and new links that can be made available to walkers, cyclists and horse riders. Working to make all new links have bridleway status, which will also ensure that all users can make use of the off-road links.

- Identifying road verges that may be used by walkers to link to other parts of the network.
- Identifying and addressing any road crossings considered unsafe or at risk.

Related Projects

- P14 – Public transport links to the countryside
- P24 – Unsafe road, rail & river crossings.
- P26 – Routes local to schools.
- P31 – Highways design and traffic contact
- P35 – Strategic network.
- P11 – Connectivity of the network

D.4 Air Quality

Air quality is linked closely with congestion. Urban congestion and pollution is a major concern for the government, and something that local authorities need to consider.

Many of the improvements within the ROWIP are aimed at allowing increased access to the countryside. This will attract new users to escape the towns and congestion, and breath cleaner countryside or coastal air.

- **Improvements in towns and villages are aimed at providing local short-range routes to amenities, school and work. Raising awareness will attract more people to choose alternative means of transport, therefore helping cut congestion.**

Related Projects

- P3 – Routes local to areas of population.
- P4 – Circular walks.
- P14 – Public transport links to the countryside
- P26 – Routes local to schools.
- P35 – Strategic network.

E. Potential Larger Project Areas Following Assessment and Consultation

The projects outlined in this section focus on particular aspects of the network, and are designed to work together to achieve a balance between sometimes conflicting demands of function and leisure, modernisation and conservation, and directed and undirected use.

These projects are not intended to distort resource allocation in one direction or another, but to realise the network's potential to serve the community. They will also widen its appeal by adding value to the high standard of maintenance throughout the network, to which the rights of way service is committed.

E.1 Improving Connectivity of the Network

The rights of way network is not a planned infrastructure; the layout that we have today is the portion of the Island's highway network that was not improved by metalling in the 20th Century for motor traffic.

Carriageways were tarmacked, but rural footpaths and bridleways were left in their original condition. Prior to this, as far as safety was concerned, it made little difference to the walker or horse-rider if they were on a footpath, bridleway or a carriageway; the volume of wheeled traffic was small and speeds were low.

In the last 50 years, the speed and volume of motor traffic on our roads has risen to levels where walking and riding on the carriageway has become hazardous.

Unfortunately for the walker or rider, it is often necessary to use roads to get from one path to another. Consultation with the main user groups has shown there are still many stretches of road that are used to link paths in the network. These road sections are often dangerous for non-vehicular users.



There are two ways this problem might be tackled: slowing down and reducing the traffic volume on certain country roads, and creating new paths as alternatives to dangerous stretches of road.

New routes and links off or adjacent to the public highway will be one area the ROWIP will assess and propose projects. Lists of suitable new links have been suggested by the main user groups (see appendices D, E and G). As well as the suggested links there will be a project to assess all possible grass verge or similar links between paths.

Related Projects

- P11 – Connectivity of the network
- P24 – Unsafe road, rail & river crossings
- P26 – Routes local to schools.
- P31 – Highways design and traffic contact.

E.2 Targeted Improvements for Specific User Groups

Improvements across the network will be prioritised to benefit as many users as possible; direct advantages from projects can be identified for all user groups.

Walkers

The main issues for walkers are misuse of the footpaths, better navigational aids, and improved links in the network.

For 2002 the surveys found

84% of the network received a pass mark. This was the first year of surveys with eager new surveyors, so an amount of failures was expected. The random 5% BVPI sample received a mark of 83%.

For features the individual pass rates were given as follows:

Projects that will directly address these issues are:

- P11 – Connectivity of the network.
- P24 – Unsafe road, rail & river crossings.
- P15 – Status waymarkers.
- P7 – Main user groups liaison meetings.

Cyclists

The main issues for cyclists are suitably surfaced routes for commuting and leisure, and new links for cycle use.

Projects that will directly address these issues are:

- P11 – Connectivity of the network.
- P24 – Unsafe road, rail & river crossings.
- P7 – Main user groups liaison meetings.

Equestrian Users

The main issues for horse riders are new links in the network, safe access (particularly near main roads), and suitable easy to use furniture.

Projects that will directly address these issues are:

- P11 – Connectivity of the network.
- P24 – Unsafe road, rail & river crossings.
- P7 – Main user groups liaison meetings.

4X4 and Off-road Vehicular Users

The main issues for 4x4 and off road vehicular users are increased promotion for correct use, advice of where the byway network exists, and good contact with related bodies.

Projects that will directly address these issues are:

- P7 – Main user groups liaison meetings.
- P6 – Promotion of the network, countryside, safe and correct use.
- P17 – Demand and management for 4X4 users.

E.3 People with Mobility Difficulties

The needs of all users with mobility difficulties will need to be assessed across the Island, mainly in areas of urban fringe that connect to the countryside.

Mobility difficulties can be interpreted as many things:

- People with disabilities limiting their walking ability.
- People in wheelchairs or motorised buggies.
- People with small children or pushchairs.
- Elderly people walking dogs, who may find it difficult to negotiate furniture.
- Blind or partially-sighted people.

In consultation with the Fieldfare Trust document 'Countryside for All', an assessment will take place to identify key routes that may be improved for all users. The loss of certain barriers, improvements to the surface conditions, widening of bridges, and more promotion about local, easy-to-use circular routes are areas that will be concentrated on.

Projects that will directly address these issues are:

- P3 – Routes that are local to areas of population.
- P18 – Improving access on the network.

E.4 Provision of Better Information

The local authority is required to consider improvements to provide better information about the rights of way service.

Better information can be interpreted in many ways. Information about:

- The rights of way national network and history.
- The local rights of way network.
- Up to date information about:
 - Works.
 - Closures.
 - New projects.
 - Planned future projects.
- The service your local rights of way department provides.

Related Projects

- P6 – Promotion of the network, countryside, safe and correct use.
- P8 – Monthly email newsletter.
- P9 – Public email updates
- P10 – Digital definitive map.
- P12 – Wight Insight.
- P21 – Promotional material for potential future users.

E.5 Improving Awareness of The Network

Due to lack of knowledge about the network, many people are unaware where they may access the countryside.

Awareness of the network and its role can lead to improved health and leisure interests. Many people, particularly younger people, will use part of the urban network to access facilities every day, but will be unaware of the extent of the routes available.

Codes of conduct may need to be promoted to inform the public on access to the countryside and how they may correctly use it.

Raising the awareness of the network and countryside through children and parents will provide users for the future.

Examples of this awareness work can be seen in guides released by the local authority for Kent. A simple guide called 'Pathwise' was produced to help introduce children to the countryside and rights of way. A similar format will be considered as part of the improvement plan, for use with people who are unaware.

New trends and sports may need to be identified for the future users of the rights of way network. Interests and sports are constantly changing as people find new means of open-air recreation.

Related Projects

- P6 – Promotion of the network, countryside, safe and correct use
- P8 – Monthly email newsletter.
- P12 – Wight Insight.
- P21 – Promotional material for potential future users.

E.6 Interest Routes

One of the requests made from the improvement plan consultation was for circular walks near local pubs or car parks.

Walks near pubs would provide some mild encouragement for people to take a short walk, while enjoying a common leisure activity. Encouraging a visit to the pub with taking a walk is not always the best advice in the interest of health and leisure, although providing this twin interest may provide reasons for the initial step into the countryside and further walking.

Promotion of such walks may also add to the tourism aspect of the network, encouraging use by visitors who would not usually walk for leisure on holiday.

Pubs are part of the community in local villages and small towns. Circular pub walks may be connected with the level 2 network, encouraging local residents to choose a countryside alternative route.

A local guide 'Pubs and Paths on the Isle of Wight' identifies all the pubs with good countryside access. The guide walks have been tested by the guide authors and anyone who has used the guide.

A proposal to encourage this kind of use would be for the rights of way department to promote and sign such paths in its normal signing and promotional material.

Initial assessments would be made to identify routes that could be promoted as easy-to-use paths, to allow all users access.

In addition to these walks being promoted, there could be research performed to identify paths, continuation of circulars, and pubs that are suitable for cyclists.

Circular walks from car parks are not feasible as stand alone projects. Most council car parks are in a town setting so would use the existing proposed circular walks. Across the Island there are many unofficial parking areas or laybys, but these are limited, and due to their unofficial state, would not be promoted.

Allowing lay-by parking or parking areas has been suggested in the consultations, but this is another feature that is not practical to establish.

Public rights of way are not designed to have designated parking areas and any such areas that could be established would be sparsely scattered.

Related Projects

- P33 – Long distance paths
- P34 – Interest routes.
- P20 – Unofficial or unadopted routes

E.7 A Strategic Network



The long distance paths have been an established and successful feature of the network for more than 30 years, and are being added to by the on-going conversion of the old railway lines to cycle routes. They were originally designed for walkers wanting extended leisure routes, but by their nature they link some main destinations, and divide the extensive rights of way network into manageable sections.

These main routes are promoted in the council's current main guide to walking and cycling. They provide easily-followed access to all parts of the network, making finding the way around much easier. Promotion of this 'way-in' primary network would encourage use and exploration of the Island's extensive network of paths by those less familiar with the countryside and using maps. This would be an effective contribution to the aims of inclusiveness and sustainable tourism.

Many of the long distance paths are old ridgeways, disused roads and major bridleways, providing some of the most direct and commodious routes in the network, often enclosed within their original hedge or bank boundaries. This makes them particularly suitable as opportunities for sustainable travel.

A number of improvements to the network could be achieved by identifying links from the long distance paths to smaller villages and attractions, increasing the linkage and visibility of the rights of way network into town centres and transport interchanges - and upgrading the routes to include all non-vehicular users.

The main benefits of this project would be to support sustainable tourism and transport and to provide longer distance circular routes linked to settlements suitable for more extensive physical exercise and training. At present these main paths are poorly linked to settlements, discouraging more functional or regular uses.

The preferred status of these main routes would be 'bridleway', to accommodate as many non-vehicular users as possible. Upgrading for this purpose could be synchronised with the need to fill in serious gaps in the bridleway network, which is poorly provided for in some areas.

The further development of cycleways in this network would also increase access to the countryside for people with mobility problems. Signage would include main destinations and their distances (to assist use without a map) and general orientation within the network. Main information boards would promote rights of way and the Island's countryside in town centres and main entry points.

Related Projects

- P35 – Strategic network.

E.7.1 Island Entry Points

Sub-project: Island entry points increase visibility and access to network, and are prime information points for visitors (aim sustainable tourism).

Island entry points are anywhere that visitors can access the Isle of Wight. These will be the main ferry ports at Yarmouth, West Cowes, East Cowes, Fishbourne, Ryde Pier Head, and Ryde Esplanade.

Further Island entry points will be at Brading and Sandown stations. Brading will be the first easy entry to the main trunk network for visitors using the railway from Ryde Pier, and Sandown is the most popular stop for tourist visitors using the railway. Additional information could be provided at entry points for further public transport links across the Island.

Additional signage will be placed at these entry points to indicate where users can access the main trunk network. Visitors landing by foot can then find the way to the first part of their Island walking/cycling/riding holiday.

Research could also be made into a poster campaign on the main connecting ferries to introduce the trunk network and Island entry points.

Related Projects

E.7.2

- P2 – Island entry points.
- P35 – Strategic network.
- P14 – Public transport links to the countryside.

Countryside Portals

Countryside Portals are main access points to the network at the urban fringe, mainly to promote use of the network by residents (aim health walks). Portals on the main network would be a sub-group of these; they would signal reaching a settlement.

A series of countryside portals will be identified on the outskirts of the major towns, and promoted to local users. A countryside portal will be defined as a point where a path leaves the urban fringe and starts to enter open countryside, coast or open access land. The countryside portals will be subject to short-range promotion, ie in towns, villages and on site at the physical portal. Promotion will be aimed at the non-users, and leisure users who may be unaware of where they can access the countryside. The coastline is a commonly used aspect of the Island and will be more so with the inclusion of the coastal path in the main trunk network, however the coast will be included as open-air recreation space for the benefit of users.

Indicators of how to access the countryside may also benefit and encourage holidaymakers, who would not normally visit the countryside. Alongside the standard tourist brown signs, the countryside portals will show the way to get to the Island's most popular and free tourist attractions.

Alongside the countryside portals, a series of village and town circular routes will be identified, improved and promoted.

Related Projects

- P5 – Countryside portals.
- P35 – Strategic network.

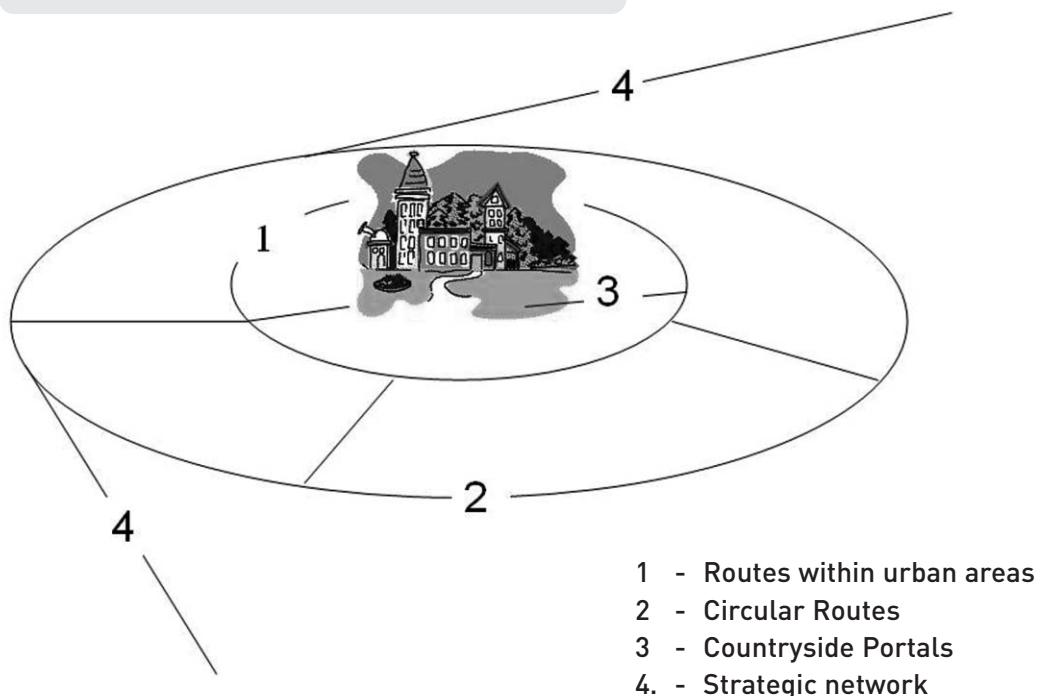
E.8 Village and Town Circular Routes

The network of paths in the hinterland surrounding a settlement offers routes for leisure and exploration, and the local character and interpretation are the main aspects (aim local distinctiveness) (aim landscape heritage). These paths might be particularly suitable for local community input (aim inclusiveness, community action). Maps of local networks featuring interpretation where circular walks could be highlighted would complement the more schematic maps of the main network. They would also encourage unplanned exploration of out-of-the-way areas.

Village and town circular routes could be identified and promoted for all major settlements on the Island. These routes could then have a specific waymark or sign logo to help in user navigation. All of the circular routes would make up part or support the strategic network, and routes local to population.

Related Projects

- P4 – Circular paths.
- P35 – Strategic network.
- P3 – Routes local to areas of population.



E.9 Involving Interest Groups

Since the production of the 2001 to 2006 strategy, there have been many works and plans put into place to improve and establish communication with user groups.

Communication is currently good, but more user groups and interests have developed in recent years. Interests have grown in off-road cycling, off-road driving, and a number of open-air sports and interests.

Further communication and involvement with the user groups will provide the rights of way department with regular consultation and co-operation. Major works or plans can be consulted over in a similar manner to the existing local access forum.

Communication with certain user groups has shown an added interest in working with the rights of way team for maintenance purposes. The Ramblers' Association and the Isle of Wight Land Rover Club have both organised work parties, performing major work for rights of way. The Ramblers' Association has in particular had a regular work party for a long time.

Future plans to aid in communication would be to organise regular quarterly meetings with users, such as:

- **The Ramblers' Association, reintroducing and formalising meetings**
- **The local 4X4 interests – including motorcycle users. This group would be for involving byways users, not the protection work of the Tennyson Trail Task Group.**
- **The equestrian users.**
- **Off-road cycling interests.**
- **A general open-air recreation meeting.**
- **The Local Access Forum, which is already in place.**

Organised work parties should be made part of the regular maintenance programme. As with the Ramblers' Association groups, these would be managed by the rights of way department, until the groups are self sufficient.

Related Projects

- P7 – Main user liaison meetings.
- P8 – Monthly email newsletter.
- P12 – Wight Insight.
- P13 – Sport and event users.

E.10 Liaising with Land Managers

When producing the ROWIP, the local authority must consider the needs and interests of:

- **Land managers;**
- **Those involved with agriculture;**
- **Forestry interests;**
- **Heritage interests;**
- **Nature conservation.**

Although the interests and needs of the network users are the main part of the improvement plan, this must not be at the expense of landowners or managers.

Specific works can be planned for certain landowners and land interests, ie golf courses and similar sports areas.

Since the production of the 2001 to 2006 strategy there have been improvements in the communication and consultation of landowners and managers.

Related Projects

- P22 – External partners & landowner contact

E.11 Further Data Gathering

The improvement plan needs to cater and consider all potential users of the network and what their expectations are.

Expectations depend on the user, the environment, and their level of ability or knowledge of the countryside. The research from the 2001 to 2006 strategy found that expectations had risen in recent years, due to increased access and equipment available to users.

As part of the improvement plan works, a public and visitor consultation project will take place in the second or third year of works. This will give the authority an update as to how works were being received, and allow a minor change in direction or priority if necessary.

The users of the network consist of:

- Dedicated walkers, cyclists and horse riders.
- Leisure and health walkers and cyclists.
- Family 'Sunday afternoon' walkers and cyclists.
- Local users accessing amenities.
- Users new to the network.
- Leisure holiday visitors.
- Walking, cycling or horse riding holiday visitors.
- Elderly and disabled users for leisure.
- Users with specific interests, ie historical sites, tourist attractions.
- Adventure users, ie 4X4 challenge users, camping users.

Results of the 'call reports' and BVPI surveys have shown that walkers' and cyclists' expectations drop the further they explore into the countryside. The local short-range user would expect the paths to be cut out, mud free and level all year round. The longer-range dedicated walker expects mud and growth in the countryside, feeling that a well made up path would take away the sense of adventure.

E.12 Working with External Systems and Partners

There are several external bodies that require frequent contact or review with the rights of way department. These parties are:

- The Isle of Wight Council planning department – for planning applications that may affect public rights of way.
- The Isle of Wight Council countryside unit – which conducts many projects that may affect or be affected by public rights of way.

- Several of the sensitive sites agencies, ie English Heritage, the National Trust, English Nature, the Environment Agency.
- External works contractors, for jobs beyond the local maintenance team.

In line with the quality management systems a common protocol is required for dealing with each external partner. As with the existing protocol that deals with scheduled sites, there may be benefits in a record system being followed for any works with partners and contractors. This system is already working in a personal informal system, but for the protection of the network and both parties, it may need formalising.



Related Projects

- P27 – Biodiversity management.
- P22 – External partners & landowner contact.
- P29 – Coastal management.
- P30 – Planning department contact.
- P31 – Highways design and traffic contact
- P27 – Biodiversity management

E.13 Countryside Agency - Designated Areas of Open Countryside

Following the Countryside and Rights of Way Act 2000, several areas on the Island have been designated as open countryside, where the public has right of access on foot only.

Several of the areas of open countryside had existing free access, but some sections required a new access to be made or signage erecting.



A minor access and waymarking project was conducted by the rights of way section. Further works are needed to give full access to all the open countryside areas, and to provide correct and informative signage.

A project for the open countryside would be to assess each area for correct signage needs, and to provide full access from the existing rights of way network. Works would then follow to address these issues.

The areas and access are as follows:

- **Headon Warren, Totland;**
- **Tennyson Down, Totland;**
- **Compton Down and coastline, Freshwater Bay – Brook;**
- **The Longstone site, Mottistone;**
- **Mottistone Down, Brightstone;**
- **Brightstone;**
- **Limerstone Down;**
- **Garstons Down, Gatcombe;**
- **Chillerton Down, Gatcombe;**
- **The Pits, Newport;**
- **St George's Down, Newport;**
- **Arreton Down, Arreton;**
- **Bleak Down, Godshill;**
- **Appuldurcombe Down, Wroxall;**
- **Mersley Down, Newchurch;**
- **Knighton Shute, Knighton;**
- **Brading Down, Brading;**
- **Gore Down, Niton;**
- **Rocken End, Blackgang;**
- **Week Down, St Lawrence;**
- **Wroxall Down, Luccombe Down, Ventnor;**
- **Bembridge Down, Bembridge.**

Related Projects

- **P36 – Areas of open countryside.**

F. Assessment Summary and Conclusions

Initial and group response to the assessment brief was minor. A reasonable response was given by Island tourism contacts, who were consulted by the tourism department.

The majority of this plan's assessment was carried out by the Isle of Wight Council rights of way department. Much of this assessment was made from talking to the public and users as part of normal rights of way duties. The work and advice of the local access forum also provided a major part of the assessment.

The priority projects concentrate on safety issues, increasing access for users who may be limited, and those promoting use of the network for health and leisure.

Some of the projects may be part of the every day work of the rights of way department, but need a formal policy or project to plan future works and budget.

The projects support the key aims of the ROWIP and the LTP.

The ROWIP should be viewed as a brief following consultation, and a list of potential projects. All of the projects listed will not be possible in the time span of the plan, but will be prioritised to benefit as many users as possible.

This plan does not deal with the day-to-day issues the rights of way department deals with. The department currently takes approximately 1,000 calls a month relating to problems found in the field. There are always a number of legal orders running for changes or additions to the network, which need major resources to complete.

The listed proposed projects are additions to this work, to improve the already excellent service and network. As mentioned in the improvement plan introduction, the Isle of Wight has an excellent rights of way network and department, with limited room for improvements in terms of new paths.

A suggested format would be running a single A, B, and C project in parallel to ensure all projects are given equal consideration and resources, while not overworking the chosen project officer.



G. Statement of Action

The statement of action outlines the proposed projects and policies arising from the improvement plan assessment. Previous assessments and the two periods of consultation for the current plan drew up many projects, areas of concern and possible related benefits to user groups. All the plans and ideas were put together under project headings, and are detailed below.

A major part of producing the improvement plan was to prioritise the projects and to benefit as many users as possible.

The first stage of prioritising the projects was to ensure all future projects:

- protect the natural environment of the Isle of Wight;
- benefit as many users as possible;
- protect the rights of way network;
- do not unfairly disadvantage or impede any network users, landowners, sensitive sites, or farming interests.

A series of priority 1 projects would take place as the first steps of the new improvement plan.

G.1 Priority 1 Projects

- P6 - Promotion of the network, countryside, safe and correct use.
- P7 - Main user group liaison meetings.
- P13 - Sports and events users.
- P17 - Demand and management for 4X4 users.
- P22 - External partners & landowner contact.
- P29 - Coastal management.
- P30 - Planning department contact.
- P31 - Highways design and traffic contact.
- P27 - Biodiversity management

These projects are all short set-up contact projects, to enable future consultation with the main bodies.

G.2 Rights of Way Improvement Plan Projects

The projects detailed below make up the Rights of Way Improvement Plan statement of action.

Each project has:

- A reference key.
- A project title.
- A priority order – in priority A, B, C, D (A being the most important).
- Notes of whether the project supports the Isle of Wight Council corporate objectives as numbered in the list below.
- Notes of whether the project supports the Local Transport Plan objectives as listed below.

- Notes of whether the project benefits the ROWIP areas of benefit as lettered below.
- Notes of costs and resource commitments.
- Related partners who may be involved and consulted.
- Note of timescale in months, including any follow up works. The timescale is an estimated period for the project to run. Start dates are not set and all projects may start at different times in the Improvement Plans 5 year period.

| Project Ref | Project | Priority | Corporate objectives | LTP | ROWIP | Costs | Related Partners | Timescale in months |
|-------------|--------------------|----------|----------------------|--------------|---------------|---------|---|---------------------|
| P1 | Urban path signage | B | 4 | LTP1 LTP2 | C,D,E, H,I | £50,000 | Isle of Wight Council Highways Department, town and parish councils | 6 |

G.3 Objectives and Targets Linked To the Rights of Way Improvement Plan

Isle of Wight Council Corporate Objectives

- Create safer and stronger communities.
- Drive the sustainable economic regeneration and development of the Island.
- Improve outcomes for children and young people.
- Improve the health and well-being of Island communities.

Local Transport Plan Objectives

- 01 – To increase accessibility for all.
- 02 – To encourage and support economic regeneration and prosperity.
- 03 – To make Island roads safer.
- 04 – To improve local air quality and the environment.
- 05 – To tackle congestion.
- 06 – To ensure effective management of the highway network.
- 07 – To achieve value for money solutions.

Local Transport Plan Targets Related to the Rights of Way Improvement Plan

- T1 - By 2010/2011, to achieve a 12.1 per cent increase in bus passenger journeys based on 2003/2004 levels.
- T4 - By 2010/2011, to achieve a 20 per cent increase in train passenger journeys based on 1999/2000 levels.
- T7 - By 2010/2011, to achieve a 10.6 per cent increase in ferry passenger journeys based on 2004 levels.

- T8 - By 2005/2006, to increase cycling trips to 243,700 and maintain at this level.
- T10 - Accessibility LTP target(s) – to be confirmed.
- T11 - By 2010, to achieve a 40 per cent reduction in people killed or seriously injured on Island roads, based on the 1994 to 1998 average.
- T12 - By 2010, to achieve a 50 per cent reduction in children killed or seriously injured on Island roads, based on the 1994 to 1998 average.
- T14 - By 2010/2011, to increase to 24 per cent the percentage of children participating in cycle training.
- T15 - To have no designated Air Quality Management Areas (AQMA).
- T16 - Modal share of journeys to school.
- T18 - To restrict traffic growth to three per cent per annum.

Rights of Way Improvement Plan Areas of Benefit

- A. Helping increase general access to the countryside.
- B. Increasing promotion or tourism aspects of the network.
- C. Benefiting users with mobility difficulties.
- D. Promoting the network specifically for health and leisure benefits.
- E. Aiding in safer journeys and off-road use.
- F. Continue to maintain a high quality rights of way network.
- G. Develop the network to benefit as wide a range of users as possible.
- H. Promote the network and countryside to non-users.
- I. Promote the network as an option for sustainable journeys.
- J. Promotion of correct and safe use of the network.
- K. Protecting the network and natural environment.

| Project Ref | Project | Priority | Corporate objectives | LTP objectives | LTP Targets | ROWIP | Costs | Related Partners | Timescale in months |
|---|-------------------------------------|----------|----------------------|----------------|------------------|---------------------------|---------|---|---------------------|
| P1 | Urban path signage | B | 4 | 01, 04, 05 | T4, T10, E, H, I | C, D | £50,000 | IWC Highways Department, Town & Parish Councils | 6 |
| Assessment, design and promotion of new signage in urban settings. to encourage urban links to the countryside, and for local amenities. | | | | | | | | | |
| P2 | Island Entry Points | B | 2 | 01, 02, 05 | | A, B, E, F, G | £5,000 | Ferry Companies IW Tourism | 6 |
| Information signage boards at areas where the public may enter the island. Primarily at main ferry ports and railway stations, but possibly at certain airports and boat mooring sites. | | | | | | | | | |
| P3 | Routes Local to Areas of Population | B | 4 | 01, 03, 04, 05 | T10, T15, T18 | A, B, C, D, E, F, G, H, I | £10,000 | IWC Highways Department, Town & Parish Councils | 12 |
| Building on further to projec P1. Additional promoted routes and links in urban fringe settings primarily for local journeys to work and facilities | | | | | | | | | |

| Project Ref | Project | Priority | Corporate objectives | LTP objectives | LTP Targets | ROWIP | Costs | Related Partners | Timescale in months |
|--|---|----------|----------------------|----------------|-------------------------|--|--|---|---------------------|
| P4 | Circular Routes | B | 4 | 01, 03, 04, 05 | T10, | A, B, C, D, E, F, G, H, I | £50,000 | Town & Parish Councils | 12 |
| Assessment, design and promotion of circular routes around and connecting to settlements. | | | | | | | | | |
| P5 | Countryside Portals | B | 4 | 01, 04 | T10, T15 | A, B, D, F, G, H, I | £10,000 | IWC Highways Department, Town & Parish Councils | 6 |
| Assessment, design and promotion of points where the public may access the countryside. Primarily at urban fringe settings | | | | | | | | | |
| P6 | Promotion of the network, countryside, Safe and Correct Use | B | 2, 4 | 01, 04, 05 | T7 | A, B, J, K | £15,000 | Main User Groups | 6 |
| Design and release a series of promotional material to advise on the rights of way network, the countryside, and safe and correct use for health and leisure | | | | | | | | | |
| P7 | Main User Group Liaison Meetings | B | | 01, 06, | | F, J, | Absorbed within the revenue budget | Main User Groups | 1 |
| To organise regular meetings with individual user groups. To help with communication and advise on correct use | | | | | | | | | |
| P8 | Monthly Email Newsletter | B | | 01, 06 | | B, F, J | Absorbed within the revenue budget | Town and Parish Councils, Main User Groups | 1 |
| To organise and release a monthly email newsletter to all main user groups, and Town & Parish Councils | | | | | | | | | |
| P9 | Public Email Updates | C | 4 | 01, 06 | | A, F, J | Absorbed within the revenue budget | | 1 |
| Setting up a publicly available email newsletter for department news | | | | | | | | | |
| P10 | Digital Definitive Map | B | 2 | 01, 02, 06, 7 | | | £5,000 | | 6 |
| Update, design and release of the Definitive Map on CD-Rom | | | | | | | | | |
| P11 | Connectivity of the Network | B | | 01, 03 04, 05 | T8, T10, A, E, T11 F, G | Year 1 - £40,000 Year 2 - £100,000 Year 3 - £100,000 Year 4 - £100,000 Year 5 - £100,000 | IWC Highways Department Town and Parish Councils, Main User Groups | | 12+ |
| Assessment of main group suggested new links in the network, areas which have few rights of way, and routes that end in cul-de-sacs, or carrying different rights on their length. Follow up negotiation, legal, physical, and signage works to provide new links where possible. | | | | | | | | | |

| Project Ref | Project | Priority | Corporate objectives | LTP objectives | LTP Targets | ROWIP | Costs | Related Partners | Timescale in months |
|---|---|----------|----------------------|----------------|-------------|--------------------|--|--|---------------------|
| P12 | Wight Insight | A | 2, 4 | 06 | | A, B, F, J, | Absorbed within the revenue budget | Wight Insight | 1 |
| Organising a quarterly column in the local press magazine 'Wight Insight' | | | | | | | | | |
| P13 | Sports and Events Users | B | | 06 | | B, F, J, K | £2,000 | Wight Leisure, Sports Bodies and Groups | 1 |
| Setting up a common protocol system with sports and events users to safeguard the network and countryside | | | | | | | | | |
| P14 | Public Transport Links to the Countryside | B | 4 | 01,03, 04, 05 | T1, T4 | A, B,D, E, F, I | £20,000 | IWC Highways, Department, Public Transport Companies | 6 |
| Assessment of public transport links that may be used in conjunction, or to access the countryside network | | | | | | | | | |
| P15 | Status Waymarkers | C | | 01, 06, | | A, E, J, | £40,000 | Town & Parish Councils | 9 |
| Design and erection of a series of waymarkers/logo stamps that indicate the path status. To help reduce misuse of the network. | | | | | | | | | |
| P16 | Seasonal Problem Paths Awareness | A | | 01, 06 | | E, F, J | £7,000 | Town & Parish, Councils, Main User Groups | 4 |
| Assessment and promotion of a series of paths that are considered unusable or problematic during the winter months. To promote awareness and limitations of the network | | | | | | | | | |
| P17 | Demand and Management for 4x4 Users | C | | 01, 06, | | A, E,F, J | £4,000 | 4x4 Groups | 4 |
| Assessment and management of the 4X4 Off road users, concentrating on handling demand and advising on safe and correct use. Common code of conduct to be produced and adopted | | | | | | | | | |
| P18 | Improving Access on the network | A | 4 | 01, 03, 06 | T10 | A, C, F, G, H | Year 1 - £20,000 Year 2 - 75,000 Year 3 - 75,000 | Town and Parish Councils | 12+ |
| Assessment of the network for possible removal of barriers and general improvements for people with mobility difficulties | | | | | | | | | |
| P19 | Routes and Promotion Aimed at Elderly and Young Users | C | 1, 3, 4 | 01 | | A, C, D, E, F, G H | £10,000 | Town and Parish Councils | 6 |
| Assessment and design of routes and promotional material aimed at elderly people and young children. To encourage more use of the network for health and leisure. | | | | | | | | | |

| Project Ref | Project | Priority | Corporate objectives | LTP objectives | LTP Targets | ROWIP | Costs | Related Partners | Timescale in months |
|--|--|----------|----------------------|----------------|------------------------|-------------------|---------|--|---------------------|
| P20 | Unofficial or Unadopted Routes | C | | 01,02, 06 | T8 | A, B, F, G | £7,000 | Town and Parish Councils, Main User Groups Specific Groups | 6+ |
| Assessment and identification of unofficial routes and trails that may be adopted and promoted to users | | | | | | | | | |
| P21 | Promotional Materials for Potential Future Users | A | 3, 4 | 01,02, 04, 05 | T8 | A, D, F, H, J | £5,000 | | 6 |
| Design and release of a series of promotional material aimed at current non users, or potential future users. Primarily aimed at health and leisure benefits. | | | | | | | | | |
| P22 | External Partners & Landowner Contact | B | | 06 | | F, K, | £5,000 | IWC Highways Department, External Partners, Landowners | 2 |
| Setting up a common protocol system with external partners and landowners/managers in order to safeguard the network, and advise of future works | | | | | | | | | |
| P23 | Routes Considered Unsafe | A | 1, 4 | 01, 06 | T10 | A, E,F | £10,000 | IWC Highways Department, IW Police | 4 |
| Assessment and identification of routes that are considered unsafe due to crime or vandalism. Follow up improvement works where possible | | | | | | | | | |
| P24 | Unsafe Road, River & Rail Crossings | A | 1, 4 | 01, 03, 06 | T11, T12 | A, E,F | £10,000 | IWC Highways Department | 12+ |
| Assessment of identified unsafe road, rail and river crossings. Follow up work to improve safety | | | | | | | | | |
| P25 | Areas subject to Dog Fouling | A | 1, 4 | 04, 06 | | E,F | £20,000 | IWC Highways Department, Town & Parish Councils | 6 |
| Identification of areas that are subject to frequent dog fouling. Follow up improvement works | | | | | | | | | |
| P26 | Routes Local Schools | B | 1, 3, 4 | 01, 03, 04, 05 | T8, T12, T14, T16, T18 | A, C, D, E, F, I, | £7,000 | IWC Highways Department, Town & Parish Councils, Local Schools | 6+ |
| Assessemnt of routes near to schools that may be upgraded to allow cycle use. Primarily for encouraging safe and sustainable travel to school | | | | | | | | | |
| P27 | Biodiversity Management | A | 2, 4 | 04, 06, | | K | £7,000 | | 2 |
| Setting up a Biodiversity management scheme for public rights of way, in conjunction with the IWC Biodiversity Action Plan and the AONB Unit | | | | | | | | | |

| Project Ref | Project | Priority | Corporate objectives | LTP objectives | LTP Targets | ROWIP | Costs | Related Partners | Timescale in months |
|--|---|----------|----------------------|----------------|-------------|------------------|------------------------------------|---|---------------------|
| P28 | Routes close to water or coast, and routes that suffer from erosion | A | | 06 | | A, E, F, K | £7,000 | Coastal Management | 3 |
| Identification of routes that are close to water or coast, that may pose a public risk. Follow up signage or warning works. Identification and forward planning scheme for paths that are subject to seasonal coastal erosion. Follow up monitor and inland move scheme | | | | | | | | | |
| P29 | Coastal Management | A | | 06 | | A, F, K, E | Absorbed within the Revenue Budget | Coastal Management | 1 |
| Setting up a common protocol and contact system with the IWC Coastal Management Section to safeguard public rights of way in all future coastal defence works | | | | | | | | | |
| P30 | Planning Department Contact | A | | 06 | | A, F, K | Absorbed within the Revenue Budget | IWC Planning Department | 1 |
| Setting up a common protocol and contact system with the IWC Planning Section to safeguard public rights of way in all future developments | | | | | | | | | |
| P31 | Highways Design & Traffic Contact | A | | 06 | | A, F, K | Absorbed within the Revenue Budget | IWC Highways Department | 1 |
| Setting up a common protocol and contact system with the IWC Traffic and Highway Design sections to safeguard public rights of way in all future road schemes | | | | | | | | | |
| P32 | Coastal Path Improvements | A | | 01, 02 | | A, B, E, F, J | £20,000 | Coastal Management, | 6 |
| Assessment and identification or improvements that may be made to the coastal path. Primarily for additional signage and promotion | | | | | | | | | |
| P33 | Long Distance Paths | B | 2 | 01, 02 | | A, B, E, F, J | £20,000 | | 6 |
| Additional promotion and signage of the Long Distance Trails on the Island | | | | | | | | | |
| P34 | Interest Routes | C | 2 | 01, 02, 04 | | A, B, D, F, G, H | £10,000 | IWC Highways Department, Town & Parish Councils, Main User Groups, Specific User Groups | 4 |
| Assessment and identification of routes which may provide a particular interest or attraction to users. Follow up work with partners to encourage use on interest routes | | | | | | | | | |

| Project Ref | Project | Priority | Corporate objectives | LTP objectives | LTP Targets | ROWIP | Costs | Related Partners | Timescale in months |
|--|---------------------------|----------|----------------------|-----------------|---------------------------------|-----------------------|--|---|---------------------|
| P35 | Strategic Network | B | 2, 4 | 01, 02, 04, 05, | T7, T8, T10, T11, T15, T16, T18 | A, B, D E, F, G, H, I | Year 1 - £40,000 Year 2 - £100,000 Year 3 - £100,000 Year 4 - £100,000 Year 5 - £100,000 | IWC Highways Department, Town & Parish Councils, Main User Groups | 12+ |
| Assessment, design and promotion of a Strategic Network. Assessment of routes, design of promotional methods, and follow up general promotion and maintenance | | | | | | | | | |
| P36 | Areas of Open Countryside | A | 2, 4 | 01, 02, 04 | | A, B, F | £20,000 | The Countryside Agency | 4 |
| Assessment of the areas of open countryside with review of signage and information available. Follow up promotional work | | | | | | | | | |

H. Monitoring and Review

Monitoring and review will take place at the end of each round of projects, or at six month intervals, whichever comes first.

Internal review will be conducted by the rights of way section in the form of project end reviews. These reviews will assess the project, end outcome, costs and timescale against the initial prediction. This information will then be used to plan the next round of projects, or existing projects' priorities.

Appendix A - Organisations and User Groups Contacted for Initial Consultation of The Rights of Way Improvement Plan

All of the following groups or bodies were contacted for the first round of consultation on the ROWIP. Some groups, particularly town and parish councils were contacted again for the second round of consultation.

- Age Concern;
- Arreton Parish Council;
- Arreton Parish Partnership;
- Bembridge Parish Council;
- Bembridge Village Partnership;
- Brading Community Partnership;
- Brading Town Council;
- Brightstone District Village Partnership;
- Brightstone Parish Council;
- British Driving Society;
- British Horse Society;
- Calbourne & District Partnership;
- Calbourne Parish Council;
- Carisbrooke West Community Forum;
- Chale Parish Council;
- Chale Village Partnership;
- CLA;
- Conservation & Recreation Environment Agency;
- Cowes Community Partnership;
- Cowes Town Council;
- Cyclewight;
- Disability information and advice line;
- East Cowes Partnership;
- East Cowes Town Council;
- English Nature;
- Federation of island societies helping disabled people;
- Forestry Commission;
- Freshwater Parish Council;
- Gatcombe Parish Council;
- Gateway Club;
- Godshill Parish Council;
- Godshill Village Partnership;
- Gurnard Parish Council;
- Gurnard Village Partnership;
- HF Holidays;
- Island 2000 Trust;
- Isle of Wight riding for the disabled (riding group);
- Isle of Wight Tourism office and related partners;
- IW Pony driving for disabled people;
- IW Society for the Blind;
- Lake Community Partnership;
- Lake Parish Council;
- National Farmers Union;
- Nettlestone & Seaview Parish Community Partnership;
- Nettlestone and Seaview Parish Council;
- Newchurch Community Partnership;
- Newchurch Parish Council;
- Newport Area Forum;
- Niton & Whitwell Partnership;
- Niton and Whitwell Parish Council;
- Northwood Community Forum;
- Parish of Gatcombe Community;
- Parkhurst Community Partnership;
- Physically Disabled and Able Bodied (Phab) Group;
- Physically Handicapped Society, IW, Cowes Group;
- Physically Handicapped Society, IW, Newport Group;
- Physically Handicapped Society, IW, Ryde Group;
- Physically Handicapped Society, IW, West Wight Group;
- Porchfield and District Partnership;
- Rookley Parish Council;
- Rookley Village Partnership;
- Rural Community Council;
- Ryde Community Forum;

- Sandown Town Council;
- Shalfleet & District Partnership;
- Shalfleet Parish Council;
- Shanklin Partnership Group;
- Shanklin Town Council;
- Shorwell Community Partnership;
- Shorwell Parish Council
- Sound Advice;
- Sports and Recreation Club for the Disabled, IW;
- St Helens Parish Council;
- St. Helens Community Plan;
- Step by Step Holidays;
- Sustrans;
- The Fellowship of Electric Scooter Owners;
- The Isle of Wight Area of Outstanding Natural Beauty Department;
- The Isle of Wight Motorcycle Club;
- The National Trust;
- The Ramblers Association;
- The Sandown Community Partnership;
- The Vectis Land Rover Club;
- Totland Parish Council;
- Totland Partnership;
- Trail riders Fellowship;
- Ventnor Community Partnership;
- Ventnor Town Council;
- West Wight Community Initiative;
- Whippingham Community Budget;
- Wight Orienteers;
- Wootton Bridge Village Partnership;
- Wootton Parish Council;
- Wroxall Parish Council;
- Yarmouth & Thorley Community Partnership;
- Yarmouth Town Council.

Appendix B - Convenient and Safe Crossings over Roads, Railways, Rivers and Canals

Road Crossings

The following are areas that path users would reasonably be expected to cross a road to proceed on their route.

Although many of the following improvements involve road signs, a lot of the danger could be removed by some simple user awareness signs. A proposed project of the ROWIP would be to individually assess these crossings for safety and relevant action, with help from the traffic department of the IWC.

- CS20 – CS3 crossing Rew Street
- CB2 – CB4 crossing Rolls Hill Road
- N121 – N114 crossing North Fairlee Road
- F1 – F5 crossing Main Road Yarmouth
- F25 – F27 crossing Wilmington Lane
- Y1 – crossing Wilmington Lane
- S34 – S23 crossing Dodpits Lane
- CB16a – CB20 crossing Main Road, Calbourne
- CB21 – CB27 crossing Main Road
- N137 – N137a crossing Bowcombe Road
- N144 – N132 crossing Bowcombe Road
- A25 crossing Burnt House Lane
- A42 – A39 crossing Blackwater Hollow
- A39 crossing Main Road Blackwater
- A29 crossing Main Road
- R4a – R4 crossing Quarr Hill
- R7 – R36 crossing Rowlands Lane
- R36- R32 crossing Gatehouse Road
- R34 – R35 crossing Ashey Road
- R29 – R104 crossing Ashey Road
- R28 – R24 crossing Ashey Road
- B26 – B43 crossing Brading Down Road
- BB31 – B44 crossing Longlands Shute
- B69 – SS44 crossing Main Road
- BS10 – BS44 crossing Lynch Lane
- BS9 – CB17 crossing Lynch Lane
- SW51 – SW49 crossing Shorwell Shute
- GL14 – GL22 crossing Bagwich Lane
- GL14a – GL17 crossing Beacon Alley
- GL17 crossing Roud Main Road
- GL46 – GL44 crossing Shanklin Road
- GL31 – GL42 crossing Shanklin Road
- GL33 – GL35 crossing Shanklin Road
- NC24-NC16 crossing Winford Road
- NC28 crossing Ventnor Road
- NC35 – NC37 crossing Newport Road
- NC33a – NC31 crossing Canteen Road
- NC31 crossing the A3020
- NC30a – NC30 crossing the A3020
- NC37a – NC39 crossing the A3020
- C21 – C4 crossing Newport Road
- NT16 – NT15 crossing Ventnor Road
- V123 – V65 crossing Main Road
- BS96 – BS97 crossing the main road B3399 in Brightstone

The Current Rights of Way Network Such as Ways Ending in Cus-de-sacs or Routes Carrying Different Rights Along Their Lengths

Anomalies or Dead Ends on the Network

- S1 Bouldner end collapsed sea wall section. The end of this path has fallen into the sea and is currently diverted along another path
- Y4 in Thorley comes to a dead end at Thorley Manor
- CB10a comes to a dead end at the coast
- R112 comes to a dead end in Binstead
- R57 comes to a dead end in Westridge
- R105 – R89 these paths come to dead ends, and do not officially meet, however access is possible along the beach at Seaview
- R12 dead end comes to a dead end at Chillingwood Farm near Havenstreet
- BB19 comes to a dead end at Knowles Copse Bembridge
- GL28 comes to a dead end at Lessland Farm near Godshill. Unofficial access may be currently possible along the access road.
- NT56 & C36 come to dead ends on Gore Down in Chale. Access is possible across the National Trust land however

Changes in Status Along a Path and Relevant Upgrades for Improvement

The following paths have a change in status that limits certain users. Upgrading of the path status would allow new links for horse riders and cyclists

- Bridleway BS88 meets a junction of only footpaths near the Longstone, Brightstone
- Upgrading Footpath N104 to bridleway status would allow easier off road access into Carisbrooke
- Upgrading Footpaths N41 – A51 – A38 to Bridleway status would allow a complete bridleway connection from Long Lane, Newport, to Blackwater and Arreton
- Upgrading Footpath A25 to bridleway status would allow an off road connection from Horringford to St Georges Down for horse riders
- Upgrading Footpath R36 to bridleway status would allow an off road connection from Ashey to Havenstreet
- Using the road verge or negotiating a roadside bridleway connecting R51 – R50 would allow a safe off road link for all users on this fast road
- Upgrading Footpath NC9 to bridleway status would allow a safer off road route for horses along the Newport to Sandown cycleway. Currently horse riders have to divert on road
- Upgrading Footpath R85 to bridleway status would allow a safer off road link from Bembridge Duver to Seaview and beyond
- Upgrading Footpath SW22a to bridleway status would allow a general better off road link in Shorwell
- Upgrading Footpath S34 between S19 and S21 to bridleway status would allow a useful link between two long bridleway sections
- Upgrading Footpath N2 between N3 and N1 to bridleway status would allow a better off road link through and out of Wooton
- Upgrading Footpath GL4 and GL5 to bridleway status would allow a much needed bridleway link south out of Rookley

- Upgrading Footpath R114 to bridleway status would allow a safer off road through Nettlestone avoiding a fast road
- Upgrading the short Footpath R52a to bridleway status would allow an official link through Swanmore avoiding user conflict

Crossings over Railways, Rivers and Canals

The island has few railways, rivers that are large enough to cause a concern, and has no canals. The following points have been identified as needing safety assessments.

- Footpaths R52a crosses the railway line outside Ryde. This crossing is open with gates each side, and no formal crossing system to protect users. Works are necessary in this area to improve the safety. This area is also prone to local vandalism, so safety features will need to be considered carefully.
- Footpath B4a crosses the railway line outside of Brading. This crossing is completely open.
- Footpath B1 crosses the railway line at Brading. This crossing is completely open to users.
- Footpath SS35 meets SS86 crossing the railway line near Sandown Station.
- Footpath SS29 crosses the railway near Lake
- Footpath R86 crosses Bembridge Harbour. During certain tides this path is underwater and has limited safety barriers.
- Certain areas of sea wall may need to be assessed for safety for users. Conditions are usually good, but extreme weather in the winter months can cause great risk for unaware users.
- Similar assessment could be made of certain beach areas that are accessed by rights of way.
- Footpath CB9 crosses Newtown Nature Reserve. This boardwalk path has few safety features for users and at times sections of it are under water.
- Footpath N120 runs down the East side of the River Medina. Assessment may need to be made of the series of bridges and locks on the path.

Appendix C - Areas on The Isle of Wight That Have Few Rights of Way

From the Definitive Map and statement the following areas have been identified as having 'gaps' in the network.

Tapnell Furze

The area South of Thorley between Wilmington Lane and Broad Lane containing Witheybed Copse, Lower & Upper Ham Copse, Tapneww Furze, and the Wilmington plantation. This area has paths connecting to it, but little to take you through linking to other areas. Public Footpath Y1 passes the northern section through to the road, and F27 can pass the southern section again connecting to the road. An East to West, or North to South path could provide good links between towns, and provide a scenic walk.

Bouldnor Copse

The area north of the island joining Bouldnor to Cranmore. This area has the coastal path S1 to the northern edge, and the main A3054 Road to the southern edge, but has no connections within the copse. A bridleway through this area could provide a scenic route, and aid in the connections from Yarmouth to Hamstead avoiding the main road.

Turnpike Farm – Newtown Brook

This area East of Shalfleet has many roads passing through but few off road rights of way. The area has the main A3054 Road to the north edge, and Quarry Lane on the southern edge. The area contains many copse areas and a small number of farms. Passing through from East to West is the dismantled railway that used to join Newport to Freshwater. Providing a link through this area would allow a good route through the countryside, and aid in the off road passage from Shalfleet to Newtown, and to Calbourne. Currently the round island coastal path uses the road in this area, but could benefit from an off road path.

Newbarn Farm

This area framed by B3401 on the northern edge, CB20 to the West, and CB21 to the East has no East-West connection to avoid the main road. Providing a connection between the two bridleways would allow an improved link from Calbourne to Newport or Porchfield, with a long diversion through Brightstone Forest. This route would also benefit from the environments of Little Down, Newbarn Down, the north edge of Brightstone forest, and High Wood.

Clamerkin Lake

This area has little or no connections to from the road or rights of way network, but has the problems of tidal changes and wet conditions.

The area in Calbourne is on the coast with Clamerkin Lake passing through from Newtown River. Public footpath CB10a passes up the Eastern edge, but stops at the coast line.

A path through or across this area could give a valuable walk through this scenic area taking in the coastline, the lake and the nature reserve.

Parkhurst Forest

Parkhurst Forest is a large forest on the north side of Newport. Framing the forest are main roads Forest Road on the southern edge, Whitehouse Road to the West, the main Newport to Cowes Road on the East side, and Noke Common to Hillis Gate Road to the north. Within the forest there are no public rights of way.

Although there are paths for use by the public, there are no routes for horse riders without paying a permit to allow use.

A bridleway link through the forest would allow more access by all users, and aid in the link between Newport and the West side of the island.

Colemans Farm South

The area south of Colemans Farm in Porchfield is a small area between the areas of Parkhurst Forest and Newtown Brook as detailed above.

The area has public footpath N149 along the southern edge, CB8 running down the West edge from Colemans Lane, and Betty Haunt Lane to Whitehouse Road on the East side. Having a link from east to west, or north to south, would allow better connections from Porchfield to Newport, and Newport to the West side of the island.

Dukem Copse

This area near Shorwell takes in Dukem Copse, Westridge Down, and Plaish Copse. It is framed by the main Bowcombe road and Public Bridleway N146, but does not have any rights of way links through the copse or down.

New routes in this area would not provide any major links, but would allow a route through an area with little current public access.

Newbarn Down

Newbarn Down lays east to Dukem Copse as detailed above. This area is similar to Dukem Copse in that it is surrounded by bridleways and main roads, but does not have any public rights of way through it.

The new rights of access have allowed access along a strip of land in the southern half of this area, but there are no links north.

A new route north to south would provide no major links, but would allow public access to an area where there is currently little.

Crockers Farm

The area surrounding Crockers Farm lies to the north of Newport and Parkhurst Forest as detailed above.

Most of the small paths in the area are footpaths. A new bridleway link could provide a scenic route through Crockers Copse and Ridge Copse, and aid in the north/south bridleway links.

East Cowes to Wootton

The large section of land between East Cowes and Wootton has no public rights of way, and causes the Coastal Path to divert inland to link up.

People wishing to travel through this section of the island are currently forced to use the public roads via a long diversion.

Creating a new link at this position would be a great improvement to the existing coastal path route, would aid in off road walking access, and provide a valuable link that has received a lot of local support in the past.

Furzey Butt – Combley Great Wood

This is a large area to the East of Newport. The area runs each side of the main Briddlesford Road and is surrounded by footpaths or bridleways.

Currently anyone wishing to link from this area to Newport, have to take a diversion south or use the main Road. Providing a link through this area as far as Staplers Hill would aid in this link. The route would also benefit from travelling through the Great Woods, Furzey Butt, Staplers copse and Heath.

Briddlesford Copse – Firestone Copse

These two copse areas lay next to each other to the south of Wootton. The areas have many paths through them, but no actual public rights of way.

The main area is surrounded by roads and public bridleway N1, to Wootton.

Providing another link through this area from East to East could help improve the links through Wootton and Ryde, avoiding the main road.

Cothey Butts

This area lies North of Firestone Copse, as detailed above. The area is surrounded by roads with only public footpath R4 to the far east.

Providing extra access in this area could help with links from Havenstreet to Ryde, or Wootton to Ryde.

Appendix D - Suggested Beneficial Links in The Network from Initial Consultation

All of the following links were general links and upgrades suggested from initial consultation works. The most direct route has been used with local features; however a similar nearby route could be used.

- A new link from Whitehouse Road through Forest Farm and into Parkhurst Forest
- A link from Forest Road, Newport or Camp Hill into Parkhurst Forest
- A new bridleway or cycleway link along N121 from North Fairlee road to East Cowes
- Upgrading of Footpath R52a to bridleway status
- Upgrading and extending of R114 for a safe off road link
- Upgrading of S34 to bridleway status
- A new link from Betty Haunt Lane in Bowcombe along the old railway line to Carisbrooke Priory Road
- Upgrading of status on Footpath N104 along Lukely Brook
- Upgrade of status on footpaths A38, A51, and N42
- Upgrade of status on footpath A25 in Arreton
- Upgrade of status on footpath R36
- Upgrade of status on footpath R13 and R14
- Upgrade of status on footpath NC9
- Upgrade of status on footpath R85 St Helens Duver
- Upgrade of status on footpaths BB34 and BB5
- Upgrade of status on footpath F56 near Brook
- A new link from Cridmore Farm in Gatcombe to north Appleford in Godshill
- Upgrade of status on footpaths GL4 and GL5 in Rookley
- A new cycleway or bridleway link from Pagham to bridleway A36
- A new link from Bridleway A22 at Macketts Lane, through Hale Manor Farm to the main A3056 road
- Upgrade of footpath NC32 through to Canteen Road
- Upgrade footpath GL58 to bridleway status
- A new link adjacent to the road between Niton and Whitwell

Appendix E - Local Access Forum Comments and Suggestions from Initial Consultation

All of the following are suggestions made by the Isle of Wight Local Access Forum, on particular assessment points of the ROWIP

Access To and Within Attractive Areas of Countryside Which Might Have Currently Few Rights Of Way

- Creating a new link from the Barton Estate to Wootton using the potential coastal path from East Cowes
- Within the plan there should be a positive statement for managing, predicting, and reacting to coastal erosion
- Off road footpath/ bridleway links between Clamerkin and Porchfield
- Improved links in Great Thorness
- A bridleway link from Freshwater Bay to the Needles Battery completing a cross island bridleway link.
- New walks and paths being constructed with regard to all classes of user. A general principal of new routes should be with no barriers, and open to all users where possible.
- Allow horse rider use of all parts of the Newport to Sandown cycleway Route 23
- Improved links from Brading Railway station to St Helens.
- Introducing the Bembridge – Yaverland circular walk using RSPB land
- Inclusion of Countryside Agency open access land to aid in circular walks and general access
- Improvements on the Fort Victoria to Cliff End link
- Utilising the new National Trust land acquisition at Shalfleet
- Creation of Newport to Yarmouth off road track using the old railway line where possible

Routes to Support Local Tourism, Economic Regeneration or Community Led Initiatives

- Introducing a new off road multi user link from East Cowes to Newport alongside the river Medina
- Improved links from the Route 23 cycleway in Sandown to the beach and seafront
- Improvements to the promotion of the Downland Way
- Improved signage and promotion of the island's long distance trails
- Improvements to the Nunwell Trail
- Take opportunities for improvement in the Sandown Bay and Cowes regeneration schemes

Opportunities for Links Enabling People to Avoid Using Roads

- More official routes through Parkhurst Forest
- A new link from Rowlands Lane to Combley
- Improved links from Dodpitts Lane, Newbridge

Routes That Can be Used in Conjunction with Public Transport

- Make use of the railway stations and the Brading to Ryde interchange
- Creation and promotion of circular routes from car parks
- Creation and promotion of circular routes from public houses
- Creation and promotion of informal local dog walker routes

Major Roads or Developments

- Improvements on the recent works on the Fighting Cocks crossroads, which did not include any provision for pedestrians.
- Working with the relevant IWC departments to ensure that network users are considered in any new schemes

Other Points as Discussed and Supported

New bridleways at

- Brading Station to St Helens on the old railway line
- Upgrade of the footpath S34 from Dodpits Lane through Churchills Farm
- Improved bridleway links between the north and south of the island
- More bridleway links in the Rowlands area
- Upgrade footpath BS84 in Brightstone

Upgrade of surface on

- Improve cycleway surfaces generally to eliminate punctures from sharp gravel
- Use Cycle Tracks Act to upgrade selected footpaths e.g. Ashey Station area
- Upgrade the path over the Tennyson Down

Upgrading of path status between settlements

- Brightstone to Yafford
- Ashknowle Lane from Whitwell to Niton
- Wroxall to Shanklin
- General improvement of road verges where there is no right of way available for users

Coastal Path issues

- The IWC should allow a budget to achieve the East Cowes to Wootton coastal link
- Consider new riverside path at Kingston in East Cowes as a potential link.
- Link Thorness west through Burnt Wood.
- Utilize new National Trust land acquisition at Shalfleet.

Cycleways

- Improve surfaces to eliminate punctures from sharp gravel
- Create Newport to Yarmouth off road cycleway
- Use Cycle Tracks Act to upgrade selected footpaths e.g. Ashey Station area
- Upgrade path over Tennyson Down

Definitive Map issues

- Add urban paths to the definitive map and full maintenance schedules
- Include the Downland Way
- Investigate any 'Lost ways'
- Investigate and consider inclusion of unofficial village paths
- Improved promotion of Long Distance Trails
- The support for removal of barriers on public rights of way in order to aid access for people with mobility difficulties.

Appendix F - British Horse Society Suggested New Links and Ugrades

All of the following link upgrades were suggested by the British Horse Society. All upgrades are from footpath to bridleway unless stated.

- Create a new link from East Cowes front through to Wootton.
- Grass verge or create a new link from Whippingham into East Cowes.
- Create a bridleway link from Bouldnor through Bouldnor Copse into Cranmore.
- Create new route from the north end of bridleway S36 to bridleway S16.
- Create new route along the old railway line around Bembridge Harbour, creating a safe off road link for many users.
- Upgrade footpath CS21 from Newport Road Cowes through to Chawton Farm.
- Upgrade footpaths CS20, CS3, CB23, CB1.
- Upgrade footpath CB3 in Thorneess.
- Upgrade status of footpath S27 and S11.
- Upgrade status of CB5 at Marks Corner.
- Upgrade status of N201 to CS22 at Pallancegate.
- Upgrade existing racecourse cycle link for horse riders.
- Upgrade footpaths N114, N115, N116, and N119 from Binfield to Staplers.
- Upgrade N2 from Littletown to Woodhouse Farm.
- Upgrade footpath R1 in Fishbourne.
- Upgrade footpath R4 through Puckers Copse.
- Upgrade footpaths R41 and R40 in Bartons Corner.
- Upgrade footpaths F3 & F6 in Norton, Freshwater.
- Upgrade footpath F21 in Freshwater town.
- Upgrade footpath F46 in Freshwater Bay, linking up to further bridleways across Tennyson Down.
- Upgrade footpath F24 across Tennyson Down, creating a long link to the western end of the island.
- Upgrade footpath F24 in Freshwater.
- Upgrade footpath Y1 in Yarmouth.
- Upgrade footpath F27 and F28 in Freshwater, creating a valuable off road link from Freshwater to Compton.
- Upgrade footpath S13 in Shalfleet.
- Upgrade footpath S17 in Shalfleet.
- Upgrade footpaths S34 and CB11 for a valuable off road link to further bridleways.
- Upgrade footpaths N148 and N149 for a safe off road link.
- Upgrade footpaths N73, N72, N71, N69, and N68 to create better off road links to the north of the island.
- Upgrade footpaths N24 and N25 in Newport.
- Upgrade footpaths N37 and A50 to improve off road links out of Newport.
- Upgrade footpaths N119, N116, N115, and N114 to provide a safe off road route from Newport towards Ryde.
- Upgrade footpath N94 to improve off road routes out of Newport.
- Upgrade footpaths A25, A25a, and N92 for an off road route from Blackwater to Arreton and beyond.
- Upgrade footpath R37 in Havenstreet.
- Upgrade footpaths R13 and R14 for a useful off road link.
- Upgrade footpath R104 from Ashey Down.
- Upgrade footpath R77 to improve off road links out of St Helens.
- Upgrade footpath B27 for improved off road links out of Brading.

- Upgrade footpath B1 in Brading.
- Upgrade footpath B56 near Bembridge.
- Upgrade footpath BB29 on Bembridge Down.
- Upgrade footpath BS84 in Brightstone, linking to Mottistone Down and beyond.
- Upgrade footpath GL10 improving off road links in this area.
- Upgrade footpath GL31 to provide safe off road links around and out of Godshill.
- Upgrade footpath NC30a in Whiteley Bank.
- Upgrade footpath NT40 at St Catherine's Point.
- Upgrade footpath NT91 in Southford.
- Upgrade footpath V72 providing an off road link in Ventnor.
- Upgrade footpath V121 in Wroxall.

Appendix G - The Ramblers Association Suggested New Links and Upgrades

All of the following new links and upgrades were suggested from the Ramblers Association on the Isle of Wight

- The East Cowes coastal link through Barton and to Wootton.
- The East Cowes to Newport riverside link.
- New link through Bouldnor Copse linking the main A3054 road to footpath S1.
- New link between Great Thorness and Burnt Wood.
- New link through Brocks Copse between the main A3054 road and Brocks Copse Road.
- New link adjacent to the main A3054 road through Shalfleet.
- New link connecting footpath CB13 to CB11b avoiding the road.
- New off road link adjacent to the main Calbourne Road linking footpath N73 to bridleway N197.
- New link adjacent to Bowcombe Road connecting bridleway N137a to bridleway N142.
- New link adjacent to Long Lane, Newport connecting footpath A25 to footpath A50.
- New link connecting Blackwater Road, Newport, to the Route 23 cycleway.
- New link connecting bridleway NC53 to Wacklands Lane in Newchurch.
- New link extending NC14 through Greentiles Nursery and to the road.
- New link adjacent to Longlands shute in Bembridge connecting footpath BB26 to footpath BB23.
- New link extending footpath BB19 through to Mill Farm in Bembridge.
- New link connecting footpaths BS20 to footpath BS21 in Brightstone.
- New link connecting the Military Road at the end of footpath BS15 to the Coastal Path BS16, avoiding a long on road detour.
- New link connecting footpath G9 through Chillerton Down to footpath G12a.
- New link adjacent to the road connecting bridleway SW54 to bridleway SW47.
- New link adjacent to the Blackwater Road in Rookley, connecting bridleway A37 to bridleway A41, avoiding a dangerous on road diversion.
- New link connecting bridleway GL14 to the footpath GL10.
- New link connecting Watery Lane in Newchurch to bridleway NC25.

- New link adjacent to the road connecting footpath C18 to footpath SW30, avoiding dangerous road link.
- New link adjacent to the Undercliff Drive road connecting footpath V124 to footpath NT117, avoiding dangerous road route.
- New link adjacent to Mitchell Avenue in Ventnor, connecting footpath V1 to footpath V110.



Appendix H - Cyclist Groups Suggested New Links and Upgrades

All of the following upgrades and links were suggestions from cycling groups on the Isle of Wight

Priority routes for improvement and maintenance

- The Cowes to Sandown Route 23 link, by continuous tarmac surfacing
- Shanklin to Wroxall link
- Whitwell to Niton bridleway
- Rookley Farm to Lower Rill

Completed surfaced links from Route 23 to

- Northwood
- Godshill
- Sandown seafront, near to the Dinosaur museum
- Rookley at Little Birchmore

Construction of new routes on

- Brading to Bembridge, using the old railway line
- Link from Shanklin to the 'round the island' route
- Ryde to Yarmouth, via Newport and the old railway line
- North Appleford to Cridmore

Upgrade of routes to allow cycle use

- Seaview to St Helens
- Bembridge Harbour to Love Lane
- Freemantle Gate to Appuldurcombe House
- Rookley Farm towards Lower Rill
- North Appleford to Cridmore
- Chilerton to Gatcombe
- The Folly – Binfield – Newport
- Freshwater to the Needles Battery
- East Ashey to Old Ashey Station
- Rookley to Route 23 at Little Birchmore

Quiet Roads that need to be introduced or considered for improvements

- Atherfield Lane
- Bathingbourne Lane
- Lessland Lane
- Redhill Lane
- Rew Lane
- Quarry Lane and Pump Lane in Newbridge

Revetments to allow cycling

- Sandown to Shanklin
- Ventnor to Bonchurch
- Totland to Colwell

Appendix I - Bibliography

Rights of Way Improvement Plan Statutory Guidance

Local Transport Plan Statutory Guidance

Countryside Recreation Network – *Countryside Visitor Safety Seminar Proceedings*

The Countryside Agency – *The Countryside In and Around Towns*

Welcoming Walkers and Cyclists

BT Countryside For All

Groundwork UK - *No Particular Place to Go*

The Countryside Recreation Network – *Countryside Recreation*

Groundwork UK Website

Farmlink – *Connecting Children with the Countryside*

Pathwise

Department of the Environment, Transport and the Regions – *Making the Best Use of Byways*

Pubs and Paths, A Selection of Pub Walks on the Isle of Wight

The Coastal Path and Inland Trails on the Isle of Wight

