



**Minutes of the LAF: 28/01/26 at 2pm
(held at Branstone Farm Studies Centre)**

LAF Members in attendance:

Cllr Paul Fuller - Chairman
Mike Slater - IW Rambles Association
John Heather - NFU
Richard Grogan – National Landscapes
Mick Lyons – IWALC / Havenstreet & Ashey PC
Helen Jones – Cycle Wight
Mark Earp - Landowner

Observers / Guests in attendance:

Jennine Gardiner - LAF Secretary / PROW Officer
Kelvin Hindmarch – IWC PROW Maintenance
Penny Acton – Gurnard PC
Kathy Domaille – Godshill Park Farm
Peter Beven – Observer
Roy Bevan – Newchurch Parish Council
Claire Walker and Simon Walker – Unlimited Limited
Stewart Chandler – IWC Transport Strategy Manager

Apologies:

Cllr Vannessa Churchman – Elected by IWC
Cllr Chris Jarman – Elected by IWC
Darrel Clarke - IWC Public Rights of Way Manager
Tricia Merrifield – Equestrians
Carole Pierce

Declaration of Interest:

None

Minutes of previous meeting 08/10/25

Discussed the points raised and from last meeting.

ROW & King Charles III England Coast Path Update (IOW2-10)

Kathryn Bunker is the IWC Coast Path Officer who is overseeing the Establishment of the National Trail on the Island. Kathryn was not at the LAF meeting but has provided the following update for the minutes:

IOW1 East Cowes to Wootton: public consultation closed 22/10/25 the report will be considered by the Secretary of State to make a decision.

IW2 Wootton to Culver Down: Consultant putting together a tender package to include all works, apart from the stone beach access steps at Seaview path R92 (previously damaged in a storm) and The Mill Damn Wall path R86 which will have an accessible bridge over it – these are being contracted separately.

IW3 Culver Down to Binnel Bay: Open – any feedback for this stretch send to row@iow.gov.uk
Diversion at Shanklin Chine should show on National Trails website once it's been updated.

IW4 Binnel Bay to Chilton Chine: The roll back for Grange Chine is holding up the completion of this section, the roll back will take the path behind the viaduct which will need steps and rural surfacing. There will need to be a long stretch of footway in the verge to get walkers to a crossing point along the Military Road with best visibility. This is in the advance stages of design by Island Roads. Anticipated completion by the end of March 2026.

IW5 Chilton Chine to Colwell Chine: Open – any feedback for this stretch send to row@iow.gov.uk
Diversion at Totland for T16 closure should show on National Trails website once it's been updated.

IW6 Colwell Chine to Hamstead Point: Still in the early stages of planning. Hope to start works this summer

IW7 Hamstead Point to Thorness Bay: Waiting for survey data from Natural England. There will be lots of new access and a huge amount of infrastructure, so there will be a need for additional resource with the delivery of this stretch.

IW8 Thorness Bay to Gurnard Luck: Procurement process was delayed meaning the opportunity was missed for the chosen contractor to proceed before this year's wet winter weather. However, the contractor, MCM construction, will start certain types of work over winter, then undertake the surface in the spring / summer. Some works can be completed before March 2026, the rest will have to wait for ground conditions to improve (Summer 2026 – weather dependant).

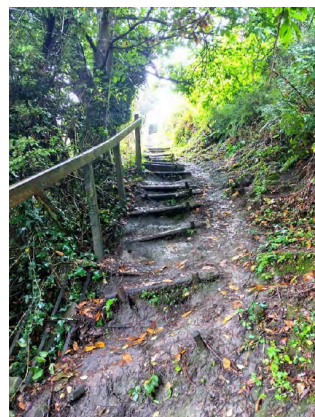
IW9 Gurnard Luck to Cowes: Open – any feedback for this stretch send to row@iow.gov.uk

IW10 Medina Estuary: Should be straightforward as following existing cycle track on the Newport to Cowes side with a diversion onto riverside walk (which will need some work). On the East Cowes side between Island Harbour and the Folly there is a need for a boardwalk (due to regular flooding / high tides).

ROW – Updates

National Landscape Schemes: the Rights of Way Service was granted £50k from the Access for All Funding in Protected Landscapes Grant 2025, this was to be used for improvements to the public rights of way network within or providing access to the Protected Landscape.

Gat Cliff (GL58) Public Footpath GL58 is a steep path in Gat Cliff (south of Godshill) providing access to/from Appuldurcombe Down and the Worsley Monument, originally erected in 1774 by Sir Richard Worsley. The monument sits over 600 ft above sea level and the walk to it using GL58 provides stunning and panoramic views. GL58 has been vastly improved by replacement of 150 new riser steps, refurbishment of 25 steps, together with new handrails providing the public with a walkable route year-round route (albeit challenging when ascending). Grant funding utilised in ground works, steps and handrails: £12,000



Location

Before example

After example

Alverstone (NC10 and B53) Public Footpaths NC10 and B53 are very popular paths in the village of Alverstone. Both paths are located north of the shared use route (Red Squirrel Trail) and provide valuable circular routes for walkers and a link to Knighton and Kern Farm.

The works consisted of the installation of a plethora of boardwalks to enable year-round access in a beautiful area. This work complimented a RoW surfacing scheme on NC10, providing an improved route to Knighton and Kern. Grant funding utilised on boardwalks: £27,000



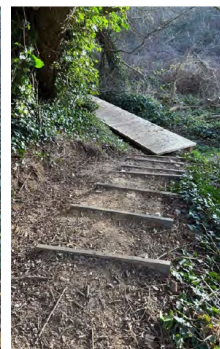
Location



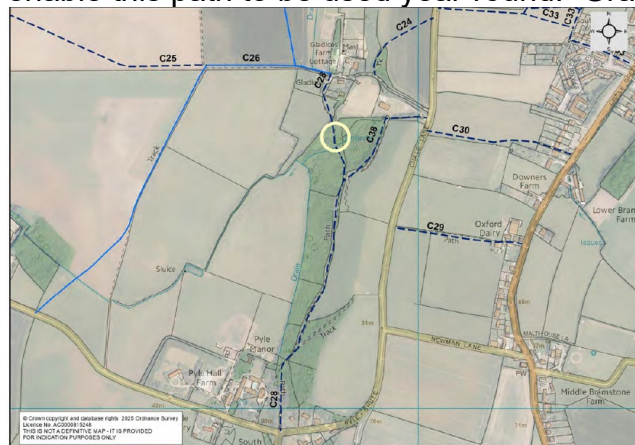
NC10



B53



Chale (Pyle to Gladices) Boardwalk (C28) A popular footpath on the western outskirts of Chale, public footpath C28 had become impassable for long periods during the year due to flooding and very muddy conditions. A 25m boardwalk has been introduced to vastly improve conditions and to enable this path to be used year-round. Grant funding utilised in boardwalk works: £6,500



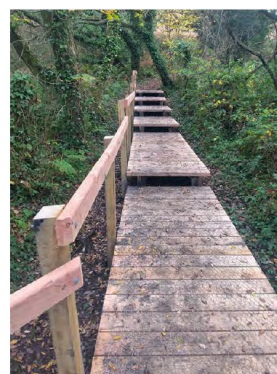
Location



Before



After



Chale Green Footbridge (C1) This very well used footbridge at Chale Green had reached the end of its useful life. Replacement is of great benefit to villagers and the wider general public providing access to the remainder of public footpath C1, a route to Gotton the Hoy Monument and St Chatherine's Down, Grant funding utilised in replacement footbridge: £4,500



Location



New footbridge

Accessibility

The Local Access Forum (LAF) queried the use of the term “accessibility”, as this can imply that a route is suitable for all users, including those with visual impairments, limited mobility, or wheelchair users.

In the case of the recent Rights of Way (ROW) improvements at GL58, NC10, B53, C28, and C1, the works carried out go beyond the statutory minimum requirements and significantly improve access for a wide range of users. However, it is important to note that these routes are not fully accessible to everyone.

For a route to be promoted as fully accessible, it would need to be formally surveyed, upgraded where necessary, and supported by detailed, publicly available trail information.

Looking ahead, it is hoped that future phases of National Landscape schemes funding may enable interested partners to develop projects focused on surveying routes and producing an ‘Accessible for All’ guide. This would support more inclusive access and provide clearer information for users of varying abilities.

Red Squirrel Trail and Bridleway Surface Improvements

Following the recent period of poor weather, many rural bridleway surfaces have become extremely wet and muddy. While these conditions may remain suitable for horse riders, they present greater challenges for cyclists.

Concerns have been raised, particularly where sections of the Red Squirrel Trail utilise rural bridleways. Cyclists have specifically highlighted issues with surface conditions between Appuldurcombe, Wroxall and Moor Farm, Godshill.

Expectations for improved cycling conditions were influenced by a 2022 press release which referred to a sum of £200,000 for significant investment in upgrading footpaths and bridleways. This included proposals for a multi-use gravel surface along the rural section of the Red Squirrel Trail between Merstone and Godshill (Moor Farm).

Improvement works to the bridleway at Moor Farm were completed during the 2022/23 financial year. However, it is likely that the section between Moor Farm and Budbridge has deteriorated again due to recent weather conditions and its ongoing use as a working farm track.

A more durable solution, such as full tarmac surfacing, would involve significant additional cost (well in excess of £200,000) and would not be considered appropriate in this rural setting. There are also practical limitations, as the Isle of Wight Council cannot dictate how farmers use their land, and agricultural vehicle use will inevitably impact surface conditions.

As such, it must be recognised that sections of the Red Squirrel Trail pass through rural environments where varying ground conditions should be expected. It would be inappropriate to fully surface (blacktop) these countryside sections, both in terms of cost and landscape considerations. Furthermore, increasingly wet winters and localised flooding are having a noticeable impact on the durability of gravel paths, reducing their expected lifespan and increasing maintenance requirements.

The Red Squirrel Trail is promoted via Gift to Nature and they have the route information on their website <https://redsquirreltrail.org.uk/> the Red Squirrel trail replaced the Sunshine Trail, old sunshine trail info still exist on line

Reporting Problems on the Rights of Way Network

Any problems or issues on the Rights of Way network should be reported as soon as possible. Please do not leave matters unreported for extended periods (months or years), as this can lead to further deterioration or increased safety risks.

Reports should be sent to the Rights of Way team by email at row@iow.gov.uk When reporting an issue, please include:

- The location of the problem (using what3words where possible, or by marking an "X" on a map)
- A clear description of the issue
- Photographs, if available

Alternatively, issues can be reported via FixMyStreet or the Island Roads online reporting map (which operates through FixMyStreet). Reports submitted through these channels are passed directly to the Rights of Way team.

Speakers:

Update from Stewart Chandler – IWC Transport Strategy Manager

Stewart Chandler, Isle of Wight Council (IWC) Transport Strategy Manager, provided the group with an update on a number of long-term path closures managed by Island Roads on behalf of the Council.

He also gave an update on matters relating to speed limits.

Long term closures:

Appley Steps, Shanklin, were closed in 2021/22. Initial repair works were undertaken; however, a subsequent landslip severed the route once again.

Any future reinstatement would require the construction of a coastal defence scheme at the base of the path to stabilise the cliff. This is due to the path's location on an unstable, steep cliffside.

At present, this location falls outside the Environment Agency's scope for coastal protection funding. As a result, no further works are currently planned, although the situation remains under review.

Osborne Steps, Shanklin, have been reviewed, and further ground investigation work is required. Initial surveys have identified additional issues that need to be addressed before any repair scheme can be progressed.

The estimated costs of the works are significant, and further consideration is needed regarding the long-term viability and durability of any proposed solution, particularly given the high levels of groundwater present at this location.

A site visit is anticipated to take place in early February 2026 to further assess the situation.

Action Get update of progress in 1 years' time.

GL62 Godshill (Bats Wing path) Legal representatives are currently seeking clarity regarding the ownership of both the upper and lower structures supporting the path at GL62, Godshill, as well as the surrounding land.

Establishing land ownership is essential, as any identified landowners would need to be involved in, and potentially contribute towards, the costs of necessary repairs.

Should investigations determine that the land is unregistered or “orphaned,” responsibility would fall to the Isle of Wight Council. In that scenario, a strategy would need to be developed to secure funding for the required works.

Flowersbrook, Ventnor site visits and proposals put forward. ECP has offered an alternative route now.

Quiet Lanes and speed limits

Quiet Lanes There is currently a national pause on the rollout of Quiet Lanes following trial schemes. The outcomes of these trials did not produce sufficiently positive results, with evidence of significant non-compliance and limited effectiveness.

One of the key issues identified was the advisory nature of Quiet Lanes, with no formal enforcement available to the Police. This has led to concerns that the scheme may create a false sense of security for more vulnerable road users. Police representatives have indicated a preference for physical traffic-calming measures, which have a more direct and enforceable impact on vehicle speeds.

Despite this, opportunities to explore Quiet Lanes remain under consideration as part of the Green Link Project (for example, Wellow Top Road). Any implementation within this project would be subject to careful monitoring and evaluation to assess its effectiveness.

The Green Link Project Manager will work in partnership with Stewart Chandler, Scott (IWC Highways), and Island Roads. Traffic surveys will be commissioned to collect baseline speed and usage data. Care will be taken to ensure that survey results are representative, with factors such as roadworks and temporary changes in traffic patterns taken into account.

Appropriate timing of surveys will be coordinated to avoid skewed data, ensuring that any conclusions drawn about the viability of Quiet Lanes are robust and evidence-based. Findings from this evaluation will help determine whether a wider rollout of Quiet Lanes would be appropriate.

Alverstone Road John Heather advised that Whippingham Parish Council is interested in progressing Alverstone Road as a potential Quiet Lane.

In response, Stewart Chandler advised that, in the first instance, the Parish Council should submit a formal request to the Isle of Wight Council (IWC) Highways PFI team. This can be done by email to PFI@iow.gov.uk to initiate discussions and explore the feasibility of taking the proposal forward.

Local Cycling and Walking Infrastructure Plans (LCWIPs) have been adopted across the Island. A query was raised regarding the extent to which the Isle of Wight Council (IWC) makes use of the data contained within these documents.

Stewart Chandler advised that LCWIPs are primarily used to inform and support specific schemes. Progress is typically dependent on the identification of a defined project or a relevant planning application that aligns with the priorities set out in the LCWIP.

In the absence of such opportunities, individual schemes would require dedicated feasibility studies in order to be progressed. These studies are necessary to assess deliverability, costs, and potential funding avenues before any scheme can move forward.

Speed Limit Review

The Isle of Wight Council (IWC) adopted the Speed Limit Review in 2024. This is a standalone piece of work, which will require the development of a supporting speed limit policy to guide future decision-making. This policy is expected to include a formal position on Quiet Lanes.

While the Speed Limit Review does not specifically address Quiet Lanes, it does include proposals for a number of rural speed limit amendments across the Island.

A query was raised regarding how the outcomes of the review are being communicated to the public, and whether Town and Parish Councils will be more closely engaged in future speed limit considerations.

Stewart Chandler advised that any proposed speed limit changes, implemented through Traffic Regulation Orders (TROs), will include consultation with the relevant Town or Parish Councils. When TROs are ready for public consultation, the IWC will publish the relevant documentation and issue press releases to ensure wider awareness.

There was also discussion regarding the level of police support for enforcement. It was noted that Police resources are prioritised towards locations where there is evidence of regular speeding,

drink/drug driving, or threatening behaviour. However, the Police are generally supportive of initiatives that improve road safety, particularly where measures are evidence-based and supported by appropriate data.

Community Speed Watch and Rural Road Safety

The Community Speed Watch scheme on the Isle of Wight is supported by the IWC Road Safety Officer, Lewis Campbell (Lewis.Campbell@iow.gov.uk), who works in partnership with Holly Deacon from Isle of Wight Police.

The scheme aims to encourage positive behavioural change among drivers by raising awareness of speeding issues within local communities. An active Community Speed Watch group is currently established in Freshwater.

Holly Deacon can be contacted at speedwatch@hampshire.pnn.police.uk for further information or to support the establishment of additional groups.

An LAF action group is to be formed to consider rural road dangers and speeding issues more broadly. Those who have expressed an interest in participating include Kathy Domaille (highlighting concerns from the mounted community, as horse riders are required to use roads to connect between bridleways), Paul Fuller, Helen Jones and Mick Lyons.

Key issues for consideration by this group include:

- The impact of road closure diversion routes onto rural roads
- The use of temporary speed limits
- Appropriate signage
- Improved communication and coordination with the Police.

Island Transport Infrastructure Forum – Helen Jones made the group aware of this forum where top tier discussions with transport partners take place.

<https://www.iow.gov.uk/article/2463/Island-Transport-Infrastructure-Forum>

ACTION Sub LAF group to be set up regarding rural road dangers and speeds

Mike Slater – Gaps and Links Project

Mike Slater, Isle of Wight Ramblers Footpath Secretary, delivered a presentation on the Gaps & Links project, which has been under development for over two years.

The project aims to improve access across the Island by identifying opportunities to strengthen and expand the existing Rights of Way network. It has been inspired by the National Trust's long-running Neptune Project, established in 1965, which initially raised £2 million to acquire and protect sections of the UK coastline for conservation and public access. The National Trust now manages over 780 miles of coastline.

The Isle of Wight Ramblers' ambition is to develop a sustainable, long-term approach focused on enhancing access through modifying, extending, and improving the Island's path network, while also exploring new ways of working collaboratively.

Step 1 – Identification of Opportunities

The first stage of the project focuses on identifying high-value opportunities to enhance and extend the Island's network. This is considered a relatively straightforward process and includes:

- Mapping existing footpaths, bridleways, and quiet roads
- Highlighting gaps and missing links within the network
- Engaging widely with stakeholders across the Island to identify priority improvements

Engagement includes input from:

- A panel of experienced walkers
- Social media groups
- The Rights of Way Department
- The Local Access Forum
- Other user groups

- Parish and Isle of Wight Councillors



Pilot Study Marked up map – NW Opportunities



Gaps and Links Project – Potential Improvements

A number of potential improvement opportunities have been identified as part of the Gaps & Links project. These include:

Rolls Hill (Footpaths CB4 and CB2):

A proposed diversion of Footpath CB4 to improve connectivity with Footpath CB2, removing the need for road walking and thereby enhancing user safety.

Thorness Bay Coast Path:

Exploration of solutions to address a section of the coastal path that floods at high tide (approximately 60 times per year). Potential options include the installation of a raised concrete slab or a footbridge to maintain access and reduce the need for a lengthy alternative route.

Jersey Camp, Porchfield:

Engagement with the South East Reserve Forces & Cadets Association (SE RFCA) to investigate the potential for creating new access routes through the training ranges and along the coastline. As the site is not in active use for much of the year, there may be opportunities to improve public access.

Gurnard and Northwood Area:

Identification of opportunities to establish new paths in this area, where there is currently a notable gap in the public rights of way network.

Gaps and Links Project – Step 2

Step 2 – Exploring Delivery Options (Challenging)

The second stage of the Gaps & Links project focuses on progressively exploring the full range of options to deliver each identified high-value access improvement. This stage is recognised as more complex and resource-intensive.

A range of potential approaches will be considered for each opportunity, including:

Landowner Agreement:

Seeking to reach agreement with landowners to establish suitable Public Rights of Way (PROW).

User Evidence / Historic Claims:

Exploring the potential to secure routes through Definitive Map Modification Order (DMMO) claims, based on historic evidence or 20 years' public use.

Compensation:

In some cases, compensation payments may be considered to secure landowner agreement.

Environmental Land Management Schemes (ELMS):

Investigating the use of ELMS subsidy payments to support the creation of permissive path agreements.

Open Access and Coastal Provisions:

Making use of Open Access land and England Coast Path “spreading room” provisions to facilitate through-routes.

Planning Conditions:

Securing PROW improvements through conditions attached to development approvals.

Land Use Changes:

Reviewing opportunities when land use changes occur, including reassessment of England Coast Path arrangements.

Changes in Landownership:

Monitoring and revisiting opportunities when landownership changes, which may create new possibilities for access.

Challenges and Constraints

A number of key challenges have been identified:

- Property rights and potential landowner resistance
- Capacity within the Rights of Way/Highway Authority to process legal and administrative requirements and deliver schemes
- A limited number of volunteers to support research, advocacy, liaison and the processing of claims

Given these constraints, there is a need to prioritise high-value opportunities over more desirable but less critical improvements.

Progress to Date

Significant groundwork has been undertaken to support the project, including the development of an extensive evidence base of historic routes, drawing on sources such as:

- Ordnance Survey maps
- Highways Commission records
- Enclosure records
- Hollow way records
- Tithe maps
- Finance Act (1910) maps
- Quarter Sessions records
- Estate maps

Current progress includes:

- 8 PROW claims submitted between 2016 and 2025, currently awaiting action by the Highway Authority
- 13 high-value “Gaps & Links” opportunities actively being progressed by volunteers

The East Cowes to Wootton Gap

Gaps and Links Project – Osborne and Barton Coast Path

During 2024 and 2025, the most significant opportunity being progressed has been the development of a **shoreline coast path route** around the Osborne and Barton Estates.

Osborne and Barton Coast Path Campaign

This campaign seeks to engage with English Heritage to explore the potential for routing the King Charles III England Coast Path closer to the shoreline, specifically within approximately 300 metres of the Osborne Estate boundary, and through or around the Barton Estate.

A key objective of the campaign is to demonstrate that current land classifications—particularly at Barton Woods and the adjacent grassland—should not prevent the establishment of a coastal route. At present, these areas are understood to be classified as “excepted land” (including parkland and areas associated with an aerodrome), which restricts public access under existing provisions.

The project aims to challenge or review these classifications where appropriate, in order to facilitate a continuous and meaningful coastal access route that aligns more closely with the shoreline, improving public access and enhancing the overall route of the England Coast Path on the Island.



Questions: John Heather asked if Mount Road, Barton Estate was on the gaps and links list and Mike confirmed that it was.

User Group Updates:

IW Bridleways: nothing

IW Ramblers <https://www.iowramblers.com/> gaps and links only

CycleWight Update

Helen Jones of CycleWight provided an update on current issues and activities:

Use of Bells:

Concerns were raised that many cyclists are not using bells when appropriate. CycleWight continues to promote safer cycling practices and distributes free bells at events to encourage their use.

Vehicle Speeds and Diversions:

Issues relating to vehicle speeds, particularly where diversion routes increase traffic on certain roads, continue to be a concern. This links to wider discussions around speed limits and road safety.

Newport to Sandown Cycleway:

There remains an ongoing, long-standing discussion regarding the condition and maintenance of the cycleway between Newport and Sandown.

Cycle Route Map:

CycleWight is currently seeking funding to produce and print an updated cycle route map for the Island.

ACTION LAF to write to IR re poor cycletrack surface (copy of letter attached for info)

UPDATE: 02/06/26 a reply was received from Island Roads which read:

Dear Mr Fuller

We write in response to your email dated 29 April 2026 and our interim email response of 8 May 2026.

We would like to thank you for your continued patience in relation to this matter. We are currently in dialogue with the Isle of Wight Council to seek an agreed way forward for this section of the route. Whilst these discussions are ongoing, we regret that we are unable to provide a further update at this time.

Landowner Issues

Mark Earp raised concerns regarding fly-tipping and encouraged all members to remain vigilant. Any incidents should be reported promptly. Where possible, vehicle registration details should be noted; however, individuals are advised not to approach offenders.

There are also concerns regarding the use of electric motorbikes on public footpaths, which is not permitted. In addition to causing damage to the network, these users have reportedly been leaving gates open, creating further issues for land management and livestock control.

ACTION – write to police re electric scooters on ROW and ask for a police rep at next meeting (*not done, as awaiting new rural road subgroup update first*)

IWC Road Safety Officer Lewis Campbell to attend the next meeting*

(*Lewis could only join by Teams, not face to face, as other commitments – but we can't guarantee a hybrid meeting at the Branstone venue due to connection issues)

National Landscapes – Landscape Connections Bid

A Landscape Connections funding bid is currently in development, proposing an eight-year project with an overall value of approximately £5 million.

The application is expected to reach the next stage in November, with a decision anticipated in March 2027. An initial award of around £500,000 is being sought to support the early phases of the project.

The bid includes a strong focus on access improvements across the Island's landscapes, with key partners and themes including:

- The Ramblers' Gaps and Links project, identifying and delivering strategic access improvements
- Unlimited Island, supporting the development of more inclusive and accessible routes
- Engagement with landowners to facilitate and enhance public access across the landscape

If successful, the project is expected to provide funding to support Rights of Way improvements, helping to deliver better connectivity, accessibility, and overall user experience across the network.

Unlimited Island <https://unlimitedisland.co.uk/>

It was noted that Claire Walker info@unlimitedisland.co.uk from Unlimited Island will be providing a presentation at the next meeting.

Claire has worked with a range of organisations, including Red Funnel, Wightlink and the Environment Agency, focusing on improving inclusivity and accessibility. This has included

integrating accessibility features into schemes such as coastal defence works, for example incorporating accessible gradients and slopes into designs.

Members were encouraged to share Claire's contact details with any organisations or groups who may require support or advice in relation to accessibility and inclusive design.

It was also noted that Southern Vectis are currently meeting required accessibility criteria; however, there may be opportunities to further improve route accessibility.

Any Other Business:

None

Next Meeting

8th July 2026 at Branstone Farm



By Email

Island Roads @ info@islandroads.com

From

Mr Paul Fuller - Chairman

Local Access Forum (LAF)

Email: paulfulleriw@gmail.com

Our ref: LAF / NCN 23 Merstone to Horringford

Date: 29 April 2026

Dear Island Roads

Poor condition of National Cycle Route 23, between Merstone and Horringford

This letter constitutes formal advice from the Isle of Wight Local Access Forum (LAF). The Isle of Wight Council is required, in accordance with section 94(5) of the Countryside and Rights of Way Act 2000, to have regard to relevant advice from this forum in carrying out its functions. As you will know Local Access Forums are independent advisory bodies but operate on a statutory basis.

At the LAF meeting held on Wednesday 28th January 2026 CYCLEWight asked that the LAF formally contact Island Roads (IR) regarding the ongoing poor maintenance of the surface of National Cycle Route 23, between Merstone and Horringford. This route falls to IR to maintain under the terms of the PFI contract.

CycleWight has told us that they have been pushing IR to resurface the track, which has been getting increasingly dilapidated over the last 8 + years.

- IR has asserted that its obligations are solely to maintain the track to the condition at the date of the PFI contract, **and that they do not accept that this route at that time had a sealed surface.**
- However, two surveys by CYCLEWight have been submitted to IR, as well as photographs from the period **before the contract**, providing evidence that the track was sealed then. **It has not been made clear why IR continues to refuse to carry out maintenance to return the track to a condition suitable for use by all cyclists.**
- The impact of the appalling condition is a poor advert for the Island as it is so highly promoted for walking and cycling. The cycle track is part of an island wide transport network which should provide safe and sustainable off-road commuting for its residents. This is in the context of road traffic which increases year by year and all the year round.

Cont ...

- For safety this requires that **the full width** of the track is maintained as well as a decent surface. At present the track presents a safety hazard for cyclists, especially families with children and anyone on a bike without suspension and fat wide tyres.
- In October 2025 CycleWight asked Isle of Wight Council (IWC) to demand that IR carry out this maintenance and resurface the track with a sealed surface. **No response has been received from IWC.**
- We are aware that there has been a long-running dispute between IR and IWC concerning compliance with the contract. **Is that dispute holding up decisions on carrying out maintenance on this track?**
- We want to see progress before the start of the next tourist season, when visiting families will be planning to use the route. Without improvement, businesses along the route, and the island's hospitality businesses generally will be adversely impacted.

Please can Island Roads (in conjunction with the IWC Highways PFI team) answer the points CYCLEWight has raised and revert to the LAF before Wednesday 10th June 2026

Yours sincerely

Paul Fuller

Chairman
Local Access Forum
cc
IWC Highways PFI
Visit Isle of Wight
Cllr Phil Jordan
Eddie Fellows
Peter Fellows