

CycleWight AGM 2025

The AGM of CycleWight took place on 3 October 2025 with guests Pete Fellows of IWC, Mark Philpotts of City Infinity, and Matt Whitaker of KEERT. The event was held in Caffè Isola in Newport, with 31 people attending and a further 10 on Zoom.

Peter Fellows: IoW Green Link

Peter Fellows is Strategic Manager for Regeneration and Economy with Isle of Wight Council. He gave a significant presentation on Overview and Progress of the Isle of Wight Green Link. The funding to the IWC has been extended until 2029.

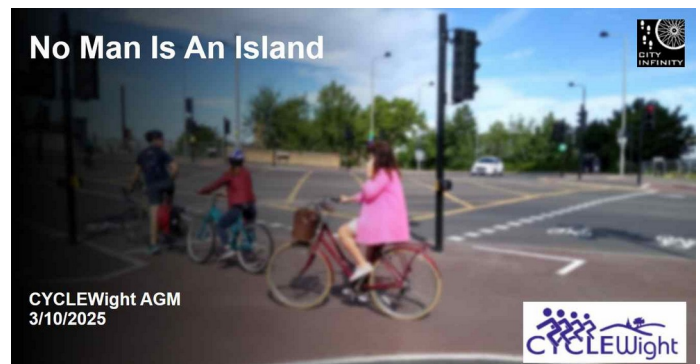


He outlined immediate and ongoing parts of the Green Links project relating in particular to the shared path from Ryde to Freshwater Bay. This includes the West Wight Greenway, Gunville Greenway, and Ryde Newport improvements.

Challenges to the design arise from landownership as well as funding issues and delivery time frames which relate to change of government. Some parts are still in negotiation with landowners, other parts are at conceptual design stage, while other parts are ready for tender. Island Road is involved with highway crossings. His presentation graphics are shared at <http://www.CycleWight.org.uk/files/greenwayprogress.pdf>

Mark Philpotts, rantyhighwayman

Design Consultant Mark Philpotts works as CityInfinity
He gave a talk entitled
“NO MAN IS AN ISLAND”.



Mark is a Chartered Civil Engineer with 30 years' experience in the public and private sectors, mainly in highways and now as an independent sustainable mobility design specialist.

He gave examples of cycle infrastructure design on the island, the mainland and abroad, drawing on the Department for Transport guide LTN 1/20. and the experience of his company.

The motoring network is important and not even considered in national guidance

Where the cycling and motoring networks coincide, motor traffic volume, composition and speed will guide our solutions.

Cyclists require appropriate protection from motor traffic on highways.

Traffic flows, speed limits, etc to take into consideration to guide planning.

Rural routes:

Greenways providing direct inter-urban links.

Need to be wide enough, with a machine-laid surface and with a decent managed verge.

Controlled crossings, Safer roundabouts in rural areas, shown as examples.

Main Roads:

Large junctions need to provide safety and continuity for cycle traffic and can help with crossings between quieter streets.

Although buses use the motoring network, the bus network is important in its own right.

How it interacts with the cycling network also informs design.

An example shown of floating bus stop on main road.

Case Study: Fanø, Denmark

Separation from motor traffic achieved with a verge with a drainage ditch.

Drivers giving way to an approaching cyclist where the design requires it.

People can still walk here, but must cycle and the centre line reminds us of two-way cycling.

... and cycling is welcomed with smoother surfaces within the heritage materials.

Blogger and writer under the pen name "The Ranty Highwayman".

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www.cityinfinity.co.uk Designing for sustainable mobility

Keert :
Matt Whitaker



keert today has Micro Hubs in
Cowes Newport Ryde Ventnor
Freshwater Sandown

First & Final mile by E-Cargo Bike, with E-Van used for all connection.

Over 11 thousand miles travelled by bike during 2024.

An e-van acquired which travelled nearly 7 thousand miles connecting the hubs.

This allowed keert to deliver nearly 7000 kg during 2024 as well as tasks for VOI.

Clients are commercial businesses including VOI and Wight Fibre, and community groups.

Founder member of Sustainable Urban Freight Association.

Attended International Cargo Bike Festival.

Supported Wight Community Energy GoElectric and CycleWight CycleFest at Merstone

Freight transport causes 30% of global carbon emission from road transport.

Keert mission is to support freight operators' transition to cleaner vehicles.

Chairman Tim Thorne: Address

Tim set out in his review of the year many of the activities that CycleWight has been involved with. These included: Active Travel Group St Mary's Hospital, Local Access Forum, Island Green Link, commenting on Planning Applications. Red Funnel Development, attending Go Electric event, organizing 2 Kidical Mass rides, the Active Travel Fund, meeting Visit Isle of Wight and We Can Be Active Network and on a regular basis meeting with Isle of Wight Council about

Island Roads Ongoing Contractual Issues such as signage, maintenance of some paths, speed bumps in Birchmore Lane etc,

Further on the last point he highlighted the closure of the cycle path at Merstone at the height of the tourist season. This was of great inconvenience to many and highlighted the faults in the inspection regime when such a catastrophic weakness was not identified earlier. This highlighted the need for proper diversion as well as it being accurately signed. Many people got lost or were taken on routes unsuitable for their particular group.

The Cement Mills bridge is at present closed. CycleWight campaigned successfully for the date of the closure to be delayed. We pointed out that the closure was to be at the paths busiest period. This was done by providing Island Roads with data from the cycle counters. Sadly this will not be possible in the future as the use of the counters has been discounted in a cost cutting exercise. We have highlighted this to the Council as a retrograde step.

Merstone CycleFest was run again and very enjoyable. The committee do need to think of how we can get even more people to attend. Another activity the group organized were two Kidical Mass rides: Newport and Ryde. They were good fun but were not well attended. To get more people to attend the committee are going to approach youth groups directly. There is an issue with Kidical Mass insurance at the moment and so we are waiting for that to be resolved before we go to plan another ride.

A cycle commuter challenge was organized when the main road from Cowes to Newport was closed. The participants on bikes took 24 minutes to reach the Red Funnel terminal - the car 35. This achieved a very wide range of publicity.

Finally Tim highlighted some of the areas that the committee felt were next years campaigns.

LCWIPs, Island Transport Plan comment, Improvement of the quality of the National Cycle Network, Removal of Barriers, Better diversions and signage, Active Travel Group - St Mary's, Island Green Link, Better design in new developments, Create more display Materials, More Contact with IWC - Transport Strategy Officer and Road Safety Officer, More people reading the minutes.

Tim concluded by thanking the committee for their work over the last year. He thanked Caffè Isola for their great service. He also thanked Wight Cycle Hire, Love Running, Wight Mountain people and all the members who contributed prizes for the raffle which raised £70.