

CycleWight Committee, 30 July 2026 Clatterford Rd & Zoom

Present: Kayleigh Richter: Transport Strategy Officer, IWC (KR), Alan Bennett (AB), Peter Dyer(PD), Claire Franklin (CF), Helen Jones (HJ), Alex Lawson (AL), Stella Peterson (SP), Malcolm Ross (MR), Tim Thorne (TT), George Wilks (GW),
Apologies: Mick Watts (MW), Matt Whitaker (Matt),

1. IWC Transport Strategy Officer

Kayleigh Richter, Transport Strategy Officer, IWC, has met with CycleWight committee members already today (see below). TT thanked Kayleigh for joining Zoom live (not Teams sorry!). She provided an update on implementation of the Local Transport Plan.

KR: Starting with the Local Cycling and Walking Infrastructure Plans; these are being tackled area by area. The West Cowes area lacks connectivity in places. Feasibility studies include school crossing on Baring Road, safer pedestrian crossing at the Roundhouse, improvements at Queens Road, Prince's Esplanade, Park Road, Pallance Road. These schemes would be submitted to ATE for funding, which should be by early next year. There is an external design contractor working to co-ordinate the process, who has been working in Hampshire on similar projects. He has been also been assisting with the IW Green Link project.

KR hopes that a mobility hub can be provided, located at The Cut in Cowes. Other schemes are under consideration which are lower cost and could be implemented quickly: this includes barrier removal.

The Local Transport Strategy implementation draws on the [Active Travel England design guide](#), subtitled "Guidance on planning and designing walking, wheeling and cycling routes and facilities in rural areas". This has finally been released on 14 July, and is much more appropriate than the LTN/120 guide used till now. The IWC planning staff will need further training to extend their skills in the area of active travel and the Healthy Streets initiative following this issue of the new documents.

<https://www.gov.uk/government/publications/designing-accessible-rural-active-travel>

KR left the online session, leaving HR & PD to report on the earlier face to face discussions. CycleWight is keen to work with KR as IWC officer in her role to implement the council's Local Transport Plan. KR has offered to respond to issues raised by CycleWight that have not been resolved in a timely manner.

A major issue has been the Merstone to Horringford section of the Newport Sandown cycle track. We are aware that the IWC and Island Roads have differed on this issue. CycleWight has files recording the bound surface prior to the contract agreed between the IWC and Island Roads in 2013. This evidence will be passed to Island Roads if they have not seen it already.

KR said she is obtaining cycle counters to be used to obtain data to show how schemes have met targets and to support new funding application. This is something TT has been advocating.

KR asked that CycleWight provide its List of Barriers to be removed or altered. ****PD/TT** Since the meeting this has been done.**

CycleWight has asked that speed humps in Birchmore Lane be removed as these are unnecessary and have led to mishaps to cyclists. PD understands that this will be implemented although no timing is available.

The Fighting Cocks crossroads is covered elsewhere in these minutes.

The committee considered how best to assist in the IWC decision making process. This entails understanding the structure of the IWC. It is hoped to talk to someone at a high level. The new Strategic Director of Community Services is Simon Moon and Wendy Perera is Chief Executive.

CycleWight should continue to monitor planning consultations and contribute to comments. TT noted the West Acre Park development at Ryde was improved following our input (minutes aob 23/5/26).

Members should talk to their local parish and IW councillors to make them aware of our campaigns and to seek active travel suggestions from them.

It is noted that there is a Network Safety Report produced by Highways.

HJ noted that Speedwatch surveys are carried out locally which are used as evidence by police to prosecute speeding motorists but which are not accepted by IR & IWC as data for use in their speed limit review or in planning reports on highway issues.

2. A3056 meeting. Where next?

The Fighting Cocks crossroads is currently a 50mph limit at a crossing for pedestrians and cyclists at Bathingbourne Lane & Watery Lane. CycleWight has campaigned for a 40mph limit, as already applied to nearby sections of the A3056. We have reached out to local businesses and parish councils for support.

There has been a meeting between PD, HJ and the project manager for road improvements. She was previously in Portsmouth. The meeting took place on site so that a better understanding could be reached. A Traffic Regulation Order would be required but could take some time to be agreed. An experimental TRO could be granted quickly and would last for 18 months, during which surveys and consultations would proceed. This is seen as the way forward and the issue will be followed up by further contact with the officer.

3. Review: Biosphere Ride, Meeting with Councillors, LAF, Go Electric.

4 July: Biosphere Ride. The ride was from Merstone Station to Yaverland then to Shanklin. A small number attended but those that did enjoyed the ride. KEERT support was provided by MW and his sound system which ensured a good reception along the revetment. A Sight4Wight electric tandem with a visually impaired stoker was piloted by GW. More volunteers are required by Sight4Wight who have 3 tandems: contact George on 07779936183.

A previous ride to Yaverland took place in wind and rain. This was a Kidical Mass ride. HJ asked if CycleWight has contributed to the insurance of that organisation. To be confirmed ****AL/TT****

7 July: CycleWight meeting for Isle of Wight Councillors: following the election in May we invited members to a meeting which we arranged at the Quay Arts. Five councillors came along who had varying degrees of experience. TT delivered a briefing and an interesting discussion followed. TT has since summarised his presentation and it will shortly be circulated to all

councillors as well as CycleWight members. (There has been an issue with our emails to the council system being blocked which he thinks is now resolved).

HJ also prepared a summary following the discussion with Councillors. *CycleWight should collaborate with other transport user groups such as bus and rail users. *Community SpeedWatch projects – data not used by IR. *ReformUK councillors met Island Roads. Relationship between IWC and IR. *The establishment of the Hampshire and Solent Combined County Authority (HSCCA) has generated a 400 page pack. HJ used AI to summarise this and added CycleWight comments. This also been circulated to the councillors who attended the meeting and Julie Jones Evans. The Island Roads PFI contract remains with IWC. Transport is one of the first areas for the HSCCA.

PD has followed up with the Reform councillor David Llewellyn to direct him to the [ATE Rural Design Guide](#) pages 74&75 which refers to a 26% reduction in casualties where 20mph limits were introduced in Wales. The new councillors are being overwhelmed by information, and we have not heard back from anyone as yet.

8 July: Local Access Forum. MR attended for CycleWight. An item discussed was a cycle link from the Newport cycle track to Rookley, where more housing developments are planned. The A37 bridleway could provide this link if surfaced. CycleWight investigated the cost of this but deemed it beyond our resources. We await LAF minutes on this item. TT said we can ask a local member to follow up.

A large part of the meeting covered the English Coastal Path which concerned the IW Ramblers. Also Unlimited Island gave a presentation. They are promoting access rights for less able people. Their [website](#) has an interactive map showing such things as accessible public toilets. We noted that Isle Access which we have supported in the past is no longer active.

At the [LAF meeting in January](#) it was agreed to write to Island Roads regarding the poor cycle track surface on NCN 23 Merstone to Hurringford. Cllr Paul Fuller sent this in April. The reply dated 2/6/26 says that while dialogue with IWC continues they cannot provide a further update.

19 July: Go Electric. There were 19 exhibitors including CycleWight and Keert. The event took place on the Quay with talks and discussion in the Riverside Centre. CycleWight also attended the Newport & Carisbrooke Community Heritage Summer Fayre at Victoria Park on 30 May. MR said there were many more people at the Summer Fayre, so a larger impact. However at Go Electric there was more engagement from actual cyclists and CycleWight members. In particular our 20mph Reduce Speed Limit campaign attracted a lot of attention: see AOB.

4. Visit IW meeting report: Dominic Wray

Dominic Wray, CEO, Visit Isle of Wight, met with TT & PD on 27 July. Since taking up the post in April he has revived the operation and is promoting the island with an emphasis on the natural beauty.

He is a supporter of active travel measures. PD said he has undertaken to keep us in touch with any cycling related activities: there are various cycling events such as charity rides that we do not always hear about. GW said that Visit IW might be an ally in campaigns for speed limits to make rural areas safer. Dominic is currently updating the [Wight BID](#), which supports the Island's visitor economy through levy funding. This is designed to promote schemes which contribute to

the island economy by attracting visitors. CycleWight will hopefully have more contact with Visit IW in the future.

5. AGM

We are now scheduling this for Friday 25 September at the Unity Hall 20 St Thomas' Square, Newport, PO30 1SG. Possible speakers from the mainland including the Walk Wheel & Cycle Trust are unavailable. It was suggested to approach the new CEO of Visit IW Dominic Wray. (see above). MR also suggested that in view of the Combined Local Authority we contact and invite other cycling groups or cycling officers on the mainland.

Follow up arrangements: *****TT+committee*****

6. Dr Bike in schools contract

TT is one of the trainers for Bikeability training to Isle of Wight primary schools. He is arranging for Dr Bike sessions, so that the schoolchildren can have their bikes checked over in advance of the sessions. The training will commence in September and the Dr Bike will be funded by a grant from the IWC. The contract between CycleWight and the IWC has been circulated to the committee and includes requirements for public liability insurance, professional indemnity insurance, and DBS checks. As members of Cycling UK we do have cover. TT noted that Dr Bike will fix punctures and adjust and lubricate bikes but will not replace components as liability does not extend to that. Task to confirm this involvement with Cycling UK *****AL/TT*****

AB suggested that we fit bells where needed. There are about 250 CycleWight bells remaining. TT said members are welcome to volunteer for Dr Bike sessions, and funding is available for DBS checks.

7. Island Green Link

Work has been ongoing in the Wootton area. A further meeting with the officer regarding the Island Green Link is to take place on 13 August.

8. AOB

Speed & Safety issues arise during our contacts with the public and with councillors. The Local Access forum has established a sub-group regarding rural road dangers and speeds. There are Community Speed Watch schemes active in Freshwater and St Helens, where Stella Peterson is involved. Our 20 mph limit campaign is backed up by much improved safety stats as well as lower insurance premiums in Wales. This is supported in the ATE Rural Design Guide. Cycle magazine says 79% of people in UK want single lane rural roads which pass through villages to be subject to a speed limit reduced from 60mph to 40mph or 30mph. CycleWight and its members should pursue contact with other groups such as parish councils and the IW Bus and Rail Users group.

Next Meetings: August/September and AGM 25/9/2026