



Emergency Active Travel Fund (EATF)

This fund, as many of you know, is part of the government's attempt to encourage more people to walk and cycle because of the issues linked to using public transport. Local authorities were encouraged to apply for two tranches of money. One to be awarded straight away and the second to be applied for by August 7th. The Council was given £64,000 from tranche 1. CW provided two lists of suggestions linked to much of our campaigning over the last few years.

We have had some briefings on Tranche 2 but only saw the proposals for Tranche 1 this week, when we were asked to contribute to an official IWC press release. In our opinion, IWC do not appear to have honoured the proposals about giving better quality space to pedestrians and cyclists and so declined the offer. It would appear very little space is to be sacrificed by car users at all. We will be writing to ask the Council for the reasons for the choice of schemes.

The schemes are:

1. Bridge over Dodnor Creek (Cement Mills viaduct), Newport

The bridge will be made cycle-friendly by removing the two bollards at either end. Ice warning lights will also be installed to warn cyclists where the bridge surface may be frozen.

2. Beckford Road, Cowes — cycle contraflow

Beckford Road will be made one way for motor vehicles between Gordon Road and Westhill Road, with a cycle contraflow installed to allow cyclists to travel safely in both directions. Parking will be relocated from one side of the road to the other.

3. Kitbridge Road, Newport — staggered barriers

Removal of railings to improve cycle accessibility between Kitbridge Road and Hazel Close.

4. Little London, Newport — prohibition of motor vehicles

No longer a through road to improve safety for walking and cycling - vehicular access to homes and businesses only. Parking under the bridge will be removed to widen the road. Double yellow lines between the Bargemans and Quay Arts.

5. Holyrood Street, Newport — one way and cycle contraflow

Holyrood Street to be made one way between Lugley Street and High Street and a cycle

contraflow introduced. Parallel parking introduced to allow more room for safer cycling.

6. Quay Street Newport — cycle rack

A cycle rack will be installed to enable people to park their bikes safely.

Ring the Changes

CycleWight applied for an Innovation Travel Grant, which is part of the Access Fund that the Council has been running for several years. We wished to follow up on the interest in cycling following the Covid crisis. The idea is to give away bike bells as a way to engage with people to find out what would encourage them to cycle more and if possible give them any support. It has the added advantage of responding to the comments about what are CycleWight doing to ensure cyclists make pedestrians aware of their presence.

In the month we have received them we have given away over 200. We have many more to



distribute. If you would like to assist us in giving out the bells or know of groups that would be interested in receiving a presentation from CycleWight, please do get in contact.

Widenmypath.com

In our recent communications with members we have encouraged you to use the web site to put forward suggestions where you think cycle paths could be improved or introduced. The response was brilliant. The boffins back at CW HQ then downloaded the data to make a list of the most popular routes and then added additional information. We submitted this list to the Council to assist them in their bid for the second tranche of funding for EATF.

Please do keep adding to the web site and encourage others to do so too as this is a powerful tool to use in our dealings with IWC.

Gear Change (we hope)

The biggest news by far is the publication of new walking and cycling documentation by the government. It was slightly lost in the news but could truly be a game changer as well as a gear changer. The government issued a document called "Gear Change: A Bold Vision for Cycling and Walking" in which it calls for a travel revolution.



The document sets out the Government's plans for new infrastructure and the creation of walking and cycling routes with an emphasis on high quality routes that meet minimum quality criteria.

The vision was accompanied with the publication of two other important documents. The Department of Transport are consulting on proposed revisions to the Highway Code to introduce a hierarchy of road users with the aim of improving safety for cyclists, pedestrians and horse riders. This is very common in other countries and should make a difference to how other road users approach cyclists and pedestrians. Cycling UK have provided a very useful guide on how to take part. Here we urge all members to participate.

The third document is even more important to the people who have campaigned for a long time on sustainable travel: Local Transport Note 1/20 Cycle Infrastructure Design. This is a technical document that sets out the design standards for cycle infrastructure. Far too often in the past cycle friendly provision has been ignored (St Mary's junction) in favour of ensuring the smooth progress of cars to the detriment of pedestrians, cyclists and those using public transport. The government have made it clear that if local authorities do not follow these guidelines they will not receive any funding. IWC and Island Roads take note! As we enter cycling nirvana it sets out that there must be a programme of works for cycle infrastructure. Something once again we have long been campaigning for.

There are plenty of other gems in all three documents and you are able to access Gear Change and LTN 1/20 on the CycleWight web site.

Good News

Paths for All was one of our projects that we carried out with funding from the Innovation Travel

Grant in 2018. In it we identified a series of paths that could be upgraded or a change of status to allow cyclists to use them. We have been informed by the National Trust that they have applied for a grant to enhance the area around Compton and part of the bid is a path we had identified. If they are successful it will be possible to cycle from Brook to Compton Bay without going along the busy Military Road. We wish them success.

Where is the Cycle Strategy?

We have been waiting for the publication of the Island's Local Cycling and Walking Infrastructure Policy before going ahead. This is now in place and after initial discussions we have (rather like the government) decided to have two strands.

Firstly a Vision document that outlines what we believe the Island needs to become a top class cycling place for residents and visitors. We feel that this will be an aspirational publication that shows our ambitions. It should be a document that IWC feel it could support. The second document would be more detailed outlining specific routes, standards required, facilities needed etc. The second part of the strategy will be easier to write now as the publication of LTN1/20 provides us with much clearer specifications for us to use as a benchmark of the standards that should be provided.

Brading Railway Station

Last year CW put in a bid to South West Railways for a grant to look at the feasibility of a cycle route from Quay Lane in Brading to the Yar Bridge. We never received an answer to our request because we assume of SWR's industrial dispute and Covid.

BUT the new trains arriving look to have helped our cause. Works at Brading Station will double the track in order to provide for a 30-minute timetable between Shanklin & Ryde. For safety reasons (2 tracks more of a hazard than a single track) the level crossing to the south of the platform is expected to be eliminated. The footpath B69 will instead be continued to the east of the station on railway land, and will connect to B1 to the north at what is known as Jones Crossing. It will be constructed to a high standard and a width of 2m to 2.5m. Isle of Wight Council Rights of Way hope to widen footpath B1 so that cycling can be permitted. If this all happens then it will be possible to cycle from Carpenters Lane to the south of Brading while avoiding Brading High Street which is particularly hazardous on a bike.

It could also be feasible to widen B69 and provide access to B3395 at Marshcombe Shute, which is on the Round the Island Cycle Route, though would be technically more difficult.