



Minutes – Meeting 50
St Johns Church Hall, Drake Road, Newport
Thursday 3 December 2015

Present at the meeting:

Forum Members:

Mark Earp (Chairman)
Cllr Paul Fuller
Tricia Merrifield
Alec Lawson
Stephen Darch
Des Jackman
Glen Sharman
Helen Wood

Others:

Darrel Clarke - IWC Public Rights of Way Manager (PROW)
David Howarth – IW Ramblers
Ben Phelan – Forestry Commission
Jamie Kelly - Forestry Commission
Chris Gregory - LSTF2
Peter Fellows – AONB & East Wight Landscape Partnership
Belinda Walters – CLA
Mark Roberts- Island Roads
Helena Hewston – Shalfleet Parish Council

Forum Secretary:

Jennine Gardiner - Rights of Way Assistant, IWC Public Rights of Way Section (PROW)

1. Apologies:

Apologies were received from:

Lee Matthews - IWC Recreation & Public Spaces Manager
John Heather – LAF Member
Cllr Medland – LAF Appointed Councillor
Cllr John Hobart – LAF Member
Penny Edwards – LAF Member
John Gurney-Champion – LAF Member
David Farnham – Guest
Mark Larter – Natural England

2. Minutes of previous meeting and matters arising & Decelerations of Interest:

Matters arising from last minutes:

Carriage Driving – Penny could not make this meeting, keep on minutes

Action – Penny to update progress (potential upgrade routes) at next meeting

Countryside Outsourcing – Cllr Fuller had requested info but not received any update.

Action keep item on agenda for next meeting

Natural England – invite representative to this LAF meeting

Action NE rep could not attend but will come along to a meeting in New Year.

Nunwell Footpaths to upgrade to Bridleways

Action Darrel has met with Mrs Oglander (see ROW update)

Rights of Way Improvement Plan (ROWIP)

Action DC advised funds will be allocated so a new ROWIP can be planned and written next financial year

Open Spaces & Village Greens

Action Jennine could not find any CRA website to register details

IW Music Festival

Action Darrel advised SOLO may be able to limit the closure time over the festival and they have asked for a meeting with the IW Ramblers Association to take this forward

LAF Communications to wider public

Action no volunteers were forthcoming from LAF members to try and promote the work and objectives of the LAF to the general public

Decelerations of Interest = None

The Chairman took the opportunity to remind the group of the purpose of the LAF, in that the appointed LAF members serve to represent interests (rather than particular organisations). It was felt that the membership guide could do with some improvement to reinforce this message.

3. LSTF 2 update

Mr Chris Gregory is the project Manager for LSTF2, Chris works for a company called Greentraveller, website <http://www.greentravellergroup.com/>

Chris advised the group that the Isle of Wight Council commissioned Greentraveller to undertake the LSTF2 project. This scheme has 990K DfT funding + 400K match funding (so is worth a £1.4M total) of which there are two objectives:

1. Creating economic Growth
2. Reducing Carbon

This round of LSTF funding ends on 31st March 2016 and is **revenue** funding only. This means the grant money **cannot** pay for physical works to improve or build new things, but it can pay staff wages, advertising etc. The Aims and Accountabilities are:

Aim to Improve	Accountable Body
Access to Visitor Experiences	Visit Isle of Wight
Access to Employment	Isle of Wight Chamber of Commerce
Access to Education	Isle of Wight Council

Within these three themes run many individual projects, such as:

VISITOR VISIT ISLE OF WIGHT	Bicycle Island media campaign	Objective: Reduce the impact of visitor travel on the Isle of Wight, while growing the value of the visitor economy
	Growing the festival economy	
	Electric Vehicle Hire	
	Drive Less, See More toolkit	
	Travel Ambassadors	
	Grant fund	
	Buses and Walking Event	
Drive Less, See More Exhibition		
EMPLOYMENT IW CHAMBER OF COMMERCE	Workplace Engagement Programme	Objective: Reduce dependency on single occupancy car trips and promote sustainable alternatives for access to employment
	St Cross Business Express	
	European Partnerships	
	Travel to Work project	
	Share the Road Campaign	
	Grant fund	

EDUCATION ISLE OF WIGHT COUNCIL	School Engagement Programme	Objective: Improve the health and wellbeing of young people through sustainable access to education
	Travel Safe Campaign	
	Community Activators	
	Active Journey Grant	
	Adult Cycle Training	

Some of the work so far has been:

Funding the IW leg of the Pearl Izumi cycle race. This attracted 12 thousand spectators which in turn produced a £500,000 secondary spend to island businesses.

Twizy electric hire cars. A shipment of 15 Twizy (small electric) cars will be made to the Island and will be available for hire. There will be a minimum of 12 external charging points around the Island and they would take 3 hours for a full charge. This will be an A to A hire so they need to be returned to the same point they were hired from. The PR and marketing for this scheme will be rolled out soon. **After the meeting questions about Twizys have been received and Chris has answered them as follows** - Please note that the answers regarding hiring a Twizy from 'Hire a Twizy Isle of Wight' <http://www.hireatwizyisleofwight.co.uk/about-the-renault-twizy> will be different for someone who purchases a Twizy direct from Renault for private use:

Q = Can you drive a Twizy on a full motorcycle licence?

A = No - Customers must have held a full valid car driving licence for a minimum of 1 year, and be over 21. Category B auto licence would be fine – Twizys don't have any gears as such – just forward and reverse

Q = Is the Twizy classed as a motorized / mechanical vehicle?

A = Legally classified in Europe as a heavy quadricycle

https://en.wikipedia.org/wiki/Motorised_quadricycle#Heavy_quadricycles_.28L7e.29

Q = Can you take it off-road?

A = No.

Q = Can a provisional licence holder drive a Twizy (unattended or with L plates) as it is a single seat electric vehicle?

A = No

Note: Twizys have two seats, one behind the other.

Travel ambassadors. 5 members of staff have been employed, based at the Guildhall but are on hand Island wide. This service is very well received and they have made 5000 meaningful engagements with the public and tourists per month, so far. They also promote the Island to mainlanders at locations such as Gunwharf.

Car share and St Cross Business Express Bus (bus available at peak times). The Chamber of Commerce are engaging with large businesses and trying to change how people get to work.

Sustrans have partnered with the IW Council and a team of 4 Sustrans staff are visiting schools to engage with children (all but 2 schools signed up for this service). A hands up survey is taken at schools to see how children arrived in order to monitor trends in travel and a whole package of education messaging is being delivered. Additionally, adult cycle training is being delivered and the target is to reach 500 adults.

IW Rail Partnership is working on a travel safe campaign.

Car Club an award of 100k has been awarded to the Isle of Wight to set up a car club. This scheme seeks to have 10 hybrid vehicles available for car share ready for a spring 2016 launch.

Electric bike hire (Squirrel e-bikes) – 20 electric bikes will be ready for hire in spring 2016. The battery is detachable and can be charged indoors. There will be bike hire hubs round the Island.

After the meeting a question was raised about the electric bikes and Chris has answered it as follows

Q = Can you ride a Boris bike (means an electric hire bike) on a cycle track or bridleway if you are not disabled or does it make no difference.

A = Anyone can ride an Electrically Assisted Pedal Cycle (EAPC) on a cycle track or bridleway.

Copy and paste the following link into your search engine to read more at:

A copy of the LSTF2 presentation will be circulated with the minutes.

4. Forestry Commission

Ben Phelan and **Jamie Kelly** from the Forestry Commission (FC) attended the meeting. Ben is the Island's Beat Manager and Jamie is the Recreation Manager, both are based on the mainland and spend part of their week on the Island, but it is a challenge to manage the woods from the mainland. Since 2010 there has been lots of change within the FC and many cutbacks and there will be more change to come. The FC is not just about trees and raising revenue, currently it is less about timber production and more about recreation especially in the south of England. Ben & Jamie wish to rectify any lack of communication between the Island's user groups and the FC team.

Overall the FC is self-funding and financially sustainable from the sales of timber and in the future, if allowed, it may be more commercial with a range of activities and less tied to the Government. On both the Island and the Mainland the FC manages public and private forests; examples of current enterprises on FC land are forest theme parks, private research and products.

The FC was created in 1919 in order that there was a steady supply of timber for the First World War. In the distant past on the Island there would have been 100 staff managing the woods and now there is **no** Island presence. Staff resource from the mainland is used at times, though most work undertaken on the Island is by local contractors.

Cllr Fuller asked if a "Friends of" group would help with management especially with the Camp Hill development (old prison site) which will crop up in the future - there could be the opportunity of S106 funds. An LAF guest advised that the Campaign to Protect Rural England (CPRE) has lots of volunteers. LAF Member Tricia Merrifield advised that there used to be a Friends of Society many years ago but this just fizzled out. Ben advised that the problem is due to there being no spare capacity within the FC staff to work and support volunteer groups, but there is an ambition to get similar schemes operating again.

Toll Rides - this is a service managed by an organisation called TROT visit their website <http://www.tollrides.org.uk/>. TROT control lawful horse riding on land signed up to their administration scheme. This land includes private farmland and Forestry Commission land. There is a fee payable for equestrians to access the routes over the land on this scheme. According to the TROT website **only Parkhurst Forest** is under the TROT scheme and the fee for Parkhurst is £75.00 for 12 months. The TROT website says two thirds of the membership fee goes back to the landowner or Forestry Commission and the remaining third goes towards the management and running of the TROT office.

Why does the FC charge for equestrian access and why does the FC charge for anything?

- Countryside Act 1968 gives the FC powers to "conserve and enhance for countryside users"
- Forestry Commissioners have powers to make charges as they think fit in connection with facilities that they provide
- The FC provides a range of facilities across the Public Forest Estate (PFE) and they are able to make charges to help them manage, maintain and improve.

Except in the New Forest and on Bridleways there are no rights of access for horse riding on FC estate, and doing so is forbidden without permission from PFE. This already allows 163,000 hectares with open permission, permit free. The FC advise:

- We will continue to manage access through the permit system.
- We will use agents to manage on our behalf where possible – e.g. TROT.
- It enables us to notify riders of closures/ access restrictions due to operations/ emergencies.

- Enables us to manage access where necessary.
- Contributes to the upkeep of facilities.
- Commercial activity requires further permission – pony trekking/ riding schools.

LAF members still felt that the price for horse riding on the Island was too high and was not enforced, so basically it was a farce. It was asked if justification can be provided for the price of the toll ride ticket (currently based in the silver standard fee). Equestrians felt they were being penalised as cyclists do not have to pay and equestrians did not feel they do any more surface damage to the copious number of cyclists who freely cycle in the woods.

The matter of stick and flick was raised. The FC support this method of removing dog mess from the line of paths in the wooded areas but it should be noted (from previous LAF minutes) that the RSPB do NOT allow stick and flick on their reserves due to the breakdown of the nutrients into the soil affecting the native plant life - the RSPB want dog mess picked up and removed from site and disposed of responsibly. Ben would prefer all dog mess to be removed from site and disposed of responsibly, but the stick and flick policy is preferable to dog mess being left on paths and tracks, and much preferable to full bags of dog mess being left on site which is a common occurrence.

Ben advised that the FC tractor will be coming over to the Island from the mainland and side mowing will be undertaken in their forests in the New Year.

Ben's contact email for Isle of Wight FC related enquiries: ben.phelan@forestry.gsi.gov.uk

Action: Ben will try and find out from FC HQ the reasons why the Toll Ride fee is set as it is for the Isle for Wight (i.e. what justification is behind it).

5. Island Roads

Mark Roberts, Asset Manager, from Island Roads attended the meeting and the following subjects were discussed:

Slippery Roads after resurfacing. This is an ongoing problem (refer to previous LAF minutes 6/3/14, 5/6/14, 5/12/14). Nothing has changed on this subject; newly resurfaced roads remain slippery to equestrians until such time sufficient motor vehicles wear away the binding agent in the tarmac allowing better traction for horses. This is a slow process especially on rural roads where the volume of motor vehicles is less than a busier road. The British Horse Society undertook gritting trials, but even additional surfacing needs to be worn into the road, so it did not offer a solution. It is now common place for equestrians to have road studs fitted, as a proactive approach is needed.

Island Roads staff help for Community projects – Each member of Island Roads staff has 2 corporate responsibility days allocated to them to participate in local community projects (this is different to the IW Foundation which allocates grants to local community schemes). Recently Island Roads staff assisted the IW Ramblers Association with their Big Path Watch survey.

Mud on Roads – Each area on the Island has its own District Steward who will, in the first instance, talk to the person pulling mud out onto the highway, giving them the opportunity to clear up. However, if no action is taken Island Roads will clear the carriageway and recharge the culprit. Mark advised the NFU have a good leaflet on this subject.

INFORMATION – after the meeting the NFU forwarded the following briefing note which they have made available to their members:

NFU Briefing - Mud on the road

Purpose - To update and remind members on rules surrounding mud on the road and what you should and must do.

Summary - The wet summer and autumn, and the impending root crop harvests mean that there is likely to be an increased risk of high levels of mud getting onto the roads. As well as being illegal, excessive mud on the road has led to some serious and fatal accidents and it is essential that members take steps to minimise its impact.

Background - The Law

Farmers and vehicle operators who deposit mud on the road are potentially liable for a range of offences. While there is a range of powers available to the police and highways department the primary powers fall under the Highways Act 1980.

Section 148 of the Highways Act 1980 makes it an offence to deposit mud etc. on the highway that would interrupt other users of the highway.

Section 149 of the Highways Act 1980 gives the highways authority the power to clean the road and recover its expenses from the person causing the obstruction.

Section 161 Highways Act 1980 "If a person, without lawful authority or excuse, deposits anything whatsoever on a highway in consequence of which a user of the highway is injured or endangered, that person is guilty of an offence".

Civil action may also be a possibility where the mud contributes to a personal injury, damage to property, or any loss or inconvenience. The presence of mud can constitute a public nuisance and loss or injury can result in a claim for negligence.

It is highly likely that a land owner will be liable despite a contractor making the deposits under the law of nuisance and/or negligence.

It is highly advisable that a plan is discussed and documented with a contractor prior to any works being carried out. It should clearly state who will be responsible for the clear up operation as well as who will take the measures such as signage in order to minimise any deposits and risk. If necessary a contractor should give an undertaking to this effect.

The voice of British farming

Although every effort has been made to ensure accuracy, neither the NFU nor the author can accept liability for errors and or omissions. © NFU

What should I do?

What you should do:

- Be prepared to hire in equipment - check availability in advance
- Keep to your own farm roads and minor roads whenever possible
- Keep to low speeds - especially when travelling a short distance - to help retain mud on the vehicle.
- Keep a written record of your decisions on whether or not to deploy signs and/or to clean the road.

What you must do:

- Do everything possible to prevent mud being deposited on the road. This includes cleaning mud from vehicles, as far as practicable, before they are taken onto the road.
- If there is a danger of mud being accidentally deposited on roads, use 'Slippery Road' signs with a 'Mud on Road' sub plate to alert other road users. Check with your local highways authority their requirements for warning signs at the side of the road.
- Clean the road as necessary during the working day and always at the end of the working day.
- Ensure that labour and equipment is available and is suitable for the soil and weather conditions present.
- Where a contractor is used, ensure that prior agreement is reached on who is responsible for mud on road issues (signage, cleaning etc.) and ensure that adequate public liability insurance is in place.

Further Information copy and paste the following links into your browser to read more about:

Highways Act 1980

<http://www.legislation.gov.uk/ukpga/1980/66>

Road Traffic Regulation Act 1984

<http://www.legislation.gov.uk/ukpga/1984/27/contents>

Road Traffic Act 1988

<http://www.legislation.gov.uk/ukpga/1988/52/contents>

Highway Code

<https://www.gov.uk/guidance/the-highway-code>

6. Cllr Medland - Off-Road Sustainable Transport

Cllr Medland had not been able to attend the meeting but had advised there are no developments on additional grant funding for projects. The bid which was prepared in the summer did not work as the Solent Local Enterprise Partnership was looking to fund very large infrastructure projects.

7. IW Bridleway Group Update – Tricia Merrifield

The group had a good series of working parties and hopes to continue this.

Their mission for 2016 is to identify problems with existing routes which makes riders want to avoid them and to work towards getting all the Island's Bridleways 100% rideable. The group was very happy with the support from the Rights of Way Team.

8. IW Rights of Way (ROW) update – Darrel Clarke

Permissive Paths – at Westover there are Permissive Bridleways and the agreements come to an end on 31st July 2016. The LAF chairman, Mark Earp, has talked to the landowner which has led onto discussions with ROW regarding the future of the permissive BR and possible schemes to create a new BR and to divert the existing ROW. The initial LAF input was very helpful to ROW in getting discussion started with landowners and it is important that the LAF continue this exercise as the end dates approach on these permissive arrangements.

Coastal Path between Thorness and Gurnard – a permissive agreement has allowed the previously closed coastal path to be reopened.

Joint working and Volunteers - ROW has been working closely with volunteers and user groups to undertake improvements which are important to the local communities or specific users. We are grateful for this help and assistance and hope this partnership working will increase and continue.

Joint working means funds and resources can be made to stretch further especially when third parties obtain grant funding for projects or user groups can provide labour. Some examples are Bembridge Parish Council who has obtained grant funding for path improvements in Steyne Wood and several other sites around their parish. HF holidays obtained a grant earlier in the year to fund path improvement works at Bonchurch landslip.

The IW Ramblers and Bridleway Groups also undertake numerous working parties and provide labour at many sites around the Island the whole year round.

Big Path Watch – ROW have been inundated with reports (some are irrelevant). It has been a very time consuming exercise to process these. However, it has highlighted that there needs to be a formalised process for an annual survey of the PROW.

Definitive Map - following the talk by Island Eye the digitisation of the DM is being investigated. A quote for prices has been issued to Island Eye and a few other companies to see what the costings may be for this.

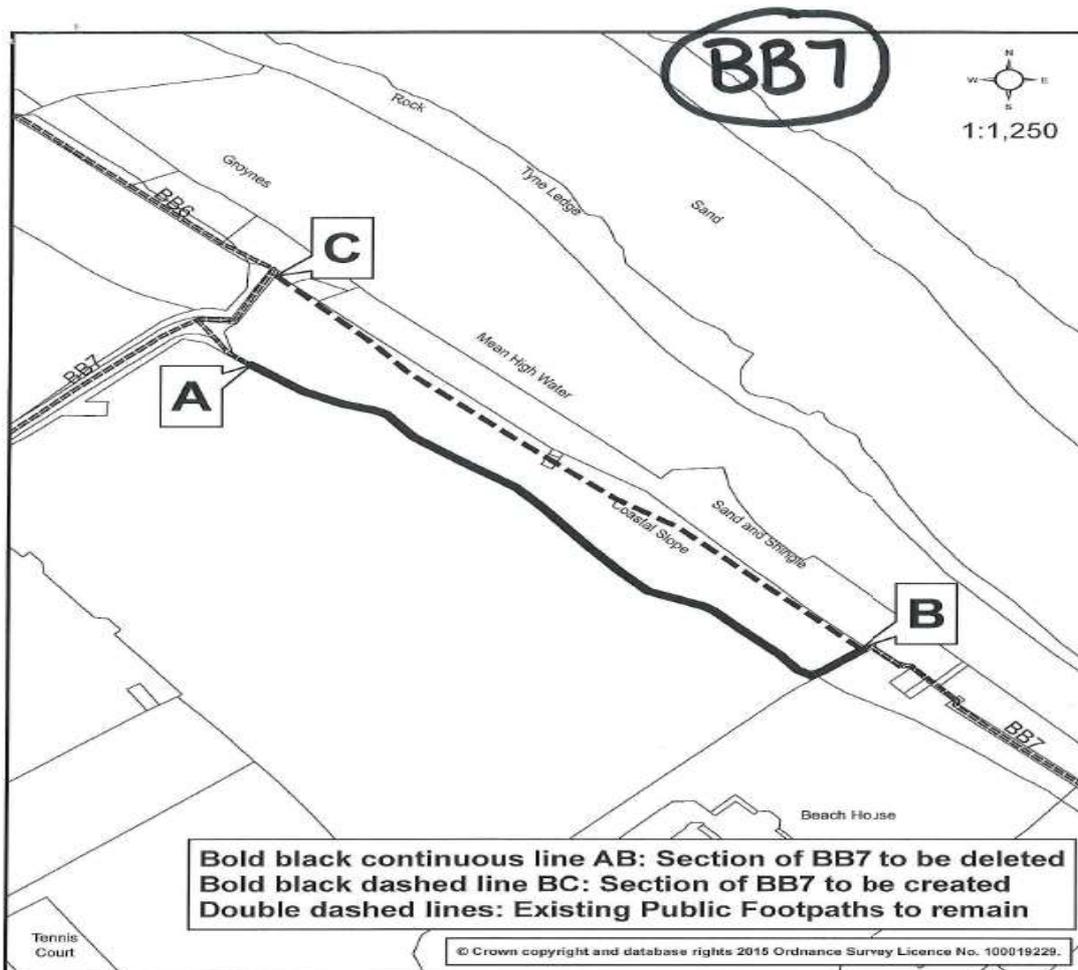
Nunwell B27 upgrade – the landowner backtracked on the idea of changing the status of B27 from FP to BR but has indicated she would allow a different path to be upgraded and Darrel is currently working with her on this. See the consultation details below

Shalfleet Solar Farm - no news yet on the new east to west Bridleway which is to be created over the old railway line as part of the planning conditions on TCP/31883, P/00607/14.

LAF Consultation: current & proposed path orders Darrel gave LAF members a hand out to make them aware of the upcoming raft of proposed changes in order that they had time to consider these and make comments. The sites are as follows:

Public Footpath BB7

Path (which forms part of the Coastal Path) has been closed long term due to coastal landslip and erosion. Repairs/ reinstatement not feasible. Path is therefore to be diverted on land above the beach with a small section of the original path to be retained as a viewing area with bench. Order has been made and the formal consultation period for objections ends on 18th December 2015.

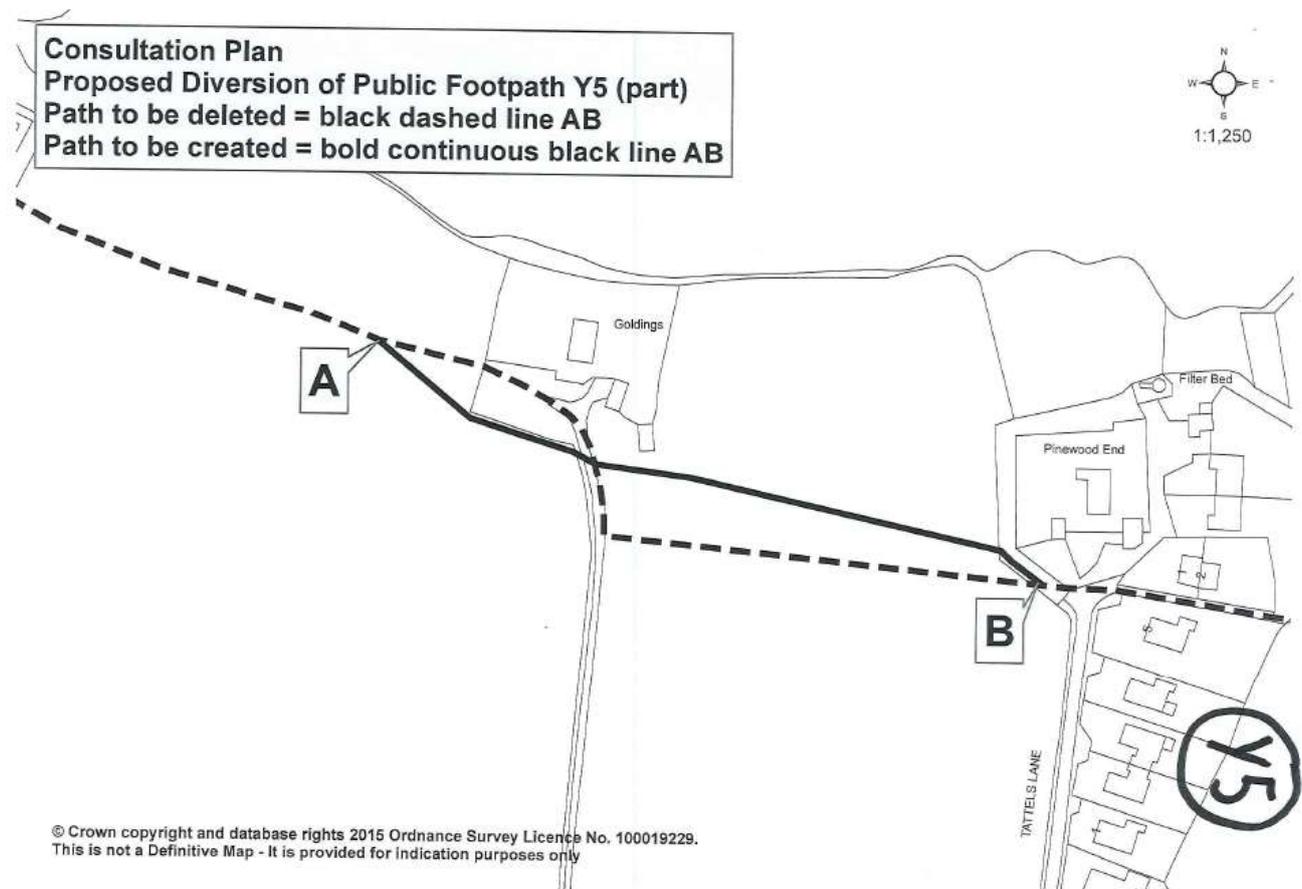


ISLE OF WIGHT COUNCIL
 Alex Minns
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Highways Act 1980 s119
 ISLE OF WIGHT COUNCIL
 PUBLIC FOOTPATH BB7
 TYNE LEDGE BEMBRIDGE
 ISLE OF WIGHT DIVERSION
 ORDER NO. 1 2015

Public Footpath Y5

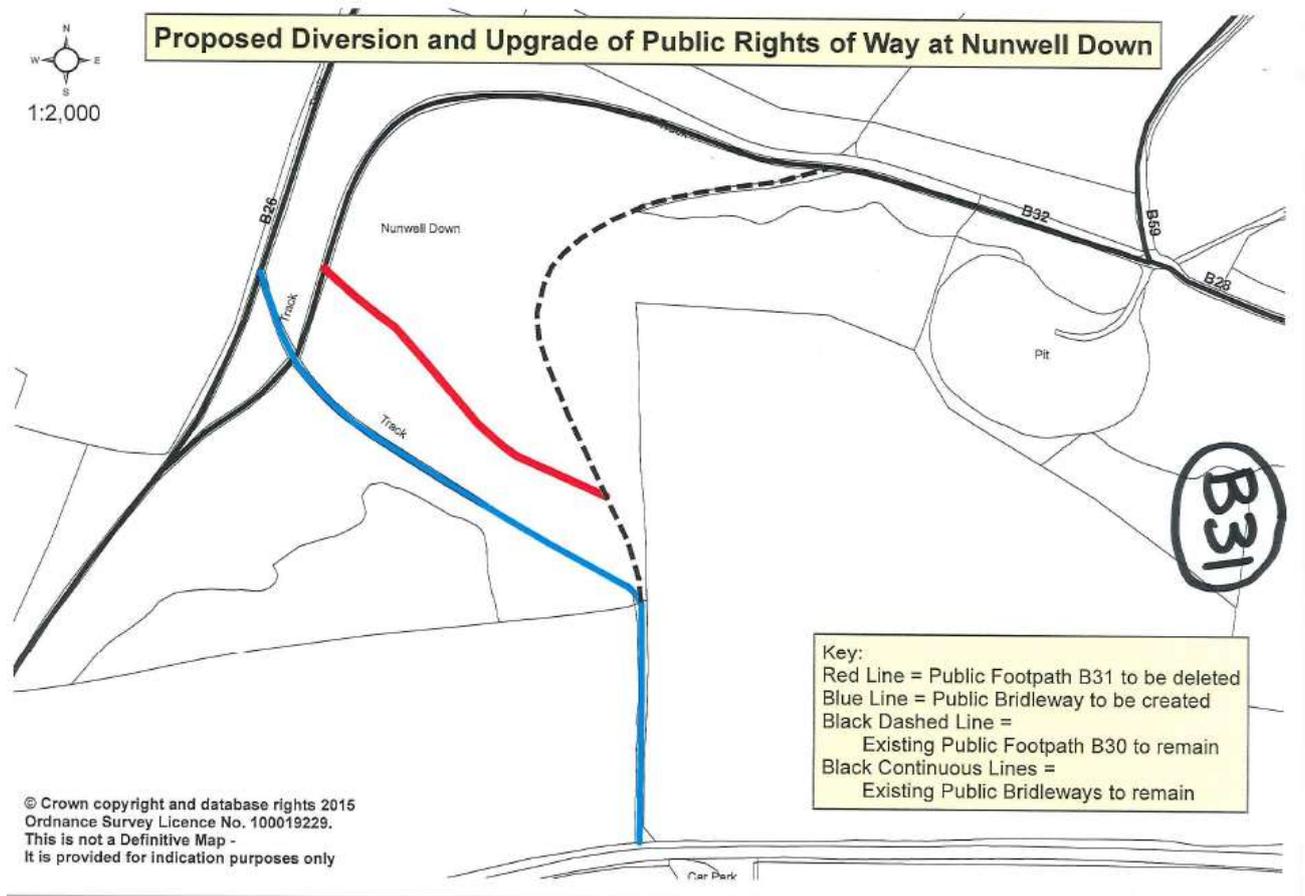
The Rights of Way department has received a landowner request to make a Public Path Diversion Order which will affect part of Public Footpath Y5 between the property known as Goldings and Tattels Lane, Thorley. The attached map sets out the proposal. The actual physical path walked by the public for a number of years will not in fact be altered by the proposed Order. The Order will correct the Definitive Map so that what is recorded therein will accord with what has been actually walked on the ground for some time. From the landowners' perspective an Order is favourable as it will have the effect of legally moving the path to the southern side of the boundary of Goldings. This landowner is settling the Council's fees in connection with the proposed order. All affected landowners have been consulted and have agreed to the proposal. Any objections or comments are required by 31st December 2015 with a view to an Order being made in the New Year.



Public Footpath B31 and B30 (part)

With the support and assistance of the IW Bridleway Group, a landowner has provided the Rights of Way department with an opportunity to upgrade this public footpath to bridleway status – see attached map.

The landowners have for many years allowed this footpath to be used by horse riders on a permissive basis. However they are now prepared to allow this to continue on a permanent basis and for the path to be recorded on the Definitive Map as a bridleway. Rights of Way will also take the opportunity to tidy the Definitive Map so that the line of B31 follows a well-established track on the ground (as opposed to going across a field which is not used). The landowners are not seeking compensation for this arrangement but minor accommodation works will be provided by Rights of Way i.e. installation of British Standard compliant bridle gates where required by the landowner and signage upgrades. The proposal will be secured by way of simultaneous Public Path Extinguishment and Creation Orders which are proposed to be made in the New Year. Horse riders are in dire need of additional routes to limit the amount of riding on busy roads and to create circular rides. The upgrade of this path will open up many rides on the downs on a permanent basis. Any comments or objections to be made in respect of the proposed Public Path Orders by 8th January 2016.



9. Open Spaces, Common Land & Village Greens – Mark Earp

We were running short on time so the subject of Village Greens was postponed for a future meeting. Mark ran through what can and cannot be done on Open Access Land & Common Land, lists below - but this data can be viewed from the UK.Gov website by copying and pasting the following websites into your browser:

Open Access Land:

<https://www.gov.uk/guidance/open-access-land-management-rights-and-responsibilities>

Common Land & Village Greens:

<https://www.gov.uk/common-land-village-greens>

What you can and can't do OPEN ACCESS LAND

You CAN use Open Access Land or 'access land' for:
Walking
Running
Watching wildlife
Climbing
You CAN'T usually do the following on Open Access Land:
Horse-riding
Cycling - But you can use access land for horse-riding and cycling if: the landowner allows it or public bridleways or byways cross the land. Or if there are local traditions, or rights, of access
Camping
Taking animals other than dogs on to the land - You must keep your dog on a lead no more than 2 metres long on open access land: between 1 March and 31 July - to protect ground-nesting birds and at all times around livestock
Driving a vehicle (except a mobility vehicle)
Water sports

NOTE even within the areas of Open Access Land there will be parts which remain private and these are referred to as **Excepted Land** this includes:

- houses, buildings and the land they're on (e.g. courtyards)
- land used to grow crops
- building sites and land that's being developed
- parks and gardens
- golf courses and racecourses
- railways and tramways
- working quarries

The public does NOT have a right to access these Excepted areas and can only use Public Rights of Way to cross them.

What you can and can't do COMMON LAND & VILLAGE GREENS

You CAN use Common Land / VILLAGE GREENS for:
Walking
Sightseeing
Bird watching
Picnicking
Climbing
Running
You CAN'T usually do the following on Common Land / VILLAGE GREENS:
Camp on common land without the owner's permission
Light a fire or have a barbecue
Hold a festival or other event without permission

10. Chairman's Update

Police Questions - Mark Earp

Mark had been asked for further clarification of where you can fish without a rod licence and had received clarification from the Environment Agency:

Q: Where can I fish on the IoW without a licence?

A: In tidal waters only but rules and regulations apply (links below)

Q: Where do I need a rod licence to fish?

A: All non-tidal waters on the IoW require a rod licence.

Q: Is a rod licence required if I own the river bank?

A: Yes, all rod and line fishing in non-tidal waters require a rod licence.

Reporting of Illegal Fishing

River Incidents (upstream of tidal limit)

Telephone the incident hotline number 0800 807060

Tidal Water Incidents (other than incidents concerning sea trout & eels), report to the Inshore Fisheries & Conservation Authority (IFCA) on 01202 721373 – the southern water IFCA doesn't operate a 24 hour phone line response, but if you leave a message they will respond as soon as they can. The dedicated Island IFCA Officer is Patrick Cooper.

How do the EA work with the IFCA?

IFCA districts overlap with estuaries and coastal areas where the EA have responsibility for managing migratory fisheries (out to 6 nautical miles from coast) and where the EA are competent authority for the Water Framework Directive (out to 1 nautical mile)

Useful Links

IFCA bylaws (copy and paste)

<http://www.southern-ifca.gov.uk/byelaws>

EA Rod fishing Byelaws (copy and paste)

<https://www.gov.uk/topic/environmental-management/fisheries-rod-licensing>

Cowes Harbour Commission

http://www.cowesharbourcommission.co.uk/fishing_and_angling

Yarmouth Harbour

<http://www.yarmouth-harbour.co.uk/>

Newport Harbour

<http://www.harbours.co.uk/newport/newport.html>

Mud on Roads - Mark circulated letters he had received from Island Roads dated 21 October 2015 and Mr Turner the Island's MP dated 6/11/15 - regarding mud on roads.

Grants - Mark advised the group that the LAF can apply for funds for grants and for members to come forward with ideas for any projects or schemes which are deliverable. Thought needs to be given to the LAF's capacity to deliver a scheme so it needs to be small (Yarmouth to Newport cycle track would be a little bit out of our league!). The IW Ramblers have a good track record at applying for grants and delivering the end result so lessons could be learnt from them.

LAF info – Brighton now have reinstated their LAF which will now form part of the larger South Downs (National Park) LAF.

LAF's to remain as statutory independent bodies but who will run and coordinate them in the future is to be debated.

Natural England Coastal Path. An Officer will soon be appointed for the Isle of Wight.

Woolverton Garden Fair – LAF would like to have a stall here so members should be aware that the dates will be **Saturday 3rd & Sunday 4th September 2016** in order that they can volunteer cover for the two days.

11. Any Other Business

David Howarth – Funds for the National Coastal Path seem secure visit the website (copy and paste into your browser) <https://www.gov.uk/government/publications/england-coast-path-overview-of-progress> to view the Natural England's coastal access completion timing map.

Mark Earp advised he will be away for the LAF meeting in March and Cllr Fuller will be taking the chair in his absence.

12. **Next LAF meeting:**

Next LAF meeting will be at 4pm on **Thursday 3 March 2016**
at St Johns Church Hall, Drake Road, Newport

Future Dates

Thursday 2 June 2016
Thursday 1 September 2016
Thursday 1 December 2016