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Countryside Recreation Network

## Countryside Recreation Network (CRN)

CRN is a network which:

- covers the UK and the Republic of Ireland
- gives easy access to information on countryside and related recreation matters
- reaches organisations and individuals in the public, private and voluntary sectors networks thousands of interested people

The Network helps the work of agencies and individuals in three areas:

### **Research:**

to encourage co-operation between members in identifying and promoting the need for research related to countryside recreation, to encourage joint ventures in undertaking research, and to disseminate information about members' recreation programmes.

### **Liaison:**

to promote information exchange relating to countryside recreation, and to foster general debate about relevant trends and issues.

### **Good Practice:**

to share information to develop best practice through training and professional development in provision for and management of countryside recreation.

**Chair: Geoff Hughes**

**Vice-chair: Jo Burgon, The National Trust**

Countryside Recreation is free and is published three times a year. We welcome articles and letters from all readers.

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# Editorial

This edition of Countryside Recreation focuses on the issue of motorised recreation on both land and water. The topic is contentious with a history of entrenched views and conflict. It is therefore encouraging to read the five main articles in this journal which all present positive stories about ways of working to find win-win solutions.

The first article in this journal is by Alan Kind, a consultant, editor of Byways and Bridleways, and planning officer for the Motoring Organisations Land Access and Recreation Association (LARA). Alan explores the differences between legal and illegal recreational motoring and discusses the sales and user trends that he predicts will influence the patterns of use in the future.

Bob Reid from the North Lanarkshire Scramble and Quad Bike Club shares his experience of providing facilities to meet the needs of young people. Club members are actively involved in creating and managing the facilities which provide them with the experience they want and this in turn is taking pressure away from areas where illegal biking was costly and impacting on local communities.

In the Lake District National Park different problems resulted in a different approach. Geoff Wilson, Hierarchy of Trail Routes and Dave Robinson from the Lake District National Park have been involved in a process which involved dialogue with all interested parties to reach consensus on managing 173 km of routes where recreational motoring takes place. Involving rather than excluding users has led to management solutions which are accepted as the best fit on a case by case basis.

Rebecca Hooper of Scott Wilson Pavement Engineering has written an article based on her experience of re-drafting 'Making the Best of Byways' for Defra. She explores how the main anecdotal views of the rights of way staff she interviewed can be validated with reference to various pieces of research.

And finally, the article by John Millard of the Broads Authority demonstrates how the issues are not dissimilar in a water environment. In telling how water skiing has been managed in the Broads he explains how the engagement with users has played an important role in finding acceptable management solutions.

Two overarching messages seem to emerge from these articles: one is that ignoring the needs of recreational motorists is likely to be more costly to the environment and in terms of impacting on communities and police time, than finding ways to accommodate their use; the second is to make sure that users and others with an interest are all engaged with the process of finding the rights solutions.

Wendy Thompson  
Programme Manager, Recreation Strategy  
Countryside Agency

# Cowboy Motoring - Facts and Fallacies

Alan Kind, Hodology Ltd

Illegal off-road motoring – particularly motorcycling – is like a soft balloon. If you press hard to try and pop it, it moves away in response to your finger and simply bulges out somewhere else. It is also a big problem, particularly in and around the urban fringe of towns and cities, and is particularly noticeable in the Pennine industrial cities, where the habitation reaches right out into the countryside in ‘tongues’. Country parks and former railway lines – now often ‘rail trails’ – are blighted, and the evidence (which is often anecdotal, or at least uncollated) indicates that the problem is getting worse once again.



1. A sign on a remote footpath in County Durham. Actually, the sign is inaccurate and illegal – it is giving directions/information to highway users, but is not an authorised road sign.

What is ‘cowboy motoring’? In truth, the level of illegal use of public paths and land by 4x4 drivers is very small. It does happen, but 4x4s are expensive and have to be driven on the road to the place where the illegality will happen, and are therefore unlikely to be unregistered, uninsured, or driven by unlicensed drivers. 4x4 illegality is most likely to be a case of people in legal vehicles going, via the highway, on to

a particular piece of land (e.g. a disused quarry) to practise off-road driving, usually because the activity has become established over time. Motorcycle illegality is far worse in numbers, spread, noise, danger, annoyance, damage, and driver/machine illegality.

Hard statistics are not readily available. Most police forces do not enter reports of illegal motoring as ‘recorded incidents’ unless the complainant expressly requests this. In 2004, the Southern Division of Greater Manchester Police logged 208 incidents of ‘unauthorised motor bikes’ – by far the highest figure for any of the 44 categories of reportable incidents – and officers suggest that these recorded incidents only represent a fraction of the calls actually received. Anecdotally – not least from an episode of BBC Television’s ‘Traffic Cops’ series – illegal motorcycling is now one of the biggest types of complaints to the police, beating burglaries and vandalism. Anyone seeking information on the extent and impact of the problem can simply do a ‘Google search’ on illegal motorcycling – as a starting point, enter ‘Doncaster Council’, ‘West Yorkshire Police’, ‘South Yorkshire Police’, ‘Greater Manchester Police’, ‘Nottinghamshire Police’, and ‘Northumberland National Park’, and take it from there.

The lawful use of unsealed roads with public vehicular rights (call them ‘green lanes’, if you like) by licensed riders on road-legal machines is an issue discrete from ‘cowboy motorcycling’ although vehicular green lanes are sometimes used by unlicensed drivers and unlawful vehicles – the Ridgeway is an example. But the issues on ‘vehicular roads’ are reasonably clear-cut – if you have no insurance, vehicle excise licence, MoT certificate, driving licence, etc., then you are committing the same offences on a Byway Open to All Traffic (BOAT) as if you were on the tarmac road the BOAT leads on to. The only difference is the likelihood

of being apprehended, and the character of the police's way of dealing with the offences: officers tend to use warnings and cautions far more in off-tarmac situations, not least because most ordinary officers simply do not understand the intricacies of the law in this area.

The 'off-road' motorcycle (which term here includes: enduro bikes, moto-cross bikes, trials bikes, trail bikes, quads, and off-road mini-bikes) is a very difficult beast to catch or physically exclude. The 'horse stile', or 'box trap' is a joke when it comes to physical exclusion of off-road motorcycles – their only value lies in keeping out stolen cars and fly-tippers (motoring issues, but of another sort) and in imparting a message, "you should not be here" to illegal off-roaders, which strengthens the hand of the police when apprehending offenders who say "I didn't know I was wrong to be here." Fencing of sites can work if the fencing is made from hand-cutter-proof materials (e.g. rolled steel beam), but this is unsightly, expensive, and still leaves open the issue of access points for legitimate users – and site managers must now be conscious of the requirements of part 3 of the Disability Discrimination Act 1995. Where regularly used sites are fenced off with chain-link, experience shows that this will be cut (and not infrequently removed for reuse or resale elsewhere) within days.

There are places where physical exclusion methods have been found to work (e.g. country parks in Hampshire) but these sites tend to be ones that enjoy a significant level of staffing – combining 'active' enforcement by rangers with 'dumb' enforcement by barriers – and are well-used by the public. Again experience and reports from field officers suggest that once ordinary, lawful use by the public reaches a significant level, this itself operates as a deterrent to illegal motorcyclists. Sustrans now has a policy approach that eschews barriers on its cycle trails as being too negative for lawful users when balanced against the limited effect against illegal motorcyclists.

The organisations opposed to recreational vehicles on green lanes regularly speak of 'booming sales of 4x4s and off-road motorcycles' without quoting any figures.

In truth, the level of sales of motorcycles in the traditional market sectors remains quite constant, whilst 4x4 sales have shifted markedly from the quite off-tarmac-capable vehicles like Vauxhall Fronteras and small Suzukis, towards the road-orientated 'SUVs' like BMW X5s and Toyota RAV-4s. People say 'there will be a boom in secondhand 4x4s being used off-road.' Well, it does not seem to have happened, and the big rise in 'proper' 4x4 sales was in the mid-1990s, so one might expect the trickle-down to have happened by now. Certainly reports (such as they are) and anecdotal evidence indicate that 4x4 use of green lanes has dropped noticeably over the past five years and seems stable. Illegal off-road motorcycle use seems to have been on an upward trend for the past few years, and anecdotal and observational reports suggest that legal motorcycle green lane use has also risen in that time.

The 'conventional motorcycle marketplace' is centred around what is known as 'the big four' – Honda, Yamaha, Suzuki and Kawasaki – with BMW, KTM, and the Italian manufacturers also being significant players. The big companies generally work together via the Motor Cycle Industry Association, and are careful about selling only road-legal vehicles for road use, and competition / fun vehicles via specialist dealers. The level of sales is tallied – e.g. in 2004, 10,838 road legal trail/enduro bikes were sold, a figure down on 11,428 in 2003. Motorcycle sales are subject to fluctuating cycles and, at the moment, the trend seems to be steadily, but relatively gently, downwards. One might expect that to reflect in a decrease in illegal off-roading, but there are two factors that have changed the picture.

Factor one is based on reports and site surveys. Until now, the general view, backed up by observation, was that illegal motorcycling on 'sites', as distinct from ranging across wider areas of countryside via rights of way, very seldom involved people on road-registered machines (i.e. 'trail bikes'), not least because a very high percentage of trail riders were club-based (e.g. the Trail Riders Fellowship) where the club ethos operated against such activity. Over the last couple of years it has become clear that people who are 'road

legal' – i.e. they have driving licences, insurance, their bikes are registered, etc. – are making illegal use of places where illegal riding is popular and long-term (one such site in North Tyneside reached such a peak of popularity in 2003 that a local burger van took to parking there at weekends). That these road-legal riders are law-compliant in some areas, yet law-breakers in others, possibly suggests that they are the people who, outside the established clubs, have increased the use of legal green lanes over the same period; legal riders, legal bikes, legal activity some of the time, but with a willingness to ride illegally when they choose.



2. A fence made to last! This fence has been effective in keeping out illegal motorcyclists who formerly used this bank to gain site access.

Factor two is an example of technology and marketplace economics causing changes that nobody saw coming: mini bikes. The established motorcycle companies and dealers have long sold 'children's bikes' – and there is an established and very popular 'schoolboy motorsport' club structure (no disrespect to the young ladies who participate, but that is the name that has stuck) – but now the marketplace for

children's (and to a degree adults') off-road machines has rocketed in the space of three years, and has escaped far beyond the traditional dealer network. Essentially, mini bikes, 'mini motos', small quads, petrol and electric pavement scooters ('go-peds') and variants on the theme are being imported from China and other Pacific rim manufacturers, and being sold through garages, high street outlets, press advertisements (even quality newspapers are flogging powered scooters with little or no warning about limitations on use) and, of course, the internet.

Because the government does not regard these machines as motor vehicles for import and registration purposes, there is no record kept of the number of units sold. An industry insider estimates that over 2003/4 there may well have been 100,000 machines sold into the UK. The pedal bicycle trade is gearing up to take its share of business too, while reports of deaths and injuries to mini bike users (mainly children) appear on the BBC News website all too often. In the autumn of 2004 a typical local newspaper, *The Harrogate Advertiser*, was carrying an advert for the 'Dirt Rascal – Off Road Motorbikes for Kids' at £375. *FHM* (a huge-selling 'lads' mag') in December 2004 carried an advert for 'Miniature Motorised Mayhem – experience the rush of motorbike racing in the park or the garden, with no licence required'; yours for 600 quid. This new mini bike problem is something that Defra needs to take account of and should lead on raising the issue with the Department of Trade.

Off-road mini-bikes (sometimes called 'paddock bikes') are becoming a big sport distinct from traditional motocross racing. The weekly paper *Trials and Motocross News* (which generally has a very responsible attitude to off-road motor use) carries pages of adverts for the machines (which sell for well under £1,000, ready to go) and the associated gear. In *Motor Cycle News*, 12<sup>th</sup> May 2004, in an article "Mini Bike Mayhem", the journalist reports how 'a dozen adults' rode off-road mini-bikes on A roads, in Sherwood Forest, and on land known as Mansfield Desert, a site notorious for illegal off-roading. Mini bikes have changed the face of off-road motorcycling,

both legitimate (through club-based events) and illegal. Even if the government tries to close the door (and there is no sign whatsoever that it will) mini bikes will cause a residual problem for years to come.

The law on off-road driving is now considerably clearer, more wide-ranging, and potentially more effective, than it has been at any time. The real issue lies in the police having the resources and/or inclination to do anything about the problem. For many years there was something of a legal grey area causing uncertainty as to whether or not a prosecution for illegal motorcycling would succeed. This was the arcane distinction between a 'motor vehicle' and a 'mechanically propelled vehicle' (MPV). Essentially, almost all road traffic law was applicable to motor vehicles, and these are defined as being 'intended or adapted for use on the highway.' A body of case law arose, notably *Burns v. Currell*, in which it was held to be a question of fact for the court in each case (a 'go kart' was held not to be a motor vehicle). In *Anderton v. O'Brien*, a schoolboy trials bike was held to be a motor vehicle, yet in other cases, motocross bikes were held not to be motor vehicles. One can understand the reluctance of the police and CPS to spend resources where the outcome is a lottery. Two cases have helped clarify the position: *Lang v. Hindhaugh* held that all Road Traffic Act offences can be committed on public paths, and more recently, *North Yorkshire Police v. Saddington* nailed down – and essentially removed – the distinction between motor vehicles and MPVs.



**3. Go-pedding in a country park.** This petrol-driven pavement scooter is being driven on a path in a country park in Wigan. To count the motoring offences you will need all your fingers and some toes

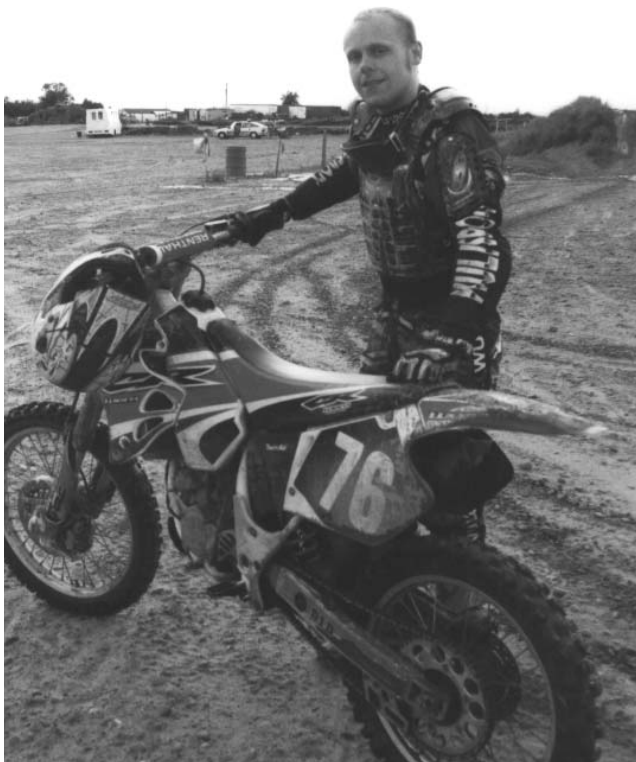
At the same time there has been a steady shift in the applicability of road traffic offences from motor vehicles to MPVs. S.34 of the Road Traffic Act 1988 (unlawful driving on public paths or open land) is one such, as are (for example) dangerous and careless driving, the requirement for a driving licence, and the

requirement for payment of vehicle excise duty ('road tax'), but not, curiously, Road Traffic Act insurance, although the *Saddington* case makes that a weak defence for off-road motorcyclists on 'scramblers' and mini bikes. Another recent change is the requirement (introduced by European Regulation) that Road Traffic Act insurance is mandatory not just on roads, but also in 'public places' (s.143 RTA88, as amended). 'Public place' is not defined in the statute, but case law and the right to roam regulations indicate that parks and much open countryside are 'public places'. At the moment the powers of the police to deal on the spot with uninsured vehicles are seriously constrained; the government intends to bolster these powers to include on-the-spot seizure of vehicles, but the Bill introducing this fell for lack of time before the General Election in May.

One very useful police power is in the Police Reform Act 2002. Essentially anyone using an MPV to cause 'alarm, distress or annoyance', or in contravention of s.34RTA88, may have their vehicle seized by a police constable if they either refuse to stop/leave, or are committing a repeat offence inside a year. Note that this is 'seizure', not confiscation (some councils are erecting notices threatening confiscation under PRA2002) and the vehicles must be returned on payment of a storage charge. If they are not claimed, the police must sell them off to defray expenses. There is a power for the police to confiscate illegally used vehicles if these are proved – or reasonably suspected – to have been stolen at some time. If the current owner cannot prove good title then the police can sell or destroy the machine.

What about 'alternatives to enforcement' such as the provision of off-road sites (generally known as 'trail parks')? In the mid-1980s to mid-1990s there was a spate of trail park development with considerable grant support. Many sites failed completely, and those that survived did so by evolving away from motorcycle-based activity to karts, quads and 4x4s; for two reasons. Apart from motocross practice tracks there is very little 'gate money' in motorcycling, and well-regulated karting, quadding and 4x4 driving is disciplined, safe and – crucially – insurable. The idea

that sites can be provided where current illegal off-road motorcyclists can replicate the type of riding they do now (like a giant skateboard park with motors) is simply untenable on risk and liability grounds. Yes, some such sites exist, but are they insured/insurable? If not, how can public bodies provide these places? There are potential solutions, but those are beyond the scope of this article.



4. A motocross practice track – a valuable, but rare, resource.

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Photographs 1-3 © A D Kind

Photograph 4 © Richard Fordham

#### **Biography**

Alan Kind has been involved professionally with countryside access issues since 1986. He operates a consultancy and acts as editor of *Byway and Bridleway* for the Byways and Bridleways Trust, and as 'Motor Sport and Planning Officer' for the Motoring Organisations' Land Access and Recreation Association (LARA), as well as undertaking project work.

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## *Abra Cadabra - but it will not go away!*

*Bob Reid, North Lanarkshire Scramble and Quad Bike Club*



### **The Off Road Biking Problem**

The problem of off-road motorbikes and quads in the countryside and around communities has reached endemic levels, which is creating major problems for countryside staff, local authorities and police forces throughout the United Kingdom.

2004 saw a 55% increase in sales of off-road machines in the UK which is now seriously starting to impact on the countryside, mainly because our industry has not faced up to the need to create facilities. As providers of recreation we have been guilty of seeing this sport/hobby as one to be discouraged and removed when it arrives on our patch, be it football fields, Way-Mark routes, Right of Ways, Country Parks, Open Spaces or within communities.

The approach has been to build barriers, with the only

people to benefit being the Blacksmiths and Engineering Companies.

For a long time there has been a perception that the young people involved in off-road biking, mainly youth and young adults, are somehow the yob culture (Hells Angels) and ride machines which are not maintained, or they don't wear helmets or safety gear and are a danger to themselves and others.

Twenty five years ago that was mainly the case, but today we need to firstly understand the complex issues and then take steps to address this growing problem in a positive way. First we must change our own knowledge, perception and attitudes, especially within the countryside recreation professional sectors, because we see only the damage and the repair costs, and also staff resources being taken up with limited or no powers of resolving the problem for the long-term. In the end we resort to engaging the Police



Force who have prioritising procedures, so by the time they attend the reported incident, the bikers are long gone. Some police forces have small dedicated off-road sections, but they alone can't solve this problem, they just move it.

**Addressing the Issues**

It is a thorny subject, how do you deal with the danger and damage? Then there is of course the noise element, which is offensive and brings the main objection. "Not on my patch" is the general call.

Who is going to take responsibility for this whole topic? As it is seen by many as a 'hot potato' not to be picked up? And who is going to provide the money and commitment and time? Is it better to just wash our hands of it, as it is a dangerous sport and may lead to liability, possible litigation and insurance matters?

Or can this whole complex issue be resolved? We believe the answer is yes and the work by North Lanarkshire Council and their partners provides a good model.

**Providing Off Road Facilities**

It would seem that to date no local authorities throughout the UK are willing to establish, staff or finance 100% of any facility to provide general provision with opportunities for controlling off-road biking. Within the financial climate that we now work in, it is easy to see why.

Partnerships are the way forward in tackling and addressing the need for providing such facilities. So what route do you take and what partners do you invite on this journey? What are the constraints?

**The North Lanarkshire Experience**

As a Countryside Ranger with almost thirty years experience in dealing with this problem in North Lanarkshire, I think the need is for change by all professionals and also bikers, with support from politicians at national and local levels. In 2002, illegal

biking became endemic throughout the North Lanarkshire council area, with a number of biking deaths of young people occurring.

Private housing property began dropping between £15,000 to £20,000 in value due to constant illegal use of bikes near to residential areas. Complaints to the police throughout the council area jumped to 7000 in 2002 requiring the council to look at this problem in a very different way to attempt to find new ideas to resolve this major problem.

The council looked at the levels and the validity of the complaints which led it to establish a working group, to look for ways forward. The group is supported by Councillor Bill Martin along with Council Officers from many departments of North Lanarkshire Council and Strathclyde Police. The Scottish Auto Cycle Union were also invited and became members of the group. From that working group came the drive to establish the North Lanarkshire Scramble and Quad Bike Club (NLSQBC) and to look at what would be required for the long-term to resolve the problem.

The working group agreed that establishing a facility would be required along with a Centre of Excellence for young bikers which would be open seven days a week. That is our goal.

The working group is at present establishing a Trust. We have engaged Consultants and have now submitted planning application for a full time centre. The project is also employing a Development/Funding Officer to progress the project to fruition.



Through establishing of the NLSQBC club the complaints to the police of illegal biking has dropped to 1100 by 2003, making an estimated saving in this police division of £70,000 in police time for the year. Strathclyde Police Force and the Council along with the Club are working together to reduce the illegal use of bikes throughout the council area.

**Participation Statement**

North Lanarkshire Scramble and Quad Bike Club aims to address a major problem within society, caused by the misuse of scramble and quad bikes. Through working together, we aim to provide a facility where young people can safely enjoy their bikes by progressing through a training programme.

**What facilities are provided by the club?**

The club has established two tracks at Balbeckie, which is privately owned land. The site used is an old Iron Ore Mine spoil heap, surrounded by forestry planting. These tracks have been designed and certificated with the help of the Scottish Auto Cycle Union and North Lanarkshire Council. The club members were physically involved in the construction and maintenance of the tracks.

The club is a recreational club. This means that we don't race, thus reducing the number of serious injuries associated with racing in this sport. We believe that all of our members are winners as they live up to the club's "Code of Conduct". At present we have 350 young members ranging from three years old to junior, youth and parent riders and 220 Adult Volunteers. Membership is made up from twelve local authorities from within a 40-mile radius of the tracks and represents membership from over eighty different communities.

One of the main aims for the club, is to work in assisting communities who are experiencing problems with illegal biking. We provide local road shows in communities and town centres where our young members encourage and communicate the benefits of being in the club. The club also provides new

members with induction training and maintenance courses.

The project was awarded the Labour Party 2004 Award for Social Inclusion and Cohesion in Communities in the United Kingdom



**To alleviate the problem of illegal biking is simple "Give young riders the opportunity to experience new levels of real adrenalin rushes on a proper facility with jumps**

After the bikers have experienced the facilities we offer, they won't receive the same buzz from what they did previously on open spaces, parks etc.

We also encourage Community Councils to sponsor buying a bike trailer to assist in getting riders to the facility. For riders who don't have transport, a pick up system can be established. Once these riders have been at a club event, they will find some way to get their bikes to the facility.

For the club to hold events, it is required to have a SACU Event Permit to demonstrate that the club has the appropriate number of personnel trained to administer any event and to meet the requirements of the National Governing Bodies Rule Book and Insurers. Any event at club level requires around forty adults. So there are serious implications for local authorities in being able to make any provision, as this level of infrastructure is required to obtain the event insurance.

Just to give bikers a piece of land raises the following points:

- Who is going to take responsibility and supervise and meet the cost of track design and maintenance?
- Who is going to administer and organise the events and how many?
- The Health and Safety Executive guidance needs to be complied with.

The training modules established in North Lanarkshire helped to address these issues. The club was set up on the principle of assisting, supporting and most importantly empowering the parents and volunteers, which now amounts to a commitment of around £60,000 in kind each year from them. In return the club provides opportunities for training in the required disciplines such as Course Clerk, Grade 1 Coaches, Scrutineers, Starters, Marshals, Environmental Officers, First Aiders and also to promote a National Youth Award in Volunteering.

**What have we achieved?**

- Through using the club tracks we have accommodated 680 riders over our 2004 season and completed 28,000 laps which equals 19,500 kilometres. This is equal to half way round the World.
- Actively removing these bikes from damaging open spaces or endangering the public or themselves, and removing the offending noise away from communities.
- Because we are a recreational club we have a very relaxed atmosphere unlike on the race circuit, where winning is the ultimate goal, and is expensive to participate in. Some of the club's more experienced riders do move into racing and receive their race licence through the club.

**Research findings**

- 50% of our members are juniors, age range between three and twelve years of age
- 40% are youth members, twelve to eighteen

- 10% Adults

Because the club has the proper and required training and assessment in place along with trained adult volunteers, our safety record for 2004 is good with 22 events and 680 riders attending, we only had 16 accidents, mainly bumps and scrapes, three riders were referred to hospital, no one was admitted and none of the accidents involved any junior member. We have also developed our own Emergency Track Evacuation Teams.



**Clothing style safety**

Because of the coverage on television of the sport of Motocross young people are attracted by watching the celebrity riders and the excitement generated. The benefits are that the fashion associated with the sport is much the same as football supporters and strips etc. which the young people want. But in biking that very fashion also includes all the safety equipment. 95% of all new members joining the club have around 85% of the safety equipment required to start with.

**Conclusion**

All these achievements are only possible by inter agencies working and becoming committed and involved in resolving the problem.

Local Authorities, I believe, need to identify that the only way to solve this growing problem, which is not going to go away, is to engage with, promote and empower the bikers and their parents with the support required to establish their club and a facility. From providing pump prime finances, to assistance in providing staff expertise and secondments, and providing equipment and access to transport use.

When one values the saving through reduced damage to property, waste in police resources, cost to health boards and removal of disturbance to communities, it is a small price to pay. It is about redirecting the money that would be saved by creating proper facilities.

We intend for our project to break even within two years of opening of the Centre of Excellence. It is not intended that the project will require long-term facilities support but the Trust and Club will require ongoing partnership working.

“Is it right for young people to be dressed up and have no where to go?”



In the sixties and seventies we built football facilities to stop young people playing on roads and in open spaces. We also built swimming pools to stop young people drowning in ponds, rivers, canals, and lochs. In the eighties it was BMX Tracks and in the nineties it was skateboard parks.

We all now need to urgently address the current problem of off-road biking. We need to provide facilities, to stop children being killed or seriously injured through the lack of proper facilities and leaving them to continue to use illegal and dangerous and unregulated pieces of land.

Our club motto is:  
**“Young people should not be criminalised for having a hobby”**  
**“Embrace don’t chase and you will be rewarded”**

My personal definition of recreation is:  
**“When do you see a child unhappy in a puddle? Never - so why don’t we build puddles?”**

**Reference Details**

*All photographs are the property of Bob Reid*

*The club has all parents’ permission for the use of the photos enclosed.*

**Contact Details**

*If you wish to find out more about the North Lanarkshire Scramble and Quad Bike Club please go to [www.nlsqbc.com](http://www.nlsqbc.com)*

*If you would like to find out more about the Councils’ off- Road Biking Project please contact*

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## ***Towards Practical Management of Motorised Recreational Vehicle Activity in a National Park. The Lake District Hierarchy of Trail Routes***

*Geoff Wilson, Hierarchy of Trail Routes in the Lake District Group and Dave Robinson, Lake District National Park Authority*



Under another Traffic Regulation Order horse stiles are being piloted at each end of the Garburn Road in the Lake District between Troutbeck and Kentmere, to evaluate if passage of horses can be facilitated whilst deterring use by trail motorcycles.

***‘that travellers after pleasure have become not less active and more numerous than those who in former times left their houses only for the purpose of gain.’***

Wordsworth – 1820

The Hierarchy of Trail Routes (HoTR) in the Lake District initiative came about as a reaction to expressions of concern at a perceived increase in the use of four-wheel-drive vehicles and trail motorcycles for recreational driving on the ‘green roads’ in the national park. The initiative also reflected the emergence of new thinking about the management of conflicts of interest in the countryside. The Department of the Environment’s *Rural England* document (1995) had noted ‘... there are many and increasing demands upon the countryside as a place for recreation. These have to be reconciled and no single interest ought to dominate to the exclusion of all

others.’ The initiative was also made possible by a realisation amongst recreational motor vehicle groups in the area that they must create a single point of contact, communication and authority for the National Park Authority (NPA) and County Council. This group of users became known as the Hierarchy of Trail Routes in the Lake District group.

Following on from episodes of corporate hand-wringing, anecdotal claim and counter claim, and regular unfocused demands that “something must be done” recreational motor vehicle user representatives made an offer to work with the authority to try to harmonise vehicle use with all other pressures on the countryside.

This offer anticipated actions being taken that were informed by fact and not by prejudice or folk-lore, and

sought to break the mould of twenty-five years of what had proved to be little more than intellectual trench warfare with the battlefield doing no more than vibrate, as byway claims were won and lost and no real impact made on the provision for or management of the activity. There were people amongst the recreational vehicle users who had studied closely the theories of Consensus Management that had emerged from organisations such as *Environmental Resolve*, and who understood that consensus wasn't the same as compromise and that it didn't rely on the ultimately debilitating and marginalizing system of majority votes.

A meeting was convened by the LDNPA's Head of Park Management to discuss the situation. A key factor was his invitation, from the outset, to motor vehicle user representatives, Cumbria County Council (as the highway authority) and representatives of Parish Councils (through the Cumbria Association of Parish Councils) and landowner bodies such as the NFU and CLA. This made for a cooperative, rather than haphazard approach.

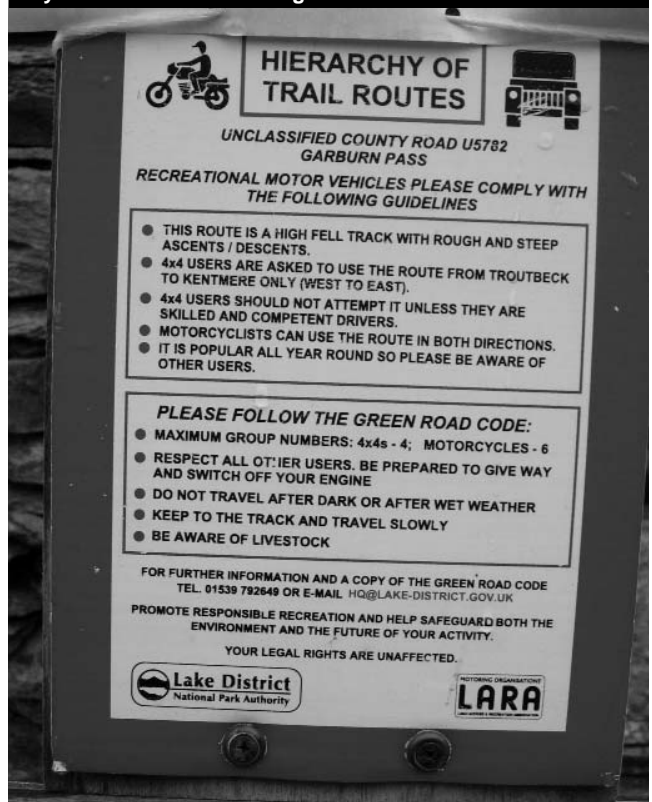
There was considerable pressure, and some temptation to fall-back on traditional legalistic measures; however it was eventually agreed that resorting to law had previously not led to any sustainable solutions. The vehicle users suggested that the problems could be better managed without recourse to bans or the adoption of hard-edged policies.

To their credit, and with some bravery in the face of doctrinal opposition from anti-vehicle groups and other national park authorities, the Lake District National Park Authority decided there was potentially a lot to gain from working with motorised users. Opponents to the initiative anticipated that by being a partner in the HoTR initiative the NPA would be weakening its position as *de facto* highway authority and custodian of the environment. The contrary has proved to be the case. Through its willingness to participate the LDNPA firmly laid a responsibility on to the motoring organisations to propose, execute and deliver reasonable management measures in

advance of unilateral measures being applied. In response the motor vehicle users were given the opportunity to show that they too have a care for the special properties of a national park.

In the Lake District the Working Group for the Hierarchy set out to make the scheme immediately applicable to problem areas in the Park. As the doctrine and philosophy of the initiative were evolving so were applications of management control being piloted. The consequence of this was a very fast process of evolution, acceptance and application for the concept of user-led, non-statutory, authority-approved management measures.

An example of the advisory notices posted at each end of many of the routes in the Lake District which inform users of the nature of the route and any special care and precautions they should take when using the route.



The primary aim of the Hierarchy of Trail Routes initiative in the Lake District National Park has been to assess how it may be possible to manage current and anticipated developing levels of recreational vehicle activity on trail routes. A suite of management techniques has been employed ranging from culture changing programmes, through signing and voluntary restraint, to formal traffic regulation orders and lobbying for new legislation in place of ineffective

statute and regulations. The experiment aims “to eliminate unsuitable use and reduce conflicts between users”. This approach predates and is reflected in Government guidelines laid down in the 1997 document ‘Making the Best of Byways’ (currently under review) which encourages management solutions to problems before resorting to unilateral regulation of use. If one aspect of the initiative stands proud of all others it is that users will respond to dynamic fact-based route-by-route management and honest attempts at management in place of sweeping generalized restrictions. A secondary aim of the initiative was that the principles applied to trail-route management regime should be transportable to other localities.

This portability is evidenced by the management development in North Yorkshire (including the Yorkshire Dales National Park). The Yorkshire Dales NPA, until Spring of 2005, maintained a strict stance of not having any dialogue with recreational motor vehicle users in order to pursue a policy of seeking legislation to prohibit vehicles from green lanes<sup>1</sup>. Recreational motor vehicle users felt increasingly marginalised, were granted no meaningful ownership of the problems that are particular to that national park, and as a consequence the activity remained largely unmanaged. Vehicle users questioned if it was appropriate that a public body such as a national park authority should be allowed to sustain a policy of no-dialogue with a legitimate section of its community. They were aware that at the *Consensus in the Countryside Conference 1996* it was stated that “In the last few years, the question ‘should we involve the community?’ has been replaced by ‘how can we involve the community?’ “, and felt that authorities in North Yorkshire could do more to engage users. In Spring of 2005, largely as a response to the *Government’s Framework for Action on Use of Mechanically Propelled Vehicles on Rights of Way*, the YDNPA has asked officers to engage in preliminary talks with all relevant parties on the issues identified<sup>2</sup>. This is now happening in association with the North Yorkshire County Council Green Lanes User Liaison Group, an equivalent to the Lake District’s Trail Management Advisory Group, taking its first tentative

steps to becoming a forum for management, change and decision making within the area. Senior members of YDNPA staff are represented on this group. As in the Lake District, fundamental to this development was that recreational motor vehicle users in the county had taken the initiative of forming themselves into a single cohesive unit with which the authorities could communicate in confidence and trust.

Despite this groundswell of bonhomie and partnership the Lake District National Park Authority maintains the policy view that recreational motor vehicle activity is inappropriate in the Park. Recreational motor vehicle users live with that whilst working closely with the Park Authority in its pursuit of policies which will *develop and apply an integrated approach to the management of access and recreation that will promote innovation and good practice* and whereby it will *work with relevant users, landowners and managers to manage recreational pursuits, resolve conflict, encourage responsible use and promote appropriate guidance* (see section 10 *Access and Recreation* of Park Management Plan – April 2004).

The originally constituted HoTR Group already referred to, comprising only vehicular users, still meets twice yearly with NPA staff members present to answer questions and explain park policy. At these meetings the vehicle users review management regimes and challenge themselves within national park purposes and policies. The HoTR Group provides four members of the NPA’s Trails Management Advisory Group (TMAG). TMAG also comprises NPA Members, representatives of other authorities and parish councils, land managers and user organisations, some of which are known to strongly oppose vehicular activity. The remit of the Group is to advise the National Park Authority and County Council on the management of routes used for green road driving in the Lake District National Park including the use of legal powers where necessary. Through the TMAG, differing opinions are expressed (sometimes strongly) and considered, and multiple options are identified in an open and honest way; but management decisions are reached on the basis that no party will go away and try to scupper them and with

a commitment to abide by the outcomes. Many win-win situations have been created.

Traffic Regulation Orders (TROs) have also been employed with the support of all partners, where voluntary restraint has not been adequately exercised. However TROs have not proved as effective as the Trail Management Advisory Group would have expected. There is evidence that motorcyclists in particular ignore the TRO signs, especially where the need for the Order is not immediately apparent or made known. Motorcyclists have a long history of opposing regulations which they regard as politically or prejudice driven and unilaterally applied orders. Application and enforcement is a problem. Minor traffic offences in remote areas are not a police priority. In most cases, witnesses cannot provide sufficient evidence for the police to believe that a case can be brought to the courts.

Since June 2000 use levels and route condition have been monitored on a number of routes. Other information from a Green Road Activity Register and from a Voluntary Lengthsman Scheme have also been evaluated.

Route condition varies considerably. Upland routes show the greatest signs of erosion. Vehicles, in common with other users, clearly cause disturbance to the surface, but many routes have deteriorated due to a lack of regular maintenance. The action of water and pressure from all users, not just recreational vehicles, has gone unchecked for years. The initiative has identified that without a properly funded and sustained management regime, routes continue to deteriorate, no matter how much control is applied to vehicular use. The result of this is that budgeted programmes of repair, maintenance and future management have been agreed with interested parties, implemented with the support of a dedicated Trails Adviser post, and the quality of the stock of green lanes (trail routes) in the Lake District is possibly better today than it has been in forty to fifty years. Users are committed to keeping it that way. It has also identified that recreational vehicle activity does not create conflicts in equal measure in all parts

of the Lake District. Equally importantly it has identified where conflict is real, not just imagined. Use is concentrated in the south-eastern area, where up to 25 routes are heavily used, many of which are also popular routes to the fells, and in the valleys for walkers, cyclists and horse riders.

In 2001 there was a major review of the Hierarchy of

**Members of recreational motor vehicle clubs maintain Gatescarth Pass in the Lake District. Use of this high level route linking Mardale and Longsleddale valleys is regulated by a Traffic Regulation Order, which allows use by a limited number of motorcycles and all-wheel-drive vehicles on one day each month by riders and drivers who have applied to the National Park Authority for a permit to do so**



Trail Routes initiative in the Lake District and the key findings from the initiative were that:

- Involving users in decision-making and problem solving can break down entrenched positions of mistrust and result in more effective monitoring of route use and of complaints.
- Voluntary restraint *can* work, although not in every circumstance.
- The number of reported incidents of conflict between users has reduced by 50% since the advisory signs were erected, although compliance has been lower on some routes.
- Voluntary codes and consensus approach to dispute solving is a legitimate part of a management tool-kit.
- More research is needed to assess to what degree compliance is due to restrictions or whether it is physical restraints that deter users.
- The designation of *Privileged Use* routes, (recommended only for members of clubs affiliated to LARA) has so far proved to be an



inadequate management tool. It has been impossible to assess compliance.

- More work must be done by all parties to educate all users in the need to act responsibly and understand the aspirations of all users.
- Local reaction to the Experiment has been mixed. More Parish Councils prefer management than prohibition, but many individual respondents seek to ban recreational vehicle use of trail routes.
- Vehicles, in common with other users, clearly cause damage, but many routes have deteriorated due to a lack of regular maintenance
- Over the period of the initiative the traditional casual use of green lanes has been supplemented by commercial users guiding “customers” on safari type tours. There are concerns that this may not be compatible with the principles of the trail management scheme. There are indications that commercial pressures lead these groups to ignore codes of conduct and voluntary restraint programmes. Research is currently being undertaken by the recreational clubs partners in the HoTR initiative to identify the level of commercial use of routes in the national park, and users have sought legislation that would require the licensing of commercial groups.

The conclusions provided a valuable foundation for reaching decisions on future management of green road driving and riding in the Lake District that are exportable to other areas of the country. The main elements of the scheme that were subsequently employed through to the present day are briefly noted below as extracted from *Trail Management in the Lake District National Park: Issues and Options* (2005).

### Trails Management 2002 – 2004

There have been six main elements to the trails management scheme 2002-04:

- Colour coded classification of routes and voluntary restraint
- Monitoring of levels of vehicular use
- Monitoring route condition
- Maintenance
- Traffic Regulation Orders
- Raising awareness

Underpinning the whole management scheme is the colour-coded classification of routes which constitutes the ‘hierarchy’, and voluntary restraint, and which introduces a very visible process of prioritisation of management attention.

The colour-coded system of green, amber and red routes was developed as a management tool during 2002 and implemented out on site in January 2003. This is refinement of an earlier more complex and not easily understood (and therefore inappropriate) route classification system. The classification into which each route falls is agreed jointly by users and the NPA following joint surveys of each route. It is important to note that this is a dynamic system whereby routes can be moved between colour classes if circumstances change.

The definition of the different colour coded classifications is as follows:

- **Green Routes** are those where there is minimal recorded vehicular use, they are sustainable at present and under current levels of use and no problems or valid complaints have been recorded. They are not signed and are inspected annually.
- **Amber Routes** are those where moderate vehicular use is recorded. They are more sensitive for various reasons (popularity with other users, proximity to dwellings or stock etc.) and where an increase of use could lead to deterioration in condition or an increase in conflicts with other users. Advisory signs remain on site only after local consultation. The routes are inspected biannually.
- **Red Routes** are those where significant vehicular use is recorded and have the greatest number of valid complaints in the Activity

Register. They are under the greatest pressure and are subject to the greatest conflict between different classes of user and between users and the environment. Some of the routes cross the high fells and are badly eroded. For these reasons red routes need more active management. Inspection of the routes takes place biannually. Advisory signs remain on site.

Of the 107 routes in the Hierarchy of Trail Routes (HoTR), 61 are green, 23 are amber and 23 are red. These routes are either Byways Open to All Traffic (BOATs) which have proven vehicular rights, or Unclassified County Roads (UCRs) which have presumed but not proven vehicular rights because they are part of the general highway network. This situation is further complicated by the fact that some UCRs are also recorded as bridleways and, occasionally footpaths. These are called 'dual-status' routes. There are 31 in the HoTR. The total length of the HoTR is 173 km or 5% of the rights of way network available in the National Park.

Every amber and red route has an advisory sign at each end<sup>3</sup>. These signs have route specific advice for motorcyclists and 4x4 drivers to comply with. For example 4x4s are asked not to use certain routes or use others in only one direction. They also inform other users that they may encounter mechanically propelled vehicles on the route.

Every sign contains advice found in the Green Road Code of Conduct. For example, they recommend that 4x4s should drive in groups of no more than four and motorcycles in groups of no more than 6. The Green Road Code is now in its third edition and remains an integral part of the Lake District's trails management scheme.

### Trails Management 2005

In 2005 four of the 107 routes in the National Park are subject to Traffic Regulation Orders. Three are Permanent Orders of varying types; one being applied at the discretion of the Trail Adviser according to weather and route conditions; one being seasonal to

prevent use of a stream crossing adjacent to a salmon spawning area; and the third regulating use of a highly sensitive and fragile route to just one day in each month to a limited number of users (4x4s and motorcycles) who have been issued with a permit on application. The fourth route, which has recently been extensively maintained, is subject to an Experimental TRO (ETRO) which is piloting the effectiveness of horse stiles and a further variation on regulation by issue of permits.

2005 has also seen the implementation of a "Raising Awareness" campaign that has drawn the recreational motor vehicle retail trade and media into an education programme aimed to reach users who are not members of local clubs or user groups. In order that the campaign's effectiveness can be evaluated this programme is being focused on a specific area of the National Park where unlawful use of footpaths and bridleways by motor vehicles is a particular problem.

The effort that the NPA and local users have put into this initiative and the long-held aim that all its elements should be transportable to other locations throughout the country, has resulted in this pioneering work having wide influence. The expertise of National Park Authority staff and representatives of users has been drawn on in various steering and working groups and by the national press. It is anticipated that the revision of DETR/Defra guidance *Making the Best of Byways*, currently in final stages of production, will carry extensive referencing of the good practice developed in the Lake District.

During 2005 the LDNPA and users are committed to a thorough review of the trails management initiative in light of the extensive work carried out in the previous five years. This review must reflect policies contained in the National Park Management Plan 2004 – 2009 which pledges the Authority to *work with relevant users, landowners and managers to manage recreational pursuits, resolve conflict, encourage responsible use and promote appropriate guidance and collaborate with others to ensure that recreational activities, such as recreational green road driving, ... do not have a detrimental impact on local*

communities, nature conservation interests, historic features or the landscape

Both the National Park Authority and users know that they are under close scrutiny from all angles.

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All photographs credited to Geoff Wilson

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<sup>1</sup> See paper to 14 April 2005 meeting of Yorkshire Dales National Park Access Committee, Objectives for Management of Green Lanes.

<sup>2</sup> See minutes of 14 April 2005 meeting of Yorkshire Dales National Park Access Committee

<sup>3</sup> Except Gatescarth Pass, which is managed by a permanent Traffic Regulation Order.

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# *Validating the Anecdotal Viewpoints of Rights of Way Officers Managing Byways*

*Rebecca Hooper, Scott Wilson Pavement Engineering*



**A waymarked byway in the urban fringe**

## **Introduction**

The second edition of 'Making the Best of Byways' is currently being reviewed by Defra (Department for Environment, Food and Rural Affairs) for publication in the near future. The revision, undertaken by Scott Wilson Pavement Engineering, was prepared by gathering the knowledge, experience and input of users, Rights of Way Officers, land owners and other byway stakeholders, as well as by building on readily available published information. This article highlights and discusses some of the views expressed by Rights of Way Officers during the revision process.

During the revision process, interviews were conducted with 27 Rights of Way Officers working for 17 different Local Authorities and National Park Authorities. An email working group of 11 Rights of Way Officers and user representatives provided input on a range of topics as the drafting progressed. An advisory group, including 17 representatives of stakeholder organisations, including the British Horse Society, the Byways and Bridleways Trust, the Country Land and Business Association, the Countryside Agency, the Countryside Council for

Wales, English Nature, the Land Access and Recreation Association and the Ramblers' Association, provided constructive criticism on the first draft. Further feedback was received from six individuals and stakeholder organisations.

## **Background Information**

- Byways open to all traffic currently make-up 3744 km (2%) of the rights of way network in England [Defra, 2005a] and 431 km (1.5%) in Wales [exeGesIS SDM Ltd, 2003].
- Recent research in England shows that 48% of users on byways open to all traffic are on foot, 42% are using mechanically propelled vehicles, 7% are cycling and 3% are on horseback [Defra, 2005b].
- Of the mechanically propelled vehicles used on byways open to all traffic 42% are land management vehicles, 38% are recreational vehicles and 20% are vehicles accessing dwellings.
- By length of byway open to all traffic surveyed, 90% provided "identifiable" access to farmland (for example, the route included a field gate) and 45% provided access to one or more dwellings.

## Anecdotal Viewpoints

The interviews with Rights of Way Officers highlighted common views relevant to managing byways. Three of these views were:

- Conflict is more perceived than real but is a significant problem where it exists.
- A lack of funding constrains byway repair and maintenance, and has led to an historical backlog of work resulting in many byways existing in a state of disrepair.
- Byway maintenance and repair needs to be considered on a case by case basis, as it is site specific.

## Conflict

The viewpoint that few conflicts occur between byway users is indirectly supported by research into user interactions on non-motorised shared use routes [Uzzell et al, 2000]. This study found that conflict occurs extremely rarely and that the feelings of perceived conflict were rare on the routes studied.

That conflict is minimal is also supported by research studies conducted for the Countryside Agency's programme to develop exemplar rights of way improvement plans. Although several of the studies identified problems associated with using the rights of way network, few of these concerned the legal use of mechanically propelled vehicles. Specifically, a study for Bedfordshire [ADAS Consulting, 2003] concluded that "Conflict between the various people with an interest in the rights of way network – various users, land owners, farmers and conservation groups – occurs to some extent, but appears to be less than is sometimes made out." A study of horse and cycle use in Shropshire indicated that conflict "is not one of the key issues to be tackled through the rights of way improvement plan" [Rural Resources, 2004].

However, conflicts between users do occur. Information from Lake District National Park Authority notes that complaints concerning recreational driving occur where the byways are more heavily used for

recreational driving and are also popular with walkers, cyclists and horse riders [Robinson, D; Wilson, G, 2001].

Work for the Countryside Agency, examining the conflicts that arise on shared use routes which do not carry vehicular rights, resulted in recommendations to minimise conflict on such routes [Countryside Agency, 2003]. One of the recommendations was the use of information panels at the access points of shared use routes. Amongst other items, the panel should include details of any code of conduct (a code of conduct was noted to be desirable), a contact person to receive comments, complaints and reports of conflict, and the authority responsible for the route. Information panels on routes and a code of conduct form part of the Lake District National Park Authority Hierarchy of Trail Routes with reported conflicts reduced by 50% following the erection of advisory signs [Robinson, D; Wilson, G, 2001].



**A byway where leaf litter is causing water retention but is otherwise naturally well drained**

## Funding

The “Wales Rights of Way Condition Survey 2002” records a total of 17 obstacles per 10 km of byway open to all traffic which make the way inconvenient to use or unusable [exeGesIS SDM, 2003]. Typical obstacles are fences and hedges, vegetation, boggy or flooded sections and unbridged watercourses. This survey also suggests that the current expenditure on all rights of way in Wales is “probably less than one fifth of that required to upgrade and maintain” the rights of way network, estimated to be 33,211 km.

Data from the “Rights of Way Condition Survey 2000” for England, [Countryside Agency, 2001] indicated that, per 10 km of byway open to all traffic, there are 1.2 obstacles for walkers which make the way unusable, 2.4 for cyclists, 1.8 for horse riders, 5.9 for carriage drivers and 4.7 for mechanically propelled vehicle users. This survey concludes that *“the prevailing level of investment was at best maintaining the existing, inadequate condition.”* These surveys support the concern expressed by Rights of Way Officers, that a backlog of byway maintenance exists which cannot be overcome because of a lack of funding. This conclusion is echoed by the Lake District National Park Authority which recognises that although vehicles can damage byways, many routes have deteriorated because of a lack of routine maintenance [Robinson, D; Wilson, G, 2001].

### Site specific byway maintenance and repair

It is generally accepted that maintenance and repair solutions for rights of way are specific to the way and

‘generic’ specifications cannot be produced. Recent research indicates that the predominant causes of byway deterioration are weak ground conditions, poor drainage, high traffic flows and high axle loadings [Defra, 2005b]. These are factors which will influence the selection of a byway’s maintenance and repair strategy. In addition, the maintenance and repair strategy will need to account for, at minimum, the character and heritage of the way, the users surfacing requirements, the accessibility to construction and maintenance traffic, the local ecology, the degree of exposure to prevailing weather conditions, gradient, and the available funding, giving a total of 11 influencing factors.

There are almost 2050 possible combinations of these 11 factors, that is, over 2050 possible circumstances relevant to byway maintenance and repair. It would not be possible to produce generic specifications for this number of situations. This simple analysis supports the assertions of Rights of Way Officers, that byway maintenance and repair need to be considered on a case by case basis.

## Conclusions

There is evidence to support the viewpoints of Rights of Way Officers managing byways that:

- Conflict between users is minimal.
- Funding is a significant constraint on byways maintenance and repair.
- Byway maintenance and repair need to be considered on a site by site basis.



A sunken byway where nicks in the verge have been added to remove water where it has a tendency to pond

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For more information on the Countryside Agency's Rights of Way Improvement Plan Demonstration Programme go to: <http://www.prowgpg.org.uk/gpg/demo.asp>

# *Water Skiing on the Norfolk and Suffolk Broads*

*John Millard, Broads Authority*



## **The History**

The Broads Rivers have been an important venue for waterskiing since the early days of the sport's development. Water skiing was taking place on the Broads as long ago as 1951 when the British Water Ski Federation was formed. There was considerable increase in the activity during the fifties and sixties.

Water skiing gained in popularity and it was the view of the British Water Ski Federation that by the 1970s the Broads had become possibly the most important centre for recreational water skiing in the eastern region of England. As on Lake Windermere in the northwest, many skiers in the eastern region were given their introduction to the sport on the Broads rivers. Up to this time, access to the sport was largely without restriction in the Norfolk and Suffolk Broads.

1977 saw the formation of the first water ski club in the area, the Great Yarmouth and District Ski Club. Speed

limit byelaws to control the activity were introduced by the Great Yarmouth Port and Haven Commissioners in 1978. These had the effect of limiting the times when water skiing was permitted and restricting it to ten allocated zones, five on the River Waveney and five on the River Yare.

These restrictions were reluctantly accepted by the water skiers, who considered that time zoning had the effect of concentrating the activity and therefore increasing the potential for conflict with other river users.

The eighties and nineties continued to see an increase in water skiing activity. The formation in 1992, by the Broads Authority, of the Yare Users' Association, was seen to be an important contribution to the management of water skiing on the Broads rivers with the important role of bringing river users together.



In 1993, the Draft Broads Plan set out the Broads Authority's Strategy and Management Plan for the Norfolk and Suffolk Broads. The result of many years of consultation, the plan set out a vision for the Broads area and explained how, through a series of aims and policies, the Broads Authority intended to achieve that vision.

Policy 70 of the Draft Broads Plan stated "*The Broads Authority views water skiing as an inappropriate use of the Broads and will actively seek alternative venues in the vicinity with a view to removing the sport from the Broads in the near future*" (No Easy Answers, 1993 Policy 70).

The proposed policy on water skiing provoked widespread response and comment, notably from the water skiers themselves.

Water ski representatives attended all public meetings held as part of the Draft Broads Plan public consultation. As a result of the strength of feeling evident from the debate, two special meetings were arranged between the water ski representatives and the Authority's management team to discuss policy and to take representations from the water skiers.

One of these representations took the form of a document entitled *The Future of Water Skiing on the Norfolk Broads* (December 1993) drawn up on behalf of the British Water Skiing Federation in association with five local water ski clubs. This document contained a number of proposals for the further control of waterskiing on the Norfolk and Suffolk Broads, presented by the water skiers themselves.

And so it went on with the water skiers and the Broads Authority having many consultations until a solution was sorted out in 2003.

### **Water Skiing Today**

Although heavily regulated, the Water Skiers still have the use of the original ten ski runs and are able to pursue their sport at the times stated in the byelaws.



The Eastern Rivers Water Ski Club (ERWSC) is now the only recognised club on the Broads. This club was created through an amalgamation of the existing clubs. They continually strive to maintain the management measures which have been implemented since 2003.

These management measures are as follows:

- Must be members of Eastern Rivers Ski Club;
- Adhere to byelaws laid down in the 'Speed Limit Byelaws';
- Boat Drivers must have British Water Ski, Ski Boat Drivers Award;
- Compulsory third party insurance.

**WATER SKI AREA USAGE 2004/05**

<b>LOCATION</b>	<b>AMOUNT OF VISITS</b>	<b>AVERAGE LENGTH OF VISIT IN HOURS</b>
Y1 BRAMERTON	72	3.75
Y2 STRUMPSHAW (Train Reach)	112	2.64
Y3 BEAUCHAMP ARMS (Cantley)	53	3.25
Y4 HARDLEY	0	0
Y5 REEDHAM	1	6
W1 OULTON DYKE	65	2.1
W2 SOMERLEYTON	56	4
W3 HERRINGFLEET	0	0
W4 DOWNSTREAM OF ST OLAVES	0	0
W5 UPSTREAM OF BURGH CASTLE (Langley Marshes)	1	2

Data taken from 33 logbooks received

Average visits per boat = 10.9 visits  
 Average time on water = 3.07 hours  
 Total Visits = 360

**MONTHLY BREAKDOWN**

<b>MONTH</b>	<b>TOTAL</b>
January	0
February	0
March	1
April	23
May	60
June	64
July	73
August	86
September	43
October	6
November	3
December	1

**Preferred time to ski = 1700hrs - 2000hrs**

The data collected for the table comes from the water ski logbooks that we have received from skiers renewing their Light Sport Vessel license. These log books should be filled in by the skier each time they go out to enjoy their sport. The information required is start and finish times as well as the run they have been skiing. The log books have to be carried when skiing so as they can prove to any authority they are a bona fida skier.

The busiest time in 2004 for skiing was during the month of August (also the warmest month in 2004). The area most skied was Y2 Strumpshaw (Train

Reach) the reason being it is one of the more accessible points for launching boats from a trailer. However it is also one of the more contentious areas as it is alongside an RSPB reserve. One ski run (W2 Somerleyton) was visited by the same boat which went into the area 56 times between the months of May and August!

The total number of water ski permits issued for 2004 was 90. So far for 2005 the figure is 57 (3<sup>rd</sup> June 2005), however it is anticipated this figure will reach the same as last year, if not more.

## The Future

The review of Water Skiing on the Broads will take place in 2006. Over the next few months we will be looking at the objective criteria for the runs such as suitability of the runs regarding the available width, nature of river bank, proximity to hazards, traffic density at certain times, etc. The Broads Authority will continue to consult and work closely with the water skiers and all the interested stakeholders.

An article in the 2005 Brundall Motor Yacht Club (BMYC) yearbook encapsulates how two opposite sports can work together so both have the joys of the Broads to enjoy. With kind permission of Mr Steve Hess (Commodore BMYC) it is reproduced here;

*“Following a fright a few years ago, when the Broads Authority were thinking of banning skiing on the Broads, the skiers in the area formed a club and took on the challenge. Now, skiing is enjoyed by a large number of participants all across the Broads system. It is acknowledged that the behaviour of skiers is a large factor in the continuance of the sport, and it is equally acknowledged that the vast majority of skiers are responsible in their attitude to their sport. They are now very tightly controlled, and largely self-policing, most skiers not wanting further problems caused by the one or two ‘cowboys’ who permeate all sports, including ours.*

*You can assist the ski club by reporting bad behaviour to the River Controller at Carrow Bridge. Indeed, you should report all instances of dangerous helming and bad behaviour by any boat.*

*Please don't get upset should you be in a ski zone during permitted hours and find yourself rocked about by ski boats. **Remember, they are only allowed certain areas at certain times. Let them enjoy their hobby as we enjoy ours. If you do not like the wash, then avoid the areas during the ski times”***

The article continues to explain the times of permitted waterskiing.

*“These times have been set so there is minimal*

*conflict between user groups but as the Broads system is open to navigation 24 hours a day there is the occasionally conflict, which usually is sorted out then and there. The Broads Authority has a monitoring system called ‘Messages’ that is controlled via our Carrow Bridge controllers. Any complaint is handled through this system, and so far this year there have been no complaints about water skiers.”*



### References:

All photographs are credited to Julian Barnewell, Chairman ERWSC.

Water Ski Working Group (1997) Assessment of the Impact of Water Skiing on the Broads/Broads Authority

### Useful Websites

[www.broads-authority.gov.uk](http://www.broads-authority.gov.uk)

[www.easternriversskiclub.co.uk](http://www.easternriversskiclub.co.uk)

### Contact Details:

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Waterways Strategy Officer  
Broads Authority  
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Norwich  
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Tel 01603 756059

Email: [John.Millard@broads-authority.gov.uk](mailto:John.Millard@broads-authority.gov.uk)

# ***COUNTRYSIDE RECREATION NETWORK HEALTH REPORT NOW AVAILABLE***

## ***A Countryside for Health and Wellbeing***

**the physical and mental benefits of green exercise**

Authors: Jules Pretty, Murray Griffin, Jo Peacock, Rachel Hine, Martin Sellens and Nigel South

Department of Biological Sciences and Department of Health and Human Sciences, University of Essex, Colchester



The Countryside Recreation Network commissioned Jules Pretty and his team, at the University of Essex, to provide evidence that countryside and greenspace is good for you. The commissioned research had three principal components:

- to undertake a systematic review of the evidence linking recreation in greenspace and the countryside to health and well being
- to provide a snapshot of current practical initiatives based on countryside recreation, illustrating their scope and scale and identifying any gaps
- to provide advice on the policy implications of investment in 'green exercise'

### **Methodology**

In the report just published, the University of Essex has reviewed existing green exercise studies in the UK on the effects of the view from the window, on Walking for Health Initiatives, and Green Gyms (conservation activities for health). Further research was also undertaken on the effects of active participation in countryside recreation. To do this, the researchers conducted a quantitative analysis of the effects of ten countryside activities in England, Scotland, Northern Ireland and Wales on the health of 263 people. The range of projects incorporated both group activities (such as the health walks) and solo activities. This enabled an examination of whether the health benefits of green exercise were affected by a variation in social capital context.

The data from people taking part in the ten green exercise case studies was obtained in the field by means of a composite questionnaire, which was administered both before and after the activity. The questionnaire was designed to fit all scenarios including different levels of activity and engagement and contained questions relating to basic data, physical health, mental health and physical activity. It also included an opportunity to gather qualitative narratives. Components of the questionnaire consisted of standardised and widely used formats (Euroqol EQ-5D, Rosenberg Self-Esteem Scale, Profile of Mood States test), together with additional questions particular to this research.

### **Policy Implications from the Research**

The research shows that outdoor activity – ‘Green Exercise’ – has benefits for social and mental wellbeing in addition to the benefits of exercise. It is one of just a few studies that explore these benefits. Do we, therefore, need more studies to support policy development?

The case linking green exercise and health seems to be strong enough to move on from addressing the fundamental question of whether there are any benefits to looking now at how we maximise them. There are two dimensions to this. Firstly, there is a strong case to manage green spaces – the physical resource – to deliver health benefits as effectively as possible. Secondly, to make these benefits as widely available as possible. The two are closely linked.

Managing the resource, whether it is open countryside or an urban park, will require an understanding of the subjectively determined needs of the intended beneficiaries. It requires an expertise in design and in qualitative research and, as there are many parties who are interested in this area and able to make a positive contribution, there is a need to be willing to work in partnerships.

Who should benefit? Len Almond, Director of the BHF National Centre for Physical Activity and Health speaking at the conference where the research was

presented was quite clear on this. He suggested that the immediate target for our attention should be people who live a sedentary lifestyle but are, or have been, infrequent participants in green exercise. People who do not get outdoors at all should not be overlooked, but encouraging them is a long-term project and will not deliver the quick wins the Government is looking for in delivering on physical activity targets.

We know that poor health and disadvantage go hand in hand. Recent research in Scotland indicates that childhood experience is important, that people who participated in green exercise as children are more likely to do so as adults. Also, we do not want to lose the opportunity of maintaining or increasing the levels of participation by those who are already engaged.

The case studies on which the research was centred illustrate the benefits and practical aspects of delivering them. They represent a sample of the projects and activities that are being developed throughout the UK. To learn from projects like these there is a need for effective evaluative frameworks, and evaluation that is built into the projects rather than added retrospectively.

Resources are scarce so a strategic approach is required. This implies a shared vision across all the organisations involved and perhaps some kind of co-ordinating function to deliver a joined up approach, avoid duplication and unnecessary competition. There is a need to tailor the approach to suit the social mix in any location, implying a pragmatic and flexible approach that reflects local circumstances.

**The full report is available from the Countryside Recreation Network, priced £20.**

*To order your copy, please contact Katherine Powell on 0114 225 4653/4494 or by post Countryside Recreation Network, Sheffield Hallam University, Unit 7, Sheffield Science Park, Howard Street, Sheffield, S1 2LX or by email [k.j.powell@shu.ac.uk](mailto:k.j.powell@shu.ac.uk)*

## NEWS AND VIEWS

### BRITISH WATERWAYS

#### UPGRADES AND IMPROVEMENTS ON THE TOWPATHS BETWEEN PRESTON AND COTTAM ON THE LANCASTER CANAL

British Waterways has completed the upgrades and improvement works of two-miles of towpaths from Preston to Cottam on the Lancaster Canal.

Working in partnership with Lancashire County Council and Sustrans, who funded the £210, 000 improvements, construction works started on 10 January 2005 and finished recently.

Upgrades to the existing towpath included the installation of ramps for disabled access, fencing and drainage works, general upkeeping and improving the overall safety and enjoyment for customers.

Additional works incorporated the upgrade of an existing footpath to Hollins Grove and repairs to 100 metres of defective wash walls.

The improvements to the towpath have been greatly received by the local community, with families, cyclists and walkers now enjoying the benefits.

Further enhancements to towpaths on the Lancaster Canal include; Crag bank to Carnforth, which is still ongoing and we are currently in consultation with Lancaster City Council to improve the towpath between Query Lane and Hamilton Hall Bridge in Lancaster.

British Waterways, which successfully manages 2,000 miles of inland waterway in England, Scotland and Wales, awarded the contract to Lancaster-based Askam Construction Ltd, who has previously carried out improvement works on the canal.

Gerry McEvoy, project engineer, from British

Waterways said: *"The upgrade to the towpath between Preston and Cottam has made a real difference for the community, improving access for walkers, cyclists and anglers."*

Alasdair Simpson, Senior Cycling Officer, Lancashire County Council added: *"It's great that the canal towpath improvements are complete. It is now much more enjoyable to walk and cycle on the canal. You don't have to look for the puddles all the time, wear Wellingtons or clean your bike afterwards. You can even walk along the towpath in sandals now, or cycle along it on your shopping bicycle. The towpath also links to the Ribble Link Canal. It is a great way of walking or cycling into town and getting exercise to keep fit and healthy. Bike Week starts from the 11th June, perhaps we will see people cycling to work along the canal, or going to the University Sports Centre"*

For more information contact Helen Whittaker, PR & Communications Officer on 01925 847888

### THE BLACK ENVIRONMENT NETWORK

#### 'ETHNIC COMMUNITIES AND GREENSPACES' - NEW GUIDANCE FOR GREENSPACE MANAGERS AVAILABLE

The Black Environment Network (BEN) has published new guidance for greenspace managers working with ethnic communities, The publication covers topics which include consultation, education for biodiversity, increasing physical activity and promoting health and well-being, issues of conflict, safety and anti-social behaviour, supporting representation within decision making structures, terminology and translation.

The guide also contains a CD Rom with examples of good practice, summaries of focus groups and

workshops and an introduction to the views of ethnic communities on green space.

*Greenspace Scotland is supporting the dissemination of the guide and copies are available at a cost of £7.00 by contacting Joy Nelson by email: [joy.nelson@greenspacescotland.org.uk](mailto:joy.nelson@greenspacescotland.org.uk) or tel: 01786 465934.*

## **COUNTRYSIDE ACCESS AND ACTIVITIES NETWORK (NORTHERN IRELAND)**

### **FIRST CANOE TRAIL AND WEBSITE LAUNCHED**

Northern Ireland's first canoe trail was officially launched in May. The 50km 'Lough Erne' canoe trail is the first of four which the Countryside Access and Activities Network is working to develop over the next two years. The trail is concentrated around Upper and Lower Lough Erne in Co Fermanagh, but it is also possible to extend the paddle using the Shannon Erne Waterway all the way to Co Limerick.

Lower Lough Erne and its rugged shoreline provide a vast expanse of open water for the more experienced paddler whilst the Upper Lough with its maze of bays, narrow channels of slow flowing water and innumerable islands and peninsulas is perfect for beginners and families.

On-shore interpretation panels along the shoreline provide canoeists with information on nearby facilities, safety, the environment and local history and wildlife. The trail is accompanied by a waterproof map guide that gives information on camp sites, hire outfitters, canoe providers etc. An interactive map of the trail can also be viewed under the 'canoe trails' section on the new web site [www.nicanoeing.com](http://www.nicanoeing.com).

*For further details, or to purchase the trail guide please contact the Countryside Access and Activities Network on 028 90 303931*

## **COUNTRYSIDE AGENCY**

### **WALKERS BENEFIT FROM NEW PLACES TO WALK WITH THE ROLL OUT OF OPEN ACCESS**

The rolling programme, which sees new rights of public access throughout parts of England and Wales by the end of the year, is opening up a myriad of new walking opportunities to walkers. Under the Countryside Rights of Way Act 2000 (CROW), the public can now walk freely on mapped areas of mountain, moor, heath, down and registered common land, subject to some common sense restrictions.

The South East was the first English region to benefit when it came on-line last September. Since then, a further four English regions have been added, the North West, Central Southern England and the North East, as well as parts of Wales. The new rights will start in the South West of England on 28 August with the West and East regions completing the story when they come on-line by the end of this year.

*"When this process is complete, CROW will open an extra 750,000 hectares of new access land for the public to enjoy, equivalent to five per cent of the total land in England," says Amanda Earnshaw, senior countryside advisor with The Countryside Agency, the Government agency responsible for orchestrating the programme. "This provides a fantastic opportunity for people to explore new areas, some of which may never have been open for general access before. New OS Explorer maps show the new access land and maps on the Countryside Access website also have this information and show where there may be restrictions on where people can walk."*

The new rights also mean there are now special rules for people walking their dogs and a new Countryside Code was launched last year to get these messages across to the public.

Those looking to take advantage of areas where access may previously have been denied should try one of the following:

Northumberland – A circular route in the Cheviots starting at Alwinton village, skirting the western edge of Kidland Forest before heading through the trees to take in the views from Yarnspath and Bloodybush Edge.

Cumbria – Explore the Cumbrian Limestone Pavement. Starting at Orton, head towards Orton Scar, extending your walk to take in Gaythorpe Plain, Great Asby Scar and Asby Winderwath Common as desired.

Sussex – Park at Springhead Hill in the South Downs and walk west along Rackham Hill for spectacular views of West Sussex.

Lancashire – Explore the Forest of Bowland, an ancient royal hunting reserve. From Little Crag car park, take in the forest while climbing Mallowdale Pike for views to Morecambe Bay and the southern Lakes.

Although the new right allows area wide access, at certain times restrictions may apply for land management, conservation or safety reasons.

*Detailed information on this and on the Countryside Code can be found on the Countryside Access web site at [www.countrysideaccess.gov.uk](http://www.countrysideaccess.gov.uk). Further walking routes and other useful information can be obtained from the Ramblers Association at [www.ramblers.org.uk](http://www.ramblers.org.uk)*

## ENVIRONMENT AGENCY

### NATIONAL FISHING WEEK

Once again the Environment Agency is actively supporting National Fishing Week. This year it takes place from 20 August and it is hoped will build on the success of last year's 130 registered events. Much of the success of last years National Fishing Week can be attributed to the significant radio and television advertising campaign which reached more than 10 million people, primarily non-anglers.

Monitor [www.nationalfishingweek.co.uk](http://www.nationalfishingweek.co.uk) for developments.

### ACCESS TO WATER PROJECTS

*In 2004 the Environment Agency was tasked with delivering canoe access agreements on the four rivers identified as part of a Countryside Agency feasibility study. The study was established to assess increasing access to water for canoeists. Verbal agreements have been secured for sections of the rivers Mersey and Waveney in March 2005 and these should be in operation by the end of 2005. Negotiations will soon be taking place to secure access agreements for sections of the rivers Wear and Teme and it is hoped these will be finalised by end of March 2006. This initiative has pioneered the evaluation and application of Section 16 of the Countryside and Rights of Way Act in providing higher rights of access for unpowered watercraft. The first of a number of dedications under CROW was signed by a private landowner on the Mersey in May 2005.*

Contact Roger Goulding by email:

[roger.goulding@environment-agency.gov.uk](mailto:roger.goulding@environment-agency.gov.uk)

### CONSERVATION, ACCESS AND RECREATION REPORT

The Environment Agency's 'Conservation, Access and Recreation (CAR) Report' for 2004/5 is now complete. The Report gives a snapshot of our activities in relation to conservation, access and recreation across England and Wales. It includes information on the many projects that we have carried out together with wider information on our activities throughout each year. Reports from previous years are also available and are packed with projects with information on canoeing, fishing, cycling, walking, conservation, archaeology, heritage, education and recreational facilities for disabled people. This year we have more than doubled the number of projects we are reporting to 139.

*The report can be found on our web site at [www.environment-agency.gov.uk/carreport](http://www.environment-agency.gov.uk/carreport).*



## THE FOOTPATH TRUST

### STAC POLLAIDH PATH IMPROVEMENTS ENHANCE VISITOR EXPERIENCE

Additional path improvements have been completed on the circular and summit ridge paths on the popular mountain of Stac Pollaidh in Wester Ross.

Stac Pollaidh is famous for being the small mountain that looks big. At less than 700 metres it offers spectacular views of the Assynt-Coigach National Scenic Area, which features a range of natural habitats from coastal islands and coastline to alpine mountain tops. Black-throated divers, otters and golden eagles are among the wildlife that frequent the area.

The combination of easy access and an experience more rewarding than many Munros, makes Stac Pollaidh a prime attraction for more than 30,000 walkers each year. In the past this has taken its toll on the hill, causing serious erosion and rendering some stretches of footpaths dangerous. To address this, paths were upgraded in 1999/2000 with the construction of a circular path to provide walkers with a safer and equally rewarding route round the shoulder of the hill to the summit.

This has now been enhanced by further pathwork to protect the hill's fragile vegetation and to provide a path line that can be maintained for many years to come. The works have also stabilised serious erosion areas on the north side of the hill as well as enhancing the overall safety of the path.

The additional work has been carried out for The Footpath Trust by Upland Contracts, with the agreement and co-operation from the landowner. Funding has come from the Heritage Lottery Fund, with supplementary grant-aid to the Trust from Scottish Natural Heritage and Ross and Cromarty Enterprise.

A ten-year maintenance contract has been put in place to ensure that the investment by the funders and

voluntary contributions is safeguarded for the benefit of the path, the mountain and its users.

Iain Muir, a Director of The Footpath Trust who lives in nearby Achiltibuie, said: *"Stac Pollaidh is an instantly recognisable feature of the Wester Ross landscape. The footpath to the summit is one of the most heavily used paths in Scotland, attracting thousands every year, including many local residents. Any digression by walkers onto the slow-growing and fragile habitats can cause, and indeed has caused, serious erosion problems, which is why work was carried out a few years ago. There is now clear evidence of the vegetation regenerating since these original pathworks were done, and the unsightly scree damage has almost recovered. These more recent improvements will continue to build on that recovery."*

Commenting from the Heritage Lottery Fund, Colin McLean, Manager for Scotland, said: *"We are delighted to see this work completed on one of Scotland's most popular mountains. It means that people can really enjoy what the great outdoors has to offer, safe in the knowledge that they are not causing damage to the mountains. Scotland has a spectacular natural heritage and thanks to the continued help of lottery players, the Heritage Lottery Fund is able to help protect it for future generations."*

*For further information please contact Julian Bishop, The Footpath Trust, c/o Scottish Natural Heritage 9 Culduthel Road, Inverness IV2 4AG  
Tel: 01463 723104*

## FOREST RESEARCH

### PUBLICATIONS

**A sort of magical place: people's experiences of woodlands in northwest and southeast England**  
**Liz O'Brien, 2004**

This publication brings together research exploring the ways in which people value trees and woodlands in both urban and rural areas of England. Focus group

discussions help to provide a detailed understanding of how different groups of people talk about woodlands and what they mean to them. Key themes of the work revolve around well-being, conflict and confusion, personal and community identity, education and learning, and management.

### **Consultation and community involvement in forest planning: research in Cranborne Chase and North Dorset**

**Paul Tabbush, 2005**

This publication is based on research that describes and evaluates the participatory process developed in the New Forest, which was then followed in action at Cranbourne Chase and North Dorset Forest District. The participatory process included two stages: (1) The Forest Design Plan Forum and (2) Community engagement. Interviews and discussion groups were held to gain an understanding of how the processes worked.

### **Trees and their impact on the emotional well-being of local residents on two inner London social housing estates**

**Liz O'Brien, 2005**

This report for Peabody Trust, Trees for Cities and the Forestry Commission explores the views of residents on two social housing estates in Lambeth, south London. Attitudes to the local wood, Peabody Hill Wood, were gained through a questionnaire and focus groups. The work also describes a community woodland clearance and tree planting day organised by Trees for Cities.

*For copies of: 'Consultation and community involvement' (£6) and 'A sort of magical place' (£10) please contact Jenny Claridge, Forest Research ([jenny.claridge@forestry.gsi.gov.uk](mailto:jenny.claridge@forestry.gsi.gov.uk)) or visit the Social Research Group website for pdf copies: <http://www.forestresearch.gov.uk/peopleandtrees>*

*Visit <http://www.forestresearch.gov.uk/website/forestresearch.nsf/ByUnique/INFD-6C8GNH> for a pdf copy of the research undertaken in London.*

## **FORESTRY COMMISSION**

### **400,000 PROJECT UNVEILED TO MAKE BIKING IN DALBY THE 'WHEEL DEAL'**

The green light has been given for the creation in Dalby Forest of England's most extensive network of purpose-built and sustainable mountain bike trails.

The Forestry Commission, working with SingletrAction, an independent local riders' organisation, has announced a £400,000 plan to create 50 kilometres of new routes in the 8600-acre wood, near Pickering, North Yorkshire.

Construction work will start in July and is due for completion by December 2007.

Backing for the project has come from the European Union's Objective 2 funding programme, which is providing more than £140,000 for the scheme. The Forestry Commission will contribute £200,000, with the remainder coming from private sponsorship.

Alan Eves, Forest District Manager, said:

*"The creation of an all-weather and sustainable network is a central part of our vision for Dalby. Mountain biking is one of the nation's fastest growing pastimes, and these new facilities will be a massive tourist draw for people of all ages and abilities. That will mean a boost to the local economy. We have already worked up detailed plans and done a full environmental assessment to make sure the trails avoid sensitive conservation areas. This project is one of the most significant developments in Dalby in recent years. It could scarcely be better timed, with our Active Woods healthy living campaign pushing hard to encourage more people to take exercise in our woods and forests."*

Current bike routes in Dalby use pre-existing trails, re-designated for off-roading. Since 1997 these have been colour coded, denoting their degree of difficulty, in a scheme that has spread to other UK forests. But the routes have become increasingly difficult to maintain and can become very muddy in wet weather.

*"To some extent they have become a victim of their own success," explains Adrian Carter of Pace Cycles, Kirkbymoorside, who helped design the new trails. "What's really needed is a completely new network, using natural materials to armour the track against wear, and using the flow of the terrain and natural features to create a riding experience unique to Dalby."*

The network has been designed in the shape of a clover leaf, allowing the route to be tackled in four sections and giving bikers flexibility to plan their rides. A fifth segment may be built if additional sponsorship can be secured.

Preparatory work has already begun. A 30-metre corridor each side of the route is being thinned of trees so its exact path can be optimised. This will also help in maintenance and ensure timber harvesting steers clear.

Lee Owen-Stanford of SingletrAction, which has more than 50 members as far afield as Leeds, Scarborough and Guisborough, said:

*"This is terrific news for mountain bikers everywhere. Since we set up SingletrAction in 2003 we have worked with the Forestry Commission to improve facilities in North Yorkshire. But the chance to help create a new, purpose-built route is the ultimate for all off-roaders. This project will put Dalby on the map and allow it to compete with the world-class routes created in Scotland and Wales."*

Last year the Forestry Commission unveiled ambitious plans for Dalby Forest. With support from Europe, Yorkshire Forward and Ryedale Council, an £860,000 "Courtyard" project to create craft units, a resource centre, office space and a bike hire outlet around the existing visitor centre, is nearing completion. A decision is also expected soon on a proposed £2.5 million visitor centre to be built half a mile from the present facility. The third element in the "Dalby Vision" was the creation of some of western Europe's best mountain bike trails. That dream has now turned into a reality with today's announcement.

*For further information please contact: Alan Eves, Forest District Manager, North York Moors Forest District, Outgang Road, Pickering, North Yorkshire, YO18 7EL. Alternatively telephone: 01751 472771 or email: [alan.eves@forestry.gsi.gov.uk](mailto:alan.eves@forestry.gsi.gov.uk)*

## FORESTRY COMMISSION ENGLAND

### MINISTER LAUNCHES MAJOR NEW POLICY FOR ENGLAND'S ANCIENT AND NATIVE WOODLAND

Ambitious programme to improve and restore native woodland over next 20 years

Forestry Minister, Jim Knight MP, and Lord Clark, Chairman of the Forestry Commission, will launch "*keepers of time: a statement of policy for England's ancient and native woodland*" at a press conference to be held in Haslemere, Surrey today (Wednesday 29 June 05). The new policy represents a radical change in emphasis for forestry in England, placing ancient and native woodland at the heart of forestry policy.

The delivery of the new policy will involve, amongst other initiatives, a major programme of tree felling and thinning in those ancient woodlands converted to plantations in the last century. This will see millions of conifers and non-native species of trees gradually removed from the English landscape over the next 20 years or so, to be replaced with native species, such as oak, ash and beech, which will be allowed to naturally seed and regenerate.

Threats faced by England's ancient and native woodland include shading from planted conifers, overgrazing by deer and livestock, competition from introduced 'alien' species, pollution from agriculture, the effects of climate change, loss to development, poor management and neglect. England's native woodland is especially vulnerable to these threats because those woods that remain are often small and fragmented.

Under the new policy, these threats will be addressed as a matter of priority and urgency with the aim of reversing the decline of ancient and native woodland and improving its value for wildlife. It will also involve more new native woodland being created, especially where it can buffer or link the many small fragments of woodland that are spread throughout the country.

England's ancient and native woods provide renewable resources and employment opportunities, contribute to flood management and the regulation of air and water quality, contain a wealth of historic features and important wildlife, act as places for recreation and education, and provide tranquillity and inspiration as retreats from modern life.

Jim Knight MP, Minister for Forestry, said: *"England's diverse and beautiful landscapes are justly famous the world over. Our ancient woods are quintessential features of these much loved landscapes, irreplaceable, living historic monuments, which inspire us and provide us with a sense of place and history. This policy statement rightly celebrates the importance of our ancient and native woodlands and set outs the mechanisms by which they can be conserved and enhanced over the coming years."*

Lord Clark, Chairman of the Forestry Commission, said: *"It is now time to significantly raise the profile and importance of ancient woodland by placing it at the heart of our policies on woodlands and forestry. Our ancient and semi-natural woodlands are the jewels in the crown of English forestry, and protecting and enhancing them will now be a high priority. Since the 1980's, our understanding of woodland has increased, new issues have arisen and many of the pressures on the resource have changed. The successful implementation of this policy will depend on developing new approaches and working in partnership with private owners and other key partners and stakeholders."*

Simon Pryor, Environment & Conservation Advisor with Forestry Commission England said: *"This policy comprises a comprehensive set of objectives, but there are three critical ones... firstly, preventing any*

*further decline in our ancient woods by addressing the threats that they face, secondly, restoring the majority of the conifer plantations established on ancient sites back to native woodland, and thirdly, creating more native woodland and other associated habitats, where they will complement and buffer the surviving remnants of ancient woodland."*

Dr Pryor continued: *"England's woods are complex and vibrant ecosystems. Once we get them in good ecological condition, they are robust and adaptable. This policy therefore includes commitments to foster enterprise in such woodland, such as producing hardwood timber, and to increase the area of woodland that is open for the public to visit and enjoy."*

England has a total area of woodland of 1.1 million hectares, of which ancient woodland covers 340,000 hectares (30%). Of this, 140,000 hectares was converted to plantations during the Twentieth Century. The Forestry Commission intends to lead the way in implementing the new policy. It has 53,000 hectares of ancient woodland on its estate.

Rod Leslie, Chief Executive of Forest Enterprise, which manages the Forestry Commission estate, said: *"Most of our plantations on ancient sites will, through careful and gradual improvement, be restored to rich, semi-natural woodland. Often it is only a 'light touch' that is required to remove or reduce a cause of decline or gradually improve their ecological quality. There is an urgency to begin the process, to turn the tide, but there is no rush to finish; indeed, the wildlife found surviving in these woods, and the visitors to them, will both prefer gradual change."*

To discuss the new policy statement, action plan and other forestry matters, contact:

Simon Pryor, Forestry Commission by email: [simon.pryor@forestry.gsi.gov.uk](mailto:simon.pryor@forestry.gsi.gov.uk) or alternatively contact Jonathan Hughes, Forestry Commission: by email: [jonathan.hughes@forestry.gsi.gov.uk](mailto:jonathan.hughes@forestry.gsi.gov.uk)

Further information, and copies of the "keepers of time: a statement of policy for England's ancient and

*native woodland" document and action plan are available in electronic PDF (Adobe Acrobat) format from the media contacts shown above, or the Forestry Commission website at: [www.forestry.gov.uk/england](http://www.forestry.gov.uk/england)*

## THE HERITAGE COUNCIL

### WATER HERITAGE DAY - 10 SEPTEMBER 2005

Following on from the enthusiastic take up of Water Heritage Day last year, the Heritage Council has decided to promote Saturday 10 September 2005 as Water Heritage Day. The purpose is to raise awareness and highlight the importance of water as part of our heritage to the general public. This will be achieved by hosting events in each county that focus on the heritage aspects of water. All aspects of water will be celebrated from its importance in providing wildlife and aquatic habitats, to folklore, industrial heritage and archaeology. We also hope to hold a series of Secchi Disk tests on 10th September, in lakes and canals throughout the country.

The success of this day is dependent on participation by interested groups and individuals and the Heritage Council would be delighted if your organisation could join in this day by hosting an event or activity relating to any aspect of water heritage. The Heritage Council will offer support in the following ways: publicity for events through its website; national and local press coverage; posters on water heritage day; leaflets on water; and Secchi disks - a simple device that estimates the amount of light penetration into a lake. Events can take place any day during Heritage Week, 4th – 11th September inclusively.

*For further details about this initiative please contact: Amanda Ryan at the Heritage Council [amanda@heritagecouncil.com](mailto:amanda@heritagecouncil.com) or Tel: 056 7770777*

## MOORS FOR THE FUTURE

### MOORS PROJECT IS COUNTING ON YOU

The second phase of visitor surveys that will contribute to the vital work of the Moors for the Future

partnership - one of the country's largest conservation projects - is now underway at access points to the moorlands of the Peak District.

Catherine Flitcroft, Moors for the Future Research Manager, explained: *"This unique visitor survey will record the nature of the public's visit to the moors and their awareness of a range of management issues. This valuable information will help advise on the best ways to communicate with visitors and to help protect moorland habitats and wildlife into the future."*

Fourteen key access points across the moorland areas have been identified as ideal locations to gather the information (see table in notes to editors). The survey consists of a small face to face questionnaire and a more detailed post back questionnaire for which there are £50 prize draw incentives on offer.

The first phase of surveys took place in 2004 and these will be repeated at 3 times this year beginning with a survey during the 'peak' season on Saturday 23rd July, Sunday 24th July and mid week on Wednesday 27th July. In total over 20 surveyors will be employed to carry out the surveys, who have had training by the National Park Authority and Moors for the Future in carrying out surveys and approaching the public.

Further surveys are planned in September and December 2005 to catch visitors at different periods of the year. The results of all of the surveys over the past 2 years will form part of a large report into visitor recreation use of the Moorland areas and visitor attitude towards the problems and positives experienced across the Moorlands. The latter in particular, will help inform the Moors for the Future team as to the types of visitor information that could be improved.

*For more information about the 2005 Visitor Surveys contact the Research Manager, Catherine Flitcroft, by email: [catherine.flitcroft@peakdistrict.gov.uk](mailto:catherine.flitcroft@peakdistrict.gov.uk) or visit our website [www.moorsforthefuture.org.uk](http://www.moorsforthefuture.org.uk) for regular updates*

## NORTHWOODS

### WILDFIRE 2005

Now in its second year, Wildfire focuses on sharing good practice and techniques for the prevention, fighting and management of wild land fires in the UK. Organised by Northwoods, the North East's woodland initiative, with the support of Army Training Estate Otterburn and Forestry Commission England, Wildfire 2005 was hailed by delegates as a resounding success.

Over 100 people from the length and breadth of the UK joined Northwoods on 11 and 12 May for two days of seminars, demonstration burns and lively debate on the practicalities of fighting wild land and forest fires, the plans and policies needed at local and national levels, and the steps that we in the UK should be taking if we are to be adequately prepared for the increasing number of wildfires that we're facing. Her Majesty's Chief Inspector of Fire Services for Scotland, Jeff Ord CBE, in his opening address to the conference, described the range of speakers as a "*who's who of the national and international wildfire fighting community*". Staff from a wide range of public bodies attended, including Forestry Commission, English Nature, Countryside Agency, Scottish Natural Heritage, a number of national parks and local authorities. Fire Services from across the UK were particularly well represented.

Delegates came to the Army Training Estates, Otterburn in Northumberland to hear an internationally renowned group of 15 speakers - all experts in their own particular field - covering unique aspects of wildfire prevention and management. Joining UK wildfire experts were two international speakers. From the US Forest Service, Branch Fire Chief Prevention, Lew Southard, presented a paper on the US Smokey Bear campaign, the longest running and most successful advertising campaign in history, and Marc Castellnou of the Catalanian Autonomous Regional Government provided an extremely informative presentation concerning wildfire fighting techniques and training – for both fire service personnel and land

managers. Speakers from the UK covered subjects such as planning for wildfires, using fire effectively as a management tool, wildfire behaviour and the establishment of fire groups in the UK.

In addition to the experts invited to speak at the event, ATE Otterburn provides a unique opportunity to demonstrate some of the specialist equipment available to fight wildfires on controlled burns. A wide range of equipment was on show – from specialist backpacks suitable for controlling moorland fires, through to helicopter mounted water buckets capable of tackling even the most extensive of forest fires. The live fires were all successfully extinguished, and delegates were able to assess the different pieces of equipment for their suitability in different circumstances.

Wildfire 2005 provided an opportunity for policy makers and fire service personnel to mix with land and forest managers and discuss the latest strategies and tactics employed to control wildfires. In addition to the information passed directly to delegates, this years Wildfire event has been used as a springboard to encourage the establishment of fire groups across the UK, and as an opportunity to review best practice, learning directly from international experts and UK specialists in Wildfire management.

A discussion forum, created to promote and encourage sharing of best practice and to continue to draw on the expertise of those present is now online at : [www.neforestry.info/phpBB2](http://www.neforestry.info/phpBB2), a review of the event is available at [www.northwoods.org.uk/wildfire](http://www.northwoods.org.uk/wildfire).

*For further information, please contact Neil, Ben or Jo, Northwoods, 1 Walby Hill, Rothbury, Northumberland, NE65 7NT. Tel:01669 621489, Fax: 01669 621454 or email [neil@northwoods.org.uk](mailto:neil@northwoods.org.uk)*

## OPENSOURCE RESEARCH CENTRE

### WAYFINDING: ASSESSING VISITOR NEEDS Workshops on the new VIEW toolkit

Visitors to countryside recreation sites require

information at all stages of the recreational journey, from deciding to make the trip to arriving and finding what they want at the site. Visitors need to know different things at different points in their journey; signage is important but it is expensive to install and maintain and may add visual clutter to the environment. The design and placement of signs should therefore be based on careful consideration of need in the context of overall wayfinding strategies. OPENspace announce a forthcoming series of workshops to demonstrate their practical, user-led approach to assessing visitor information and wayfinding needs using the VIEW toolkit developed from recent research carried out for the Forestry Commission and tested with Peak District National Park personnel.

*For further information and the timetable and venues for workshops to be held in September – November 2005, please contact: Anna Orme, OPENspace Research Centre Edinburgh College of Art. Tel 0131 221 6177, or email [a.orme@eca.ac.uk](mailto:a.orme@eca.ac.uk)*

## SCOTTISH NATURAL HERITAGE

### BEINN EIGHE VISITOR CENTRE REPORTS GOOD START TO THE SEASON

Almost two thousand people visited the Beinn Eighe National Nature Reserve visitor centre in Wester Ross last month, it's first full month since opening for the season. The figures, which compare favourably to previous years, have been collated by Scottish Natural Heritage (SNH), which owns the reserve and operates the centre.

For more than half a century Beinn Eighe has been a major visitor attraction to the area, contributing substantially to the local tourism economy. In 2002, the visitor centre, a former croft house near Loch Maree, underwent a major upgrading, and now includes the very latest in all abilities access. The range of accessible interpretation and trails at the centre has won awards for the outstanding way it informs and involves the public, particularly children and young people.

*For further information, please contact: Calum Macfarlane on 01463 723106 or Mairi Gillies on 01463 723134 at Scottish Natural Heritage Inverness,*

## SPORT ENGLAND

### BOOST FOR SAILING

HRH The Princess Royal, President of the Royal Yachting Association officially opened The Weymouth and Portland National Sailing Academy today, marked by a festival of sailing with over 100 boats, representing over 60 different sailing Classes.

Roger Draper, Chief Executive of Sport England, said: *“With the 2012 Olympic bid decision just around the corner, this new academy is a huge boost for our next generation of elite sailors.*

*“They now have a world class training base from which to achieve even greater success on the international stage. Sport England’s £3 million investment in this Academy will benefit not only those with Olympic potential but also those who want to get involved in sailing for the first time.”*

Weymouth and Portland National Sailing Academy has worked in partnership with Sport England, the Regional Development Agency and other partners to ensure the £7.85 million Academy provides a lasting sporting, social and economic legacy for the South West. The opening of The Weymouth and Portland National Sailing Academy represents an exciting new opportunity for people with disabilities who have never tried sailing before to get involved through a Sailability programme running at the Academy.

Projects like Sailability reflect Sport England’s commitment to increasing participation in sport by 1% per year and widening access to sport among excluded or hard-to-reach groups.

*For further information please contact Rosie Julian, Weymouth and Portland National Sailing Academy, Osprey Quay, Portland, Dorset, DT5 1SA, tel: 01305 866000 or email [admin@wpnsa.org.uk](mailto:admin@wpnsa.org.uk)*

## COUNTRYSIDE RECREATION NETWORK EVENTS

# 'Reasonable Access?'

Thursday 13th October 2005

The Priory Rooms, Birmingham

Happy Anniversary? One year on from the enforcement of Part III of the Disability Discrimination Act 1995, just what are you doing to involve disabled people in your recreational access improvements? Although 20% of the population have some form of impairment, disabled people continue to be under-represented as users of the outdoors – all of our countryside and greenspaces.

With no statutory standards to drive your work, how do you negotiate your way through the burgeoning number of guides? If you're stuck in the glare of questions such as, 'Should it be kissing gates or accessible parking?' and find yourself unclear what work you should and could do with and for disabled people...then this event aims to support you towards clearer ground.

The seminar is aimed at countryside and urban greenspace managers, local authority staff and landowners who are – and should be - interested in improving accessibility to their sites, routes and facilities, especially for and with disabled people. There will be 50 places available on this seminar.

**To receive further further information on this event please contact**

**Katherine Powell, Countryside Recreation Network Assistant**

**Email: [k.j.powell@shu.ac.uk](mailto:k.j.powell@shu.ac.uk) or Telephone: 0114 225 4653/4494**

## COUNTRYSIDE RECREATION JOURNAL

The Autumn/Winter journal will be based on the theme of  
*'Training and CPD'*

If you would like to submit an article or a news item for consideration by the Editorial Board, please email the document in word format to the Network Manager  
[m.bull@shu.ac.uk](mailto:m.bull@shu.ac.uk).

**Please note the following submission deadline dates:**

Articles to be submitted by 30 September 05.

News Items to be submitted by 14 October 05.



# Countryside Recreation and Training Events

## AUGUST 2005

**8-12 August 2005**

**Introducing Rights of Way**

(Losehill Hall)

Cost: £650 (£593 Voluntary Organisations)

**16 August 2005**

**Project Management**

(Environmental Trainers Network)

Venue: Durham

Cost: £105/£155 + VAT

**18 August 2005**

**Getting Local People Active and Involved**

(Environmental Trainers Network)

Venue: Manchester

Cost: £105/£155 + VAT

## SEPT 2005

**1 September 2005**

**Proving it Works - Methods of Evaluation**

(Environmental Trainers Network)

Venue: Swindon

Cost: £105/£155 + VAT

**7 September 2005**

**Organising Large Events**

Venue: Bristol

(Environmental Trainers Network)

Cost: £105/£155 + VAT

**12-14 September 2005**

**Surveying & Map Interpretation Skills**

(Losehill Hall)

Cost: £477 (£435 Voluntary Organisations)

**15 September 2005**

**Urban Parks - developing education & community use**

(Environmental Trainers Network)

Venue: Birmingham

Cost: £105/£155 + VAT

**14-16 September 2005**

**Project Management - A Practical Guide to Success**

(Losehill Hall)

Cost: £503 (£460 Voluntary Organisations)

**26-28 September 2005**

**Planning and Design for Visitor Access**

(Losehill Hall)

Cost: £527 (£481 Voluntary Organisations)

## OCT 2005

**10-12 October 2005**

**Countryside with Confidence**

(Losehill Hall)

Cost: £509 (£465 Voluntary Organisations)

**23-28 October 2005**

**Mountain Leader Award (Summer): Assessment**

(Field Studies Council)

Venue: Castle Head

Cost: Res £342 No-Res £257

**31 October - 2 November 2005**

**Access for All - Managing and delivering countryside access for people with disabilities**

(Plas Tan y Bwlch)

Venue: Snowdonia

Cost: £245

## Contact details for training/events organisers

**Environmental Trainers Network**

Tel: 0121 358 2155

[www.btcv.org/etn/](http://www.btcv.org/etn/)

**Field Studies Council**

Tel: 01743 852100

[www.field-studies-council.org](http://www.field-studies-council.org)

**Institute of Public Rights of Way (IPROW)**

Tel: 01439 788093

[www.iprow.co.uk](http://www.iprow.co.uk)

**Losehill Hall**

Tel: 01433 620 373

[www.losehill-training.org.uk](http://www.losehill-training.org.uk)

**Plas Tan y Bwlch**

Tel: 0871 8714004

[www.eryri-npa.co.uk/ptyb\\_base/e\\_800.html](http://www.eryri-npa.co.uk/ptyb_base/e_800.html)

**Institute of Ecology and Environment Management**

Tel: 01962 868626

[www.ieem.org.uk/Workshops.htm](http://www.ieem.org.uk/Workshops.htm)

**BTCV Training**

Tel: 01491 821600

[www.btcv.org](http://www.btcv.org)

# Countryside Recreation Network Publications List

	Price (incl.postage)	Tick
<b>REPORTS</b>		
A Countryside for Health and Wellbeing: The Physical and Mental Health Benefits of Green Exercise	£20	<input type="checkbox"/>
Social Exclusion in Countryside Leisure in the United Kingdom - the role of the countryside in addressing social exclusion (2001)	£10	<input type="checkbox"/>
<b>CONFERENCE PROCEEDINGS</b>		
Removing Barriers; Creating Opportunities: Social Inclusion in the Countryside (2001)	£15	<input type="checkbox"/>
Managing the Challenge of Access (2000)	£15	<input type="checkbox"/>
Is the Honeypot Overflowing? (1998)	£15	<input type="checkbox"/>
Making Access for All a Reality (1997)	£15	<input type="checkbox"/>
Today s Thinking for Tomorrow s Countryside (1995)	£15	<input type="checkbox"/>
Communities in their Countryside (1994)	£15	<input type="checkbox"/>
<b>WORKSHOP PROCEEDINGS</b>		
A Question of Respect; Conservation and Countryside Recreation (available August 05)	£12	<input type="checkbox"/>
Delivering a Countryside for Health and Wellbeing (2005)	£12	<input type="checkbox"/>
Visitor Safety in the Countryside (2005)	£12	<input type="checkbox"/>
'And Your Evidence Is?' Evaluation Frameworks (2004)	£12	<input type="checkbox"/>
Visitor Information and Wayfinding Needs (2004)	£12	<input type="checkbox"/>
Demonstrating the Economic Value of Countryside Recreation (2004)	£12	<input type="checkbox"/>
Accessible Greenspace (2003)	£12	<input type="checkbox"/>
Country Parks II (2003)(Country Parks I & II can be purchased together for £20)	£12	<input type="checkbox"/>
Country Parks I(2003)	£12	<input type="checkbox"/>
Public Rights of Way Improvement Plans (2002)	£8	<input type="checkbox"/>
Funding for Social Projects (2002)	£8	<input type="checkbox"/>
Opening Up Access In and Around Towns (2002)	£8	<input type="checkbox"/>
Visitor Payback Schemes (2002)	£8	<input type="checkbox"/>
Local Access Forums (2001)	£8	<input type="checkbox"/>
Fundraising and the Lottery (2001)	£8	<input type="checkbox"/>
Are We Getting There? Delivering Sustainable Transport in the Countryside (2000)	£8	<input type="checkbox"/>
Breaking New Ground in Sustainable Tourism (2000)	£8	<input type="checkbox"/>
Using Local Distinctiveness as an Economic Development Tool (1999)	£8	<input type="checkbox"/>
Just Walking the Dog (1999)	£8	<input type="checkbox"/>
Sponsorship (1998)	£8	<input type="checkbox"/>
Making Ends Meet (1997)	£6	<input type="checkbox"/>
GIS & Countryside Management - Theory and Application (1997)	£6	<input type="checkbox"/>
Access to Water - Sharing Access on Reservoirs and Rivers (1997)	£6	<input type="checkbox"/>
Do Visitor Surveys Count? - Making use of Surveys of Countryside Recreation (1996)	£6	<input type="checkbox"/>
Consensus in the Countryside I - Reaching Shared agreement in policy, planning and management (1996)	£6	<input type="checkbox"/>
A Brush with the Land - Art in the Countryside II (1996)	£6	<input type="checkbox"/>
A Brush with the Land - Art in the Countryside I (1995)	£6	<input type="checkbox"/>
Playing Safe? Managing Visitor Safety in the Countryside (1995)	£6	<input type="checkbox"/>
GIS & Access to the Countryside (1995)	£6	<input type="checkbox"/>
Sport in the Countryside (1995)	£6	<input type="checkbox"/>
A Drive in the Country? - Examining the Problems of Recreational Travel (1994)	£6	<input type="checkbox"/>
Environmental Economics, Sustainable Management and the Countryside (1994)	£6	<input type="checkbox"/>
<b>CRN RESEARCH DIRECTORY</b> An annual directory of the research work carried out by the CRN agencies during the year		
Research Directory 1998	£5	<input type="checkbox"/>
Research Directory 1997	£5	<input type="checkbox"/>
Research Directory 1996	£2	<input type="checkbox"/>
Research Directory 1995	£2	<input type="checkbox"/>
UK Day Visits Survey 1994 (1996)	£15	<input type="checkbox"/>
UK Day Visits Survey 1993 (1995)	£15	<input type="checkbox"/>

Title \_\_\_\_\_ First Name \_\_\_\_\_ Surname \_\_\_\_\_

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