

## ISSUE REPORT COMMENTS

### Tourism, recreation and access

Comment No	Full Organisation Name	Chap. No	Relevant Issue No	Comment Text
37	BMIF	6.	T1., T4., T9	BMIF supports the promotion of sustainable tourism, it should be recognised that sailing is one of the oldest forms of sustainable travel, involving minimal impact on the environment and attracting visitors who enjoy the spectacle of watching sailing craft under way.
38	BMIF	6.	T2., T4.	BMIF would argue that the provision of water-based tourism facilities is one of the keys to the regeneration of existing resorts. The very presence of a marina, for example, will attract tourists, offering a welcome boost to the local economy.
39	BMIF	6.	T9.	That boat users will make use of better facilities, provided the infrastructure exists to support the use of boats in any particular area.

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40	BMIF	6.	T10.	The BMIF has written and disseminated among its membership a comprehensive Environmental Code of Practice that is aimed at encouraging the environmentally responsible use of marine industry products and ensuring that boating facilities have minimal impact upon the environment. Given the requirement for an EIA for proposed marina developments, the BMIF would argue that the potential environmental impacts are adequately accounted for in existing legislation. Through the Environmental Code of Practice and the BMIF Environment and Boating Facilities Service, the BMIF actively encourages environmental good practice in marina operations.
41	BMIF	6.	T11.	The BMIF is sympathetic to the concerns of other users with regard to motorised watersports. We favour voluntary controls on motorised watersports, such as setting aside areas of water for motorised craft. We would discourage the use of blanket bans on such activities and are happy to encourage dialogue between the various user groups. The BMIF's Navigate with Nature initiative seeks to educate all boat users in environmentally responsible boating and we would be happy to discuss with the Severn Estuary Strategy Group the dissemination of Navigate with Nature Material in the estuary.

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42	BMIF	6.	T12.	Increased bureaucracy and unnecessary regulation should be avoided at all costs. The BMIF is happy to note that the Severn Estuary Strategy Group is not proposing new legislation and we are happy to contribute to the relevant working groups.
43	BMIF	6.	T13.	The BMIF is happy to co-operate with the Strategy Group in seeking to improve co-ordination and communication between estuary user and management groups.
44	BMIF	6.	T14.	Management of recreation could be publicised as part of a wider educational programme, similar to Navigate with Nature. Any Severn-specific literature should contain a list of contacts in local (and national) recreation management and recreation user groups.
48	BMIF	6.	T9.	The BMIF would seek representation on any working group set up to discuss mechanisms for funding and operating improved facilities.
53	BMIF	6.	T12.	The BMIF favours voluntary and self-regulatory approaches to the management of offshore recreation in particular.

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54	BMIF	15., 6.	M2., T12.	The BMIF is happy to offer assistance in drawing up voluntary codes of practice for estuary users.
65	Inland Waterways Association, London	6.		National Waterways Museum at Gloucester and the restored warehouse buildings in Gloucester Docks should have been mentioned.
66	Inland Waterways Association, London	6., 14.	T1., T4., T5., T9., T11.	There is a total lack of mention of canal restoration and a number of other inland waterways. These include Seansa Canal, Neath and Tennant Canals and the connection at Swansea Harbour, Monmouthshire Canal restoration through Newport, Cotswold Canals and the Stroudwater Navigation, Herefordshire and Gloucestershire Canal, River Parrett, River Usk.
67	Inland Waterways Association, London	6.	T1.	Boating should be included under 'sustainable tourism'.
68	Inland Waterways Association, London	6.	T4.	This issue should have wider scope, looking at more than just ferries on the estuary itself.

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69	Inland Waterways Association, London	6.	T9.	Typo error "better facilities AT commercial charging rates"
70	Inland Waterways Association, London	6., 15.	T14., M7., M10.	IWA support the principle of improved communication and liaison between user groups in order to prevent conflicts.
92	Inland Waterways Association, London	15., 6.	M14.	IWA agree that there is a lack of data on recreational usage and access. It is noted that there is no reference to the availability of funding for research and further monitoring. All the organisations involved should consider additional, specific funding in these areas.
144	Bristol City Council	6.		The predominantly industrial nature of the Bristol coastline means that there are few tourism issues.
145	Bristol City Council	6.	T5.	It should be noted that in certain areas of the estuary, footpaths may need to be diverted inland to avoid major installations and ports. Security is an important issue with regard to footpaths through an operational port.

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146	Bristol City Council	6.	T4.	Water based leisure activity in the Bristol Area is more likely to occur on the River Avon, though a few leisure craft use the Estuary.
147	Bristol City Council	6.	T4.	There may be scope for limited passenger services from Avonmouth.
176	Kingston Seymour PC	6., 12., 4.	T5., T6., T7., T8.	There is a need to avoid unacceptable recreational pressures on fragile and vulnerable landscapes and habitats and in areas where recreational users of the countryside may come in conflict with those who live and work there. Specifically, any extension of recreational access to coastal areas, especially shorelines and the proposed coastal footpath linking Clevedon and Weston (North Somerset Countryside Strategy) must indeed be "agreeable to all concerned".

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213	Country Landowners Association, Gloucestershire	6.	T4., T5., T6., T7., T8., T9., N1., N2.	Great concern of landowners to increased access for tourism and recreation (including water-based) as landowners are only protected by the law of trespass. Access should be managed - CLA point out that the National Trust (many years experience) find this is the only solution. The indiscriminate access with boats on to the foreshore could create safety problems on the estuary. CLA feel that boating should be strictly controlled from managed access points only, with noisy and dangerous activities being restricted to their own zones. If more access is required then permissive access should be negotiated with landowners. CLA document "Access 2000 Countryside Recreation and Access into the next millenium", gives more information on this.
214	Country Landowners Association, Gloucestershire	6.	T14.	CLA rate public understanding as an important issue.
254	British Waterways, Gloucester and River Severn	6.		No mention that BW have specific general environmental and recreational duties on the G&S and the Severn Gloucester to Cheltenham (under the British Waterways Act 1995).

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255	British Waterways, Gloucester and River Severn	6.		Sailing and Boating No mention of BW responsibilities.
256	British Waterways, Gloucester and River Severn	6.		Sailing and Boating The text should be amended to read "little in the way of boating interest 'on the estuary' as the conditions are very hazardous". Otherwise it implies that conditions are hazardous on the G&S.
257	British Waterways, Gloucester and River Severn	6.		Cycling Is the G&S towpath included as part of the Sustrans proposed cycle network? If so, this should be mentioned.
286	West Somerset District Council	3., 6.	D6., T4.	The report should give greater emphasis to the opportunity to provide Cross Channel Ferry services between the two sides of the Estuary, despite reference made at issue T4. These will aid the economic and tourism development of the Severn estuary and help address the problems of a divided human environment (p. 19). The ferries will aid sustainable development and encourage closer links between communities on both sides of the Channel.



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303	The Vale of Glamorgan Council	6.		Statistics on visitor numbers and spending within the Vale of Glamorgan (Table 6) will be supplied.
325	NFU, South West Region	6.	T5.	NFU believe it is vital that any proposals for new Rights of Way, upgrading existing Rights of Way into long distance paths, or the creation of permissive access, are discussed at an early stage with farmers and landowners.
326	NFU, South West Region	6.	T8.	Another issue which should be included here is the effect of increased access on rural crime. Evidence from a number of surveys points to steeply rising levels of rural crime where there is increased public access to the countryside. The NFU does not necessarily see this as a reason for denying or reducing access to the countryside, merely a factor that should be taken into account.
327	Ramblers' Association, Gloucestershire Area	6.	T6., T5., T7., C5., N1., N4.	Found no particular mention of the need for public access along the estuary side. The public have a particular desire to walk alongside rivers, coasts and estuaries, hence the creation of the popular national trails such as along the coastline of the South West Peninsula and the Thames Walk.

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328	Ramblers' Association, Gloucestershire Area	6.		<p>Walking</p> <p>The creation of recreational paths such as the Severn Way, have recently been the subject of a project coordinated by the Environment Agency with support from the Countryside Commission and local authorities. Efforts to improve and publicise the public paths alongside the Severn began in Gloucestershire during the late 80s and much work was carried out on both east and west banks. Some erosion and other problems on the west bank led Gloucestershire County Council to opt to complete work on the East Bank, (opened in 1989). Curtailment of Countryside Commission grants for recreational routes meant that Gloucestershire's West Bank scheme was suspended. More recently county councils further upstream have sought to open up and improve their sections of Severn riverbank and work is proceeding up to the source.</p>

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329	Ramblers' Association, Gloucestershire Area	6.	T5., T6.	<p>Within the last year Gloucestershire Ramblers' Association sought to press Gloucestershire County Council to complete the West Bank section of the Severn Way. From Tewkesbury to Lydney there is already a right of way with a break due to erosion at Broadoak, between Westbury and Newnham, and some other problems that involve diversions. From Lydney to Offa's Tump at Beachley, however, rights of way are sparse along the riverbank though several rights of way come down to the river. The chairman of Gloucestershire Footpath Committee conducted a survey in 1997 into the problems and made preliminary surveys of the possibilities beyond Lydney. Gloucestershire Public Rights of Way section intend to process these matters but cannot commit funds to process new rights of way beyond Lydney within the foreseeable future.</p>
330	Ramblers' Association, Gloucestershire Area	6.	T6., T5.	<p>It is hoped that the SES will stress the need for access to the riverbanks on foot and where appropriate to the foreshore.</p>
331	Wales Tourist Board	6.		<p>This implies that Wales has Regional Tourist Boards however in Wales there are three Regional Tourism Companies of which Tourism South and West Wales is one.</p>

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332	Youth Hostels Association	6.		The Youth Hostels Association, which has 245 hostels in England and Wales, has six hostels within the area covered by the SES. These are at Minehead, Holford, Bristol, Slimbridge, St Briavels and Cardiff - used by individuals and groups and have a significant impact on tourism within the SES area.
333	Youth Hostels Association	6.	Map 6	That the Youth Hostels in the SES area are marked using the traditional red triangle.
337	Youth Hostels Association	6.	T4.	We consider that there is scope for further ferry services. At present there are no regular ferry services except an infrequent service from Barry to Flat Holm which has a small hostel run by Cardiff City Council. The only other passenger traffic comes from the Cruise Sailing's by 'Waverley' and 'Balmoral'.
338	Youth Hostels Association	6., 3.	T5., D1.	The provision of not only footpaths, but also cycle and bridleways and the provision of simple accommodation for walkers and young people. YHA feel that there is demand for improved footpath provision and for additional hostel accommodation especially at Cardiff Bay.

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340	Youth Hostels Association	6., 14., 12.		A section on Education should be included. This should include interpretation of the landscape including geology and the historic environment.
351	Youth Hostels Association	6.		That paragraph 5 should be expanded to include types of sites visited by tourists. The list would include funfairs e.g. Barry, Education Institutions and Art Centres, Country Parks, Sites of geological and botanical interest, Camping and Caravan Sites, Museums, Industrial remains etc. and Youth Hostels.
352	Youth Hostels Association	6.		There is concern that recreational light aircraft flying from Severnside Airports has a serious effect on noise levels.
353	Youth Hostels Association	6.	T1.	YHA practice as an organisation of sustainable tourism.
354	Youth Hostels Association	6.	T4.	YHA do not accept that the reinstatement of ferries will disturb remote Wildlife Areas. The estuary already has a considerable amount of Coastal Shipping.

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355	Youth Hostels Association	6., 3.	T4., D1.	That Lydney Harbour should be redeveloped and the Sharpness Canal promoted as a Waterway link.
356	Youth Hostels Association	6.	T5.	YHA support the ramblers view and would wish to see footpath developments adjacent to the Estuary. We encourage members to use footpaths between Youth Hostels.
357	Youth Hostels Association	6., 3.	T7., D6.	YHA feel that public transport should be improved in those areas where there is pressure on the rural environment. Cycle hire should also be encouraged. Access to the countryside must be maintained and active management should take place where there is footpath erosion. An expansion of cycle ways would encourage a non pollution form of recreation and could link with inland networks e.g. Forest of Dean.
358	Youth Hostels Association	6.	T12.	YHA urge the control of power boats and jetskis in sensitive areas and adjacent to the main swimming beaches.
359	Youth Hostels Association	6.	T14.	YHA could publish regulations connected with recreation management at its hostels.

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381	Youth Hostels Association	6.		The Association, which is the largest provider of accommodation on Severnside would appreciate acknowledgement in your report.

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428	Sustrans Ltd	3., 6.	T1., T7., T13., T14.	<p>Potential contribution to sustainable development in the region that walking, and particularly cycling, represents.</p> <p>From many diverse sources, it is clear that the protection of important regions such as the Severn Estuary area, depends to a large extent on reducing dependency on private cars. A key element in promoting alternative, more sustainable forms of transport is the development of safe, attractive routes for walkers and cyclists.</p> <p><b>What is Happening</b></p> <p>The National Cycle Network is a project that is aimed at developing realistic alternatives to the private car. It is clear that it has the potential to repopularise walking and cycling on a large scale, and give greater effect to the revitalisation of public transport systems, especially rail links. The planned NCN serves the estuary well, with coastal routes planned for the Vale of Berkeley, Thornbury to Bristol, Clevedon, Weston-super-Mare and Burnham-on-Sea, as well as links of the major conurbations of Gloucester, Bristol, Newport and Cardiff.</p> <p><b>Some Suggestions</b></p> <p>If it is felt that Sustrans' attempts to bring together the efforts of many local authorities in the region to promote sustainable transport in the region could play a role in a strategy for the Severn Estuary. Reference should be made to the National Cycle Network, and measures should be taken to encourage walking and cycling as an important element in protecting the unique quality of the area.</p>



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460	South Gloucestershire Council	6., 3., 13.	N1., D1.	The Tourism and Recreation Section should emphasise the lack of scope for development of facilities on the Severn Estuary in South Gloucestershire given the environmental importance of the Breeding and Feeding Grounds.
461	South Gloucestershire Council	6.		This paragraph does refer to the Severn Way, but is somewhat outdated, since the work of the Severn Way Partnership has created a route beyond Tewkesbury, and onto the source of the River Severn at Plynlimon. The Environment Agency has co-ordinated the development of a national trail of some 200 miles from the source to the sea, and has published a leaflet. Nearer to the launch on the 16 March 1998 they intend to publish an 80 page detailed guide to the National Trail. It therefore seems appropriate to mention this progress. A mention should also be made of the Jubilee Way which connects the Severn Way with the Cotswold Way.

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462	South Gloucestershire Council	13., 6.	N1., N4., T7.	<p>The potential impact of tourism and recreation related activities on nature conservation interests such as disturbance from wildfowling, fishing and physical pressure.</p> <p>Who is involved: English Nature, Local Authorities, Wildfowl and Wetlands Trust, Wildlife Trusts and RSPB.</p> <p>Some suggestions: Identify areas sensitive to disturbance (where and when).</p>
490	Individual	6.	T1.	<p>Bridge for use by walkers and cyclists, across River Severn linking south and west Gloucestershire suggested (millenium funds - a permanent reminder of the millennium.). There is currently no crossing from the A40 at Gloucester to the M5 at Chepstow. For walkers and cyclists, the current busy crossings are a strong deterrent to environmentally-friendly means of access to the countryside.</p> <p>Foot and cycle bridge would be a boom to the local tourist trade, but not for residents' everyday life. For this reason it is considered unlikely that Glos. County Council or any other local authority would fully-fund such a project.</p>

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499	British Horse Society	6.		<p>Horseriding</p> <p>Deeply disappointed with the space given to horseriding (2 lines and nothing in the Issues Section).</p> <p>It is hoped that more attention will be paid to the needs of horseriders who form a significant part of the residents of the area.</p>
500	British Horse Society	6.		<p>Which areas of the shore are available to horseriders? Are any of them in the South Gloucestershire area?</p>
501	British Horse Society	6.	T13., T14., T7., T8., N1., N4.	<p>The dangerous conditions prevailing on the roads make provision of off-road riding facilities an important issue for the whole of the Estuary.</p>
502	British Horse Society	6.		<p>Wants advice if further plans are to be considered which were not disclosed (with respect to horseriding) or advice of SES reasons if nothing further is to be considered.</p>

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529	CPRE, Avon / CPRW, Monmouthshire	11., 6., 12., 13.	F4., F6.	<p>People fishing for elvers can also cause problems on the Wye between Brockweir and Bigsweir, more due to car parking difficulties than for any other reason. It seems to be a thriving industry, with accompanying refreshment facilities at Bigsweir, and is popular with families from the Welsh Valleys. (See also inf re. elver issue in Ch 2. p28).</p>
567	CPRE, Avon / CPRW, Monmouthshire	6.		<p>The Forest of Avon initiative should be referred to as covering parts of the coastal areas in North Somerset and South Gloucestershire.</p>
568	CPRE, Avon / CPRW, Monmouthshire	6.		<p>Tourism: Use of the word 'foreign' in place of 'inward' would have been less ambiguous (if 'domestic tourism' is intended to relate to trips made by people living in the locality, the expression is misapplied).</p> <p>It is hoped that the second aim will be pursued with at least as much vigour as the first.</p>
569	CPRE, Avon / CPRW, Monmouthshire	6.		<p>Access: It is considered that the first aim is too general a statement to be applicable.</p>

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570	CPRE, Avon / CPRW, Monmouthshire	6.		Para 5. It was Woodspring District Council that produced the 1990's Tourism Development Action Plan (N Somerset Council didn't come into existence until April 1996).
571	CPRE, Avon / CPRW, Monmouthshire	6.		Local Authorities, official government organisations and voluntary pressure groups are entities in the singular - examples given where 'have' should read 'has' etc.
572	CPRE, Avon / CPRW, Monmouthshire	6.		Tourism It is hoped that the power boat racing that is promoted by Sedgemoor District Council does not interfere with the amenities of local residents or of other 'recreationalists'.
573	CPRE, Avon / CPRW, Monmouthshire	6.	T1.	It might be relevant to note that a recent meeting to discuss a possible Wye Valley cycleway, was not generally in favour of the proposal, at least in the southern section of the valley. There may be scope for carrying this over suitable quiet roads, rather than using the former railway track, as suggested by promoters.

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574	CPRE, Avon / CPRW, Monmouthshire	6.		There seems to be no rationale behind the sequence in which the figures appear. It is suggested that the list ought to have been organised on the basis either of descending total visitor numbers, on locations from end to end of the estuary or in alphabetical order.
575	CPRE, Avon / CPRW, Monmouthshire	6.		Sailing and boating It is noted that the Lower Wye Preservation Society is currently in consultation with the Gloucester Harbour Trustees over the matter of water skiing byelaws on the tidal reaches of the Wye.
576	CPRE, Avon / CPRW, Monmouthshire	6.		Wildfowling and shooting No information has been provided as to permits required by "gun clubs".
577	CPRE, Avon / CPRW, Monmouthshire	6.		Walking A section of the coastal path between Portishead and Clevedon was unusable for some years in the late 1980's because funds were lacking for reinstatement after landslip. This resulted in a lengthy detour. It is understood that moves are afoot to re-open the path over the lock gates at Portishead Harbour.

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578	CPRE, Avon / CPRW, Monmouthshire	6.	Map 6	A map showing coastal and connected footpaths would have been a useful addition to a text that is selective in its references.
579	CPRE, Avon / CPRW, Monmouthshire	6.	T7.	It is accepted that, in common with many other rural areas, it will not be easy to accommodate new golf courses without adversely affecting landscape quality, though there may be opportunity for provision on derelict or semi-urban land.
580	CPRE, Avon / CPRW, Monmouthshire	6.	T1., T13., T7., T8., N1., N2.	The fourth sentence carries a potentially unsustainable message - would it be right to 'promote' activities such as paint ball games in ancient woods, mountain bike riding on sensitive slopes and music festivals in scenic locations on the grounds that participants and spectators can use public transport to reach them! This approach is too open to misinterpretation.

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581	CPRE, Avon / CPRW, Monmouthshire	6.	T2.	The contents of the initial paragraph are soundly based in all particulars. Despite over-crowding, it would not be desirable to see fewer people enjoying the tourist attractions. The same applies to seaside towns and even in respondent's personal view, to Tintern. Most people prefer to visit shops, cafes and historical showpieces, rather than to spend their time eroding public footpaths, though it is recognised that this can be worrying in some places. The cars bringing holiday-makers to leisure 'honeypots' are more environmentally damaging than the visitors themselves, and every effort must be made to promote public transport and non-motorised travel.
582	CPRE, Avon / CPRW, Monmouthshire	6.	T2.	Weston-super-Mare has been markedly improved during recent years as a result of provision of more attractive street and promenade furniture and partial exclusion of traffic, as well as from the enhancement of holiday and conference facilities.
583	CPRE, Avon / CPRW, Monmouthshire	6.	T5.	Open Spaces Society should be included - as a campaigning body which is particularly concerned with maintaining the openness of public footpaths (both legal and physical) and the use of registered common land for peaceful recreational pursuits.



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584	CPRE, Avon / CPRW, Monmouthshire	6.	T6.	It is unclear what the nature of the "new facilities and services" which are being provided is.
585	CPRE, Avon / CPRW, Monmouthshire	6.	T5.	A gathering together of groups with an involvement in access, from users to landowners, could be a very useful exercise. The commitment of farmers is vital to the creation of improved footpath links - preferably dedicated not permissive - and to effective implementation of the government's promised 'freedom to roam' legislation. It will be helpful to improve coastal path publicity.
586	CPRE, Avon / CPRW, Monmouthshire	6.	T6.	Where inadequate parking opportunities are claimed to hamper access to the coast, the need for new car parks must be evaluated with great care. If a case is made, the facility should be sited with sensitivity and with due consideration to use of landscaping to mitigate intrusion. More emphasis should be placed upon improvements to public transport than to the provision of parking.
587	CPRE, Avon / CPRW, Monmouthshire	6.	T7.	While "erosion of footpaths and disturbance of wildlife" can be a problem, it is suggested that at least as far as 'honeypot' tourist locations are concerned, car traffic pressure causes more serious problems, both from the point of view of congestion and of the visual impact of parked vehicles.

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588	CPRE, Avon / CPRW, Monmouthshire	6.	T7.	Lengthening of the tourist season may add a little to the profits made by local tourism businesses, but will not reduce visitor pressure in the high season. Annual vacation times will also be a consideration. The initiative should be reassessed in a more critical vein. On the assumption that the park and ride schemes alluded to are not on the scale provided for commuters into such centres as Bristol, Cardiff, Gloucester and Newport, but consist of local buses plying out of town centres, they may have a favourable effect upon travel into the countryside by car.
589	CPRE, Avon / CPRW, Monmouthshire	6.	T8.	Sympathy expressed for views of farmers who have had bad experiences with ill-informed townspeople. Better education is required, starting in schools, from which organised visits to farms would be encouraged. Farmers can sometimes benefit by being informed by visitors that livestock is in trouble.
590	CPRE, Avon / CPRW, Monmouthshire	6.	T8.	Clearly waymarked footpaths and usable styles and gates can contribute to reduction in trespass, though it is not unknown for unsympathetic farmers to do themselves a disservice by removing signs. Parish / community councils and voluntary rambling bodies can offer invaluable assistance.

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591	CPRE, Avon / CPRW, Monmouthshire	6.	T10.	These busy man-made facilities need to be sited adjacent to other development, not on open sections of coastline.
592	CPRE, Avon / CPRW, Monmouthshire	6.	T14.	English Nature is a single entity therefore have should be changed to has.
685	Cardiff County Council	6., 15.	M9., M10. M13.	Planning Dept. comments Provides an opportunity to integrate tourist development / activity along the estuary.
697	Cardiff County Council	6.	T5.	Planning Dept. comments This section needs to refer to the wider work being undertaken by local authorities, the Countryside Council for Wales Year 2000 PRoW target and the relationship with the countryside strategy process in Wales.

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698	Cardiff County Council	15., 6.	M8., T5.	<p>Planning Dept. comments</p> <p>A separate Severn Estuary working group would not be supported unless its brief was specifically focused on strategic issues and it was clearly linked into existing local arrangements - Given that these issues are best addressed by landowners and interested parties at a local level any other approach is likely to be strongly counterproductive.</p>
699	Cardiff County Council	6.	T5.	<p>Planning Dept. comments</p> <p>References to "footpaths" would be better expressed as "public rights of way" since the term footpaths excludes other potential users, notably horse riders.</p>
700	Cardiff County Council	6.	T8.	<p>Planning Dept. comments</p> <p>Reference to local authority's role could include reference to countryside management services and countryside.</p>
701	North Somerset Council, Environment Group	6.	T1.	<p>The regeneration of coastal resort towns as part of a sustainable tourism strategy for the area is one of the central tourism issues.</p>

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737	The Ports Panel	6., 15.		<p>For final framework document - suggested statement outlining the basic requirements of this chapter.</p> <p>"To maintain and improve the provision, access and availability of as wide a range of tourist and recreational facilities as are compatible with the local environment".</p>
754	The Ports Panel	8., 6.		<p>Suggested text for Key Issue in Strategic Framework Document</p> <p>Water Quality</p> <p>(a) There is a need to ensure that water quality in the Severn Estuary and its fluvial tributaries are improved, where necessary, to comply with National and European agreed standards.</p> <p>(b) Those involved in water based recreation have concerns about the water quality of the estuary.</p> <p>(c) Continue compliance with the water quality standards, with the ultimate aim of improving on the current status.</p> <p>Promote actions that minimise the risk of spillage of contaminants into the estuary.</p> <p>To ensure those regulatory standards that apply are consistently applied and enforced.</p>

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757	The Ports Panel	6., 15.		<p>Suggested text for Key Issue in Strategic Framework Document</p> <p>Recreation Management</p> <p>(a) A framework is needed to guide recreation management in the estuary and its environs so as to ensure integration with other estuary interests.</p> <p>(b) Representatives of many formal and casual sporting and recreational groups are keen to see increased opportunities for public access to the Estuary and its linked watercourses. Within the SAC (when designated) the Habitat Management Group will evaluate the potential impact of such activities against the conservation objectives for the site and promulgate any necessary restrictions in their management scheme.</p> <p>(c) Ensure that the type and level of recreational use of an area is supported by the local community and is compatible with environmental and economic interests as well as nature conservation.</p>

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758	The Ports Panel	6.	T1., T2.,	<p>Suggested text for Key Issue in Strategic Framework Document</p> <p>Tourism</p> <p>(a) There is a need to ensure that the current and future tourism on the Severn is on a sustainable basis through the use of local products and services and the creation of local employment.</p> <p>(b) Sustainable tourism should be encouraged through reducing the impact on the environment, improving the quality of life for the host communities, and improving the enjoyment of visitors.</p> <p>(c) To promote and encourage the tourism industry to support local economies and communities through the use of local employees, products and services.</p> <p>To reduce the potential impacts of increased numbers of visitors through careful management of visitor numbers to the estuary, particularly where there are initiatives which seek to extend the tourist season beyond the main summer period.</p>
774	Individual	6.	T6.	<p>There are approximately 15 tracks and roads which end at the Severn which used to be joined along the sea wall. Respondent would like to see the network restored and if possible extended.</p>

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775	Individual	6.	T5., T6., T7., C5., N4.	Respondent concerned by the proposed coastal footpaths that could disturb the Yeo Estuary at Clevedon.
783	Individual	6.		The effect of frequent heavy rain and wind has been overlooked. This has implications on all the issues and inhibits full enjoyment of the natural and man made facilities.
785	Individual	3., 6.	D11., T4.	The major weakness is that the Severn Estuary has little significant reality in the public mind. The waters of the Estuary divide and not unite the North and South shores. A Severn Barrage (with adequate highway across it) might help to create a sense of oneness. There is little direct ship or boat traffic across the estuary - a frequent ferry service might help in the meantime.
798	Individual	7., 6.	P2., T11.	Jet skis should be banned and all water users should receive proper training and licencing.
799	Individual	7., 6.	P6., T11.	Wildlife suffers both from noise and physical pollution.



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808	Individual	6.	T5.	Completion of rights of way along the east bank.
813	Sports Council South West Region	6.		Good sources of information : English Sports Council publications; Coastal Recreation Report Sports Council for Wales has a good countryside and water database of facilities and opportunities.
816	Individual	6.	T1.	That wildfowling should be able to continue for future generations.  It should be properly controlled and regulated with a Code of Practice as it currently is by the BASC.
826	Individual	6.		Visitor centres at Oldbury and Hinkley power stations (27,000 and 20,000 visitors respectively last year).
834	Individual	6.	T5., T6., T7.	Report details issue of increasing access for walking and cycling but there is nothing regarding horse access. Much concern about the amount of public money which is spent promoting cycle and walking routes in providing new routes (which usually exclude horseriders - who have a need for off road paths given their vulnerability).

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840	Individual	6., 4., 13., 5., 8.	T7., T5., R6.	More fields are now ploughed by the coast paths. The soil can 'run off' to the estuary thereby adding to the silt problem. Ploughs taken to very edge of cliffs, then huge cracks can appear in dry weather accelerating landslip. Suggested that ploughs should not be taken to within 12 feet of the cliff edge.
841	Individual	6.	T5.	Would like the coastal path carried on from Minehead to Bridgwater, perhaps using a lottery grant (great benefits to many people).
854	Bristol Cruising Club	6.	T4., T6.	There is an imbalance of 'slipway' access to the estuary on the north and south coasts. Hopefully something can be done to increase the number.
859	Nuclear Electric Ltd	15., 6., 7.	M11., T11., P2., T12.	Avoid segregated zone controls as these can be too polarising.
867	Individual	6.	T1.	Tourism must be controlled as it results in development and pollution.

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871	Individual	6.		The growth in water based sports is increasing although neither the Sports Council for Wales, the Welsh Yachting Association or the Royal Yachting Association have been consulted.
873	Individual	6., 15.	M17.	Sporting opportunities should be encouraged, promoted and publicised. Young people shown the potential and problems offered and thus increase the use of the estuary.
876	Individual	6., 4.	T1., R4.	Respondent considers that 'over tourism' has not been stressed. Areas of the estuary are now ruined by caravan sites and over publicity of beauty spots. Particularly concerned with Sedgemoor District Council's plans for Brean Down. Lottery bid to develop fort into tearoom, accommodation and interpretation centre etc. Brean has lost all its rural attraction with the development of vast caravan sites, council plans for increased tourism (rural roads will become caravan routes).
892	Individual	6., 3.	T5., T6., D1.	Existing areas of public access, such as Penarth cliffs or Cold Knap should be left undisturbed, and not developed for public use.

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926	Wye Valley Preservation Society	6.	T4., T9., T7., T11., T12., T13.	Power boats (with or without skiers), the use of wet bikes, is offensive, and disturbs the peace of the River Wye. These all damage wildlife and the river banks. It is suggested that these activities are strictly controlled.
932	Individual	6.	T4.	Sponsorship of north-south passenger ferries will aid tourism - more routes with smaller passenger craft (100+).
933	Individual	6.	T10.	Modest (low cost) marinas required at Portishead, Watchet and Minehead with extended tidal access.
934	Individual	6.	T11.	Designate specific zones for noisy watersports which other users may avoid.
935	Individual	6.	T12., T1372	Self regulation is working.

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944	Alpha Quest Associates	3., 6.	D6., T4.	<p>Cost efficient ferry service between South Wales and the West Country would produce a positive effect on the ecology and economies of the area.</p> <p>Who is Involved : Port Authorities at Cardiff, Barry and Swansea. Also S and W Glamorgan County Councils.</p>
951	Individual	6.	T5., T6.	<p>Control of people who wander on the land and the foreshore. All visitors should be prepared to pay for the privilege. Dedicated observers of wildlife, wildfowlers, anglers, yachtsmen and other traditional users are generally responsible and should be made welcome as their presence can help to deter those who do not understand the importance of the delicate balance of the estuary.</p> <p>Involve the Country Landowners Association.</p>
952	Individual	6.	M17., T5., T6., N4.	<p>Those who do not want to be educated about their responsibilities (in access to the coast etc.) should only be allowed in these precious areas in small organised groups with tight supervision.</p>
965	North Somerset Council, Environment Group	6.	T2., T3., T4., T5.	<p>These are the main recreational concerns.</p>

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981	The Ports Panel	6.		It is necessary to ensure that the type and level of recreational use of an area is supported by the local community and is compatible with environmental and economic interests as well as nature conservation.
983	The Ports Panel	6.		Recreation Management A framework is needed to guide recreation management in the estuary and its environs so as to ensure integration with other estuary interests.