



Illustrated by Nadira Wallace



In order to make “boosting” more effective, there is also the option to target the audience who have “liked” the page of Friends of the Dales: a number of more than 6,000. Those are the kinds of numbers we want to be reaching. For now we will continue learning and adapting to how our viewers receive campaign material on social media, and how we can get better at communicating our important causes.



Self-heal (*Prunella vulgaris*)



Wood Avens (*Geum urbanum*)

The Policy Committee – Still at Work

Even in lockdown, trustee Nancy Stedman says our work doesn't stop!
We have continued to monitor the planning applications that are still coming in, and to respond to queries.

Hellifield Flashes – Our Concerns Continue

We were particularly disappointed to see yet another application submitted for a leisure development of 99 lodges, reception, parking and ponds at Hellifield Flashes.

Our first reaction was that it is entirely inappropriate for Craven District Council to be asked to make a decision, when the review of planning history of the site by counsel has yet to be completed (as far as we know). CDC needs to receive that report, consider it and ensure any follow-up actions, which may have implications for the rest of the site, are properly implemented first.

Objectors Line Up

This view was supported by some of the other objectors, which include Hellifield Parish Council, RSPB, Yorkshire Wildlife Trust and Campaign to Protect Rural England, all of which have prepared extensive responses. A recurring theme in the responses is the need for up-to-date information and assessment, such as the use of the site by overwintering and breeding birds and their connections with Long Preston SSSI. The RSPB withdrew its objection to the previous application on the basis of the promised on-site mitigation and compensation package proposed by the applicant, which would have retained Gallaber Flash. But, as we all now know, the earthworks that altered the profile of the Flash in summer 2019 significantly damaged the ecological interest of the site.

We and RSPB pointed out that the two proposed ponds, which will be surrounded by

lodes and subject to considerable recreational pressures, will be of little biodiversity value and certainly won't act as mitigation for the wildlife currently using the area.

Natural England has requested further information before being able to make an informed response; this would include an assessment of hydrological impacts on Pan Beck Fen SSSI. NE and CPRE have both called for a Landscape and Visual Impact Assessment.

An increase in traffic on the already busy A65 is a concern, and expecting visitors to park several minutes' walk away from their lodges is considered unrealistic. The Ramblers point out many inadequacies in the provision of bus stops and paths; using the railway has been highlighted as an alternative to using cars, but the site cannot be reached from the station.

What Benefits for Local people?

But alongside all these points and more are the implications for residents of Hellifield and surrounds. It is hard to see how this sort of development brings them any direct benefits; rather it reduces the value of the much-loved local green space and wildlife resource, and we have seen from the effects of lockdown how important these are. Cynics amongst us also wonder about the timing of this application, when the district council's planning department is restricted by lockdown requirements but required to find ways to streamline the processing of applications.



Groundworks at Hellifield Flashes. Courtesy of Roger Haffield, SOCC

Converting Places of Worship

We recognise that, with changing social behaviour, some places of worship become redundant. These buildings have served their communities for many years and are an important part of the cultural heritage of an area. They are often soundly built in a fine architectural style, and have many interesting historic features. We welcome sympathetic and imaginative conversions that acknowledge and retain the distinctive character, appearance and features of such buildings. We were therefore pleased to support the application for the conversion of Reeth Wesleyan Methodist Chapel – we might see it feature on Grand Designs?

Langcliffe Quarry Balancing Development, History and Wildlife

We are currently considering an application to build small start-up industrial units in the disused Langcliffe Quarry. Whilst we welcome new small-scale employment opportunities, the site has a wealth of historic features, including the Hoffmann Kiln, and also valuable habitats including grassland with rare and beautiful flowering plants. We would want to see these adequately protected and managed.



Pre-lockdown Ride2Stride walk to the Hoffmann Kiln. Courtesy of Ann Shadrake



Responding to the Concerns of Communities

We continue to respond to requests from local communities concerned about proposals that affect them, where we feel these have significant or wide-reaching implications. One such request came from the residents of Marske, who are concerned about increases in traffic and noise from a proposal to develop Marske Hall as a venue for celebratory events with accommodation. Marske, near Richmond, is a particularly quiet and remote village, and we supported their concerns about the possible impacts including light pollution.

Ribblehead Viaduct by night. Courtesy of Matthew Savage

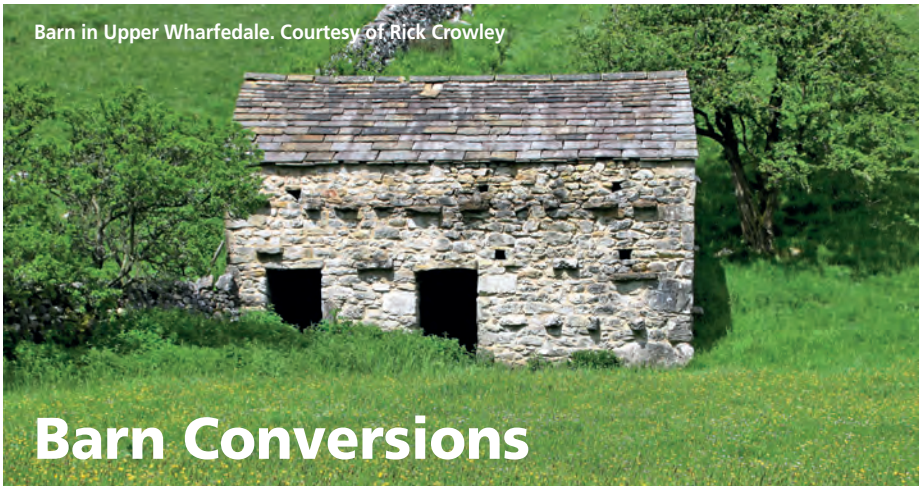
Dark Skies

We are very pleased to be able to support the Yorkshire Dales National Park Authority in its bid to achieve Dark Sky Reserve status. It fits in well with our objectives, and we will support the endeavour by raising awareness – holding events (when we are able to!) and running features in this Review. We will also encourage the adoption and implementation of policies to retain dark skies.

Dark skies are a rare asset, and have rightly been identified as a special quality of the Yorkshire Dales. A recent study revealed that only 22% of England has pristine night skies and, out of all ten of the English national parks, the Dales is the third darkest, with 79% of night skies in the darkest category.

The experience of being in the dark, gazing up at an extraordinary display of moon, stars and planets, can be nerve-tingling! But it's a sight that we should all be able to enjoy, and nowhere better than in the quiet countryside of the Dales. We wish the authority every success with its application.

Barn in Upper Wharfedale. Courtesy of Rick Crowley



Barn Conversions

We have written before on these pages about our concerns with the relaxation of policies for the conversion of traditional barns to dwellings. Whilst we appreciate that it is difficult to find ways of conserving the thousands of barns that form such a unique feature of the Dales landscape, our concerns include the impacts on the landscape and increases in road traffic. The increase in houses scattered throughout relatively remote parts of the national park, often with external lighting, is in addition probably not an effective way of supporting the aim of the Yorkshire Dales National Park Authority to achieve Dark Sky Reserve status.

One laudable aim of the YDNPA's members was to find a way, through such conversions, of providing much-needed housing for local

people, a problem exacerbated by high house prices driven by external demand along with low-income employment, mostly in hospitality and farming.

However, we have always questioned the efficacy of this approach to the local housing problem, and a recent case illustrates this point. A large barn in Rylstone, adjacent to the road, was granted permission for conversion into two dwellings for local occupancy. It was put on to the market immediately it received permission, and was sold for about £325,000. The property lacked any services, so the developer had to install these in addition to undertaking the conversion works.

The two dwellings are nearing completion, and are likely to go on the market with the

asking prices of about £500,000 (3-bed) and £600,000 (4-bed). These will be high-quality and desirable residences, with good (road) access to Grassington, Skipton and employment centres to the south. But at those prices they are not within the reach of those local people for whom a lack of adequate housing is such a problem.

I recently gave an illustrated talk on the issues and implications of the change in policy for the conversion of barns in the Yorkshire Dales National Park to Richmond Civic Society. This talk was booked last year, long before any hint of a pandemic was on the horizon. But undaunted by the lockdown the society suggested that I give the presentation to its members via Zoom -- this would be a first for them, and a first for me.

We did a trial run, and agreed on procedures, and all went well on the evening, with 45 people (an audience of probably about 60) signing in to listen, with an opportunity for questions at the end. The society was pleased to have found a way of continuing to provide its members with their usual stimulating and varied programme of talks and kindly donated £100 to Friends of the Dales in thanks; I was pleased to have contributed, acting as its "guinea-pig". The presentation can be seen on our website: www.friendsofthedales.org.uk/campaigns-policies/built-heritage

Down to all of us

What could you do differently to support the communities, landscapes and wildlife of the Yorkshire Dales?

Our national parks are beset by a perfect storm of outside pressures from climate change and environmental degradation, to ageing demographics and depopulation.

It does not help that it is all too often assumed that we can show greater social and environmental responsibility only at the expense of our individual freedom. And this is a dangerous misconception.

Buying local produce enables us to support Dales farmers and small businesses while enjoying high-quality, artisan-made food and drink that is difficult to find elsewhere.

Avoiding tourist hot spots relieves the pressure on congested roads and reduces disturbance to residents but it also allows us to escape the crowds and explore the hidden charms of less-frequented parts of the national park.

And low-carbon forms of transport can simply be more fun. E-bikes are a case in point. They give you all the benefits of a conventional cycle such as feeling the wind in your hair with the ability to travel farther, and across steeper terrain, than would be possible without the assistance of a motor.

In this section, Ann Shadrake describes how she has embraced this exciting new means of transport and Colin Surrey maps the expanding network of charging points that is making e-bikes a viable alternative to travel by car. Finally Ruth Hargreaves tells how the UK's leading retailer of electric-assist tandems has adapted its business model to become more resilient. And low-carbon forms of transport can simply be more fun. E-bikes are a case in point. They give you all the benefits of a conventional cycle such as feeling the wind in your hair with the ability to travel farther, and across steeper terrain, than would be possible without the assistance of a motor. Read on for a variety of views...



Markhouse Lane near Gargrave. Courtesy of Ann Shadrake

According to Mintel, the market research company, 70,000 e-bikes were sold in the UK in 2018 and sales are predicted to keep rising. Mintel's research in April 2019 claimed that 14% of UK cyclists were planning to buy an e-bike in the following 12 months. Apparently the core customers are "most likely to be technophile men under 45" – a demographic I clearly do not fit into! I prefer to view myself as an "early adopter" (a term Mintel endorses).

In 2019 I bought an e-bike using the government's cycle to work salary sacrifice scheme. I chose the plan offered by the social enterprise Green Commute Initiative. Unlike some others, it caters for purchase of bikes over the usual scheme limit of £1,000 and it also claims its admin fees (payable by retailers) are low. My KTM e-bike was fairly expensive but the "real" end cost to me is significantly less due to salary sacrifice happening before tax. The employer, in my case Friends of the Dales, buys the bike upfront but benefits from reduced NI payments whilst the "loan" is paid off over a year or so.

For the first six months, I commuted several times a month to the office in Gargrave and also explored my local patch. I invested in new waterproof/hi-vis clothing and Gold Standard locks (essential for bike insurance). I also bought a long-visibility back light – a scary number of quarry wagons, buses and "white vans" use my road-commute route.

What do I like most about a pedal-assist e-bike? You effectively have an extra set of gears to help you maintain speed up hills, get you home against the wind at the end of a long day and across busy roundabouts or junctions in safety. If you stop pedalling, the motor also stops. Once your speed exceeds 15 mph or so, the motor cuts out and you are back to relying on leg power alone. My e-bike is about twice as heavy as a push bike. This gives helpful momentum on the flat and downhill when the higher speeds mean

that the motor cuts out (thankfully the bike has great disc brakes). I recently discovered the handy "walk assist" mode for pushing up steep and rocky bridleways.

Earlier this year, under exercise restrictions, my e-bike really came into its own. My hometown straddles several adjacent OS maps – that's not great for route planning. I treated myself to a "custom-made" map from the Ordnance Survey, centred on my home. That's probably the best £16.99 I spent in lockdown. Using this map I plotted new, more challenging routes taking in quieter roads, off-road sections on bridleways and sections of the recently upgraded Leeds and Liverpool Canal towpath.

Cyclingnews.com (May 2020) says that the government's announcement of a £2bn fund to "boost greener, active travel" will push cycling up the urban-planning agenda. That's welcome news for our towns and cities, but I'd love to see rural cycling receive investment too. We need something bigger and better than signposted "Sustran" routes (helpful though these are). Maybe upgraded surfacing for bridleways so they are usable in winter without wrecking the soil; "cyclistrianised" minor roads giving priority to cyclists over motor vehicles; bike trailers on buses; and sufficiently wide cycle lanes on busier roads?

But cyclists need to evolve too – we must improve our behaviour when we cycle where people also walk or ride horses. Recently a local walker told me I was the first cyclist to ring a warning bell in all her decades of using the towpath. I nearly fell off my bike in amazement (and yes, I have fallen in the canal before). With seemingly record numbers of cyclists out in the countryside during recent months and multi-use routes probably part of the future, let's up the courtesy quotient – after all it works both ways. See you on the hills!

Ann Shadrake



Recharging Your Batteries

Travelling sustainably on foot or by bicycle enables you to be 'in the picture', rather than viewing it separated by a glass screen. Outdoors you can see, hear, smell and feel everything the Dales have to offer, and go places that a car cannot access. It's widely accepted that outdoor exercise, in this case travelling by cycle, benefits the rider physically and mentally, improving wellbeing while having minimal impact on the environment. But, of course, not everyone is able to walk or cycle, perhaps due to physical limitations.

In years gone by, I have walked and cycled all over the Dales, but these days I'm less able to manage the hills, which are one of the very many joys of being in this area. So last year I invested in an e-bike. This is a bicycle that has electric motor assistance, which can be adjusted as needed and takes the strain out of hill climbs, so I can still travel and explore the beautiful Dales.

The Yorkshire Dales National Park gets around 4,000,000 visitors each year. The huge majority of these choose to travel in cars, despite the DalesBus service and a good train service to certain areas such as Settle. It looks like cycling can help with many objectives of the Yorkshire Dales National Park Management Plan 2019-24.

A number of specific objectives are laid out, including:

- the cultural landscape (involving such things as maintaining tranquillity, and the landscape character)
- welcoming place (promoting inclusiveness, to encourage all ages and abilities into the Dales, also to encourage big cycling events in the YDNP)
- and to reduce the impacts of climate change.

Sadly a proactive approach to travel and reducing car use does not seem to feature in the plan, except to say it would be nice to reduce road haulage, specifically around the quarries. Reduce car usage

Cycling is perceived by many as the hobby of youthful Lycra-clad racers, and linked to the "big events" that occur within the YDNP and bring in significant numbers of tourists and holidaymakers. But cycling doesn't have to be just for other people. With the evolution of electrically assisted cycling, I believe it can contribute to helping the national park's stated objectives. By reducing car usage, together with its associated pollution, carbon emissions, parking demands, road building and

"destination demands" (where drivers need "somewhere to go", ie. a visitor centre to be built), cycling in the YDNP would help preserve its landscape character.

E-bikes come in all forms, and could start as your own old and faithful cycle, upgraded with an electric motor driving via either wheel hub, or alternatively through the chain to the rear wheel. You can choose your battery size, which will dictate the available mileage. In my experience this can be anything from about 30 miles' assistance to 50 or 60 miles in the Dales. If balance is a problem, you can even get a tricycle converted.

Owning an e-bike

Or you could choose a dedicated e-bike, with the motor built into the frame. This will cost more, and be a more sophisticated arrangement with pressure sensors in the motor to respond more strongly when you need it. The mileage you get here also depends on the battery size, and on my e-bike I can get a reliable 50 miles around the Dales, and much further (90 or so miles) in flatter areas. The Yorkshire Dales are particularly demanding on a battery, as the hills are so frequent and fairly steep. Other factors are the weight carried, headwinds, tyre pressures and temperature. In my experience a bitterly cold day can reduce the mileage in a battery by 25%.

E-bikes are heavier than normal bikes, due to the battery and motor, but when cycling this weight is less relevant as the assistance overcomes any feeling of weight. When transporting the bike, the battery can be removed. Dedicated e-bikes tend to feel very well balanced by design.

Battery charger

Charging an e-bike with a completely flat battery will take about three hours to get to 80% full and a further two hours to charge the final 20%. When out on a ride, the battery would rarely be very low, and in the hour or so that it takes to get a coffee and cake in a cafe I find the battery will gain about 20% on charging. I have never been refused my request to charge my cycle when cycling around the Dales. Many cafes popular with cyclists also keep a tyre pump and basic tools, free to borrow for those in need.

Some people will be hesitant to ask a stranger if they can use their power source, despite the fact that others in the cafe may be powering laptops or charging mobile phones.

It is with this in mind that I thought it would be useful to compile a database for the Friends of the Dales website of those cafes, bike shops and businesses, in and around the Dales, which are happy to allow cyclists to recharge while using their business. I'm told charging a battery from flat costs between 15-25 pence, so a 20% charge over an hour or so in a cafe should cost in the region of 10 pence.

Over the last year I have met a number of older "born-again cyclists", all of whom absolutely loved the experience, enabled by a little extra help from the quiet, clean e-bike. So if you once enjoyed cycling but now find the hills put you off, you could join the e-bike movement.

Colin Surrey



Cycling over the top. Courtesy of Colin Surrey



E-Bike Charging List

Nearest Town/Village	Business Name	Useful Information
Airton	Town End Farm Shop	Limited plug sockets
	Post Office	Farm Shop & Cafe
Feizor/Settle	Elaine's Tea Rooms,	Cafe
Grassington	The Retreat	Cafe
Hawes	Stage 1 Cycles	Cafe, Bike Hire
	Firebox Cafe	Workshop & Parts
Hebden	Old School Tea Rooms	Limited plug sockets
Lofthouse	How Stean Gorge LLP	Cafe, Camping & Outdoor Activities
Otley	Chevin Cycles	Bike Workshop
Reeth/Fremington	Dales Bike Centre	Cafe, Bike Hire, Workshop
Skipton	Chevin Cycles	Bike Hire, e-bike test rides, Workshop & Parts

This list is by no means exhaustive, as in Colin's experience, most cafes will try to accommodate cyclists in need. Inclusion on the list does not presume permission, cyclists should ask the staff on the day for permission to use the cafe facilities. If travelling with other e-bikers, at many cafes you will need to provide your own multi-plug as often businesses have only one spare socket (usually mentioned in the listing as 'limited plug sockets').

If you know of any businesses that would be happy to allow e-bike charging and are not on this list, I would appreciate it if you would email me at colin_surrey@hotmail.com with details so that I can build up a larger resource for all to use.

How Coronavirus Changed Our Business

JD Tandems manufactures and retails tandem bicycles from its premises in Gargrave. Ruth Hargreaves co-owns the business with her husband, John. She tells how recent events have been the spur for a change in working practices.

I became aware of the coronavirus early in January: it was on my radar as nearly all our supplies come in from Taiwan. The proximity of Taiwan to Wuhan gave me concern about a potential supply problem. I was worried about factories closing and the loss of life over there as well as the impact on our business.

The realisation dawned that the virus was not going away, but it was spreading rapidly and, despite February being horrendously wet, we had a huge order book of tandems sold. It became a race against the clock to build and dispatch as many tandems as we could before the inevitable lockdown was upon us.

In the UK, we were lucky our government didn't stop us riding our bicycles, unlike in France, Spain and Italy, but we didn't know that this would be the case at the time. I was concerned that once lockdown happened, our business could completely grind to a halt.

During the four weeks prior to lockdown, I kept saying to John that we needed to work through the weekend and get as many tandems out as possible. We did it, the country went into lockdown and we built and shipped out every tandem possible. John and I were exhausted.

Effects of Covid-19

My customers seemed to go into shock and everything paused for about a week, but John and I aren't the stay-at-home types, so we went to work and built some special-offer tandems, a quality entry-level tandem to tempt people new to tandem riding out together. And a whole new market emerged for us. Whereas in the past, one member of a household went cycling with his or her friends, now families suddenly had to exercise together. What better way to do that than on a tandem?

The sales of our special-offer tandems were strong and helped very much with cash flow. I have always focused on profit and the old saying "turnover is vanity, profit is sanity" has long been my mantra, but in times of Covid-19 cash became king for a while.

Many of my usual customers put their proposed purchases on hold, some initially concerned cycling would be banned while some were too afraid to go out. Gradually, however, our sales are returning to the normal level for this time of the year. With a lot of our customers choosing to go electric assist, our sales of electric-assist tandems had been running at about 50% of our total sales, and this pattern is now starting to return.

John and I spent time and money altering our premises so that staff could work safely while maintaining social distance. With so many of our customers buying by mail order rather than visiting, we have changed the way we work. We now open only by appointment with one group of customers in the shop at any one time, and we have a limited number of slots available (a bit like Ocado!).

In a strange way I feel very empowered. Providing the best-possible customer service is still our aim but over the last few years it's felt as though the customers have been calling the shots, not us. Coronavirus has changed that.

We also feel very blessed to be in an industry that has not been forced to shut down, and for that we are so incredibly grateful.



JD Tandems showroom in Gargrave. Courtesy of Ruth Hargreaves

The Glover Review of National Parks

What's Happening?



Image courtesy of Rick Cowley

Readers may recall that the government instigated a thorough review of “protected national landscapes” (national parks and Areas of Outstanding Natural Beauty) in 2018, led by journalist Julian Glover and his team. This was reported in the Review in issue 148 (autumn 2019), followed by another report in issue 149 (winter 2020) that summarised the Glover team’s final recommendations. Although Friends of the Dales did not agree with all the recommendations and regretted the omission of other topics that could have been included, the Glover report nevertheless made many positive far-reaching recommendations that could, if fully implemented, make an important contribution to transforming the approach to our nationally important landscapes.

So what has happened since the report was published? Well, perhaps understandably, the government has had other things on its mind recently, but nevertheless the internal wheels of government are still grinding on, albeit painfully slowly. A webinar (on-line seminar) was held in April between officials from the Department for Environment, Food and Rural Affairs (Defra), the Campaign for National Parks (CNP) and individual national park societies like FOTD.

White Paper consultations

Although Defra is charged with taking the Glover recommendations forward, it has pointed out that they are not all necessarily government policy and that departmental officials are currently working towards issuing a full cross-departmental response to the Glover report later this year. Some of the Glover recommendations would require initial White Paper consultations followed by primary legislation, and there is currently no firm published timetable for doing this.

Defra has now set up a stakeholder reference group (including the CNP), which will consider whether fundamental structural changes will be needed to deliver the key Glover recommendations, such as the proposed National Landscapes Service. These recommendations on the governance of national parks are apparently of particular concern to Defra, and it considers that further consultations may be necessary. Less controversial aspects, however, such as improved training for members of national park authorities, are already being actively considered and progressed.

Beneficial impact on our parks

Perhaps somewhat faster progress is being made within Defra on the wide-ranging Environment Bill 2020 published earlier this year. This includes many issues of importance to national parks like the Yorkshire Dales, such as environmental protection and restoring and enhancing nature. The government claims the bill “will help deliver the government’s manifesto commitment to delivering the most ambitious environmental programme of any country on earth”. Heady stuff! Although the bill is not directed at national parks in particular, its far-reaching ambitions could, if successfully implemented, have a major beneficial impact on the parks.

Equally important to the Yorkshire Dales is the new Agriculture Bill 2020, which provides the legislative framework for replacing the agriculture support schemes that disappeared when the UK left the EU. For example, it proposes to replace the previous farm support policy, which was based on how much land was farmed, with a scheme that pays farmers for producing “public goods” such as environmental improvements and better animal welfare. But we shall have to wait and see what exactly appears in the Environment and Agriculture Acts when they are finally enacted.

So, in summary, there could be major legislative changes ahead for our national parks and how they are run – but don’t hold your breath for early action! We will try to keep you informed through the Review on what these changes could mean for our beloved Yorkshire Dales.

Since the preparation of this article, emerging government policy on the post-covid national recovery is causing concern amongst conservation and environmental groups. The “build, build, build” strategy, together with indications that progress on the Environment Bill has stalled and the planning system is to be reduced in scope, could be bad news for protecting valued landscapes and biodiversity, such as we have in the Yorkshire Dales.

Rick Cowley,
volunteer member of Policy Committee

Dry stone walling. Courtesy of scenicview.co.uk



Build Back Better

As we absorb the 'new abnormal' of the coronavirus lockdown, many of us are asking how our futures will change. Will people turn away from public transport, switching to bikes and cars? Will we continue to favour local suppliers or choose an online supermarket shop? Will tourism bounce back? **Catherine Weetman**, a member of 'Sustainable Swaledale', considers these questions.

We can envisage downsides to what some are calling a 'low-touch' economy, with distancing being the norm and people preferring online to face to face. However, the upside is that we know society is willing to make large-scale, disruptive and far-reaching changes, transforming how we live and work.

In response to Covid-19, the Food, Farming and Countryside Commission (FFCC) is researching stories of innovation and adaptation from people and communities across the UK. Its poll finds just 9% want everything to go back to how it was before the pandemic. The survey highlights significant changes to our relationship with food, family and the environment, including a surge in interest in local veg box schemes.

Before the pandemic, our world was already facing existential threats: climate change, species extinction and unsustainable use of essential resources (including soil, forests and water). Further destabilisation comes from the widening gap in standards of living, both within and between countries.

The FFCC held an independent inquiry, led by the RSA between 2017 and 2020, to think afresh about where our food comes from, and how we support farming and rural communities and invest in the many benefits the countryside provides.

Its report in April 2020 highlights the financial pressures facing many: "Only 8% of rural homes are affordable, compared to 20% in urban areas; weekly transport costs average £132 in rural areas compared to £71 in urban areas."

There are calls for a Green New Deal, to 'build back better'. How can we reimagine the future, make positive changes and build resilient, sustainable communities in the Dales?

From 'take, make, waste' to regeneration and resilience

In my work, I help businesses use circular economy approaches to improve resilience, sustainability and profits. They reduce their footprint by designing products that last longer, are repaired, resold and even remade, before finally being recycled. It aims to keep products and materials in circulation, instead of wasting them.

Making better-quality stuff reduces the pressure on those precious resources. Circular approaches aim to provide services instead of selling products, developing deeper, stronger relationships with customers and suppliers. What's more, as manufacturing contributes more than half of our carbon footprint, going circular makes a big contribution to reducing our emissions.

Today, we live in a throughput economy – take some materials, make a product, use it, discard it. This depletes materials, creating waste and pollution at every stage. Circular approaches mean changing our mindsets: moving from fast and forgettable to slow and sustainable, from 'me' to 'we' (sharing), and from 'consuming' to caring about what we buy and use. What might this mean for the Dales?

Slow Food and Farming

Slow farming and food are critical to reducing our footprint, and there is increasing interest in regenerative and agro-ecology approaches. The FFCC reports contain much of relevance to the Dales, drawing attention to the difficult outlook for upland farming.

"I'm a farmer and I can't afford to buy the food I produce. How ridiculous is that?" James, Peak District sheep farmer.

Supported by the Prince's Countryside Fund, Chris Clark of Nethergill Farm, Oughtershaw, has evaluated accounts from over 40 hill farms. His conclusion: if there isn't enough natural grass, no economic activity can make farming more profitable. Countering the received wisdom, the maximum profit comes from reducing stocking rates to the naturally sustainable level. This also generates significant environmental improvements.

Local food is becoming more of a priority, too. Growing with Grace is a community-owned cooperative in Clapham, founded on the principles of sustainable agriculture, fair trade and ethical employment. It delivers organic veg boxes across the North West, and has a farm shop and new bakery, serving retail and wholesale orders.

Small is Beautiful

In Wensleydale, The Home Farmer (www.thehomefarmer.co.uk) sells milk and cheese direct from the farm. It has converted a horse trailer into a mobile shop, visiting Wensleydale villages according to a timetable.

How can we create low-impact, high-wage jobs in remote rural areas? Small-, sometimes kitchen-scale manufacturing can have small footprints, using parcel deliveries for both supplies and sales, so improving the efficiency of vehicles already coming into the area.

Feego products.
Courtesy of scenicview.co.uk



This creates skilled jobs plus freelance work for accountants, web designers, marketing specialists and so on. In Swaledale, FeGoo (www.fegoo.co.uk) makes organic body-care products in recyclable aluminium packaging. Its local 'refill station' has a range of household detergents and sells toilet rolls, loofahs and other sustainable cleaning products.

Slow Tourism

Next, let's think about slow tourism: taking time to get to know an area, immersing yourself in its history, culture, food and so on. Rather than day trips to honeypots and 'retail opportunities', slow tourism favours experiences and learning new skills. These could include making traditional foods – cheese, bread, beer and so on, and learning skills like drystone walling, hedging and blacksmithing.

Choir in Reeth, a sustainable community. Courtesy of scenicview.co.uk



In Masham, Community Interest Company (CIC) ArtisOn (artisan.co.uk) runs workshops for a wide range of arts and crafts, providing valuable extra income for local artists and artisans. Across the Dales, if tutors linked up to offer multi-day courses, this would encourage longer visitor stays, reducing transport and accommodation footprints.

We're learning how beneficial nature is for health and wellbeing. Dark Skies astronomy events help spread visitor activity to off-peak months, and wildlife watching can bring money into rural areas. In Wensleydale, gamekeepers shared their knowledge on curlew 'safaris'. Earning opportunities for countryside workers and creatives improve the viability of living in a rural area – for many, the extra costs of transport and housing can be a barrier.

A Great Place to Live, Work and Invest

How might we attract working families? We know that high proportions of second and holiday homes reduce the viability of schools and shops.

Estate agents report more people searching for rural housing, realising they can work mostly from home instead of being tied to a city. That could be good news, especially if those families have school-age children – but there is a risk of house price inflation.

Could communities buy second homes when they are next sold, re-purposing them as affordable rental or shared-ownership houses, for local occupancy? The Community Right to Bid was introduced in the Localism Act 2011. It allows buildings or land to be listed as an 'asset of community value', giving community groups a better chance to raise finance and bid to buy the asset when it is next up for sale. Could this also apply to houses?

Vibrant, Thriving Communities

There is growing interest in supporting local enterprises, in caring about what you buy, who made it and from what materials. People expect things to be sustainable and ethical, yet most of what we buy isn't. Circular and slow approaches are better for people, our planet – and profits. They help create vibrant, thriving communities with a sense of place: great places to live, work and invest.

A Safe Haven in the Garden

Bee feeding on phacelia



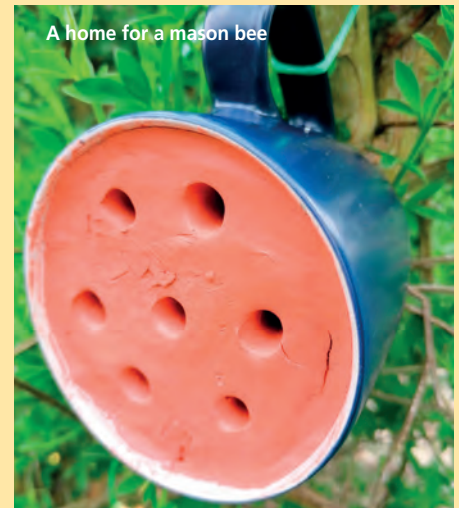
In the spring 2020 issue of the Review, 15-year-old Tabitha Brown described how she has helped to reduce plastic use by selling hand-knitted make-up removers and mug holders, as well as crocheted soap bags. Her latest project has seen her transform her garden into a sanctuary for bees.

Lockdown made the world feel smaller, and it began to make us appreciate the little things more. I am very lucky to live in the Yorkshire Dales, especially at this time, as we have so many beautiful places to explore locally, but during the lockdown restrictions meant it was not advisable to be out hiking on the Three Peaks or in any other beauty spots. However, it meant I could spend a lot more time in my garden.

While in my garden, I noticed that a lot of bees had begun visiting, and I wanted to go further and give them somewhere to make their nests. There are 250 types of bumblebee worldwide, with 24 of those species living in Britain. They nest in groups of around 50 to 500, with a queen and her worker bees, who collect food and raise the offspring. At the beginning of lockdown, I had been reading the book *The Bee Bible: 50 Ways to Keep Bees Buzzing* by Sally Coulthard and, inspired by this as well as the website bumblebeeconservation.org, I began planting pollinator-friendly flowers as well as starting a vegetable garden.

So, I made some underground bumblebee houses by upturning plant pots and burying them, putting some hay and twigs at the bottom. I also made a mason bee house by putting clay inside a cup and poking holes through it, so that they have somewhere to make their nests. Mason bees will nest in cavities in houses as well as in specially made solitary bee houses. The female mason bee makes her nest by entering the cavity, laying a single egg inside a "cell" and filling that cell with enough pollen for the larva to eat once it has hatched, before sealing it up with mud. She then makes more little cells until the cavity is full.

So why do bees need our help? All pollinators worldwide are declining, not just bees, but the UK population of solitary bees has more than halved, and honeybees are also declining. Three species of bumblebee have become extinct in the UK, one of which is being reintroduced, and eight more are on conservation priority species lists. As well as pollinating about 90% of wild plant species, bees also pollinate over one third of our



A home for a mason bee



Bumblebee house

food, which is a huge undertaking for so small a creature. We really need to help bees, and even doing small things like planting pollinator-friendly plants or putting up a solitary bee house could help.

Nature has been a source of comfort for many people during lockdown, whether being in their gardens or visiting a nearby green space. However, as lockdown restrictions ease we must continue to nurture our plots and support the little things that keep nature going.

Tabitha Brown



Sally Coulthard's *The Bee Bible*



News



Membership News

Thank you to all members who've been in touch with Penny Lowe and myself over recent months to send us supportive messages following our move out of the office to 'remote working'. We've been heartened by your kind words and encouragement. At the time of writing (mid-June 2020) we are reviewing government guidance on a safe return to office working, prior to a planned move back to our Gargrave base when circumstances permit.

Despite all the uncertainties, we are delighted to welcome over 20 new members to Friends of the Dales since late March when "lockdown" was introduced – a fantastic endorsement of people's love for the Dales and our charity's on-going efforts to protect the area. Sadly during this time we have also learned of the passing of a number of our members, and have sent condolences to their friends and families wherever possible.

37th Annual General Meeting of the Friends of the Dales

Saturday, 19 September 2020 at 2.15pm

In line with Charity Commission guidance, despite the challenges presented by the Covid-19 pandemic, we are pleased to confirm that the 2020 AGM will take place on Saturday, 19 September at 2.15pm.

The content of the formal meeting will follow the normal structure as closely as possible, including passing formal resolutions such as the adoption of the Annual Report and Accounts. The full agenda and papers will be published nearer the time.

The uncertainties created by the pandemic mean that we cannot yet confirm the precise format of the meeting. However, we anticipate that social distancing measures will restrict the number of members who will be able to attend. We are therefore making plans for the meeting content and decision making to be shared online with those members unable to attend in person. In support of this trustees passed a resolution at their recent June Council meeting to enable the use of digital solutions to facilitate this year's AGM. Social distancing measures also mean that this year we will be unable to offer members a local guided walk as we have done in the past.

As the situation becomes clearer, we will share further details of our specific plans for the 2020 AGM on our website, through our monthly e-newsletter and through a mailing to all our members in August.

Marion Temple - Chair, Finance and Governance Committee

New Business Member

The Folly, built in 1679, is the Yorkshire Dales' only Grade I listed historic house regularly open to the public. It is home to the Museum of North Craven Life, which tells fascinating tales of the people and landscape of the local area. Discover our packed programme of exhibitions and events, enjoy a delicious drink, home baked cake or lunch in our Coffee House and buy work by Yorkshire makers in our Artisans' Gallery shop. www.thefolly.org.uk

The Folly is also part of Settle Rainbow Town (see p 10): we are offering all NHS or care workers free entry to the museum until the end of 2021 – and children always go free!



The Folly, illustrated by Jim Watson

Superb Reception for the 150th Anniversary Edition

Typical of numerous plaudits for the special spring edition of the Yorkshire Dales Review is this response from member Peter Workman, printed with permission:

"I have recently received and read the 150th anniversary issue of the Yorkshire Dales Review – and I have to say that it's one of the best (if not the best) ever. It is heart-warming to know that so many youngsters are committed in so many ways to the future of the park in particular – and the planet in general. The quality and the content of their writing are remarkable and their articles inspire me with confidence that all is not lost as regards the Earth's future."



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Support us, support the Dales

Friends of the Dales is the leading voice campaigning for a sustainable future for the Dales.

Our charity needs your support to help us protect this amazing, inspiring but fragile place - for years to come.

➔ JOIN US

- More members means more clout when we campaign. Members receive this quarterly magazine and first news of our events programme.

➔ DONATE

- Our charity's running costs are funded entirely by your voluntary subscriptions, donations and legacy gifts.

➔ VOLUNTEER

- Help with our walks and other events
- Shape our charity's future; become a Trustee
- Put out our leaflets on your home patch

➔ LEGACY

- Please consider making a gift in your 'Will' to **Friends of the Dales**.

➔ BE 'DALES-FRIENDLY'

- Try out our sociable walks and events (*most are free*)
- Support Dales businesses and communities
- Look for sustainable ways to visit, like **DalesBus**

www.friendsofthedales.org.uk

Please visit our website and follow us on social media. Full contact details and membership rates are on page 2



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When you've read and enjoyed this magazine please pass it on with our regards.