

The Wash & North Norfolk Coast European Marine Site Management Scheme:

Project Manager, Peter Rushmer

(www.esfjc.co.uk/ems.htm)

The Wash & North Norfolk Coast European Marine Site



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Important focus for the Management Scheme

- Water based recreation:
Motorised and non motorised watercraft –water skiing, p.w.cs, sailing, canoeing, kayaking, kite boarding, etc.
- Land based recreation:
Walking with and without dogs, horse riding, bird watching, bikes and vehicles, study groups, kite buggies, beach parties, etc.
- Airborne activity:
Kiting, microlights, hang and paragliding, hovercraft, civil and military flying, etc.



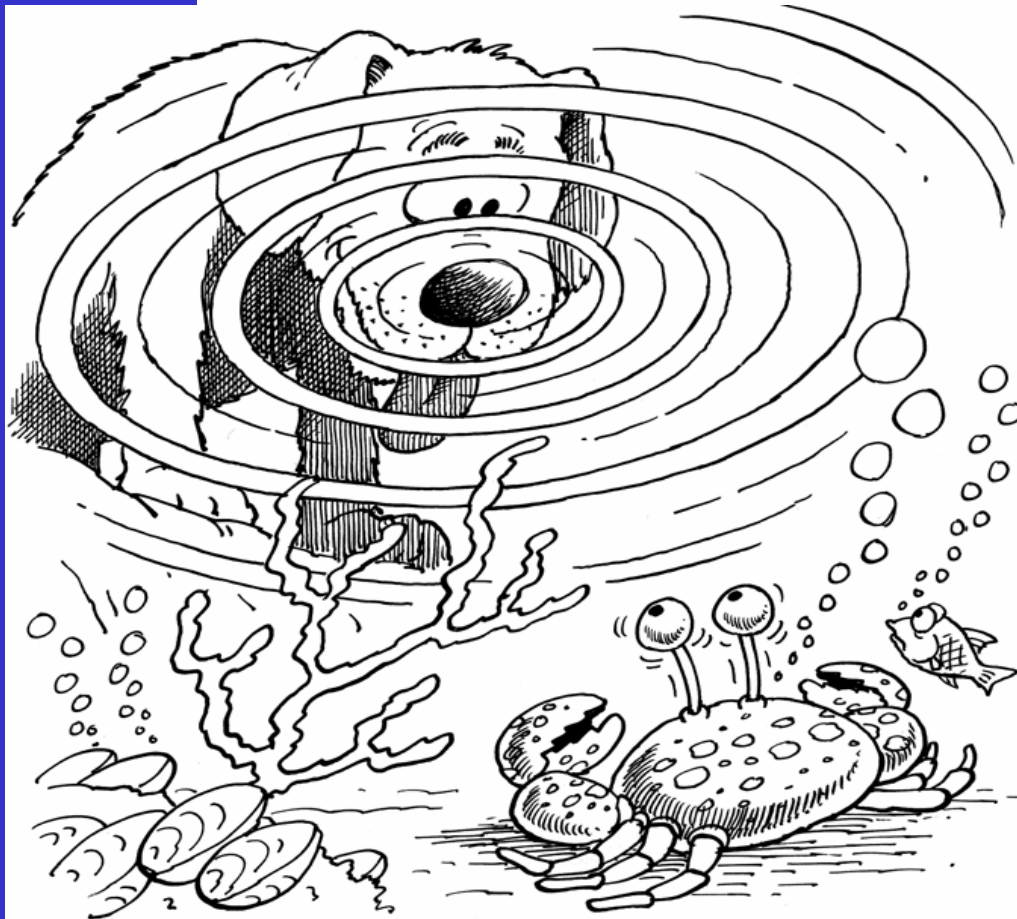
Courtesy of Mike Page



Courtesy of Tony Hall



Courtesy of Roger Ward



Courtesy of Tony Hall



Courtesy of Roger Ward



Courtesy of Gero Vella



Courtesy of Gary Hibberd



Courtesy of NE



Courtesy of Richard Porter



Courtesy of NE



Courtesy of Tony Hall



Courtesy of the North Norfolk Kites' Working Group

The GPG and IRP etc. as management tools

- Good Practice Guide: developed with local advisory groups, including fishermen, recreation enthusiasts, conservation site managers and local people
Objective: to raise awareness of importance, sensitivity and danger of site and encourage appropriate and safe practice
- Incident Recording Process: developed with site managers
Objective: to provide data on what activity is happening where, whether activities are causing damage, aid better allocation of resources and appropriate management measures
- Other voluntary initiatives:
e.g. North Norfolk Kites' Working Group involving sport enthusiasts, local site managers and local interested parties promoting good and safe practice

EMS INCIDENT RECORDING

Site Name:

Page No: 2

Date	Code	Zone	Damage	Comments: (inc registration number as applicable.)
Disturbance				
2.5.04	Wa	1	YES	Jet skiers close to tern colony.
4.5.04	A	2	YES	RAF Jet. Low. <100m over harbour.
5.5.04	A	1	YES	RAF Jet over point.
15.5.04	A	1	YES	Microlight x 2. Low. <5m over tern colony.
15.5.04	A	2	YES	Light aircraft. High but disturbance to waders in harbour.
16.5.04	A	1	YES	Light aircraft. High but disturbance to tern colony.
16.5.04	A	1	YES	Microlights x 2. Low. <10m over beach and people.
16.5.04	Be	1	YES	Walker in restricted fenced area.
17.5.04	D	1	YES	Dog off lead
17.5.04	Be	1	YES	Two walkers beyond no further signs.
17.5.04	Be	1	YES	Walker in restricted fenced area. Disturbance to Little terns.
19.5.04	A	2	YES	G-AEDU. Disturbance to waders in harbour.
20.5.04	D	1	YES	Dog off lead. Repeat offender.
21.5.04	D	1	YES	Dog off lead x 2.
22.5.04	A	1 +2	YES	Yellow bi-plane. <200m. Disturbance to tern colonies and waders in harbour.
23.5.04	A	1 +2	YES	Yellow bi-plane. <200m. Disturbance to tern colonies and waders in harbour.
23.5.04	A	2	YES	Light aircraft. High but disturbance to waders in harbour.
24.5.04	A	1	YES	Military helicopter. Low. <50m over tern colony.
26.5.04	A	1	YES	Microlight G-WIZS. Low. <50m over tern colonies.
27.5.04	A	1	YES	Light aircraft. Low. <50m over tern colony.
31.5.04	A	1	YES	Light aircraft. G-RBBB.
31.5.04	A	1	YES	Light aircraft. G-EWBC.
31.5.04	A	1	YES	Microlight. G-CBLL. Low. <50m over tern colonies.
31.5.04	D	1	YES	Dog off lead x 2.
31.5.04	Be	1	YES	Walkers beyond no further signs.

Codes:

Aircraft	A	Study Gro	S
Beach/Dune/Shore Users	Be	Vehicles	V
Bikes	Bi	Water Spc	Wa
Dogs	D	Wind Spor	Wi
Pollution	P	Others	O

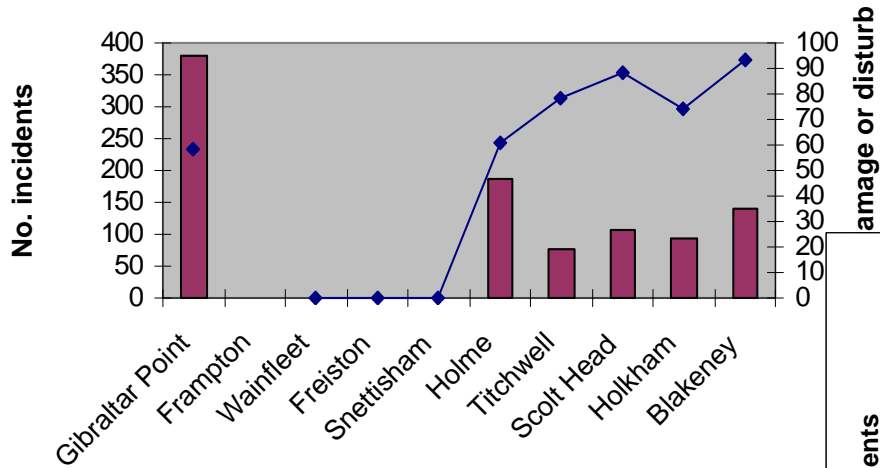
MANAGED SITES - DRAFT ANALYSIS OF APRIL to SEPTEMBER 2006 INCIDENT RECORDING RESULTS – V2

Site Name	Incidents Apr-Sept'05 Total	Damage Disturbance % of Total	Activity (see footer code *)		B	D	L	P	S	V	W	Wa	Wi	O
			MA	CA										
			Number per activity / approx. % of total incidents for site approx. % per activity causing damage to site											
Blakeney	165	86	4/2.5 75	42/25 95	1/5 100	72/44 85					22/13 100	19/12 74	2/1 50	3/2 0
Holkham	80	41		3/4 67	6/7.5 100	7/9 86				3/4 0	6/7.5 67		1/1 0	54/67 28
Scolt Hd	123	82	1/1 100	85/69 88		8/6.5 75					3/2.5 67	16/13 75	1/1 0	9/7 56
Titchwell	8	37	1/12.5 0	4/50 50	1/12.5 0							1/12.5 0	1/12.5 100	
Holme	222	48	1/5 100	90/40 53	2/1 50	34/15 56			3/1.5 0	7/3 29	17/8 65	6/3 50	19/9 26	43/19 37
Snett's'm	17	65		6/35 100	1/6 0					3/17 33	4/24 50			3/18 67
Freiston	7	71	1/14 100	2/28 100		3/44 67							1/14 0	1/5 100
Frampton	6	67		1/33 100							1/33 100	1/33 100		3/50 33
Gibraltar Point	240	53	4/2 50	9/3 33	20/8 45	58/24 12	74/31 93		2/1 50	5/2 80	21/9 48	12/5 42	11/4 27	24/10 58

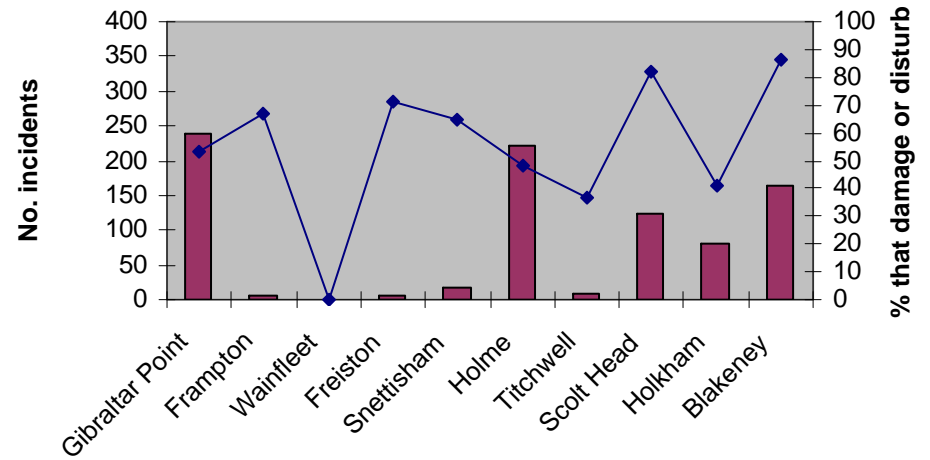
Activity Code: *

Aircraft – Military = **MA** Civilian = **CA**, Bikes/Motor bikes = **B**, Dogs = **D**, Litter = **L**, Pollution = **P**, Study Groups = **S**, Vehicles = **V**, Walkers = **W**, Water Sports = **Wa**, Wind Sports = **Wi**, Other = **O** e.g. campers, barbecues, birdwatchers, metal detectors, bait diggers, horse riders, etc.

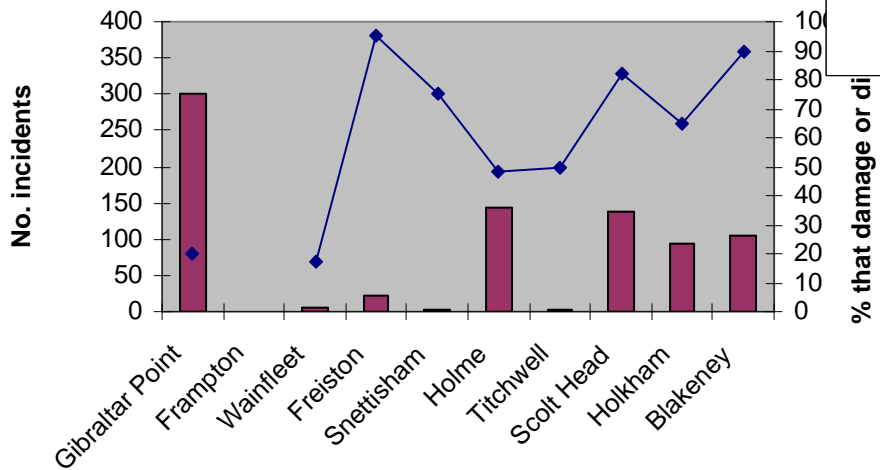
IRP - 2004



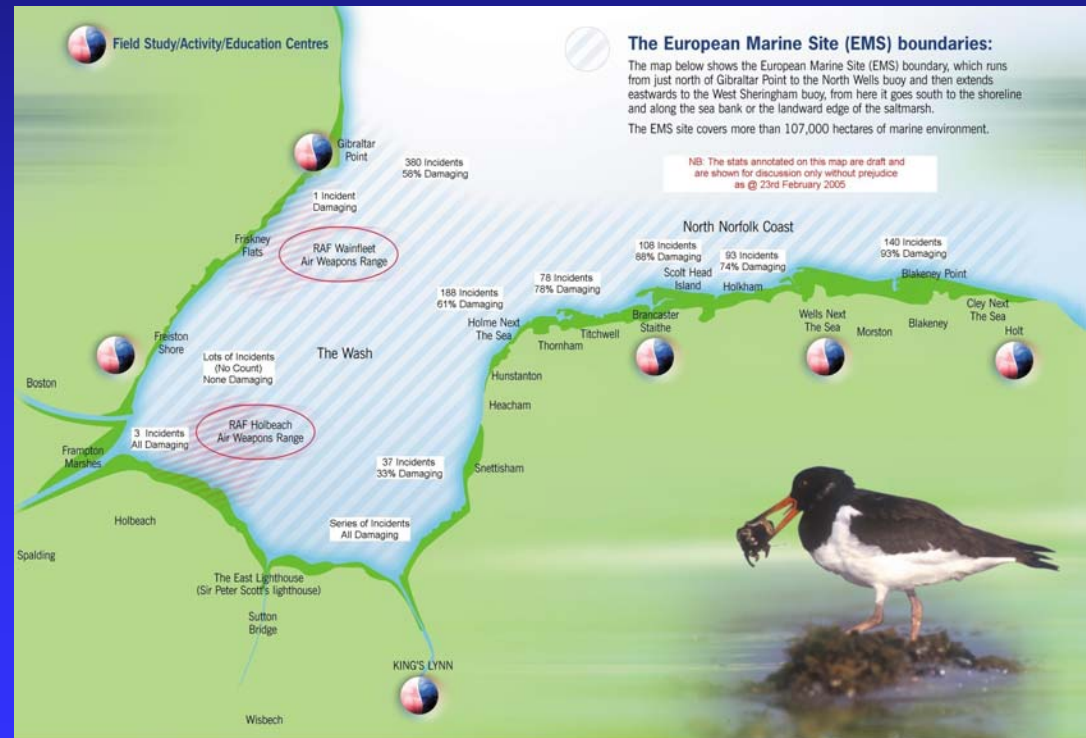
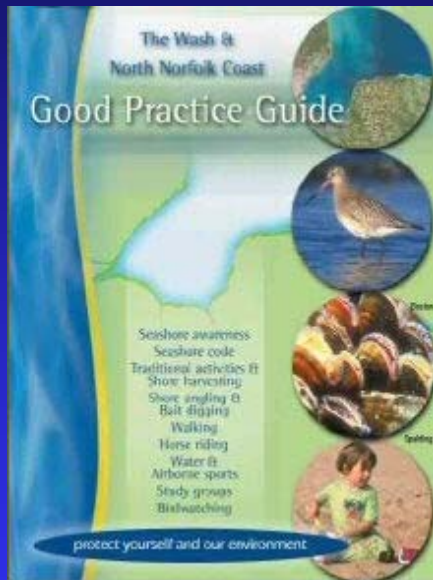
IRP - 2006



IRP - 2005



Good Practice Guide (GPG) and Incident Recording Process (IRP)



Added value of IRP

- Co-ordinated process producing comprehensive picture across EMS.
- Mapping local characteristics.
- Dispelling myth.
- Identifying trends.
- Tiered, prompt response.
- Fact based, tailored action and liaison.
- Effective management planning.
- Examples - user and user group liaison e.g. water sport groups, jet skiers and microlighters; raising awareness and promoting EMS Good Practice Guide e.g. articles and visitor centres; developing informal user codes e.g. paragliders and kites; formal follow-up processes e.g. military, civilian and recreational flying incidents e.g. air incident letter and liaison, dialogue with BBC about filming processes, liaison with CAA to enhance air navigation information; site resource management; management action planning and review;

North Norfolk Kitters' Working Group

- An experiment in voluntary management between Brancaster and Titchwell on one of North Norfolk's busiest beaches. Here potential exists for wildlife/habitat disturbance and conflict between recreational users, involving kite buggies, kite surfing and power kites.
- Initial liaison between the parties proved encouraging, demonstrating understanding and co-operation, leading to a working group and a voluntary interim agreement being set up.
- The way this agreement and activity is managed has an impact on beach users and the environment.
- The results are proving encouraging.

(Extracts from presentation by Janice Howell, Chair of the NNKWG, dated Dec 2005 on www.esfjc.co.uk/ems.htm homepage.)

3 steps to taking the MPA network forward

- Long-term, realistic funding commitment.
- Joined up national and international governance framework, with pragmatic and rational processes recognising the dynamics of natural environments and the inflexibility of bureaucracy.
- Delegated authority and discretion for local management forums to make timely, fundamental local decisions.