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**The social and environmental impacts of tourism and Leisure, a case study of Hollingworth Lake.**

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# **Declaration**

‘I declare that the main text of this dissertation is no more than 10,000 words, and is all my own work.’

Signed:

Date:

# **Abstract**

Tourism is one of the world largest economies, generating billions of dollars in revenue every single year. This however can pose problems for the community in which the tourism is focused. Some area of the world have adapted accordingly, places such as Orlando Florida where the tourist activities are spread over tens of miles, leaving plenty of breathing room for the local population to live and work. It is however a different story in smaller communities where the tourist activities are much more compacted around one main attraction.

This study looks at Hollingworth Lake which is situated on the outskirts of the village of Littleborough near Rochdale in the North West of England. The lake was originally constructed for the purpose of providing water to the Rochdale canal during the 19th century, however it soon became an attraction for those living nearby. Families would go for the weekend and enjoy fishing, boating and walking. Today it remains much the same, but with the rise in the use of the motor car making people much more mobile, the lake seems to be becoming ever more popular. The issue here is that the lake sits within a small compact community which was not built to handle hundreds if not thousands of tourists.

The aim of this study then was to assess the implications of tourism at Hollingworth Lake to find out just how well or not as the case may be, the community can cope with the sheer number of tourists visiting. The main focus was on the issues of parking and the roads, but also on a more social aspect, asking the people themselves their opinions on such issues.

The outcome of the study was that there is a major issue with overuse at Hollingworth Lake. Public footpaths are becoming worn, litter bins are more often than not overflowing and there is not enough available parking which can cause people to park illegally on double yellow lines or on restricted residential roads, leaving a very bad impression on the local community of the visiting tourists.

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# **Chapter 1 - Introduction**

Tourism is one of the world biggest industries generating billions of dollars each year through airlines, hotels, travel agents and consumer spending. In fact the World Tourism Organisation or WTO in 2012 stated that tourist spending receipts reached over one trillion US Dollars for the first time in 2011, up from 928 billion US Dollars the year before, which is incredible considering the economic crisis in 2009 and the tourism drop from the effects of the terror attacks of 9/11. According to Chad Wilkerson (2003), growth in travel and tourism in the USA between 1956 and 1999 outpaced that of the growth in overall G.D.P. in all but 4 of those years, showing just how important tourism is to the U.S. economy. Tourism is something which has been studied over and over throughout the years not just by entities such as the government and the world Tourism Organisation, but by economists, journalists and travel companies. There are studies carried out every year to gauge everything from the amount of people travelling each year to the amount of money they spend each year. This area of study however is unique, it is an area which often gets overlooked and an area in which I can find very little research.

This Research relates to tourism on a much smaller scale, a village scale to be exact. The research aimed to look at how tourism and leisure affects a community both socially and environmentally, but within the small community of Hollingworth and Littleborough. Hollingworth lake in particular was the main focus for my study and is where the primary research was carried as it was the perfect location both because it fits exactly with the subject area, which was to gauge the impacts of tourism and leisure within a small community, and because the area is known personally to due to having lived nearby to Hollingworth lake and Littleborough for many years.

This research was carried out for many reasons. As briefly stated earlier, the area of study has not been researched in great detail or in the way that is very similar to this study. This is evident in the literature review that can be found further on in this paper. It was not easy to find very many studies that have been carried out which looked at small communities in particular. This meant that is was a perfect opportunity to look into an area that had not been studied before. It also provides the perfect opportunity to try to help understand the problems that Hollingworth faces in the coming future. Hollingworth Lake is a place which I personally have been to countless times in my life not only due to its beauty and activities but because of its proximity to other areas of Littleborough and Rochdale, and it is due to the personal experiences of going to Hollingworth lake that made this work necessary to look into the history and the effects of Hollingworth lake’s Beauty that brings so many people, not just each year but every single week. Due to the location at which I live and my history with the area it made it the perfect location to carry out the research due to prior knowledge and the ease of access to the research area.

For this dissertation then several studies where carried out at Hollingworth Lake on contrasting days from a weather stand point and interacted with both people who lived at or nearby Hollingworth lake and people who lived further away to see how their perception and attitude towards the areas being studies differs.

The aim was to gain both personal attitudes and physical evidence from people that where spoken to at Hollingworth lake and try to integrate these, for example, someone may be asked how difficult it was to find a parking space and then what their attitude was towards the availability of parking. This provided both primary evidence and a personal opinion on the same peace of research.

In this paper there will first be a brief history of the area and an explanation of the current issues surrounding the area which will explain why it was necessary to carry out this research. Then there will be a literature review to outline what other research has been done and made available both close to this specific area of research and from a more general standpoint. Next will be the methods for the research, how they were carried out and then the results of the study. Next will be a discussion of the results, what they mean and how they relate to the other studies or other similar locations.

# **- A Brief History of Hollingworth Lake**

Hollingworth lake or ‘the people’s park’ so it was described back in the 19th century as stated in ‘The Story of Littleborough’ by John Street (1999) was built in 1804 as a source of water to supply the Rochdale canal which was located just a few hundred metres from the lake itself. At the time the Rochdale canal was a crucial part of Rochdale’s cotton industry supplying raw materials and shipping out the finished product to sell to the world. The Rochdale canal was originally built as a quicker way of shipping goods to Manchester and on to Liverpool and in 1794 construction began, taking a full ten years to complete. A W Colligan goes into detail in his book ‘The Weighver’s Seaport’ (1998) explaining the reasons behind the building of both the canal and Hollingworth Lake which at the time was known simply as ‘The Lake’. According to Colligan it was decided to build “great reservoirs in the hilly country near different parts of its course”. The aim of this was to supply the canal with a steady supply of water to keep the infrastructure in tact without having to borrow water from nearby streams and rivers. Hollingworth Lake was to become one of these reservoirs. An area of land roughly 135 acres, all of which was owned privately as both farmland and houses by many different people at the time, was to be flooded and become one of the Rochdale canal’s water suppliers. It is said today, albeit probably an old wives tale, that when the water level is low, you can see the tops of the chimneys of some of the houses that still lie at the bottom of the lake.

The rights to use the lake, minus the water rights, were sold to two local men, Henry Newall and his engineer Mr Sladen. Henry Newall owned the Harehill woollen mill in Littleborough which now lends its name to the main shopping street in the centre of Littleborough. Mr Sladen was soon to take over management of the Mermaid Inn close to the lake. The pair began to develop pleasure activities for people who visited the lake, with boating and novelty attractions being the main focus. Although the lake had safety issues due to its depth, of which is up to 80 feet and the fierce undercurrent which were caused by several feeds from around the lake, the boating activities seemed to take off greatly. A rowing club was formed in 1860 and two paddle steamers where introduced to allow people to travel to and from the far side of the lake which on foot was about a mile away.

In 1856 two ‘magnificent’ hotels were constructed on the lakes edge to accommodate and provide catering for visitors. At the time, the majority of people were coming for day trips of for weekend family stays. Soon after the railway company was attempting to cash in on the lake popularity by advertising the lakes attributes over a wide area of Lancashire. This brought a new wave of tourists looking to escape to the beauty of the lake and on a nice day, crowds of people would disembark the train to make their way up the road to ‘The Weighver’s Seaport’ as it was becoming know at the time. In 1860 Davenports ‘Guide to Hollingworth Lake’ described it as follows:

*“Turn your face towards Manchester as you alight from the train, and cross the canal on your left. A road of easy accent, by Clegg’s Wood on your left, in about ten minutes brings you to the shores of Hollingworth Lake. You see nothing on your approach to indicate the existence of such a place; but keep the flagstaff in sight, and if you have any doubts about being in the right direction, you may take that for your guide. As you step on to the embankment, which is considerable, and scarcely looks artificial, the broad expanse of water at once presents itself to your vision. Your first feeling on beholding it is that of astonishment, that so vast a basin, lying in the cup of the hills, should not have become known to you before,”* J. B. Davenport 1860.

It is easy to see how these words would draw someone to such a place. To an extent the lake is no different than it was when Davenport wrote his guide. One can still embark from Manchester and get off at smithy bridge station, then take the same road up smithy bridge road and arrive on the lake bank at the Beach hotel. Many hundreds still visit the lake for a day trip, although many of the inns no longer exist, there are still a few Places offering bed and breakfast for those coming from further afield.

By the 1920’s, the Rochdale canal was suffering from serious decline, which for a time posed an issue of whether many of the reservoirs supplying the water, including Hollingworth Lake would be needed anymore. Hadfield and Biddle (1970) describe in their book how the Rochdale and Oldham corporations water act authorised the sale of several lakes and reservoirs to local authorities for use as a water supply for the local community, thus saving Hollingworth Lake from destruction, unlike several other of the canal’s supply reservoirs which were filled in after the canals decline.

The latter half of the Nineteenth century say the lake at the height of its popularity. The boat club prospered and still exists to this day. As more people began to visit, small shops began to appear, selling refreshments and souvenirs to the tourists. The popularity of the lake fell during the early part of the twentieth century as one would expect due to the first and second world wars. After 1945 however the popularity grew once more, and with the evolution and boom in the motor industry, even more people could come to visit the beautiful scenery.

The popularity was in a steady increase until the early 1970’s when the area began to fall into decline as the lake was “suffering from overuse” (Colligan 1998). In 1971, a working party was set up in order to assess the future potential of Hollingworth Lake. The outcome of this was to designate the area of Hollingworth Lake as a country park, and plans for future development where formed. Greater Manchester council began to show interest in the development of recreational grounds which were in close proximity to urban areas. This provided the perfect opportunity for the lake planners, as Hollingworth Lake is just a few miles from the centre of Rochdale and it would allow them money to improve the Lake’s facilities. The planners proposed several ideas including the building of a visitors centre in the Ealees valley. Prior to 1974, this area of the Ealees valley had been used as landfill. The planners therefore proposed the building of the visitors centre on this land, with the addition of car parking space and landscaping so that the area could be used as a nature walk. The popularity began to grow once again and in 1995 the visitors centre was expanded to accommodate for more tourists. This improved visitor’s centre included more space for a shop and had a small theatre which would show a short presentation of the lakes history.

Today, the lake is as popular as ever. The visitors centre is still running all year round and the boat club is still going strong. Hundreds of people visit the Lake on a nice day to walk its 2 mile length or to fish, bird watch or simply relax in a café of have a meal at Beach Hotel.

Unfortunately, the lake could once again be suffering from overuse, just like in the 1970’s. More and more people come each year, straining the existing facilities and infrastructure. Once again, parking and traffic have become a huge problem not just for the visitors, but for the hundreds of residents also. The council has attempted to overcome some of these issues, but it doesn’t seem to have worked. It only seems to be creating bigger problems for visitors. As a result, the quality of the lakes facilities may be declining and the attitudes of the local people may be following suite.

# **– Aims and objectives**

The main aim of this research was to gain an understanding of how the increase in the number of tourists visiting the lake was affecting a number of different aspects of the Lake and its surroundings. The original objectives were as follows:

Objectives:

1. Develop a questionnaire to assess the attitudes of both the tourists and the local residents about the various issues related to the levels of tourism/leisure at Hollingworth Lake.
2. Carry out a number of studies (such as litter picking, person counting and car parking evaluations) to gauge the environmental impacts of tourists around Hollingworth Lake.
3. Analyse the results gained from 1 & 2 to develop ways in which small communities are affected by increasing levels of tourism and find ways in which they might be able improve the facilities to better deal with large amounts of people.

The area of Hollingworth Lake was built primarily for industry, with the development of the canal being the main reason for the lakes existence in the first place. It was only after it was completed that its popularity as a tourist attraction grew and the facilities had to adapt to this as the area was not originally developed for leisure purposes. This research aims to gather evidence of how the Lake was now coping with tourists in today’s society. The increase in the popularity of the motor car has meant that many people will not use public transport to get to the lake, but instead use a car. The increase in disposable income over the years also means that more people can afford to take a day trip or weekend trip with the family. It stands to reason then, that facilities that could cope in the 1970’s, may now need updating and bringing in to the twenty first century to be able to manage with the stain in which the area is under today.

One aim was also to gain an accurate understanding from the people who actually use the lake, on how they view the lake. The aim was to speak to a mixture of local residents and tourists from further afield to see how their opinions may differ on the accessibility and quality of facilities that are available. As mentioned previously, there are several changes that the council have made in relation to the parking options on residential streets around the Lake Bank area.

The second objective revolved around gathering primary evidence of any issues that could be present, such as overflowing car parks, overcrowding of people and excessive littering. As mentioned previously, one of the main issues faced by Hollingworth Lake is the issue of available car parking space. There are 3 small public car parks, one on Hollingworth road, one at the visitors centre, located just off the road leading up to Rakewood and a car park at the boat club on Lake Bank. All of these car parks are pay and display car parks but are only small in size. As a frequent passer-by and visitor myself I had noticed that cars had started to park on the roadside. The aim of this study was to determine whether or not these people parked here for the convenience of being close to the lake, or whether it was down to the pay and display aspect or just because there was no room.

Another study included in objective two was to observe how many people there where at the lake. The aim was to go to the lake on a nice day, which is when it is at its busiest and observe whether or not the pathways where being overcrowded and causing a danger to pedestrians due to road traffic. In relation to the possible issue of overcrowding, the study aimed to try and find if there was any evidence that pedestrians where causing damage to the environment, such as wearing out the pathways or damaging fences or gates, and whether they were causing a littering problem.

For objective three, the evidence gathered from the research will be used to test whether or not the number of tourists is an issue and how they impact on the community both on a social and environmental level. This can then be compared with similar studies to see if they had experienced any of the same results. Finally suggestions could then be made on some possible solutions to these problems to try and improve not just the tourist’s experience of Hollingworth Lake, but the attitudes of local residents towards the impact that tourists are having on their community.

# **Chapter 2 – Literature Review**

Tourism as an industry has been researched many times and many aspects of tourism have been extensively explored, with economics perhaps being the most popular, and many different places around the world have been used as case studies. Venice, along with many cities in Italy becomes vastly overcrowded by tourists in the summer months. At peak times, the number of tourists in Venice can outnumber the amount of local residents by a considerable number as “A whopping 20 million tourists are expected this year” (CBSNews 2009). Venice in particular is being hit hard by the problems that tourists cause. Protests have taken place in the past few years by residents of Venice in an attempt to stop tourism developments. St. Mark’s square is being left in a disgraceful state as tourists leave litter all over the square and councils have had to put policies in place to stop people from sitting in historical statues and dangling their feet in Venice’ famous canals.

So, if planners want to build new tourist complexes then the city must be generating a healthy income from the tourists, but this is clearly having some unfortunate social impacts on the city’s residents. This is something that is of big interest when attempting to seek the effects of tourism on an area, and it seems to be that although the tourists help the economy, they do not help the environment or the local residents. This is the focus of this paper, using Hollingworth Lake. The small businesses that have opened up there thrive at peak times, but the area is also relatively densely populated and the large amount of people that descend on the lake can cause problems for those around, from parking issues to road safety issues and littering. Although Hollingworth Lake is a hotspot for tourism and leisure in Littleborough and Rochdale, Littleborough and surrounding community at Hollingworth Lake is only a relatively small area. This then may offer other problems or further increase the effects of those issues stated before, and this is what this project is there to find out and hopefully find ways in which these problems could be overcome.

All of these issues have been brought up before in research done into the effects of tourism. Tourism obviously has its positive effects, mainly from the economic aspects, “Tourism affects the economy and lives of communities and has proven to be a lifesaver for many destinations” (Gawler.sa.gov.au). In 1997/98 Tourist services made $58.2 billion in Australia, contributing 4.5% of the country’s total GDP and 6% of its employment. These impressive figures clearly show that tourism is having positive economic effects, but it’s the negative effects that are just as important. Tourism is often blamed for loss of privacy of the local residents, intrusion on their daily life and it creates negative feelings from local residents towards tourists.

Upon looking for literature directly related to this project, it was shocking to discover that there was very little to find. As pointed out though by Ashworth (1989), urban tourism is an area which has seen very little research done. There is plenty of information and papers to be read about the general effects of tourism including economic, social and environmental effects, some of which have been explored previously, but there is very little research or information related to how the implications of tourism relate to small communities. Having looked for research related to tourism, one would expect to find research into small communities as there are many ways in which tourism could affect these types of areas very differently than a major commercial area such as Venice or Florida.

There was a paper published in the Asian studies review, volume 26 titled ‘The impact of tourism in china on local communities’. This paper aimed to look at how the development of a tourist destination impacts the local community. China has become another one of the world’s hot spots for tourism but very little work had been done to record its effects. There was some research done into how tourism affects ethnic minorities but this didn’t take the whole of china into account. Yiping Li, the author of the paper aimed to look at how tourism directly affects the communities in which the tourism hotspots are found, but it didn’t necessarily look at small communities within china, it took a more widespread approach.

‘The effects of tourism on local communities, is an article written by Kate Ward (2010), the director of the Responsible safari company in Malawi. Her article does focus more on the small communities affected by tourism but its main aim is to look at sustainable ecological tourism. She does not look specifically at the main impacts of tourism stated above, but at how tourism can be made sustainable within local communities. This article then is related to this project as this paper aims to look at how small communities could better manage I high level of tourism but is not concerned with eco-friendly tourism. This article is only an observation of one person who runs a sustainable company within Malawi and is not backed by any professional body such as a university and is therefore not particularly scientific and no real research was done into the subject. There was research carried out on people’s opinions to tourism development in the city of Bath in the United Kingdom (Haley, Snaith and Miller 2004). This is perhaps the closest related piece of research to this paper but the research was nonspecific on which tourist development and did not focus on a small community built around what has become a major tourist attraction like this research into Hollingworth Lake.

Some of the main focuses for this paper where to look at the social aspect of tourism, which again, is an area which has gotten extensive research, but in the case of this paper, there has been no research done into how a major tourist attraction affects those within a tightknit community such as that of Hollingworth. One main issue here is that the infrastructure was never planned around high levels of tourism. It was built simply to serve the local residents and as a result, planners have had to try and adapt the area as best they can to accommodate vast numbers of people. This however is an extremely difficult task and it has become evident that there are problems, hence the need for this research, yet there has been very little done. It seems that with tourism being such a huge commercial industry, the smaller communities get forgotten about.

Tourism is considered an important tool for economic development in rural America, and many small towns are trying to acquire a share of this growing industry (Galston and Baehler, 1995). Due to this, there has been much research done on tourism in small rural towns in America, but it is more focused on how towns are deliberately trying to access the tourism economy as it is the fastest growing and one of the top three industries in 49 out of the 50 American states according Bill Harshbrger (2011) at a conference of the Illinois state of Rural Affairs. Similar to the situation at Hollingworth Lake, towns frequently seek to increase visitation by developing existing heritage resources (Davis and Morais, 2004). Hollingworth Lake was originally just a source of water for a canal and never originally intended to be used as a tourist site. The research that Davis and Morais did, they studied a place called Williams in Arizona, USA in which the local population was looking to bring in tourists from the Grand Canyon railway that was being built. The study concluded thought that the tourism was becoming socially unsustainable due to the speed in development of the railway. It is pointed out by Chen and Chen (2010) that tourism is often used by communities whether urban or rural as a way of boosting their economy, and it is true that many people benefit economically from tourism at Hollingworth lake from ownership of such establishments as café’s and public houses, but the rise of tourism has been a natural occurrence in this instance and was not instigated by the local community.

There was a theory published by Butler (1980) on the subject of tourism growing from within a small community which he stated that tourism starts to build slowly within a community and grows over time, but as it does, the quality of life of the local resident’s decreases as the level of development begins to exceed their level of tolerance. It is for this reason then, that tourism should be developed according to the local people’s needs and desires (Pham Hong Long 2012). These theories will be explored further in relation to the research at Hollingworth Lake, as these ideas are one of the main reasons why this particular case study for this paper was chosen.

In the paper ‘The economic and social impact of tourism’ (Mirbabayev and Shagazatova) it is stated that all regions have a bearing capacity and once this is exceeded, the negative impacts of tourism on the local community begin. Scheyvens (1999) states that to best benefit the local community, “Aiming 'low' builds upon the skills of the local population, promotes self-reliance, and develops the confidence of community members in dealing with outsiders”. This then forms the basis of this research, which explores the social and environmental impacts of tourism on the local community based on a social study of both residents and tourists.

# **Chapter 3 – Methodology**

This section will detail the ways in which the research for the paper was carried carried out and why it was chosen to carry it out in this way.

# **3.1 - Method Development**

The primary piece of research that was carried out for this paper was a questionnaire. The questionnaire consisted of 15 questions relating to a number of different aspects of Hollingworth Lake. Some of the questions included, asked the subject about such things as the availability of parking at Hollingworth Lake when they arrived. It also asked about the facilities such as the quality and availability of them. There were also questions relating to the relative distance of the subjects residence and whether or not they travelled by car or via another form of transport. The questionnaire also asked the subject for their personal opinion on how the facilities such as toilets or the infrastructure i.e. the roads could be improved to provide better access or improve their experience.

At the time of developing these methods, it was proposed to carry out these studies across more than one day. Hollingworth Lake is a place which usually draws in more tourists on a nice sunny day because obviously it is predominantly an outdoor attraction. Therefore it was decided to carry out research on days of contrasting weather conditions, to allow for determination of just how much of an impact different weather conditions has on the results. The aim of the research is to assess the social and environmental impacts of tourism within a small community. If the research was just to be carried out on a hot sunny day however, this may produce a false image of what Hollingworth Lake is really like. To someone who has never visited this place before, any information they may read will lead them to believe that Hollingworth Lake is always as described within that piece of information. In this instance, a piece of research that states that Hollingworth lake is overcrowded, there is nowhere to park and is always congested with traffic would be wrong for much of the time. From personal experience, a cold rainy day at the Lake is one which is usually very quiet. If one does not mind a walk in the rain, it would be the perfect opportunity to enjoy Hollingworth Lake in peace and quiet.

Due to the social aspect of this research, this new category allows further exploration into the impacts of tourism. For example, a rainy day will more often be a much quieter day. This then, is bad news for the people who make their living from the amenities on Lake Bank. Lake Bank has many café’s gift shops and amusements which depend entirely on the people who come to visit the Lake. Therefore bad weather will have a negative impact on their business due to the lower number of prospective customers. Local residents may still use the café’s, but they would probably not want to visit the gift shops of amusements every day as they are more of a ‘one time’ visit, whereas a café provides a warm friendly environment that offers refreshment that anyone can enjoy at any time. This theory will also help create an understanding of how these businesses cope under different conditions such as bad weather conditions. It can also help us to understand how these businesses may be affected during different seasons of the year and allow for comparisons on how a business might fare in summer compared with in the autumn or winter seasons.

As mentioned earlier in this paper, the aim was to gather information from both local people and people who have travelled from further away. The questionnaire outlines this to the subject across 2 questions. The first of these questions asks whether they live within walking distance i.e. 5-10 minute walk. The second question then asked the subject to circle which distance bracket they fit into. These brackets where 1-2 miles, 3-5 miles, 6-10 miles and more than 10 miles.

The reason for asking the subject how far away they live is because the aim was to try to distinguish if there was a difference in personal attitude towards various aspects of the lake, and whether this attitude changes depending on how close the person lives to the lake. The reason for this is simple, it allows for the discovery of whether or not it is the prolonged exposure to the current condition of the lake that has an impact on the answer that local resident make. For example, a question such as follows: ‘How do you feel about the parking conditions at Hollingworth lake?’ may generate different answer amongst the various different groups who are asked. The local residents for example may answer that they feel parking conditions are quite bad and that they are tired of not being able to find a space. Whereas, someone who perhaps had come from maybe 15 miles away and does not visit very often at all may say that parking was ok and that it could be expected of somewhere as popular as Hollingworth Lake.

This allowed for some of the social effects of the level of tourism at Hollingworth Lake to be gauged. The fact that local residents have got a problem with other people taking up parking spaces of blocking access to their street is a clear negative social impact of Hollingworth Lake. It was also chosen to include questions which did not involve a personal opinion but instead were based upon an individual’s observations from their time at the Lake. These questions were based upon gathering evidence of environmental impacts of tourism. Some examples of these questions would be; ‘Did you see any discarded litter?’ or ‘was there much traffic around the lake when you arrived’. As stated these questions are not based on personal opinion. This way, every answer can be put under the same category and everyone asked provides valuable evidence that does not have to be split up in to different groups and examined further. A blank copy of the questionnaire can be found in appendix - B at the back of this paper.

# **3.2 - Methods of Research**

The questionnaire was to be the main form of research for this paper. It was assembled of 15 questions of which asked the subject about various different aspects of their experience of Hollingworth Lake.

The first step was to create a questionnaire, based on the issues that seemed most prevalent such as; parking, traffic congestion, overcrowding, possible environmental damage E.g. footpaths and fencing, littering and social opinions from several different groups. All of these issues where factored into the construction of the questionnaire. The final questionnaire contains questions relating to all of these issues including both observational questions and personal opinions.

It was important that the questionnaire did not take up too much time. The reason for this being that the subjects are random members of the public who were kind enough to give up some of their time to help. It was therefore important to allow them to answer the questions easily and quickly and let them carry on with their day, otherwise they may become irritated or bored if the questionnaire was too long and as a result they may be unwilling to finish or give answers which were not true in order to simply get the questionnaire out of the way.

The questions therefore had to be for the most part, short and to the point. Due to this the majority of the questions are simply select and circle answers i.e. the question will give several possible answers and the subject simply has to select the answer they want. This way the subjects do not have to write lengthy answers which take up time. The questionnaire does contain some questions which require a more structured answer but there are only two questions that require this, and one question which has the option to add extra information if the subject needs to. This structure then, allows the subject to be able to get through the questionnaire quickly and allows the researcher to gain both the observational and opinionated answers which are required. The questionnaires were filled out by the researcher and an assistant which was again to make it easier for the subject. If they had to fill them out themselves it may seem less appealing and they may be less likely to fill one out.

The questionnaire was carried out on two separate days in august 2012. As stated, one day was a hot sunny day and one day was overcast with light rain. The methods proposed stated that a mixture of both local people and visitors from further afield were required, so the questionnaire had to be carried out in a place which should have both of these groups. Therefore, study site A was on the lake footpath along Lake Bank since the majority of people who go to the lake go there to walk, the footpaths were the ideal location to meet people. The map of Hollingworth Lake in Appendix - A shows where the questionnaires were carried out.

After approximately one hour, the research was relocated from the lake footpaths to the shops on Lake Bank and attempted to ask passers-by if they would be willing to answer a few questions. After approximately another one hour there were 24 questionnaires completed for the study.

The second day of research as described above was an overcast day with light rain. In order to get an accurate depiction of how conditions affect the level of people visiting the lake in relation to the level of people that were there on the first day, it was important to carry out the questionnaires in the same locations as previously. Therefore the same amount of time was spent at the same two study sites. As could be expected of such a day, there were only eleven questionnaires completed on the second day.

In total, thirty five questionnaires were completed across the two days of research at Hollingworth Lake. The original figure that I had aimed for was twenty questionnaires per day, giving a total of forty. The first day proved a success yielding twenty four, but unfortunately due to the poor conditions of the second day, the target was not reached, however it is felt that thirty five is an adequate number of questionnaires to be able to extract a good deal of useful information for the purposes of this paper and the fact that there were less people around to fill out a questionnaire on the second day, provides some evidence in itself.

Once all of the primary research was done, then next step was to collate all the evidence and attempt to create some results. The way in which this was done was as follows:

The first step was to look through all of the questionnaires and begin to note down any major observations such as any correlations that were immediately visible between the answers given or note down any anomalies discovered. This gave a rough outline of what the final results would be. The next step was to use some of the evidence to create graphs or tables where it was felt necessary. The reason for this is that it is much easier to represent any trends or anomalies and it makes it much easier for the purposes of writing a paper to show results in this way as it is much easier for the reader to access them and see any points that may be put across in the text for themselves. It also allows for much easier comparison between different sets of results, or in this case makes it much easier to compare between the same questions but under different categories. For example, graphs allow not only the user to represent several categories easily, but they allow for several categories of the same data to be put onto one graph making it even easier to compare data. So in this case, one is able to place the data from questions done on day one, day two and both days together on the same graph.

From these analyses, conclusions in relation to the different aims and objectives can be made and the results can be compared with other studies to see how this area may differ from another area under similar conditions.

# **Chapter 4 – Questionnaire results and analysis**

Across the two days of primary research, 35 questionnaires were completed. Twenty one completed on day one and fourteen on day two. This chapter will present the most notable results from this questionnaire, and them these results will be analysed and put into context in terms of how they relate to the aims and objectives of the study and how they may relate to other studies.

The first question, asked the subject whether or not they lived within walking distance of Hollingworth Lake, which was identified as 5-10 minutes’ walk. This amount of time would cover the areas of Smithy Bridge and much of Littleborough. From the people asked, a total of 10 out of 21 people from the first day lived within walking distance, and a total of 11 out of 14 people asked on the second day lived within walking distance. This shows that on a day of unfavourable weather, a much higher percentage of people who are visiting Hollingworth lake (78%) are local people as opposed to on a sunny day when the percentage is much lower (48%). The reasoning for this should be fairly obvious. It would be less likely for people to travel a greater distance or go out at all on a day with bad weather, whereas the local people who were visiting the lake are more often, from personal experience, walking their dogs of using the shops on Lake Bank.

Interestingly, all of the people asked on the second day who did not live within walking distance, stated that they lived within 3-5 miles from the lake, meaning that they all live within the Rochdale borough. On the first day however, 2 of the people asked said they live more than 10 miles away. One person was from Leeds and the other from Ramsbottom, which is north of Rochdale in the Pennines, showing that people do still come from many miles away to visit the lake. Admittedly, there are not as many folk from further afield as there may have been one hundred years ago, but it shows that the lake is still popular as a day trip destination for those who do not live close by. From figure 1 shown below, it is easy to see that on a day with better weather conditions, more people will travel a larger distance to get to the lake, whereas it is clearly shown that on a day of bad weather, there are more people at the lake who live much nearer.

*Figure 1.*

As described earlier in the paper, one of the main issued focussed on for the research was parking and traffic. The lack of available parking on a busy day and the narrow roads along Lake Bank make parking and congestion a frustration for those who drive to the lake. Several of the questions focussed on these issues and asked the subject whether or no they drove to the Lake that day, where they parked and what they thought of the road conditions. Out of all 35 questionnaires, 19 of the subjects drove to the lake. 18 of which were cars and just one subject drove a motorcycle. 11 out of those 19 people who drove to the lake said that they parked on a designated car park, but 8 of the subject either parked on a residential street or along Lake Bank or Hollingworth road. This shows that almost half of the people surveyed chose not to use a car park, probably because they were unable to find a space. They therefore chose to park along the roadside, and those people who parked on Lake Bank, of which there were 2, were actually parked illegally on double yellow lines. It therefore goes to show that there is indeed an issue with parking at the lake if 42% of drivers do not use a car park and 25% of those are parked illegally. There was included in the questionnaire itself, a question of whether or not the subject had seen car parked on Lake Bank whilst they had been there and it came as no surprise that 23 out of the 35 people questioned said that they had seen car parked there that day. It is worth noting however that only two of those surveyed on day two, the rainy day had seen cars parked on Lake Bank.

The issue of roadside parking is quite prevalent on most days and it is this, combined with narrow roads that cause traffic to back up completely and make passing through Hollingworth Lake on a busy day very slow and frustrating. The questionnaire did also include a question asking the subject whether they thought the roads especially Lake Bank are adequate enough to cope with the current levels of traffic or whether they thought that they could be updated to help relieve congestion. 27 out of 35 said that they believed the roads around the lake are not able to cope with the level of traffic that passes through and believe that they needed work doing to improve traffic flow.

One of the people surveyed stated that they are local resident but if they were to move their car on a sunny day, like it was on day one of the study, they would more than likely return to find their parking space taken or their access blocked. Many of these residential roads close to Hollingworth Lake now have controlled parking, meaning that residents of the houses have a permit which must be displayed in the vehicle to allow them to park on the road. According to these residents however, visitors will ignore this and park on the street regardless.

The final five questions were not related to parking but instead focused on the other environmental impacts such as littering, footpaths and overcrowding. Littering had been selected as an area of interest as it can have a dramatic effect on the environment and any wildlife living in it. Litter makes anywhere immediately look untidy and less appealing, and it also can have negative impacts on wildlife, for example duck and other birds can swallow wrappers or get caught up in litter, which can unfortunately cause them to die under certain circumstances if they get stuck or if it prevents them from being able to get food. With Hollingworth Lake being so busy and with there being so many places offering refreshment’s such as ice creams or fish and chips, it is very likely that many people would discard litter especially if bins where not available or if they were already full. From the results of the survey, this theory was proved correct as 34 of the people questioned reported seeing discarded litter whilst walking at the lake. In addition to this, one of the personal input questions asked the subject what they thought of the facilities around the lake. Many of those who answered this question pointed out that litter bins where very frequently full and overflowing. This clearly shows that improvements do need to be made to help reduce littering and clean up the environment.

Question eleven asked the subject whether they thought the footpaths were maintained to a good and safe standard. 57% said that the footpaths where not maintained to a satisfactory standard, with many of those people adding that some of the footpaths where either too narrow of were showing signs of wear from overuse, leaving potholes or rocks sticking out causing a hazard to walkers.

The final three of these questions asked the subjects about their thoughts on the level of people they see at the lake. Every single person asked said that they believed there had been an increase in the number of people coming to visit Hollingworth Lake since they first visited themselves. 82% of these people, when asked about Hollingworth lakes ability to sustain any increase in visitors, said that they believe an increase could not be sustained. In addition to this, all of the people who believed an increase would be unsustainable, believed that the area was already overcrowded on a day such as day one of the research.

The final question was another chance for the subjects to state their personal thoughts on the subject. The question asked how they thought that the facilities and/or infrastructure could be improved. Many people mentioned that parking facilities need improving, with many of the local resident stated that parking restrictions need to be better enforced as many drivers to take no consideration for the fact that roadside parking on many in the area is not allowed. Many of the answer to this question reflected what the subject had answered to previous questions, for example, they may elaborate further on a previous answer. Several people have commented on the footpaths in this sections, either saying that the pathways are too narrow or that some of them, particularly those on the far side of the lake where there are no concrete or tarmacked surfaces, get very wet and muddy making some areas difficult to pass.

From these result then, it is clear to see that the current level of tourism at Hollingworth Lake is having a negative impact the environment and the people, both local residents and visitors to the area. The biggest issue which has been identified is parking. This is one issue that definitely does affect both of these groups of people, with many of those who have driven in parking on residential streets or on the main road. It could be that some people park on the main road due to the convenience of being nearer to the lake front or the shops. However those who park on residential roads do not gain any advantage from parking there as all of the car parks are closer to the lake front and the shops than the residential streets. This leads to the conclusion that there is a shortage of available public parking spaces around Hollingworth Lake and It could be suggested that in relation to many people identifying that the number of visitors is increasing, that more public parking, such as the addition of another car park be considered in the near future.

There have also been other negative environmental impacts identified in these results such as littering and damage to footpaths. As stated above, every one of the people questioned in the survey had seen discarded litter and dog foul and many of these people had suggested that there needs to either be more litter bins provided or that the local council needs to empty these bins more often. As it currently stands, bins which are owned by the council are only emptied once a week at most, whereas bins owned by establishments around the lake such as cafes can be emptied everyday by the owner. The problem being that these bins are only located within these premises meaning that any litter taken off the premises and around the Lake footpaths has to be discarded in one of the council owned bins, which as identified in the study, are more often than not, full or overflowing. I would therefore suggest that more bins need to placed around the lake by the local council, especially in those that are furthest from shops and other facilities, particularly on the far side of the lake which is designated as a nature area. This area is home to many animal species and as described above, littering can have devastating Effects on their wellbeing.

**4.1 - Study Limitations**

During this study several limitations have been identified. The main limitation would be the amount of feedback gained from the public. Hollingworth Lake is a Considerable size and on a busy day will welcome hundreds if not thousands of people. A sample of 35 people across two days does in no means represent the opinions of the majority. A sample of people of this size could be greatly changed if more people where to carry out the questionnaire. For example, it could just have been chance that the people asked seemed to mostly point out that Hollingworth Lake was overcrowded or that future growth is unsustainable. If It had been asked to maybe 100 more people, the majority of those may have felt that the facilities where perfectly acceptable and that little improvement if any is needed. It would perhaps have been advantageous to the study to go back to Hollingworth Lake for a few more days to try to increase the amount of feedback and improve the accuracy of the results.

It could also have been better to carry out the studies over maybe as many as 10 days, not just to increase the number of questionnaires completed but to observe various other aspects such as parking and littering levels to determine whether or not the aspects observed on the two days of study where an accurate representation of the conditions at Hollingworth Lake on every sunny or overcast/rainy day.

**4.2 - Future Work**

In relation to the points made in the study limitations, there could be several changes made to the study in the future. Firstly as stated in the previous section an attempt could be made to gain much more feedback from the public by getting more questionnaires completed. However instead of attempting to ask members of the public in person at Hollingworth Lake itself, it could be suggested to send blank questionnaires in the mail to local residents of Hollingworth and Littleborough. This method could cost a considerable amount of money however in terms of postage and print costs, so perhaps the best way of doing it would be to post the letters in person to eliminate much of the cost. A considerable amount of questionnaires would need to be printed in order to gain any advantage from this as the tendency of most people is to discard letters such as these as junk. The other downside to this is that a prepaid envelope would probably need to be provided to be able to get completed questionnaires back, and due to the high number of questionnaires that may be disposed of, this option could very well end up being a complete waste of money and effort. Another disadvantage is that this option would only be available to the local residents of Hollingworth Lake and would mean that one study category has got a considerably greater amount of results than the other category of people who do not live within 10 minutes’ walk of the lake. The only way to counter this would be to send questionnaires to thousands of people across the Rochdale borough and beyond, which would obviously not be a feasible option as it would cost thousands of pounds to do.

Another improvement to any future study would be to get in contact with official bodies such as the Rochdale metropolitan borough council. This would allow for further exploration into the study by finding out from the council such things as, whether or not they are aware of any current issues at Hollingworth Lake and if so, do they have any plans to alleviate these issues.

If the study could be continued across a much larger time frame, it might be advantageous that these studies be carried out across a period of years. This way certain aspects of the study such as an increase in the level of visiting tourists could actually be observed rather than speculated about through public opinion as with the current study.

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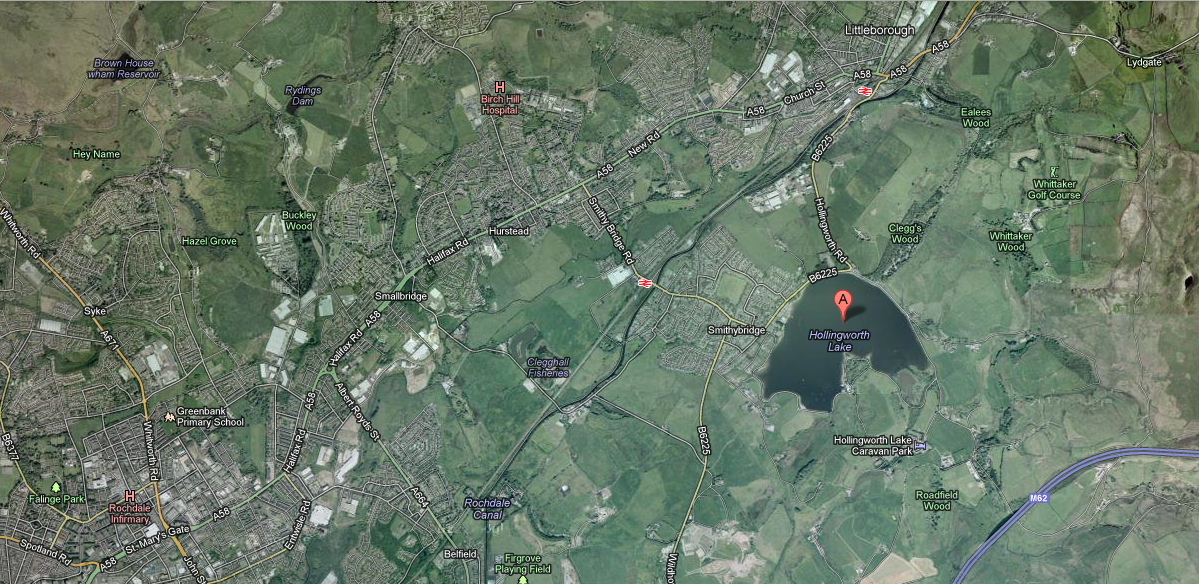
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# **Appendix – A**

*Figure A.1:* A Google Earth image displaying the location of Hollingworth Lake and the surrounding urban areas of Rochdale and Littleborough.

*Figure A.1*

*Figure A.2:* A Google earth image displaying Hollingworth Lake and Immediate surroundings, showing points of interest to this study.



*Figure A.2*

# **Appendix – B**

A blank questionnaire used for this study.

**Research Questionnaire**

**This questionnaire is part of research for an undergraduate dissertation. The focus of this research is tourism and leisure in small communities and how its growth impacts the community both on a social and environmental scale. You are not required to give any personal details in this questionnaire as it is anonymous but your input is greatly appreciated.**

**Please circle your answer(s)**

Question 1:

Do you live within walking distance (eg. 5-10 minutes walk) from Hollingworth Lake?

YES NO

Question 2:

If not, how far away do you live?

1-2 miles 3-5 miles 6-10 miles more than 10 miles

Question 3:

Did you drive here today? And if so, please briefly state whether you used a visitor car park or roadside parking.

YES NO

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Question 4:

Was it difficult to find a parking space?

YES NO

Question 5:

Do you think the parking facilities are adequate for the number of vehicles?

YES NO

Question 6:

Was there much traffic around the lake when you arrived?

YES NO

Question 7:

Do you think the roads could be improved to accommodate more traffic, or do you think the roads are adequate enough to cope?

IMPROVE ROADS ADEQUATE

Question 8:

Did you see any cars parked on the roadside along Lake Bank?

YES NO

Question 9:

Briefly describe whether you feel the facilities around the lake E.g. Toilets, Litter bins are maintained to a good standard and whether you feel that there are enough of them.

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Question 10:

Have you ever seen any discarded litter or discarded dog foul when at Hollingworth Lake?

YES NO

Question 11:

Do you feel that the public footpath around the lake is maintained to a good standard?

YES NO

Question 12:

In your opinion, have you seen an increase in the number if people coming to Hollingworth lake?

YES NO

Question 13:

Do you think that the community of Hollingworth will be able to sustain any increase in the number of visitors coming to the lake?

YES NO

Question 14:

Do you feel that Hollingworth Lake is already overcrowded?

YES NO

Question 15:

Briefly explain how you feel the infrastructure and services around Hollingworth Lake could be improved.

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**Thank you for taking the time to fill out this form,**

**Your input will be of great value to the research.**

# **Appendix- C**

Completed Risk assessment and Ethics proforma overleaf.

**Application for safety and ethical approval for all projects**

**School of Built and Natural Environment**

All undergraduate, postgraduate, commercial and research projects need ethical approval. No field work, experimentation or work with participants can start until approval is granted. The questions below should be completed by the Principal Investigator or supervisor of the proposed project. Where projects involve students, the Principal Investigator is always the supervisor and never the student.

For **undergraduate** and **postgraduate taught** projects: use the questions to identify whether the project should be referred to the relevant Ethics Committee.

* If you answer “No” to questions, then do not apply for approval.
* If you answer “Yes” to **any** of the questions, please discuss them with your supervisor. If your supervisor is confident that you can follow standard forms, protocols or approaches, then your supervisor can approve your application. If your supervisor is not, then the application should be sent for approval.

For **research, commercial and other** projects: use the questions to help compile suitable evidence to support your application.

* If you answer “No” to questions, then your application is likely to be approved quickly.
* If you answer “Yes” to **any** of the questions, please provide evidence relating to the management of the activity. If your approach seems appropriate, then your application is likely to be approved quickly.

Submit the application form and any supporting evidence to an appropriate Ethics Committee. Different committees might have different approval processes.

Principal Investigators, or project supervisors, are responsible for ensuring that all activities fall within the principles set down in the [University Code of Conduct for Research](http://www.uclan.ac.uk/information/research/research_degrees/ethics_research_governance.php) and the [University Ethical Principles for Teaching, Research, Knowledge Transfer, Consultancy and Related Activities](http://www.uclan.ac.uk/information/research/research_degrees/ethics_research_governance.php). They are also responsible for exercising appropriate professional judgment in undertaking this review and evaluating the activity according to the criteria laid down in this application. If you are uncertain about any sections of this document, or need further information and guidance, please consult a member of the relevant School Ethics Committee.

The School Ethics and Safety Committees are to ensure that you comply with the University’s ethical principles in the conduct of the activity. Committees can ask for clarification or set conditions for you to meet before approval is granted.

Expiry and review: The principal investigator is responsible for ensuring activities are reviewed. Normally:

* each year: review risk assessments: check for changes to hazards and training refreshers
* after 5 years: review ethics: check for new laws, practices
* closure: dispose of [materials](http://www.uclan.ac.uk/information/services/fm/environment/files/Hazardous_Waste_Disposal_GuidancePDF.pdf) and [sensitive data](http://www3.imperial.ac.uk/secretariat/policiesandpublications/informationsystemssecurity/guidelines/guide11/) properly

Refer to the relevant documents from the following links:

1. [Ethical Principles](http://www.uclan.ac.uk/scitech/files/aethics.doc) for Research, Consultancy, Practical Work and Related Activities
2. [Research Governance](http://www.uclan.ac.uk/information/research/research_degrees/ethics_research_governance.php) (Multiple documents)
3. [Health, Safety & Environment](http://www.uclan.ac.uk/information/services/fm/safety_and_health/guidance_procedures.php) (Multiple documents

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| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 1 Project synopsis |  | | | Approver: | | | | Cmte number: | | | |
| 1.1 Title | Social and environmental effects tourism/leisure in small communities, with reference to Hollingworth Lake. | | | | | | | | | | |
| 1.2 Project type | Original research |  | Research degree |  | PG taught |  | UG taught | | x | Commercial |  |
| 1.3 Short description  in layman's terms [no acronyms or jargon] | This research aims to look at the social and environmental impacts of the increasing tourism/leasure industries in small communities. The research will be carried out at Hollingworth lake in Littleborough where I will be carrying out a number of studies including car parking evaluations, people counts, litter surveys and the public’s attitude towards the tourism situation within the community. | | | | | | | | | | |
| 1.4 Dates | Start may 2012 | | | End December 2012 | | | | | | | |
| 1.5 School of ….. |  | | | | | | | | | | |

2 Participants

|  |  |
| --- | --- |
| 2.1 Project supervisor /principal investigator: name, position and original signature | Project supervisor: Michael Clark  Principle Investigator: Samuel Wallwork |
| 2.2 Co-workers:  names and positions  [eg student] |  |

3 External collaborators  
3.1 List external collaborating bodies  
3.2 Provide evidence of any ethical approvals obtained [or needed] by external collaborators  
3.3 Indicate whether confidentiality agreements have been or will be completed

Read any associated procedures and guidance or follow any associated checklist, and delete, Yes or No, for each characteristic in A) to F) below.

If you respond **No**, then in your judgment you believe that the characteristic is irrelevant to the activity.

If you respond **Yes**, then you should **provide relevant documentation** [including [risk assessments](http://www.uclan.ac.uk/information/services/fm/safety_and_health/risk_assessment_guidance.php)] with the application, and cross-reference to it, eg A2 or B9. **Use reference numbers of standard** forms, protocols and approaches and risk assessments where they exist.

|  |  |
| --- | --- |
| * 1. Does the activity involve [field work](http://www.uclan.ac.uk/information/services/fm/safety_and_health/field_trips.php) or [travel](http://www.uclan.ac.uk/information/services/fm/safety_and_health/staff_travel.php) to unfamiliar places? If Yes:  1. Does the activity involve field work or leaving the campus [eg [overseas](http://www.uclan.ac.uk/information/services/fm/safety_and_health/staff_travel.php)]? 2. Does the field work involve a ‘party’ of participants or [lone working](http://www.uclan.ac.uk/information/services/fm/safety_and_health/lone_working.php) ? 3. Does the activity involve children visiting from [schools?](http://www.uclan.ac.uk/information/services/fm/safety_and_health/school_visits.php) | A) No   1. Yes 2. Yes 3. No |
| B) Does the activity involve humans other than the investigators? If Yes:   1. Will the activity involve any external organisation for which separate and specific ethics clearance is required (e.g. NHS; school; any criminal justice agencies including the Police, CPS, Prison Service)? – start this now [CRB clearance process at [Loughborough](http://www.lboro.ac.uk/admin/personnel/recordchecks.html); [Uclan contact](http://www.uclan.ac.uk/information/services/sas/admissions/staff_list.php) Carole Knight] 2. Does the activity involve participants who are unable to give their informed consent (e.g. children, people with severe learning disabilities, unconscious patients etc.) or who may not be able to give valid consent (e.g. people experiencing mental health difficulties)? 3. Does the activity require participants to give informed consent? [consent guidance at [City U](http://www.city.ac.uk/acdev/academic_framework/re/guidance_consent.html)] 4. Does the activity raise issues involving the potential abuse or misuse of power and authority which might compromise the validity of participants’ consent (e.g. relationships of line management or training)? 5. Is there a potential risk arising from the project of physical, social, emotional or psychological harm to the researchers or participants? 6. Does the activity involve the researchers and/or participants in the potential disclosure of any information relating to illegal activities; the observation of illegal activities; or the possession, viewing or storage (whether in hard copy of electronic format) which may be illegal? 7. Will deception of the participant be necessary during the activity? 8. Does the activity (e.g. art) aim to shock or offend? 9. Will the activity involve invasion of privacy or access to confidential information about people without their permission? 10. Does the activity involve medical research with humans, clinical trials or use human tissue samples or body fluids? 11. Does the activity involve excavation and study of human remains? | B) Yes   1. No 2. No 3. No 4. No 5. Yes 6. No 7. No 8. No 9. No 10. No 11. No |
| C) Does the activity involve animals and other forms of life? If Yes:   1. Does the activity involve scientific procedures being applied to a vertebrate animal (other than humans) or an octopus? 2. Does the activity involve work with micro-organisms? 3. Does the activity involve genetic modification? 4. Does the activity involve collection of rare plants? | C) No   1. No 2. No 3. No 4. No |
| D) Does the activity involve [data](http://www.uclan.ac.uk/information/services/sds/dpa_foia_management/data_protection.php) about human subjects? If Yes:   1. After using the data protection [compliance checklist](http://www.uclan.ac.uk/information/services/sds/dpa_foia_management/advice.php), have you any data protection [requirements](http://www.uclan.ac.uk/information/services/sds/dpa_foia_management/DP_code_of_practice.php)? 2. After answering the data protection [security processing questions](http://www.uclan.ac.uk/information/services/sds/dpa_foia_management/advice.php), have you any security [requirements](http://www.uclan.ac.uk/information/services/sds/dpa_foia_management/DP_code_of_practice.php#SECURITY)? [[Data storage](http://www.uclan.ac.uk/health/research/data_storage.php)] [[keep raw data for 5 years](http://www.uclan.ac.uk/health/research/data_storage.php)] | D) No   1. No 2. No |
| E) Does the activity involve [hazardous substances](http://www.uclan.ac.uk/information/services/fm/safety_and_health/coshh.php)? If Yes:   1. Does the activity involve substances injurious to human or animal health or to the [environment](http://www.uclan.ac.uk/information/services/fm/environment/files/Hazardous_Waste_Disposal_GuidancePDF.pdf)? Substances must be disposed properly. 2. Does the activity involve igniting, exploding, heating or freezing substances? | E) No   1. No 2. No |
| F) Other activities:   1. Does the activity relate to military equipment, weapons or the Defence Industry? 2. Are you aware of any ethical concerns about the company/ organisation, e.g. its product has a harmful effect on humans, animals or the environment;  it has a record of supporting repressive regimes; does it have ethical practices for its workers and for the safe disposal of products? | F)   1. No 2. No |
| Note: in all cases funding should not be accepted from tobacco-related industries |  |

If you respond **Yes**, then you should **provide relevant documentation** [including [risk assessments](http://www.uclan.ac.uk/information/services/fm/safety_and_health/risk_assessment_guidance.php)] with the application, and cross-reference to it, eg A2 or B9. **Use reference numbers of standard** forms, protocols and approaches and risk assessments where they exist.

These standard forms are being followed [cross reference to the characteristic, eg A2]:

A1) See risk assessment form

A2) See risk assessment form

B) See risk assessment form

B5) See risk assessment form

|  |  |
| --- | --- |
| **Health, Safety and Environment Section**  **RISK ASSESSMENT FORM** | uclanlogo July 2007 |

| **List significant hazards here:** | **List groups of people who are at risk:** | **List existing controls, or refer to safety procedures etc.** |  | **Remaining level of risk: high, med or low** |
| --- | --- | --- | --- | --- |
| **Transport: car** | **Student** | Contact details for insurance/breakdown services. Carry mobile phone (fully charged) |  | **low** |
| **Dog bite** | **Student** | Do not approach any dog that is not on a lead. Only approach the dog and owner if invited to do so. |  | **low** |
| **Trip or fall** | **Student** | Use of appropriate clothing and footwear. Mobile phones to contact emergency services. Take into account environment and the kind of clothing and footwear required. Carry first aid kit |  | **low** |
| **Mugging/personal safety** | **Student** | Personal details and details of activity given to a friend or family member. Carry mobile phone (fully charged) |  | **low** |
| **Lone Working** | **Student** | Avoid lone working where possible especially if it is in an unfamiliar area.  Carry mobile phone (fully charged).  Give personal details and details or activity to a friend/family member. |  | **low** |
| **Weather** | **Student** | Avoid skin exposure even if some cloud cover and use high factor sun block. Stop work if conditions begin to create significant increases in risk. Carry suitable clothing for change in conditions. Be aware of signs of hypothermia and / or sun stroke. |  | **low** |

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
| **Risk Assessment For** |  | **Assessment Undertaken By** |  | **Assessment Reviewed** |
| **Service / Faculty / Dept**:  SBNE |  | **Name: Samuel Wallwork** |  | **Name:** |
| **Location of Activity**: Hollingworth Lake, Littleborough |  | **Date: 18/03/2012** |  | **Date:** |
| **Activity: Questionnaire, environmental studies including car parking evaluations, people count and litter picking.** |  | **Signed by Head of Dept / equivalent** |  |  |
| **REF:** |  | **Date** |  |  |