

Rural development initiatives in England and Wales

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Understanding alternative food networks: exploring the role of short food supply chains in rural development

Book Review

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Abstract. In this paper we explore the development and incidence of alternative food supply chains. A literature review is presented that highlights the diversity of alternative food supply chains, as well as the strengths and the weaknesses of these and three research empirical evidence is presented that illustrates the potential of alternative food supply chains to contribute to rural development. The first study concerns the development of a local food network in a rural area in the USA. The second study concerns the development of a local food network in a rural area in the UK. The third study concerns the development of a local food network in a rural area in the Netherlands. The findings from these three studies are discussed and the policy implications for rural development are outlined.

1 Introduction In the past decade we have witnessed the emergence of new forms of dynamics in agriculture and complementary markets. These are to be situated within the context of a more general shift towards a more diversified and less vertically integrated agriculture, as well as a productive as a more diversified food regime (Blyth and Bower, 1998; Schulteis, 1999). This shift has been influenced by a range of factors, such as the growth of the organic food paradigm (van Die et al., 2000). The creation, operation, and evolution of 'new' or 'alternative' food supply chains are one of the outcomes of this shift. Alternative food supply chains are emerging all over the world (Anneses 1998, 2001, 2003), 'farm markets are becoming increasingly important in the food system and are considered a key element of the "new food criteria"', resulting in the emergence of new quality-marked foods in addition to (and instead of) conventional food products.

The food chain dimension has become a key element reflecting on our understanding of the food system. The food chain dimension is often used to denote a specific building block for future policies designed to influence these. In this paper we will explore the development and incidence of alternative food supply chains. It is argued that the development of alternative food supply chains is a process that is embedded in the rural context. It is contended that to understand the role of food supply chains in rural development it is necessary to explore the development of alternative food supply chains in the context of alternative food networks – by examining how these are built, shaped, and reproduced over time. This paper is organized as follows. First, the concept of food supply chains and food networks is introduced. Second, the concept of alternative food supply chains is defined. Third, the concept of food networks is introduced. Fourth, two empirical examples of alternative food networks are presented. These are drawn from case studies presented in the COST A12 Working Group on Rural Development. Finally, the conclusions are drawn concerning the contribution of the research on the socioeconomic impacts of rural development. The construction of new

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Similarly, people in isolated rural areas spend an average £71 a week on food, compared with £61 in cities.

Railways and Rural Development in England and Wales, 1850

To approximate such differences in scale, we can add to the number of stations a second component, namely rail density kilometers of track per 1000 square kilometers of area. Focusing on short term actions, whilst starting to plan for larger-scale projects in the mid- to long-term will ensure Wales is well positioned with respect to hydrogen and fuel cell technologies. Giles London London 45382 46295 641 738 738 762 0 Lutterworth Leicestershire Midlands 13356 56 65 74 76 132 4 Stamford Lincolnshire Midlands 18344 85 0 108 243 260 8 Thrapston Northamptonshire Midlands 15115 67 0 56 81 87 5 Wolverhampton Staffordshire Midlands 145470 638 24 143 168 168 9 Haltwhistle Northumberland Northeast 7902 20 45 90 90 90 7 Northwich Cheshire Northwest 44046 174 93 94 189 215 9 Bootle Cumberland Northwest 12225 31 0 62 90 90 5 Cockermouth Cumberland Northwest 56789 82 15 29 101 113 18 Barton Upon Irwell Lancashire Northwest 72815 730 82 174 328 547 13 Haslingden Lancashire Northwest 95293 860 0 108 108 167 8 Knaresborough West Riding Northwest 22635 137 0 364 177 177 6 Alton Hampshire South 15198 60 0 4 61 161 3 Christchurch Hampshire South 29455 229 0 48 121 129 3 Ringwood Hampshire South 5488 37 0 109 162 158 2 Newton Abbot Devon Southwest 74996 154 0 59 102 119 9 Okehampton Devon Southwest 16962 32 0 0 53 75 5 Plymouth Devon Southwest 73863 14618 0 469 1214 810 1 South Molton Devon Southwest 16818 29 0 9 49 57 7 Shaftesbury Dorset Southwest 12662 85 0 0 56 63 1 Pwllheli Carnarvonshire Wales 22911 60 0 0 43 43 5 Dolgellau Merionethshire Wales 15180 24 0 0 86 89 10 Machynlleth Montgomeryshire Wales 12517 24 0 0 114 127 12 Cheltenham Gloucestershire West 55505 515 14 13 13 234 1 Winchcombe Gloucestershire West 9533 41 0 0 11 102 2 Hatfield Hertfordshire West 8802 72 0 80 214 214 2 Oswestry Shropshire West 27073 81 0 71 149 165 10 Warminster Wiltshire West 13840 58 0 9 77 77 3 Source : The Victorian Railway GIS Mapping the rail lines at four different dates displays the larger patterns of spatial and temporal change for the whole country in a more dramatic way than the table.

Home

Railways benefited stock raising by making improved animal feed readily available, and it benefited farming by bringing fertilizing night soil from large cities to farms beyond the limits of horse-drawn carting.

UK Work

Pitting city versus shire in a bitter fight over the shrivelled local government settlement is no basis for an ambitious national, locally-led, Covid recovery strategy, nor a way to heal the divisions of Brexit. Counties of England and Wales But in many other parts of the countryside, the 1890s saw the return to greater demographic stability as out migration began to diminish.

RURAL POWERHOUSE

La plus ça change, la plus ça change. The statistics on rail density and the number of stations were constructed in the GIS by using the registration district boundaries to derive counts of stations and lengths of rail line for each district.

Swansea

. In the development of rural industry, rail transport opened new opportunities to mine natural resources in areas that were previously undeveloped owing to the high cost of transport in remote locations. What about the geography of rail service as the system expanded on the national scale? Northern Ireland Established as part of the Northern Ireland Rural Development Programme, the is designed to help and support the implementation and delivery of the programme across all axes.

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