

England Coast Path: Frequently Asked Questions (May 2012)

If after reading this document you have further questions:

- Check our website for up-to-date information about our progress around the English coast and links to other useful information:

www.naturalengland.org.uk/coastalaccess

- For general enquiries:

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Frequently Asked Questions

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1. What is the England Coast Path?

The England Coast Path is a new long distance route (National Trail) that will eventually allow people to walk around the whole English Coast.

The Marine and Coastal Access Act 2009 places a duty on the Secretary of State and Natural England to secure a long distance walking trail around the open coast of England – the England Coast Path - together with public access rights to a wider area of land along the way for people to enjoy – which we call ‘spreading room’.

2. Why is it needed?

The coast is an enormously popular destination, and walking along the coast is the most popular single coastal activity, more popular even than visiting the beach.

Our 2008 audit highlighted that only two-thirds of the English coast has legally secure, satisfactory paths and that these paths do not all join up. Often they are interrupted by sections of path that are not legally secure or satisfactory, or where there is no path at all.

There is also massive variation in the standards of management on coastal paths. Some are well managed, others physically impassable. Even the best coast paths often suffer from long-standing difficulties with maintaining a continuous route along eroding coastlines.

3. What benefits will it bring?

The England Coast Path will allow people to walk around the whole English coast, linking up the best existing coastal paths and creating new ones where there were none before. People will arrive at the coast anywhere in England in the confident knowledge that there will be clear, certain, well-managed access around the coast in either direction from that point – whether they are seeking a one hour stroll, or a two day hike.

There will also be new public rights of access to areas of coastal land such as beaches, cliffs and foreshore – in many places for the first time.

The Marine and Coastal Access Act also means that, where existing footpaths erode into the sea, a replacement route can be quickly put in place – solving long-standing issues with maintaining routes on eroding coastlines.

Opening up many miles of coastline for all to enjoy will help support local economies through increased visitor spending where additional visits are made. There is clear evidence of this linkage – for example the South West Coast Path generates some £300 million a year for the economy of the region, supporting over 7,500 jobs¹.

4. How will it be created?

Our approach is to design the path through local consultation. Owners and occupiers of coastal land, local access forums, key interest groups and the general public will all be fully consulted before a decision is reached. We work closely with the local access authority at every stage.

In order to tackle this consultation in manageable chunks, we divide the English coast up into implementation stretches. For each stretch, we prepare a statutory report to the Secretary of State setting out our recommendations. Our approach to the preparation of these reports must be in accordance with our [Coastal Access Scheme](#).

¹ Southwest Tourism/University of Exeter 2003, *South West Coast Path*, research for Countryside Agency



Anyone who wishes to can make representations about our reports when they are published. Owners and occupiers of affected land can also make formal objections, which are considered by an independent “Appointed Person” – in practice a planning inspector. After all representations and objections have been considered, the Secretary of State decides whether to approve our report and whether to require any modifications to our proposals.

After the Secretary of State has approved a new stretch of the path, any new infrastructure that is needed - such as gates and signs - are installed. Once these preparations are complete, the public will be able to use the new stretch of path and adjoining spreading room by right.

5. How do you plan to sequence the work?

Work is already underway on 6 stretches of the new path, in Dorset, the Durham area, Norfolk, Kent, Somerset and Cumbria. Our website has the most up to date information about our activity on each stretch: www.naturalengland.org.uk/coastalaccess

We plan to start on five new adjoining stretches of coast during 2012 and 2013:

- Cumbria - Whitehaven to Silecroft
- Dorset - Portland, Rufus Cove to Lyme Regis
- Kent - Folkestone to Camber
- Norfolk - Sea Palling to Hopton on Sea
- Hartlepool - Hartlepool to Speeton

We plan to continue extending from these existing ‘hubs’ on the coast until the various stretches link up into a single national route.

The map of England on [page 5](#) shows the stretches of coast where we are currently working (as of May 2012), the adjoining stretches where we plan to start work during 2012/13, and how we plan to extend the coast path from these existing hubs in the medium-term.

6. When will the path be open?

The path will open at different times around the coast as the preparations on each stretch are completed.

The first stretch of the England Coast Path, at Weymouth Bay in Dorset, will open in time for the Olympic and Paralympics sailing events which will take place there in July 2012.

The next stretches – Durham, Norfolk, Kent, Somerset and Cumbria – will be open before the end of 2015.

We aim for each subsequent stretch to be open within 3-4 years of starting work there – so those which we start in 2012 should be ready for use in 2016.

7. How much will it cost?

We are working closely with Defra to ensure that the new coastal access is delivered as cost effectively as possible.

Our reports to the Secretary of State set out estimates of the cost of establishing and maintaining the route along each stretch of coast.



The information gathered during the Access Audit estimated that capital works in the region of £4.5 million will be required to put in place the infrastructure required to deliver a route for the whole English coast. Natural England will meet these costs.

The other costs involved in implementing the new access provisions are staff costs for the organisations involved in their delivery: Natural England, local access authorities, Defra and the Planning Inspectorate.

8. Who will maintain the path?

Some two-thirds of the English coast is served by existing public rights of way. The England Coast Path will follow these wherever they meet the criteria in the 2009 Act and the Scheme. So the key responsibility for maintenance will continue to sit with local highway authorities, who also have maintenance powers under the legislation in relation to new sections of the route. This reflects the recreational and economic benefits that are expected to be gained by their local communities when existing path problems are resolved using the new Coastal Access powers.






We are currently consulting on proposals for the future management of all National Trails, in order to develop a sustainable, long-term model. We envisage continuing to work in partnership with local authorities and making a significant ongoing contribution to the cost of maintaining National Trails. Other sectors also have a potentially important role to play and our consultation proposals seek opportunities for local partners and voluntary bodies to be more actively involved in the delivery of National Trails, in line with Government policy on working with civil society.

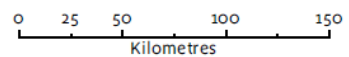
[Visit our website](#) to view or comment on the National Trails proposals.

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**England Coast Path
Next Stretches &
Future Direction**

-  Current stretches
-  Proposed next stretches
-  Direction of travel for future stretches
-  Wales Coast Path
-  Existing National Trails (England)



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GI and Analysis Services
Date: 11/04/2012
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Questions about the implementation process

9. What is Natural England's role in the process?

Under the 2009 Act, Natural England has the lead role in securing the long distance walking trail around the open coast of England and the associated spreading room. In doing so, we also consider whether any restrictions or exclusions on the new access rights are going to be required, and our report to the Secretary of state for each stretch of coast contains any relevant proposals on this.

In doing all this we work in close partnership with all relevant local authorities, and with the owners and occupiers of affected land. All stakeholder interests – both national and local - also have an opportunity to input into the detail of delivery on each stretch.

10. What is Natural England's Coastal Access Scheme?

The Scheme is the methodology for the process of local implementation of the new rights. It is approved for the purpose by the Secretary of State and we have to act in accordance with it.

The Scheme sets out in detail the approach that Natural England will take and the criteria that will guide its recommendations to the Secretary of State for each stretch of coast. It also explains how the new access arrangements will be established and managed, once the Secretary of State has approved proposals for a stretch of coast. The Scheme was developed in close consultation with key stakeholders, and reflects extensive fieldwork and testing around the coast in order to get the fine detail right.

11. How is affected land identified?

In the Scheme we call the process of identifying affected land 'the alignment process'. It involves mapping the proposed route of the trail around the coast, and identifying the related 'spreading room' along the way. The local access authority is closely involved in considering these issues and there is extensive consultation with owners and occupiers of the affected land and other local interests. Natural England makes the final decisions on what to propose to the Secretary of State.

As required by the legislation, our report to the Secretary of State clearly indicates where the landward boundary of the coastal margin would fall under our proposals. Where this boundary is significantly different from the proposed route of the trail, the affected land is depicted on the maps we include with our report. The normal principle is that all land seaward of this line is spreading room. This is subject to various exceptions under the legislation – for example land covered by buildings or their curtilage is not subject to the coastal access rights.

12. Who is consulted?

There is extensive local consultation throughout the period during which we prepare our access proposals for each stretch of coast, as set out in detail in chapter 3 of the Scheme.

When starting work on a stretch of coast, we hold strategic discussions with key local interests including any relevant local access forums, local authorities, and representatives of key interests.

When undertaking the detailed alignment process, we 'walk the course' with occupiers of affected land wherever they wish to do this, to get their views about the best position for the trail and to hear any concerns about how access might affect their own use of the land.



Under the Act, we must aim to strike a fair balance between the interests of the public in having rights of access over coastal land, and the interests of owners and occupiers of the affected land.

Once we have finished the 'walking the course' process we publish our Draft Proposals and invite comments on them.

After this public consultation, we give careful consideration to the comments we receive before preparing a report for submission to the Secretary of State.

After we have submitted our report, there is an eight-week period during which:

- Any person may make representations to us about the report; and
- Owners and occupiers of affected land may submit a formal objection if they wish to.

The Secretary of State for Environment, Food and Rural Affairs makes a decision about the report when all representations and objections have been considered. Establishment of the new access arrangements on the stretch does not begin until that decision is made.

13. What happens to representations about the report?

We must send certain representations to the Secretary of State in full, together with a summary of all the other representations we have received. Defra's guidance (see below) lists those representations which must be sent in full.

We cannot change our report in response to representations, but we can make comments relating to particular points that are put to us. For example our comments might recommend the Secretary of State to make modifications to the proposals in response to a particular representation, or they might explain why we do not think that any modification is necessary.

Defra have published detailed guidance about the representations and objections process at: <http://www.defra.gov.uk/rural/countryside/access/>

14. What happens to objections about the report?

Natural England sends any objections to Defra (representing the Secretary of State), who forwards them to an Appointed Person who decides if they are admissible. Admissible objections are considered by the Appointed Person, who is in practice a Planning Inspector. Defra's guidance (see link under previous question) explains the procedures for this in more detail.

We cannot change our report in response to objections, but we are asked to make comments relating to any objection the inspector decides is admissible. Our comments might recommend the Secretary of State to make modifications to our proposals in response to a particular objection, or they might explain why we do not think that any modification is necessary.

15. How do you work with Local Access Forums?

Local access forums have an important strategic role to play and we encourage them to engage fully in the implementation process. We consult the relevant forum(s) when we start work on each stretch of the coast, and again when we publish our draft proposals for the stretch. On publication of our final report, we invite representations from them as required by the legislation. These are sent in full to the Secretary of State for consideration alongside our recommendations.

16. Can the route be changed later?



Yes.

On eroding coasts the route can be adjusted in accordance with proposals set out in our reports, without further approval by the Secretary of State.

Changes to the route (and the spreading room) can be made in other circumstances too – for example where there is new development or managed realignment of coastal defences – but such changes must first be set out in a further report to the Secretary of State and the procedures for public consultation and formal representations and objections then apply.

We also have the ability to impose new restrictions or exclusions on the coastal access rights if they become necessary through a change in circumstances – or to remove existing ones if they cease to be necessary in the future.

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Questions about the coastal environment

17. How is the coastal environment protected?

The key principle in our approach is to strike the right balance for each circumstance between securing opportunities for the public to enjoy the coastal environment, and ensuring appropriate protection of it. This is in keeping with our statutory purpose to conserve, enhance and manage the natural environment for the benefit of present and future generations.

We avoid the new access arrangements leading to any harmful impacts on key features through the sensitive way in which the trail is aligned and managed.

In particular, on Natura 2000 sites we ensure the protection of the relevant features in accordance with Article 6.3 of the Habitats Directive, using a rigorous screening and assessment process and taking steps to ensure no adverse effect. Natural England has a statutory duty to carry out this work. The Scheme explains how we do this.

In relation to historic and archaeological features, we consult English Heritage as the 2009 Act requires and where appropriate also seek advice from local government archaeological officers during the preparation of our coastal access proposals for each stretch.

18. Will there be environmental enhancement as well as protection?

Our agri-environment programmes achieve important environmental enhancements in partnership with coastal land managers, both for their own sake and to add to the quality of people's experience and enjoyment of the coast.

19. What will happen when the coast path is affected by erosion?

Many sections of coastline are changing – some rapidly – because of erosion, landslip or other geomorphological processes. The Act allows us, for the first time, to identify in our reports sections of the trail that we may in the future adjust in response to any change of this kind, in accordance with proposals set out in our reports. Changes in accordance with these proposals will happen without further approval by the Secretary of State. In the Coastal Access Scheme we call this provision 'roll back'.

20. Are shoreline management plans taken into account?



A Shoreline Management Plan (SMP) is a large-scale assessment of the risks associated with coastal processes and helps reduce these risks to people and the developed, historic and natural environments. Our proposals for the coastal trail are influenced by SMPs and are designed to enable us to respond in the future to any changes in the coast line which result from implementation of the policies they contain. SMPs should make reference to the coastal trail but the presence of the coastal trail will not influence the SMP.

21. Will estuaries be included?

The Act imposes no obligation on Natural England to continue the trail around an estuary – but we have power to do so. When going through the alignment process on a stretch of coast, we always consider whether to use this power on any estuary that it contains.

We may adopt as the crossing point the first existing bridge or tunnel with pedestrian public access, or a convenient ferry downstream of that point. Equally the Act allows us to stop the trail short of the first public bridge or tunnel at a specified point between that and the 'seaward limit' – a point defined by the Environment Agency as the 'start' of an estuary. The alignment criteria that we use in reaching our conclusions for specific estuaries are explained in section 10.2 of our Scheme, and chapter 11 provides some illustrative examples.

22. Will there be new access over salt marshes and flats?

Not normally. Many areas of this type are unsuitable for public access, so the coastal trail is not normally aligned over them, and we typically use directions to exclude them from the 'spreading room' if we consider them unsuitable for public access.

Section 7.15 of the Scheme sets out our approach to the use of this power and the criteria we follow. We ask local interests to help us to identify any areas that they consider "suitable" or "unsuitable" in terms of the criteria, including areas that are already used by the public for access or enjoyment. Even where access to salt marsh or flat is considered "suitable" in these terms, we consider whether it is necessary to exclude access at particular times on other grounds such as nature conservation.

23. Will islands be included?

Islands fall within the scope of our alignment process if it is possible to walk to them from the mainland or from another accessible island – including over a causeway at low tide. The Secretary of State may bring other islands within scope by means of an Order if she is satisfied that the coastline of that island is long enough to provide a long-distance walk. The Isle of Wight is expected to be included in this way.

The decision as to whether to align the trail around all or part of an island is taken as part of our alignment process.

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Questions about coastal land uses

24. How will the new access avoid impacts on other land uses at the coast?



Concerns about potential impacts on other land uses are picked up early in the implementation process, when walking the course with land owners and occupiers. Our consultation on the draft report provides a further safety net to ensure we address these issues.

Where some intervention is required to address such issues, we always consider first whether informal access management such as signs or other information will meet the need. Section 6.5 of our Coastal Access Scheme explains more about common informal management techniques. Where we conclude that informal management would be inadequate, or where it would place an unreasonable cost on the affected land manager, we have powers to restrict or exclude specific activities locally from the access rights as necessary. There are also powers to divert the trail temporarily when the need arises, for example while works take place.

25. Will there be access restrictions and exclusions?

Yes - but the system is different from the one that is used on other access land. Local exclusions and restrictions that are necessary from the outset (and any alternative routes we think are necessary) form part of our initial proposals to the Secretary of State. Thereafter, we can put in place additional exclusions, restrictions and temporary diversions, or review existing ones, if circumstances change. Once a coastal access report has been confirmed, any person with a relevant interest in the land may apply to Natural England for a direction to restrict or exclude access on grounds set out in the legislation. Natural England may also give a direction without an application being received.

The discretionary restriction powers that operate on open country and registered common land (the 28 day power and the special dog bans on grouse moors and lambing enclosures) do not apply to land with coastal access rights. Instead, any necessary controls are put in place through the regime set out above.

26. Will alternative routes be made available?

The Act gives us powers to provide an alternative route that is to be available at times when access to the ordinary route is excluded, or when the ordinary route is blocked by, for example, high tides. Signing will be used if necessary to indicate the situation on the ground.

27. What is the effect of the new access rights on occupier's liability?

Occupiers of land that is subject to the new access rights will benefit from a uniquely low level of occupiers' liability. Essentially the occupier cannot be sued for injury or damage unless he has acted intentionally or recklessly. This reduced liability applies to both natural and non-natural features on land where new access rights are newly introduced.

A land owner or long lease holder can avail himself of this special liability reduction by dedicating additional land into the coastal margin, or by agreeing with us that it should form part of the coastal margin landward of the trail that we propose to the Secretary of State. We can provide more information about these options on request.

28. What impact will the new access rights have on coastal farming?

Chapter 8 of the Scheme sets out how we take account of agricultural land uses and management issues in forming our proposals. For example, where a cliff-top field is cropped, the coastal trail would typically run along the cliff top and would not affect the rest of the field. Arable crops usually stop well short of the cliff edge in practice. Whilst the trail may pass alongside or across arable land, there is no provision for spreading room on it.



We discuss with the farmer any special requirements, for example in relation to dog control around food crops. The legislation states that dogs have to be kept on short leads around livestock, and under effective control elsewhere - see question 40.

29. Will the coast path go through golf courses?

If it is not viable to align the trail to the seaward of a coastal golf course, it may be aligned through the course instead, along an “access strip”. Natural England has discussed its approach fully with representatives from the golf industry. The route is chosen to balance business interests with public interests. Natural England consults closely with the course manager when considering the best alignment. Where we recommend a route through a golf course, there is no new access to the playing areas of the course other than to the access strip along which the trail passes.

30. Will the coast path go through caravan parks and camping sites?

If it is not viable to align the trail to the seaward of a caravan site or camp site, it may be aligned through the site instead along an “access strip”. The route is chosen to balance business interests with public interests and Natural England consults closely with the site manager when considering the best alignment. Where we recommend a route through a caravan or camping site, there is no new access to the site other than to the access strip along which the trail passes.

31. Will the coast path go through existing developments?

Wherever practicable the path will pass on the seaward side of existing developments, but we recognise the need for detours on the landward side of some obstructions such as secure ports. We always work with the land owners or operators with the aim of agreeing a sensible way forward to provide access around the coast.

32. Will future development be affected?

Future development of land is not restricted under the legislation. The new rights are about access, not development control.

Where coastal land is to be developed or redeveloped, we encourage developers and local planning authorities to consider proactively whether convenient access for the public can be provided seaward of the development. It is then possible for a variation report to be made as necessary to adopt this route as the line of the England coast Path.

33. What happens to land already subject to entry charges?

Where businesses wish to charge visitors for goods, services or facilities, the coastal access rights do not prevent this. This includes for example charges for parking or deck-chair hire, entry to attractions such as theme parks, historic buildings or formal gardens, and permits for activities not covered under the access rights. However, businesses cannot charge the general public to enter land where the coastal access rights apply in relation to activities covered by the rights.

Most managed visitor attractions which the public pay to enter will not be affected by the new coastal access arrangements. For cases where they may be, section 8.16 of our Scheme sets out how we will aim to prevent the businesses suffering significant loss of income from the introduction of coastal access rights. If, on the basis of the evidence available at the time, we think significant loss of income is likely, we will include specific recommendations to prevent this happening.



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Questions about existing access to the coast

34. What is known about existing access to the coast?

In 2008 Natural England worked with all 53 coastal access authorities to complete a desk based audit of the 4,422km (2,748 miles) of the English coastline. The audit provides a best estimate of the extent to which there was a satisfactory, legally-secure coastal path at that time. The results showed that a third of the English coast lacked such a path, and that these 'gaps' regularly interrupt the sections with a good path. The average length of secure, satisfactory path before reaching such an interruption is less than two miles.

In addition, the audit showed that as things stood, a further 13% of existing public rights of way around the coast would be lost to erosion over the next 20 years. The new coastal trail will be able to 'roll back' in such situations, so preventing future loss of continuity.

The audit was carried out to inform our implementation planning and resource estimates. It carries no weight when we start the formal alignment process, which involves full consultation with landowners, land managers and other interested parties.

The findings from the audit have been published on our website in a report:

["Coastal Access: An audit of coastal paths in England 2008-09"](#).

35. What effect will the new rights have on existing rights of way and highways?

These rights will continue to exist and existing legal responsibilities for their maintenance will be unchanged. We can 'adopt' such routes as part of the trail, and often do so. Where they are threatened by erosion or landslip, we can propose in our reports that the new route should roll back with the changing coastline in accordance with proposals set out in the reports – without further approval from the Secretary of State. The new "coastal access" rights provided under section 2(1) of the Countryside and Rights of Way Act 2000 (CROW) then come into effect along such a new route as and when it moves off the line of the existing right of way in response to erosion.

36. What will happen in places where there is an existing coastal National Trail?

We normally adopt the line of an existing coastal National Trail, provided it meets the criteria in the Scheme. Where the trail is aligned on a different route we may recommend to the Secretary of State that the existing National Trail is changed to the new alignment. We will only do this where we think the new route would better meet the purpose for which the existing NT was designated. Any public rights of way along the existing route would remain in place.

37. What will happen to existing access land at the coast?

Where land which already has access rights under the Countryside and Rights of Way Act 2000 (CROW) is included as spreading room on the coast, or as part of the coastal trail, the coastal regime rather than the previous CROW regime will apply.

On "Section 15 land" (land that prior to CROW was already subject to the types of access right listed in CROW section 15), the pre-existing rights will continue to apply. Such rights often include higher rights, e.g. to ride a horse. The Glossary of Terms in the Coastal Access Scheme includes a fuller explanation of section 15 land.



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Questions about using the new coast path

38. How will the coast path be marked on the ground?

The direction of the path will be indicated with the acorn symbol – the same trademark that is used on other National Trails – and other familiar visual indicators such as way markers.

We will not use signs unless they are necessary - often the route will be clear on the ground without any special intervention.

Signs and access infrastructure will be designed to meet the same quality standards that apply on other National Trails, so helping people to enjoy the trail with confidence and certainty.

39. How will Natural England ensure public safety on the new coast path?

Vast numbers of people visit the coast every year. Most people already understand that the coast can be a dangerous environment, and are aware of the obvious risks. Our key principle is that when visiting the coast, people should take primary responsibility for their own safety and for the safety of any children or other people in their care, and should be able to decide for themselves the level of personal risk they wish to take.

We assess the likely level of visitors' familiarity with and expectations of the risks on each section of the trail in deciding whether any specific safety measures are necessary. Our approach is light touch, aiming to avoid any safety measures that would unnecessarily restrict people's access or enjoyment, or that would conflict with land management or environmental objectives.

Natural England and the access authority have powers to place warning signs along the trail or on areas of spreading rock. We use these very sparingly, to warn people about dangers they could not reasonably anticipate such as hidden entrances to abandoned mines, or cliffs that look safe but are actually unstable.

Section 4.2 of the Scheme sets out our approach to safety on the trail in more detail.

40. Will people with dogs be allowed to use the coast path?

Yes. Normally people may bring dogs provided they keep them under 'effective control' at all times. Under the legislation, 'effective control' means that the person must:

1. keep the dog on a lead; or
2. keep it within sight, remain aware of its actions and have reason to be confident that the dog will return reliably and promptly to them on command; and
3. in either case, keep the dog on land with coastal access rights or other land to which the person has a right of access.

As on other land with CROW access rights, a person with a dog must keep it on a short lead in the vicinity of livestock.



In places where there is a need for further controls, we may give directions to restrict or exclude access for people with dogs. We aim to avoid excluding access to the trail for people with dogs, and our alignment of the trail reflects this consideration.

41. Will access for horse riders and cyclists be affected?

Existing rights of access for horse riders and cyclists will not be affected. We work with access authorities and local interests to ensure that this is reflected in any local signage and that any new infrastructure that we install along the route does not obstruct existing uses.

Parliament's view when enacting the legislation was that it would not be practicable on the coast to give a general right of access to horse riders or cyclists: rather, voluntary dedication of higher rights should be sought at the local level where this could be achieved. We remain alert to local opportunities for this, but ultimately the decision rests with the landowner in discussion with local interest groups.

42. What steps is Natural England taking to ensure that the coastal trail is accessible for people with reduced mobility?

We do not fund structures on *new* sections of coastal trail, or within the coastal margin, that in themselves form barriers to people with reduced mobility – unless this is unavoidable, such as where new steps are the only practicable means to get up and down a steep slope.

To avoid creating new obstructions, we aim to use gaps to cross field boundaries where livestock control is not an issue, or install new gates rather than new stiles where livestock will be present.

We encourage local access authorities to make suitable sections of trail more accessible for people with reduced mobility, for example by removing stiles as part of the normal maintenance cycle. This needs to be done in close consultation with occupiers and local representatives, and with due sensitivity for the historic environment and land management needs.

Section 4.3 of the Scheme sets out our approach to these issues in more detail.

43. Who is responsible for enforcing access should someone block the route?

People are not permitted to obstruct each others' passage along the trail and we think it unlikely that they would do so in practice.

Should the trail become obstructed as a result of the actions of an owner or land manager, we or the access authority will approach them to discuss how best to address the problem. Natural England and the access authority have powers to remove such obstructions in cases where we are unable to reach agreement for their removal by the owner or occupier.

44. Will it become easier to reach the coast from inland?

Often there is good access to the coast from inland and this is not normally a priority for improvement. In aligning the trail we take into account the desirability of the coast path linking up with existing walking routes leading to and from the coast, and with public transport links and existing car parks.

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