



# National Trail Proposal for the Coast to Coast Path

Approved by Lord Benyon, Parliamentary  
Under Secretary of State (Minister for Rural  
Affairs, Access to Nature and Biosecurity)

on 25th July 2022  
[www.gov.uk/natural-england](http://www.gov.uk/natural-england)



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# 1 Purpose of the report

1.1 This report is submitted to the Secretary of State for Environment, Food and Rural Affairs with the recommendation that the Coast to Coast Path (as described in this report) be approved as a national trail (or Long Distance Route) under section 51 of the National Parks and Access to the Countryside Act 1949. The path runs for 197 miles from St Bees in Cumbria to Robin Hood's Bay in North Yorkshire. Natural England proposes that it will be called the Coast to Coast Path National Trail.

1.2 National trails are outstanding long distance routes that provide access to our finest countryside. They are managed to an agreed set of National Trail Quality Standards<sup>1</sup> and are waymarked with the distinctive acorn symbol. They include the 13 existing English trails and the newly opened sections of the England Coast Path. Once the status of the Coast to Coast Path is upgraded to a national trail, highway authorities will receive funding to maintain the path to the Quality Standards and a trail partnership will be developed and take responsibility for day-to-day management and promotion.

1.3 National trails play a major role in people's connection with nature and landscape, and act as a catalyst for improvements to the local paths network.

1.4 Under section 51 of the National Parks and Access to the Countryside Act 1949, Natural England may prepare and submit to the Minister a report proposing a national trail which must contain: a map showing the route, defining the parts of it that are public rights of way and their status; an estimate of the capital outlay of carrying out the proposals; and an estimate of the annual cost of maintaining any existing highways and any new public paths along the route. Natural England must also consult every national park authority, joint planning board, county council and county district council through whose park or area the route passes.

1.5 This report contains:

- Background and information about the location of the Coast to Coast Path
- An outline of the legal work that will be required to secure new underlying rights of public access in some places if the proposed national trail is approved
- A summary of the Habitats Regulations Assessment and historic environment assets analysis

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<sup>1</sup> [National Trails: management standards - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/national-trails-management-standards)

- An explanation of the consultation held with the local authorities and the contact made with other organisations
- Proposals for establishing the Coast to Coast Path National Trail predominantly on Wainwright's Coast to Coast
- Information about intended promotion
- The required estimates of establishment and maintenance costs
- Information and estimates relating to realising the benefits.

1.6 Realising the benefits of the Coast to Coast Path National Trail includes improving accessibility where possible by signposting existing and potential alternative routes for those with limited mobility, and developing opportunities and improved connectivity for horse riders and cyclists. As the path has been established and well-used since 1973, the provision of accommodation and refreshments has developed and evolved over the years. The Realising the Benefits study prepared for Natural England by the Yorkshire Dales National Park Authority looks in more detail at the distribution of these services and facilities amongst its other findings.

1.7 This s51 report was formally approved by Natural England on 29 June 2022. Natural England commends these proposals, which have a high level of support from stakeholders to the Secretary of State and invites him to approve the Coast to Coast Path as a national trail.

## **The benefits of national trail status**

1.8 National trail status for the Coast to Coast Path will not only complement the existing national trails in terms of character and geographical spread but also bring new opportunities, through additional funding and partnership working:

- For those who currently have limited access to enjoy first-hand the rich and diverse landscapes encountered on the proposed national trail
- For local people and businesses
- For all to enjoy the countryside with confidence and in safety and experience a high standard of trail management.

1.9 Natural England is committed to making the trail as easy to use as we reasonably can for disabled people and others with reduced mobility, while accepting that such opportunities will often be constrained by practical limitations such as the rugged terrain.

1.10 If the national trail proposal is approved, we would avoid creating any unnecessary new barriers to access by choosing the least restrictive infrastructure that is practical in the circumstances. For example, where new infrastructure needs to be installed on a new national trail it is good practice to use:

- Gaps to cross field boundaries where livestock control is not an issue

- Gates rather than stiles
- Infrastructure that is designed to be accessible.

There will also be new opportunities to care for heritage and make improvements to wildlife and the natural environment as part of work on Nature Recovery Networks.

1.11 Wainwright's Coast to Coast is already estimated to contribute £7 million *per annum*<sup>2</sup> to the local economies of the areas through which it passes. The path currently lacks official promotion and investment however, and many overseas visitors highlight the poor waymarking and surface. Through Levelling Up, the Government plans to empower local communities to invest in local greenspaces and access infrastructure to improve quality of life and boost local economies. Capital investment to bring the Coast to Coast Path up to national trail standard with a consistent approach to surfacing and accessibility requirements, signage and waymarking across the local authorities will significantly improve the physical infrastructure and capacity of the path, while a presence on the National Trails Website and promotion by Visit Britain and Visit England will help to re-establish both the domestic and the international markets post-Covid. This investment will help to create new opportunities for local enterprise in isolated rural communities along the entire path, including deprivation target areas such as Whitehaven and Teesdale.

## **A note on the preparation and format of this report**

1.12 In preparing this report, particular attention has been given to seeking the views of local authorities and interest groups. Many of those consulted put forward helpful suggestions which have been incorporated in the proposals. Where concerns were expressed, steps have been taken to address these through route changes or proposals for management. The Coast to Coast Path National Trail could not be successfully established and maintained without this help. Natural England thanks its partners for their contributions in particular for the details in Chapter 2 provided by the Yorkshire Dales National Park Authority.

1.13 Lessons have been drawn from the way Natural England has prepared similar reports for the England Coast Path, including the use of accurate digital mapping with associated data management to generate costings and lengths on which work needs to be undertaken. Experience with the England Coast Path also led to a more

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<sup>2</sup> Figure supplied by Yorkshire Dales National Park Authority and calculated according to the STEAM model (based on the Scarborough Tourism Economic Activity Monitor) used by national parks for visitor numbers and economic value. It is likely to be an underestimate as it is based only on end-to-end users.

inclusive approach (compared with previous national trail development) to discussing the proposals with landowner representative bodies and alerting affected landowners, in addition to formally consulting local authorities.

1.14 The look and content of this report has also been informed by the approach taken with the England Coast Path. It is a focused and concise report that uses digital mapping and detailed route description.



## 2 Background and location

2.1 The Coast to Coast Path draws from the inspiration of Alfred Wainwright, walker and author, best known for his treasured Guides to the Lakeland Fells. First published in 1973, *A Coast to Coast Walk: A Pictorial Guide* has the same informal style accompanied by detailed drawings and maps as his earlier books. The attraction of the walk to Wainwright and all those who have followed in his footsteps “is the crossing of England, from one coast to the other”, from St Bees in Cumbria arriving at an exact end – “a terminus absolute” – in Robin Hood’s Bay in North Yorkshire. In between these coastal termini, the path traverses “the grandest territory in the north of England”. It is hard to conceive of a path that could more effectively compress the history, ecology and landscape of northern England into a shorter distance:

- Landscapes and wildlife habitats include: high fells, upland hay meadows, heather moorland, Atlantic oakwood, upland rivers, limestone pavement, montane heath, dairy, sheep and arable farms and timber plantations. The path crosses three national parks (the Lakes, the Yorkshire Dales and the North York Moors) and the edge of the North Pennines Area of Outstanding Natural Beauty.
- Historic environment assets include: iron age hillforts, medieval castles, monastic priories and valleys full of stone walls and barns. There is a cold war military base, former coal mining and chemical industries in West Cumbria, slate quarries and woodland industries of the Lake District, limestone quarries and lead mines of the Dales and the remains of iron and alum working in the North York Moors.
- Settlements include: seven towns within 5 km of the route: Cleator Moor, Egremont, Kirkby Stephen, Northallerton, Richmond, Whitby and Whitehaven, as well as seaside fishing villages. Some of these communities have high levels of multiple deprivation with impacts on the quality of life and health outcomes for families, young people and the elderly. In addition, Catterick Garrison, with a population of 13,000, lies just to the south. Despite passing through deeply rural landscapes where transport is a challenge in many local communities, the path is well served by public transport including community bus services in the Yorkshire Dales and North York Moors. Investment in the path therefore offers scope to promote levelling up through improved health, wellbeing and public amenity opportunities for local communities close by.

2.2 Wainwright’s Coast to Coast is one of England’s most popular long distance walks despite its lack of official status to date. An estimated 6,000 people complete



the path from end-to-end each year and over a quarter of these are international visitors. It is a path with an appeal which reaches beyond the long distance walker: many people complete it in stages or walk isolated sections, and local people use the route to form circular walks that appeal to a wider range of abilities and types of user.

## 3 Principles

### Legal work

3.1 The broad principle Natural England has followed is to propose that the Coast to Coast Path National Trail uses the existing walked line of Wainwright's Coast to Coast. Of this walked line, some 85% follows public rights of way or is on land with pre-existing long-term legally secure access rights such as urban commons in the Lake District National Park. Of the approximately 15% without underlying public rights of way, our aim is to ensure the long-term sustainability of the National Trail through the following:

- Where the current route is permissive we have proposed legal work such as public rights of way creation.
- There are some locations where a new public right will need to be created on the existing walked line of the path. In these locations there are currently no underlying rights of access but well-established public use.
- There are some locations where a new public right will need to be created on the existing walked line of the path where the current underlying rights of access are derived from the Countryside and Rights of Way Act 2000. These rights are subject to restrictions and exclusions including closures at the discretion of land managers.
- In addition, in some places we have proposed changes to the definitive right of way to match the walked line. This divergence may have occurred for a number of reasons including land management changes or because the public right of way is inaccurately recorded on the definitive map.

3.2 Natural England will support highway authorities during establishment to secure legal access along the existing walked line of the path, whether confirming the route of the Coast to Coast Path National Trail on an existing public right of way where no further legal work is required or undertaking works set out above.

### Establishment work

3.3 Wainwright's Coast to Coast is an already well-walked route. However, we will undertake establishment work to ensure it meets National Trail Quality Standards. This will include surfacing works, route furniture improvements and replacement and signage. Costings for these are given in Chapter 7.

## Protected sites

3.4 Natural England has looked at the impact of the proposed establishment works on the protected sites through which the route passes and has sought to strike a proportionate balance between these potential impacts and the benefits afforded through better management of the trail.

3.5 Although Wainwright's Coast to Coast is an existing, promoted and well-walked route, changing its status to that of a national trail, and undertaking associated establishment works, is a "plan or project" which triggers a requirement for Habitats Regulation Assessment (HRA).

3.6 Natural England has undertaken an HRA of the project, including improvements to surfacing and infrastructure such as the waymarking and fingerposts that are proposed.

3.7 These are the key outcomes of the HRA:

- Initial screening concluded that the project might have a significant effect on some of the designated features, as indicated by Natural England's published advice on European Site Conservation Objectives.<sup>3</sup>
- An appropriate assessment of the implications of the project for the integrity of each European site was carried out. This included careful consideration of any potential for increases in erosion, disturbance or fire risk.
- Taking into account the addition of specific mitigation measures identified in the appropriate assessment, it was concluded that the project as defined in the HRA and proposed to the Secretary of State in this report would not have an adverse effect on site integrity if carried out.
- This conclusion is subject to the proviso that, should it not be possible to carry out the envisaged works within any particular designated site in a way that complies with the mitigation associated with the HRA, consideration will be given as to whether any additional HRA is necessary in relation to that particular aspect.

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<sup>3</sup> Conservation objectives for land-based protected sites in England: how to use the site advice - GOV.UK ([www.gov.uk](http://www.gov.uk))

- The conclusion of the HRA is that the project may proceed, with that proviso. This is of course subject to the relevant consents/ assents being obtained at the time where the circumstances make this necessary, including protected sites consents. There is more information on this below.

3.8 This approach has been approved by protected sites specialists in Natural England who are functionally separate from the team proposing the project.

3.9 Natural England has undertaken an initial high-level analysis of the Coast to Coast Path's relationship with the historic environment assets. More detailed site specific analyses will be required as part of project development and establishment. However, building on the experience of the Hadrian's Wall Path National Trail, national trail status could bring opportunities for better management and be beneficial in dealing with the effects of historic erosion.

## **Assents and consents**

3.10 Some establishment work may require specific consents from organisations with statutory roles. These organisations include, but are not limited to, Historic England, the historic environment services at each of the local authorities and national parks crossed by the route, and potentially from the Department for Digital, Culture, Media and Sport on works within scheduled monuments on the route. In addition, work involving water courses may require consent from the Environment Agency or Internal Drainage Boards. Assents and approvals will also be required from Natural England in response to measures identified in the HRA. Assents and approvals from Natural England will be handled by staff who are functionally separate from the team proposing the project. All works will be planned and undertaken subject to the appropriate consents.

## 4 Consultation summary

### Formal consultation

4.1 As noted in paragraph 1.4, in proposing a new national trail, Natural England has a legal duty to consult every national park authority, joint planning board, county council and county district council through whose park or area the route passes.

4.2 In addition to consulting the relevant district councils as the legal successors to country district councils, we consulted the following authorities as the key ones concerned with public rights of way and national trails in these areas:

- Cumbria County Council
- North Yorkshire County Council
- Lake District National Park Authority
- Yorkshire Dales National Park Authority
- North York Moors National Park Authority.

4.3 Consultation with these authorities took the form of an alignment and condition survey of the route. The approach to this survey was extensively informed by the work Natural England has done on the creation of the England Coast Path.

4.4 The survey took 23 days to complete over a three-month period. Once data had been gathered, the project team held walk-through discussions with each of the authorities, sharing the findings and exploring issues. All of the survey days were undertaken with a member of staff from the relevant authority so that the most accurate walked line and other relevant information could be recorded. On the occasional day when the authority could not provide staff to assist, volunteers from the project team provided support to the survey team.

4.5 The main purpose of the survey was:

- To provide GPS data to assist in creating an accurate alignment for the mapping of the agreed route for the national trail.
- To record the location and condition of the infrastructure and damaged surfaces along the route. This has enabled an accurate list of works and costing estimates based on the National Trail Quality Standards to be agreed for the purposes of this report.

Further detail of the survey methodology is included in the Annex.

4.6 Following the completion of the survey and the production of the walked line map with all the infrastructure items recorded in a database, Natural England held meetings with each authority to review the findings and to discuss any proposed changes to the line of the Coast to Coast Path.

4.7 These individual post-survey meetings were conducted over Teams with a virtual walk-through using the GI system maps so that every issue on the survey line was looked at in detail and discussed with those who will be responsible for establishing the national trail on the ground. Annotations and amendments were made to the survey line on the GI database.

4.8 Further meetings were then held with the authorities to agree the requirements for new infrastructure such as finger posts and path furniture (gates and bridges) and also those sections where there is a need for surface work.

4.9 Officers from each of the authorities currently managing the existing route have confirmed that they are content with the proposals for the national trail. They have confirmed that they are content with the changes Natural England is proposing to make in terms of legal work:

- creation of 9.7 miles of new public footpath
- creation of 9 miles of public bridleway
- realignment of 5 miles of existing public rights of way.

## **Other organisations and individuals contacted**

4.10 In addition to the statutory consultation with the local authorities, Natural England also made contact with the following:

- The Wainwright Society
- Landowner representative bodies: Country Land and Business Association, National Farmers Union, Moorland Association and Tenant Farmers Association
- User groups: Ramblers, Disabled Ramblers Association, British Mountaineering Council and Open Spaces Society
- Local Access Forums: Cumbria and Lakes, Yorkshire Dales, North Yorkshire, North York Moors
- Parish councils whose areas lie along the proposed route
- Individual landowners along the proposed route
- Historic England

## **Discussion about the A19 crossing**

4.11 Natural England held discussions with National Highways about the road crossing at Ingleby Arncliffe where the route crosses the busy A19 dual carriageway. In its current state this does not meet the National Trail Quality Standards.

4.12 National Highways are aware of the unsatisfactory crossing and have commissioned consultants to carry out a feasibility study. The consultants have set



out a number of options: an accommodation bridge at the current location, an underpass at the current location, minimal diversion and creation of an at-grade (level) crossing on another existing public footpath, a footbridge at this new location, improvements to an existing bridge using longer diversion on existing public rights of way and a do-minimum option on the existing at-grade (level) crossing. Costs (received 17 June 2022) range from £40,000 to £35 million for these options.

4.13 Our preferred option, on the basis of safety and securing the line, remains the provision of an overbridge on the existing walked route. The next stage of our work is to explore these options further with National Highways. If approved, funding will need to be secured to complete the design and construction of whichever option is eventually chosen.

## 5 Proposals

5.1 A series of 1:10,000 scale maps accompany this chapter of the report. They reflect the specific description of the proposed line. The maps are in a separate document that should be read alongside this chapter.

5.2 Alongside this is a narrative that details issues and the proposed solutions, including the legal work required and the location of proposed surface improvements. Details of new infrastructure such as gates or waymarking are not shown but the costs of these are included in the summary estimate of costs in Chapter 7.

5.3 Natural England has worked to the principle that the Coast to Coast Path National Trail will use the existing walked line of Wainwright's Coast to Coast. There are however some sections where a different line has been proposed. None of the proposals will impact on the availability of the current promoted Wainwright route for walkers.

5.4 A different line from Wainwright's Coast to Coast has been proposed in eight locations for a variety of reasons, including the quality of experience for the walker, road safety and the long-term maintenance and sustainability of the route:

- Diversion of the route onto a disused railway track prior to Moor Row to avoid trunk road crossing for road safety reasons (map 1c and 1d)
- Alignment chosen to be more sustainable by avoiding steep grassy bank for sustainability and maintenance reasons (map 1e)
- Alignment on new off-road path to Ennerdale Water from Ennerdale Village for road safety reasons and the quality of experience (map 2a)
- Alignment down Easedale as opposed to the ridge walk to Helm Rock for sustainability and maintenance reasons (map 3c)
- Alignment along unsurfaced unclassified road approaching Grasmere for road safety reasons (map 3d)
- Minor variation of alignment into Reeth following further along Skelgate Lane avoiding a section of road walking on the B6270 for road safety reasons and the quality of experience (map 7e)
- Alignment on an off-road route along the River Swale rather than following the B6270 through the village of Low Fremington for road safety reasons and the quality of experience (map 8a)

- Alignment on an existing bridleway over moorland for road safety reasons (map 12c)

# 1 St Bees to Ennerdale Bridge (maps 1a to 1f)

## Map 1a – St Bees

### Route description

5.5 From the village of St Bees, the Coast to Coast Path starts at the sea wall and then climbs the cliff west, following the line of the England Coast Path. This continues for approximately four miles north. The route then rounds St Bees Head with views across Saltom Bay.

### Route narrative

- Where the route follows the promenade marked as CCC S001 on the map there is no legally secure access. We propose a public footpath creation here.

## Map 1b – North Head

### Route description

5.6 At Birkhams Quarry the route leaves the England Coast Path and turns eastward inland. From here the route follows a footpath, then along a narrow lane to the village of Sandwith.

### Route narrative

- Section CCC S007 follows a lane with no legally secure access. We propose a public footpath creation here.

## Map 1c – Sandwith

### Route description

5.7 Once through Sandwith at Lanehead, the route picks up another footpath on a series of narrow grassy lanes and tracks through Demesne farm to St Bees Road.

5.8 The route crosses St Bees Road and passes Bell House and through an area of open lowland pasture on footpaths, passing underneath the active railway and then joining the disused railway line.

### Route narrative

- Where the route leaves Demesne farm, marked CCC S012FP on the map there is no legally secure access. We propose a public footpath creation here.
- At section CCC S017FP the potential development of a new coal mine may mean future change to the route in this area.

- Where the path joins the disused railway line before Moor Row, marked as CCC S018CW on maps 1c and 1d, there is no legally secure access along this part of the route, and we propose cycleway creation here.

## **Map 1d – Moor Row**

### **Route description**

5.9 The route then follows the railway path around the village of Moor Row before joining a footpath that leads the route to the village of Cleator.

5.10 Once through Cleator, it follows a narrow lane at Blackhow Bridge to the farm of Blackhow.

### **Route narrative**

- Where the route reaches the farmyard of Black How marked CCC S022FP on map, there is no legally secure access. We propose a public footpath creation here.

## **Map 1e – Dent Fell**

### **Route description**

5.11 The route then crosses the road into a commercial forestry plantation where it follows a steep engineered forestry track uphill to the open land of Dent Fell.

5.12 Once on the open fell, the route climbs to the summit. It then descends through Uldale plantation on another stone track to meet a bridleway from where it follows the valley of Nannycatch Beck below Flat Fell on urban common before climbing onto Scarny Brow.

### **Route narrative**

- At Black How forestry plantation, the route follows a steep forestry track marked CCC S023FP on map 1d and continued on map 1e. there is no legally secure access. We propose a public footpath creation here
- Where the route goes down through Uldale plantation marked CCC S024FP to CCC S026FP on map 1e. There is no legally secure access along this part of the route and we propose the creation of a public footpath.
- At the location marked CCC T001 on map surface work is proposed.
- At the location marked LDNP T001 on the map path revetment work is proposed.

## Map 1f – Ennerdale Bridge

### Route description

5.13 The route follows a wide roadside footpath down into the village of Ennerdale Bridge.

### Route narrative

- Where the route meets the road at Blakeley Moss marked LDNP S004 on map 1f, we propose to realign the line of the public footpath onto the used line.



## **2 Ennerdale Bridge to Rosthwaite (maps 2a to 2f)**

### **Map 2a – Ennerdale Water (west) and Map 2b – Ennerdale Water (east)**

#### Route description

5.14 Leaving the village of Ennerdale Bridge, the route follows a minor road and then a roadside footpath to a junction from where it crosses a road and goes onto a recently built path through Broadmoor plantation and onto the shore of Ennerdale Water. The main route follows the southern shore of Ennerdale Water passing Anglers Crag before crossing Char Dub and continuing along the forest track towards Blacksail.

5.15 Another more accessible route follows the northern Ennerdale Water on the bridleway. It then joins a forestry track at Bowness car park which it follows until re-joining the main route at the head of the lake.

#### Route narrative

- Where the route follows a new roadside path along the roadside labelled LDNP S014BW on the map, there is currently no legally secure access. We propose a public bridleway creation here.
- Where the route follows the recently built path through Broadmoor woods labelled LDNP S015BW on the map, there is currently no legally secure access. We propose a public bridleway creation here.
- Where the main route reaches the head of Ennerdale Water labelled LDNP S019FP on the map, it follows a path with no legally secure access. We propose a public footpath creation here.
- At the location marked as LDNP T004, work on the bridleway surface is proposed to improve accessibility.

### **Map 2c – Ennerdale Forest and Map 2d – Black Sail Youth Hostel**

#### Route description

5.16 The route through Ennerdale Forest slowly gains height until it reaches the Black Sail Youth Hostel. From here the route moves out onto the open fell below Seavy Knott on a footpath before turning slightly north and climbing Seavy Knot.

#### Route narrative

- There are no proposed changes to the route on this map.

## Map 2e – Honister

### Route description

5.17 Once at the top of Seavy Knot, the route follows a contour footpath below Grey Knotts before meeting a dismantled slate tramway at Fleetwith. It then descends the tramway path to the car park of the Honister slate mine.

5.18 Once at the Honister slate mine car park, the route follows the old toll road alongside the B5289 down through Little Gatesgarthdale.

### Route narrative

- Where the route reaches the dismantled tramway labelled LDNP S028FP on the map, this is open access land where the current underlying rights of access are derived from the Countryside and Rights of Way Act 2000 and we propose a public footpath creation here.
- Where the route follows the old toll road below the Honister Slate mine labelled LDNP S030BW on the map, this is open access land and we propose a public bridleway creation here.

## Map 2f – Rosthwaite

### Route description

5.19 From Little Gatesgarthdale, the route descends into the village of Seatoller. From Seatoller it follows a valley bottom crossing the river Derwent by a bridge near the Youth Hostel, then onto to the village of Rosthwaite.

### Route narrative

- Where the route follows the old toll road below the Honister Slate mine labelled LDNP S031BW, LDNP S033BW on the map, this is open access land and we propose a public bridleway creation here.
- LDNP S034 and LDNP S035 and LDNP S0036 are currently public footpaths. We propose to upgrade to public bridleways.
- Where the route approaches Seatoller it follows a path marked LDNP S037BW on the map, with no legally secure access. We propose a public bridleway creation here.

### **3 Rosthwaite to Patterdale (maps 3a to 3h)**

#### **Map 3a – Stonethwaite Beck and Map 3b – Greenup Gill**

##### Route description

5.20 From Rosthwaite, the route heads south following a bridleway alongside Stonethwaite Beck following the same route as the Cumbrian Way as far as Smithymire Island. From here it continues south following Greenup Gill.

##### Route narrative

- There are no proposed changes to the route on this map.

#### **Map 3c – Grasmere Common**

##### Route description

5.21 The route crosses Greenup Edge before climbing up on to Grasmere Common.

##### Route narrative

- At locations marked LDNP T005 and LDNP T006, work on the path surface is proposed.
- At the location marked LDNP T007, work on the path surface is proposed.

#### **Map 3d – Grasmere and Map 3e – Great Tongue**

##### Route description

5.22 The route then descends below Helm Crag and joins the Easedale Road at the edge of Grasmere. The route follows the unclassified road north past Thorny How Hostel.

5.23 The route then crosses the A591 and follows a bridleway climbing alongside Little Tongue Gill towards Grisedale Tarn.

##### Route narrative

- There are no proposed changes to the route on this map other than the surfacing mentioned above.

#### **Map 3f – Grisedale Tarn**

##### Route description

5.24 From Grisedale Tarn, the path continues along the bridleway passing Ruthwaite Lodge.

### Route narrative

- At the locations marked LDNP T008 and T010 on the map, work on the path surface is proposed.

### Map 3g – Patterdale Common and Map 3h – Patterdale

### Route description

5.25 The path continues below Eagle Crag before following Grisedale Beck down to meet a minor road at Kennels Bridge below Thornhow Crag. It then follows a footpath below Oxford Crag down into Patterdale.

### Route narrative

- There are no proposed changes to the route on this map.

## 4 Patterdale to Shap (maps 4a to 4g)

### Map 4a – Angletarn Pikes and Map 4b – Angle Tarn

#### Route description

5.26 From Patterdale, the route crosses the A592 before heading east following a minor road to cross the bridge over Goldrill Beck. At Rooking, the route then follows a footpath that climbs to pass Boredale Hause and Angle Tarn.

5.27 The route continues along the footpath below Buck Crag and heads onto a bridleway towards The Knott above Haweswater.

#### Route narrative

- There are no proposed changes to the route on this map.

### Map 4c – Kidsty Howes

#### Route description

5.28 From The Knott, the route heads southwest alongside the Straights of Riggindale before the path turns sharply north east on a footpath to Kidsty Pike and from there down past Kidsty Howes to the shores of Haweswater at Band End.

#### Route narrative

- Where the route approaches Haweswater, it follows a path marked LDNP S089FP. This is open access land and we propose a public footpath creation here.
- At the location marked as LDNP T009 on the map work on the path surface is proposed.

### Map 4d – Haweswater (south), Map 4e – Haweswater (north) and Map 4f – Naddle Bridge

#### Route description

5.29 From Band End, the route follows a footpath along the western shore of Haweswater to meet the road below Burn Banks and the reservoir wall at Naddle Bridge.

5.30 From Naddle Bridge, the route follows a permissive path as far as Park Bridge and then a public footpath to pass Rawhead.

#### Route narrative

- Where the route leaves Naddle Bridge, it follows a path marked LDNP S094FP on the map, with no legally secure access. We propose a public footpath creation here.

## Map 4g – Shap Abbey

### Route description

5.31 Beyond Rawhead, the path turns southeast following the footpath past Fairy Crag, crossing Parish Crag Bridge and onto Shap Abbey. From Shap Abbey, the route follows minor roads and cross field paths to join the A6 into Shap.

### Route narrative

- There are no proposed changes to the route on this map.



## **5 Shap to Kirkby Stephen (maps 5a to 5h)**

### **Map 5a – Shap and Map 5b – Oddendale**

#### **Route description**

5.32 The route leaves Shap heading east from the A6 on a public footpath through the outskirts before crossing over the East Coast Mainline via a bridge and following a lane and several cross-field paths to the M6.

5.33 At the M6, the path crosses a footbridge and follows around the base of Hardendale Nab past the Hardendale quarry before heading south on a bridleway just before Oddendale.

#### **Route narrative**

- See map 5c for proposed changes.

### **Map 5c – Crosby Ravensworth Fell**

#### **Route description**

5.34 Once on Crosby Ravensworth Fell, the route leaves the bridleway and heads south east towards Robin Hoods Grave.

#### **Route narrative**

- At Crosby Ravensworth Fell marked YDNP S002BW to YDNP S004BW on the map, this is open access land and we propose a public bridleway creation here.
- At the location marked YDNPT003, work on the path surface is proposed.

### **Map 5d – Scarside and Map 5e – Sunbiggin Tarn**

#### **Route description**

5.35 At Orton Scar, the path joins a bridleway before joining a minor road at Scar Side, passing Friar Biggins and Scarside where the path joins a bridleway below Great Asby Scar National Nature Reserve.

5.36 The route then joins a minor road before re-joining a bridleway at Stony Head, then heading south east over Tarn Moor following the Dales High Way. The route briefly joins another minor road before heading across Ravenstonedale Moor.

#### **Route narrative**

- At Tarn Moor, marked YDNP S019BW on the map, this is open access land and we propose a public bridleway creation here and surfacing work at YDNPT001.

- At Ravenstonedale Moor marked YDNP S021BW on the map, this is open access land and we propose a public bridleway creation here.
- At Ravenstonedale Moor marked YDNP S022BW on the map, we propose to realign a public bridleway onto the current used line.

### **Map 5f – Crosby Garrett Fell**

#### **Route description**

5.37 The path then crosses a minor road before joining a bridleway onto Crosby Garrett Fell. At Bents Farm, the path follows a drystone wall across Begin Hill dropping down to Smardale Bridge.

#### **Route narrative**

- At Severals marked YDNP S026BW to YDNP S027BW on the map, this is open access land and we propose a public bridleway creation here.
- At Smardale Bridge marked YDNP S030BW on the map, this is open access land and we propose a public bridleway creation here.

### **Map 5g – Smardale and Map 5h – Kirkby Stephen**

#### **Route description**

5.38 The route then follows a bridleway north east across Smardale Fell before meeting and following a minor road and picking up a footpath through Greenriggs, passing the remains of Croglam Castle and joining the A685 into Kirkby Stephen.

#### **Route narrative**

- Proposed changes are covered in 5f above.

## **Map 6 Kirkby Stephen to Keld (maps 6a to 6e)**

### **Map 6a – Hartley**

#### **Route description**

5.39 The route leaves Kirkby Stephen on a footpath passing over Frank's Bridge along a short length of footpath and then meeting a minor road in Hartley.

5.40 The path then follows the minor road, crossing under a disused railway line. It then passes around the edge of Hartley Quarries before joining a bridleway below Birkett Hill.

#### **Route narrative**

- Prior to Merrygill Viaduct marked CCC S054FP we propose to create a public footpath on the used line over a footbridge where there is currently no legally secure access.
- At CCC S056FP on the map, we propose to create a public footpath in the sunken lane for road safety reasons.

### **Map 6b – Nine Standards Rigg and Map 6c – Coldbergh Side**

#### **Route description**

5.41 The route follows a bridleway onto Hartley Fell before leaving the bridleway to pick up Faraday Gill to Nine Standards Rigg. From here the path heads south over Benty Batts.

5.42 From Benty Batts the path continues to head south over Lady Dike Head before meeting a footpath running east at Birkdale

#### **Route narrative**

- At the sections marked as CCC S059FP to CCC S063FP on the maps 6b and 6c and YDNP S038FP on map 6c. This is open access land and we propose a public footpath creation here.
- At the location marked as CCC T003 on the map, work on the path surface is proposed.
- At the location marked as YDNP T002 on the map, work on the path surface is proposed.

### **Map 6d – Ney Gill and Map 6e – Keld**

#### **Route description**

5.43 From the track at Birk Dale, the path descends into Whitsun Dale.

5.44 Following a footpath alongside Whitsundale Beck, the route then crosses the beck at Park Bridge to join the B6270 and then on into Keld.

#### Route narrative

- Where the route meets the public footpath near Birk Dale marked YDNP S039FP to YDNP S041FP on map 6d, we propose to realign the line of the public right of way onto a stone shooting track.
- At the location marked YDNP T004 on the map work on the path surface is proposed.

## 7 Keld to Reeth (maps 7a to 7g)

### Map 7a – Ivelet Moor, Map 7b – Gunnerside Gill, Map 7c – Healaugh Side, Map 7d – Feetham and Map 7e – Reeth (main route)

#### Route description

5.45 The route follows a bridleway and crosses the River Swale running above West Wood. From here the route joins a footpath that climbs to Crackpot Hall and beyond following Swinner Gill and East Grain onto Gunnerside Moor before passing North Hush and descending to cross Gunnerside Beck.

5.46 Once over the footbridge, the path joins a bridleway climbing through Bunton Hush, crossing Merry Field and dropping to meet Hard Level Gill. The bridleway is followed alongside Old Gang Beck to a minor road at Surrender Bridge.

5.47 From Surrender Bridge, the route passes Cringley Bottom and joins a bridleway to Thirns. Here the route joins a footpath to Riddings Farm, then following Skelgate Lane to meet the B6270 into Reeth.

#### Route narrative – main route

- Where the route passes Crackpot Hall marked YDNPS052FP on the map, we propose to realign the line of the public footpath onto the used line.
- At location marked YDNPT005 we propose to carry out work on the path surface.
- Between the footbridge over Gunnerside Beck and the bridleway on the east side of Gunnerside Gill marked YDNP S058 and YDNP S059 on the map, this is open access land and we propose to create a public footpath on the used line and carry out surfacing work on T006.
- Where the bridleway climbs through Bunton Hush marked YDNP S061BW on the map, we propose to realign the public bridleway onto the current used line.
- At surrender Bridge Smelting Mill marked YDNP S065FP on the map, this is open access land and we propose a public footpath creation here.
- Below the enclosures of Cleasby marked point YDNP S067BW on the map, we propose to realign the public bridleway onto the current used line.
- At Riddings Farm marked YDNP S070FP on the map, this is open access land and we propose a public footpath creation here.

### Map 7a – Ivelet Moor, Map – 7f Ivelet, Map 7g – Gunnerside, Map 7d – Feetham and Map 7e – Reeth (low level route)

#### Route description

5.48 An optional low level route follows a bridleway and crosses the River Swale running above West Wood. From here the low level route follows a bridleway that

runs alongside the River Swale before joining a footpath below Ivelet Wood, past Ramps Holme then through a series of small hay meadows along the riverside before joining a minor road to Ivelet.

5.49 The path then leaves Ivelet over Shore Gill and crosses more hay meadows to Gunnerside. The path briefly joins the B6270 before following a bridleway that climbs onto Low Row pasture before meeting a minor road.

5.50 The path follows the road to a footpath that then crosses another minor road at Gallows Top. At Kearton the route heads north to follow Morley Gate, crossing Barney Beck High Bridge and down into Healaugh.

5.51 From Healaugh the path leaves the B6270 to follow a footpath that meets and follows the River Swale into Reeth.

#### Route narrative

- At Ramps Holme on the low-level route marked YDNP A004FP on the map there is no legally secure access along this part of the route and we propose a public footpath creation here.



## **8 Reeth to Richmond (maps 8a to 8e)**

### **Map 8a – Grinton**

#### Route description

5.52 From Reeth, the route follows the B6270 and then crosses the Swale at Reeth bridge to Low Fremington. Here the path leaves the main road and follows a minor road to Ewelop Hill where it follows a footpath to Marrick Priory. The path then follows a footpath and climbs through Steps Wood to the village of Marrick.

#### Route narrative

- At Marrick Priory marked YDNP S080FP on the map, we propose a public footpath realignment onto the current used line.

### **Maps 8b – Marrick and 8c – Marske**

#### Route description

5.53 From Marrick, the route follows a footpath through fields past Nun Cote Nook, Ellers and Hollins Farm before meeting a minor road at Hard Stiles Top.

5.54 The path then follows the road down into the village of Marske. From Marske the path follows the road before leaving to follow a footpath over fields to join a bridleway below Applegarth Scar.

#### Route narrative

- At Nun Cote Nook marked YDNP S085FP on the map, we propose a public footpath realignment onto the current used line.

### **Maps 8d – Whitcliffe Scar and Map 8e – Richmond**

#### Route description

5.55 The route continues to follow the bridleway between High, Low and East Applegarth and then through Whitcliffe Woods. After which the route joins a footpath just past Whitcliffe farm.

5.56 The route then follows the footway down into Richmond.

#### Route narrative

- At the location marked NYCC T001 on the map, we propose to carry out work on the path surface.

## **9 Richmond to Ingleby Cross (maps 9a to 9i)**

### **Map 9a – Richmond (east)**

#### **Route description**

5.57 The route leaves Richmond by first crossing the River Swale at Richmond Bridge. It then follows a riverside footpath. Just beyond Priory Villas, the route joins the A6136. The route follows the A6136 before joining a footpath on the opposite side of the river to Easby Abbey and meeting the River Swale at Iron Banks. The path then passes Hagg Farm and joins a minor road at Colburn Hall.

#### **Route narrative**

- At the location marked NYCC T002 on the map, we propose to carry out work on the path surface.

### **Map 9b – Brompton on Swale**

#### **Route description**

5.58 From Colburn Hall, the path follows a bridleway then a footpath that joins the bank of the River Swale. At Brompton-on-Swale, it passes under the A1M at Thornbrough.

5.59 The route then crosses the Swale at Catterick Bridge, joining a footpath along the river side.

#### **Route narrative**

- At the location marked NYCC T006 on the map, surface work is proposed.
- At the east side of the A1 marked NYCC S031BW on the map, we propose to realign a public bridleway on the used line.

### **Map 9c – Tancred Grange and Map 9d – Kiplin Hall**

#### **Route description**

5.60 The riverside footpath that the route follows becomes a bridleway at Howe Hill and then follows the B6271 before leaving the road adjacent to Tancred Grange. The route then joins a minor road and then follows a bridleway to Bolton-on-Swale.

5.61 The route then passes through Bolton-on-Swale and joins a footpath that follows Bolton Beck to join a minor road at Ellerton Hill.

5.62 The route then follows a footpath through Ellerton Hill before joining a minor road. From the minor road the path leaves on a bridleway towards Ladybank House before joining a footpath.

### Route narrative

- There are no proposed changes to the route on this map.

### Map 9e – Brockholme

#### Route description

5.63 The route continues along a footpath beyond Bog Plantation before it links with a bridleway to Red House. From Red House the path heads along a footpath to Middle Brockholme Farm where it joins a minor road. The path leaves the minor road on a footpath to meet a minor road into Danby Wiske.

#### Route narrative

- At Moor House (near Red House) marked NYCC S054FP to NYCC S056FP on the map, we propose to realign a public footpath onto the used line.
- At the location marked NYCC T004 on the map, we propose to carry out work on the path surface.

### Map 9f – Danby Wiske

#### Route description

5.64 From Danby Wiske, the route follows the minor road of Danby Lane crossing the railway and meeting a footpath that takes the route over fields to meet the A167 at Oaktree Hill.

5.65 The path leaves the A167 and follows a footpath passing White House Farm before briefly following a minor road.

#### Route narrative

- At the location marked as NYCC T005 on the map, we propose to carry out work on the path surface.

### Map 9g – Northfields

#### Route description

5.66 From the minor road, the route follows another footpath over farmland passing Moor House then Northfield House. At this point it meets a minor road and then passes Wray House before crossing the East Coast Mainline on a level crossing.

#### Route narrative

- At Moor House (above Newstead Grange) marked NYCC S075FP on the map, we propose to create a public footpath on the used line.

- At Northfield House, just beyond Northfield Bungalow marked NYCC S076FP to NYCC S078FP on the map, we propose to realign a public footpath onto the used line.
- At Wray House marked between NYCC S081FP and NYCC S082FP on the map, we propose to realign a public footpath onto the used line.

## **Maps 9h – Harlsey Grove and Violet Hill and Map 9i – Ingleby Cross**

### **Route description**

5.67 The path then joins Low Moor Lane, passing the house of Harlsey Grove and Violet Hill to join a minor road above Renny Farm.

5.68 Once over the road, the route follows a footpath past Sydal Lodge, before joining a bridleway at Grinkle Carr to meet the A19. Once over the A19, the path follows a lane via Ingleby Arncliffe into Ingleby Cross.

### **Route narrative**

- Currently no proposed changes. However, this may change depending on the outcome of A19 crossing feasibility study.

## 10 Scarth Wood Moor to Hasty Bank (maps 10a to 10d)

### Map 10a – Scarth Wood Moor

#### Route description

5.69 The route leaves Ingleby Cross and crosses the A172 at Carr Bridge and follows a track past Arncliffe Hall to meet a footpath at the base of Arncliffe wood. The path then follows Tire Bank along a forest track and then onto a footpath to meet with the Cleveland Way National Trail.

5.70 The route then follows the Cleveland Way National Trail over Scarth Wood Moor on a bridleway, then a short footpath and onto a minor road, leaving it to join a bridleway into Clain Wood.

#### Route narrative

- At Tire bank marked NYM S003FP on the map, we propose to realign a public footpath onto the used line.
- At Scarth Nick marked NYM S010BW on the map, we propose to realign a public bridleway onto the used line.

### Map 10b – Heathwaite, Map 10c – Cringle Moor and Map 10d – Hasty Bank

#### Route description

5.71 From Clain Wood, the route joins a footpath then a minor road at Green Lane near Swine Park. The path then follows a bridleway into Live Moor Plantation before following a footpath over Round Hill, along Faceby Bank and Carlton Moor to Lordstones Country Park.

5.72 From Lordstones the path follows firstly a bridleway onto Cringle Moor and along Kirkby Bank. The route then follows a footpath and another short bridleway to Donna Cross.

5.73 From Donna Cross the route follows a footpath past the Wainstones and then meets the B1257 road at Clay Bank Top.

#### Route narrative

- At Donna Cross marked NYM S031FP on the map, we propose to create a public footpath on the used line.

## **11 Urra Moor and Round Hill to Glaisdale (maps 11a to 11g)**

### **Maps 11a – Urra Moor and Round Hill and 11b – Bloworth Crossing**

#### **Route description**

5.74 The route leaves Clay Bank Top and follows the Cleveland Way National Trail on a bridleway along Carr Ridge before crossing Urra Moor. The route passes Round Hill and Cockayne Head before joining a disused railway track to Bloworth Crossing.

5.75 From Bloworth Crossing the path departs from the Cleveland Way National Trail (which heads North) and follows a bridleway along the disused railway track above Middle Head and Dale Head before heading to Farndale Moor.

#### **Route narrative**

- There are no proposed changes to the route on this map.

### **Map 11c – Farndale Moor and Map 11d – Rosedale Head**

#### **Route description**

5.76 The route continues over Farndale Moor where it meets the Esk Valley Walk, leaving the bridleway at Cockpit Hill to cross to meet the road at The Lion Inn.

5.77 The path then follows the road north before joining a bridleway near Rosedale Head. It then meets and follows the road leaving on a footpath to join a minor road at Seavey Hill.

5.78 The route then leaves the road on a bridleway called Cut Road.

#### **Route narrative**

- At the Lion Inn marked NYM S046BW on the map, we propose to create a public bridleway on the used line, and we propose work on the path surface marked NYM T001 on the map.
- At the location marked NYMT002 and NYMT003 on the map, we propose to carry out work on the path surface.
- At the location marked NYM T004 on the map, we propose to carry out work on the path surface.

### **Map 11e – Seavey Hill and Great Fryup Head, Map 11f – Glaisdale Rigg and Map 11g – Glaisdale**

#### **Route description**

5.79 The route continues to follow the bridleway called Cut Road before once again joining a minor road above Birk Wath.

5.80 The path follows the road to Glaisdale Rigg where it leaves to follow a track over Glaisdale Moor before dropping down into the village of Glaisdale.

#### Route narrative

At the location marked NYM T005 on the map, work on the path surface is proposed at various points.

## **12 Glaisdale to Robin Hood's Bay (maps 12a to 12h)**

### **Map 12a – Arnecliff**

#### **Route description**

5.81 From Glaisdale, the route follows a minor road to Carr End and then an unclassified road to the bridleway through East Arnecliff Wood, emerging onto a minor road at The Delves.

5.82 The path follows the minor road initially alongside the River Esk and then crosses the river via stepping stones into Egton Bridge. At Egton Manor, the route heads east on an old toll road following the River Esk to Grosmont.

#### **Route narrative**

- At the location marked NYM T006 on the map, we propose to carry out work on the path surface.
- On the old toll road marked NYM S064BW and NYM S065BW, there is no legally secure access along this part of the route and we propose a public bridleway creation here.

### **Map 12b – Grosmont and Map 12c – Sleights Moor**

#### **Route description**

5.83 The route follows the permissive bridleway then passes under the railway before arriving in Grosmont.

5.84 From Grosmont the route follows the minor road up to join Fair Head Lane and out onto Sleights Moor. Here the path heads north east on a bridleway adjacent to Lowther's Crag before heading east on a bridleway to cross the A169.

#### **Route narrative**

- There are no proposed changes to the route on this map.

### **Map 12d – Littlebeck, Map 12e – Lingdales Moor and Map 12f – Rigg Hall**

#### **Route description**

5.85 The path then follows a bridleway to join a minor road that drops down to Littlebeck. The path then follows a bridleway through the wooded valley of May Beck, passing Falling Foss waterfall and Midge Hall before joining a minor road heading north east. It passes New May Beck before crossing Sneaton Low Moor and Low Moor by a footpath.



5.86 The route briefly follows the B1416 before following a footpath over Greystone Hills where it leaves the moorland on a track to Middle Rigg.

#### Route narrative

- At the footpath sections NYM S080FP to NYM S082FP and NYM S084 to NYM S086 and S083BW at May Beck, path surface work is proposed at NYM T007 on the map.
- At the location marked NYM T008 on the map, work on the path surface and drainage is proposed at various locations.
- At the location marked NYM T009 on the map, work on the road surface and drainage is proposed.

### Map 12g – Hawsker and Map 12h – Robin Hood’s Bay

#### Route description

5.87 From Middle Rigg, the route follows a minor road past the turning to Low Hawsker and on into High Hawsker, then leaving the B1447 to follow a footpath to Hawsker Bottoms. The route passes through Northcliffe Holiday Park to join the England Coast Path at Maw Wyke Hole.

5.88 The path then heads south along the route of the England Coast Path, passing Rain Dale to arrive in Robin Hood’s Bay where the route drops down through the village to the foreshore which marks the end of the path.

#### Route narrative

- There are no proposed changes to the route on this map.

## 6 Information provision

6.1 Natural England has a statutory duty under section 86 of the National Parks and Access to the Countryside Act to ensure that the public are informed about national trails. Whilst some of this involves the work on the ground locally to ensure that signage is clear and appropriate, at a national level this has included more traditional provision through official guidebooks and leaflets and, in recent years, a focus on providing information through the National Trails Website<sup>4</sup>.

6.2 Once the Coast to Coast Path is approved as a national trail and the establishment works are completed, the trail will be shown on the National Trails Website, which will contain:

- Detailed mapping of the route
- Information on any diversions
- Information from the Trail Partnership
- Details of associated circular walks and linked routes
- Photographs
- Information about accommodation.

6.3 The website allows members of the public to add useful information for other trail users, such as accommodation recommendations, points of interest, car parking and refreshments. The Coast to Coast Path National Trail will similarly benefit from any associated social media channels including Twitter and Facebook.

6.4 There will also be promotion by Visit Britain and Visit England.

6.5 Because Wainwright's Coast to Coast is already a well-used and well-promoted route, our intention is that marketing and promotion of the proposed national trail will be focused on encouraging greater involvement of local communities and a greater socio-economic diversity of users.

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<sup>4</sup> [Find your perfect trail, and discover the land of myths and legend - National Trails](#)

## 7 Resources and establishment – cost estimates

7.1 Natural England estimates that delivery of the core Coast to Coast Path as an implemented national trail will take a three-year period from approval – the costs below reflect this rather than specific financial years.

7.2 The table below estimates work and staffing costs for this, in line with the details outlined in the narrative and referenced on the maps. Chapter 8 then sets out estimates of the costs of associated delivery to realise the benefits.

**Table 1: Estimate of costs to implement the core Coast to Coast Path National Trail**

<b>Table of costs - Coast to Coast Path National Trail Establishment</b>	<b>Year 1 (£)</b>	<b>Year 2 (£)</b>	<b>Year 3 (£)</b>	<b>Total (£)</b>
<b>Staffing – Highway Authority*</b>	600,000	600,000	600,000	<b>1,800,000</b>
<b>Staffing – Natural England</b>	200,000	200,000	200,000	<b>600,000</b>
<b>Surfacing work</b>	350,000	900,000	650,000	<b>1,900,000</b>
<b>Signage, gates, bridges and waymarking</b>	50,000	100,000	100,000	<b>250,000</b>
<b>Information services development</b>	30,000	20,000	30,000	<b>80,000</b>
<b>Evaluation (baseline)</b>	100,000	200,000	0	<b>300,000</b>
<b>Overall totals</b>	<b>1,330,000</b>	<b>2,020,000</b>	<b>1,580,000</b>	<b>4,930,000</b>

\* Including legal creation costs and road safety assessments

## **A19 major road crossing**

7.3 It is important to note that the costs above do not include the cost of improvements to the A19 road crossing. This will need to be secured from Treasury in due course.

## **Road safety assessments**

7.4 Built into the costs is funding for assessments of the safety of all proposed road crossings. Some will be relatively inexpensive, for example, where the path crosses or runs along a minor road, but in some situations, these may be more expensive. We have adjusted the authorities' cost estimates to cover this. If any major crossing is identified by an assessment as essential, then additional funding will be required.

## **Timescale**

7.5 Natural England proposes a three-year delivery programme.

## **Annual maintenance**

7.6 The annual maintenance figure for the Coast to Coast Path National Trail, based on the nationally agreed funding formula for national trails, is estimated at £200,000. This includes a 25% contribution of £50,000 from authorities on the route.

Coast to Coast Path data on which these estimates are based:

- Total length 317 km
  - Off-road length 268 km
  - SSSI 101 km
  - Heritage 85 km
  - Environmental Risk Events 3 km

## 8 Realising the benefits

8.1 The Coast to Coast Path National Trail was announced as part of the National Disability Strategy<sup>5</sup> in July 2021. The vision of the National Disability Strategy is to transform disabled people's everyday lives. As part of the action plan for the Strategy, the Department of Environment, Food and Rural Affairs (Defra) commits to improving access by:

- Making the England Coast Path as easy to use as possible for disabled people – all stretches of the England Coast Path will be walkable by 2024, unless there are ongoing planning or legal issues
- Creating a new north Coast to Coast Path National Trail from St Bees in Cumbria to Robin Hood's Bay in Yorkshire by 2025
- Improving access, signage and information on existing national paths and trails.

8.2 National trails not only benefit those who walk and enjoy the route but also the areas through which they pass (often high quality protected sites and landscapes). This includes benefits to communities and businesses. This is recognised in the National Trail Quality Standards which incorporate indicators relating to Enjoyment, Enhancement, Local Engagement and Economic Benefit. The development of the Coast to Coast Path as a national trail offers a real opportunity to connect more people with nature and as such benefits are realised, help to deliver on the Government's Levelling Up plans across this part of northern England with new opportunities for local enterprise and community engagement.

8.3 A parallel study commissioned from the Yorkshire Dales National Park Authority has investigated how opportunities for people with limited mobility can be maximised and how the most benefit can be realised. The Realising the Benefits study on the Coast to Coast Path, submitted to Natural England and under consideration at the time of writing this report, concluded:

- Accessibility: that there would be stretches of the national trail which people with limited mobility could enjoy if improvements were made. The study recommended that individual paths along the route should be assessed with the help of local access groups. As well as removing physical barriers and providing additional facilities for people with mobility limitations, it would be important to provide information about the whole route, so that they can make informed choices about where to visit.
- Multi-use: the study focused on ways to maximise access for people with limited mobility, horse riders, cyclists. A primary objective was to investigate and identify

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<sup>5</sup> [National Disability Strategy and related publications - GOV.UK \(www.gov.uk\)](https://www.gov.uk/government/publications/national-disability-strategy)

opportunities to make the Coast to Coast Path National Trail available to as many people as possible. The route is unique amongst national trails for having a range of existing alternative routes that are already promoted and widely used and offer this opportunity.

- Identify and develop links to communities: national trails offer a huge economic benefit to local communities as well as health benefits from the accessibility of the route. The study has explored formalising links to communities along the path to maximise these positive impacts and, from existing information, has scoped out potential link routes.
- Develop circular paths: to make more of the route accessible for shorter day or part-day circular walks/ rides, often linking to communities but also starting at car parks, shops or pubs. Circular routes promote improvements in wider network paths – and, with existing open access under the Countryside and Rights of Way Act 2000, the flexibility to design new routes is further expanded. Again from existing information, the Realising the Benefits study has scoped out potential circular paths.
- Information provision: the Realising the Benefits study has proposed public information that could be provided, in what form and to whom. This includes information on accessibility and social media, website/ digital presence, audio walks, podcasts, Google Trekker etc.
- Development of community engagement programme: the Realising the Benefits study proposes a programme of local engagement, both along the proposed trail and in nearby more urban communities such as those in Tees Valley, and Cumbrian coastal towns. This includes developing an understanding of what local communities want from the national trail, setting out how this could happen and when.
- Working with local business to maximise local economic benefit: the Realising the Benefits study identified how work can be done to realise the associated economic benefit that wider promotion of the route and its associated circular and link routes could bring.
- Tourism: the Realising the Benefits study has identified how a national and international tourism offer based on the Coast to Coast Path National Trail can be developed. This includes reference to existing national trails promotion through Visit England's Discover England Fund and the National Trails Website.
- Wider landscape scale management in the national trail corridor: the Realising the Benefits study has scoped out potential landscape corridor improvements that can be delivered, as well as those schemes underway that are already enhancing both the natural and farmed landscape.

8.4 The Realising the Benefits study has identified a six-year programme of work with priorities for the first 3 years. Taking account of capacity and the appropriate timing for some of this work alongside route creation, estimated benefits realisation costs for the first 3 years are:

**Table 2: Costings of additional work on realising benefits of the Coast to Coast Path National Trail**

<b>Table of costs - Coast to Coast Path National Trail Realising the Benefits</b>	<b>Year 1 22/23 (£)</b>	<b>Year 2 23/24 (£)</b>	<b>Year 3 24/25 (£)</b>	<b>Total (£)</b>
<b>Access Projects</b>	40,000	0	0	40,000
<b>Nature Connectivity</b>	0	120,000	175,000	295,000
<b>Engagement</b>	0	120,000	120,000	240,000
<b>Economic development</b>	0	0	130,000	130,000
<b>Visitor Information</b> <i>(Included in main costs)</i>	0	0	0	0
<b>Total</b>	<b>40,000</b>	<b>240,000</b>	<b>425,000</b>	<b>705,000</b>

8.5 If the national trail proposal is approved, we would assess in detail the longer term proposals for Realising Benefits as part of the three year creation phase of work. This could amount to costs of up to £7 million over the three years of the SR24 bid period. This includes a substantial (approximately £3 million) investment in nature connectivity projects which could potentially be funded from a variety of sources including Lottery and other non-Treasury sources.

## 9 Coast to Coast Path National Trail establishment and realising the benefits – estimate of combined resource costs

9.1 Natural England is committed to delivering a high quality and well-managed route as we bring this well-known and well-loved route into the national trail family. We are also committed to ensuring that the work to do this directly brings benefits to the communities and local businesses through which the route passes as well as widening the potential range of users. The combined costs of delivering this overall package of work within the three-year time frame of establishment of the core route are estimated as follows, based on the preceding tables:

**Table 3: Combined costs of establishing and realising the benefits of the Coast to Coast Path National Trail**

<b>Table of costs – Coast to Coast Path National Trail Establishment and Realising the Benefits</b>	<b>Year 1 (£)</b>	<b>Year 2 (£)</b>	<b>Year 3 (£)</b>	<b>Total (£)</b>
<b>Establishment</b>	1,330,000	2,020,000	1,580,000	4,930,000
<b>Realising the benefits</b>	40,000	240,000	425,000	705,000
<b>Total</b>	<b>1,370,000</b>	<b>2,260,000</b>	<b>2,005,000</b>	<b>5,635,000</b>



# Annex

## Survey methodology

1. Natural England mapped the trail on a digital MasterMap base. Using a desk based approach, we identified the walked line of the path on the ground using:
  - The A to Z Coast to Coast Walk guide which maps the route on 1:25,000 OS mapping
  - The walked line visible on aerial photography
  - Google Street View
  - Online definitive maps (to date using the North Yorkshire County Council mapping which also covers the North York Moors National Park and the Yorkshire Dales National Park)
  - Digital navigation files (gpx).
2. As part of the survey Natural England created a digital .gpx file by tracking the route walked using a standalone handheld Global Positioning System (GPS).
3. The survey method for infrastructure and damaged surfaces on the route was based on previous experience with the Pennine Way and England Coast Path. Much of the data entry was done as a desk-based post-survey process.
4. The infrastructure and any damaged surfaces were surveyed using a waterproof Go-Pro camera with built-in geographical referencing. This modified approach was piloted on a section of the Cleveland Way National Trail that coincides with the proposed Coast to Coast Path National Trail.
5. To limit standing time while out on survey, the attributes of the items were completed in the office. For example, for a photograph of a stile with the location pinpointed on the GI system, information such as whether it complies with the National Trail Quality Standards was completed after the survey. While unusual, this approach allowed for the decisions about the provision of new or upgraded infrastructure to be made by the authority in the post-survey review meetings as opposed to by the surveyor on site. It also enabled specific stretches to have different standards applied, which may be applicable for accessibility.

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Catalogue code: NE777

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