



Department  
for Environment  
Food & Rural Affairs

[www.gov.uk/defra](http://www.gov.uk/defra)

# **Consultation on an order for the Isle of Wight under the Marine and Coastal Access Act 2009**

## **Summary of Responses**

**July 2013**

© Crown copyright 2013

You may re-use this information (not including logos) free of charge in any format or medium, under the terms of the Open Government Licence. To view this licence, visit [www.nationalarchives.gov.uk/doc/open-government-licence/](http://www.nationalarchives.gov.uk/doc/open-government-licence/) or write to the Information Policy Team, The National Archives, Kew, London TW9 4DU, or e-mail: [psi@nationalarchives.gsi.gov.uk](mailto:psi@nationalarchives.gsi.gov.uk)

This document/publication is also available on the website at:

<https://www.gov.uk/government/consultations/consultation-on-an-order-for-the-Isle-of-Wight-under-the-Marine-and-Coastal-Access-Act-2009>

Any enquiries regarding this document should be sent to us at:

Defra  
Commons and access implementation Team  
Zone 109 Temple Quay House  
2 The Square, Temple Quay  
Bristol  
BS1 6EB

Tel: 0117 372 3553

Email: [coast.consultation@defra.gsi.gov.uk](mailto:coast.consultation@defra.gsi.gov.uk)

PB 13854

## Contents

Executive Summary .....	1
Introduction .....	1
Key points from the responses to the consultation .....	2
Question 1 .....	3
Question 2 – Yes.....	3
Question 2 – No or Unsure.....	6
Question 3.....	10
Question 4.....	12
Conclusion .....	13
Annex A Consultation questions .....	14
Annex B Text of email campaign .....	15
Annex C List of respondents.....	16

## Executive Summary

1. A Consultation on an order for the Isle of Wight under the Marine and Coastal Access Act 2009 was published by the Department for Environment, Food and Rural Affairs on 24 July 2012. The consultation sought views on whether the Government should make an order under section 300(2)(b) of the Marine and Coastal Access Act 2009 (the “2009 Act”)<sup>1</sup> so that the coastal access duty under that Act would apply in relation to the coast of the Isle of Wight. The making of an order is a discretionary power under the 2009 Act.
2. We received 117 responses to the consultation, in addition to 2328 emails made in response to a campaign emanating from the Ramblers in support of the Isle of Wight Ramblers report “The Case for a Wight Coastal Trail”.
3. The Government has decided that it will not make an order for the Isle of Wight as it is not a priority for the coastal access programme. It considers that the Isle of Wight Ramblers should work with local landowners and the local authority to see what can be achieved by voluntary agreements.

## Introduction

4. A new right of access to the English coast was introduced in Part 9 of the 2009 Act. The 2009 Act amends Part 4 of the National Parks and Access to the Countryside Act 1949 to provide for the designation of a long-distance coastal route for the whole of the English coast, and also amends Part 1 of the Countryside and Rights of Way Act 2000 to provide a right of access to a margin of land associated with the route for the purpose of open-air recreation.
5. The coastal access duty relates to the English coast and applies in relation to the coast of any island (in the sea) unless the island is “excluded”. Section 300(2) of the 2009 Act explains that an island is “excluded” unless it is either an “accessible island” or an island specified by the Secretary of State by order. The 2009 Act defines an island as “accessible” if it is possible to walk to that island from the mainland of England (or from another “accessible island” or an island specified by the Secretary of State by order) across the foreshore or by means of a bridge, tunnel or causeway, even if it is only

---

1 A copy of the Marine and Coastal Access Act 2009 is available at:  
<http://www.legislation.gov.uk/ukpga/2009/23/contents>

possible to walk to the island at certain times, or during certain periods, only. The power to make an order for this purpose is exercisable by statutory instrument (an instrument of subordinate legislation) (see section 316(3) of the 2009 Act).

6. It is not possible to walk to the Isle of Wight from the mainland of England, and to date no order has been made specifying the Isle of Wight for the purposes of section 300(2)(b) of the 2009 Act. This means that the coastal access duty under section 296 of the 2009 Act does not presently extend to the Isle of Wight.
7. The coastal access duty under section 296 of the 2009 Act may be applied in relation to the Isle of Wight by means of an order made by the Secretary of State under section 300(2)(b) of the 2009 Act provided the Secretary of State is satisfied “that the coast of the island is of sufficient length to enable the establishment of one or more long-distance routes along its length capable of affording the public an extensive journey on foot” (section 300(5) of the 2009 Act). The Isle of Wight has a coastline of about 70 miles, and the Secretary of State considers that this condition as to the length of the coast is satisfied.
8. The consultation closed on 16 November 2012. We received 117 responses to the consultation. Of this total 66 people and organisations completed the pro-forma which was produced to accompany the consultation letter. The remaining 51 responses were made by way of emails or letters. In addition we received 2328 emails in response to a campaign in support of the Isle of Wight Ramblers report “The Case for a Wight Coastal Trail”. The text of the campaign email is at **Annex B**. We are grateful to everyone who contributed to the consultation. The list of respondents, other than individuals, is at **Annex C**.
9. This summary of responses sets out the main conclusions from an analysis of the comments received. Copies of all the responses are available from the Commons and access implementation team although we will keep confidential the personal details of people who asked for their details not to be disclosed. The Commons and access implementation team can be contacted on tel. 0117 372 3553 or email: [coast.consultation@defra.gsi.gov.uk](mailto:coast.consultation@defra.gsi.gov.uk).

## Key points from the responses to the consultation

10. We have set out in the following sections the four questions which were asked in the consultation paper and a summary of the responses made to each of these questions:

## Question 1

**Do you support the Government making an order under section 300(2)(b) of the Marine and Coastal Access Act 2009 specifying the Isle of Wight for the purposes of that section, so that at a future date a coastal route around the Isle of Wight could become part of the English coastal route with, in association with that route, a margin of land accessible to the public? Please answer yes or no.**

11. Of the 66 people and organisations who answered question 1 on the pro-forma 35 replied Yes (53% of the total) and 31 replied No (47% of the total).
12. We have also analysed the 51 responses which were made by way of either an email or letter and have included these in the final figures showing that 69 replied Yes (58.9% of the total), 42 replied No (35.9% of the total) and 6 replied that they were Not Sure (5.2% of the total).

## Question 2 – Yes

**What are your reasons to support the reply you gave to question 1?**

13. As noted in paragraph 12 above, 69 people and organisations answered Yes to question 1 of the consultation paper. The main reasons and arguments to support the Government making an order under section 300(2)(b) of the 2009 Act are set out in paragraphs 14 to 24.

### Introduction

14. The majority of those who responded commented that there was no real justification to exclude the Isle of Wight as the island's coastline was about 70 miles. Respondents noted that the Secretary of State had considered that the island's coastline was sufficiently long to enable the establishment of a long-distance route along its length capable of affording the public an extensive journey on foot.
15. Respondents said that the geological and visual linkages with the mainland were strong. Tourism and walking in particular were seen as being very important to the Isle of Wight's local economy demonstrated by the fact that the Isle of Wight Walking Festival, introduced in 1998, now attracted 17,000 participants (2011). The establishment of a coastal route as part of a National Trail around the Isle of Wight was seen to offer opportunities for sustainable and appropriate local tourism. This in turn could improve the local economy and provide major benefits for both the Island's

residents and the estimated 2.6 million British and Overseas tourists that visited the Isle of Wight every year.

## **Access opportunities**

16. The general view from respondents was that enabling more people to have easier access to the whole of the island's coast would increase opportunities for exercise and physical activity, in a safe and attractive environment. In particular we received comments that the Isle of White offered excellent climbing opportunities. Coastal climbing interests focused on the western tip of the island, adjacent to and including The Needles, with Skeleton Ridge, for example, being noted as a nationally important climbing venue. Access to some current climbing areas was currently by permission of the landowner, for example, the National Trust. An order for the Isle of White was seen as providing the opportunity for access rights to be given to nationally important coastal climbing areas. In addition access to areas of spreading room would benefit visitors travelling to and around the island in small pleasure boats, kayaks etc, allowing them to land in bays and beaches below the high watermark, and then proceed inland on foot to the coastal route or onto other public rights of way.

## **Current coastal path**

17. While a number of responses noted that the Isle of Wight already had a good footpath network it was felt that there was scope for some parts of the existing coastal path and access to the coast to be improved. For example improvements could be made where the path diverted inland and was some distance from the sea, where there were gaps in the continuity of the path and where the path went on roads shared with motor vehicles. This is not a definitive list of all the locations on the island which were mentioned but these issues were noted as being found on stretches between East Cowes and Wootton Bridge, Shalfleet and Porchfield, Newtown Estuary, between Cowes and Ryde, between Freshwater and Shanklin and at Bembridge.

## **Employment**

18. Aligned to the potential impact on tourism some respondents noted that the Isle of Wight had high levels of unemployment and suggested that anything that might provide new employment opportunities on the island should be supported and undertaken.

## **European Long Distance Path**

19. One respondent highlighted the work under way to develop a European Long Distance Path E9<sup>2</sup> with a British section from Plymouth to Dover with an optional loop to visit the

---

<sup>2</sup> <http://www.ramblers.org.uk/info/paths/name/e/e9.htm>

Isle of Wight. A coastal path around the Isle of Wight as part of the European Long Distance Path was seen as a way of showing that the Isle of Wight was very much part of the south coast of England.

## **Local authority**

20. Some respondents mentioned the role of the local authority noting that the Isle of Wight Council was the only highway authority committed in 2000 to effectively meet the then Countryside Agency's target for having all its public rights of way properly recorded, well-maintained and promoted. It was felt that the establishment of a coastal route round the Isle of Wight could assist and encourage the local council to take a more vigorous approach to enforcement of access rights and to ensure that rights of way were maintained for the benefit of the general public.

## **Roll back**

21. Given the rate of coastal erosion on some parts of the island's coast, the roll back provisions provided for in the 2009 Act were considered to be a valuable addition to the successful management of the island's path network. The roll back provisions were seen as providing huge benefit to the Isle of Wight.

## **Tourism**

22. A key theme in the responses to the consultation was the importance of tourism for the Isle of Wight. Many said that the Isle of Wight needed to draw holiday makers in as many ways as possible using the natural attractions of the island. Good quality paths which were scenically attractive were considered as a way of attracting visitors.. Tourism was seen as vital for the Isle of Wight and a coastal footpath an important contributor to the economy of the island. The numbers attending the Isle of Wight walking festivals were highlighted as evidence of its popularity among walkers.

23. One respondent who currently operated walking holidays brought over 2,000 guests to the Isle of Wight each year – an indication that coastal walking holidays throughout Britain were popular. However he also commented that although the existing coastal path was a key attraction, both for guests walking the whole walk (a convenient week-long holiday), or just sections of the path, the existing path had shortcomings with a number of sections that detoured inland.

## **Transport**

24. The Isle of Wight was seen as being well served by public transport with good inland and coastal bus services, railway and ferry terminals. The existing mainland routes for walkers and cyclists connected with the ferry services to and from the Isle of Wight. The Isle of Wight Council was already embarking on a new Sustainable Transport and Tourism Project which included upgrades to cycling and walking routes. It was



therefore considered that a coastal route would be a key complementary element to this project.

## Question 2 – No or Unsure

25. As noted in paragraph 12 above, 48 people and organisations answered No or Unsure to question 1 of the consultation paper. The main reasons and arguments not to support the Government making an order under section 300(2)(b) of the 2009 Act are set out in paragraphs 26 to 46 below.

### Introduction

26. Respondents commented that during the Parliamentary passage of the Marine and Coastal Access Bill, the issue of provision of coastal access to the Isle of Wight (and other islands) had been discussed at some length. Although the previous Labour Government had been invited to include the Isle of Wight as part of the coastal access duty for the mainland of England within the 2009 Act it had not done so. Those who did not support the Government making an order commented that nothing had changed to warrant including the Isle of Wight within the coastal access provisions of the 2009 Act.

27. Some respondents said that the Isle of Wight already had an extensive network of existing footpaths and bridleways and so introducing coastal access under the 2009 Act would, in their view, do little to make the overall provision of access any better. They said that the costs to implement further coastal access was hard to justify at a time of economic austerity.

### Caravan and campsites

28. A number of respondents mentioned the potential impact of a coastal route on caravan and campsites, both for the owners of holiday and residential parks and for any sites used by scout, guide and cub groups. Corf Scout Camp, west of Newtown Nature Reserve, was said at present to be a very safe area for the scouts and cubs. There was concern that a coastal route passing through the site, or even nearby, could put the children there at risk and would also mean there would be a lack of any control over any person who might be coming in touch with the young people on the site.

29. For the owners of holiday and residential mobile home (caravan) parks, the Isle of Wight branch of the British Holiday and Home Parks Association commented that it supported initiatives which encouraged tourism. However it was concerned that there would be unacceptable impacts on individual parks, for example, allowing the coastal route to roll-back would eventually lead to caravan pitches being lost.

30. Another concern was that the provision of additional spreading room would give public access rights over what were at the moment the park owner's and manager's private areas. Owners and managers would still need to manage these areas since members of the public and their dogs would be able to walk across the caravan park. Respondents said that any increase in access provision would inevitably increase the costs of repair and maintenance (which will not be recoverable). This, along with the potential loss of income from pitches (as a result of the roll-back provisions in the 2009 Act) would reduce the capital value of a site itself with a detrimental impact on the viability of the business.

## **Dogs**

31. Some respondents highlighted the potential adverse impact that increased numbers of people and their dogs would have on populations of wintering and nesting birds which used the island's coast. Significant adverse impacts were already said to have occurred on some designated nature conservation areas such as Thorness Bay and Ryde Sands. Any further opening up of areas, such as Newtown ranges and Burnt Wood near Thorness, would put even more pressure on the habitats of birds on these currently inaccessible sites.

## **Economics**

32. A number of respondents doubted the claims made in the Isle of Wight Ramblers report "The Case for a Wight Coastal Trail" that the introduction of coastal access would achieve significant economic gain. They said that such claims were flawed, because no assessment had been made of the existing, marketed coastal path and the economic benefit that already accrued from that. Studies which have previously been undertaken on other coastal paths (such as the South West Coast Path) had not considered the incremental improvement that may, or may not, result from small changes to an existing coastal path. Consequently comparison with such studies was entirely misleading and should be discounted.

## **Impact assessment**

33. Some respondents remarked that neither Defra nor Natural England had produced or commissioned an Impact Assessment specifically for the Isle of Wight to examine the costs and benefits of an order. As such that there did not appear to be any evidence base militating towards or, even, objectively justifying the public expenditure that would follow from the making of an order.

## **Privacy**

34. One respondent – a Parish Council – had consulted its residents who had said that they were concerned about the loss of their privacy and way of life if there was a

coastal route. They had particular concerns that public access would be permitted to their garden (or part of it). In addition the Council commented that householders had consulted their insurance companies and were being told that they would not be able to get household insurance if the proposal for a coastal path went ahead. A reason given for this statement was because a coastal path could increase the opportunities for people to sue householders on their own land eg if someone fell over a tree root in a garden they could be sued for negligence.

## **Public costs**

35. Comments were received that Natural England's current implementation programme was estimated to cost about £1,000,000 a year. Respondents said that as Natural England had limited resources these should be allocated to parts of the English coast with no or little public access, rather than being spent on the Isle of Wight where access was generally good.
36. The potential resource implications for the Isle of Wight Council was considered a key issue in the delivery of a coastal path, with close liaison expected to be necessary between the authority and Natural England. As such some respondents said that an order would place an unwelcome and unreasonable financial burden on the Council and its residents. Any public resources should therefore be directed at supporting the maintenance of the existing coastal footpath.
37. The Isle of Wight Council had suggested that implementation would potentially require the input of one Full Time Equivalent member of staff post and that this could therefore impact directly upon the work programme of the Council's Public Rights of Way Team.

## **Restrictions on public access**

38. Some respondents commented that there were good reasons why at the present time there was no public access to some stretches of the coastline and considered it was neither practical nor necessary for the whole of the Isle of Wight coastline to be made accessible.
39. A variety of reasons were highlighted as to why there were inland diversions. These included the safety of the public; land used by the Ministry of Defence; designated sites of natural and environmental significance; the presence of buildings and dwellings; parks and gardens registered under the Historic Buildings and Ancient Monuments Act 1953 or because the topography of the coastal area dictated that the existing path was already located as close to the coast as it was possible to be. Particular points were raised on a number of these issues:

## **Defence**

40. The issue of Ministry of Defence land was noted. Particular mention was made to Jersey Camp and Newtown Range which are active training areas for the Armed Forces and Cadets that involve the firing of pyrotechnics, blank and live ammunition. The latter initiates a mandatory Range Danger Area stretching beyond the coastal high water mark to which there is no access during live firing; this was governed by both MOD Safety Regulations and Bye-Law No 466 of 1935. Respondents said that the provision of coastal access for the Isle of Wight would not alter the fact that these areas would fall under the category of “excepted land” under paragraph 13 of Schedule 1 to the Countryside and Rights of Way Act 2000 (“Land the use of which is regulated by byelaws under section 14 of the Military Lands Act 1892 or section 2 of the Military Lands Act 1900”).

## **Nature conservation**

41. Some respondents said that the Government had a duty to protect rare flora and fauna found on the foreshore and coast. Concern was expressed about the possible impact of the coastal route on flora and fauna, particularly referring to areas designated of national and international importance because of their importance to wintering and breeding birds such as curlews and nightingales. Examples of areas considered environmentally sensitive where access - by walkers and walkers with dogs - would be detrimental to wildlife included Newtown estuary and Osborne Bay and the wooded estuary of Kings Quay.

42. It was suggested that should the Government decide to proceed with an order for the Isle of Wight an Appropriate Assessment under the Habitats Directive should be undertaken.

## **Parks and gardens**

43. A detailed reply was received from the Isle of Wight Gardens Trust about historic landscapes, parks and gardens on the Isle of Wight. The Isle of Wight had become very fashionable for the building of coastal villas in late Georgian times reaching a peak in Victorian times when Queen Victoria was at Osborne House. Nine parks and gardens on the Isle of Wight coastline were registered under the Historic Buildings and Ancient Monuments Act 1953 and included on English Heritage’s Register of Parks and Gardens. There were also 30 parks and gardens on the local list.

44. Although the Isle of Wight Gardens Trust recognised that parks and gardens would fall under the category of “excepted land” under paragraph 4 of Schedule 1 to the Countryside and Rights of Way Act 2000 (“Land used as a park or garden”) the Trust remained concerned about the potential impact of fencing which might be needed to be

erected to give security and privacy and, if so, what impact that fencing might have upon the current clear landscaping down to the sea. A diversion of the coastal path in order to wind around a number of properties could mean that the path became extended away from the coast. The Trust asked to be consulted on the possible location of a coastal path and suggested that an impact assessment should be carried out to ascertain any impacts on heritage properties' income and its ability to manage the estate as a result of the path.

## Safety

45. Responses were received from a number of bodies involved in sailing – both from those organising sailing and from those managing harbour operations. They raised concerns about safety and security issues, particularly about the difficulty that public access would mean for harbour locations, due to heavy and large machinery operating in confined spaces, and for sailing clubs.
46. One respondent noted that parts of the Isle of Wight coastline consisted of high cliffs where there was rapid cliff erosion (eg around Blackgang) and other areas of soft mud. In such places it was felt that it would therefore be impossible for a coastal route to meet the requirements of “safety and convenience of those using the English coastal route” required under section 297(2)(a) of the 2009 Act. A further point was made that more access would increase the likelihood of higher costs as there would be more emergency call outs eg helicopter rescue for people who might get into difficulties.

## Question 3

**If an order were to be made, what priority should Natural England give to starting work to develop proposals for a coastal route on the Isle of Wight and the sequencing of proposals for any such route, relative to Natural England’s proposals for implementation of coastal access elsewhere around the English coast?**

47. In May 2012 Natural England had issued a medium-term outline plan for further stages of the implementation of coastal access in England. Respondents noted that the Isle of Wight had not been included in Natural England’s current implementation plans. Those who supported the Isle of Wight receiving a high priority for implementation said that the links that a new coastal route could make with existing public transport provision could be a key complementary element to the Isle of Wight Council’s new Sustainable Transport and Tourism Project. Others said that investment into the completion of a coastal path would be a boost to the Isle of Wight’s tourism industry and local businesses.

48. A number of people highlighted the comments about the Government's plans for coastal access made by Richard Benyon, Defra Parliamentary Under-Secretary for Natural Environment, Water and Rural Affairs<sup>3</sup> and said that these formed the main basis for giving implementation priority to the Isle of Wight. They said that the Isle of Wight fulfilled the criteria about filling gaps between existing paths, starting with those areas where there was a clear and present demand and from which there would be a benefit to local businesses, and access from the path to car parks or public transport that the Minister had highlighted in his interview.
49. Some respondents suggested that Natural England should schedule implementation work to start on the Isle of Wight immediately after the completion of the mainland stretch between ferry ports serving the Isle of Wight – ie. Lymington to Portsmouth. It was suggested that the coastal path on the Isle of Wight would fit well with the Solent Way, which was a local authority promoted and way-marked route on the mainland.
50. An alternative view was held by other respondents who said the Government should wait until a proper assessment could be made about the mainland coastal path. As rights of way on the Isle of Wight had been brought into good condition in 2000 it was felt that there would be little changes made to the existing path by the implementation of coastal access and therefore other areas of England's coast, where there was no or limited existing public access, should be progressed before the Isle of Wight.
51. Natural England had drawn up guidelines on coastal access implementation, in consultation with a number of national organisations including the Ramblers and the Country Land and Business Association. Natural England's guidelines had suggested that it would aim to implement coastal access in a logical way, working with local authorities over a number of stretches until that authority's area is complete and that new stretches which adjoined existing stretches would start where work was either completed, or already underway. As Natural England had stated that "it follows" that it will *not* work "out of sequence" and target areas early even if there is poor existing access or overwhelming demand, a few respondents said that it would be disappointing if these guidelines were breached in respect of the Isle of Wight.
52. One respondent suggested that Natural England should give greater priority to protecting habitats and landscapes than implementing coastal access.

---

<sup>3</sup> Article in the Ramblers Walk magazine, Spring 2012

## Question 4

**Do you have any additional points you would wish the Government to consider before making its final decision as to whether or not to make an order specifying the Isle of Wight?**

53. A number of additional comments were made to the consultation:

### Alternative proposals

54. The Country Land and Business Association noted in its response that it had consistently opposed implementing coastal access in the way envisaged by the 2009 Act. The Association said that while the Government had made some moves to resolve certain issues there remained underlying fundamental principles which still gave it considerable concern, particularly the difference to the approach taken by the Welsh Government in implementing the Welsh Coastal Path. The Association believed that rather than making an order, the government should take the opportunity to explore alternative options for the Isle of Wight including the use of existing legislation, such as the Highways Act 1980 or voluntary access agreements.

### Horses

55. Although the right of access under the 2009 Act is for open-air recreation on foot some respondents proposed that parts of the coastal access route would be suitable for horse riders. The Isle of Wight could be a demonstration ground for proving that access for equestrians could be included alongside access for walkers and climbers.

### Maintenance

56. Issues were raised about the future maintenance of the coastal path which would be classified as a national trail. Natural England was currently considering the future funding of national trails and respondents had commented that this was likely to result in a cut in funding for national trails and the potential for some form of local partnership to address maintenance. Whilst there would be infrastructure improvement and path widening provided as a result of investment in a coastal route some felt that this could be offset by the potential devolution of future maintenance of national trails to local partnerships.

## Conclusion

57. The 2009 Act provides the Secretary of State with a power to make an order to extend the coastal access duty in relation to the Isle of Wight.
58. The Government has decided that it will not make an order for the Isle of Wight as it is not a priority for the coastal access programme. It considers that the Isle of Wight Ramblers should work with local landowners and the local authority to see what can be achieved by voluntary agreements.



# Annex A Consultation questions

## Question 1

Do you support the Government making an order under section 300(2)(b) of the Marine and Coastal Access Act 2009 specifying the Isle of Wight for the purposes of that section, so that at a future date a coastal route around the Isle of Wight could become part of the English coastal route with, in association with that route, a margin of land accessible to the public?

Please answer yes or no.

## Question 2

What are your reasons to support the reply you gave to question 1?

## Question 3

If an order were to be made, what priority should Natural England give to starting work to develop proposals for a coastal route on the Isle of Wight and the sequencing of proposals for any such route, relative to Natural England's proposals for implementation of coastal access elsewhere around the English coast?

## Question 4

Do you have any additional points you would wish the Government to consider before making its final decision as to whether or not to make an order specifying the Isle of Wight?

## Annex B Text of email campaign

I support an order to extend the Marine and Coastal Access Act 2009 to include the Isle of Wight on the following grounds:

- The Isle of Wight is an integral part of England and should therefore receive the same benefits from the Act as the rest of the country.
- The beautiful and varied coast of the Isle of Wight, incorporating a large area of AONB land, will provide a major contribution to the English Coastal Path.
- Half of the Island's current coastal path runs inland and/or along busy highways. There are over 20 path interruptions around the coast, some as a result of coastal erosion. Most of these problems can be resolved through an order to include the Island under the Marine and Coastal Access Act 2009.
- The Isle of Wight's diverse geology and varied coastline produces a spectacular England in Miniature which attracts 2.6 million British and overseas visitors each year.
- The Island is a renowned walking destination hosting the largest UK's walking festival. Based on an economic analysis of the South West Coastal Path, a complete 'Wight Coast Trail' could be worth £34m pa. to an Island economy where the GDP per head is only 70% of the UK average.

The Isle of Wight should receive a high priority for coastal access and work should start as soon as possible.

## Annex C List of respondents

1st Newchurch Scouts  
Barton Estate Property Ltd  
Bembridge Angling Club  
Bembridge Boat Storage Ltd  
Bembridge Harbour Authority  
Bembridge Parish Council  
Bembridge Sailing Club  
British Association for Shooting & Conservation  
British Holiday and Home Parks Association (Isle of Wight Branch)  
British Mountaineering Council  
Chale Parish Council  
Country Land and Business Association  
English Heritage  
E U & F T Taylor Ltd  
Hampshire & Isle of Wight Wildlife Trust  
Helen Stichbury Consultants  
HF Holidays Ltd  
Isle of Wight Council  
Isle of Wight Dive Club  
Isle of Wight Gardens Trust  
Isle of Wight Ramblers Area Council  
Marvel Farms  
Meopham & District Footpaths Group  
National Farmers Union  
National Trust  
Natural Enterprise Limited  
New Forest Access Forum  
Northcourt Estates Ltd  
Northwood Parish Council  
Open Spaces Society  
Patchetts Green Bridleways Trust  
Shanklin Town Council  
Southampton HF Rambling Group  
South East Reserve Forces' and Cadets' Association  
Technical Marine Services  
The Kennel Club  
The Ramblers  
Visit Isle of Wight Ltd  
Whippingham Parish Council  
Wight Conservation