

## Accessibility Audit: Coast to Coast Path National Trail

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Figure 1. North Yorkshire Moors National Park finger blade © North York Moors National Park March 2024

For Natural England 31<sup>st</sup> March 2024

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# Part 1

# 1.1 A Coast to Coast Walk

## 1.1 Introduction

1.1.1 The inspiration for the Coast to Coast Path National Trail is the 190-mile Coast to Coast Walk devised by Alfred Wainwright, through beautiful but often hostile environments, broken into 16 stages and generally taking between 7 to 14 days to complete. In his 1973 guidebook, "A Coast to Coast Walk", Wainwright writes "**the essence of the walk is the crossing of England from one coast to another on foot**".

1.1.2 Leonard Cheshire advise that people with significant mobility impairments but who can walk may have significant difficulty moving around. This can be with or without an aid, and they may experience pain leading to a need to rest every 20 to 200 metres. Natural England is aware that mobility impaired people often cannot walk long distances and to experience any part of the Coast to Coast Path National Trail an individual's needs may include:

- Accessible public or private transport with drop off or parking extremely close to the path.
- Accessible path terrain with access to resting/seating points, toileting and accessible accommodation.
- Access to mobility aids such as wheelchairs, scooters, all-terrain vehicles, cycles, E-bikes or horses.
- Accessible information and waymarking.
- Support or accompaniment from friends or colleagues.

1.1.3 This access audit and report is part of Natural England's commitment to where possible, on the Coast to Coast Path National Trail, provide access opportunities for those who have limited or reduced mobility and other users, including cyclists and horse-riders .

# 1.2 Report Brief

## 1.2 Audit Brief

1.2.1 Leonard Cheshire was commissioned by Natural England to undertake a high-level accessibility audit of the Coast to Coast Path National Trail proposed route taking account of:

- The proposals in the '[Realising the wider benefits of the Coast to Coast Path route designation as a National Trail April 2022](#)' report (cf 03).
- Cycling UK and British Horse Society 'Coast to Coast Riders Route - finalised report' (cf 07).
- CUK BHS 'Coast to Coast Riders Route - Mapping Annex' (cf 08).
- Highways and Parks Authorities Project Plans.
- [Outdoor Accessibility Guidance 2023](#) (cf05).

1.2.2 This report responds to the detailed requirement in the Natural England 'Coast to Coast Access Audit Specification Document November 2022 (cf 01). In summary, this report addresses:

- Route accessibility, gaps in access provision and access opportunities focusing on access for mobility impaired people but also considering people on horseback or on a bicycle.
- Options for circular routes and link routes, especially where those routes create links to local settlements and services.
- Providing detail in a format allowing Natural England to provide accurate information to users about the current state of the route.
- Recommendations for more detailed accessibility surveys.
- Assessment of information provision e.g., Natural England Design Guide for Waymark Discs, Waymark Posts and Finger Blades (cf 16).
- Identifying where improvements need to be made to provide the 'Access Chain' referred to in [Outdoor Accessibility Guidance 2023](#) (cf05) and [By All reasonable Means](#) Guidance (cf 06).

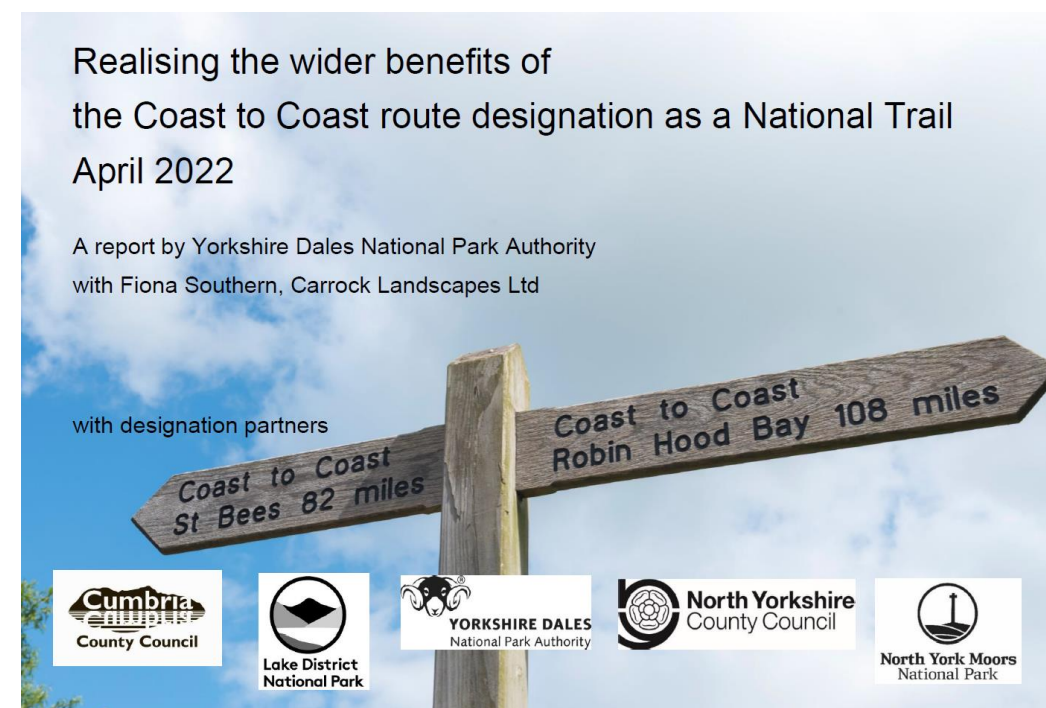


Figure 2. Cover of the 'Realising the wider benefits of the Coast to Coast Path route designation as a National Trail April 2022' report (cf 03).

# 1.3 Methodology

## 1.3 Methodology

This access audit is a high level, desk-based exercise. The chronological methodology followed can be summarised as follows:

1.3.1 Review of relevant reports, mapping, information and access guidelines referred to in the Accessibility Audit brief including the [Outdoor Accessibility Guidance 2023](#) (cf 05). The latter was specifically relevant to gradient, surface condition, grading systems and signage.

1.3.2 Circulation of an accessibility questionnaire to Partners - see [Annex A9](#).

1.3.3 Virtual 1 to 1 and group survey workshops following the entire route with Natural England Coast to Coast National Trail project team; Partners' Trail Officers; Access Officers and Project Rangers using [National Trail Proposal for the Coast to Coast Path Maps to Accompany the Section 51 National Trail Proposal Report](#) (cf 02B); Google maps, Earth and StreetView; Ordnance survey maps and ARC.GIS maps. In these meetings, the circular, link or alternative routes listed in [Appendix 1 to the 'Realising the wider benefits of the Coast to Coast Path route designation as a National Trail April 2022'](#) (cf 04) report were reviewed with officers for condition, ease of delivery, cost, community benefit, proximity to services and prioritised into a list of 18.

1.3.4 Meetings with Fiona Southern, co-author of ['Realising the wider benefits of the Coast to Coast Path route designation as a National Trail'](#) (cf 03) report to inject route intelligence and a wider benefit context into the prioritisation.

1.3.5 Leonard Cheshire report authors formed an opinion on the level of accessibility: of the designated route; in improvements achieved to date and being delivered; in provision and information and how it related to access guidelines and standards. We looked for a rationale where there were gaps or access was not optimal in order to: produce ideas and opportunities for access and information improvements; challenge access standards; and suggest further access auditing.

1.3.6 Meetings with Cycling UK, British Horse Society, The Disabled Ramblers, the Director of Community Experience and Annie Wallen, the Lake District National Park Authority Miles without Stiles volunteer coordinator. Meetings covered Trail: use, rider accessibility and facilities, braided use; alternative routes; gateways and the future potential for collaboration on Coast to Coast Path National Trail. They also considered options for development, mobility aids, route condition, route access categories, gradients, signs and information.

1.3.7 Virtual walk and wheel throughs of the entire Coast to Coast Path National Trail route with Cycling UK off road advisor, who led on the mapping of the "Riders' Route. This provided deeper insight into route access, access facilities, the importance of gateways and their relevance for braided or multi-use (cycling, horse riding and all-terrain mobility aid use).

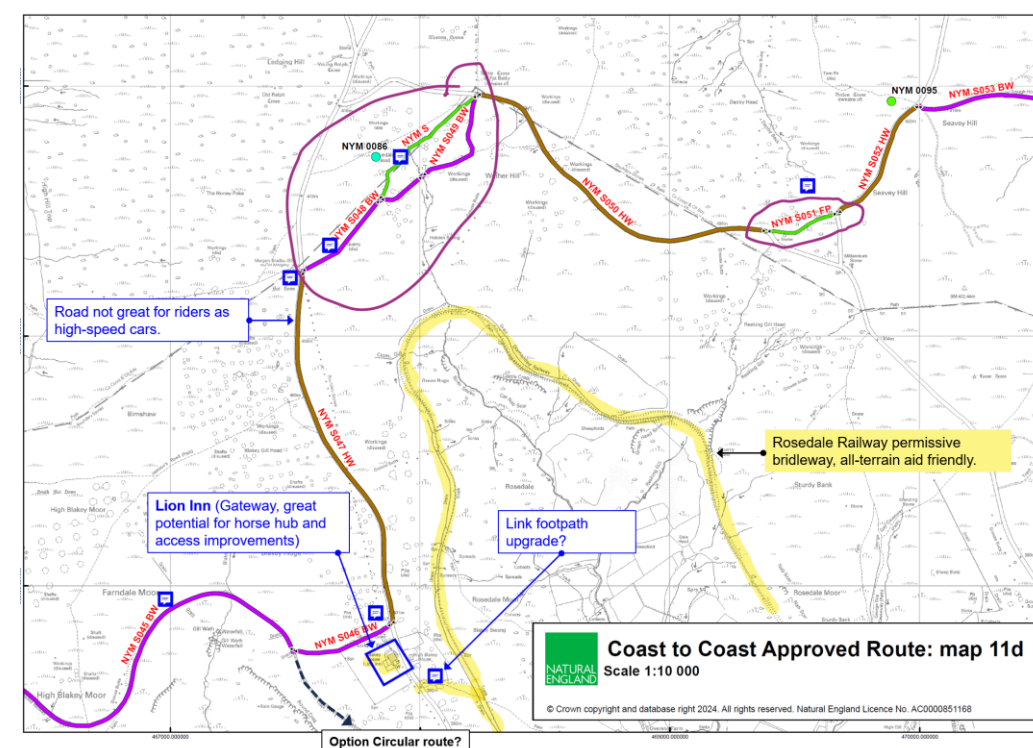


Figure 3. 1 of the 80 [Coast to Coast Path National Trail route maps](#) (cf 02b) reviewed and used during online walkthroughs with Partners and Stakeholders.

## 1.3 Methodology

1.3.8 Leonard Cheshire auditors visited 4 out of the 18 sites: Ennerdale Lake West and The Gather, Richmond Old Station to Easby Abbey, Lion Inn Blakey and Robin Hood's Bay to sample audit against access guidance documents, to quality assure our access findings and opportunities, and to more precisely identify access gaps and explore those opportunities.

1.3.9 The site visit to The Gather at Ennerdale Bridge, Ennerdale Lake West and Bowness Knott served to give a live project scenario with Lake District National Park Authority officers and volunteers on project delivery, design thinking and user experience, and provision on the ground.

1.3.10 An access review of the Natural England Design Guide for Waymark Discs, Waymark Posts and Finger Blades (cf 16), informed by [Outdoor Accessibility Guidance 2023](#) (cf05), The Countryside Code and the Department for Transport signs regulations, discussions with Trail Officers and Bruce Cutts (Senior Advisor Coast to Natural England Coast Path National Trail). The feedback included reference to technical specification and a series of graphics.

1.3.11 Sample user-testing of the National Trails website for access standards compliance and ease of use by vision impaired people.

1.3.12 All findings, ideas and opportunities were presented and discussed at fortnightly meetings with Natural England Coast to Coast Path National Trail access audit lead-officers to ensure alignment with the brief, for passing findings and information back to Coast to Coast Path National Trail delivery partners as appropriate and agreeing permissions to connect with other Natural England staff on other access related projects. Graphic illustrations and technical data were included to assist with interpretation.

1.3.13 A second series of Partner's Trail Officer meetings took place in March 2024 to look at the 18 potential accessible sections, circular and link routes and gateways in more detail.

1.3.14 A core group of 6 disabled individuals (not named to protect identity), ranging from frequent to infrequent countryside visitors and from inexperienced to experienced walkers and wheelers were consulted by Leonard Cheshire. This was to understand their own needs, use and expectation around countryside access in general and opportunities for the Coast to Coast Path National Trail specifically.



Figure 4. The January 2024 Ennerdale Lake West and The Gather site visit was attended by two Leonard Cheshire auditors, The Lake District National Park Authority Coast to Coast Path National Trail Project Ranger, Work Schedule Manager and Miles without Stiles Volunteer Co-Ordinator and Volunteer. Also attending was a Wild Ennerdale representative and Natural England Senior Advisor, Bruce Cutts (not in photograph). Consent has been given by all individuals in the photograph to show their likeness in this report. Image © Natural England.

## 1.3 Methodology

1.3.15 To understand Natural England's broader organisational responsibilities and commitments Leonard Cheshire auditors researched Natural England's web-based equality and diversity policies and how equality and diversity are monitored at [Equality and diversity - Natural England - GOV.UK \(www.gov.uk\)](https://www.gov.uk) where reference is made to the Equalities Act 2010 Public Sector Equality Duty and use of Equality Impact Assessment, including:

- [Natural England action plan 2023 to 2024](#).
- [Natural England Outdoors for All: fair access to a good quality natural environment](#).
- [Natural England Accessible documents policy](#).
- [HM Government Environmental Improvement Plan 2023](#) (cf 17).
- [The National Parks and Countryside Act 1949](#) (cf 18).

1.3.16 In Part 1 of this report, collates high level findings, gaps and opportunities which are presented as an action planning list with a complementary spreadsheet with cost estimates to help with financial planning.

1.3.17 In Part 2, more detailed information is set out to help deliver the action plan with further support information in Part 4, Annexes.

1.3.18 A number of other issues evolved, and Natural England accessibility initiatives were prompted during our meetings and research that could benefit the Coast to Coast Path National Trail. Leonard Cheshire advise that these issues are relevant or likely beneficial to the Coast to Coast Path National Trail, other National Trails or Natural England and have therefore listed them in [Part 3, Evolution of Brief](#), for Natural England's consideration.

1.3.19 A full list of consultees is at [Annex A1](#).

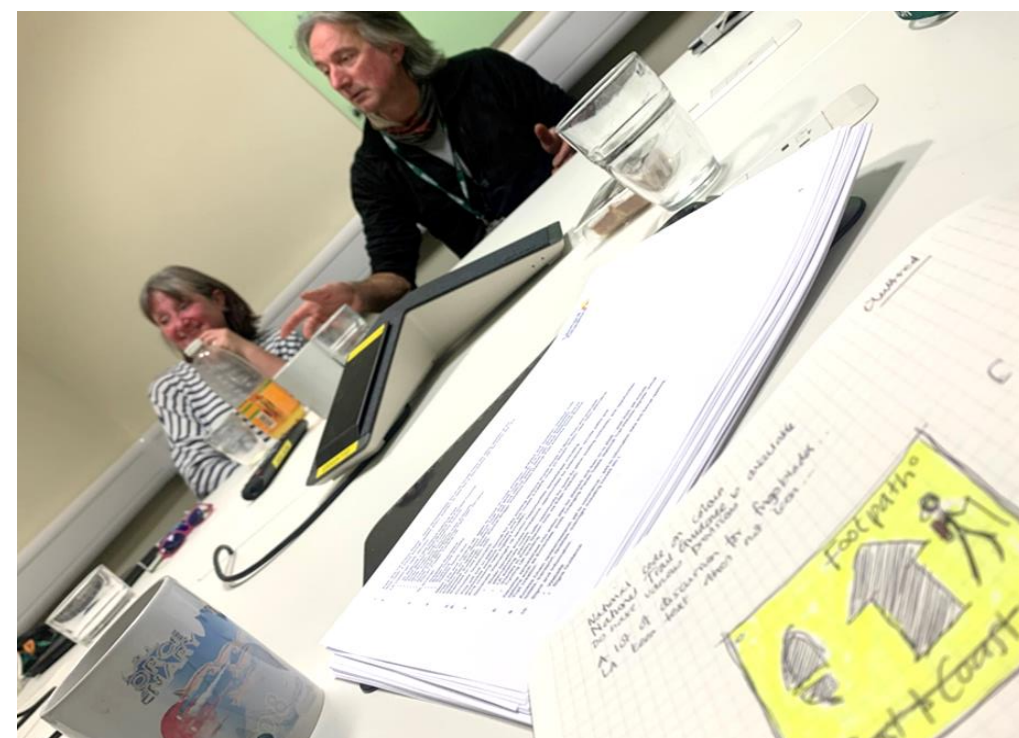


Figure 5. The alignment meeting with Coast to Coast Path National Trail project officers January 2024 provided a valuable focus on signage, mapping, gradient and surface. Consent has been given by all individuals in the photograph to show their likeness in this report. Image © Natural England.

# 1.4 High Level Access Summary

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## Path accessibility findings July 2022

- 1.4.1 Most off-road footpaths and bridleways are not suitable for mobility impaired people.
- 1.4.2 The condition of many bridleways are more suited to experienced walkers, fell runners, pack-ponies, experienced horses, riders and extreme mountain bikers.
- 1.4.3 Lack of signs, waymarking, clearly defined paths or accessible signs and information are major deterrents to people who cannot see or read text or maps.
- 1.4.4 Lack of accessible facilities including parking, toilets, refreshment and accommodation on route. Facilities are focused in villages and towns.

## Path accessibility findings March 2024

- 1.4.5 Trail officers advise the majority of 'Limitations to Access' identified in the 'Realising the wider benefits of the Coast to Coast route designation as a National Trail April 2022' report are addressed by 1000 trail interventions improving physical access and signage.
- 1.4.6 Several sections, circular and link routes with varying degrees of accessibility can be promoted to mobility impaired users on launch.
- 1.4.7 A complementary Coast to Coast braided or multi-user trail is drawn up by Cycling UK and British Horse Society.
- 1.4.8 Natural England can give gradient detail along the entire Coast to Coast Path National Trail length.

## Opportunities March 2024

Opportunities are listed in more detail in the [Access Action Plan](#) at page 31.

- 1.4.9 Promote accessible trail sections, circular and link/linear routes.
- 1.4.10 Access audit full length of core trail post launch for continuing physical access, access chain and gateway status, improvements and information.
- 1.4.11 Adopt a workable Coast to Coast Path National Trail route access grading system.
- 1.4.12 Ensure Coast to Coast Path National Trail accessibility guidance and standards are fit for purpose.
- 1.4.13 Make accurate and accessible route information and mapping available including gradient and surface condition along the length of the Coast to Coast Path National Trail.

- 1.4.14 Develop a virtual Coast to Coast Path National Trail experience including: video walks, wheels and photo-trails of accessible sections, circular and link routes; a video of the full-length of the route; and an interactive route walk or wheel online.
- 1.4.15 Provide web-based information on route access.
- 1.4.16 Review and apply best use of technologies to Path use and navigation including the Natural England Path Surveyor App and preparing for satellite internet coverage for wayfinding and information.
- 1.4.17 Promote non-standard cycle and all terrain mobility vehicle accessibility and use of the Coast to Coast Path National Trail.
- 1.4.18 Continue liaison with Cycling UK, British Horse Society and Leonard Cheshire.

## The Access Action Plan 2024-28

1.4.19 The Access Action Plan comprises key access opportunities and is presented in two sections:

- Section 1. 2024-2025. This runs from 2 April 2024 (time of writing this report) up until Coast to Coast Path National Trail launch at the end of 2025 with a budget estimate of £226,500.
- Section 2. 2026-2028. This runs from Path launch at the end of 2025 until the end of the 4<sup>th</sup> quarter 2028) with a budget guestimate of £2,588,750.

1.4.20 Figures for costs may change after this report review and more detailed access auditing. Action plan delivery will be subject to existing Coast to Coast Path National Trail budget flexibility, availability of external grant aid or alternative funding at financial year ends.

Coast to Coast Path Action Plan		2024			2025				2024/5	
Ref	Action point	Lead	£ Q2	£ Q3	£ Q4	£ Q1	£ Q2	£ Q3	£ Q4	Sub Totals
			14,500	22,500	60,000	104,000	22,500	2,500	0	£226,000

		2026				2027				2028				2026/28
Lead	£ Q1	£ Q2	£ Q3	£ Q4	£ Q1	£ Q2	£ Q3	£ Q4	£ Q1	£ Q2	£ Q3	£ Q4	Sub Totals	
	0	56,250	282,500	307,500	25,000	290,000	255,000	292,500	250,000	290,000	255,000	285,000	£2,588,750	

Table 1. Extracts from Coast to Coast Path National Trail Access Action Plan 2024-25 and 2025-28 Microsoft Excel spreadsheet (cf 20a).

## 1.4 High Level Access Summary

### Accessible sections, circular or link routes 2024-25

1.4.21 Sections, circular or link improvements that can be promoted as accessible walks and rides across the length of the Coast to Coast Path National Trail are listed below. The prioritisation is informed by review with Local Authority and National Park Authority Coast to Coast Path National Trail officers for condition, ease of delivery, cost, community benefit, proximity to services and landowner constraints. They will all need further discussion with Trail Officers, an access audit and varying degrees of work or signage and in some cases agreement from landowners.

#### Cumberland Council

- (1) St Bees Cliff Head experience.
  - a. Sandwith to Tarnflat Hall, on to Lighthouse and a path upgrade on to cliff edge.
  - b. Sandwith up to Quarry Bungalows and left down to Birkhams Quarry and beyond with use of the small car park to the left of Quarry Bungalows.
  - c. Hannahmoor Lane, to the cliff at Fleswick and around North Head for circular path from Lighthouse or Sandwith.
- (2) Whitehaven Stadium to Railway Cycle Route.
- (3) Moor Row Cycleway.

#### Lake District National Park Authority

- (4) Ennerdale Miles without stiles 23 (circular footpath).
- (5) Ennerdale Miles without stiles 24 (out and back).
- (6) Bowness Knot Car Park to Black Sail Hut (linear return) – Bridleway with option of continued loop on foot around Ennerdale South Shore back to Ennerdale car park.

#### Westmorland and Furness Council

- (7) Shap
  - a. Shap to Shap Abbey link path.
  - b. Shap to Keld.
  - c. Circular link paths around Shap including Shap to Rosgill.
- (8) Kirby Stephen
  - a. Hartley to Kirby Stephen via Frank's Bridge.
  - b. Merry Gill and Podgill Viaduct Walk.
  - c. Possible extension of b. above into circular walk.

#### Yorkshire Dales National Park Authority

- (9) Swaledale Trail as an optional accessible route.
- (10) Reeth – promote as a gateway to the Coast to Coast Path National Trail.

#### North Yorkshire Council

- (11) Richmond - Willance's Leap and Round Howe.
- (12) Richmond - Town Centre.
  - a. Town centre alternative route via The Station car park to the Trail.
  - b. Trail to Easby Abbey.
  - c. Phoenix House to the Trail.
  - d. Bridleway to connect Easby Abbey to Brompton.
  - e. Easby Abbey north of the river Swale to The Station.
- (13) Danby Wiske Circular.

#### North York Moors National Park Authority

- (14) Bloworth Crossing to Glaisdale 20-mile multi-user route.
- (15) Bloworth Crossing to Kildale
- (16) Lion Inn Blakey Ridge. An existing gateway for hikers and cyclists.
  - a. Upgrade for Horse and Trumper Facilities
  - b. Upgrade footpath to Rosedale disused railway line bridleway.
- (17) Egton Bridge to Grosmont. A short wheelchair accessible route.
- (18) Robin Hood's Bay Cinder Path (as alternative accessible route with link to coastal path forming circular route for walkers/all-terrain mobility vehicles).

1.4.22 Access audits for these potential accessible routes are included in the Access Action Planning spreadsheet and are prioritised by year and quarter ([see Annex A14](#)).

1.4.23 Quick fixes involving signage and promotion are 3, 7, 9 (Reeth to Gunnerside), 13, 15.

1.4.24 Priority for audit and upgrade are: 4, 5, 8, 12 and 18 (cinder track) subject to Natural England review.

1.4.25 May need more planning and funding: 6, 9 (Gunnerside to Keld), 10, 14, 15, 17.

# 1.4 High Level Access Summary

## Accessible sections, circular or link routes 2024-25

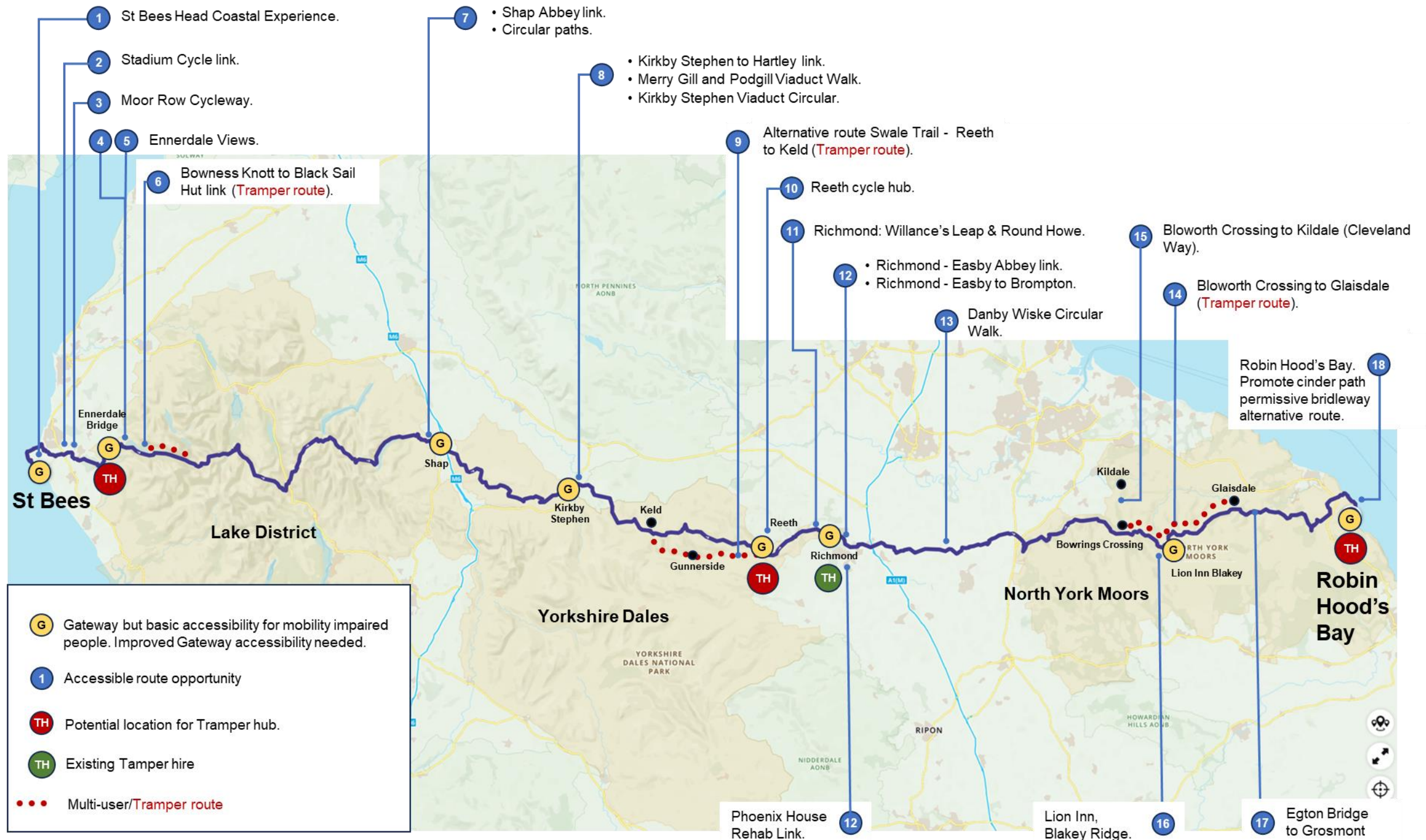


Figure 6. Map of proposed accessible sections, circular or link improvements 2024-25. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.

# 1.5 Setting the Scene

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### A proposal for the Coast to Coast Path National Trail

1.5.1 In August 2022, the Secretary of State approved Natural England's proposals under the National Parks and Access to the Countryside Act 1949 to upgrade Wainwrights Coast to Coast Walk to a National Trail. This iconic long-distance walk, first described by Alfred Wainwright in 1973, spans 197 miles from St Bees on the west coast to Robin Hood's Bay on the east coast of England.

1.5.2 Natural England is collaborating with partners (Cumberland Council, Lake District National Park Authority, Westmorland and Furness Council, Yorkshire Dales National Park Authority, North Yorkshire Council and North York Moors National Park Authority) to enhance the route before its official opening at the end of 2025. £5.6 million has been allocated to bring the route up to National Trail quality standards. Part of this budget is also being invested in delivering a programme of wider benefits across the landscapes and communities through which the route passes including:

- a. Habitat improvements to support wildlife around the trail.
- b. Community engagement with residents and those living alongside the trail.
- c. Ensuring businesses have the information and contacts needed to benefit from the National Trail passing through.
- d. Better signage and visitor information highlighting destinations, distances, and local services like shops, cafés, and transport hubs.
- e. Path accessibility and access opportunities for people with reduced mobility and alternative routes for cyclists and horse riders.

1.5.3 Key drivers for the access enhancement includes:

- a. The National Parks and Access to the Countryside Act of 1949 which established public access to the countryside to connect with the natural beauty, tranquillity, and recreation opportunities offered by its landscapes. The Act states that long-distance routes are for use "on foot, on horseback, or on a bicycle".
- b. The Equality Act 2010 Public Sector Equality Duty applying to Defra, Local Authorities and National Parks Authorities - to advance equality of opportunity between persons sharing relevant protected characteristic and persons who do not and to remove or minimise disadvantages, take steps to meet the needs of persons and to encourage participation in activity in which participation by such persons is disproportionately low. Characteristics are age; disability; gender reassignment; pregnancy and maternity; race; religion or belief; sex; sexual orientation.



(ST. BEES HEAD to ROBIN HOOD'S BAY)

### A PICTORIAL GUIDE

Figure 7. Cover of "A coast to coast walk" book by Alfred Wainwright. Extract: "In planning the walk I had four main objectives: 1. To avoid towns; 2. To link together 3 national parks; 3. To keep to high ground wherever practicable; 4. To use only rights of way and areas of open access. It is a walk I recommend, not necessarily to undertake in a single journey, but in parts as place, time and weather become convenient."

## 1.5 Setting the Scene

### A proposal for the Coast to Coast Path National Trail

- c. Access commitments made in the 'NE777 Edition 1 Approved National Trail Proposal for the Coast to Coast Path', including:
- Natural England's 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.
  - 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.
  - 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.
- d. Defra Environmental Improvement Plan and Access for All programme which includes accessibility improvements to the Coast to Coast Path National Trail such as new gates, walking routes, inclusive cycles, E-trikes, bikes or wheelchairs.
- e. The 'Realising the wider benefits of the Coast to Coast Path route designation as a National Trail' Report April 2022 which concluded the route is unsuitable for people with limited mobility and can only be followed in its entirety by walkers.

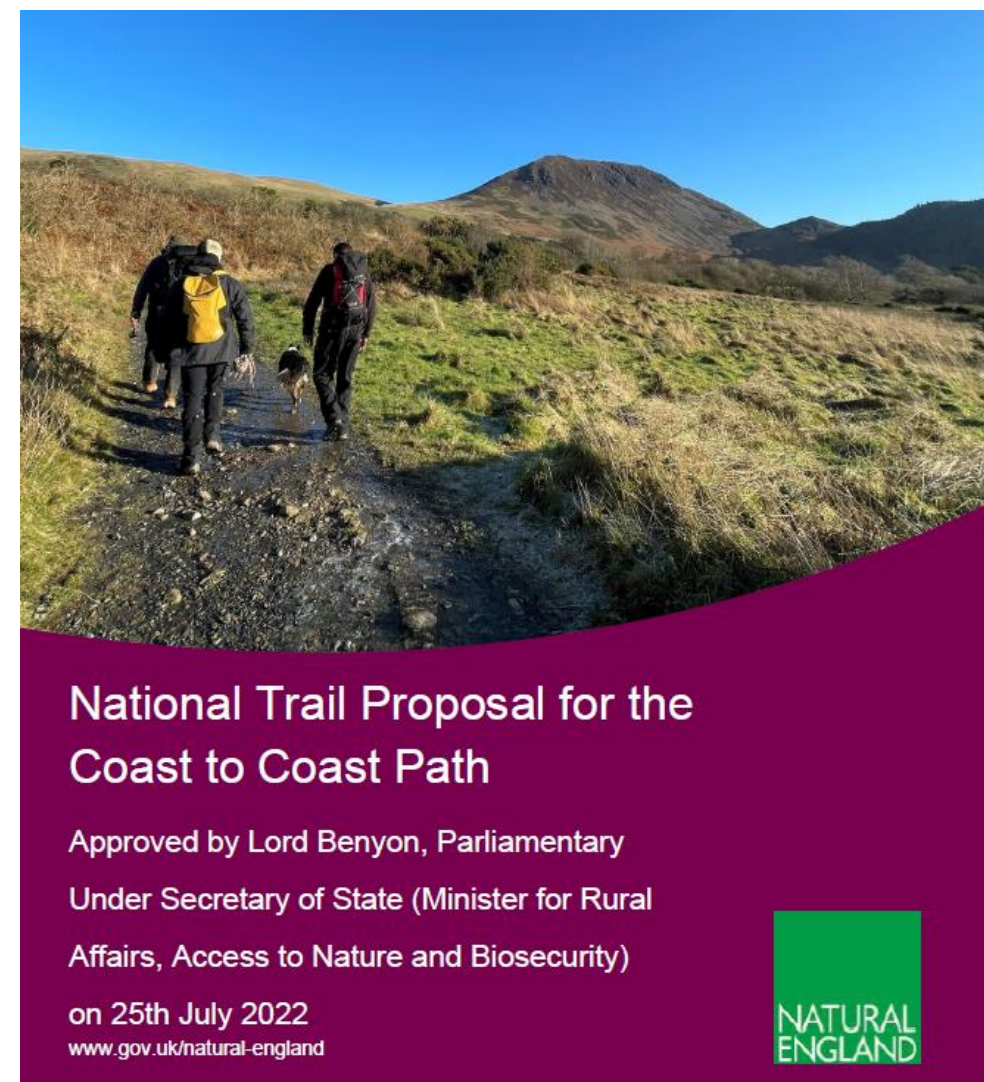


Figure 8. Cover of the '[NE777 Edition 1 Approved National Trail Proposal for the Coast to Coast Path](#)'.

## 1.5 Setting the scene

### Path accessibility July 2022

1.5.4 The original path was conceived for long distance walkers and hikers, to be experienced, as Wainwright said, “on foot”. Summary accessibility points at the time of proposing the new National Trail in July 2022, include:

- a. 197 miles long.
- b. 20% of the route is through mountains, boggy and rough ground. Much remaining landscape is rugged with steep sections, rough, uneven surfaces and stiles.
- c. Avoids towns, involves varied terrain, including mountains, hills, valleys, and moors. Keeps to high ground wherever possible.
- d. Uses only rights of way and areas of open access.
- e. Comprises 37% Bridleway, 46.5% Footpath, 13% Highway, 2% Unclassified Road, 1% Byway and 0.5% Cycleway. In theory 100% accessible on foot, 53.5% on cycle and 53% on horseback.
- f. Most off-road footpaths and bridleways are not suitable for mobility impaired people, standard manual and powered wheelchair users.
- g. A small number of Coast to Coast Path National Trail existing sections are promoted as “Access for All” within partner’s existing Miles without Stiles walks. Note: Leonard Cheshire advise that the “Access for All” category is more suited to specialist off road mobility aids such as Trampers or Terrain Hoppers.
- h. Many bridleways are old pack horse paths are more suited to experienced walkers, fell runners, pack-ponies, experienced horses, riders and extreme mountain bikers but impossible for bicycling, horse-riding, or mobility impaired people and people using everyday manual and battery powered wheelchairs.
- i. Some bridleways are disused railway lines or forestry logging trails so have gentler gradients with firmer ground.
- j. There is a lack of accessible parking, accommodation, toilets and refreshments on or near many parts of the path.
- k. Signage is often not present or very badly weathered with poor colour contrast ratio between text and fingerpost.
- l. Daylight hours, wind, rain, snow and temperatures can affect trail surfaces, visibility and impact on the walker or wheeler.
- m. Lack of signs, waymarking, clearly defined paths or accessible information on the original Wainwright sections of the walk can be major deterrents to people who do not read, vision impaired people and people with cognitive impairments.
- n. Internet connectivity in isolated parts of the National Parks is poor with limited or no signal. Here, wayfinding relies on local knowledge, presence of way markers and signposts’, and landmarks, offline navigation tools and physical maps. Pre-visit information and planning is essential.
- o. Some separately promoted cycle and horse Coast to Coast routes from St Bees to Robin Hood’s Bays do exist but there is no such recognised and promoted Coast to Coast accessible routes for impaired people and all terrain mobility aids.

# 1.6 Work in Progress

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## Trail accessibility March 2024

1.6.1 Partners are currently carrying out schedules of work contributing to National Trail Quality Standards, notably, approximately 1000 access interventions to footpaths and bridleways including:

- New or replaced waymark posts.
- Replacing, upgrading or new finger post signs.
- Surface improvements.
- Laying new aggregate and subsoil.
- Path widening.
- New stone flag paths.
- New stone pitching.
- Upgrading stiles to pedestrian gates.
- Removing gates.
- Bridge improvements.
- Drainage improvements.

1.6.2 These improvements are guided by the [By All Reasonable Means](#) (cf 06) and Outdoor Access Guidelines 2023. Along the length of the route:

1.6.3 The interventions were drawn up following walks of the entire length of the Coast to Coast Path National Trail by Local Authority and National Park Authority Trail Officers and Natural England Coast to Coast Path National Trail project officers.

1.6.4 Trail Officers advise that the work schedules address the many “limitations to access” highlighted in the Realising the wider benefits of the Coast to Coast route designation as a National Trail Report April 2022.

1.6.5 These improvements have an immediate benefit for walkers and all terrain mobility scooter users as demonstrated in the before and after photographs on page 23 of a footpath upgrade carried out by North York Moors National Park Authority.

Yorkshire Dales National Park Authority From Coast-to-Coast Proposed Works Schedule Feb 2024	Westmorland and Furness Council From Coast-to-Coast Proposed Works Schedule Feb 2024
<b>153 Positive access features</b>	<b>48 Positive access features</b>
43 Sign: Replace simple waymark post	1 Sign: Replace simple waymark post
86 Sign: Replace, upgrade or new finger post	36 Sign: Replace, upgrade or new finger post
1 Pedestrian Gate Removed	0 Pedestrian Gate Removed
17 Step or stone stile upgrade to Pedestrian Gate	6 Step or stone stile upgrade to Pedestrian Gate
3 Section of New Stone Flags	4 Section of New Stone Flags
2 Section of New Aggregate or Subsoil	1 Section of New Aggregate or Subsoil
1 Section of New Stone pitching	0 Section of New Stone pitching
<b>111 Access features retained (to be audited for usability)</b>	<b>18 Access features retained (to be audited for usability)</b>
1 Kissing Gate Retained (Dimensions?)	3 Kissing Gate Retained (Dimensions?)
66 Field gate retained	9 Field gate retained
44 Pedestrian gate retain, new or replace	6 Pedestrian gate retain, new or replace
<b>53 Potential mobility barriers (to be audited for usability)</b>	<b>8 Potential mobility barriers (to be audited for usability)</b>
2 Cattle Grid Retained	1 Cattle Grid Retained
4 Board Walk retained.	0 Board Walk retained.
30 Step Stone Squeeze Stile Retain	6 Step Stone Squeeze Stile Retain
2 Clapper Bridge	0 Clapper Bridge
5 Sleeper Bridge retain	0 Sleeper Bridge retain
10 Footbridge retained	2 Footbridge retained
<b>3 Trail information (to be audited for accessibility)</b>	
3 Assumed to be information boards	

Table 2. Examples of interventions from Westmorland & Furness Council and Yorkshire Dales National Park Authority Works Schedules Feb 2024. From cf 20b YDNPA Copy of Original Proposed Works Sheet 1. Does not include path widening, surface improvements or route alterations.

# 1.6 Work in Progress

## Trail accessibility March 2024

1.6.6 The Defra web-based policy, [Protected Landscapes Targets and Outcomes Framework, 31 January 2024](#) set the following metrics to measure progress on improving and promoting accessibility to and engagement with Protected Landscapes for all in its Access for All programme:

- metres of accessible path as a percentage of total path.
- number of accessible toilets and rest stops.
- number of disability accessible parking spaces.
- number of accessible gates and gaps.
- number of accessible or easy access routes for which wayfinding has been created or improved.

1.6.7 This data for the Coast to Coast Path National Trail is being collated and will be available subject to a finished route audit against the [Outdoor Accessibility Guidance 2023](#) (cf05) access standards just before opening in 2025. However, the following data is available from the Natural England Coast to Coast Path National Trail Project Team, some of which is embedded in the table opposite:

### Footpaths

- New: 10.22 miles or 16.44 km.
- Widening and surface improvements: 9.36 miles or 15.06 km.

### Bridleways

- New: 9 miles or 14.49 km.
- Widening and surface improvements: 4.13 miles or 6.64 km.

### Features

- 56 x Step or stone stiles replaced by accessible pedestrian gates to BS5709 standard.
- 3 x Step or stone stiles replaced by accessible kissing gates to BS5709 standard.
- 6 Bridge access improvements.
- 97 current stiles (squeeze stile, step stile, stone stile) are present.
- Several kms of 1m wide stone flagging (distance to be confirmed).
- Further analysis required to establish miles without stiles.

Table: Trail status and distances

Route status	Total trail distance kms		Total trail distance miles	
	*GIS	% Trail	*GIS	% Trail
Byway open to all traffic	1.93	0.61	1.2	0.61
<b>Sub total</b>	<b>1.93</b>	<b>0.61</b>	<b>1.2</b>	<b>0.61</b>
Cycleway create	2.41	0.76	1.5	0.76
<b>Sub total</b>	<b>2.41</b>	<b>0.76</b>	<b>1.5</b>	<b>0.76</b>
Public bridleway	101.56	31.95	63.1	31.95
Public bridleway create/new	14.49	4.56	9.01	4.56
Public bridleway realign	1.93	0.61	1.2	0.61
<b>Sub total</b>	<b>117.98</b>	<b>37.12</b>	<b>73.31</b>	<b>37.12</b>
Public footpath	118.46	37.27	73.61	37.27
Public footpath create/new	16.44	5.17	10.21	5.17
Public footpath realign	6.41	2.02	3.98	2.02
Public footway	6.68	2.1	4.15	2.1
<b>Sub total</b>	<b>147.99</b>	<b>46.56</b>	<b>91.95</b>	<b>46.56</b>
Public highway	42.02	13.22	26.11	13.22
<b>Sub total</b>	<b>42.02</b>	<b>13.22</b>	<b>26.11</b>	<b>13.22</b>
Unclassified County Road (UCR)	5.48	1.72	3.41	1.72
<b>Sub total</b>	<b>5.48</b>	<b>1.72</b>	<b>3.41</b>	<b>1.72</b>
<b>Grand Totals</b>	<b>317.82</b>	<b>317.81</b>	<b>197.48</b>	<b>197.48</b>

\*GIS Geographical Information System

Table 3: Coast to Coast Path National Trail status and distances February 2024 to the closest 0.5%: 37% Bridleway, 46.5% Footpath, 13% Highway, 2% UCR, 1% Byway, 0.5% Cycleway. (cf 20b NE Coast to Coast Path National Trail Access Action Plan 2024-2028:Matrix).

## 1.6 Work in Progress

### Trail accessibility March 2024

1.6.8 North York Moors has provided examples of before and after photographs of route upgrade and new fingerposts. Bottom left photographs show path upgrading at the Maybeck/Falling Cross area. The original path had a severe cross fall, large protruding rocks, an uneven mud surface and no defined edge. The upgraded path, bottom right, has a smooth compressed aggregate surface and defined inner edge.

1.6.9 The graphic, top right, shows North York Moors art work for finger post signs with the Coast to Coast Path National Trail Technical Working Group adopted Transport Heavy font and black directional chevron added to tip of the finger post.

1.6.10 The bottom right photograph shows a North York Moors new finger post sign with the Coast to Coast Path National Trail Technical Working Group recently adopted black directional chevron and upgrade from Arial to Transport Heavy font.



Figure 9. An example of footpath upgrades before and after by North York Moors National Park Authority in the Maybeck/Falling Foss area showing a footpath with severe crossfall, large rocks and tree routes levelled out, widened, with a new compressed small aggregate surface improving access, safety and route definition to all.



Figure 10. Fingerpost artwork with newly adopted Transport Heavy typeface and black chevron upgrade.



Figure 11. The first of North Yorkshire Moors new finger post signs with Transport Heavy typeface.

## 1.6 Work in Progress

### Path accessibility March 2024

1.6.11 Further positive access features and activity can be reported in March 2024.

- A high-level review of 18 Circular and Link routes has started with Partners.
- Route accessibility progress and planning is reviewed at the quarterly Coast to Coast Path National Trail Technical Working Group and at the 6-monthly Coast to Coast Path National Trail External Stakeholders' Group.
- Natural England Design Guide for waymarking posts and finger posts is continually reviewed. In February 2024, the Partners approved a typeface legibility upgrade, the inclusion of chevrons to fingerpost signs and changes to the arrow on waymark discs including a bold black line around the arrow and a narrower stem to enhance clarity and orientation.
- Cycling UK and The British Horse Society have proposed a Coast to Coast multi-user route that connects with the Coast to Coast Path National Trail at Shap and runs to Robin Hood's Bay with occasional alternative sections as necessary for horses, cycles and all terrain mobility aids. See page 27 and 28.
- Cycling UK and British Horse Society have suggested locations for accessible Gateways (for horse riders, cyclists and mobility impaired people) near the Coast to Coast Path National Trail that have potential for development.
- Cycling UK and The British Horse Society are committed to continued liaison with Natural England on Coast to Coast Path National Trail access enhancements and standards.
- [The Outdoor Accessibility Guidance 2023](#) (cf 05) is being reviewed by the Sensory Trust with Natural England which will benefit Coast to Coast Path National Trail accessibility.
- An off-road all-terrain and seating space layout CAD (version 1) is developed with Leonard Cheshire and passed to Partners.
- A 'sample' site walk and wheel workshop has been carried out at Ennerdale Water with Leonard Cheshire auditors.
- The Defra Accessibility Team access audited the National Trails website 3 December 2021. Website updates are underway with limited resources.
- Natural England partnered the development of the [Path Surveyor app](#) that captures and shares the access quality of public rights of way including path gradient, surfaces, gates and sign information. Use of the app for collection and sharing of access data on the Coast to Coast Path National Trail is being explored.
- Coast to Coast Path National Trail External Stakeholder Group receives updates on route delivery and the Wider Benefits workstream, acts as a sounding board offering advice and cascading updates as appropriate, including this access audit. Members include Wainwright Society, Ramblers, Disabled Ramblers, Open Spaces Society, British Mountaineering Council, British Horse Society, Cycling UK and 4 Local Access Forums.

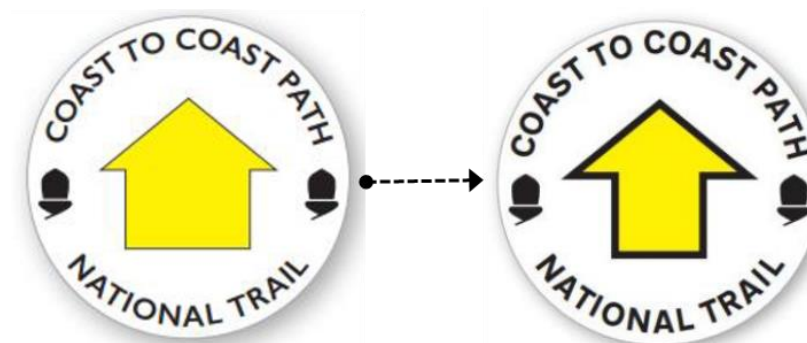


Figure 12. Subtle changes to waymark arrow to enhance visual definition.

## 1.6 Work in Progress

### Complementary Riders Route

1.6.12 Three out of the existing 15 National Trails have a degree of multiuser access, comprising almost whole or part bridleway status:

- a. The Pennine Bridleway (a 5-mile gap not being bridleway status).
- b. The Ridgeway (the western half being a bridleway).
- c. The South Downs Way.

1.6.13 The Cycling UK Off Road Advisor advises:

- a. 22% of the new Coast to Coast Path National Trail comprises usable byways, bridleways and minor roads.
- b. There is an interest in and use of the existing route by mountain bikers which is more prominent than horse riders.
- c. There is a lack of higher rights of access, suitable terrain, facilities, accommodation and transport options along the route for riders.
- d. Constraints in obtaining higher rights and making physical improvements already explained in this report mean quick, medium and long-term fixes to the core route for riders (as for mobility impaired people) are problematic.

1.6.14 That said, Cycling UK and British Horse Society are still supportive of:

- a. Footpaths on the route to be upgraded to bridleway status.
- b. Alternative routes for riders to be identified.
- c. Where possible, existing and alternative routes to be braided, where all users, whether on foot, mobility aid, horseback or bicycles share the same trail.

1.6.15 Following detailed discussions with Natural England, Partner authorities, Cycling UK and British Horse Society issued revised proposals for a 'Coast to Coast Riders Route - Updated Proposals and Mapping Annex' in January 2024. This is a significant piece of work that presents recommendations for the delivery of a multi-user braided route along most of the length of the Coast to Coast Path National Trail route including a:

- a. Finalised core 'B' grade route; requiring no intervention for immediate delivery.
- b. 'B+' list of short to medium term route quality and safety improvements for delivery as part of "wider benefits" work or other access and local rights of way development work.

- c. Long term list of aspirational improvements to upgrade the B or B+ route to an 'A' grade route recognising these would be reliant on significant changes in access legislation or funding provision for rights of way and/or walking and cycling.

1.6.16 Braiding the B route close to the core Trail through the Lake District was not achievable so it starts at Ravenglass and joins the Coast to Coast Path National Trail at Shap. From there on in the braided route remains part of or close to the core route aside from departures at Kirby Stephen, Ingleby Arncliffe, Grosmont and Hawsker.

1.6.17 The report gives detailed proposals for route amendments in each Local and National Park Authority boundary. It also draws attention to circular routes that can be promoted, for example:

- a. Whitby - Goathland Loop: 21 miles.
- b. Whitby - Robin Hood's Bay Coastal Loop: 15 miles.
- c. Kirkby Stephen - Great Ashby Scar Loop: 27 miles.
- d. Kirkby Stephen - Tan Hill Loop: 27 miles.
- e. Tebay Circular Route: 15 miles.

1.6.18 And 3 longer multi-day circular routes.

- a. Lakeland Circular route: 152 miles.
- b. Yorkshire Dales Circular: 147 miles.
- c. North Yorks Moors Circular: 141 miles.

1.6.19 Leonard Cheshire understand that at March 2024, Natural England have brokered two meetings attended by all relevant delivery partners to discuss the full range of the 'Coast to Coast Riders Route - Updated Proposals and Mapping Annex' (cf 08) with the author, including the feasibility and resourcing of proposals.

## 1.6 Work in Progress

### Complimentary Riders Route

1.6.20 In terms of looking for sections of braided route on and off the core Coast to Coast Path National Trail or alternatives for horse riders and cyclists, including circular routes, Leonard Cheshire can report that the Cycling UK and British Horse Society 'Coast to Coast Riders Route - Updated Proposals' provides opportunities for lengthy sections of multi-user access beyond Shap to Robin Hood's Bay.

1.6.21 Cycling UK and British Horse Society stressed in meetings with Leonard Cheshire that subject to more detailed survey the Complementary Riders Route has the potential to be a Tramper/off-road wheelchair accessible route.

1.6.22 The principle of a continuous rider accessible Coast to Coast route, tackled from end to end, in sections or simply to visit a point of natural beauty or ecology is supported by Leonard Cheshire. This is especially relevant for those riding horses or off-road battery powered scooters and cycles which are all mobility aids (see image opposite). The impact for all-terrain mobility aid riders is significant as the complementary Rider's Route opens the potential for longer distance hiking which, in essence, was Wainwright's intention for the original Coast to Coast Walk.

1.6.23 Cycling UK and British Horse Society agree that a continuing dialogue and collaboration with Natural England on Coast to Coast Path National Trail accessibility for riders including riders having health conditions and impairments makes sense, including drawing on rider 'intelligence' from memberships.



Figure 13. Image from the National Trails website, © British Horse Society.

# 1.6 Work in Progress

## Complimentary Riders Route

1.6.24 This map is 1 of 14 maps in the 'Coast to Coast Riders Route - Updated Proposals and Mapping Annex' (cf 08). It shows the Coast to Coast Path approved National Trail, immediate achievable riders' B route, equestrian only sections, improvements to the B route and long-term aspirational improvements.

### Map Legend

- — — — — Walkers (approved Coast to Coast)
- — — — — B (braided riders' route)
- — — — — Horses only
- — — — — Improvements B route (B+)
- — — — — Long term aspirational improvements

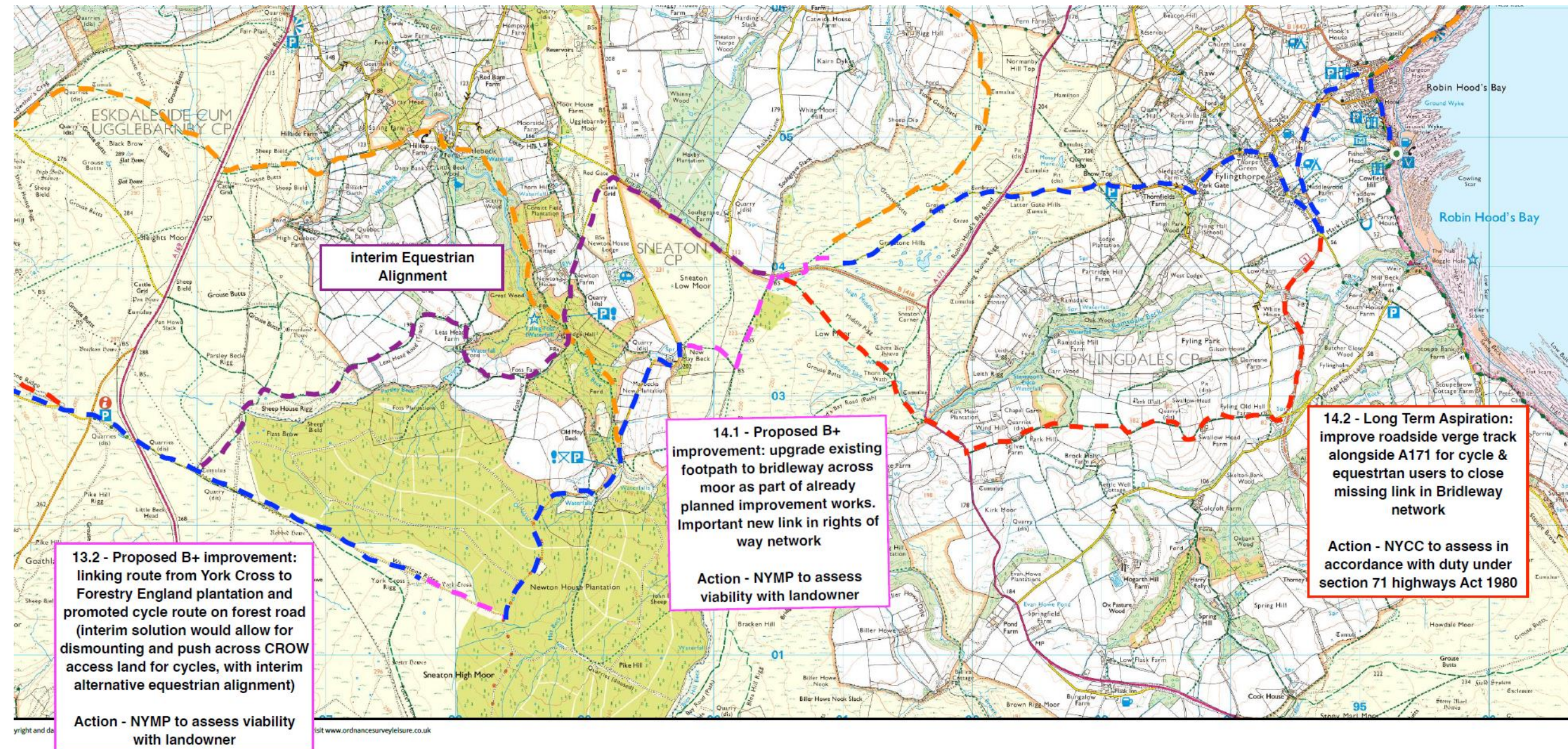


Figure 14. Example of Riders Route Map from Cycling UK and British Horse Society. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.

# 1.6 Work in Progress

## Complimentary Riders Route

1.6.25 An interactive complimentary Riders Route map can also be viewed online at <https://cyclinguk.maps.arcgis.com/home/item.html?id=4d72a5e6834b498cbc29d969b2b534be>.

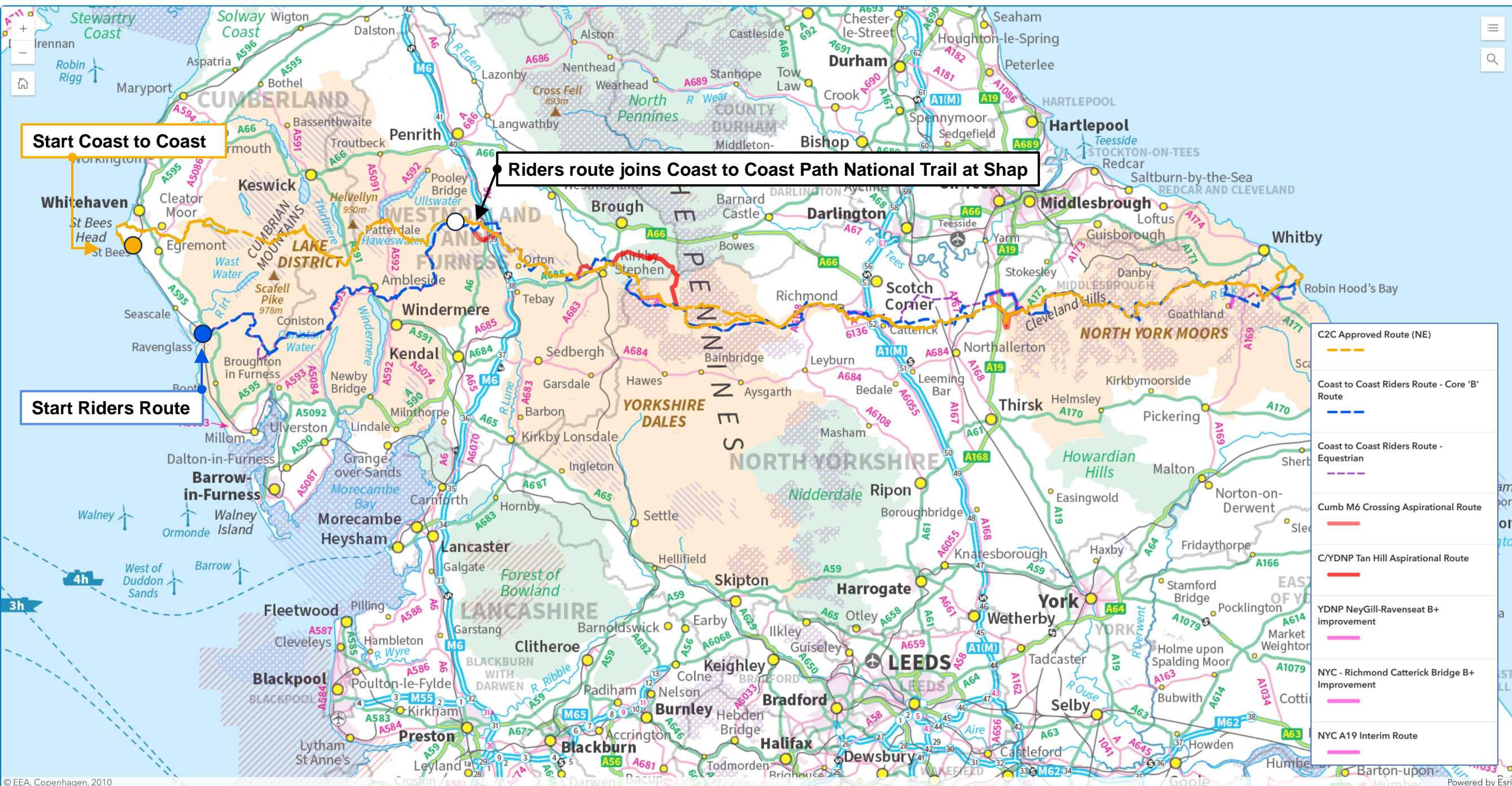


Figure 15. Amended screen grab from interactive Riders Route map from Cycling UK showing the Riders Route 'starting' at Ravenglass and joining the Coast to Coast Path National Trail (C2C Approved Route (NE)) at Shap. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.

# 1.7 Accessibility Gap Analysis

## 1.7 Access Gap Analysis

1.7.1 The Coast to Coast Path National Trail is undergoing a series of improvements in preparation for launch. This includes a schedule of works to improve its physical accessibility. That said, many sections of the Coast to Coast Path National Trail will remain unusable by mobility impaired people due to hostile terrain and barriers on the route; these are accessibility gaps difficult to close.

1.7.2 In addition to physical gaps, gaps in information and the access chain are also listed here. Leonard Cheshire note that many of these gaps are already recognised and identified as agenda items on the Natural England External Stakeholder Group meetings.

1.7.3 At the current time access gaps or issues include:

- a. Physical access of footpaths and bridleways to mobility impaired people.
- b. Accessible Gateways and Access Chain provision including accessible accommodation, toilets including changing places toilets, parking, meals, refreshments and equipment along the route.
- c. A fit for purpose Coast to Coast Path National Trail accessibility grading system.
- d. Aligned accessible design across the length of the Coast to Coast Path National Trail. This includes the advice in some standards not accommodating needs of all users.
- e. Accurate information on accessible sections of the Coast to Coast Path National Trail and points of interest on the core route for mobility impaired walkers and hikers, horse riders and cyclists.
- f. Accurate information on Gateways and Access Chain accessibility, for example, transport, parking, toilets, accommodation, refreshments, facilities and equipment (including for horse and cycle riders). This includes the content, accessibility and useability of 3rd party websites.
- g. Coast to Coast Path National Trail accessibility, content and accuracy of existing information ready for launch, specifically Web-based information.
- h. Information in accessible formats including virtual trailing.
- i. Specific access expertise and support to Coast to Coast Path National Trail Project Team and Partners. For example, digital, inclusive design, vision impairment, wayfinding and legislative compliance.
- j. Broad range of user lived experience and evidence base input to route planning and delivery (including intellectual and sensory impairment).
- k. Use of technology – not a gap as such but an opportunity and an agenda item for the External Stakeholder Group.

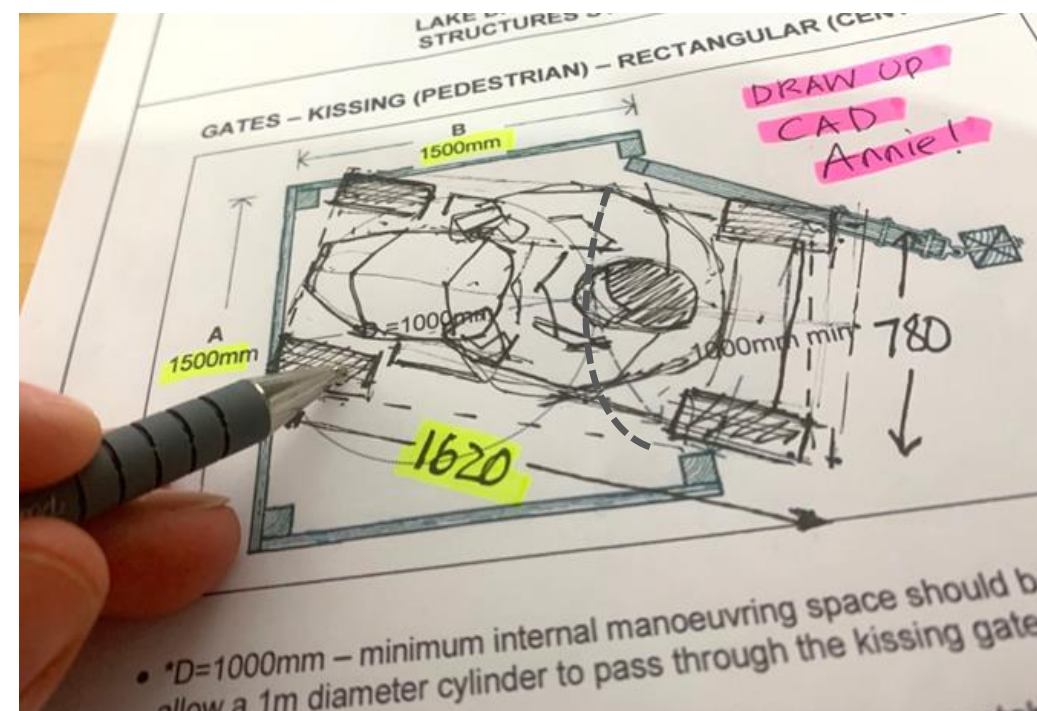


Figure 16. Point 4., challenge and go beyond access standards where necessary. For example, review the range of outdoor mobility aids against the full range of BS5709:2018 kissing gate standards. The review might include CAD analysis and user testing to check suitability of 2018 standard against 2024 mobility aid design. Note: modern all-terrain scooters can be 'too big' for kissing gates. Image © Natural England.

# 1.8 Access Action Plan

## 1.8 Access Action Plan

1.8.1 Discussions of the gap analysis with Natural England, Partners and stakeholders, gave rise to the series of opportunities or considerations to improve Coast to Coast Path National Trail accessibility and delivery.

1.8.2 These considerations are presented here as numbered action points for an Access Action Plan. Some actions relate solely to the delivery and benefit of the Coast to Coast Path National Trail and as such fall under the Coast to Coast Path National Trail project team's responsibility and budgets. Other actions have implications or benefits beyond the Coast to Coast Path National Trail project. Leonard Cheshire has set out 4 categories of benefit below to inform who might lead or share in the delivery and funding of each action:

- **C2C** - Coast to Coast specific.
- **NT** - Benefits other National Trails.
- **NE** - Benefits Natural England.
- **UK** - Has broader UK public rights of way impact.

### Access Actions

1.8.3 A first draft of access action points for continual development and implementation on the Coast to Coast Path National Trail is set out below under numbered headings, budget estimate and category.

#### (1) Proposed path sections, circular or link improvements. C2C. NT.

18 potential locations are identified for route feasibility completion, physical and access chain audits, costing of access works schedules and collection of information for web pages, for example: Ennerdale Water, Robin Hood's Bay, Richmond (Easby Abbey and a Phoenix House veterans' route), and Whitehaven Stadium route extension for The National Inclusive Cycling Charity. Kirkby Stephen to Hartley, St Bees coastal experience between Sandwith, the Lighthouse and cliff edge, Blakey Ridge as a multi-user facility with horsebox parking, corral, hitching rails and enhanced access to Rosedale Railway permissive bridleway.

- a. **Access Audit 18 sites, cost up to £2.5K per site = £38,750K.**
- b. **Average £30K improvement budget per site = £540,000.**

#### (2) Further Access Audits and Improvements. C2C. NT.

##### a. **Gateways Access Audit. £14K. C2C.**

Audit for multi-use access and access chain facilities and information at access points on or linked to the Coast to Coast Path National Trail including transport, parking, terrain, accommodation, toilets, refreshments, information, furniture and equipment. Linked to the full route access audit in 8.c. below.

##### b. **Gateways Access Improvements (short term). £70K. C2C.**

Priority locations for Gateway access improvements including all-terrain mobility routes and scooters) includes:

- Ennerdale Bridge and Lake (remote and lake experience).
- Reeth.
- Lion Inn, Blakey (choice supported by British Horse Society).
- Robin Hood's Bay (gives a coastal experience).

##### c. **Core route access and access chain audit. £75K. NT.**

Using Outdoor Access Guidance standards, collect surface data, virtual trail images/video, including transport, accommodation, toilets, refreshments, parking and equipment. Identify accessible sections for further upgrades, promotion and information for mapping.

##### d. **Core route access and access chain Improvements. £1.75m. NT.**

May include all-terrain mobility aid hubs, sanitary provision or Changing Places Toilets, Youth Hostel upgrades, horse and cycle provision, car parks, refreshments, equipment and professional fees. New Gateway or hubs not costed here.

##### e. **Outstanding Circular and Link Route appraisal. Rolling £70K pa. NT.**

(Excluding the 18 options in (1), above). Access audit and path improvements based on two routes per year.

## 1.8 Access Action Plan

(3) [Adopt a Coast to Coast Path National Trail Access Grading and Information system. £5K. C2C. NT. NE. UK.](#)

Adopt a route access grading system for leaflet and website use on all promoted accessible sections, circular and link routes. Consider including the system in the Natural England Design Guide for issue to Coast to Coast Path National Trail delivery partners. This could benefit all National Trails. This opportunity overlaps with and can be informed by the current [Outdoor Accessibility Guidance 2023](#) (cf05) review. Ensure end user consultation in the system development and sign off.



Figure 17. Concept symbols for a route access grading system for the Coast to Coast Path National Trail.

(4) **Review Natural England Design Guide:**

a. [For waymark discs, waymark posts and finger blades, 3rd Jan 2024. £5K. C2C. NT. NE. UK.](#)

Coast to Coast Path National Trail Technical Working Group to continue the Design Guide access review with user assessment of guidance (including 1:1 scale artwork and samples, print outs, online workshops or site visits). Prioritise waymark disc accessibility and impact of icons and colour on the Countryside Code information. Consider allowing for input from vision impaired walkers, a vision impaired access consultant and a wayfinding consultancy experienced in interpretation and graphic design for artwork.

b. [Expand Design Guide content. £15K outsourced consultancy or enabled via BARM|OAG review. C2C. NT. NE. UK.](#)

Align access guidance for use in access audits, specification and tendering (highlighted by delivery partners' Coast to Coast Path National Trail Officers and Access Officers). This to avoid different interpretation of standards and give Trail Officers confidence that Natural England's and user's access expectations were being met consistently along the length of the route. Issues to build into the expansion, suggested by officers:

- Gates, seating, guidance rails, handrails, steps, parking, toilets, surface finishes and tactile treatments, low level signs, use of technology, use of colour contrast ratio and planting.
- Review access standards to ensure fit for purpose.
- User ergonomics, anthropometrics and evidence-based need.
- Larger mobility scooter dimensions and turning.
- Integration of access parameters with British Horse Society guidance for parking, gates, mounting blocks, hitching posts.
- Detail on specification, materials and installation.



Figure 18. Original waymark disc, 1, on left. Concept disc 2 and squares 3 and 4.

## 1.8 Access Action Plan

(5) [Review Outdoor Accessibility Guidance and By All Reasonable Means.](#) £0K. C2C. NT. NE. UK.

A review is underway led by Natural England, with no fixed brief or time constraint. There is an opportunity to blend into one Natural England Public Rights of Way Access Best Practice Guide and Toolkit, including downloadable specification, technical data and drawings for designers and project managers. Include a focus on wayfinding and use of advances in technology. This overlaps with points 3 and 4, above.

(6) **Digital Information (website content and accessibility upgrade).** C2C. NT.

a. [Coast to Coast Path National Trail accessible information and map.](#)

£15k C2C.

Collection and upload of access information and maps to National Trail website information and map pages templates.

b. [Website accessibility and legislative compliance.](#)

£5K. NT.

To be informed by existing Defra Accessibility Team Access Audit and user testing by disabled people including assistive technology users. Addition of Coast to Coast Path National Trail specific information. Draw on existing allocation of 190 hours for upgrade within existing National Trails website maintenance contract with Big Blue Door and build in end user testing.

c. **Option - New stand-alone website for the Coast to Coast Path National Trail. Allow an additional £25K. C2C.**

NATIONAL TRAILS

Coast to Coast Path Access Information & Maps

**Robin Hood's Bay Coastal View**

Grade: Moderate

Moderate

Coast to Coast Path

Footpath

1 mile 1.6 kms  
Walking pace ¾ hour  
Public highway and footpath

**A classic short walk out and back along the Cleveland Way and England Coast Path National Trails with spectacular views over the village of Robin Hood's Bay and the cliffs of Ravenscar.**

Mix of Tarmac path, compacted gravel and grass. Gentle gradients. 1:10 at Station Road car park and 1:15 to join earthy gravel cliff path average width 1m and 80cm narrow points through grass. 2 wide gates and a cliff viewpoint with bench. Can be damp and muddy after rain. Small accessible toilet 1.7m x 1.6m and 2 x Blue Badge parking at Station Road car park (closed in winter).

Photos Video Image Audio BSL

Route Map

Download route map

Link to Interactive Map

More detailed information and photographs Visitor experience and photos

Contact Trail Officer Emergency phone | text Outdoor Active

Figure 19. Concept access information page for Coast to Coast Path National Trails website. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.

## 1.8 Access Action Plan

### (7) Virtual Trails. NT.

#### a. **Site Access Videos @£.2.5K per 2km route. £50K. C2C. NT.**

For individual sites, giving a visual access focus and narrative with audio, closed captions and British Sign Language. This will give visual access to the countryside and heritage for people who can't manage the physical access or wayfinding. This will also be useful for individuals to check out route accessibility in advance of a visit.

#### b. **Accessible Trail Video. £30K. NT.**

Depending on quality and accessibility. For people unable to access the trail but still want to experience it and to help them decide whether they wish to visit or use the trail. This could be enabled by video or drone footage and edited into sections.

#### c. **Interactive Digital. £300K. NT.**

The higher figure could form a National Lottery Heritage Fund Bid from Partners. Alternatively, Google street view or potentially use of satellite imagery, position, navigation and timing. Bear in mind the Government Connectivity in Low Earth Orbit (CLEO) scheme which aims to provide reliable and high-speed internet access, especially in remote and underserved areas of the UK. Brief to be developed.

### (8) Technology. £0K. C2C. NT. NE. UK.

From publicising free wayfinding apps to a Coast to Coast Path National Trail app development to full Coast to Coast Path National Trail internet coverage. Liaise with interactive map providers including Ordnance Survey or Outdoor Active (both used on the National Trails website – the former embedded and the latter linked on North York Moors trail pages. Potentially extend Natural England's current work on vision impairment and Green and Blue spaces by the Engagement, Recreation and Access team within the Chief Scientist Directorate at Natural England. Note Natural England have already funded a Path Surveyor app which can collect data on path accessibility quality,

# 1.8 Access Action Plan

## Access Action Planning Spreadsheet

1.8.4 An Action Planning spreadsheet (cf 20a) detailing actions, quarterly budget estimates, and lead responsibilities for the Access Action Plan for the Coast to Coast Path National Trail from 2024 to 2028 is copied to Natural England with this report as a separate Microsoft Excel file. The table 4 shows an extract covering action points 1 to 4.

\* Subject to existing Coast to Coast Path budget, other Natural England or Government funding programme, Partner's funding opportunities or external grant aid.  
Last updated 31 March 2024

Coast to Coast Path Action Plan										2024/5	k	2026				2027				2028				2026/28
Ref	Action point	Lead	£ Q2	£ Q3	£ Q4	£ Q1	£ Q2	£ Q3	£ Q4	Sub Totals	Lead	£ Q1	£ Q2	£ Q3	£ Q4	£ Q1	£ Q2	£ Q3	£ Q4	£ Q1	£ Q2	£ Q3	£ Q4	Sub Totals
			14,500	22,500	60,000	104,000	22,500	2,500	0	£226,000		0	56,250	282,500	307,500	25,000	290,000	255,000	292,500	250,000	290,000	255,000	285,000	£2,588,750
1a	Access Audit 20 prioritised routes.	C2C	*	5,000	5,000	*	*	*	*	£10,000	NT	*	16,250	12,500	*	*	*	*	*	*	*	*	*	£28,750
1b	Implement access improvements from 7, above. Start with 2 pilot schemes only to fit within budgets. Subject to potential identification alternative funding options or underspend.	C2C	*	*	*	60,000	*	*	*	£60,000	NT	*	*	240,000	240,000	*	*	*	*	*	*	*	*	£480,000
2a	Gateways Access Audits of 14 sites (village or town centres) for multi-use access and access chain - including transport, parking, terrain, accommodation, camping, toilets, refreshments, parking, information, furniture and equipment	C2C	*	5,000	5,000	4,000	*	*	*	£14,000	NT & Partners	*	*	*	*	*	*	*	*	*	*	*	*	£0
2b	Gateways Access Improvements from 2d - cost of short term upgrades to enhance use at launch (picnic table with cycle lock up, benches, car parking improvements, signage, hitching rail, corral, mounting block). Major cost items such as toilet upgrades to visitor centres likely 2026+ not costed here.	C2C	*	*	25,000	25,000	20,000	*	*	£70,000	NT & Partners	*	*	*	*	*	*	*	*	*	*	*	*	£0
2c	Core route physical accessibility and access chain audit of entire length using Outdoor Accessibility Standards. Post works schedule completion 2025.	C2C	*	*	*	*	*	*	*	£0	NT	*	*	25,000	25,000	25,000	*	*	*	*	*	*	*	£75,000
2d	Coast to Coast Path entire length access and access chain upgrades from 2b. May include path improvements, provision of information, Tramper Hubs, Sanitary provision or Changing Places Toilets, Youth Hostel upgrades, Horse and Cycle provision, car parks, refreshments, equipment.	N/A	*	*	*	*	*	*	*	£0	NT & Partners	*	*	*	*	*	250,000	250,000	250,000	250,000	250,000	250,000	250,000	£1,750,000
2e	Broader Benefits Outstanding Circular and Link Route access appraisal and access improvements. Rolling programme £70K per year.	C2C	*	*	*	*	*	*	*	£0	NT	*	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	35,000	£210,000
3	Adopt a Path Access Grading and Information system. Allow for graphic artwork and setting out. UK Pilot (working with recognised Wayfinding Consultancy).	C2C NT	*	5,000	*	*	*	*	*	£5,000	NT	*	*	*	*	*	*	*	*	*	*	*	*	£0
4a	Complete Review of Natural England Design Guide for waymark discs, waymark posts and finger blades. Include user testing of samples and on site. Sign off outcomes in an amended Design Guide and issue to Partners (consider working with a recognised Wayfinding Consultancy).	C2C	7,000	*	*	*	*	*	*	£7,000	N/A	*	*	*	*	*	*	*	*	*	*	*	*	£0
4b	Expand Natural England Design Guide content, aligning access standards and user access needs. Provide technical information for specifying and tendering. Possible external commission or build this work into the BARM/OAG review to save budget.	C2C NE	7500	7,500	*	*	*	*	*	£15,000	NE	*	*	*	*	*	*	*	*	*	*	*	*	£0

Table 4. Extract from the Access Action Planning Spreadsheet, action points 1 to 4.

# 1.8 Access Action Plan

## Access Action Planning Spreadsheet

1.8.5 An Action Planning spreadsheet (cf XX) detailing actions, quarterly budget estimates, and lead responsibilities for the Access Action Plan for the Coast to Coast Path National Trail from 2024 to 2028 is copied to Natural England with this report as a separate Microsoft Excel file. Table 5 below shows an extract covering action points 5 to 8.

Last updated 31 March 2024

Coast to Coast Path Action Plan										
Ref	Action point	Lead	2024			2025				2024/5
			£ Q2	£ Q3	£ Q4	£ Q1	£ Q2	£ Q3	£ Q4	Sub Totals
			14,500	22,500	60,000	104,000	22,500	2,500	0	£226,000
5	Review By All Reasonable Means and Outdoor Accessibility Guidance. Already ongoing. Target consult, blend into one Natural England PROW Access Best Practice Guide and Toolkit and grading system. Live input back to C2C.	NE	✓	✓	✓	✓	✓	✓	✓	£0
6a	National Trails website - upgrade in line with existing accessibility statement (pass to NE). Amend Accessible Information page website template to take graphics and links to alternative formatting. User input and testing of website and target pages.	NT	*	*	✓	✓	✓	*	*	£0
6b	National Trails website - collate and upload accurate, accessible information and mapping to the Coast-to-Coast Path pages on accessible sections, circular and link routes including BSL narrative. Develop detail maps with legends. Consider QR code links. Budget allows for target consultation with end users.	C2C	*	*	*	15,000	*	*	*	£15,000
6c	Option to create new and separate website for the Coast to Coast path allow additional PC sum including user input and testing.	C2C	*	*	25,000	*	*	*	*	£25,000
7a	Individual Site Access Videos. Starting with prioritised routes in 7a. Pilot in Q2 and Q3 2024	C2C	*	*	*	*	2,500	2,500	*	£5,000
7b	Accessible Trail Video - user viewing to determine access. £45K production and formatting costs.	C2C	*	*	*	*	*	*	*	£0
7c	Virtual Trail £300,000K. Highly interactive. Eg Satellite Technology for imaging, positioning and navigation. Google mapping, glasses.	N/A	*	*	*	*	*	*	*	£0
8	Technology Strategy. To be developed.	C2C	*	*	*	*	*	*	*	£0

k	Lead	2026				2027				2028				2026/28
		£ Q1	£ Q2	£ Q3	£ Q4	£ Q1	£ Q2	£ Q3	£ Q4	£ Q1	£ Q2	£ Q3	£ Q4	Sub Totals
		0	56,250	282,500	307,500	25,000	290,000	255,000	292,500	250,000	290,000	255,000	285,000	£2,588,750
	NE	✓	✓	*	*	*	*	*	*	*	*	*	*	£0
	NT	*	*	✓	*	*	*	✓	*	*	*	✓	*	£0
	NT & Partners	*	*	*	*	*	*	*	*	*	*	*	*	£0
	NT	*	*	*	*	*	*	*	*	*	*	*	*	£0
	NT & Partners	*	5,000	5,000	7,500	*	5,000	5,000	7,500	*	5,000	5,000	*	£45,000
	NT & Partners	*	15,000	15,000	15,000	*	*	*	*	*	*	*	*	£45,000
	NT	*	*	*	*	*	*	*	*	100,000	100,000	100,000	*	£300,000
	NT & Partners	*	*	*	*	*	*	*	*	*	*	*	*	£0

Table 5. Extract from the Access Action Planning Spreadsheet, action points 5 to 8.

# 1.9 Conclusion

## 1.9 Conclusion

1.9.1 This audit set out to give a high-level assessment, gap analysis and opportunities for route accessibility, signage and information of the Coast to Coast Path National Trail focusing on access for mobility impaired people but also considering people on horseback or on cycles ([see 1.2 Report Brief](#)).

1.9.2 Having studied Path information and mapping, met with Natural England, delivery partners, Cycling UK, British Horse Society, several targeted individuals, carried out web-based research and targeted site visits ([see 1.3 Methodology](#)), Leonard Cheshire concludes:

- (1) It is not feasible to make the Coast to Coast Path National Trail accessible to all along the entirety of its length, due to gradient, rough terrain and remoteness.
- (2) Natural England and its Partners are committed in terms of time, resource and officer enthusiasm, to:
  - a. Making the designated route, facilities and Gateways as accessible as possible to mobility impaired people, people on horseback or on cycles.
  - b. Identifying, creating and promoting circular, link and alternative routes, especially for mobility impaired people, horse riders and cyclists along the the Coast to Coast Path National Trail.
  - c. Providing sufficient and accurate information for all users to decide with confidence whether the the Coast to Coast Path National Trail will be accessible to them.
- (3) The investment in the Coast to Coast Path National Trail by Natural England, its Partners and Stakeholders, aligned with the recommendations in the Realising the wider benefits of the Coast to Coast route designation as a National Trail Report is delivering significant access outputs and outcomes, including:
  - a. 1000 route access improvements are being implemented.
  - b. Trail Officers are conducting in-depth assessments and improving the route for mobility impaired people, horse riders and cyclists.
  - c. Route access improvements are opening remote areas of the Coast to Coast Path National Trail to all-terrain mobility scooters enabling mobility impaired people to plan and participate in longer journeys in keeping with Wainwright's intended Coast to Coast Walk experience.
  - e. Following detailed discussions with route delivery partners, a complementary multi-user Coast to Coast Riders Route, accessible to all terrain mobility aids along its full length, is mapped out by Cycling UK and The British Horse Society.
  - f. A Natural England Design Guide for Signage and Wayfinding is developed and applied by Partners to route signage.
- (4) The delivery of this audit has generated collaborations between Leonard Cheshire, Natural England, Partners and Stakeholders giving rise to a series of access developments, for example:
  - a. The prioritisation of 18 potential accessible sections of Coast to Coast Path National Trail, circular, alternative or link routes.
  - b. A concept path and route access grading system including symbols which can be piloted along the length of the Coast to Coast Path National Trail .
  - c. The capability to give accurate gradient measurement (in line with [Outdoor Accessibility Guidance 2023](#) (cf05) at 25m, 100m and 250m intervals.
  - d. Case study feedback on Ennerdale site walk, wheel and workshops.
  - e. Architectural CAD templates for an all-terrain mobility aid, large powered wheelchair, bench seating and rest area including mobility aid dimensions and turning space (already being used in the Coast to Coast Path National Trail tender specifications).
  - f. An accessible information page template for website use.
  - g. Improved awareness between Natural England officers working on access initiatives across the organisation.

## 1.9 Conclusion

- (5) With continued attention to accessibility and the access planning process in the 20 months running up to the Coast to Coast Path National Trail launch in 2025, Natural England can deliver a National Trail with a high degree of inclusivity resulting from a combination of route physical access, accessible Gateways, support facilities and information.
- (6) Specific actions that would open Coast to Coast Path National Trail accessibility and use to all, include ([see 1.8 Action Plan](#)):
  - a. Continue to work closely with local highways and National Park authorities, landowners, and stakeholders to address any identified accessibility issues.
  - b. A full-length access audit of the Coast to Coast Path National Trail giving a 2nd schedule of access interventions, alternative routes, Gateways and support facilities upgrades (the access chain).
  - c. Adopting a workable route access grading system.
  - d. Align the use of access design guidance and standards specific to the route.
  - e. Make information on route access, Gateway and access chain facilities available to the public.
  - f. Any Coast to Coast Path National Trail information held on The National Trails website to be accessible in terms of legislative compliance and to disabled people including those using assistive technology.
  - g. A Coast to Coast Path National Trail guidebook.
  - h. Videos to help people to assess the terrain or gradient alongside their ability or fitness and strategies for all-terrain mobility aids, toilets, overnight accommodation and parking.
  - i. Engage experts to fill accessibility skills gaps – inclusive design, standards and legislative compliance, digital technologies, targeted and accessible engagement.
  - j. Continue consultation with disability organisations and user groups such as Cycling UK, The British Horse Society and Leonard Cheshire on Coast to Coast Path National Trail accessibility.
  - k. Keep abreast of developments in technology such as the Government investment in Low Earth Orbit Satellite Strategy for internet coverage to remote areas and the Path Surveyor app produced in Partnership with Natural England for collection and sharing of Coast to Coast Path National Trail access data.
- (7) Lessons learned and information developed during this audit will be of benefit to other National Trails and public rights of way.
- (8) Identification and allocation of sufficient resources and funding for the necessary accessibility improvements and ongoing maintenance of the accessible trail sections. Note, these resources may come from a number of potential sources.

# Part 2

## **2.1 Proposed accessible sections, circular or link improvements**

## 2.1 Proposed accessible sections, circular or link improvements

### (1) St Bees Cliff Head Experience

2.1.1 There is currently no easy way for mobility impaired people to experience the Saint Bees north head cliff edge at the western end of the Coast to Coast Path National Trail. However, there is potential here to open access, create and promote several circular routes.

#### Opportunities

- Consider the creation of a footpath from the gate at CCC 0016 up the Lighthouse track to Tarnflatt Hall. Existing footpaths would then connect back to the National Trail at CCCS006FP/S007 FP (see map on page 44). This has been suggested by the Cumberland Council Access Officer, would require a legal order but is currently not supported by the landowner. It may be possible to use the Lighthouse path with permission of the landowner coupled with use of the Tarnflatt Hall private bunk house and parking. It might be worth exploring access rights to the lighthouse from the lighthouse cottages as a way of delivering this as there is a vehicular right of access over this track for residents of the cottages on the site which are owned by the National Trust. Surface improvements could also give a wheelchair accessible route along the coast to the north giving a coastal experience and bird watching. There could be a collaboration with the RSBP which has three viewing points for north-west England's only cliff-nesting seabird colony.
- There is a car park to the west of Quarry Bungalows. It may be possible that people could park here and then take a short coastal walk or wheel if the surface was improved around Birkham Quarry (disused). Alternatively walk or wheel from Sandwith past the bungalows.
- The Countryside Access Officer is seeking new footpath status by legal order along Hannahmoor Lane which could create circular footpath routes for hikers and potentially for a Trumper accessible route along Hannahmoor Lane, to the cliff at Fleswick and around North Head, on to Quarry Bungalows (subject to gate accessibility) and back to CCCS006FP/S007 FP. Note, Fiona Southern, our wider benefits advisor has pointed out that given the gradient and the narrow width of the path north of the lighthouse where it is hemmed in by rough terrain that accessibility to Trampers would need to be very carefully considered.

2.1.2 Cycling UK and the British Horse Society are supportive of these proposals and have already identified the combination of above opportunities in their map at figure 21.



Figure 20. Parking to west of Quarry Bungalows.

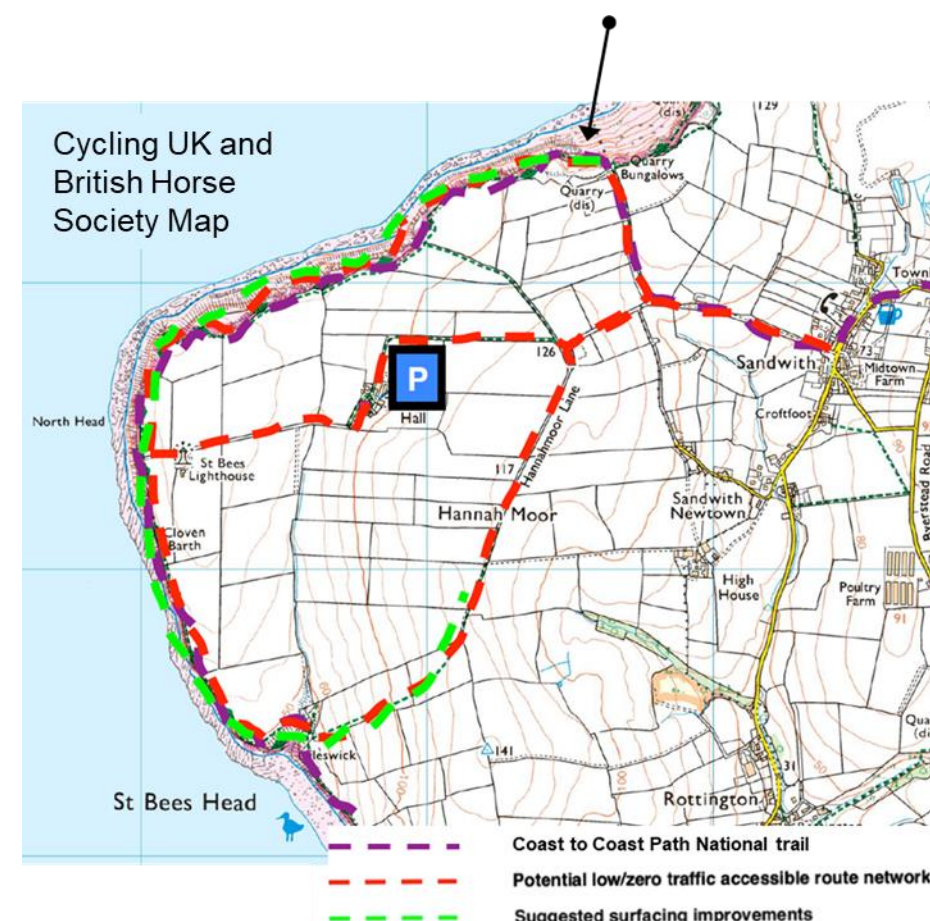


Figure 21. Potential accessible routes in red dashed line. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.

## 2.1 Proposed accessible sections, circular or link improvements

### (1) St Bees Cliff Head Experience

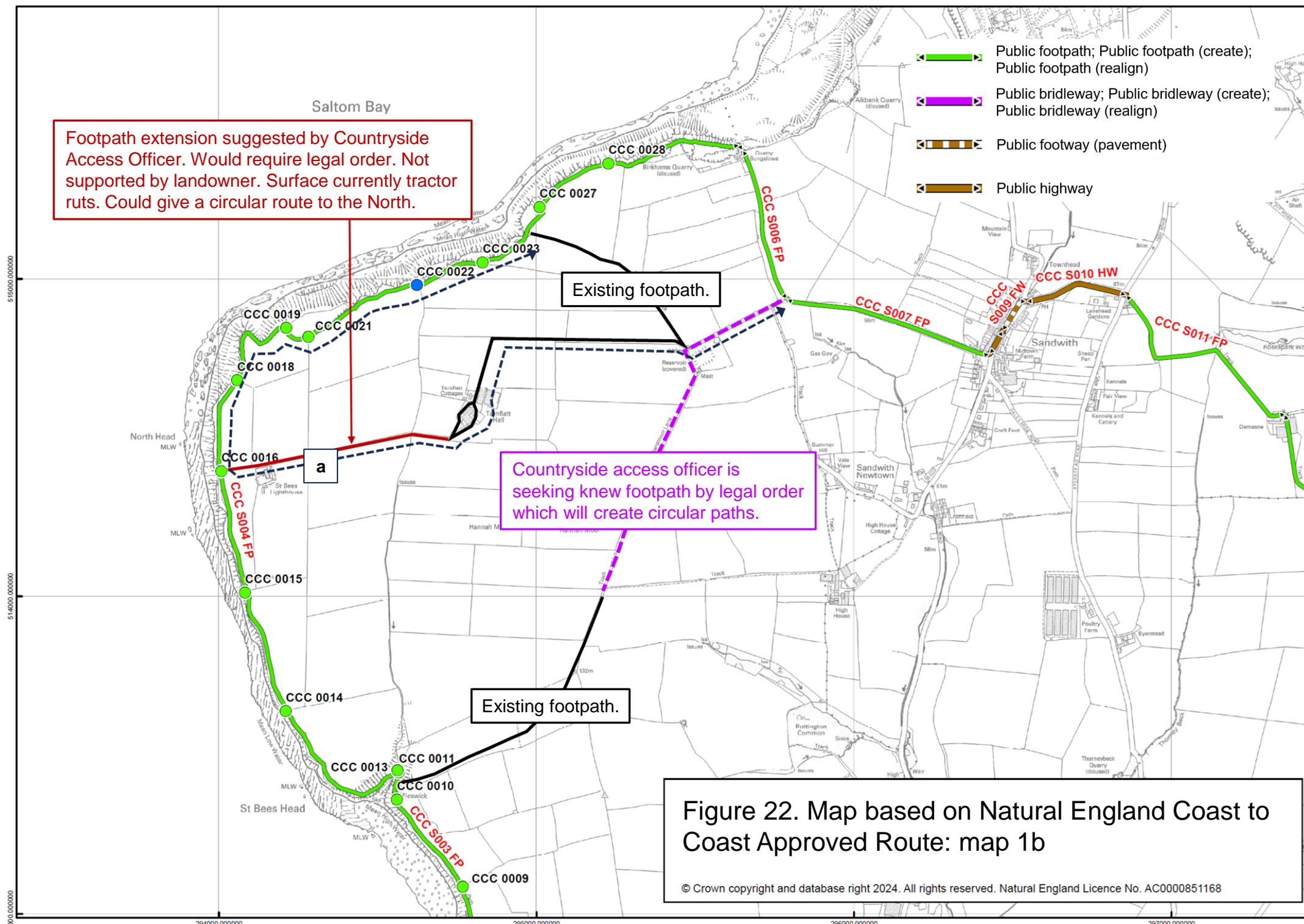


Figure 22. Map showing potential link and circular routes at St Bees North Head. Map: © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168. Image capture: Aug 2022 ©2024 Google.

## 2.1 Proposed accessible sections, circular or link improvements

### (2) Whitehaven Stadium to Railway Cycle Route

2.1.3 Whitehaven Wheels for All run cycling sessions supporting Mayfield School pupils and the Autism Academy at the Athletics Stadium. There is an opportunity for students to go beyond the stadium and complete a journey by connecting with the Cleator Moor cycle trail.

#### Opportunities

- Create a link route from Whitehaven Stadium to the Railway Cycle Route, Sustrans cycle track 71 which in turn connects to the Coast to Coast Path National Trail at Moor Row. One section of the proposed route has no legal status and there is a cobbled stone ford across a stream at Westlake Holiday Cottages complemented by a narrow mud track footpath through grass and a footbridge. These would need auditing for accessibility and potential improvement and cost estimate. It may be worth contacting [Whitehaven Wheels for All](#) to discuss the route and other options for getting to and using the Coast to Coast Path National Trail cycleway at Moor Row.



Figure 23. Map showing proposed bicycle route extension, linking Whitehaven Stadium to existing National Route 71 of the National Cycle Network which in turn connects with the existing Sustrans Whitehaven to Sherrif's Gate, Rowrah.  
Map: © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.  
Image capture: Aug 2022 ©2024 Google.

## 2.1 Proposed accessible sections, circular or link improvements (2) Whitehaven Stadium to Railway Cycle Route



Figure 24. Aerial view of proposed link from Whitehaven Stadium to existing Route 71 of the National Cycle Network (solid blue line) which in turn connects with the existing Sustrans Whitehaven to Sherrif's Gate, Rowrah cycle way. Imagery ©2024 Airbus CNS / Airbus, Infoterra Ltd & Bluesky, Maxar Technologies, Map data ©2024

## 2.1 Prioritised path sections, circular or link improvements

### (3) Moor Row Cycleway

2.1.4 The principle that cycleways are suitable for cycles, means they will generally have surfaces more user-friendly to ambulant disabled people, mobility aid users, vision impaired people, children's buggies and non-standard cycles (a great way for disabled people to experience the route).

2.1.5 The Cleator Moor cycleway is a 10-mile segment of the Sustrans National Cycle Route 72, Hadrian's Cycleway and known locally as the Whitehaven to Ennerdale Cycle Path or the Whitehaven to Rowrah Cycle Track.

2.1.6 There is a very well-developed cycle network in this area facilitating easy access to the Coast to Coast Path National Trail at this point.

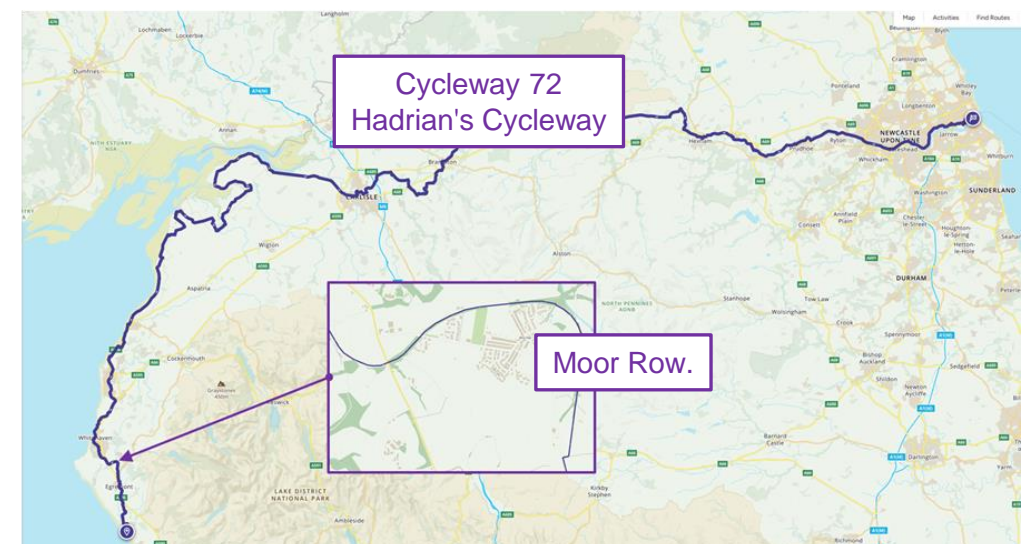
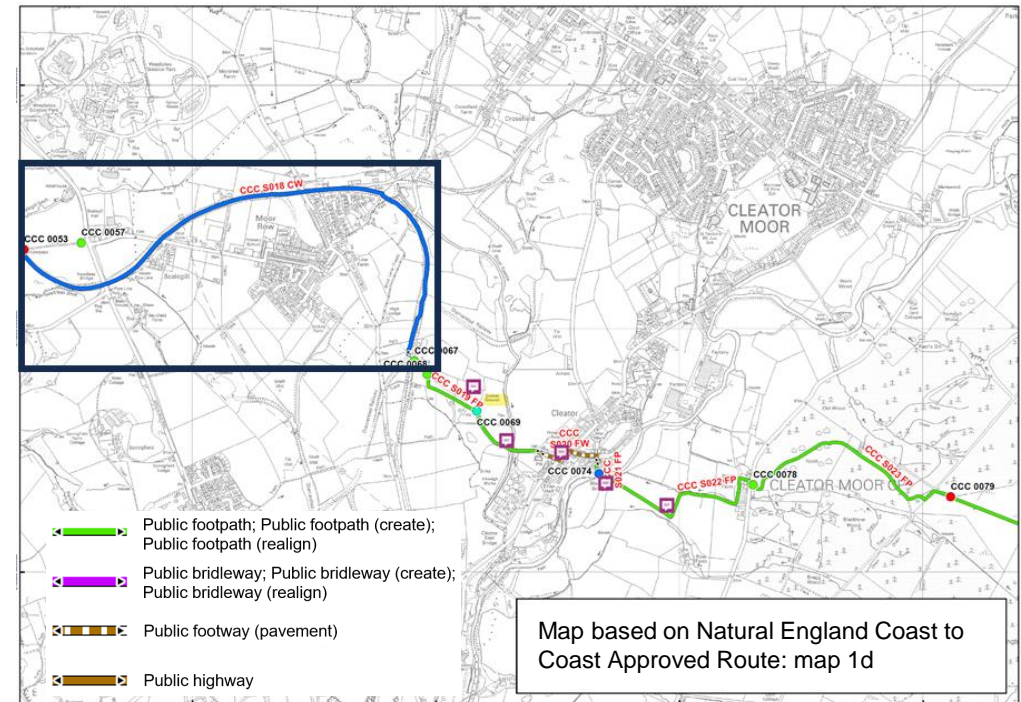
2.1.7 Moor Row is an access point close to the Ravenglass end of Cycleway 72, between Ravenglass in Cumbria to South Shields in Tyne & Wear - 174 miles (280 km).

2.1.8 Coast to Coast walkers and riders can access communities and facilities at Moor Row and Cleator Moor to experience Wainwright's route for enjoyment, wellbeing and exercise.

2.1.9 Leonard Cheshire understand where cycleways such as this are used for the Coast to Coast Path National Trail that the British Horse Society and Cycling UK would like Natural England to push for a change in the right of access to bridleway which is not straight forward as Sustrans is responsible for managing and maintaining the route. The Cumberland Council Countryside Access Officer explained placing signage on the routes would need the approval of Sustrans.

### Opportunities

- a. Promote the Moor Row section of the Coast to Coast Path National Trail as an accessible mixed-use route.



Top - Figure 25. Moor Row cycleway as it sits in the Coast to Coast Path based on Natural England Coast to Coast Approved Route map 1d.

Bottom - Figure 26. Map showing Moor Row Cycleway geographical position on the extreme west of the National Cycle Route 72.

Both maps © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.

## 2.1 Proposed accessible sections, circular or link improvements

### (4) Ennerdale Views, Miles without Stiles 23

2.1.10 Ennerdale Views is the Lake District National Park Miles without Stiles route 23 comprising a 2km circular route and route 24 comprising a 4km linear return route – ‘Access for Many’. The Bleach Green car park start point is gravel surfaced with potholes. The path is compressed aggregate with some large stones. There are a small number of seats along the lake edge only.

2.1.11 The Gather café with Blue Badge parking and accessible toilet at Ennerdale Bridge is 4 minutes by car, 8 minutes by bicycle or 30 minutes on foot. The Jubilee footpath runs for most of the connecting route. An extension to the Jubilee Footpath could give an entirely off-road connection between The Gather and the car park.

#### Opportunities

- Repair Bleach Green car park surface.
- Upgrade the entire ‘Ennerdale Views’ Miles Without Stiles route 23 2km circular walk and route 24 4km out and back walk.
- Produce more detailed route information including an audio-described walk and virtual route video.

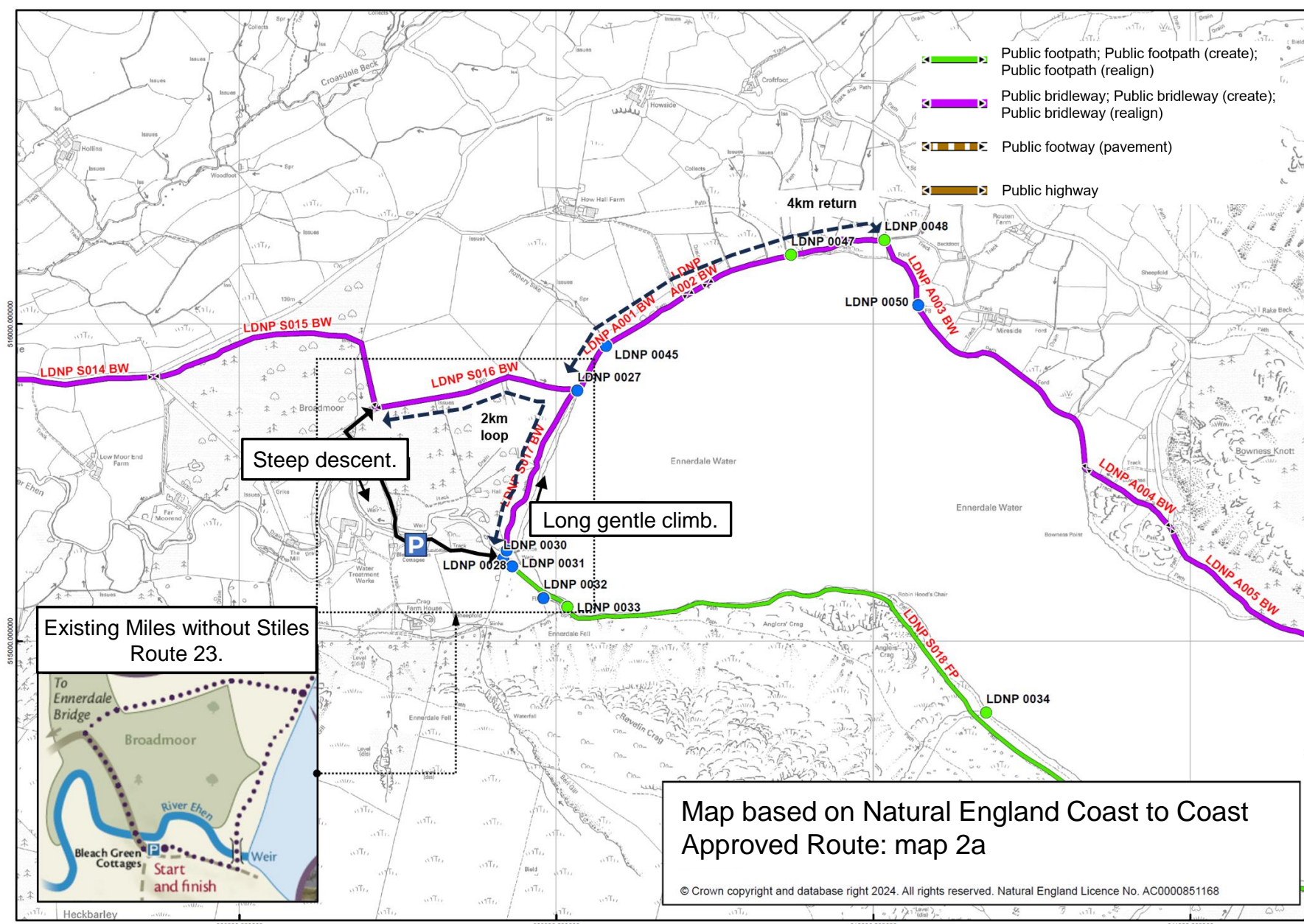


Figure 27. Map featuring the 2km circular walk and a 4.7km out and back walk from Bleach Green car park marked as dotted black lines. Inset image © Lake District National Park Authority. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.

## 2.1 Proposed accessible sections, circular or link improvements

### (4) Ennerdale Views, Miles without Stiles 23



Figure 28. Steep section. Install resting place with seating. Image © Natural England.



Figure 29. Repair potholes, provide firm surface for Blue Badge parking. Image © Natural England.

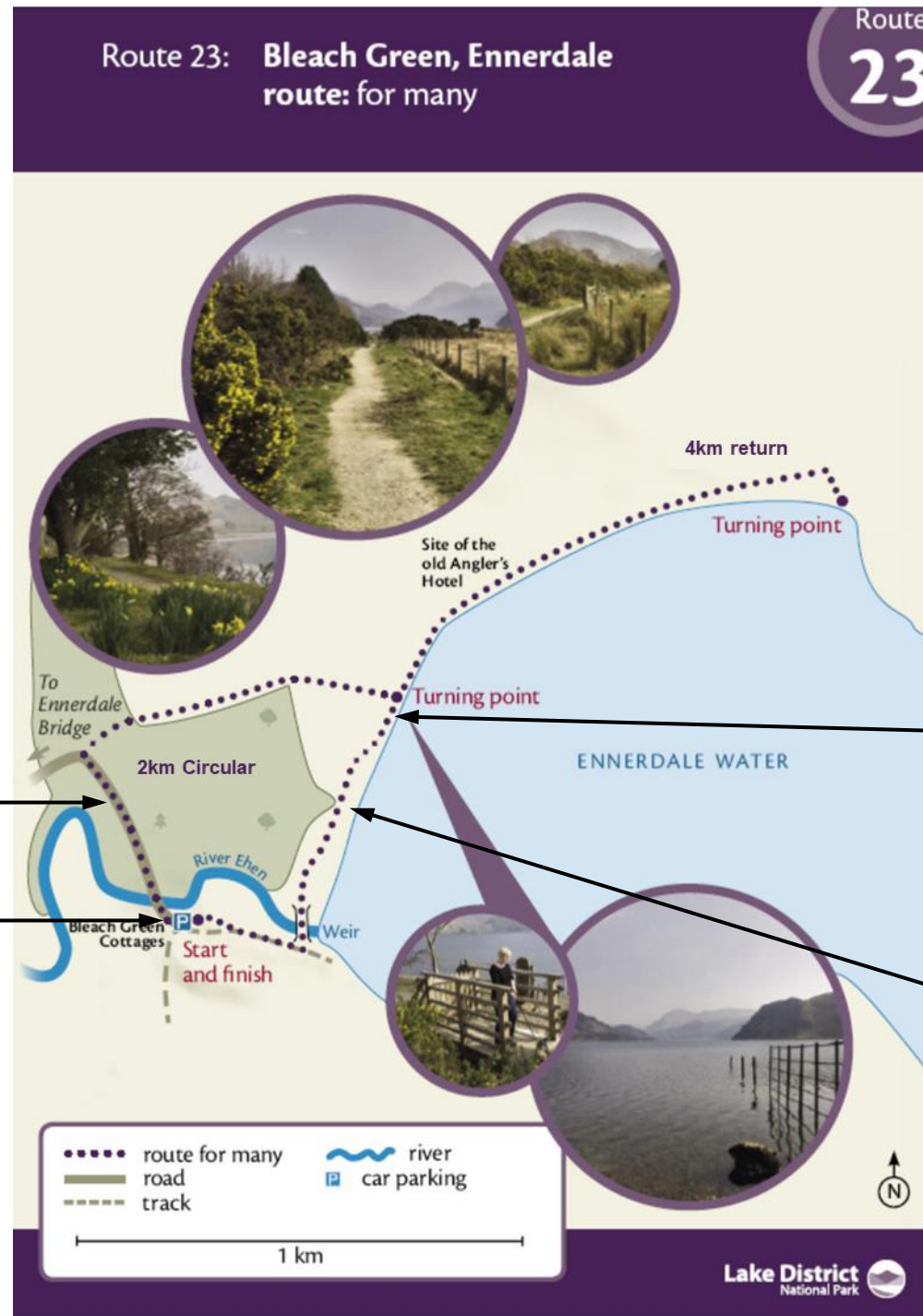


Figure 30. Informative map of Route 23 for Bleach Green in Ennerdale. © Lake District National Park Authority.



Figure 31. Very steep section at turning point. Image © Lake District National Park Authority.



Figure 32. Consider seating and resting places. Image © Natural England.

## 2.1 Proposed accessible sections, circular or link improvements (5) Ennerdale Views, Miles without Stiles 24



Figure 33. Surface being made good under current work schedule. Image © Lake District National Park Authority.

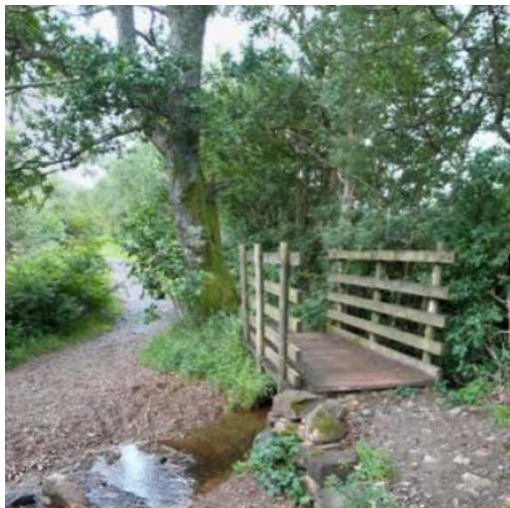


Figure 34. Bridge to be made good under current work schedule. © Lake District National Park Authority.

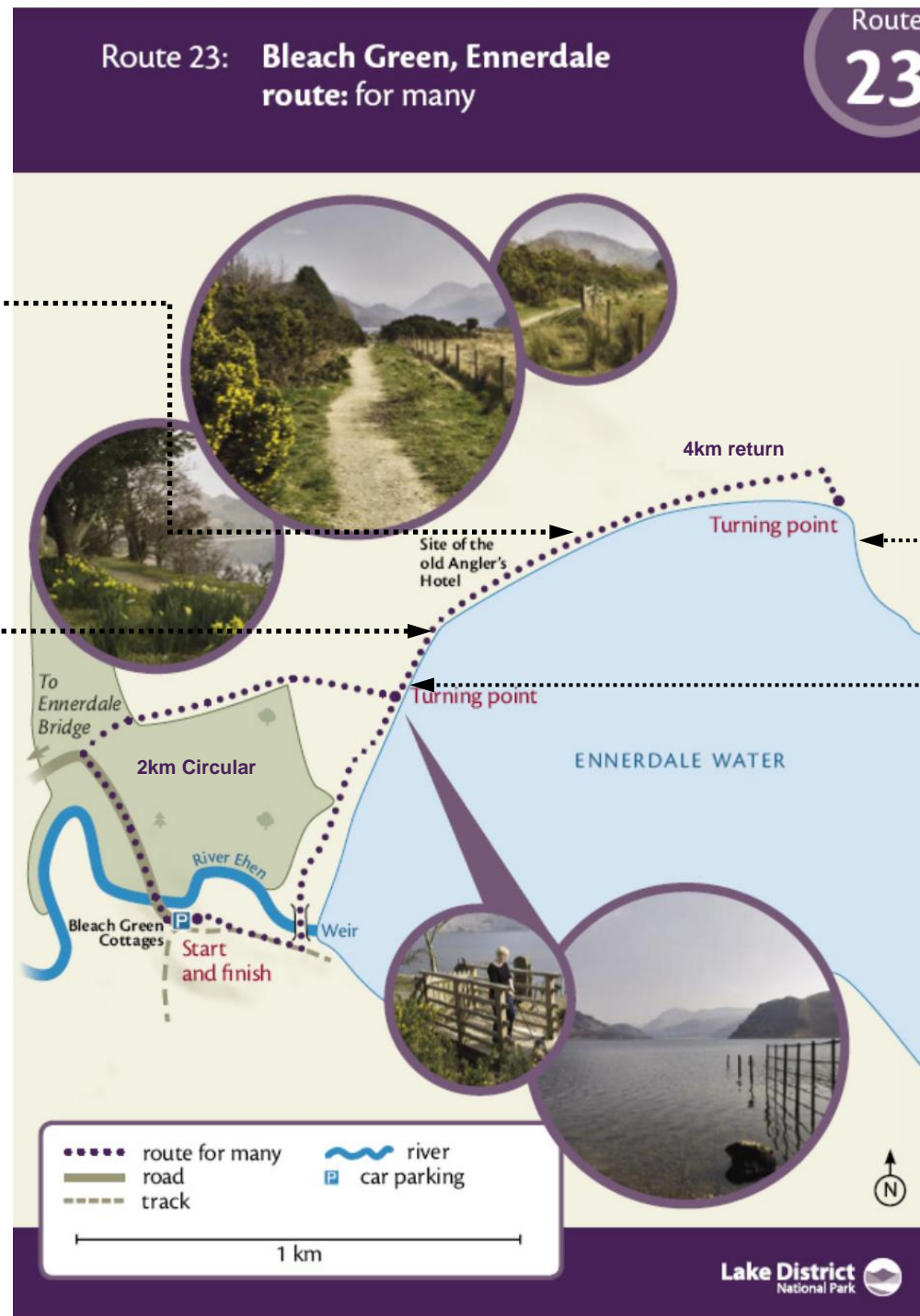


Figure 35. Informative map of Route 23 for Bleach Green in Ennerdale. © Lake District National Park Authority.



Figure 36. Bridge to be made good under current work schedule. Image © Lake District National Park Authority.



Figure 37. Bridge to be made good under current work schedule. Image © Lake District National Park Authority.

## 2.1 Proposed accessible sections, circular or link improvements

### (6) Bowness Knott Car Park to Black Sail Hut - Miles without Stile 24

2.1.12 This is Lake District National Park Miles without Stiles route 24 (access For Some), 9km of existing bridleway from Bowness Knot Car Park to Black Sail Youth Hostel on the Coast to Coast Path National Trail. The Average gradient is 1:50. Initially the surface is tarmac but mostly rough forest track. It is part of the Coast to Coast Path National Trail optional and easier alternative route to the Ennerdale Lake south side rocky footpath. It is also part of the Rider's Route considered braided for hikers, horses, mountain bikes and Trampers by Cycling UK and British Horse Society. The Ennerdale Youth Hostel is approximately 3km after the start.

#### Opportunities

- Ameliorate the steep section at the route start with accessible level resting spaces.
- Consider Youth Hostel access improvements including toilets, overnight and washing facilities.
- Surface improvement to the 200m approach to Black Sail Hut.
- When auditing this route, test with an all-terrain mobility scooter.

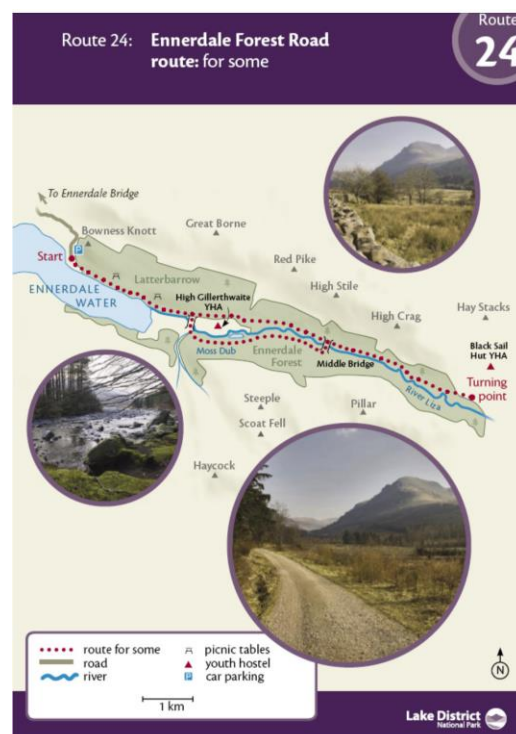


Figure 38. Map of Route 24 from Bowness Knott car park to Black Sail Hut Youth Hostel. © Lake District National Park Authority.



Figure 39. Bowness Knott Car Park to Black Sail Hut route map with overlaid images of trail signage, hikers on the route, and the small single storey Black Sail Hut Youth Hostel. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168. Images © Natural England and Image capture: Jun 2022 ©2024 Google.

## 2.1 Proposed accessible sections, circular or link improvements

### (7) Shap

#### Opportunities

- a. **Shap to Shap Abbey Link.** A 1.5-mile walk involves getting through and over stone step and squeeze stiles and walking through fields. Some replacement gates are being installed as part of the work schedule, existing footpaths through most fields are all terrain mobility aid accessible, not wheelchair, cycle or horse accessible but removal of all stiles is unlikely from a landowner perspective. That said, a road runs alongside the footpath from Shap to Shap Abbey. There is one blind bend, so caution is needed if travelling on the road. A cattle grid and high stone wall with a squeeze stile does have a complementary field gate, which leads onto the Abbey.

Using the road could provide a Miles without Stiles all-terrain mobility aid, outdoor power wheelchair or scooter accessible route as only the last 100m to the Abbey is off the Coast to Coast Path National Trail. Some resurfacing is needed either side of the Abbey pedestrian footbridge which is grass and muddy when wet and on a grade – there is a danger of wheelchairs getting stuck here and it is slippery under foot. The last 400m is on a steep embankment at 1:10 gradient so assistance might be needed here. Additionally, a signs audit is required for the Coast to Coast Path National Trail along this link route as existing wood sign blades are weathered to the point where letters and symbols are visually indistinct.

- b. **Shap to Keld.** An alternative short walk from Shap follows footpaths to Keld then across fields to Shap Abbey where the Coast to Coast Path National Trail route can be picked up back to the village - 2.5 miles. It might be worth exploring with the Council whether this could be a Miles without Stiles route. See map on page 58.
- c. **Shap to Rosgill Circular.** A 3.5-mile route can be taken across the fields to Rosgill returning along the upper slopes of the Lowther to Shap Abbey where the Coast to Coast Path National Trail can be picked up back to the village. See map on page 60. This route does have a lot of stiles and tricky gradients or surfaces so important to stress it is not wheelchair or Tramper accessible.



Image capture: Jun 2022 ©2024 Google.

Very poor colour contrast ratio on sign blades which read:

- 1) “Public footpath Rosgill” and;
- 2) “Public Footpath Coast To Coast Shap Abbey”.

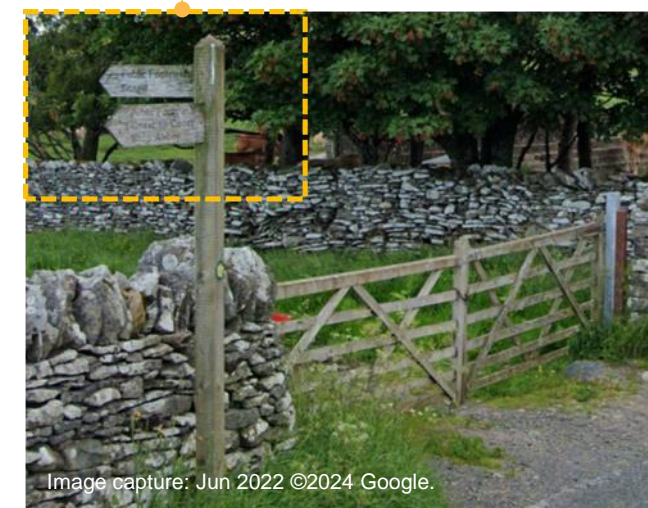


Image capture: Jun 2022 ©2024 Google.

Figure 40. Gate giving access to footpath in a field running alongside the road to Shap Abbey.



Image capture: Jun 2022 ©2024 Google.

Figure 41. Stone step stile to get in or out of a field on the Coast to Coast Path National Trail.

## 2.1 Proposed accessible sections, circular or link improvements

### (7) Shap

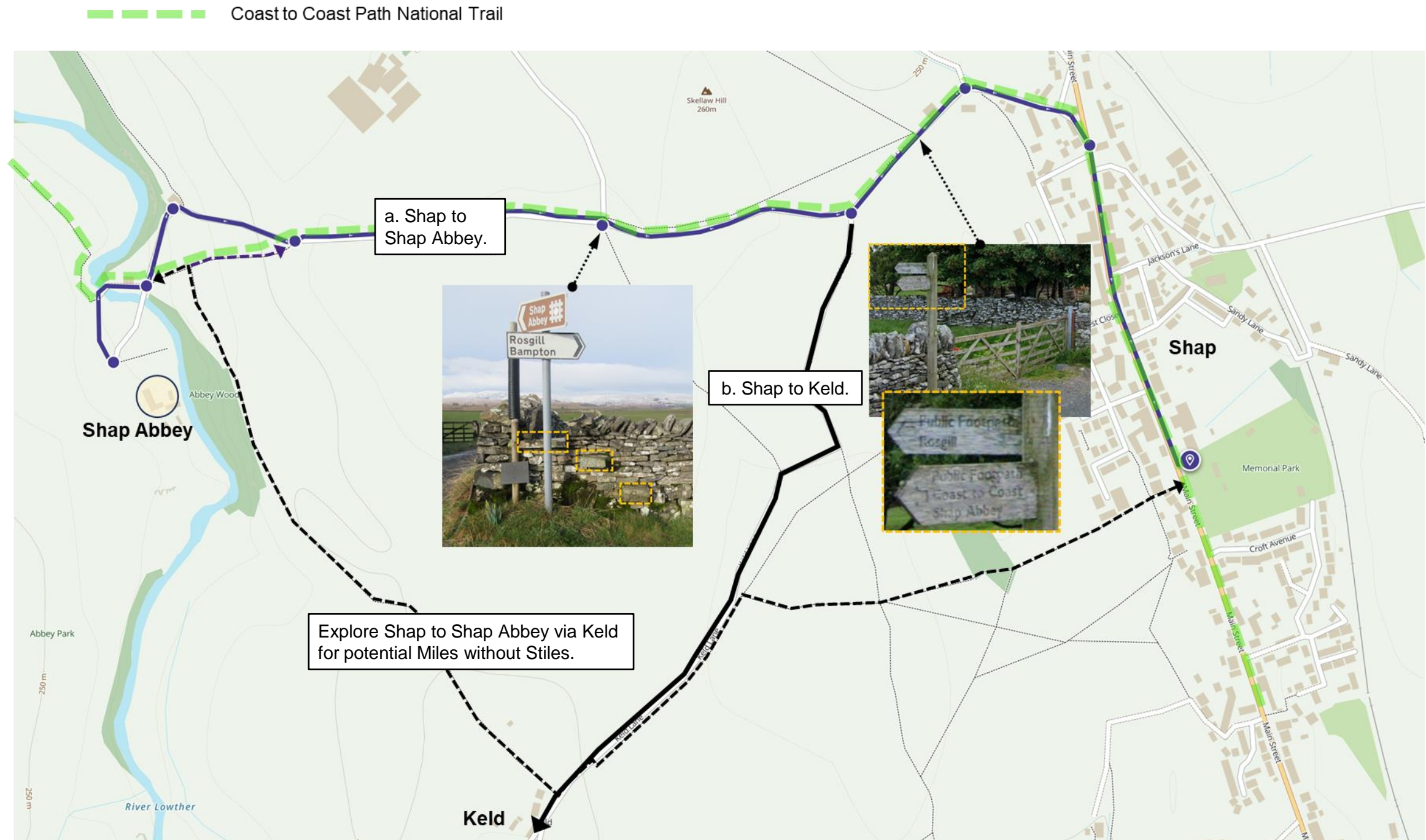


Figure 42. Map of 1. Shap to Shap Abbey and 2. Shap to Keld featuring inset photographs of directional signage and landmarks. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168. Images capture June 2022 © 2024 Google.

## 2.1 Proposed accessible sections, circular or link improvements

### (7) Shap

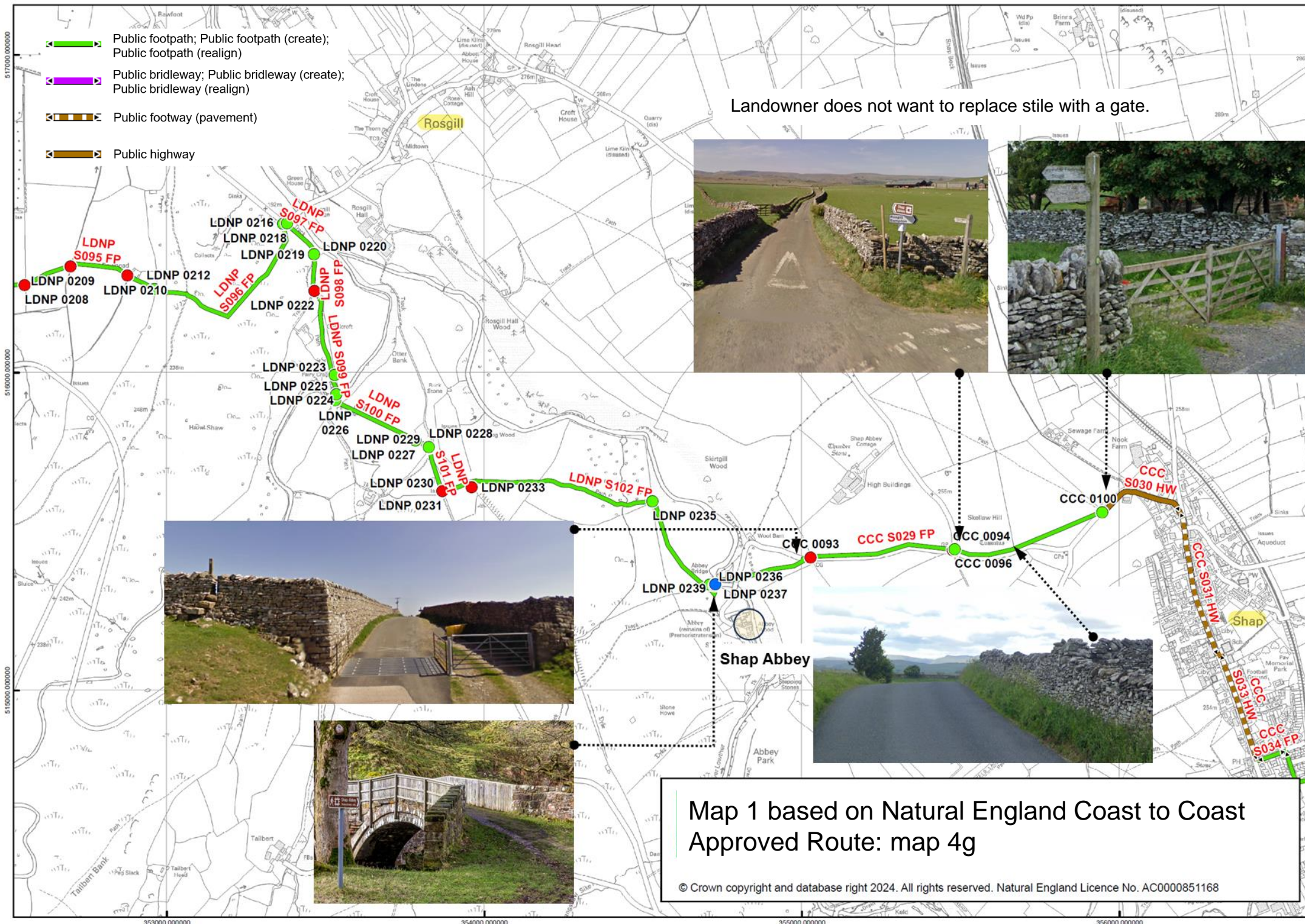


Figure 43. Map of Coast to Coast Path National Trail featuring the a. **Shap to Shap Abbey route** with insert photographs of cattle grid, gates, signposts and stone bridge. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168. Images capture June 2022 © 2024 Google.

## 2.1 Proposed accessible sections, circular or link improvements

### (7) Shap

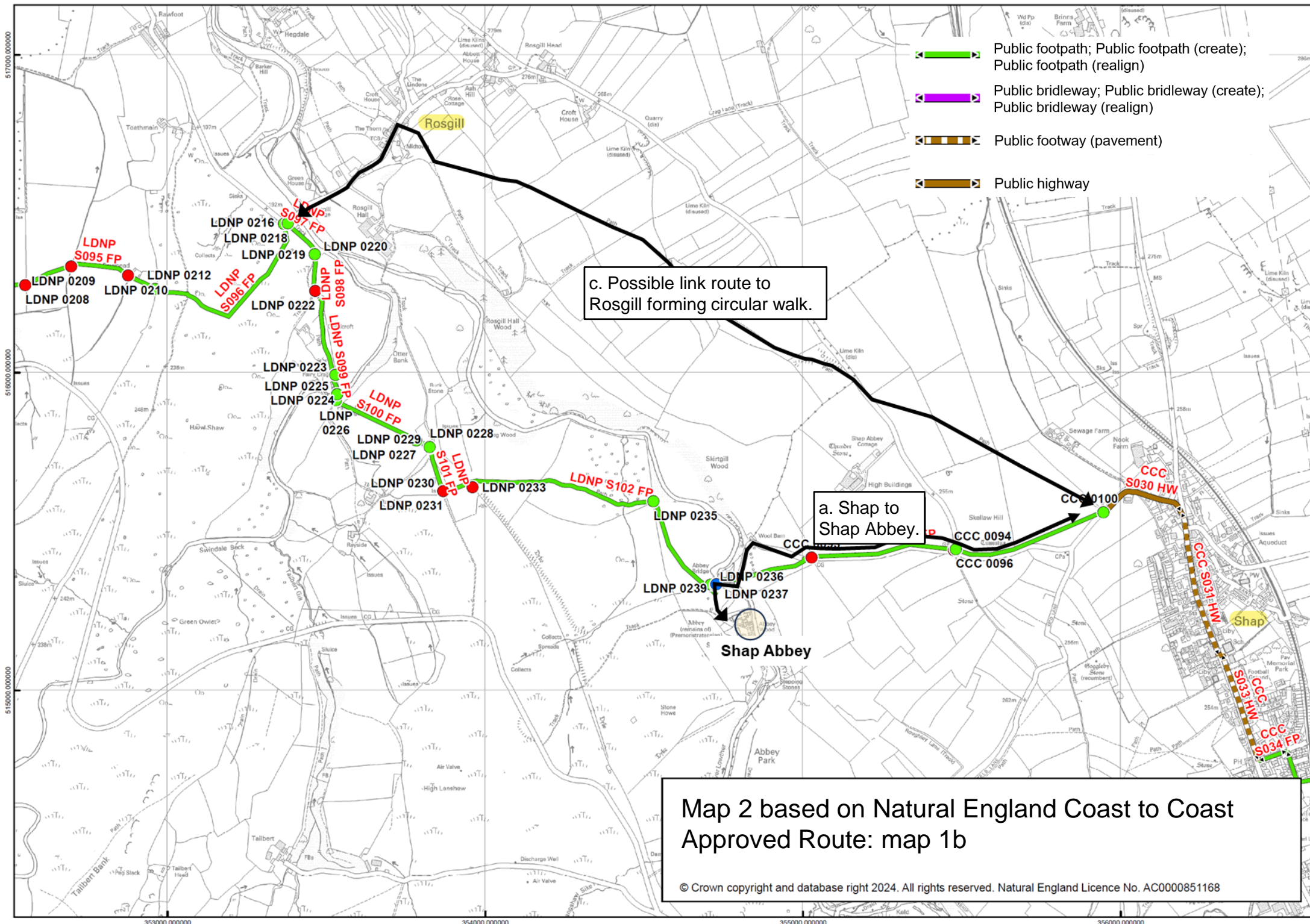


Figure 44. a. Shap to Shap Abbey link and c. Shap and Rosgill Circular. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.

## 2.1 Proposed accessible sections, circular or link improvements

### (7) Shap

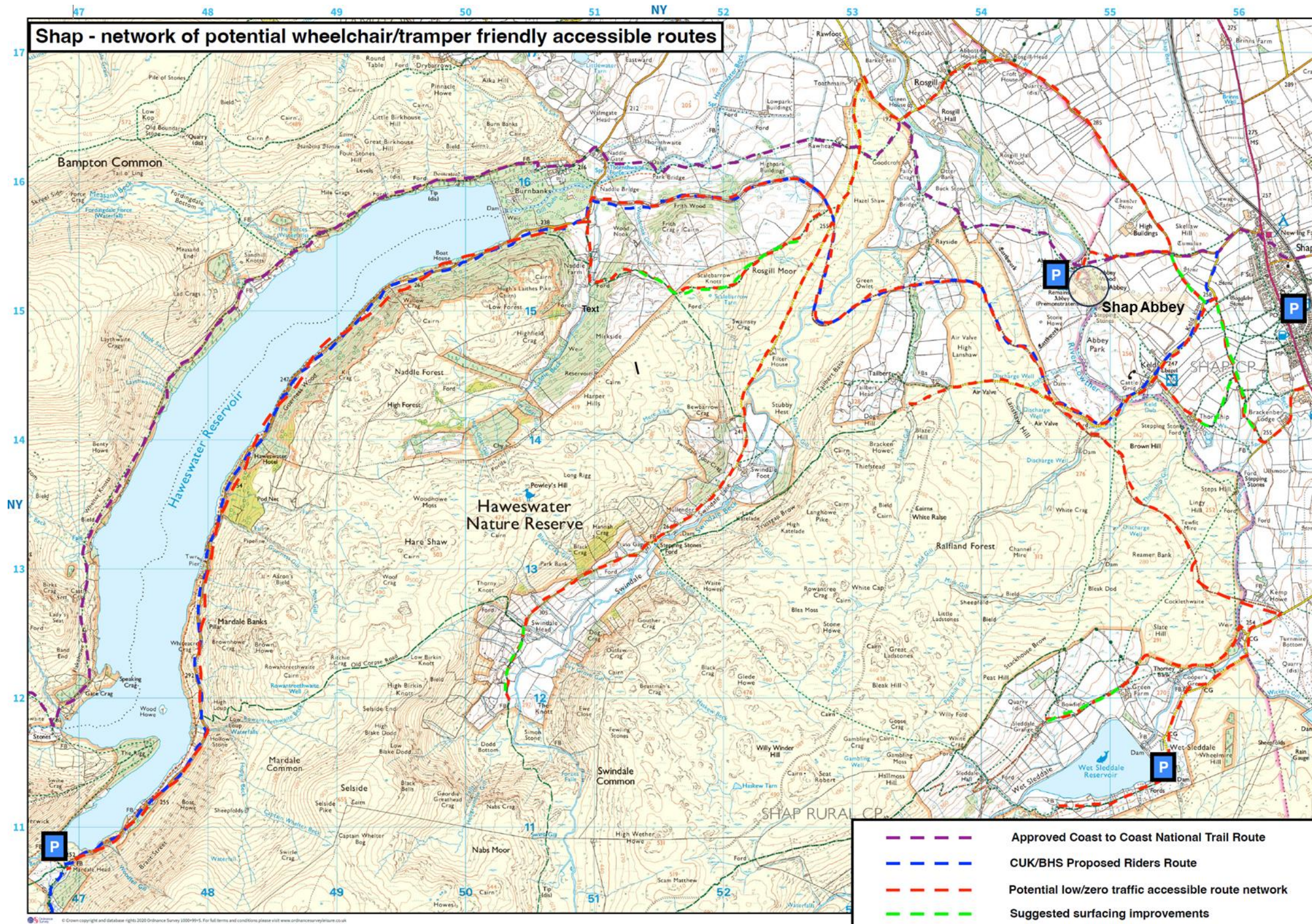


Figure 45. Map of Shap provided by Cycling UK showing networks of potential wheelchair and tramper-friendly accessible routes from Shap and along the South shore of Haweswater reservoir. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC000851168.

## 2.1 Proposed accessible sections, circular or link improvements

### (8) Kirkby Stephen

#### Opportunities

- a. Step free connecting route from Kirkby Stephen to the village of Hartley.
  - i. Sign the short alternative step free tarmac route on Stone Shot (leading to Frank's Bridge) avoiding 8 steps on the Coast to Coast.
  - ii. Sign an alternative route following a road bridge over Hartley beck to avoid the narrow steep footbridge across the beck on the proposed Coast to Coast Path National Trail.
- b. Promote the existing Merrygill and Podgill Viaduct Walk (a wheelchair accessible permissive route).
- c. Promote the existing connecting route from Stenkrith Bridge Car Park along Station Rd, South Rd and High Street back to Coast to Coast Path National Trail.

#### Notes:

- A footpath creation is going ahead around the back of Merrygill Road so there will be an option to stay off the road at this point.
- There are accessible toilets at The Black Bull Pub, Nateby Road and the Market Square in Kirkby Stephen (RADAR Key operated).
- The nearest train station is Kirkby Stephen.
- Frank's Bridge parapet is approximately 1.2m wide which should allow access to Trampers and wheelchairs.

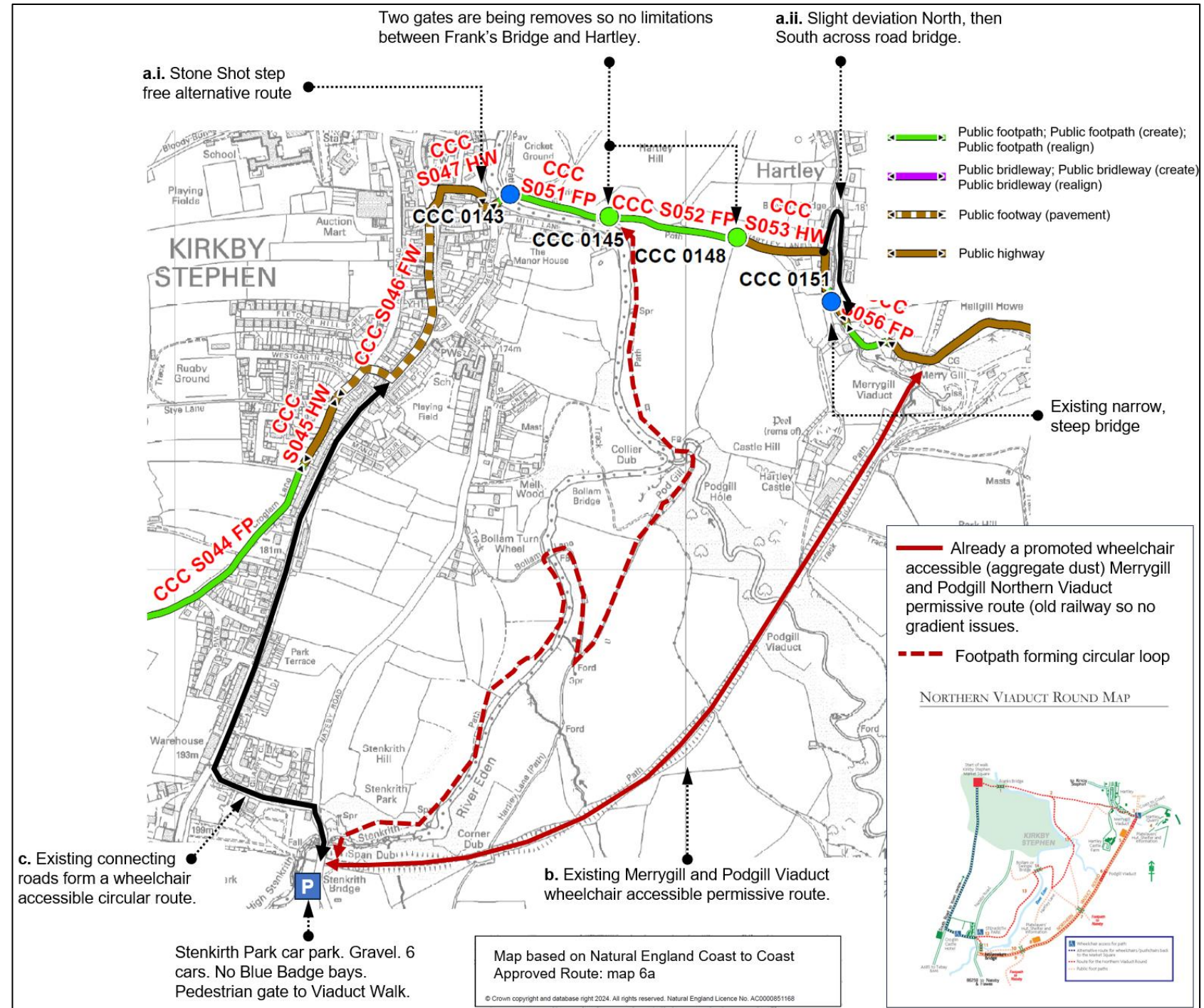


Figure 46. Accessible pedestrian routes and footpaths around Kirkby Stephen. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.

## 2.1 Proposed accessible sections, circular or link improvements

### (8) Kirkby Stephen

2.1.13 Purple line shows a potential 5km or 3-mile circular route (8.c.) created from existing routes, 2/5 being on the Coast to Coast Path National Trail.

2.1.14 From Kirkby Stephen Marketplace, follow the Coast to Coast Path down Stoneshot and over Frank's Bridge to Hartley. Join the existing Viaduct Trust Podgill Viaduct Walk (a permissive path along the disused railway line, owned and managed by the Northern Viaduct Trust) at Birkett Lane. Viaduct Walk is a flat track made of compounded aggregate and tarmac – ideal for a manual wheelchair use.

2.1.15 Then use the existing connecting route from Stenkirith Bridge Car Park along Station Rd, South Rd and High Street back to Coast to Coast Path National Trail.

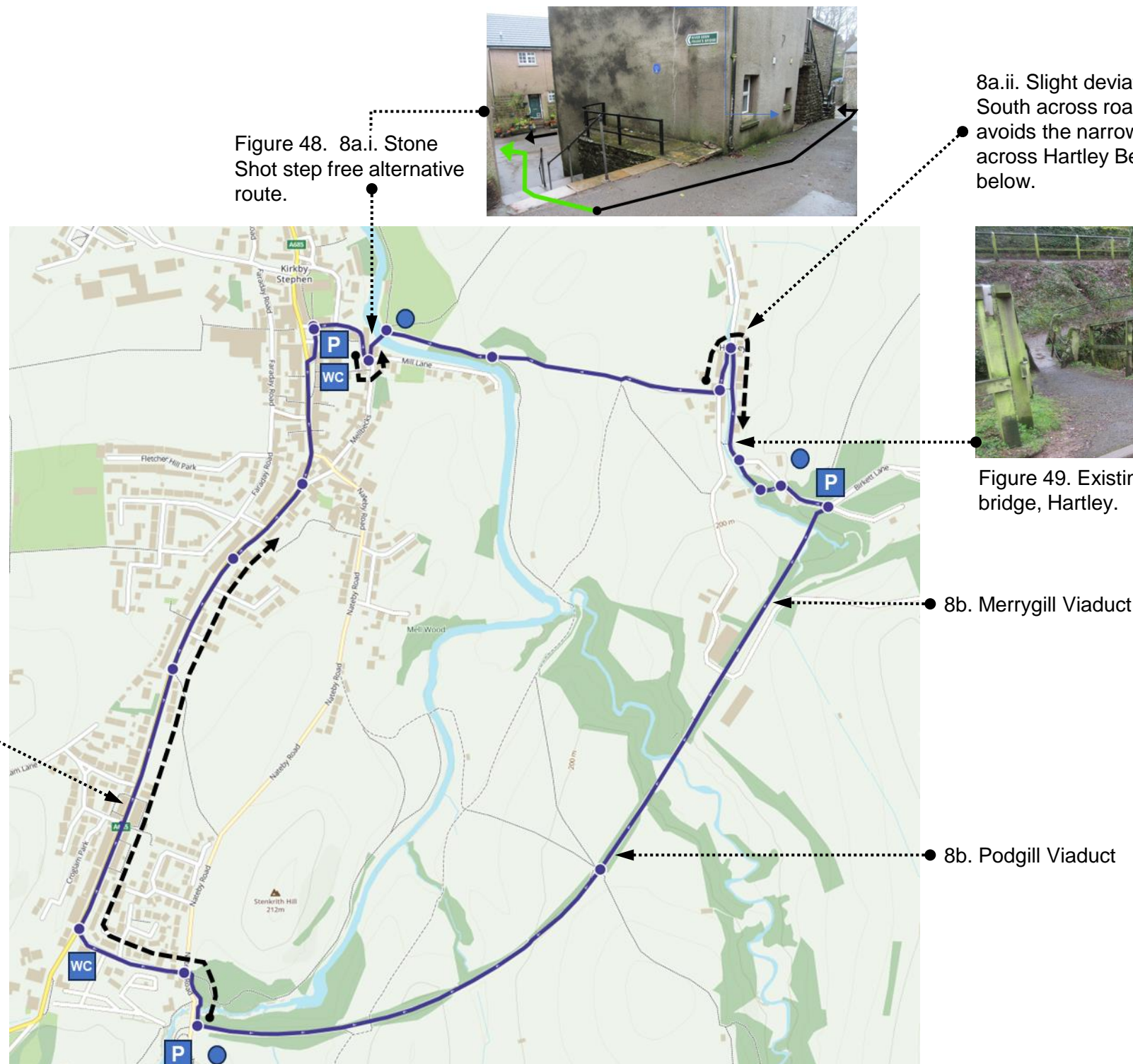


Figure 47. Circular route map from Kirkby Stephen centre car park. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168. Images © North York Moors National Park Authority.

## 2.1 Proposed accessible sections, circular or link improvements

### (8) Kirkby Stephen

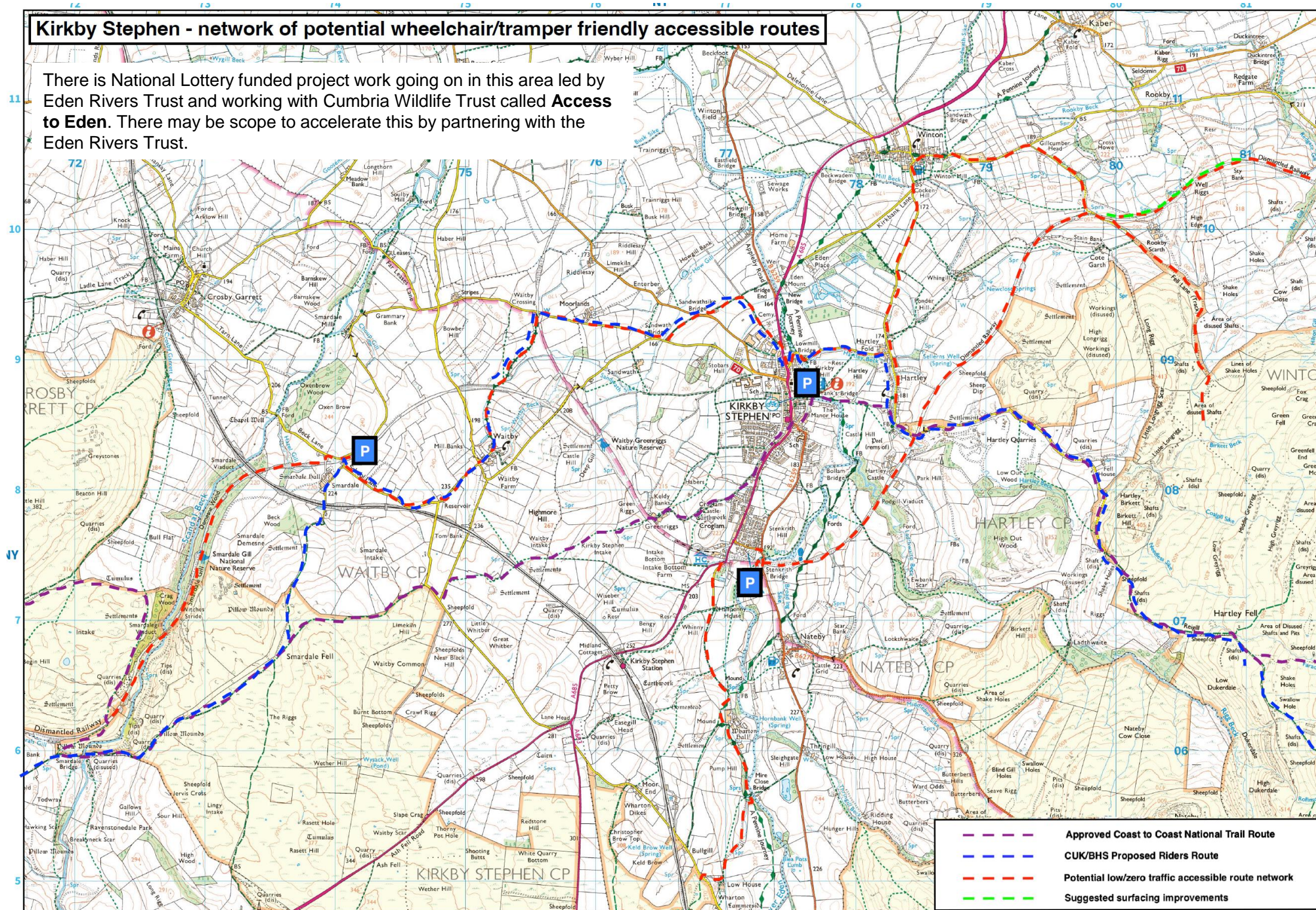


Figure 50. Map of Kirkby Stephen provided by Cycling UK showing networks of potential wheelchair and tramper-friendly accessible routes. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.

## 2.1 Proposed accessible sections, circular or link improvements

### (9) Swale Trail alternative route

#### Opportunities

- The Yorkshire Dales National Park advise that the upper and lower Coast to Coast Path National Trail routes from Keld to Reeth are inaccessible to mobility impaired people, most cyclists and horse riders. It advises the Swale Trail offers an alternative braided route for horses, cyclists and all terrain mobility aid users. Reeth to Gunnerside is already promoted as a family cycle route.

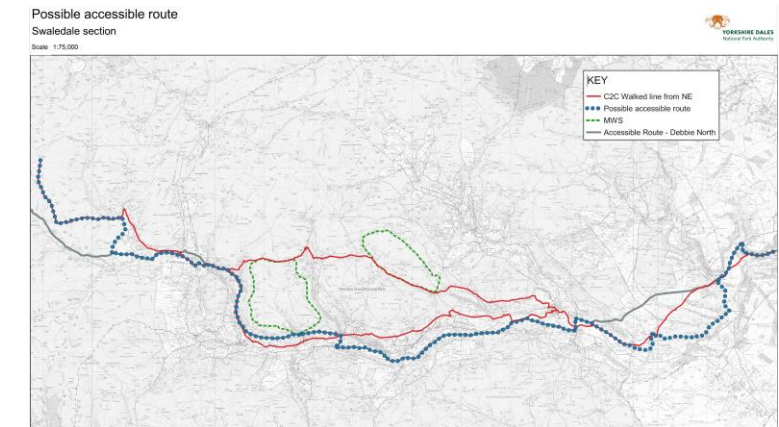


Figure 52. 'Realising the wider benefits of the Coast to Coast Path route designation as a National Trail April 2022' report highlights the Swale Trail as an alternative route in the above map blue dotted line).

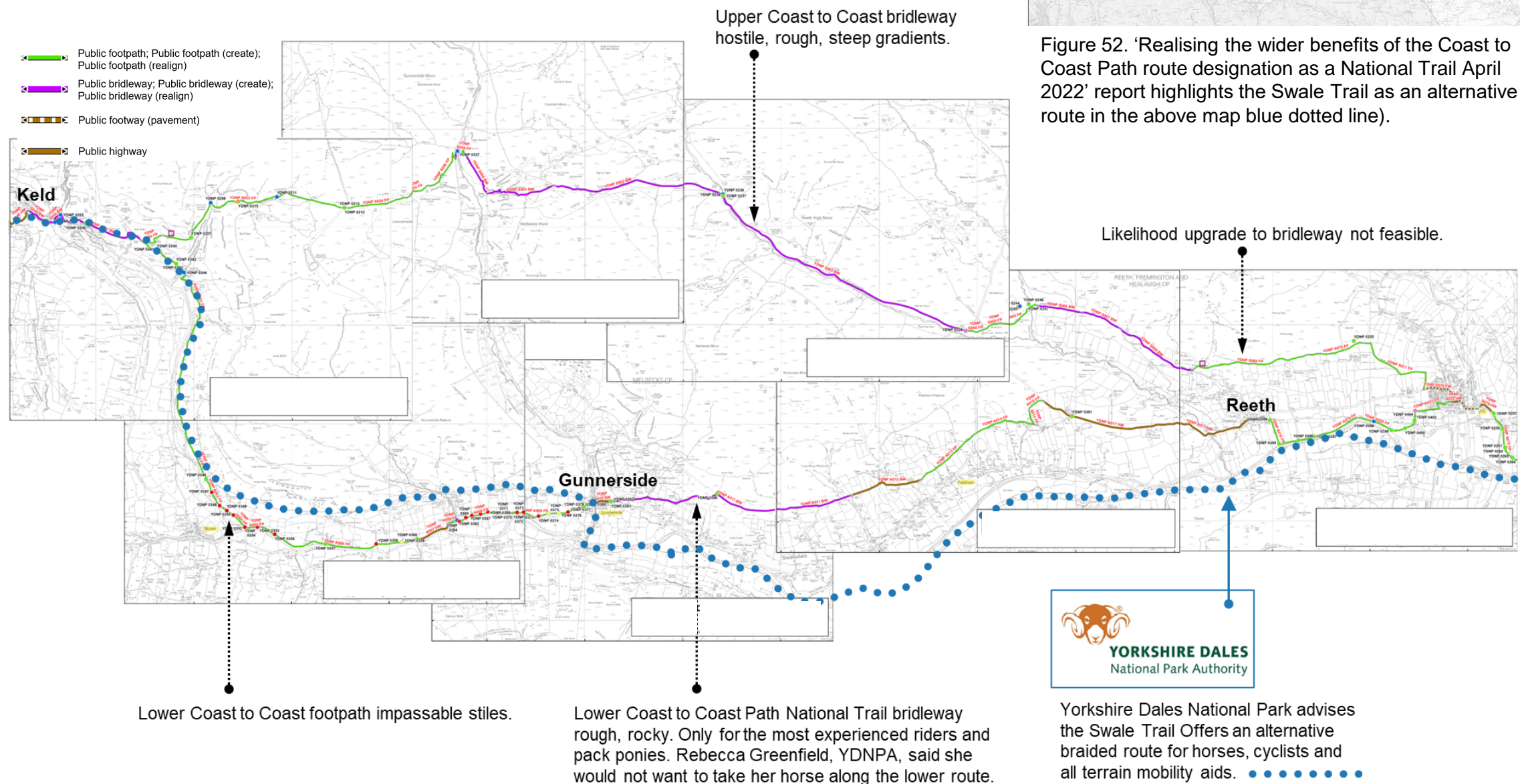


Figure 51. Swale Trail Keld to Reeth. Map based on Natural England Coast to Coast Approved Route: maps 7a, 7b, 7c, 7d, 73, 7f and 7g. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.

## 2.1 Proposed accessible sections, circular or link improvements (10) Reeth as a Gateway

### Opportunities

- Promote Reeth as a Gateway for walking, cycling and horse riding.
- Access audit for Gateway improvements for cyclists, horse riders and mobility impaired walkers and riders. Improvements to toilets, parking and horse hitching/corral.

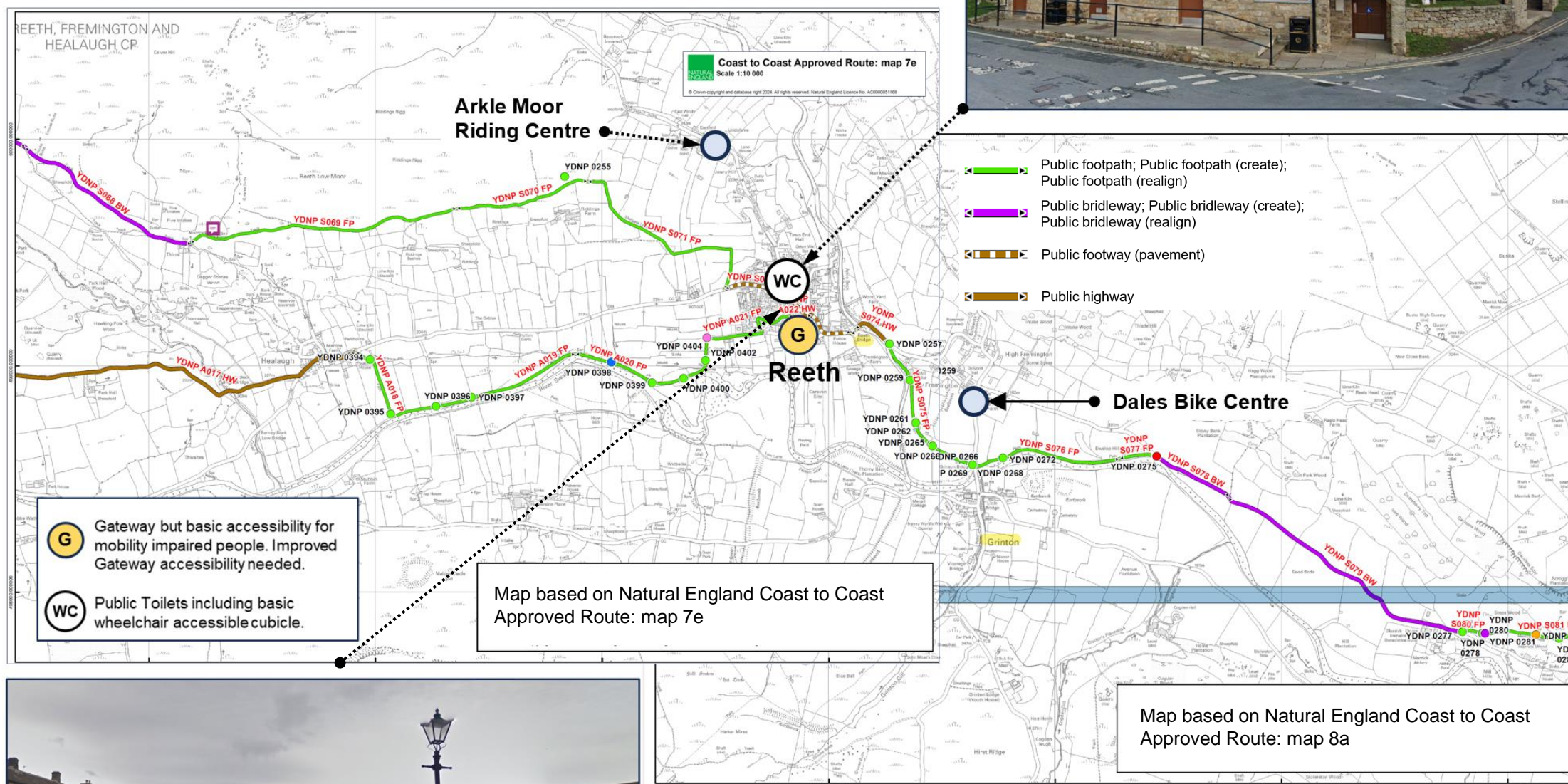


Figure 53. Reeth as a Gateway. Map based on Coast to Coast Approved Route: maps 7e and 8a. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168. Image captures: Dec 2021 © 2024 Google.

## 2.1 Proposed accessible sections, circular or link improvements (11) Richmond - Willance's Leap and Round Howe

### Opportunities

- a. **Potential for Tramper accessible circular and link routes** just to the West of Richmond subject to route and car park audits.
- i. Provide link path from existing car park.
  - ii. Check accessibility of link route from car park at Round Howe.

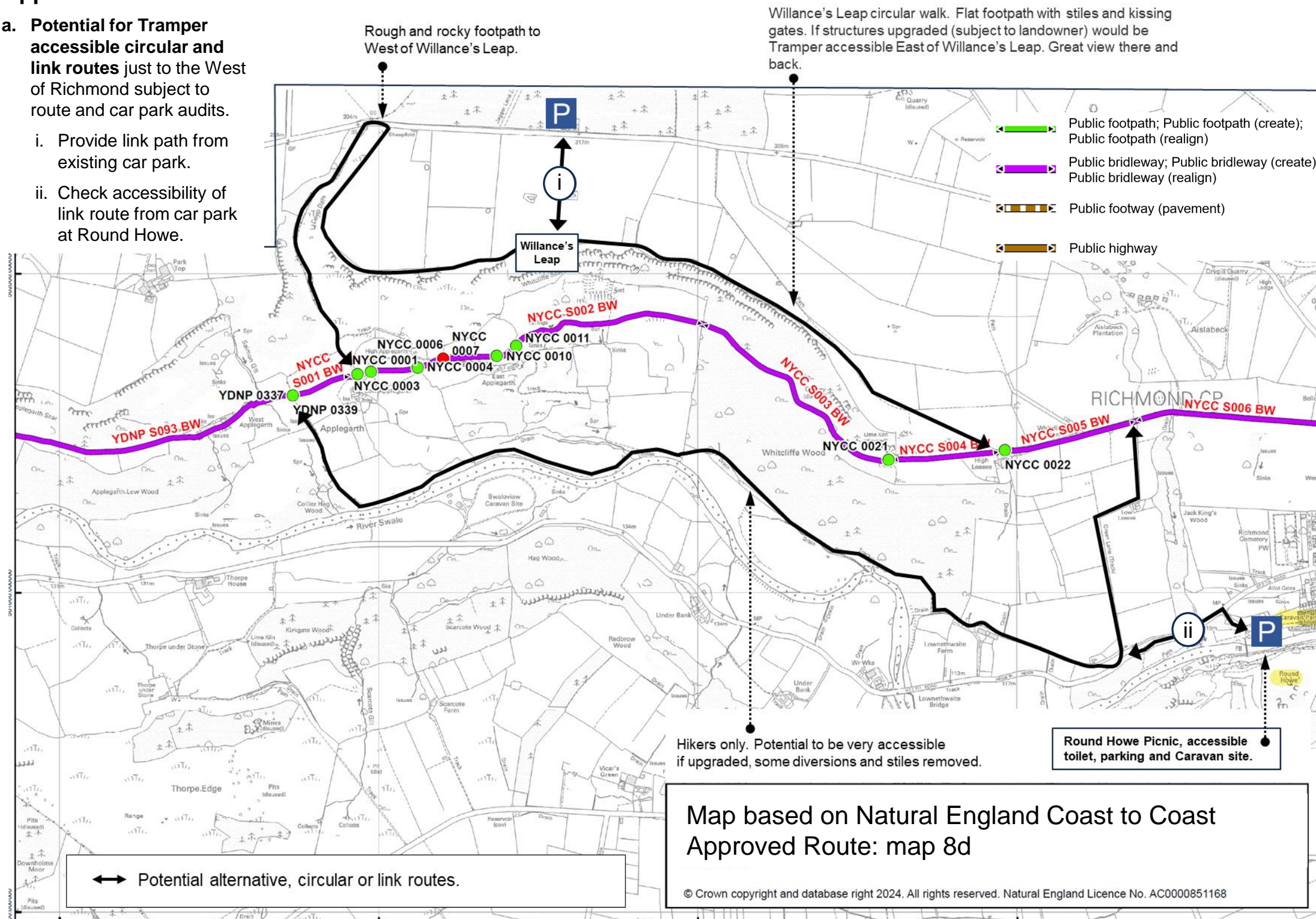


Figure 54. Willance's Leap and Round Howe. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.

## 2.1 Proposed accessible sections, circular or link improvements (12) Richmond - Town Centre

### Opportunities

- a. Town centre alternative route via The Station car park to Trail. 'Safer' route via local services, accommodation and food providers, on to The Station and then permissive bridlway disused railway line from the Station to reconnect with the Coast to Coast Path National Trail.
- b. Trail to Easby Abbey. Existing promoted permissive walking and cycling route.
- c. Phoenix House to the Trail (cycle route adjacent to road and on to Easby Abbey).

d. Easby Abbey north of the river Swale back to The Station. Minor upgrades, 2 kissing gates subject to landowner permission to allow access to cycles. Phoenix House Ministry of Defence Rehabilitation Centre have told the Council this would form a great direct and circular route for personnel and family therapeutic walks and training.

e. Bridleway to connect Easby Abbey to Brompton. Creates multi-use direct route to Brompton. See page 64.

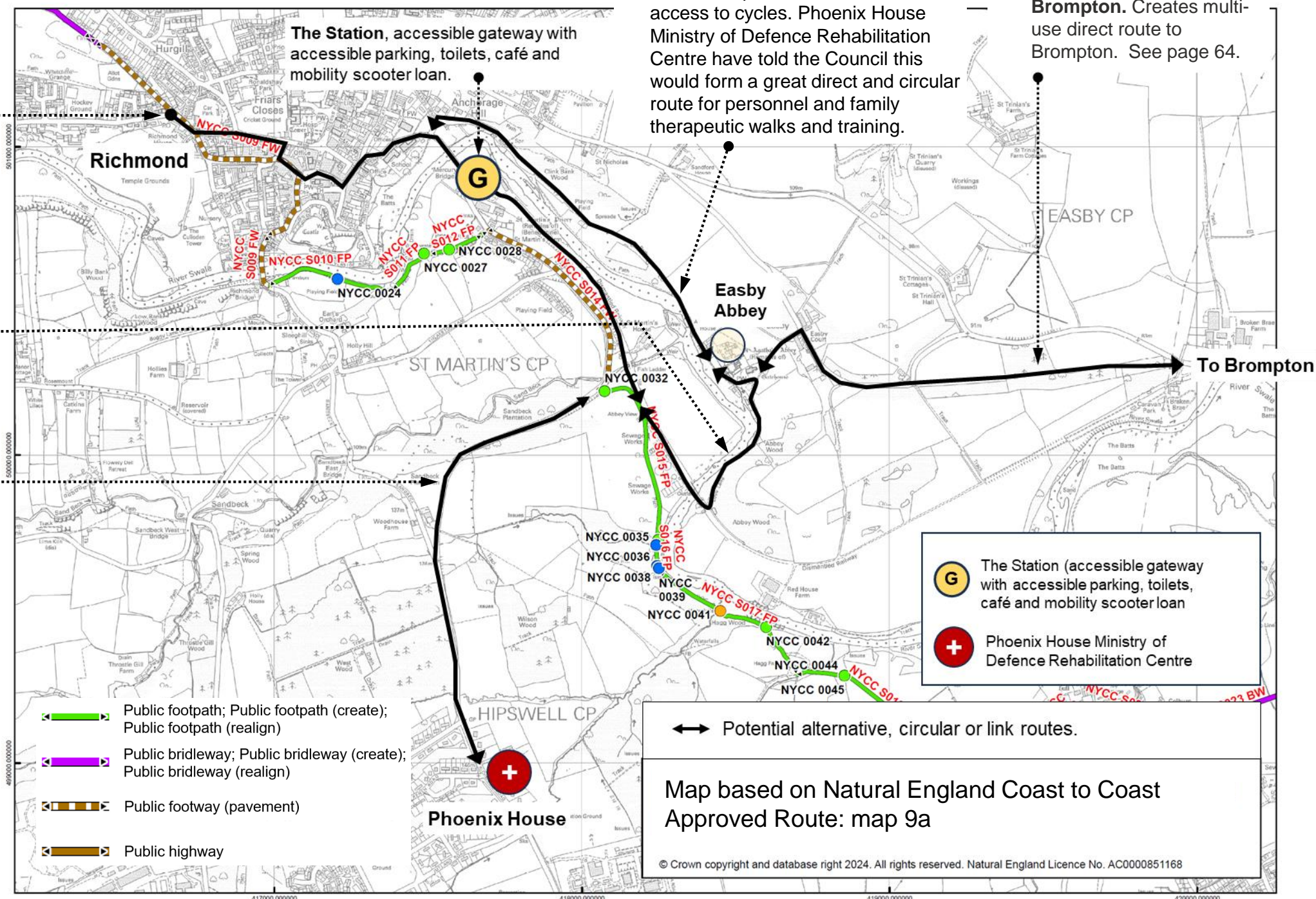


Figure 55. Richmond as a Gateway and possible alternative accessible link and circular routes. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.

## 2.1 Proposed accessible sections, circular or link improvements (12) Richmond

### Opportunities

- e. **Bridleway to connect Easby Abbey to Brompton.** A potential post launch improvement collaboration within the Local Cycling and Walking Infrastructure Plan to create a direct link between Richmond (Easby) and Brompton. This would be a permissive bridleway which has a lot of support from cyclists and horse riders. It also completes an existing rider's loop back along the South side of the river.

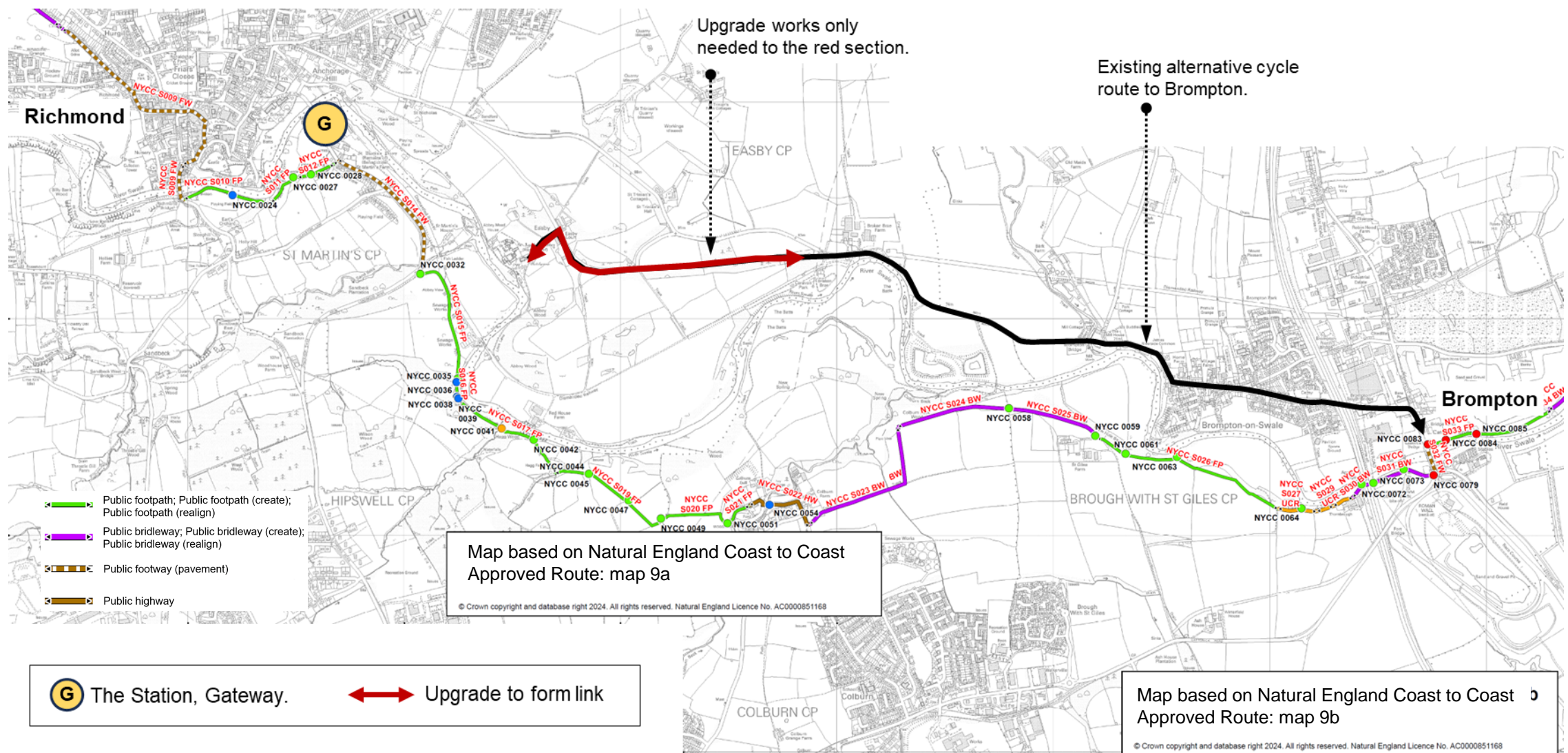


Figure 56. Coast to Coast Approved Route Map 9b from Richmond to Brompton showing an existing cycle route running to Brompton north of the river Swale as a black line. A red line marks a possible link route from Easby Abbey to the black cycle route which would form a link north of the river Swale to Brompton. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.

## 2.1 Proposed accessible sections, circular or link improvements

### (13) Danby Wiske circular walk

2.1.16 There is an existing circular walk at Danby Wiske where there is a campsite. This route has not been explored in depth with the Rights of Way Officer. It is a 7-mile, difficult walk, through fields mainly on paths and bridleways with a short section on a quiet road.

2.1.17 That said it is highlighted in the Realising the wider benefits of the Coast to Coast route designation as a National Trail Report as a route that would be of social and economic benefit to the Vale of Mowbray.

#### Opportunities

- Promote existing Danby Wiske circular walk (shown as red lines in maps below).
- Consider signage on the Coast to Coast Path National Trail route to highlight the walk.



Figure 57. Inset: Danby Wiske circular walk map. 'Realising the wider benefits of the Coast to Coast Path route designation as a National Trail April 2022' report.

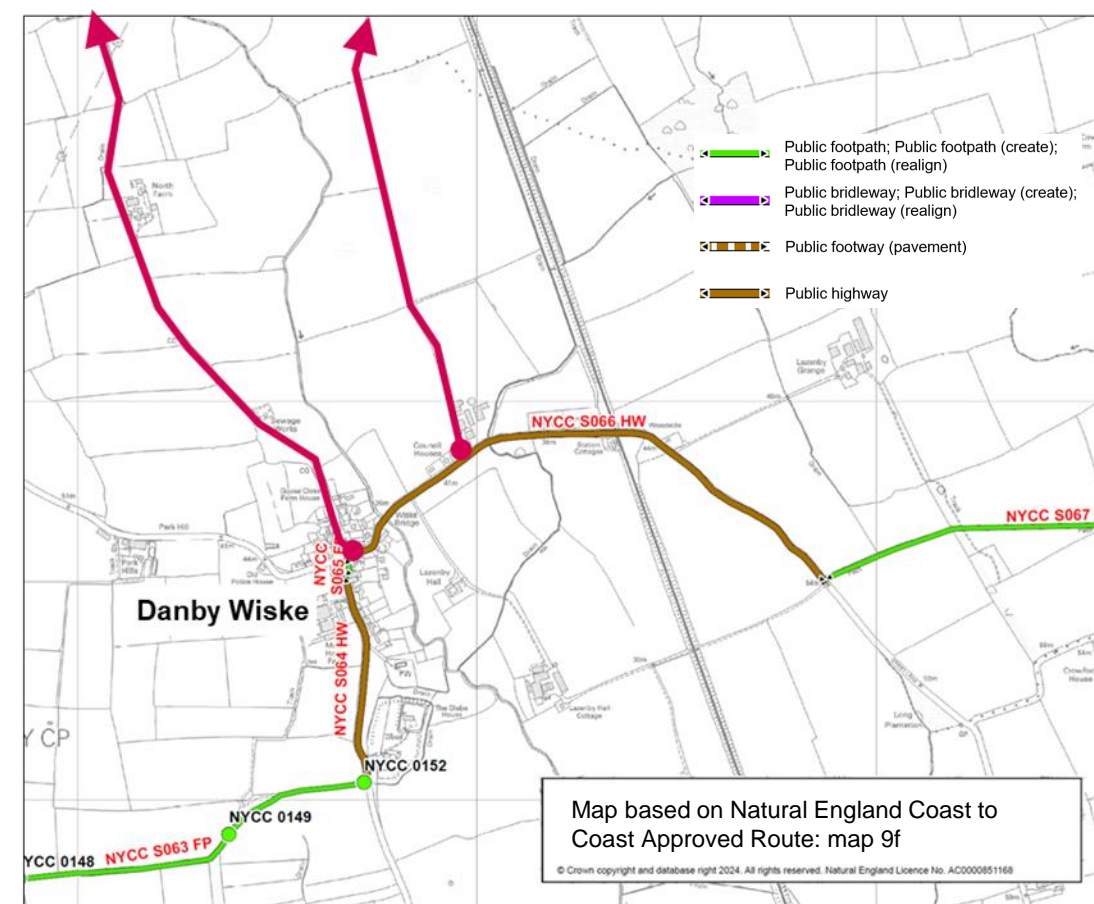


Figure 58. Connection points on Coast to Coast Path National Trail for Danby Wiske circular walk. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.

## 2.1 Proposed accessible sections, circular or link improvements

### (14) Blowworth Crossing to Glaisdale 20-mile multi-user route

2.1.18 This is a 20-mile all-terrain mobility scooter accessible route. Much of the first part of the route is a dismantled railway line so the assumption is it will be accessible. It is level, firm, gravel surface. Latter parts of the route include roads and tracks. The steep section at the start will need checking out (maybe with the Whitby Disability Advisory Group or Access the Dales).

2.1.19 There are rail links at Kildale and Glaisdale with parking, but the accessibility of the toilet facilities is not known. The Cleveland Way cuts north to Kildale from Blowworth Crossing so there is a possibility of a link between the two.

2.1.20 There is a potential break point or start point at the Lion Inn, Blakey Ridge. Blowworth Crossing is isolated, so it may be best to promote it as an out and back destination from the Lion Inn for Trampers. Note, there is a footpath link to the Rosedale Railway line permissive bridleway from the Lion Inn.

#### Opportunities

- a. Promote Blowworth Crossing to Glaisdale as a 20-mile multi-user route including for all-terrain mobility scooters.

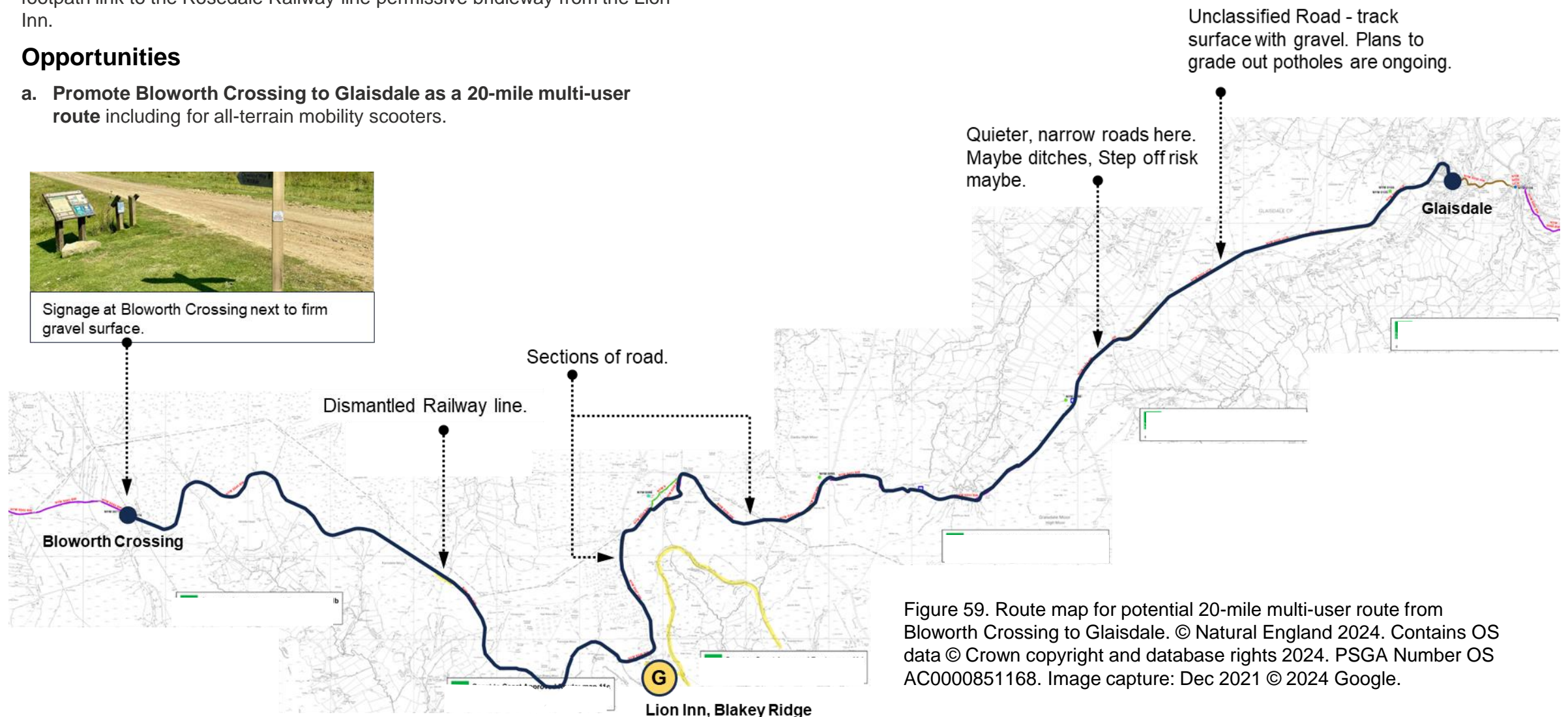


Figure 59. Route map for potential 20-mile multi-user route from Blowworth Crossing to Glaisdale. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168. Image capture: Dec 2021 © 2024 Google.

## 2.1 Proposed accessible sections, circular or link improvements

### (15) Bloworth Crossing to Kildale

2.1.21 The link from Bloworth Crossing to Kildale is a 6-mile route along a firm-surfaced track and follows the Cleveland Way which is well signposted. There are some rough stones and potholes. This is an alternative way into the old mineral railway track above Farndale that leads to Blakey Ridge and then on to Glaisdale. It is suitable for cyclists, horse riders and all-terrain or Trumper mobility vehicles avoiding the steep climb at Clay Bank Top.

2.1.22 Kildale has a railway platform, parking area and there may be an accessible toilet at the parking area (small stone building with an external ramp with a door lock that looks like a [RADAR key](#) lock cover).

#### Opportunities

- a. **Promote the Bloworth Crossing to Kildale route as a link route** and as all-terrain mobility scooter accessible. There is a potential to promote 14. and 15. together as the route to Bloworth Crossing from Kildale is on gentler gradient more suitable to all-terrain mobility aids than the Coast to Coast Path National Trail route from the West.

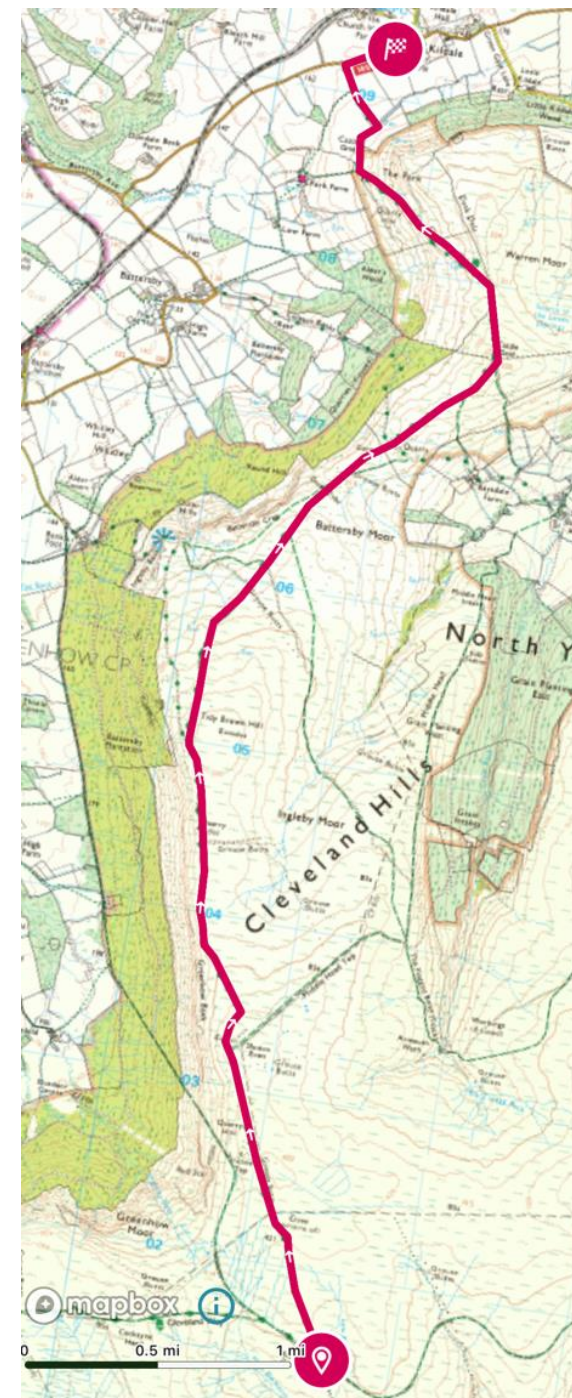


Figure 60. Bloworth Crossing to Kildale. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.

## 2.1 Proposed accessible sections, circular or link improvements

### (16) Lion Inn, Blakey Ridge

2.1.23 A site visit was made in March 2024. Planned improvements to the route by North York Moors National Park including the upgrade to the surface adjacent to the Lion Inn from footpath to bridleway had not yet been implemented.

2.1.24 The Lion Inn, is a busy Gateway and a stopover for hikers and cyclists with parking and bike lock up, ramped access, single step entry and 2 ground floor bedrooms, one with a wet room and one with bathroom. It is located adjacent to the Coast to Coast Path National Trail with bridleway to the West and road running to the Northeast.

2.1.25 There is potential to install or upgrade the facilities for mobility impaired people and horse riders. The British Horse Society advise it is a good Gateway site with a number horse treks in the area with stables and overnight accommodation 9 miles to the South at Pickering.

#### Opportunities

- a. Car park resurfacing with two designated accessible bays.
- b. Inn main entrance, internal public access toilet and bedroom upgrades subject to Planning and Building Regulations approval (including listed building consent).
- c. Horse box/trailer parking, corral, hitching and mounting block.
- d. Cycle and mobility aid wash down.
- e. Secure cycle lock up.
- f. Consider all-terrain mobility aid loan.



Figure 61. Ramp access from car park to single step main entrance. Image © Natural England.



Figure 62. Improvements are planned for the bridleway at rear of Lion Inn. Image © Natural England, view looking towards Blakey Moor, soft, rutted, waterlogged.



Figure 63. The Lion Inn, Blakey Ridge. Image © Natural England.

## 2.1 Proposed accessible sections, circular or link improvements

### (16) Lion Inn, Blakey Ridge

2.1.26 From the site visit, it is clear to see that planned surface and signage improvements will have a significant impact on the existing rough, potholed, overgrown bridleways.

#### Opportunities

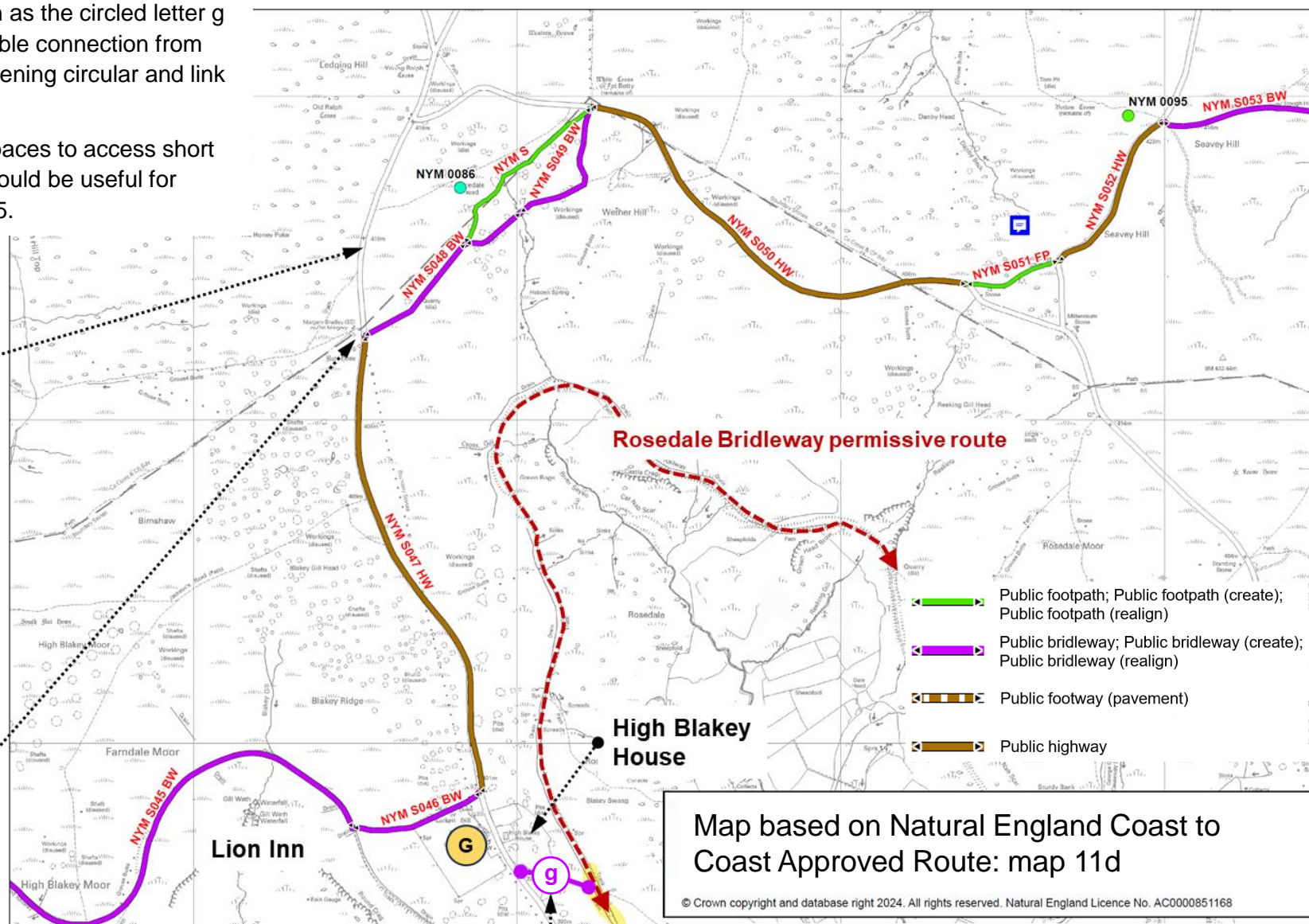
- g. Upgrade the surface of the footpath adjacent to High Blakey House and its status to bridleway shown as the circled letter g in figure 66. This will provide an accessible connection from the Lion Inn to the Rosedale Railway opening circular and link walks as shown on the next page.
- h. Strategic location of roadside parking spaces to access short walks along bridleways and footpaths would be useful for people using mobility aids as in figure 65.



Figure 64. Poor existing bridleway surface will benefit from the planned schedule of works improvements.



Figure 65. Auditor's wheelchair accessible van parked at access point to bridleway.



Upgrade signs, footpath surface and upgrade status to bridleway subject to Landowner to connect to the Rosedale Railway permissive bridleway.

Figure 66. Lion Inn as a Gateway and Trail upgrades. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168. Images © Natural England.

## 2.1 Proposed accessible sections, circular or link improvements

### (16) Lion Inn, Blakey Ridge

2.1.27 As mentioned on the previous page, upgrade the surface of the footpath adjacent to High Blakey House and its status to bridleway (shown as the circled no.1). This will provide an accessible connection from the Lion Inn to the Rosedale Railway walk, opening up circular and link walks.

#### Opportunities

- i. Consider a similar upgrade footpath surface and upgrade status to bridleway subject to landowner to connect to the Rosedale Railway permissive bridleway 900m to the south (shown in figure 67 as the circled letter i).
- j. Install footpath at roadside for safe route to connect Lion Inn car park to bridleway (shown in figure 67 as the circled no.3).
- k. The upgrades will create a 3km circular multi-user accessible route taking in the Esk Valley Walk that can start and finish at the Lion Inn or at the roadside car parking (shown in figure 67 as the circled number 4).

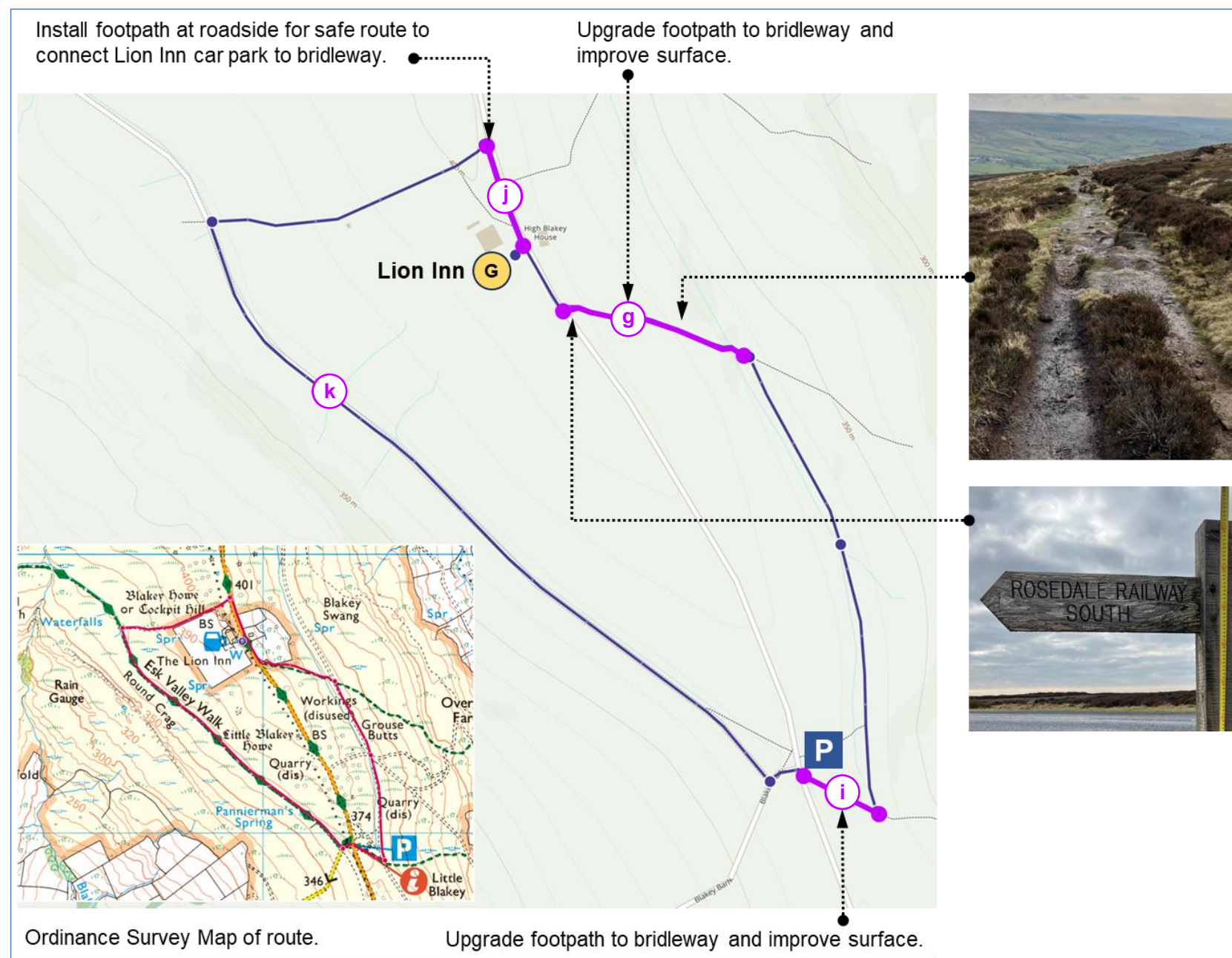


Figure 67. Map showing a potential 3-mile circular bridleway starting at finishing at the Lon Inn Blakey. There is an inset Ordnance Survey Map showing the same 3-mile route along the line of the existing Esk Valley Walk and the location of the Lion Inn, roadside parking and an information point. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC000851168. Images © Natural England.

## 2.1 Proposed accessible sections, circular or link improvements

### (16) Lion Inn, Blakey Ridge

2.1.28 Upgrading the surface of the footpath adjacent to High Blakey House and its status to bridleway to connect with 9-mile Rosedale Railway walk also opens the North York Moors promoted Miles without Stiles [Rosedale Railway and Kilns route](#) (For Some). This permissible bridleway follows the old Rosedale Railway, on a level, even, stone and cinder surface, with gentle inclines. It is more suited to all-terrain wheelchairs and Trampers.

2.1.29 There are no steps or stiles on the route. In some areas the gradients increase to 1:10 for a few metres, and very short sections (1m long) have gradients of 1:6.

The track is 2.1m wide most of the way.

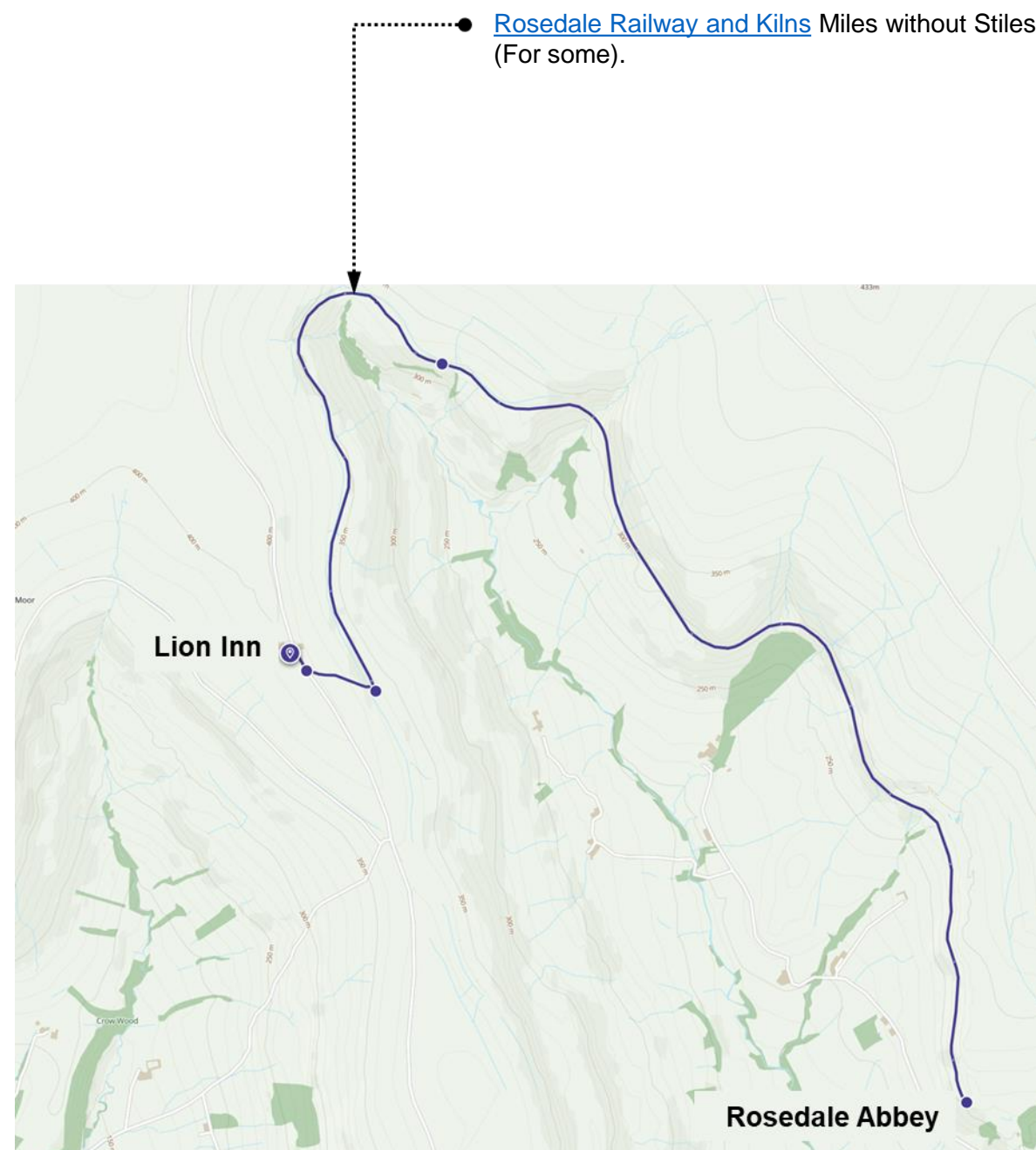


Figure 68. Map showing the potential all-terrain mobility aid accessible route from the Lion Inn, joining the Rosedale Railway permissible bridleway all the way to Rosedale Abbey. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168. Images © Natural England.

## 2.1 Proposed accessible sections, circular or link improvements (16) Lion Inn, Blakey Ridge

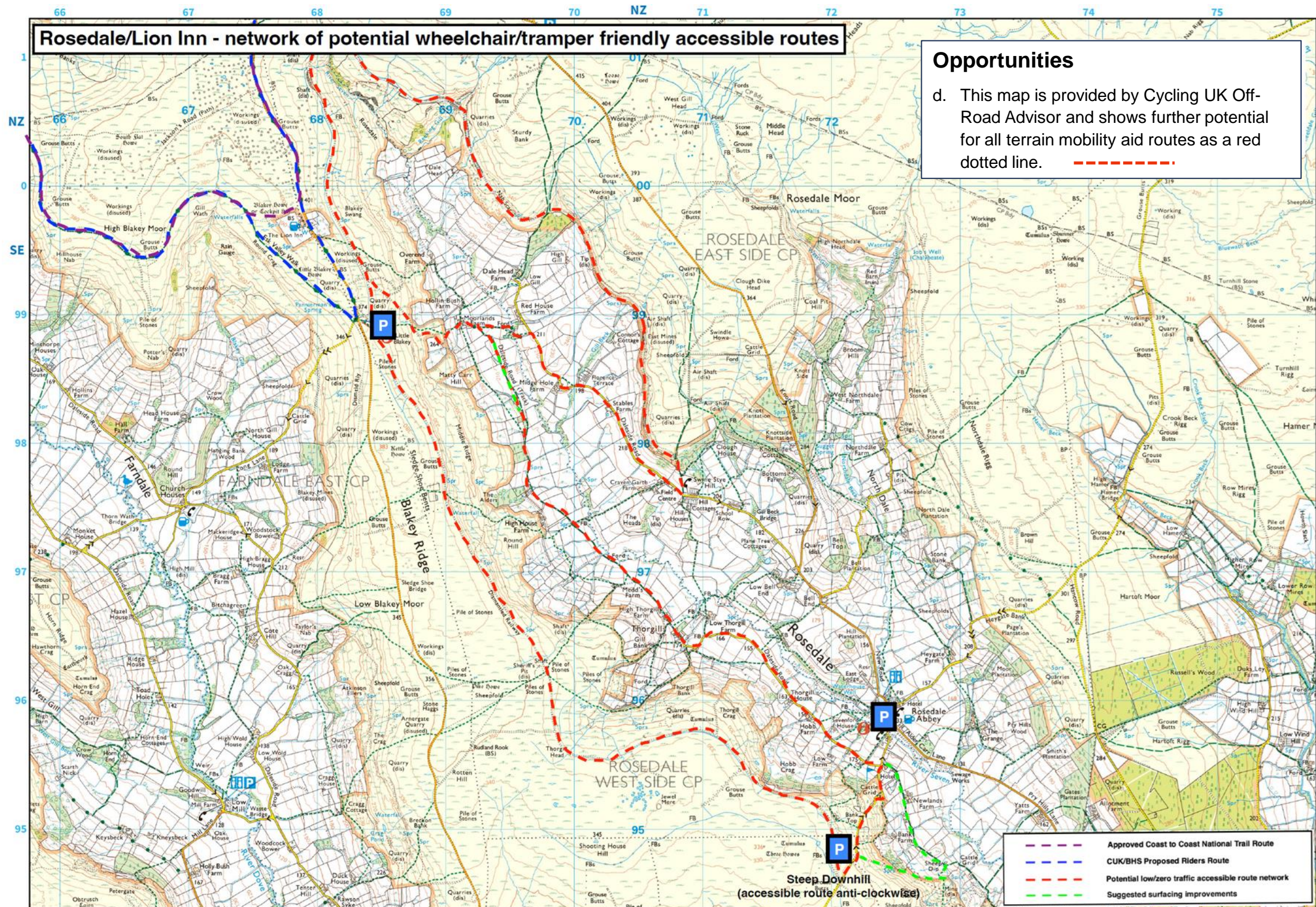


Figure 69. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.

## 2.1 Proposed accessible sections, circular or link improvements

### (17) Egton Bridge to Grosmont

#### Opportunities

- a. A 1.8 mile walk on the Coast to Coast Path National Trial route between Egton and Grosmont. Hikers could walk one way and get the train back. The route is wheelchair accessible but has a step-ramp to Egton Rail Station and some level but rough permissive bridleway with a few potholes and puddles. It is anticipated the route surface will be upgraded by the time the route is officially launched. There are narrow sections of road entering Grosmont at Grosmont Bridge over the River Esk and going under the railway line just before the Station.
- b. Upgrade to the public accessible WC at Grosmont which looks to be a good size but stainless steel 'vandal resistant' fittings are uncomfortable and difficult to use. The photo found on the web is 6 years old.



Figure 70. Narrow bridge, no footpath.



Figure 71. Narrow road, no footpath.



Figure 72. Grosmont rail station and car park.

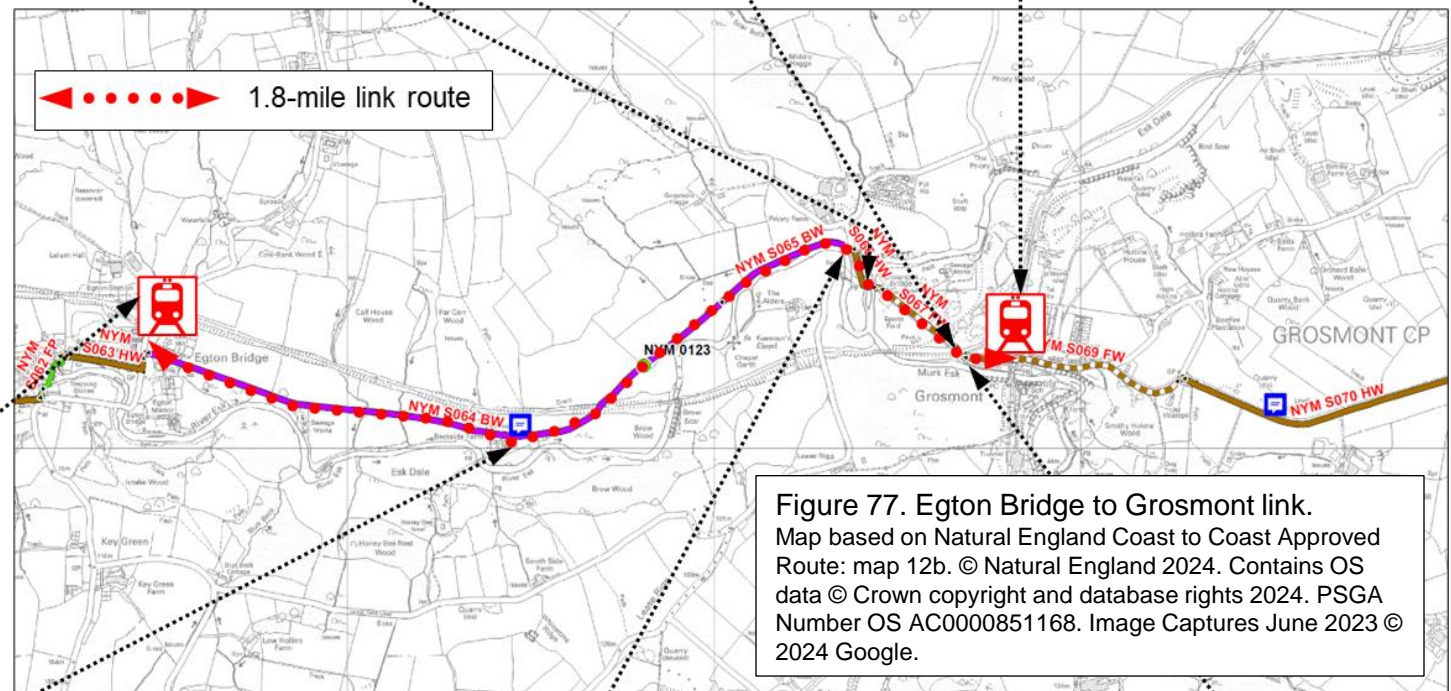


Figure 77. Egton Bridge to Grosmont link. Map based on Natural England Coast to Coast Approved Route: map 12b. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168. Image Captures June 2023 © 2024 Google.



Figure 73. Step-ramp to Egton rail station.



Figure 74. Permissive track.



Figure 75. Permissive track joins Front Street, Grosmont.



Figure 76. Accessible Public WC Grosmont.

## 2.1 Proposed accessible sections, circular or link improvements

### (18) Robin Hood's Bay Cinder Path

2.1.30 Robin Hood's Bay is a Gateway providing facilities for walkers and cyclists. There is accessible parking at the Station car park, toilet facilities are old and undersized. The Coast to Coast Path National Trail between Robin Hood's Bay and Hawsker is rough terrain with steps.

2.1.31 North York Moors National Park is eager to open the Cinder Path at Robin Hood's Bay to all-terrain mobility aid use especially as it can form a circular walk with the Coast to Coast route for hikers and Trampers and can follow the Cinder Path (Railway Line) on up to Whitby or down to Scarborough, 21 miles in total.

2.1.32 A Trampler hub with changing places toilet at the Station Car Park would seem to be a logical strategic objective, especially as the authority have an existing partnership with Outdoor Activities to deliver Trampler hire.

#### Opportunities

- Promote the Cinder Track (National Cycleway Network 1) as an alternative route. Some seating will be needed on the Track.
- Toilet upgrade at Station car park to provide large accessible toilets or changing places toilets.
- All-terrain mobility vehicle hire or loan based at the Station car park, perhaps linked to the Community Centre there.

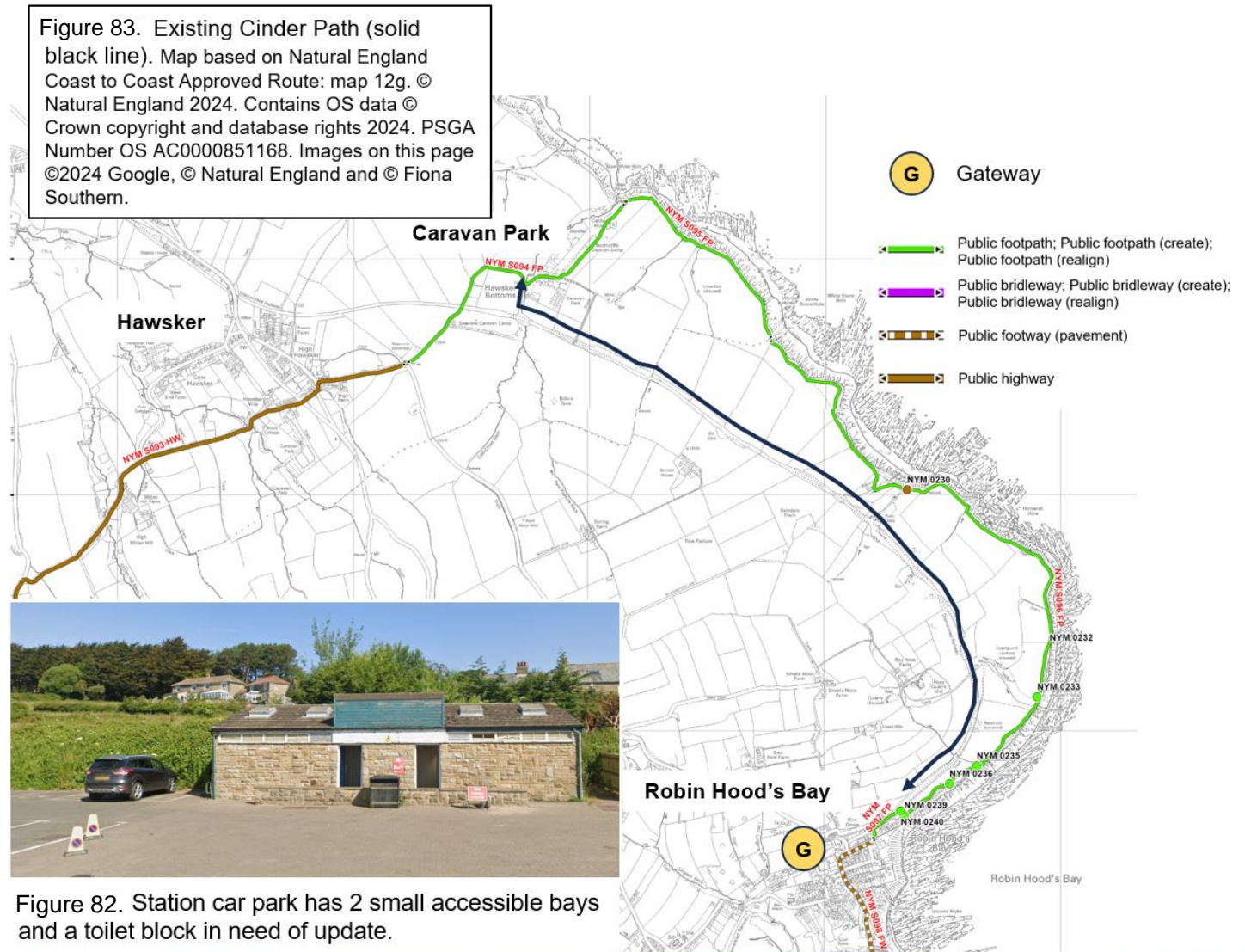


Figure 82. Station car park has 2 small accessible bays and a toilet block in need of update.



Figure 78. Poor quality existing WCs at the Station car park.

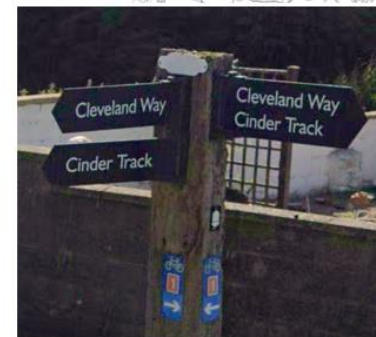


Figure 79. Signs lacking destination for orientation and travel distance.



Figure 80. Cinder Path to the left, Coast to Coast to the right.



Figure 81. Coast to Coast Path step section.

## 2.1 Proposed accessible sections, circular or link improvements

### (18) Robin Hood's Bay Cinder Path

#### Opportunities

- d. This map is provided by Cycling UK Off-Road Advisor and shows further potential for all terrain mobility aid routes as a red dashed line.



Figure 84. Map of potential for all terrain mobility aid route around Robin Hood's Bay. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.

## 2.2 Further Access Audits and Improvements

## 2.2 Further Access Audits and Improvements

2.2.1 In addition to the Coast to Coast Path National Trail schedule of works addressing the limitations to access identified in the 'Realising the wider benefits of the Coast to Coast Path route designation as a National Trail April 2022' report (Wider Benefits Report) and the auditing and improving the 18 prioritised sections, circular and link routes identified in 2.1, above, some additional access auditing is advised under 3 headings:

- Wider Benefits Report circular and link routes.
- Core route physical accessibility and access chain.
- Gateway facilities.

### Gateway facilities

#### Access Audit

2.2.2 Several villages and towns on the route serve as existing Gateways as they have focussed in one place a collection of access chain facilities such as: public transport; parking; toilets; accommodation; refreshments and tourist information. Some Gateways have cycle repair and hire, stables and horse riding. These Gateways are an effective base or entry point for many people accessing the countryside but their physical access and related information for mobility impaired people is generally poor. Therefore, Gateway access audit Ennerdale, Patterdale, Shap, Kirby Stephen, Gunnerside, Reeth, Richmond, Catterick, Ingleby Arnecliff, Lordstones Country Park, Gosmont, Lion Inn Blakey, Falling Foss and Robin Hood's Bay, to establish the level of accessibility and information and to identify potential improvements for multi-user access, using:

- [Outdoor Accessibility Guidance 2023](#) (cf05).
- [BS 8300-1:2018 Design of an accessible and inclusive built environment. External environment, code of practice.](#)
- [BS 8300-2:2018 Design of an accessible and inclusive built environment. Buildings, code of practice.](#)

2.2.3 At the same time collect accurate information on accessible facilities for mobility impaired people, horse and cycle riders.

#### Access improvements

2.2.4 Audit and improvements here will involve the National Trails Partnership as the subject matter relates directly to section 12 and 51 of the National Parks and Countryside Act 1949. Improvements from 2.2d, above, might include:

- Low-cost upgrades to be completed by end of 2025 (parking, seating, toilets, bike lock up, hitching rails, signs).

- Longer term improvements for the National Trails Partnership to consider that require planning approval, space planning and significant funding might include Changing Places Toilets, all-terrain mobility aid hire, accessible camping, bothies, Youth Hostel upgrade, a rider's hub (horse, cycle or mobility aid), visitor centre or indeed a village or town centre regeneration.
- Working with Tourist agencies, businesses and accommodation providers on how to be accessible and provide information.

### Core Path physical accessibility and access chain

#### Access Audit

2.2.5 This audit is best carried out when the delivery Partners' current schedule of works is completed and should inform the next available National Trail Partnership funding opportunities. Audit using the Outdoor Access Guidance 2023 Access Standards as reference and including route walking and wheeling by mobility impaired individuals. Collect surface data, virtual trail images/video, details of local transport, accommodation, toilets, refreshments, parking and equipment loan or hire. Identify accessible sections for further access interventions, upgrades, promotion and information for mapping.

#### Access improvements

2.2.6 May include Trail access improvements including:

- Tactile surface treatments.
- Connecting accessible sections.
- Low level signs.
- Upgrading or installing seating and toilets.
- Car park surface improvement and marking up blue badge and horse box parking bays.
- Cycle lock up or washing, picnic tables, refreshments, equipment.

### Wider Benefits Circular and Link Routes

2.2.7 Several of the Wider Benefit Report potential circular and link routes, not included in 2.1 remain in need of review to establish if they are feasible in terms of community benefit and accessibility to mobility impaired people or indeed multi-use. A rolling programme of review is suggested to cover the outstanding options.

## 2.2 Further Access Audits and Improvements

### Gateways

2.2.8 A Gateway is a focal point for visitors to connect with rights of way. It might be a specific development such as a visitor centre, cycle hub or a collection of facilities sited in proximity. A gateway typically:

- Offers public transport, parking, refreshments, accommodation, washing and toileting.
- May be on an existing route or linked into it by existing rights of way (including through the development of promoted circular routes).
- Is a focal point for interpretation and education about the National Trail, circular and link walks, local facilities, services, social and natural history and points of interest.

2.2.9 Cycling UK advise that growth in use of the Coast to Coast Path National Trail directly or as part of longer networked rides is dependent to a large degree on gateways. Leonard Cheshire advise gateway accessibility (including all-terrain mobility aid hire, wheelchair accessible vehicle parking, accessible accommodation and changing places toilets) is critical for Coast to Coast Path National Trail use by mobility impaired people. Consequently, access auditing gateways is a key opportunity highlighted in this report.

2.2.10 An example of a Coast to Coast Path National Trail gateway is Reeth with parking, public toilets, shops, pubs, cafes, post office, bed and breakfast and hotels located around the village centre and green. The Dales Bike Centre is within 0.5km and the Arkle Horse Riding Centre within 1km of Reeth. Road and mountain bike riding has a high profile in the area.

2.2.11 A high-level web-based review of Reeth, Shap and Kirkby Stephen, site visits to the Gather Ennerdale Bridge, Robin Hood's Bay, The Lion Inn at Blakey Ridge, The Station Centre at Richmond coupled with direct approaches to owners of the Lion Inn Blakey and the Dales Bike Centre (all existing Gateways) finds:

- Lots of accommodation but few offering or promoting good accessibility within 10 miles of the Coast to Coast Path National Trail.
- Accessible or wheelchair accommodation is more suited to ambulant disabled people who can weight-bear, not those dependent on wheelchairs for mobility and generally not spacious enough for power wheelchair use.
- Some ground floor accommodation provides wet rooms but accessibility to wheelchair users who cannot weight bare is limited.

- Public accessible toilets are often decades old, of restrictive dimensions to wheelchair users and poor layout and fit out. Newer toilets satisfy minimum statutory standard dimensions but still are limiting for power chair and scooter users and have no adult bench change or hoists.
- e-Mountain Bike hire is available, but it is not easy to get all terrain manual or battery powered wheelchairs and all-terrain mobility aids.
- Car parking surfaces are often poor, gravel and potholed. Blue Badge parking is limited which is subject to abuse by non-genuine users.
- Mixed levels of access to cafés and restaurants – with and without steps, with and without accessible toilets.
- A general lack of accessible picnic tables and seating.
- 1st floor bunks and self-catering, lock up and bike wash.

2.2.12. 8 Gateway sites are shown on the [Coast to Coast route map](#), figure 6, at 1.4. High Level Access Summary: St Bees, Ennerdale Bridge, Shap, Kirkby Stephen, Reeth, Richmond, Lion Inn Blakey and Robin Hoods Bay. The 8 are established centres enabling large numbers of non-disabled visitors to enjoy convenient stop or drop off and pick up for single or multiple day visit, walking, cycling and riding. That said, for mobility impaired people: much of the provision has limited, basic or a poor accessibility or none; and nonstandard cycle or all-terrain mobility scooter hire close to the route generally isn't available other than a single scooter loan at Richmond. The availability of web-based information on accessible facilities is also scarce which is a barrier for mobility impaired people. Facilities for horse riders is also rare or non-existent including stables, grazing, horse box parking, corrals, hitching rails or posts or mounting blocks.

2.2.13 Cycling UK identified the 14 locations in Gateway facilities, Access audit 2.2.2 as having significant potential for development of improved multi-user Gateways. Leonard Cheshire advise that Orton and Grasmere could be additional Gateway destinations as they could fill a current gap in the geographic provision between Ennerdale and Shap. The Lake District National Park Authority advice that Grasmere has facilities, such as parking, toilets, refreshments which would benefit from access enhancement and low level routes offering potential for all-terrain mobility vehicle access.

## 2.2 Further Access Audits and Improvements

### Gateway Opportunities

2.2.14 Once the Coast to Coast Path National Trail is launched, it would be beneficial to include the provision of accessible parking, accessible eating, sleeping and washing facilities, changing places toilets, and all-terrain mobility vehicle hire, stabling for horses and bicycle repair (the list is not exhaustive) at Gateways. These should be objectives for the Coast to Coast Path National Trail. That said, in the run-up Trail opening at the end of 2025, more achievable deliverables for existing or new Gateway locations will be low cost cycle, disability access and equestrian provision. The following list of such provisions to include, upgrade or provide information on is informed by discussions with Cycling UK and the British Horse Society.

- a. Identify and publicise public transport stops and hubs (rail, bus and taxi).
- b. Accessible pedestrian environments.
- c. Blue Badge parking with bays designed for wheelchair and all terrain mobility aid accessible vans and trailers.
- d. Charging points for electric vehicles including cars, motorbikes, e-bike and personal mobility aids.
- e. Cycle and non-standard cycle parking and lock up to be visible from refreshment facilities - including potential for standalone (no-dig) design for drop-in installation.
- f. Wheelchair accessible picnic tables close to Blue Badge parking.
- g. Secure bike locking adjacent to or integral to picnic tables.
- h. Seating for rest and recovery by mobility impaired users specifically at 20m, 50m & 200m from Blue Badge parking and leading onto the Coast to Coast Path National Trail. This is separate to other rest points on the Trail.
- i. Assess toilet facilities and improve as necessary (including changing places toilet facilities).
- j. Horse box parking, hitching, corral and mounting platforms.

2.2.15 All the above will help with The Defra web-based policy, [Protected Landscapes Targets and Outcomes Framework, 31 January 2024](#) metrics to measure progress on improving and promoting accessibility to and engagement with Protected Landscapes for all in its Access for All programme:

- Accessible toilets and rest stops.
- Accessible parking spaces.
- Accessible routes for which wayfinding has been created or improved.

2.2.16 A further opportunity for Partners involves working with businesses and service providers on the case for access, providing accessible facilities and information.

## **2.3 Gradient and Trail Access Grading System**

## 2.3 Gradient and Trail Access Grading System

### Gradient

2.3.1 The 'Realising the wider benefits of the Coast to Coast Path route designation as a National Trail April 2022' report states the route gradient using the [By All Reasonable Means](#) (cf 06) access standards, can be measured as:

- 72% route gradient at 1:12 or less; classed 'Accessible to All'.
- 5.5% route gradient at between 1:10 and 1:12; classed 'Accessible to Many'.
- 6% route gradient at between 1:8 and 1:10; classed 'Accessible to Some'.
- 16.5% route gradient at steeper than 1:8; classed 'Not Accessible'.

2.3.2 The report also states, "However, many of the stretches shown as accessible to all, are located on moorland plateaus only reached via a section of steep gradient over rough terrain".

2.3.3 Note, the [Outdoor Accessibility Guidance 2023](#) (cf05) states gradients impact many visitors, especially people with mobility disabilities and people who tire easily; 1:60 (1.7%) to 1:20 (5%) is considered gently sloping and 1:20 and steeper can be challenging over distance with downslopes being more hazardous if there is loose material on the surface.

2.3.4 It also states, "Providing public information about gradients is essential so that people can judge which are suitable for them because different wheelchairs and mobility scooters have different capabilities in relation to gradients".

2.3.5 Currently delivery Partners information on gradient is given in the Miles without Stiles route information and is key, along with path surface, in grading the route access categories. However, the 'Access for All' category is based on an access standard that allows for slopes of 1:10. [Outdoor Accessibility Guidance 2023](#) (cf05) states 1:20 can be challenging. Leonard Cheshire advise that many mobility impaired people will be looking for shallow or level sections of the walk, especially over longer distances.

2.3.6 Natural England stated at the alignment meeting in January 2024, that a useful outcome of this audit would be to make information on gradient and specifically shallow gradient along the Coast to Coast Path National Trail available to help people judge route suitability, as it currently does not hold that data. The Yorkshire Dales Access and Recreation Officer holds GIS height data layers for every 25m, every 100m or every 250m along the route from work on the 'Realising the wider benefits of the Coast to Coast Path route designation as a National Trail April 2022' report .

2.3.7 This information was passed to Natural England, who were able to translate it into gradients. A sample map is shown at figure 85. It shows 5 categories of gradient, each colour coded.

Categories are:

- Bright green line 0% - 5% (Level - 1:20)
- Pale green line 5% - 7.5% (1:20 - 1:13)
- Pale orange line 7.5% - 10% (1:13 - 1:10)
- Amber line 10% - 12.5% (1:10 - 1:8)
- Red 12.5%+ (1:8 or steeper)

2.3.8 This system for people who can see and differentiate the colours it is relatively simple to scan the map and pick out routes with suitable gradients. For example, figure 85. shows long sections of shallow gradient, but these are often isolated between shorter steep sections. Further development of category visual representation will be required to improve definition to vision impaired and colour-blind people including the use of shapes, symbols and letters.

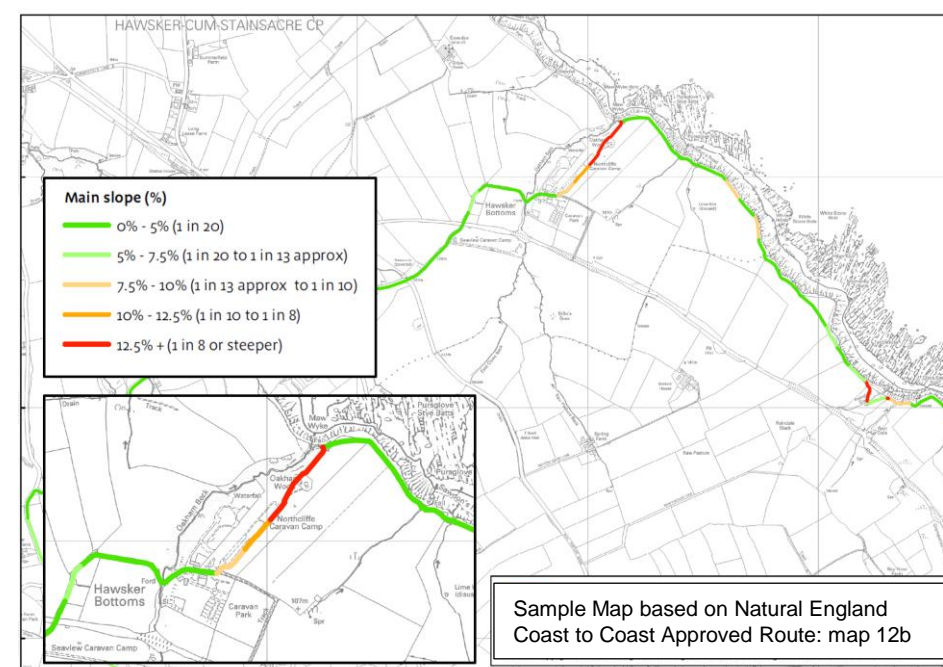


Figure 85. Sample gradient category map supplied by Natural England showing route gradients defined by colour to assist users to differentiate between shallow and steep sections, green being shallow and red being steep. A large scale map is shown at figure 86 on page 82. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.

## 2.3 Gradient and Trail Access Grading System

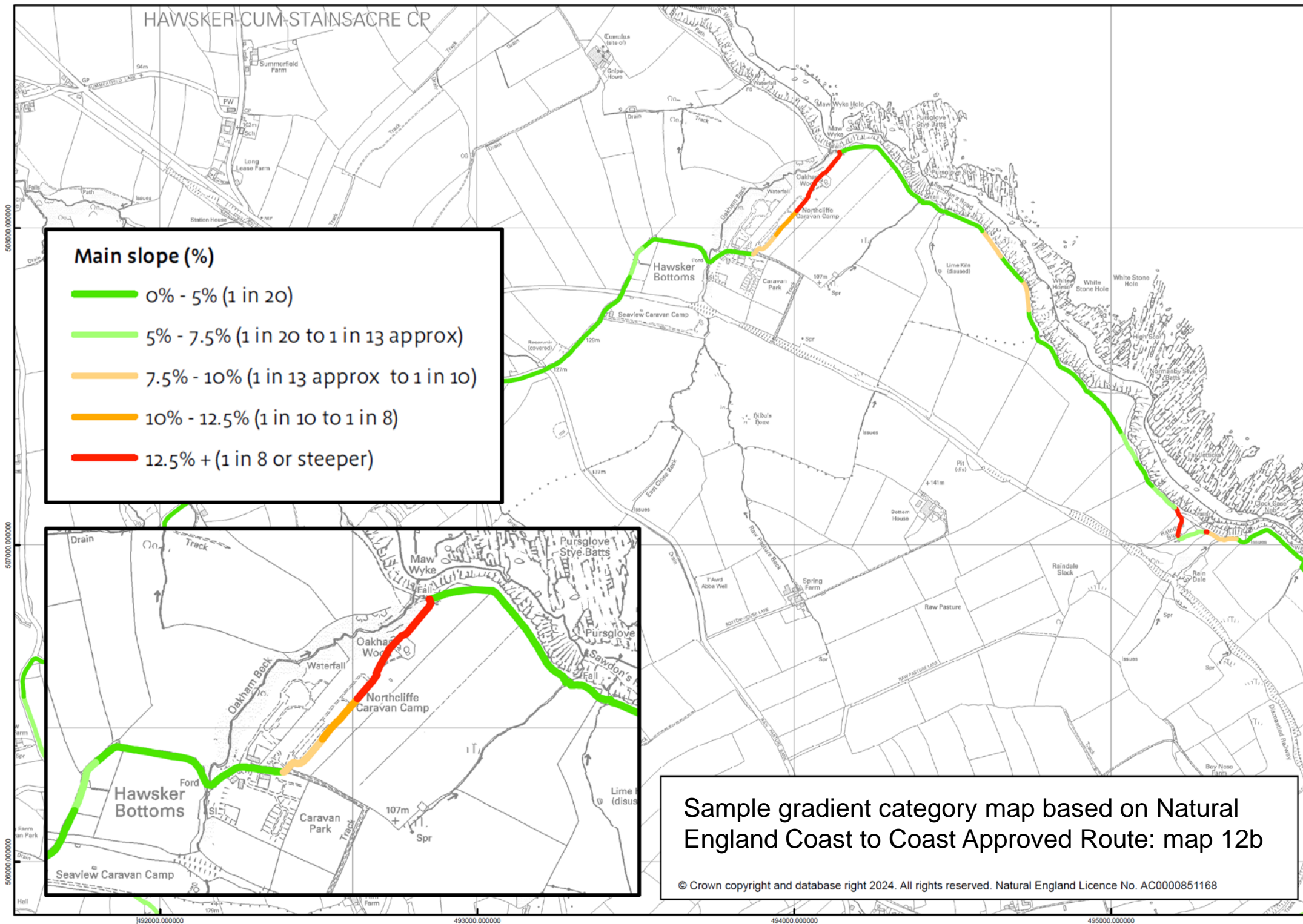


Figure 86. Large scale repeat of figure 85 sample gradient category map supplied by Natural England showing route gradients defined by colour to assist users to differentiate between shallow and steep sections, green being shallow and red being steep. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.

## 2.3 Gradient and Trail Access Grading System

### Gradient continued

2.3.9 If Natural England and delivery Partners share gradient data along the length of the Coast to Coast Path National Trail, it will help individuals assess and decide where manageable sections might be. This is an exciting development. However, gradient alone is insufficient for decision making. It is vital to add information on path surface to the mix, for example, a shallow surface could be tarmac or compressed gravel as on the approach to Ennerdale Lake or it could be very rocky as on the Ennerdale Lake South Shore.

2.3.10 The need for an accurate path and route access grading and category system combining gradient and surface condition was stressed by mobility impaired people and delivery Partners throughout Leonard Cheshire’s meetings.

2.3.11 Although a workable system would need to be user assessed and agreed by delivery Partners, a map of 4 gradient ranges is shown opposite which could contribute to a new route grading system. The 0% - 5% (1:20) category is considered necessary to offer a flat or ‘accessible’ category.

2.3.12 Of course, a method of collecting and sharing surface detail alongside the gradient range will need to be developed for maps, and to be reflected in the route description or category name. This should be a priority for the Accessibility and Recreation Team review of the [Outdoor Accessibility Guidance 2023](#) (cf05).

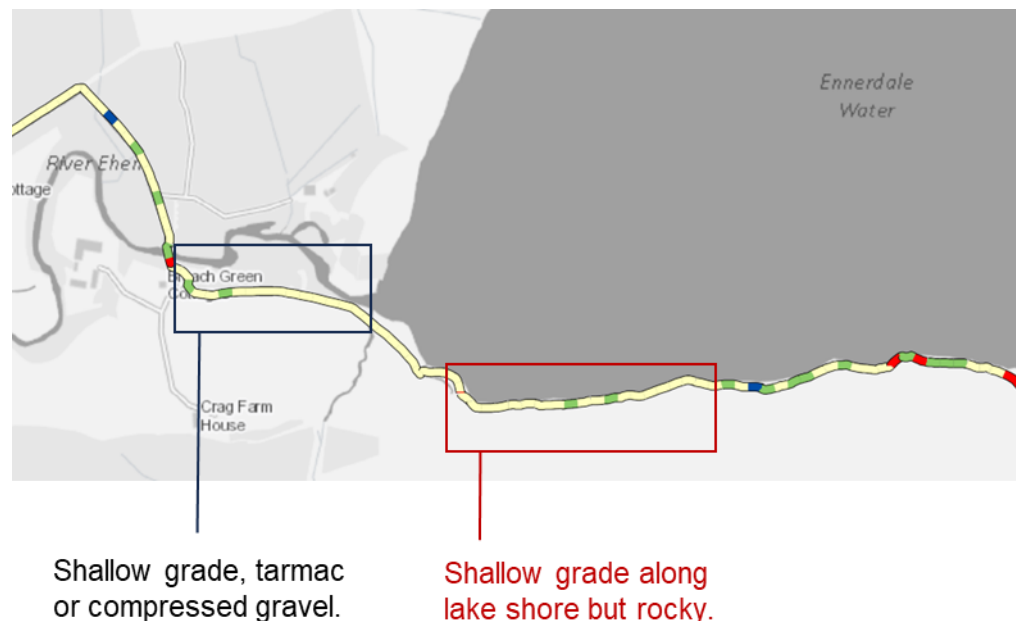


Figure 87. Map of Coast to Coast Path National Trail running from Bleach Green car park along the South shore of Ennerdale Lake supplied by Natural England. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.

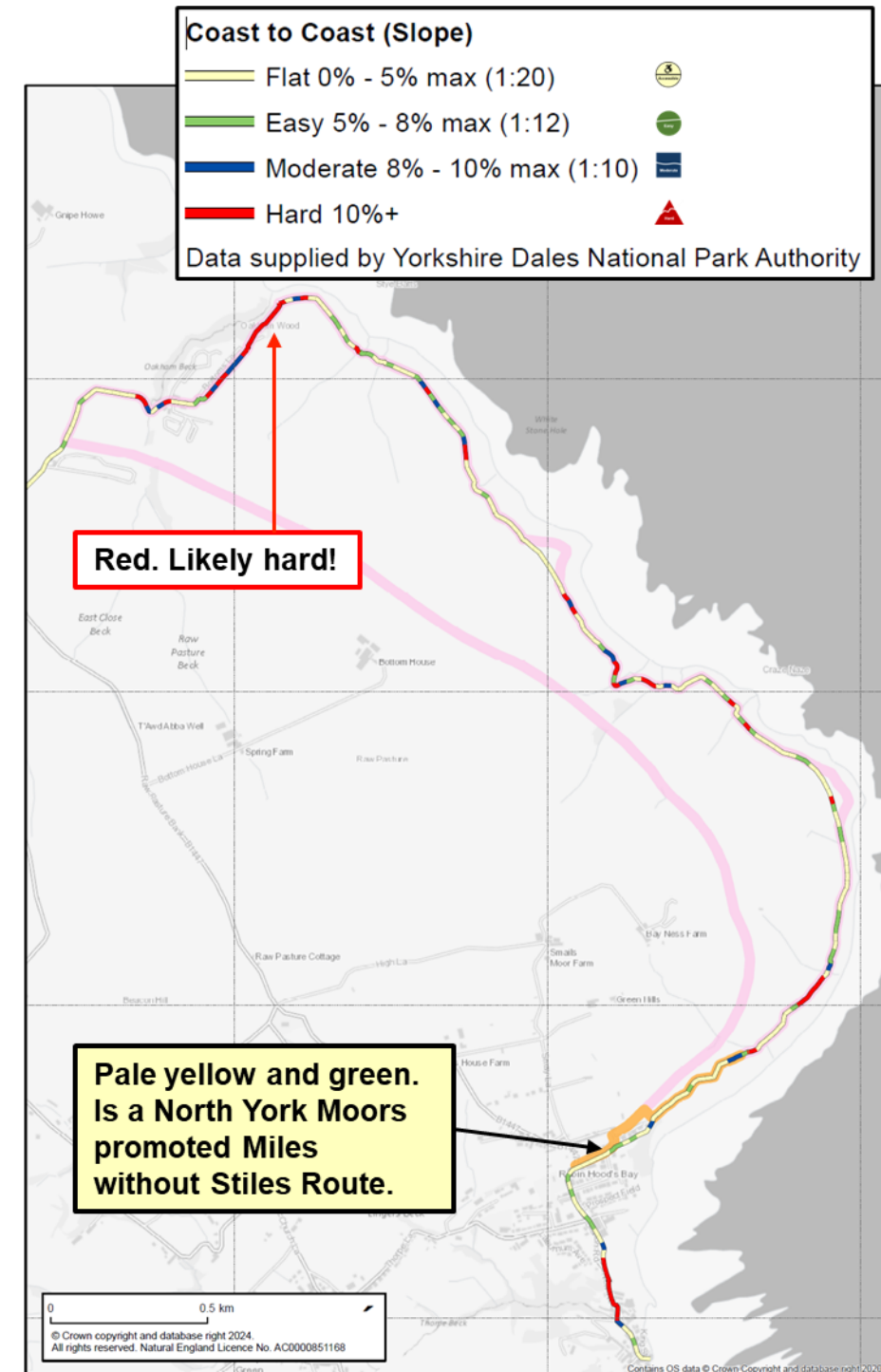


Figure 88. Sample map supplied by Natural England for Robin Hood’s Bay to Hawsker showing 4 categories of gradient. The pale pink line is the established line of the existing Cleveland Way National Trail along the coastline and part of the Cinder Track which runs from Scarborough to Whitby. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.

## 2.3 Gradient and Trail Access Grading System

2.3.13 Natural England also hold data on the location of other features as shown in the legend opposite.

2.3.14 A next step could be to test adding the point feature symbols to publicly available maps.



Figure 89. Legend of current symbols used by Natural England for Coast to Coast Path Approved Route maps.

## 2.3 Trail Access Grading System

### Concept Trail Access Grading System

2.3.15 Leonard Cheshire has taken a first step towards rationalising access standards and zones into a Trail access grading system drawing on [Outdoor Accessibility Guidance 2023](#) (cf05). Categories can be applied to footpaths, cycleways and bridleways. This will require consultation with stakeholders and end users and should be addressed further in the review of the [Outdoor Accessibility Guidance 2023](#) (cf05).



Figure 90. **Tier 1: Accessible** Gentle gradients of max 1:20 with smooth, firm, and wide surfaces. No steps or barriers, clear signage, and accessible facilities. Comply with all [Outdoor Accessibility Guidance 2023](#) (cf05) on the needs of wheelchair users and other people with mobility impairments. Suitable for all types of walking aids, wheelchairs, mobility scooters, mobility hand cycles, cycles, children's buggies and horses.



Figure 91. **Tier 2: Easy** Mostly Tier 1 accessible, steeper gradients up to 1:12. May have some minor challenges, such as uneven or loose surfaces, narrow sections, occasional barriers. They are suitable for most types of wheelchairs, mobility scooters, and buggies, as well as walking aids, cycles children's buggies and horses.



Figure 92. **Tier 3: Moderate** Some significant challenges, such steep or long gradients up to 1:10, rough or soft surfaces, frequent 100mm steps or barriers, limited signage or facilities. These routes may require a lot of assistance for wheelchair users and other people with mobility impairments. They are suitable for some mountain wheelchairs, Trampers and Terrain Hoppers, as well as walkers (hikers), mountain bikes, experienced horse riders.



Figure 93. **Tier 4: Hard** Very steep or long gradients 1:10 and steeper. Many challenges, such as very rough/rocky or muddy/boggy surfaces, numerous steps, stiles, becks, fords, drops at the side of the path, or no signage or facilities. These routes may be impossible or very difficult for wheelchair users and other people with mobility impairments. They are suitable only for extreme mountain wheelchairs with assistance teams, hikers, mountain bikers and possibly pack horses and very experienced horse riders. They may be suitable for Trampers but would need to be tested.

### Opportunities

- Create or adopt an aligned, understandable Trail access grading system based on appropriate and accurate route data for each category to better inform users and increase their confidence to make decisions to visit.
- Give more detail on shallower gradients and smoother surfaces on paths where this exists. This will need an additional and easier entry level access category to be added to the current system.
- The new grading system should have intuitive category names and icons.
- The system to be influenced by the more inclusive [Outdoor Accessibility Guidance 2023](#) (cf05) access standards rather than [By All Reasonable Means](#) (cf 06). This includes the Paths for All, [The Path Managers Guide to Grading](#) (cf10), a Standard waymarked path grading system for Scotland 2016; an excellent piece of work (referenced as a link to further information in the [Outdoor Accessibility Guidance 2023](#) (cf05).



Figure 94. Sample Map aligning symbol category with gradient on detailed mapping to help people who can see assess routes at a glance.

## 2.4 Natural England Design Guide

## 2.4 Design Guide for waymark discs, waymark posts and finger blades

### Introduction

2.4.1 The Design Guide for waymark discs, waymark posts and finger blades (ref 16) was desktop reviewed by Leonard Cheshire taking account of:

- [Countryside Code Local Signs](#) (cf 21).
- Natural England's [Waymarking public rights of way](#) (cf 22).
- Department for Transport highways icons from the [Traffic Signs Regulations and General Directions \(TSRGD\) 2016](#), Schedules 12 and 17 (cf 23).
- [Department for Transport Traffic Signs Manual, Chapter 7, the Design of Traffic Signs \(2018\)](#) (cf 24).
- [Outdoor Accessibility Guidance 2023](#) (cf 05).
- [Inclusive Mobility A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure](#) (cf 25).
- [ISO 2001:2023 Graphical symbols](#). Registered public information symbols.

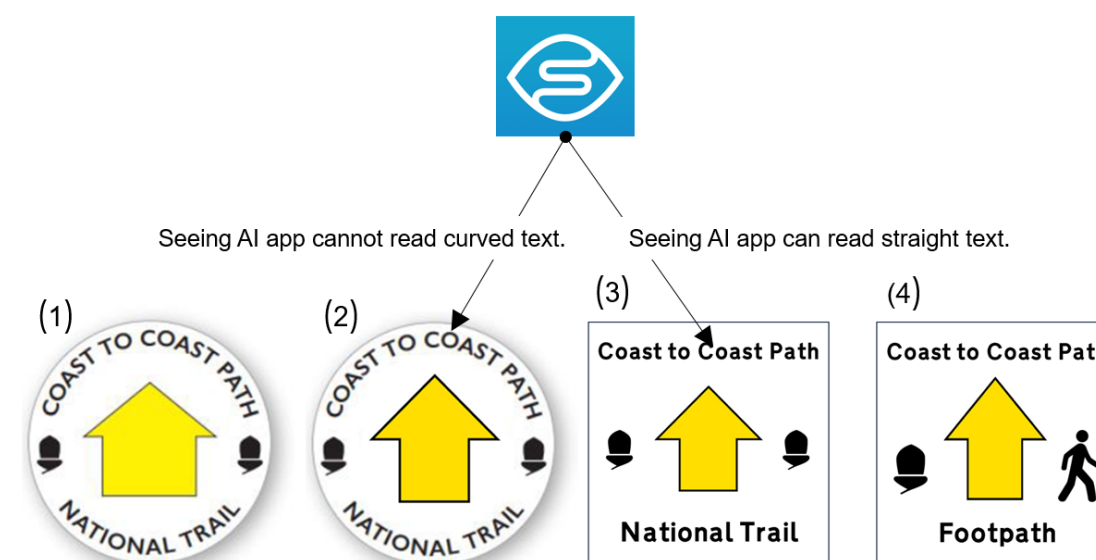
2.4.2 Leonard Cheshire's vision impaired auditor has UVitis, partial vision in one eye and significant scarring on the retina. He reviewed the document as A4 print out and on computer screen with zoom function. He also tested the A4 print out and computer screen images with [Microsoft Seeing AI mobile phone text reading app](#) and with [OrCam](#) optical character recognition. A report back with opportunities was presented to the Coast to Coast Path National Trail team leaders in January 2024, with opportunities for access enhancement in the following areas:

#### Finger blades

- Upgrade font from Arial to Transport.
- Font and symbol size.
- Use of arrows and chevrons.
- Colour referencing, contrast ratio and use of spot colour.
- National Trails brand visibility and legibility.

#### Waymark Discs

- Font choice.
- Use of upper- and lower-case letters.
- Square plaques as an option to circular to avoid curved text.
- Arrow definition.
- Letter embossing.
- QR codes.
- Ground level signs.



(1) Design Guide disc. (2) Disc with more definitive arrowhead with heavier black edging to arrow, (3) square waymark plaque, straight and upper- and lower-case lettering. (4) Introduce symbols.

Figure 95. Graphics from Leonard Cheshire's feedback on the Design Guide highlighting the benefit of straight-line text as opposed to curved text, use of lower-case lettering and improved definition to arrow shape and border.

## 2.4 Design Guide for waymark discs, waymark posts and finger blades

### Introduction

2.4.3 Leonard Cheshire feedback on the Design Guide was circulated to the Coast to Coast Path National Trail Working Group in January 2024 see [Annex A4 Review: Design Guide for waymark discs, waymark posts and finger blades](#). From the feedback, members approved the:

- Arial to Transport Medium font change for finger blades for increased typeface accessibility.
- Black chevron addition to finger blades to give additional visual definition to the direction of travel.
- Changes to the arrow on waymark discs including a bold black line around the arrow and a narrower stem to enhance clarity and orientation.

2.4.5 Following installation of the first signs, North York Moors National Parks Authority report that chevron stem width is to be increased. Leonard Cheshire have included advice on chevron stem width in the detailed feedback in the [Annex A4](#).

2.4.6 The Working Group continue to review the Design Guide for waymark discs, waymark posts and finger blades (cf 16) and installed signs.

2.4.7 Leonard Cheshire advise that the Working Group complete its consideration of our feedback on the Natural England Design Guide for waymark discs, waymark posts and finger blades. This to include user testing of samples on site, if possible, and approve any amendments for inclusion in the Design Guide for issue to Coast to Coast Path National Trail Partners.

2.4.8 When developing fresh graphics for the Design Guide, consider working with a recognised Wayfinding Consultancy experienced in accessibility.

Note: Although route information boards are customarily provided as a 3rd party provision, a brief review of the Wainwright Society sign at St Bees and a Cleveland Way Miles without Stiles leaflet can be found at [Annex A5 Information Board and Leaflet](#).

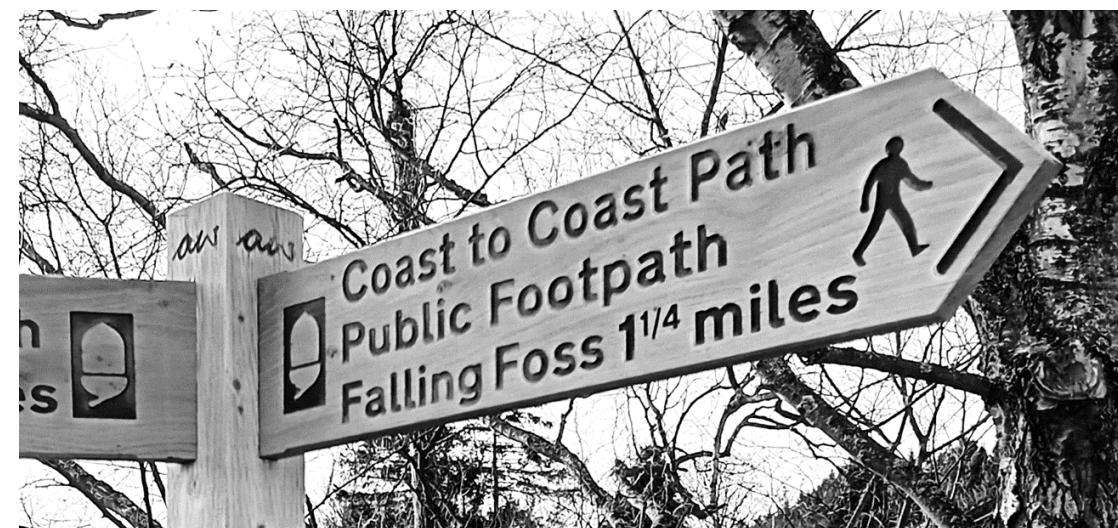


Figure 96. Photograph © North York Moors National Parks Authority. Shown in greyscale to demonstrate the colour contrast ratio of text to finger blade on new product as installed in good daylight conditions.

## **2.5 Outdoor Accessibility Guidance 2023 and By All Reasonable Means**

## 2.5 Outdoor Accessibility Guidance 2023 and By All Reasonable Means

2.5.1 Natural England has started a review of the [Outdoor Accessibility Guidance 2023](#) (cf 05) and the [By All Reasonable Means](#) (cf 06) documents. This review presents an opportunity to build in conclusions and suggestions from this report.

h. Issue the current review draft content or key issues for consultation in the targeted engagement.

### Opportunities

- a. Blend the two publications into one Natural England PROW Access Best Practice Guide and Toolkit. Include downloadable specifications, technical data and drawings for accessible paths, user anthropometrics and signs to be used by designers and project managers.
- b. Drop the concept of differing access standards for different management zones. Rather promote maximising inclusion using one set of access standards as part of Equality Act Reasonable Adjustments compliance.
- c. Include the Paths for All Path Mangers Guide to Grading in the document hard copy and as a link. Explore development of grading systems flexibility for cycleways and bridleways covering naming, terminology, use of numbers, colour, shapes and icons, detail narrative, information, and mapping.
- d. Include the use of mobile phone technology, Global Positioning Systems and assistive technologies like LEO ([low earth orbit satellite systems](#)).
- e. Focus on more detail for signage, waymarking and information.
- f. Consider the role of the Centre for Outdoor Accessibility Training as a meeting venue and for user testing equipment where appropriate including a range of mobility aids for gates, seating, level resting areas, stiles, parking including mobility aid and horses, cycle lock up and toilets. The Centre in the Chilterns was developed by Natural England designed to demonstrate the use, maintenance and installation of gaps, gates, and stiles meeting the new British Standard for improved countryside access.
- g. Conduct a wide engagement, ensuring a specific targeted audience, virtual and in person with groups and individuals, walkers and riders. Include Paths for All, The Sensory Trust, Cumbria and Lakes Miles without Stiles volunteers, Disabled Ramblers, Cumbria and Lakes Local Access Forum, Experience Community, Cycling UK, British Horse Society, Leonard Cheshire, Trail officers, Coast to Coast Path National Trail project and Connecting People with Nature teams, Outdoors for All, people with neurodiverse and mental health conditions, designers and technical delivery teams.

## 2.5 Outdoor Accessibility Guidance 2023 and By All Reasonable Means

### Outdoor Accessibility Guidance 2023 in context

2.5.2 Leonard Cheshire observed that The Outdoor Access Guidance 2023 contains 199 pages of mainly text to read through to become familiar with, interpret and apply to access improvements.

2.5.3 Page 55 [Outdoor Accessibility Guidance 2023](#) (cf 05), for mobility aid U-turns gives:

- 2800mm x 2200mm for mobility scooters.
- A prominent diagram with dimensions 2000mm x 2000mm.
- 4.2m width for larger mobility scooters such as a Trampler to make a 180 degree U-turn.

2.5.4 When reading through the [Outdoor Accessibility Guidance 2023](#) (cf 05) on U-turns, the 4.2m width was initially missed by both Leonard Cheshire auditors. This was especially problematic for Leonard Cheshire's vision impaired auditor who uses word search to target information for review. The diagram with the 2000 x 2000 dimensions stood out visually as the advice on U-turns.

2.5.5 Parks and Local Authority trail officers commented to the Leonard Cheshire auditors that it would be useful if the guidance:

- Could combine text and diagrams into single diagrams or infographics to be more easily absorbed by project managers, designers and contractors.
- Allowed accurately dimensioned and downloadable pdf and CAD blocks of user anthropometrics and large mobility aids which could be cut and pasted into project specifications and technical drawings.

2.5.6 Leonard Cheshire observed that the Lake District Miles without Stiles Volunteer Co-Ordinator's TGA Motability Vita X's U-turn required fractionally more space than that given on page 55, so drew up a sample CAD drawing for turning scooter turning at figure 97 in response to the aforementioned Parks and Local Authority trail officers' comments.

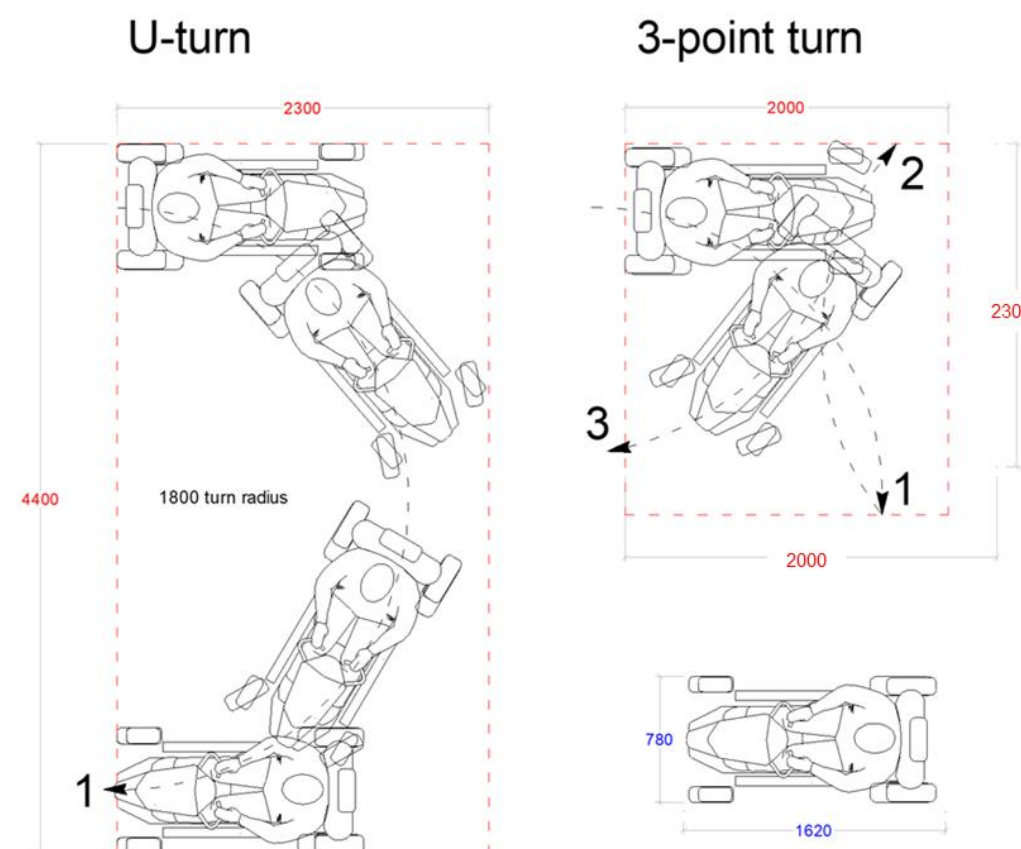


Figure 97. U-turn & 3-point turn for Off-Road Scooter type TGA Motability Vita X produced by Leonard Cheshire in response to the request for detail for large all terrain mobility scooter dimensions and turning.

## 2.5 By All Reasonable Means & Outdoor Accessibility Guidance 2023

### Outdoor Accessibility Guidance 2023 in context

2.5.7 With the tendering and delivery of Coast to Coast Path National Trail access improvements being carried out at the time of writing this report, and having just visited Ennerdale, Leonard Cheshire took the CAD template in figure 97 a stage further. Inspired by the [Outdoor Accessibility Guidance 2023](#) (cf 05) page 108 B1 Seating and Shelter Location, Leonard Cheshire combined minimum footpath width, bench, leg room with TGA Motability Vita X's 2300mm x 2000mm minimum turning and parking space – see figure 98. Leonard Cheshire concept CAD drawing.

2.5.8 Pdf and CAD files of this drawing were sent to Partner's Coast to Coast Path National Trail Rangers and Access Officers 21<sup>st</sup> February 2024. The Lake District National Park subsequently included them within their tender for current works at Ennerdale and shared them with the wider Rangers Team for reference on future schemes where benches are to be installed on the Keswick to Threlkeld Trail spring 2024.

2.5.9 The CAD drawing in figure 98 is an example of a technical specification and drawing that could be used on the Coast to Coast Path National Trail and other National Trails by designers and project managers. This type of technical specification, is similar to that being developed in the Natural England Design Guide for Waymarking posts and fingerposts (cf 16).

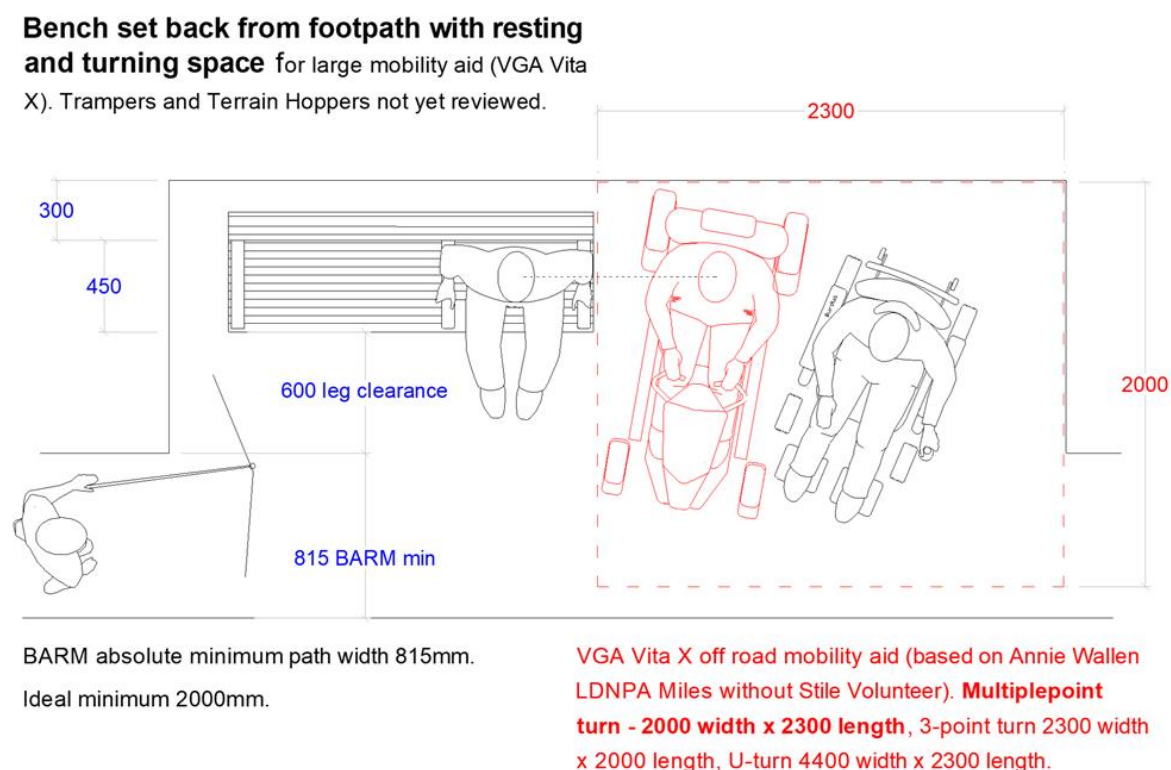


Figure 98. Leonard Cheshire concept CAD drawing.

## 2.6 Digital Information (website)

## 2.6 Digital Information

### Developing an accessible web information page

2.6.1 Leonard Cheshire consider a digital website presence with sufficient, accurate and accessible path related information to be a critical tool for individuals to decide whether to use the Coast to Coast Path National Trail. Therefore, the Access Information Briefing points at [Annex A6](#) are translated here into a visual concept 'template' for an Information and Maps web page which builds in accessible formatting and content as below:

- a. Trail name and stating the page deals with accessibility: Coast to Coast Path National Trail Access Information and Maps.
- b. Name of route: E.g., Robin Hood's Bay coastal View.
- c. A simple introduction paragraph.
- d. A short overview describing terrain: E.g., mix of tarmac path, compacted gravel and grass with gentle gradients.
- e. Access grading: E.g., Moderate blue square access grading, (colours and shapes to be agreed from existing systems and the access standards from [Outdoor Accessibility Guidance 2023](#) (cf05).
- f. Public Right of Way Status: E.g., Footpath with yellow arrow.
- g. Route way marker: E.g., Acorn.
- h. Route length: E.g., 1 mile, 1.6 kms.
- i. Route time: E.g., at waking pace ¾ hour.
- j. Alternative formatting, including downloads of text and leaflets, audio-description. Also, appropriate use of British Sign Language.
- k. Links to Ordnance Survey route map.
- l. Route detail: Give detailed information, locations and mapping with clear labels and icons (needs development):
  - Gradients.
  - Surface materials and condition.
  - Width.
  - Parking, toilets, seating and rest areas.
  - Barriers.
- m. Include a link to the access grading system and icons meaning.
- n. Link to photographs of route accessible features with text for pre-lingually deaf people, people with learning and language difficulties.

2.6.2 Consider liaising with Ordnance Survey Maps on adding an accessibility filter and the creation of a Coast to Coast Path National Trail route on the interactive map.



#### Robin Hood's Bay Coastal View

Grade: Moderate



1 mile 1.6 kms  
Walking pace ¾ hour  
Public highway and footpath

**A classic short walk out and back along the Cleveland Way and England Coast Path National Trails with spectacular views over the village of Robin Hood's Bay and the cliffs of Ravenscar.**

Mix of Tarmac path, compacted gravel and grass. Gentle gradients. 1:10 at Station Road car park and 1:15 to join earthy gravel cliff path average width 1m and 80cm narrow points through grass. 2 wide gates and a cliff viewpoint with bench. Can be damp and muddy after rain. Small accessible toilet 1.7m x 1.6m and 2 x Blue Badge parking at Station Road car park (closed in winter).



[Download route map](#)



[Link to Interactive Map](#)

[More detailed information and photographs](#) [Visitor experience and photos](#)  
[Contact Trail Officer](#) [Emergency phone | text](#) [Outdoor Active](#)

Figure 99. Concept template for an accessible route information webpage that could be hosted on the National Trails website.

## 2.6 Digital Information

### National Trails Website

2.6.3 'NE777 Edition 1 Approved National Trail Proposal for the Coast to Coast Path', 6 Information provision, 6.2, states "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.

2.6.4 6.3, states, "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."

2.6.5 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. At a national level this has included a focus on providing information through the [National Trails Website](#). This website holds information on 16 National Trails.

2.6.6 Note: Accessibility regulations came into force for public sector bodies on 23 September 2018. They say you must make your website or mobile app more accessible by making it 'perceivable, operable, understandable and robust'. The full name of the accessibility regulations is the [Public Sector Bodies \(Websites and Mobile Applications\) \(No. 2\) Accessibility Regulations 2018](#) (cf 19). They build on existing obligations to people who have a disability under the Equality Act 2010.

2.6.7 Websites or mobile apps will meet the legal requirements if they:

- Meet the [WCAG 2.2 AA accessibility standard](#) (cf 27) - although there may be [valid legal reasons for not meeting accessibility standards](#).
- Publish an accessibility statement that explains how accessible your website or mobile app is.

2.6.8 With the Coast to Coast Path National Trail being shown on the National Trails website, Leonard Cheshire carried out initial accessibility testing on it, finding it problematic to use for vision impaired users and assistive technology users and dropping short of several web content accessibility guidelines. See [Annex A6 Digital Information \(website\)](#).

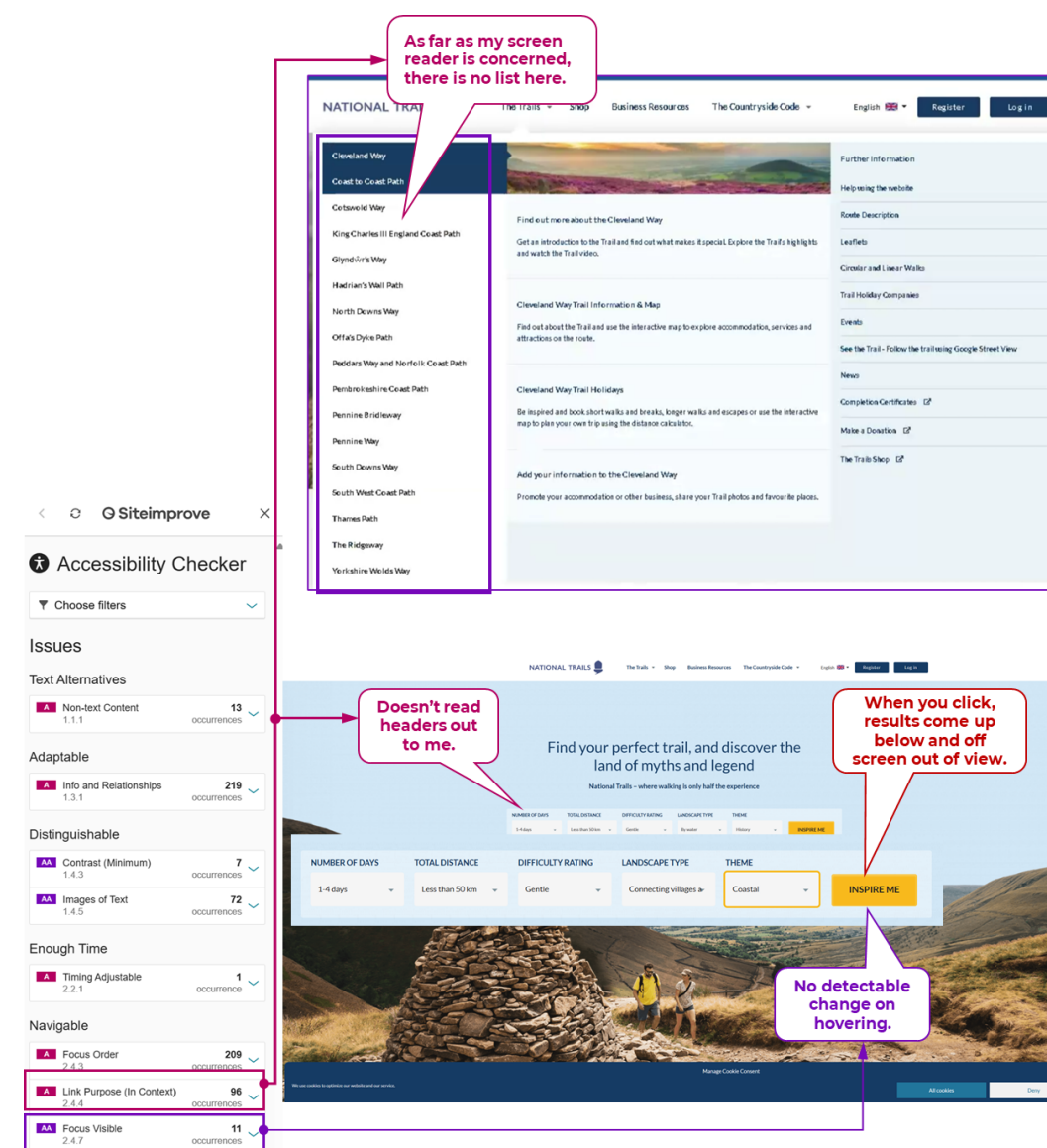


Figure 100. Users reliant on-screen reading technology could not navigate to the list of National Trails. To quote Leonard Cheshire's auditor, "As far as my screen reader is concerned, there is no list here".

## 2.6 Digital Information

### DEFRA Access Audit of the existing National Trails Website

2.6.9 Natural England has been working on improvements to the National Trails website but has no specific brief or associated budget to review the accessibility of the content. Natural England is working with the National Trails partnerships to add alternative text to the embedded images and to ensure that content stored as pdf is readily acceptable to assistive technology.

2.6.10 The Natural England web advisor advises:

- The website site accessibility statement was prepared on 20 September 2022. It was last updated on 15 February 2023.
- A limitation to vision impaired users is the Ordnance Survey interactive maps as they don't work with assistive technologies.
- [Big Blue Door](#) public sector web developers provide the National Trails website technical upkeep.

2.6.11 The website was tested and reviewed 3 December 2021 by the Defra Accessibility Team; with experienced auditors using primarily Google Chrome, but also tested in Safari and Firefox on Mac OS as well as Google Chrome, Firefox and Edge on Windows. They used the VoiceOver, NVDA and Narrator screen readers, W3C HTML validator and automated tools such as axe and WAVE. The resultant 'National Trails - RWS-247 accessibility audit' (ref No) concluded:

- This service does not meet level AA of the [Web Content Accessibility Guidelines \(WCAG\) 2.1](#). (Note - The Government Digital Service (GDS) is working on how to assess the WCAG 2.2 new criteria and will start monitoring for the extra criteria in October 2024. Until then websites and apps criteria will be monitored to WCAG 2.1 level AA).
- The service also does not comply with the [Public Sector Bodies Accessibility Regulations 2018](#).

2.6.12 The audit report is based on a sample of 11 pages and 2 PDF documents. 31 of the 50 WCAG 2.1 level AA criteria were fails and an example is shown in figure 101 which explains the reason for failure and how this can be remedied. There is also a detail text narrative for each failed element along with recommendations which will enable a web developer to correct the site.

2.6.13 The website was not tested by disabled users. Testing with disabled people would be a useful part of the website upgrade as even though WCAG 2.1 AA standards may be met, this doesn't necessarily mean it will be accessible to all.

Reported on 50 of 50 WCAG 2.1 AA Success Criteria.

- 31 failed
- 13 passed
- 6 not present

### All results

#### 1 Perceivable

##### 1.1 Text Alternatives

Success Criterion	Result	Observations
1.1.1: Non-text Content	Fail	Images do not contain alternative text, visual controls for playing time-based media and the interactive maps and elevation graphs also do not contain a text alternative (see S1 for more details).

##### 1.2 Time-based Media

Success Criterion	Result	Observations
1.2.1: Audio-only and Video-only (Prerecorded)	Fail	There is a pre-recorded video present for the highlights of a path, but the site does not contain an alternative way of understanding and accessing the content portrayed in the video (see S2 for more details).
1.2.2: Captions (Prerecorded)	Fail	There is a pre-recorded video containing audio and auto-generated captions that have not been edited and as such, are not an accurate reflection of the content presented in the video (see O1 for more details).

26 of 33 National Trails accessibility audit

Figure 101. Extract page 26 from the Defra Accessibility Team's 'National Trails - RWS-247 accessibility audit'.

## 2.6 Digital Information

### Website opportunities

2.6.14 Leonard Cheshire consider a digital website presence with sufficient, accurate and accessible path related information to be a critical tool for individuals to decide whether to use the Coast to Coast Path National Trail.

#### Opportunities

2.6.15 Opportunities for Coast to Coast Path National Trail project team and Partners include:

- a. Collate and upload sufficient, accurate and accessible information and mapping to the National Trails website for people to make up their own minds, whether to visit sections of the Coast to Coast Path National Trail and circular or linear walks and rides.
- b. Include a specific mapping exercise to address alternative formatting of detailed maps.
- c. Secure user input to designs and carry out user testing of final pages with disabled people including users of assistive technology.

2.6.16 Opportunities for Natural England include:

- a. Continue to upgrade the [National Trails website](#) for usability by disabled people including assistive technology users and to achieve compliance with the [Public Sector Bodies Accessibility Regulations 2018](#) (cf 19) and specifically [Web Content Accessibility Guidelines \(WCAG\) 2.2](#). (cf 28).
  - Take account of The National Trails - RWS-247 accessibility audit.
  - User test the existing National Trails website with disabled people including assistive technology users. As a minimum use the same equipment as the Defra Accessibility Team's 'National Trails - RWS-247 accessibility audit (VoiceOver, NVDA and Narrator screen readers, W3C HTML validator and automated tools such as axe and WAVE).
- b. Amend the Trail Information and Map page template to take necessary graphics, links, a detail route map, interactive map and information and alternative format files for Coast to Coast Path National Trail (and other National Trails accessible information and maps).
- c. Liaise with Coast to Coast Path National Trail project team on layout and formatting.

- d. Include a specific mapping exercise to address content, filters and alternative formatting of interactive maps. Some liaison and collaboration is likely needed with Ordnance Survey Maps.
- e. Review website system accessibility for enabling members of the public to register and upload photographs and information on trails to the "Add your information" pages.
- f. User test a beta version of the website with disabled people including those who use assistive technology before going live.

2.6.17 Aim for all upgrades to be completed 3 months before the Coast to Coast Path National Trail launches and allowing 6 months for information collecting, a user reviewing and improvements to be made.

## 2.7 Virtual Trails

## 2.7 Virtual Trails

### Videos, interactives, information and guides

2.7.1 Videos, interactives, information and guides provide an inclusive experience for all users, regardless of physical ability. Virtual trails complement rather than replace the actual experience of walking, riding or wheeling the trail. Suggestions for virtual trail provision put forward during meetings for this report include:

- a. Destination videos and photo trails for promoted accessible sections, circular or link routes, for example, see [Cleveland Way National Trail Circular at Sutton Bank](#).
- b. A full Coast to Coast Path National Trail video and photo trail.
- c. An interactive walk, wheel or ride through with the ability to examine specific sections.

2.7.2 The benefits of “Virtual Trails” for the Coast to Coast Path National Trail, for mobility impaired people include:

- a. Enhanced Accessibility:
  - Exploration of the Coast to Coast Path National Trail from the comfort of home or anywhere.
  - Experience the trail virtually, overcoming physical barriers.
  - Trail accessibility can be checked in advance to help with planning and taking part in real walks, wheels and rides.
- b. Inclusive Engagement:
  - Engage with trail history, natural beauty, and cultural significance.
- c. Cost-Effective Exploration:
  - Explore short walks and wheels or the entire trail without leaving home, removing travel, accommodation and support costs.
- d. Educational Opportunities:
  - Detailed information, photographs and videos enhance educational experiences.
  - Users can learn about the trail’s ecosystems, wildlife, geology, landscape and history, fostering a deeper understanding and appreciation.

e. Well-Being:

- Contribute to emotional well-being by providing a sense of connection to nature.
- Can be linked to treadmills, rollers or spinning cycles for exercise.

f. Community Building:

- Online interactive guides foster a sense of community among trail enthusiasts.
- Connect with others who share their passion for the Coast to Coast Path National Trail.



Figure 102. [Cleveland Way National Trail Circular at Sutton Bank \(youtube.com\)](#)

## 2.8 Technology

## 2.8 Technology

### Survey app

#### Path Surveyor funded by Natural England

2.8.1 It will be beneficial to explore the use of path survey apps for collection and sharing data, especially those that can collect data on surface condition and width. Of note, is Path Surveyor created as a result of [GreenspaceHack](#) team partnering with Natural England, the Ramblers, Blenheim Palace, and Editions Systeme D; a free app that walkers, wheelers and riders can capture and share the quality of public rights of way and public paths across the UK. With the app, it is possible to record:

- A GPS trace of your journey shown on a clear, custom-made map including footpaths, bridleways, cycle paths and outdoor facilities.
- Path width.
- Surface roughness (scanned using LiDAR – light detection and ranging). For example, a 0.05 LiDAR reading suggests a smooth footpath, likely well-paved, asphalted with few significant bumps, pits, or undulations. 0.5 indicates a rougher surface such as gravel patches, cobblestones, bumps or tree roots.
- Surface type.
- Ruts.
- Vegetation.
- Obstructions.
- Structures like gates and bridges, wayfinding signs and more.
- Photographs and notes.

2.8.2 Surveys are available for user download, can be used to map trails in OpenStreetMap, the crowdsourced map of the world.

2.8.3 Path Surveyor could be used by Coast to Coast Path National Trail Partners to collect access data on sections of route, plan maintenance and to provide information to members of the public. Path Surveyor may be of particular help in allocating access grades to paths.

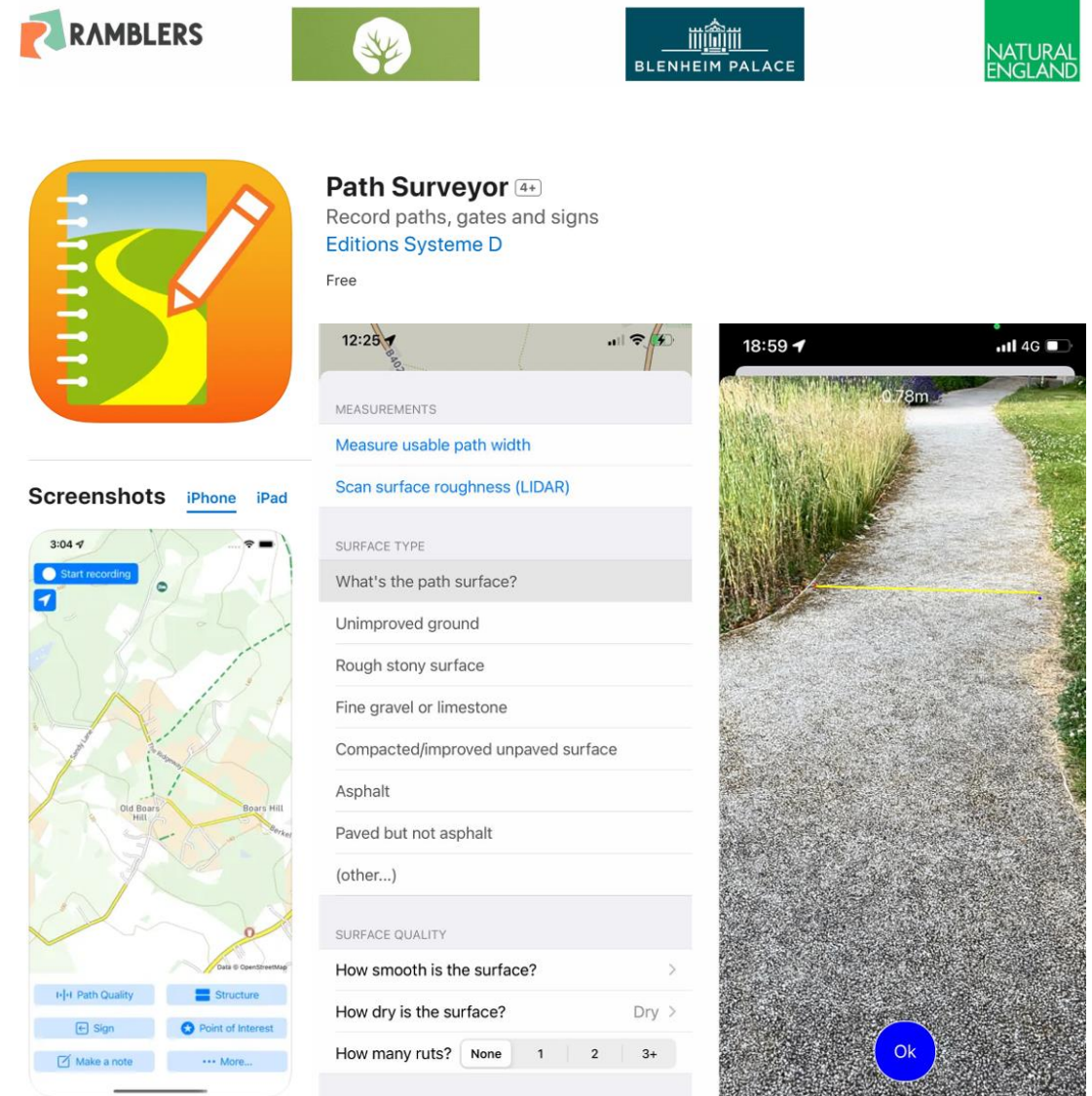


Figure 103. [Path Surveyor on the App Store \(apple.com\)](#)

## 2.8 Technology

### Assistive walking apps

2.8.4 The [Yorkshire Dales](#) National Park Authority has dedicated free mobile phone walk apps available in iOS and Android.

2.8.5 The Yorkshire Dales free walking app [Yorkshire Dales walking apps : Yorkshire Dales National Park](#) does list walk accessibility categories (routes for some, many and few) but doesn't carry detail access data see figure 104.

2.8.6 North York Moors National Park refer to [Outdoor Active for Miles without Stiles](#) routes.

### Opportunities

- Natural England to develop a stand-alone Coast to Coast Path National Trail app making useful access data available to users and pilot use of a workable Trail grading system.
- Natural England to collaborate with National Park Authorities on the development of existing or new apps to provide access data on the Coast to Coast Route and pilot use of a workable Trail grading system.

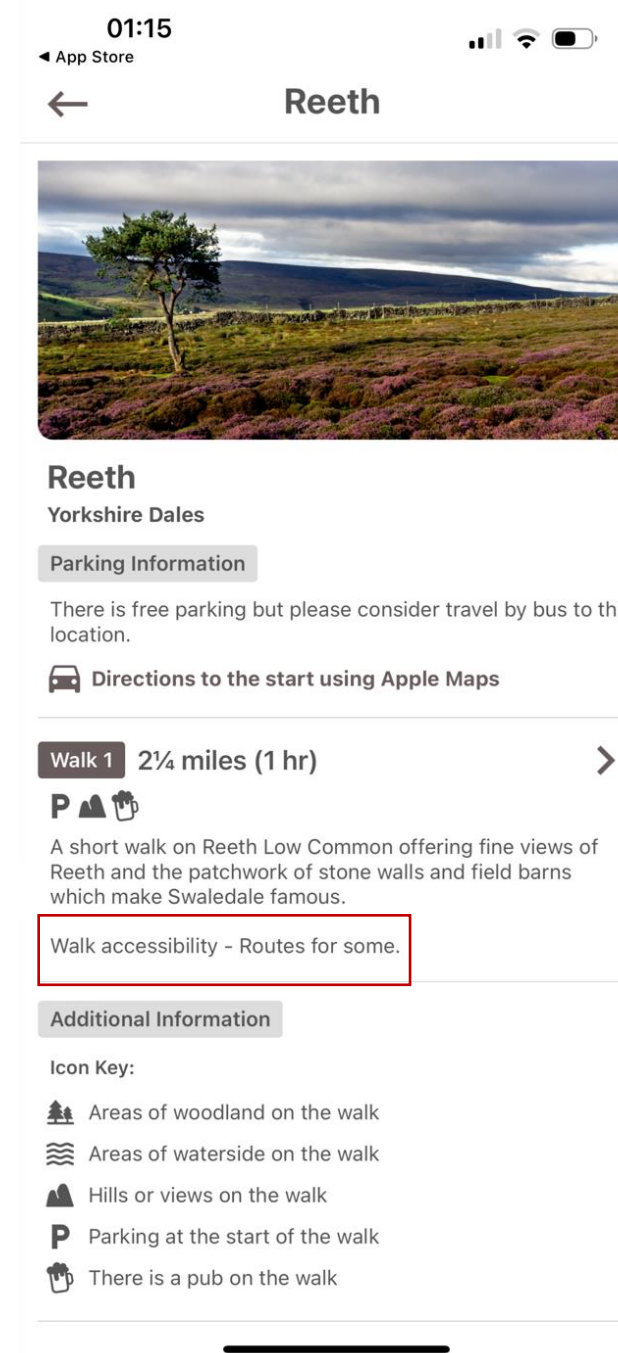


Figure 104. Screen grab from the Yorkshire Dales free walking app [Yorkshire Dales walking apps : Yorkshire Dales National Park](#) showing walk accessibility category, 'Routes for some', highlighted in a red box. App designed and developed by the Yorkshire Dales National Park Authority.

## 2.8 Technology

### Assistive Technology

#### Assistive technology for visually impaired people.

2.8.7 Leonard Cheshire is aware of several assistive technologies in common use to aid visually impaired people navigate and access information including:

- a. **Screen Readers:** Software that converts computer text into speech or braille output.
  - NVDA (Nonvisual Desktop Access): A free screen reader for Windows.
  - VoiceOver: Built-in screen reader for iPhone, iPad, and iPod Touch.
  - TalkBack: Built-in screen reader (Android).
- b. **Braille Displays:** Present information in braille format, typically connected to a computer or mobile device.
  - Refreshable Braille Displays: Devices like the Focus Blue series or Braille Edge.
  - BrailleNote: A notetaker device with a braille keyboard and display for blind users.

N.B. Not many of the above are portable.
- c. **Navigation and Orientation Tools:**
  - Navilens: Android and iOS. A visual code system picked up in unfamiliar environments whilst the user is in motion. The codes are scanned with the mobile camera from up to 5m away and give contextualized information.
  - BlindSquare: A GPS-based navigation app for Apple devices provides information on points of interest and helps navigate outdoor and indoor environments (iOS).
  - Ariadne GPS: iOS app offers turn-by-turn directions, location sharing, and points of interest identification.
  - Sunu Band: A wearable device with ultrasonic sensors that detect obstacles and give haptic feedback to help users navigate.
- d. **Object Recognition Apps:**
  - Microsoft Seeing AI: Free. Uses artificial intelligence to recognise text, objects and describes scenes (Android or IOS).
  - Be My Eyes: Free. Connects visually impaired users with sighted volunteers through live video calls, assisting with reading signs, identifying objects (Android or IOS).

- a. **Wearable Technologies:**

- OrCam MyEye: A wearable device that uses artificial vision technology to assist users in reading text, recognizing faces, identifying products, and more.
- eSight: Electronic glasses that for individuals with low vision or legal blindness that capture and optimise video in real-time.

- b. **Smartphone Accessibility Features:**

- In addition to built-in screen readers like VoiceOver (iOS) and TalkBack (Android), smartphones offer various accessibility features such as magnification, high contrast modes, and voice commands.
- Assistive technologies are continually evolving, offering new tools and solutions to improve accessibility and independence.



Figure 105. Using Microsoft Seeing AI app to read signs at Bowness Knott car park.

## 2.8 Technology

### Mobile phone and Internet

#### Coast to Coast Internet Coverage

2.8.8 Free apps like Microsoft Seeing AI are already much used for reading signs and describing scenery.

2.8.9 The development of existing equipment such as Google, Microsoft or Apple glasses for vision impaired people could be used in the future by any Coast to Coast Path National Trail hiker for navigating the route and receiving information on local facilities, ecology and history.

2.8.10 The expectation for future use of mobile phone technology and applications for wayfinding for mobility impaired people, especially vision impaired people, is high. However, the use of more complex tools is dependent on establishing internet coverage along the Coast to Coast Path National Trail, for which there is no plan or timescale.

1.8.11 Leonard Cheshire advise that Natural England keep abreast of the advancements in technology, such as low earth orbit satellite internet, which is expected to offer non-invasive high-speed internet coverage to underserved and remote regions around the world. Advantages include:

- **Wide Coverage** reaching virtually any remote location on earth.
- **High-Speed Internet** comparable to or faster than many terrestrial broadband services.
- **Rapid Deployment** compared to laying down physical infrastructure like fibre optic cables or building cellular towers.
- **Scalability** – easily accommodating increasing demand in remote areas without extensive infrastructure upgrades.

2.8.12 There are challenges to overcome, including: cost, latency issues, and environmental concerns about the proliferation of satellites in orbit. However, it's likely that satellite internet will continue to improve and become a vital tool for providing internet access to remote areas of the Coast to Coast Path National Trail in the future.



Figure 106. Google glasses with internet connection.



Figure 107. Using QR codes on signs at Ennerdale Miles without Stiles route 23.

## 2.9 Cycling

## 2.9 Cycling

2.9.1 While the Coast to Coast Path National Trail primarily follows footpaths (where cycling is not allowed by law), there are sections that follow tarmac lanes, bridleways, and by-roads, which cyclists can use.

2.9.2 Bridleways can be tough going, many of them in the Lakes are pack pony trails, some being popular mountain biking experiences. Adhering to the Wainwright route where possible can involve carrying the cycle and climbing. A main barrier that may also be encountered in the North York Moors is ground conditions which can be very boggy.

2.9.3 Other Coast to Coast routes created for cyclists can easily be found online and include road routes deviating from the Wainwright country paths. That said, the Mountain Bike Routes UK The Coast to Coast by Tim Woodcock includes notable sections including the Dunnerdale Fells, Black Sail Youth Hostel, Wasdale Head, the Howgills, and Swaledale. Adventurous riders have completed it in less than 24 hours, a more leisurely pace is 4-6 days.

2.9.4 Organised road routes packages often officially start from St. Bees, but you can also begin from Ravenglass with a mix of road surfaces, including tarmac roads and some off-road sections. Completing the entire route typically takes around 11 hours of cycling.

2.9.5 Examples of route maps found in a Google search one can view, print, and download include:

- [All Trails](#) 297km or 185 miles.
- [Another RouteYou Source](#) 270km or 168 miles.
- [Komoot](#) 255km or 158 miles.
- [Plotaroute](#) 276 kilometres or 171 miles.
- [RouteYou](#) 276 kilometres or 171 miles.
- [Strava](#) 261km or 162 miles.

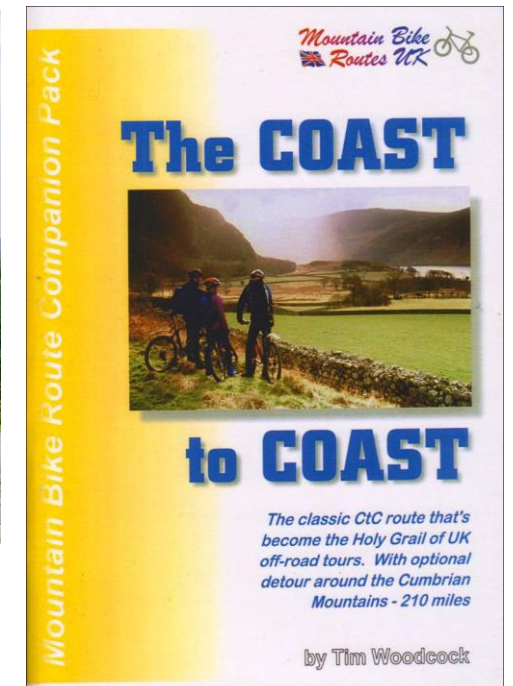


Figure 108 (above). A sensitively designed resting, seating and bicycle parking facility. Figure 109 (right). Front cover of the Coast To Coast Mountain Bike Route Companion book by Tim Woodcock.

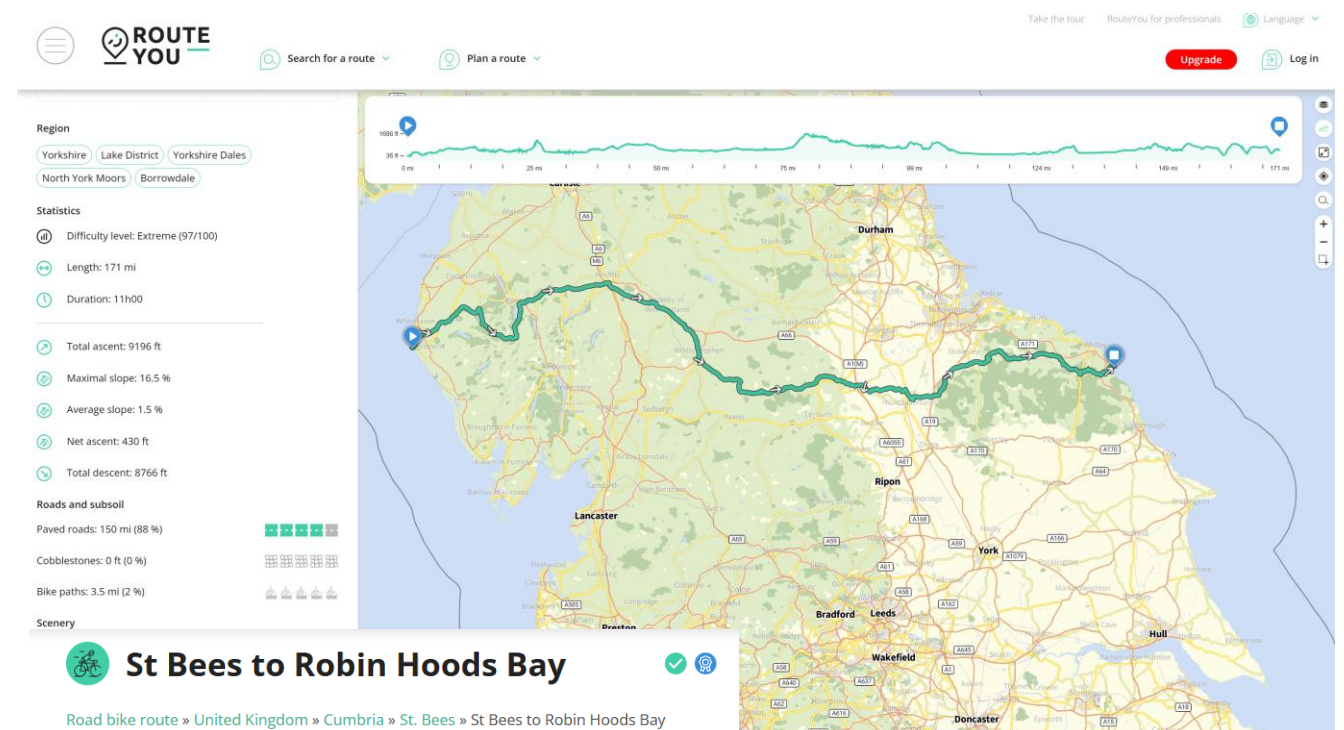


Figure 110. St Bees to Robin Hood's Bay cycle route taken from the [RouteYou website](#).

## 2.9 Cycling

2.9.6 There is a range of existing cycling activity and facilities in the areas through which the Coast to Coast Path National Trail runs. Some are on or close to the Path. For example, in the Yorkshire Dales:

- a. [The Swale Trail](#) is promoted by the Yorkshire Dales National Park as a family cycle route. A 12-mile (20km) cycle route along the length of Swaledale.
  - Reeth to Gunnerside (6 miles): This section is undulating and family-friendly, suitable for kids who can handle bikes with gears and manage some hills.
  - Gunnerside to Keld: The remaining portion takes you through native woodlands, past wild juniper, and abandoned lead mining settlements. It's hillier and wilder, so a bit more experience and fitness are needed. Keep an eye out for waterfalls and enjoy the historical snippets along the way.
- b. The [Ard Rock mountain biking festival](#) takes place annually in the Swaledale area as it is known for its steep and rocky terrain with Alpine-style trails.
- c. [The Dales Bike Centre](#), Fremington, just outside Reeth and 500m from the Coast to Coast Path National Trail with café, overnight beds and bike hire (accommodation is all first floor).

### Opportunities

- a. Further collaboration is encouraged on cycle accessible miles and the types of cycling (standard, mountain, e-bike, non-standard), for example, the level Sustrans cycleway at Cleator Moor is a very different gradient and surface to the steep rocky bridleways in the Yorkshire Dales.
- b. Cycle UK's off-road advisor has a detailed knowledge of the route, has lived experience as a cyclist, is a mobility impaired person and an all-terrain mobility aid user. He led on the development of the complementary Riders' Route. He stressed that the development of Gateways and making them accessible to disabled people is a key opportunity to increase the use of the Coast to Coast for all users but specifically mobility impaired people using E-bikes, non-standard cycles and all-terrain mobility vehicles.

## 2.10 Horse Riding

## 2.10 Horse Riding

### Introduction

2.10.1 St Bees in Cumbria to Robin Hoods Bay in North York Moors National Park uses a combination of footpaths, which horse riders and cyclists cannot use, and bridleways and byways, which they can. The original Wainwright route was pieced together as a footpath. As a result, there are many sections along the Coast to Coast Path National Trail where anyone on a horse does not have access and cannot ride those sections or its length.

2.10.2 Additionally, sections of bridleway are isolated, between footpaths and with no car park or suitable space for parking horse boxes. Many sections in the Lake District and Dales were originally pack horse routes, only useable by experienced riders and horses, pack ponies being lead and by some extreme riding of robust breeds such as the Clydesdale.

2.10.3 We asked Trail Officers, if they were aware of target sections where horse riding can be promoted? All said they weren't sure. Only very occasionally are they aware that horse riders have been spotted but a horse box had been seen parked at Bowness Knott car park in the autumn 2023 which indicates this section of the Trail could be being used by horse riders. Yorkshire Dales National Park authority officers said there were several horse riders in their team that it would be advisable to consult with them on existing and future use of the Coast to Coast Path National Trail by horse riders in the future.

2.10.4 Horse riding is popular across all National Parks, but The British Horse Society is not aware how or if the Coast to Coast Path National Trail route is being used by horse riders. The British Horse Society advise research and consultation with its membership would be necessary to establish use, local or close by facilities and how to promote the Trail to members. Specific reference was made to the Cumbria and Lakes Local Access Forum for future involvement.



Figure 111. A west coast map between Whitehaven and Haverigg showing The British Horse Society approved Cumbrian Heavy Horses at Millom in the south is a 34 mile or two-hour drive with a horse box to Wild Ennerdale, Bowness Knott car park in the north.

## 2.10 Horse Riding Infrastructure

2.10.5 Leonard Cheshire met virtually with The British Horse Society twice in January 2024 to inform this report.

### Opportunities

- a. The British Horse Society said it is willing to work with Natural England and the National Park authorities to encourage the installation of infrastructure to promote and enable:
  - Daily hacking.
  - Trekking – longer distances. 1 day (20 miles max) or 2-day ride (47 miles). These would be circular routes or out and return.
  - Events.
  - Riders who already have or develop health conditions and impairments to continue to ride and have more options for riding.
  - Riders to experience the Trail and cover longer distances than they would be able to ordinarily because in essence, a horse is a mobility aid.
  - Participation and longer distance coverage by disabled people.
- b. The British Horse Society also said target provision along the Trail would optimise local individuals, stables, school, riding for disabled people and the ability to attend rides and events for people travelling from further afield. Provision should include:
  - Signage.
  - Hitching rails (to take a 1 tonne horse).
  - Corrals - every 10-20 miles across sections of the route.
  - Water troughs every 10-20 miles.
  - Mounting Blocks (associated with corrals).
  - Parking for horse boxes and trailers.
  - Gates operated from horseback.



Figure 112. Trans Pennine Trail horse box parking area and hitching rails at area at Dunford Bridge, Barnsley South, Yorkshire. Image © The British Horse Society.

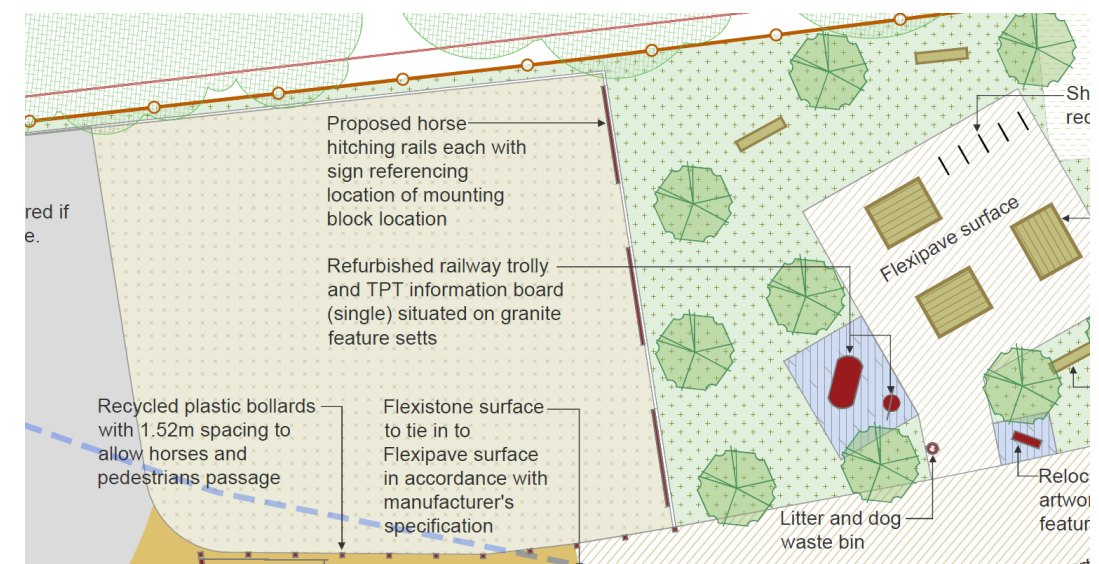


Figure 113. Plan of Trans Pennine Trail horse box parking area at Dunford Bridge, Barnsley South Yorkshire. Image © The British Horse Society.

## 2.10 Horse Riding

### British Horse Society

#### Opportunities

2.10.6 As part of a National Trail ‘design guidance’ review, Natural England to collaborate with The British Horse Society on the accessible design of facilities for horses and horse riders including parking bays, mounting blocks, corrals, hitching-posts, water points, approach and use of gates. A British Horse Society Access Field Officer stated that this would be a beneficial exercise as the British Horse Society was looking into improving accessible design of facilities at the time of the February 2024 meeting with Leonard Cheshire. Opportunities might include:

- a. Reviewing existing British Horse Society Standards for inclusion of access best practice features from contemporary access standards such as Approved Document M of the Building Regulations and ‘British Standards Document BS 8300-1 Design of an accessible and inclusive built environment, External environment Code of practice’. For example, access best practice feature advice could be considered for inclusion with the British Horse Society guidance on mounting blocks at the time of writing this report include:
  - Ramp width, gradient and surfaces.
  - Handrail heights and profiles.
  - Step riser and tread dimensions. The British Horse Society advise step height 240mm to 260mm. Approved Document M of the Building Regulations advises 150mm maximum riser for ambulant disabled people.
  - Nosing detail and visual definition to step nosings including 55mm colour contrasting nodding strip.
  - Visual and tactile definition to head and foot of steps and platform edges.
- b. The development of technical drawings and specifications including downloadable pdf files and .dwg CAD templates for designers.



Fig 114. Mounting Block built to British Horse Society guidance at the time of writing this report. Image © The British Horse Society.

## 2.10 Horse Riding

### The Lion Inn, Blakey Ridge

2.10.7 The Lion Inn, Blakey Ridge has 2 accessible rooms, a large car park, camping and bridleyway link. Horse riding facilities close by include:

- a. The Granary, Manor Farm, 9.5 miles from The Lion Inn:
  - Accommodation for families, mountain bikers and horses. Secure storage for bikes.
  - Stables with 10 acres of grazing.
- b. Friars Hill Riding Stables.
  - The bridle path between the Lion Inn, Blakey and the Friars Hill Riding Stables is part of the Coast to Coast.
  - The bridle path is about four miles long and follows the old Rosedale Railway.

### Opportunities

2.10.8 The British Horse Society note the Lion Inn would be:

- a. An ideal location for infrastructure for horse riding and cycling.
- b. A great start point for people riding longer distances.
- c. A good place to stop if riding a 20-to-30-mile trek as there are horse accommodations in and around the area, e.g.; Pickering.

2.10.9 British Horse Society advise the site and provision would need to be profiled or 'promoted, through social media, inclusion on websites and mobile apps related to riding, to include the BHS Dobbin app. The following organisations could be involved:

- a. British Horse Society.
- b. National Federation of Bridleways.
- c. Byways and Bridleways Trust.

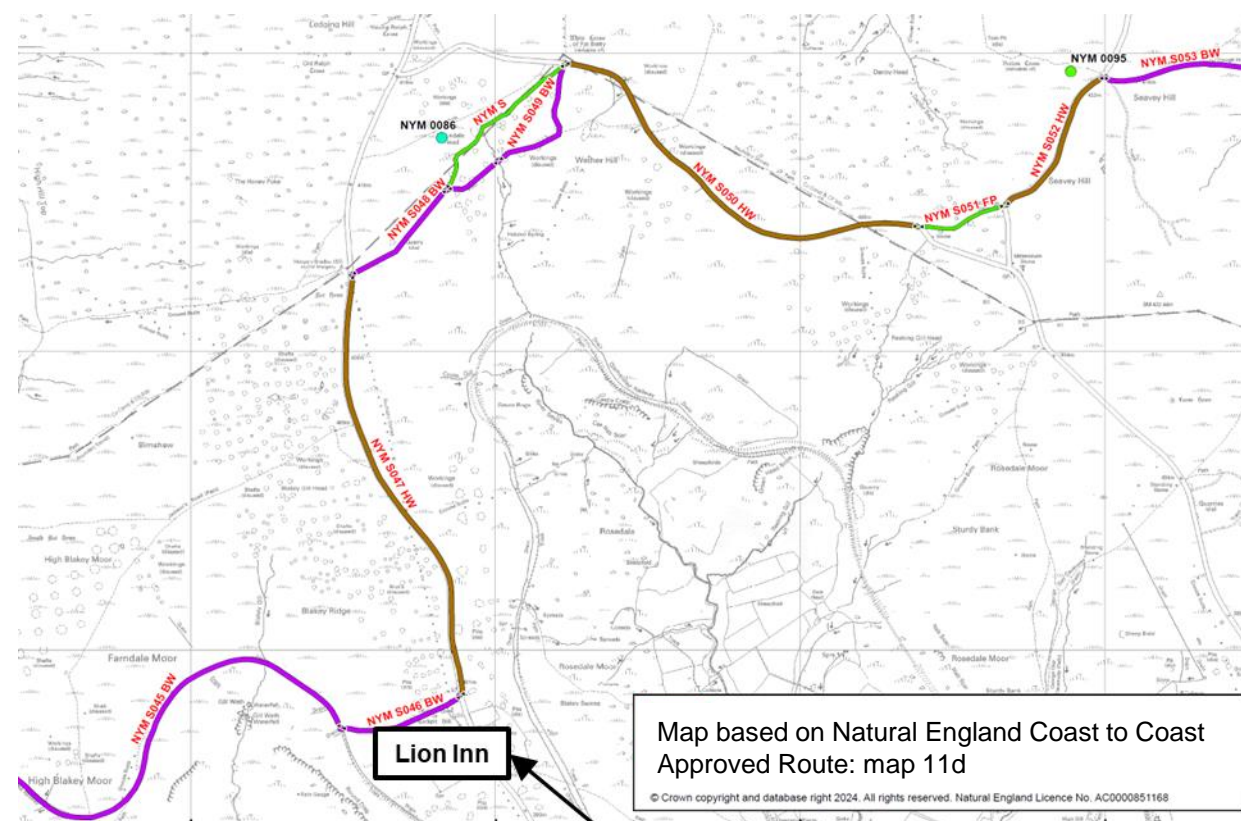


Figure 115. Map of Rosedale Head showing location of The Lion Inn, Blakey Ridge. © Natural England 2024. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.

# Part 3: Evolution of Brief

## 3.1 Evolution of Brief

3.1.1 This section lists access related matters that are not part of this report brief but came to light during the report production. Leonard Cheshire was not instructed to report on these additional access matters by Natural England for the Coast to Coast Path National Trail Access Audit, but they are listed here for Natural England's consideration as they may have a positive impact on the Coast to Coast Path National Trail, the National Trails partnership or Natural England. They are:

**1. Wellbeing wheel and walks. C2C. NT. NE. UK.**

Nature-based interventions benefit a wide range of vulnerable groups helping to positively benefit health and wellbeing outcomes. The Coast to Coast Path National Trail has a potential for a green care and ecotherapy programme of solutions for mental health care in the community. See existing Natural England Reports: A review of nature-based interventions for mental health care and Engaging children with autism with the natural environment. Consider wellbeing wheel and walks targeting autism and mental health.

**2. Community engagement programme. C2C. NT. NE.**

To review accessibility matters and community benefit along the core route, identifying improvements and activities to the Coast to Coast Path National Trail Access Action Plan and Natural England's Equality Act Review, Access for All and Connecting People with Nature Programmes. Consider 2 x walk, wheel and workshops per year. Brief to be developed.

**3. Museum without Walls. C2C. NT. NE. UK.**

The Coast to Coast Path National Trail has potential for a series of viewing points, sites of interest and holding information real and virtual along the route on landscape, ecology, local history - a Museum without Walls. This was stressed in feedback from Leonard Cheshire's user engagement in the context of Education, Neurodiversity and Mental Health. Consider a feasibility study covering protected landscapes, heritage, health and education including potential sources of funding.

**4. Access Awareness and Training. C2C. NT.**

Consider a presentation on content and background to key Natural England and Coast to Coast Path National Trail Technical Working Group members on this report. Also on Equality Act Compliance, Coast to Coast Path National Trail access matters and disability awareness.



Figure 117. [Cover from Creating More Accessible & Blue Spaces: Understanding the experiences of people with visual impairments. JP050.Creating More Accessible Green.](#)

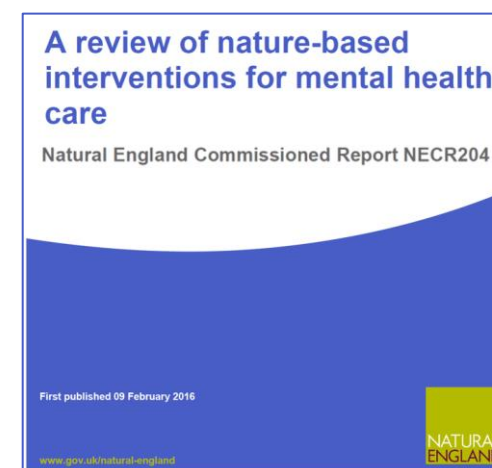


Figure 116. [Cover from Natural England report on nature-based interventions for mental health care.](#)

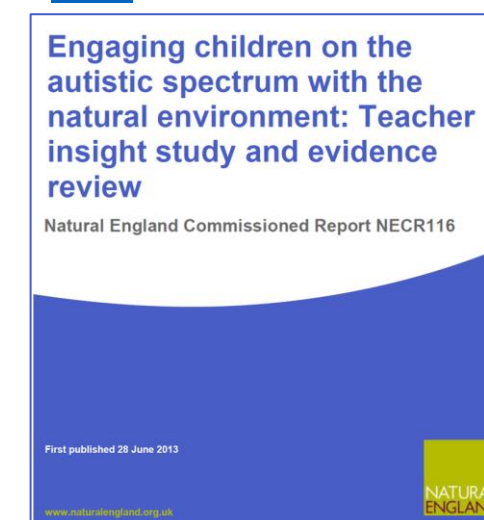


Figure 118. [Cover from Natural England report on Engaging children with autism with the natural environment.](#)

## 3.1 Evolution of Brief

### 5. Access Promotion and Profiling. C2C. NT. NE.

Leonard Cheshire advise that disabled people interviewed were not aware of the National Trail status of the Coast to Coast Path or the improvement works being carried out. They held the preconception that wild countryside environments and the Coast to Coast Path National Trail itself would not be accessible to them. It was suggested that as it gets closer to opening in 2025 that the Path and its accessibility be profiled to demonstrate that mobility impaired people have a place in the countryside and that the Coast to Coast Path National Trail is being used to enable that. Promotional ideas included:

- [National Navigation Award Scheme](#). Disabled people trained and obtaining navigational qualifications at Ennerdale on short, medium and long routes. A great profiler for the Coast to Coast Path National Trail and powerful messaging to disabled people that the countryside is inclusive. At the same time trainees could assess the usability the Path and circular and linear routes, inform Trail access information, signage and design and other facilities such as parking and Youth Hostels.
- A suitable access ambassador to review the Swale Trail or 9 Standards path upgrades in an all-terrain mobility aid show casing the National Trail, outdoor mobility aids and the work of Natural England.

Note: A similar option can be delivered for cyclists and horse riders at Ennerdale with its Bridleway status along the North Shore. Alternatively use the North York Moors Blakey Ridge, Pickering area where the Path runs past the Lion Inn.

### 6. Coast to Coast Path National Trail as an Access Catalyst. C2C. NT. NE. UK.

Use the Coast to Coast Path National Trail as a case study, to assess existing practice, to pilot new thinking and provision. To be first to learn, first to share, working with mobility impaired people, cyclists and horse riders.



Figure 119. The National Navigation Award Scheme (NNAS) is a personal performance, non-competitive, incentive scheme for all ages to learn navigation skills and gain confidence to get out and enjoy the countryside. NNAS courses are delivered throughout the country by over 300 approved providers.

## 3.1 Evolution of Brief

### 7. External Access Monitor. C2C.

Consider using an external monitor to assist with high level assessment of project accessibility progress serving to provide advice, quality assurance, risk mitigation, learning and improvement, accountability, transparency, and stakeholder confidence. Monitor(s) are not influenced by organisational interests or other stakeholders.

### 8. Access Expertise: Internal post or external consultant. C2C.

Consider engaging an expert or experts to coordinate and implement a Coast to Coast Access Plan, overview Natural England and Partner Equality Act Reasonable Adjustments and Public Sector Equality Duties compliance. To liaise with Partners, National Trails Partnership and external agencies. Up until 2025, to focus on core route, circular and link routes, collection and promotion of information, web-based information and Partners collaboration and alignment. The engagement could initially be for the period running up to the trail opening in 2025. Options include:

### 9. Independent Disability Advisory Panel. C2C. NT. NE.

Disability matters experts to provide recommendations, strategic and practical advice based on best practice for inclusivity, informed by evidence. Experts are not influenced by organisational interests or other stakeholders. Consider ten paid but not employed members with a variety of professional expertise and lived experience of disability. Panel remit options (determines budget allocation):

- Coast to Coast specific.
- Covering all National Trails.
- Covering Natural England service and delivery.

### 10. Equality Impact Review. C2C. NE. [See Annex A10.1.](#)

Review to be part of Natural England's current Equality Act 2010 and National Parks and Countryside Act 1949 compliance. Ensure the Coast to Coast Path National Trail Access Action Plan covers all predictable impacts on people sharing the full range of protected characteristics under the Equality Act 2010. The review is central to Natural England's Access for All Programme, Connecting People with Nature Programme, and an opportunity to assess the relationship with other Acts of Parliament and government departments such as the Departments of Health and Education.

# Part 4: Annexes

# A0: Terminology and Meaning

# A0:1 Terminology and Meaning

## Mobility Impairment and walking

### What we mean by mobility impaired people

Mobility-impaired people are individuals who experience limitations or difficulties in their ability to move around, walk, or travel due to various factors. These limitations can result from physical and sensory impairments, health conditions, injuries, or age-related changes. Some common examples of mobility impairments include:

#### Physical impairments:

- People with conditions such as paralysis, amputations, or musculoskeletal disorders that affect their ability to walk or use their limbs effectively.
- Individuals who rely on mobility aids like wheelchairs, crutches, or walkers.

#### Health Conditions:

- Conditions like arthritis, multiple sclerosis, or fibromyalgia can cause pain, stiffness, and reduced mobility.
- Chronic pain conditions that affect movement and stamina.

#### Age-Related Mobility Changes:

- As people age, they may experience reduced strength, balance, and flexibility, impacting their ability to move comfortably.
- Age-related conditions like osteoarthritis or osteoporosis can affect mobility.

#### Temporary Mobility Challenges:

- Injuries (e.g., fractures, sprains) or post-surgical recovery can temporarily limit mobility.
- Illnesses or infections that affect muscle strength or joint function.

#### Environmental Factors:

- Uneven terrain, lack of accessible infrastructure and transport, or obstacles can hinder mobility.
- Social and cultural factors also play a role (e.g., stigma, lack of awareness).
- It's essential to recognise and accommodate the needs of mobility-impaired individuals to promote inclusivity and ensure equal access to opportunities and services.

### Walking

It is useful to understand the way the Government's assessment of individuals for the mobility element for [Personal Independence Payment \(PIP\)](#) considers ability to "move around". Assessment questions and distances include:

1. **Question 14b.** "How far can you walk using any aids or appliances you need?"
  - a. What distance you can manage regularly and repeatedly with or without an aid, such as a walking stick. Note: using a wheelchair or mobility scooter doesn't count as an aid for this question.
  - b. The options are:
    - Less than 20 meters.
    - Between 20 and 50 meters.
    - Between 50 and 200 meters.
    - 200 meters or more (varies).
2. **PIP Mobility Walking Test.** When having your mobility assessed for PIP, you may need to cover the distance within a 'reasonable time period'. This is typically around 30 meters per minute (or 1.12 miles per hour), but it could vary based on your age and gender.

Note: Many fitness experts consider a brisk walking pace to be [100 steps per minute or 3 to 3.5 miles per hour](#)). This is 3 times faster than the Government's expectation for covering distance within a reasonable time period.

Leonard Cheshire advise that people with significant mobility impairments but who can walk, will often have difficulty moving around with or without an aid, and may experience pain or need to rest within 20m to 200m. In simple terms mobility impaired people can't walk long distances. Therefore, to experience any part of the Coast to Coast Path National Trail a mobility impaired individual's needs include:

- Accessible public or private transport with drop off, parking on or adjacent to the route.
- Accessible route terrain with access to resting/seating points, toileting and accessible accommodation.
- Access to mobility aids such as wheelchairs, scooters, all-terrain vehicles, cycles, E-bikes or horses.
- Accessible route information and waymarking.

## A0:2 Terminology and Meaning

### Sensory and cognitive impairments

#### What we mean by sensory and cognitive impairments

Independent mobility and access for people with sensory and cognitive impairments can be significantly impacted in the countryside. For example:

##### Visual Impairments:

- Difficulty in perceiving natural obstacles like rocks, tree roots and uneven ground presents risks of falling and tripping.
- Changes in elevation, open space and undefined paths can make navigating rural environments challenging.
- Signs are predominantly visual and are usually above or below eyeline.

##### Hearing Impairments:

- It may be difficult to perceive potential dangers in the countryside, such as approaching vehicles on rural roads or warnings from other walker and riders on footpaths and bridleways.

##### Dual Sensory Impairment:

- People with both sight and hearing impairments may face compounded challenges in accessing the countryside.

##### Cognitive Impairments:

- Can affect a person's ability to plan and navigate routes, understand signs, or remember the way back. It can also impact the ability to react appropriately to unexpected situations.

##### Social Isolation:

- Reduced mobility can lead to social isolation, which can further impact mental health and overall well-being.

## A0:3 Terminology and Meaning

### Intellectual Impairments

Intellectual Impairments and learning difficulties can significantly affect an individual's independent mobility and access to the countryside:

#### **Understanding Information:**

Learning disabilities can affect how a person understands new or complex information, learns new skills, or copes independently. This can make it difficult for them to understand signs, maps, or instructions related to countryside access.

#### **Planning and Navigation:**

People with learning disabilities may have difficulty planning routes or navigating unfamiliar environments, such as the countryside.

#### **Physical and Mental Health Conditions:**

Many people with a learning disability have considerable, and often multiple, physical and mental health conditions. These conditions can further limit their mobility and ability to access the countryside.

#### **Access to Services:**

People with learning disabilities often face difficulties in accessing services, including day services, education placements, respite care, and health services. This can limit their opportunities to visit the countryside.

#### **Social Interaction:**

Learning disabilities can affect social skills, making it challenging for individuals to seek help or engage in social activities in the countryside.

### **Environmental Factors**

The countryside often lacks the accessibility features found in urban environments, such as paved paths, clear signage, and public transportation options. This can make access more difficult for those with learning disabilities.

However, with the right support and adaptations, individuals with learning disabilities can still enjoy the countryside. This might include the use of assistive technologies, guided tours, or tailored outdoor activities.

# A1: Consultee List

# A1 Consultees list

## Natural England

- Senior Specialist. Coastal Access and Statutory Access.
- Coast to Coast Path National Trail Programme Manager.
- Senior Advisor Coast to Coast Path National Trail.
- Senior Advisor Surveys.
- Lead Advisor Analysis - Data Science (Mapping).
- Principal Specialist Recreation and Access.
- Specialist Recreation and Access.
- Lead Advisor: Access to the Outdoors, National Trails and Open Access including the National Trails website.
- Manager, Connecting People with Nature Programme.
- Senior Specialist in the Engagement, Recreation and Access team within the Chief Scientist Directorate at Natural England.

## Cumberland Council

- Countryside Access Officer.

## Lake District National Parks Authority

- Project Ranger (Coast to Coast upgrade to a National Trail).
- Project Ranger (Western).
- Miles without Stiles Volunteer Co-Ordinator.

## Westmorland and Furness Council

- Countryside Access Officer.

## Yorkshire Dales National Park Authority

- Coast to Coast Project Manager.
- Access and Recreation Officer.
- Head of Access and Engagement.
- North Yorkshire Council.
- Senior Public Rights of Way Officer.

## North York Moors National Park Authority

- National Trails Officer.
- Project Officer Coast to Coast.
- Area Manager South Ranger Team.
- Trampler Officer.

## British Horse Society

- Director of Access.
- 3 x Access Field Officers.

## Cycling UK

- Cycling UK Off Road Advisor and External Working Group.

## Disabled Ramblers

- Lead Volunteer.

## Community Experience

- Director and External Working Group.

## Muscular Dystrophy UK

- Changing Places Manager.

## Systeme D (Path Surveyor app)

- Director.

## Leonard Cheshire mobility impaired people (6 people, anonymous) with lived experience of:

- Hearing and vision impaired.
- Cochlear implant, assistance dog user.
- Vision impaired, guide dog and long cane user.
- 2 x Manual, power wheelchair and handcycle user.
- Mobility impaired and Trampler user.
- Autism.

# A2 Ennerdale Site Visit and Outcomes

## A2 Ennerdale Site Visit

### Rationale

A2.1 Existing Coast to Coast Path National Trail accessible sections, routes and suggested circular and link routes should be targeted for access audits to inform route and access chain improvements. Audits should include Trail Officers and local disabled people, cyclists and horse riders where possible.

A2.2 A sample site visit and high-level access audit was carried out with the Lake District National Park Authority and Leonard Cheshire in January 2024 on Ennerdale and Bowness Knott Miles without Stiles routes 23 and 24.

A2.3 Route observations from site visit: long gradual climbs, steep descents, lack of signage at decision making points, large sharp stones, long travel distances but few seats at Ennerdale, more seats at Bowness Knott but not accessible locations, uneven ground causing jarring to standard power wheelchair (aggravation to spine), useful sign information but map not oriented to lake, signs and wayfinding review needed, parking at Ennerdale has several potholes, seating/picnic tables close to car park needed, no toilets on site, horse box parking sign and hitching rail needed.

A2.4 Value of site visit:

- a. Live guidance on accessible and inclusive design from Leonard Cheshire auditors including surface condition, wayfinding, resting and seating, path width, impact on power wheelchairs.
- b. Specific advice was given on dimensions and detail for path edge protection, handrails, seating, parking, wheelchair turning.
- c. CAD templates for Tramper mobility aid, power wheelchair, turning and seating layouts were produced by Leonard Cheshire as part of this report, passed to all Partners. The Lake District National Park Authority included it in Ennerdale's site improvement tender package.
- d. Leonard Cheshire gained a valuable perspective on route categorisation, toilets, miles without stiles and QR coding from the Miles without Stiles Volunteer Co-Ordinator and Park officers.
- e. As a result of the site visit, the Trail Officer generated an access improvements list including Tramper hire and an extension to the Jubilee Path connecting Ennerdale Bridge to Ennerdale Views amongst other suggestions.



Figure 120. Bowness Knott car park. Microsoft Seeing AI free app 'reads' signs but not arrows. Image ©Natural England.



Figure 121. Bowness Knott car park. Trail Officers and disabled people together at Bowness Knott car park. Image ©Natural England.



Figure 122. Route 23. Resting and passing places are part of the Ennerdale work schedule. Image ©Natural England.



Figure 123. Route 23 - Inaccessible Bridge at the foot of 1:8 path. Uneven, severe camber. Image ©Natural England.



Figure 124. Leonard Cheshire auditor and Miles without Stiles Volunteer Co-ordinator discuss route classification and information. Image ©Natural England.

## A2 Ennerdale Site Visit

### Resulting Opportunities

A2.5 Summary feedback from Jo Willmott, Project Ranger at the Lake District National Park is supplied with this report as a separate pdf file. This gives an excellent summary of the site visit and insight to issues experienced.

A2.6 The site visit gave rise to an insightful list of access improvements from Project Rangers which demonstrates the value of site visits and access audits:

- a. Hosting Trampler hire from The Gather (would require charging and housing facilities).
- b. Extend off road footpath between The Gather and the existing Jubilee Path to connect Ennerdale Bridge to lakeshore Coast to Coast.
- c. Repair and re-landscaping of the Car Parks at Bleach Green and Bowness Knott. High importance but outside scope of the present upgrade project.
- d. Exploration of main parking provision to be at rear of The Gather, making all parking to the front of the facility, Blue Badge spaces.
- e. Replace signage and interpretation to meet the access needs of a diverse audience.
- f. Upgrade the entirety of 'Ennerdale Views' Miles Without Stiles route 23. Presently only the sections that run along Sawdust Lonning and adjacent to the lake are considered eligible for direct Coast to Coast Path National Trail upgrade funding.
- g. Use Ennerdale lakeshore section of the Coast to Coast Path National Trail as a case study for better information to potential visitors to assist them evaluate whether the route/parts of the route are suitable for their equipment & own individual needs.

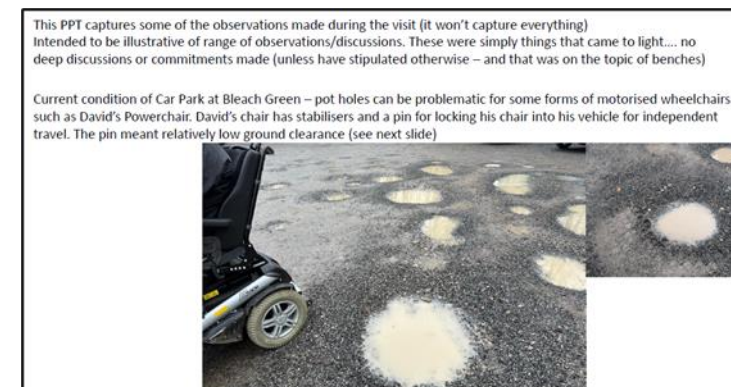


Fig 125. Images ©Lake District National Park Authority.

## A2 Ennerdale Site Visit

### Mobility aids and seating

A2.7 During the site visit it became evident that targeted awareness and information on the design of seating and the impact of surfaces and space on the turning and manoeuvring of powered wheelchairs and larger off-road mobility scooters and on the design of gates and bridges would be useful.

A2.8 This was reinforced by two notable points:

- a. The Miles without Stiles Co-Ordinator's TGA Motability Vita X all terrain mobility scooter handled rough and wet surfaces far better than Leonard Cheshire's auditor's Ottobok 600 battery powered wheelchair which was less stable on grade and crossfall and far more likely to become stuck in soft mud.
- b. The TGA Motability Vita X turning arc was estimated visually to be at least 3 times that of the Ottobok 600.

A2.9 It was agreed that online design surgeries and site reviews between access advisors and Project Rangers could be effective accessibility delivery tools. This is something Lake District National Park Authority said could be tested out when the Ennerdale contract is live.



Figure 126. TGA Motability Vita X all terrain mobility scooter on the right has 1075mm wheelbase and simultaneous direct rear wheel drive scooter resulting in a far greater turning arc than the Ottobok 600 530mm wheelbase power wheelchair on the left. Photo at Bowness Knot, Ennerdale Lake. Image ©Natural England.



Figure 127. Photo of Miles without Stiles route 23, Ennerdale View. Discussing bench design including space at the side for wheelchair and Trampler turning and parking with Project Ranger (Western). Image ©Natural England.

## A2 Ennerdale Site Visit

### The need for design data

A2.10 It was agreed that more data on contemporary commonly used off-road and all terrain scooters would be useful and that this should be checked against access standards, especially for larger mobility aids, recumbent and cargo bikes, handcycles and racing wheelchairs, bariatric wheelchairs and double buggies, particularly where they overlap with the use of parking, paths, gates and bridges.

A2.11 To explore this idea, we used the Lake District National Park Miles without Stiles Volunteer, and her TGA Vita X scooter as an exercise in gathering evidence based and user centric information. We established the following:

- Range battery 25 miles, long range battery 35 miles.
- Top speed: 8 mph.
- Length: 1620mm.
- Width: 780mm.
- Height: 1580mm.
- Turning Radius: 1800mm.
- Ground Clearance: 100mm.
- Wheelbase: 1075mm.
- U-turn : 4400mm width x length 2300mm.
- 3-point turn: 2300mm width x length 2000mm.
- Multiple turns: 2000mm width x 2300mm length.

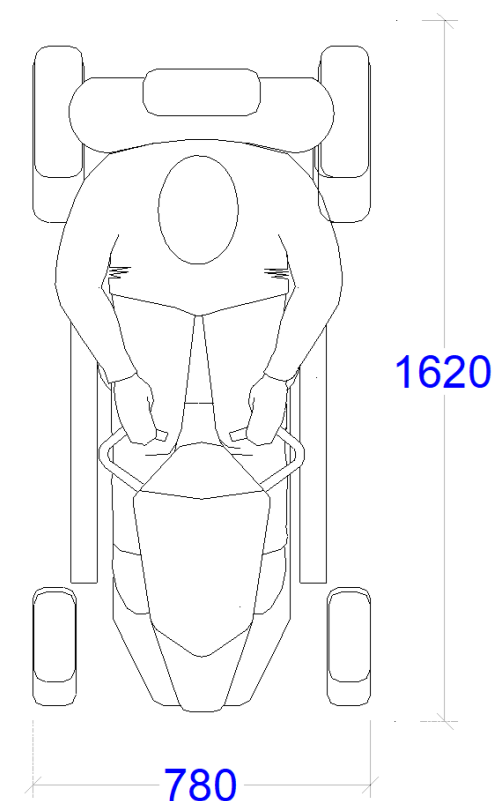


Figure 128. Lake District National Park Miles without Stiles Volunteer and her CAD template drawn up by Leonard Cheshire 21 February 2024. CAD file sent to all Partners by Leonard Cheshire 21 February 2024. Images ©Natural England.

## A2 Ennerdale Site Visit

### Ennerdale Water short walk - sample text for audio description

A2.12 This is written from the perspective of someone with a visual impairment. Time of year written; February. Conditions: Damp, slight fog across the mountain tops. 2km route, starts from a car park. I walked it anti-clockwise.

- a. A lakeside walk surrounded by the rolling hills on one side and more steeply rising cliffs to the other. It begins at Bleach Green car park which is gravel, uneven with many deep potholes, which may be filled with water on a wet day.
- b. You begin the walk at the far end of the car park, opposite to the entrance. Take the path to the right which leads you very gently down towards the lake and is wide enough for two people to walk together. There are fixed sharp stones and many small loose stones on the surface. The Pathway runs through a wooded area with tall trees either side with the sound of the river running to your left. Watch out for red squirrels here. Follow this path for 200m where it merges with a narrow track coming from the right. This junction has a Stone Cairn 1m high, the track then immediately joins the main single track vehicular lane which continues for 200m to a weir at the edge of the lake and a footbridge taking you left over the River Ehen. The bridge has handrails to both sides with a 10cm upstand on the lake side of the bridge only. This is where the lake edge walk begins properly. At this point, you will really feel the aspect of the valley and the lake open on your right with fantastic views along the length of lake and the valley from this bridge. Here, I felt a real sense of tranquillity.
- c. From the bridge, the path is wide, level and made-up of stones, gravel and earth. Some of the surface is slightly uneven, beware the odd pothole and large puddles during wet weather! The space is wide open, and you can hear wildlife, and the lake lapping across the gravel on the shoreline. The path continues for 400m with grass either side, with shrubs on the left initially, then opening on both sides allowing you to again enjoy the wide-open space and the breeze off the lake.
- d. There are short ranch style rails set back from either side of the path, but if you continue on the gravel, you will not come across these. On a busy day, there is more than enough room to pass other people using the path. There are magnificent views down the length of the lake and across the lake to the high hills on the opposite side. This is a relaxing part of the walk with sounds of nature all around you. Continue along this gently undulating pathway.
- e. Now the path begins to narrow down to 80cm in places in part due to mud and grass encroaching. Continue on this path, which moves you a little away from the lake. Previous views are replaced by some higher bracken, but the atmosphere is still pleasant. Remember the path is only wide enough for one person in sections here and I felt the need to step aside to allow a wheelchair user I met coming the other way, so they didn't have to risk getting stuck in the soft mud. There is a bench facing the lake here, an ideal spot 700m from the start for me take a short break, to soak up the atmosphere, have a quick cupper and a bite of my sandwich, before continuing.
- f. Continuing this pathway will bring you very close to the lakeside on your right, where there is a steep incline down to a single step footbridge. In wet weather, this incline is very slippery. I had to be cautious because there is loose gravel, small rocks and a crossfall too. This is the halfway point. Take a sharp left, taking you away from the lake to begin the next leg of your circular route.
- g. You now have trees to the left and right mixed with high hedges. The path is quite narrow but is more than enough for one person and is of a slight incline upwards for 500m. The surface is as before loose mixed stones, gravel, but has also been encroached by grass and mud on both sides but worse on my right due to tractor tire rutting caused during cutting of the hedge. There are many birds around throughout the year, and I certainly recognised the distinctive yodelling of a resident wood warbler. At no point on this walk are there any overhanging branches of any sort. On windy, cold days, the high planting in this area offers you some protection. There is a second bench here on your left if you needed to sit and catch your breath or simply sit and enjoy your surroundings. Be aware there is quite a deep ditch either side of this bench and another running the full length of this pathway on your right. The right-hand ditch is far enough away from the path to not be an issue, but it is important you are aware of this if stepping off the path to avoid oncoming users. Although this is quite a long element of the walk, you need to look out for when the planting to your left becomes open and there are three large boulders because this is where you must turn left off this path to head back towards Bleach Green car park. There are no clues such as surface changes, signage or other clues to take this path but the 'atmosphere change' of the space becoming somewhat more open did help a little – but you really do need to pay attention. This left turn takes you gently down a 1m wide compressed gravel path with small stones and rocks, cutting through trees with the mountains rising in the distance ahead of you where I'm told you can see a rather nice waterfall.
- h. There is a short steep section as you come onto the path for about 100m. Also be aware of a very short steep chamfered end to this path where it crosses a single track used by logging lorries. Do not turn to the right or left along this track but head straight across and on down through a small copse, avoiding parked cars on the track to join a tarmac road. These parked cars are not an indication you are back in the Bleach Green car park where you started your walk. This parking serves the Local Scout Hut which is hidden in the trees.
- i. Once on the tarmac road, keep left, cross a small road bridge over the River Ehen, before taking your first left back into the Bleach Green car park and you will have completed your 2km circular walk.

# A3 Path Access Grading System

## A3 Path Access Grading System

### Evolution of Countryside Access Guidance

#### A3.1 Background to the evolution of countryside access guidance in the UK:

- a. 1997 [Countryside for All](#) (Fieldfare Trust) (cf 32) aimed to improve access to the countryside for all, regardless of physical abilities, emphasising the importance of creating accessible paths, routes, and facilities. It seems influenced by statutory built environment external standards which are limiting. [Countryside for All](#) (cf 32) copyright was transferred to Paths for All in 2019. Access Zones and standards in [Countryside for All](#) (cf 32) start with a path gradient of 1:12 and no more than 1:10 and a maximum stone size starting at 5mm but no more than 10mm through all zones. The access standards are related to the built environment which are traditionally recognised as basic but limiting. Resting areas and seating are not formalised.
- b. 2005 [By All Reasonable Means](#) (cf 06), The Sensory Trust for Natural England aimed to improve accessibility of countryside sites, routes, and facilities, building on [Countryside for All](#) (cf 32) but focused on achieving least restrictive access while considering environmental and practical constraints and encouraging creative solutions to make outdoor spaces more inclusive. The access standards in [By All Reasonable Means](#) (cf 06) (BARM) are similar to the [Countryside for All](#) (cf 32) with gradients starting at 1:12 but with a maximum 1:8. Stone size is essentially the same. Resting areas and seating are not formalised.
- c. Countryside route accessibility categories in Miles without Stiles have become influenced by the [By All Reasonable Means](#) (cf 06) management Zones B and C access standards and promoted as Access for All, Access for Many and Access for Some respectively. However, the Access for all category can have a maximum gradient of 1:10 with 1cm stones. The categories are perceived to be a measure of access for all when, strictly applied, they work for average walkers and battery powered all terrain mobility aid users, not mobility impaired people and standard mobility aid users. Note: a 1:10 gradient is very steep.
- d. 2023 Outdoor Accessibility Guidance published by Paths for All, developed by Sensory Trust, expands on the foundation laid by [Countryside for All](#) (cf 32) and [By All Reasonable Means](#) (cf 06) with broader content and techniques. Designed as a practical reference for exceeding minimum accessibility standards, it advocates easier path access standards starting with a maximum 1:20 grade, clear of loose stones and debris with maximum cross fall 1:50. The guidance also states, quite rightly, that 1:12 is a maximum and that 1:15 or even 1:20 is more manageable which relates more to the broader range of mobility impaired people, is more inclusive and in line with the [social model of disability](#).

# A3 Path Access Grading System

## Partners' Miles without Stiles Access Categories

A3.2 When considering promoting accessible routes for the Coast to Coast Path National Trail, Leonard Cheshire's start point is the Miles without Stiles initiative promoted by the Lake District, Yorkshire Dales and North York Moor National Park Authorities. The system uses 3 access categories: Access for All; Access for Many and Access for Few. The Yorkshire Dales use colours for its categories: green, blue and red, respectively.

A3.3 On inspection of Partners' website-based Miles without Stiles information and maps for, it is evident that access categories are based (albeit loosely) on 2 of the 13 [By All reasonable Means](#) (cf 06) Access Standards within management zones B) Rural landscapes and C) Open country without major barriers. The 2 access standards being 2. Surfaces and 5. Gradients. The categories use Zone B access standards as a start point for easy access routes as set out below:

- a. **For All or Green:** max Gradient 1:10. Surface: firm, max stone size 10mm compared with BARM max Gradient starting at 1:12 with surface: firm, max stone size 5mm.
- b. **For Many or Blue:** Max Gradient 1:8. Surface: firm, max stone size 40mm compared with BARM max Gradient starting at 1:10 with surface: firm, max stone size 10mm.
- c. **For Few or Red:** Max Gradient 1:8. Surface: not firm, stones 100mm, tree routes, potholes, ruts 100mm compared with BARM max Gradient: 1:8, Surface: not firm, no limit stone size.

A3.4 The Lake District National Parks Authority adds a fourth "Challenging" category with gradients up to 1:4 with soft, muddy ground and ruts up to 200mm.

A3.5 Note:

- The first and theoretically 'easiest' access category, For All, allows a maximum 1:10 gradient which is a steep ramp, not a path, and as such prohibitive to many ambulant disabled people and wheelchair users.
- The variation in path surface in the Miles without Stiles category is broad, for example "Tarmac or smooth, compacted stone with a diameter of 10mm or less". People dependent on a firm smooth surface may be put off by 10mm stone as this can stop or jolt a small front caster on a wheelchair causing the occupant to jerk forwards or tip out, it can cause significant pain to people with foot conditions such as Morton's Neuroma or be difficult for people who can't lift their feet or use walkers and rollators.

	Zone A Urban, formal and managed landscapes	Zone B Rural landscapes	Zone C Open country without major barriers
Barriers <sup>1</sup>	No steps or stiles or other physical barriers restricting access.	No steps or stiles or other physical barriers restricting access.	No steps or stiles or other physical barriers restricting access.
Path surfaces <sup>2</sup>	Hard, firm, smooth with very few loose stones (no bigger than 5mm).	Hard and firm with very few loose stones (no bigger than 10mm).	Path possibly modified (not necessarily hard and firm in all weathers) with some larger stones, occasional tree roots, potholes and short stretches of rutting.
Path widths <sup>3</sup>	At least 1.2m	At least 1m	At least 815mm
Width restrictions <sup>4</sup>	At least 900mm for no more than 300mm along the path, 1m for no more than 1.6m along the path. Any gates to comply with BS5709.	At least 815mm for no more than 300mm along the path, 915mm for no more than 1.6m along the path. Any gates to comply with BS5709.	At least 815mm for no more than 300mm along the path, 915mm for no more than 1.6m along the path. Any gates to comply with BS5709.
Maximum gradients <sup>5</sup>	1:12	1:10	1:8
Landings on ramps steeper than 1:20 <sup>6</sup>	Maximum rise of 750mm between landings (for example landings should be every 9m along ramps of 1:12).	Maximum rise of 950mm between landings.	Maximum 950mm where feasible and information is provided.
Surface breaks <sup>7</sup>	No more than 12mm measured across the line of the path.	No more than 12mm measured across the line of the path.	No more than 75mm measured across the line of the path.
Maximum cross camber (slope across a path) <sup>8</sup>	1:50	1:35	1:25 but cross slopes caused by tree roots/potholes/ruts may be greater.
Maximum distance between passing places <sup>9</sup>	50m	Not formalised or surfaced, but at least every 150m.	Not formalised or surfaced, but at least every 300m.
Distance between resting places <sup>10</sup>	Maximum 100m	Maximum 300m	Not formalised
Step levels <sup>11</sup>	Maximum 5mm	Maximum 15mm	Maximum 100mm
Clear walking tunnel <sup>12</sup>	At least 1.2m wide x 2.1m high	At least 1m wide x 2.1m high	At least 1m wide x 2.1m high
Edges <sup>13</sup>	Clearly visible	N/A	N/A

Table 6. Extract from [By All reasonable Means](#) (cf 06) Access Standards for Different Management Zones.

# A3 Path Access Grading System

## Outdoor Accessibility Guidance 2023 Access Standards

A3.6 [Outdoor Accessibility Guidance 2023](#) (cf 05) path and route management zone access standards are slightly different to [By All reasonable Means](#) (cf 06). Significantly, all zone maximum gradients are now shallower – Zone A max 1:20, Zone B max 1:12 and Zone C max 1:10. The start point for gradient in [Outdoor Accessibility Guidance 2023](#) (cf05) is 1:20 which is half that used in the Partner’s Miles without Stiles Access for All category which is 1:10.

A3.7 We should be moving towards the [Outdoor Accessibility Guidance 2023](#) (cf05) standards as a minimum because they are more inclusive to mobility impaired people’s access needs. They are driven by user requirement rather than the limitations of the environment.

### Disabled Ramblers

A3.8 Disabled Ramblers promote 3 ramble categories describing terrain and mobility aids:

- Category 1: Suitable for manual wheelchairs, power chairs and scooters, generally on level routes with nothing rougher than a metalled farm track or forestry road, under 5 miles. Category 1 rambles are rare since the Disabled Ramblers started providing loan scooters.
- Category 2: Undulating country surfaces, on good tracks. May be short stretches of stony or soft going with shallow ruts. Suited to robust powerchairs and long-distance battery mobility vehicles. Fit manual wheelchair users, maybe with pushers may be able to cope but scooter loan is advised. Gradients less than 1:10, 150m maximum climb, max 8 miles. Category 2+, indicates more height gain and or short stretches of difficult ground.
- Category 3: Rough tracks, significant slopes, cambers and climbs. Serious undertaking, often some distance from roads or on exposed hillsides. “Town scooters” or powerchairs are not suitable. All-terrain mobility vehicle such as Trampler or Supersport is needed. Gradients up to 1 in 5, height gain Can be 1000ft or 300m. 5 to 8 miles.
- ‘Plus’ or ‘+’ categories are used if routes are a bit tougher.

Zone A	<b>Formal, intensively managed landscapes</b> (eg visitor centres, urban landscapes, recreational hubs)	Applies the highest access standards and provides access for the most people.
Zone B	<b>Informal, moderately managed landscapes</b> (eg walking and cycle trails, country parks, urban fringe)	Access standards are lower but Least Restrictive Access approach maximises opportunities.
Zone C	<b>Open, wilder, lightly managed landscape</b> without major barriers (eg open countryside, nature reserve, woodland)	Access standards are lower but Least Restrictive Access approach maximises opportunities.

Some areas of wild, open countryside and forest will be outside the zoning system, but if improvements are planned, they should aim to meet at least Zone C standards.

Table A.2a Path and route management zone standards

	A	B	C
Barriers <sup>1</sup>	No stiles, steps or physical barriers restricting access. No gates narrower than 1100mm (1500mm in Scotland).	No stiles, steps or physical barriers restricting access. No gates narrower than 1100mm (1500mm in Scotland).	No stiles, steps or physical barriers restricting access. No gates narrower than 1100mm (1500mm in Scotland).
Surface <sup>2</sup>	Firm and even in all weathers, clear of loose stones and debris.	Firm, with a few loose stones and debris.	Path not firm in all weathers, loose materials, occasional tree roots, potholes and stretches of rutting.
Width <sup>3</sup>	Meets recommended widths in Section A.3. No passing places needed.	At least 1200mm wide with passing places at least every 50m.	At least 1000mm with passing places at least every 150m.

Zone A: Clear of loose stones and debris.

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Resting points <sup>5</sup>	At least every 100m.	At least every 300m.	Not formalised. Resting points make the most of existing features
Gradient <sup>6</sup>	Maximum 1:20 (5%) with level areas for gradients over 1:60 (1.7%).	Maximum 1:12 (8%) and any gradients steeper than 1:20 (5%) detailed as ramps.	Maximum 1:10 (10%) over very short distances (600mm).
Crossfall or camber <sup>6</sup>	1:50	1:50	1:35
Surface breaks <sup>7</sup>	Maximum 5mm gap measured across the line of the path.	Maximum 5mm gap measured across the line of the path.	Maximum 12mm gap measured across the line of the path.
Height clearance <sup>8</sup>	Meets recommended heights in Section A.3.	Meets recommended heights in Section A.3.	Does not meet recommended heights in Section A.3 but there are no solid structures limiting headroom.
Distance <sup>9</sup>	Route includes shorter loops or easy return options.	Route includes shorter loops or easy return options.	Route is lengthy with no shorter loops or easy return options.
Clarity <sup>10</sup>	Route is clearly defined by its surface.	Route is clearly defined.	Route may be undefined, but it is still clear enough to follow.

Zone A: 1:20 max gradient

Table 7. Extract from [Outdoor Accessibility Guidance 2023](#) (cf05), Table A 2a. Paths and route management zone standards.

## A3 Path Access Grading System

### Findings

A3.9 The existing Miles without Stiles access categories used on Partner websites do draw the individual to delve deeper to explore the suitability of routes further. For competent walkers and people with access to robust powered wheelchairs or off-road mobility aids such as Trampers or Terrain Hoppers, the content in detail information on web pages and downloadable maps is sufficient for an individual to decide whether to strike out and visit the walk.

A3.10 There is little information targeted at ambulant disabled people who can only walk short distances before resting, or at self-propelled or pushed manual wheelchair users, people who experience pain or fatigue, have respiratory or circulatory conditions or vision impairments.

A3.11 Audio description of the route, details on signage and route following for vision impaired people, alt tags for image description, and audio-description to videos isn't to be found.

A3.12 On diving deeper, Leonard Cheshire find category names, the detail in information and presentation of maps across Park and Local Authority websites for accessible 'Miles without Stiles' routes to be inconsistent and confusing. For example:

- The category naming on a web page link to that in the header of the route page or route map may vary.
- Colours and icons used to identify categories and for route delineation on maps vary between Partners and can vary map to map on the same website.
- A category may be explained as wheelchair or buggy suitable but when detailed information is accessed, it may state that the route is deemed not suitable for wheelchairs or that surfaces and gradients are more onerous than the category standard.
- Information on surface, gradient and facilities can be detailed, accurate and supported by useful photographs and videos. Other times, information is poor or absent.
- Leonard Cheshire auditors found some routes at high level labelled as a specific category, say, route with Access for Many and described as suitable for assisted wheelchair users only to be told on the detailed information pages that paths were rough and unsuitable for wheelchairs and push chairs.

A3.13 Deciding whether to use the Trail is dependent on the content and accessibility of information. Searching the web is a common and quick way of finding information, so Leonard Cheshire auditors web searched 47 Miles without stiles routes (3 of which were on the Coast to Coast Path National Trail) which were access categorised as follows: 14 for All, 13 for Many and 20 for Few. Leonard Cheshire auditors felt that 4 of the "for All" were misclassified and should have been "for Many", giving:

- 21% Access for All.
- 36% Access for Many.
- 43% Access for Some.

A3.14 1 in 5 routes were listed as Access "for All" but with the risk that they could have 1:10 gradients. Add this to the inconsistencies listed opposite and it doesn't instil confidence to visit, especially if long travel distances are involved. All the "for Many" and "for Few" routes (that is 4 out of 5) are promoted as needing Trampers or all terrain buggies. 6 videos were also viewed (at random); all showed Trampers being used. Only one video showed an evidently mobility impaired person - a man with a walking cane with his granddaughter.

A3.15 For these reasons, Leonard Cheshire auditors tended to focus on "Access for All" category to look for accessible routes. Generally, more information on level or gentle grade walks with frequent seating, signs and wayfinding, toilets and parking is needed.

### Opportunities

- a. Give more detail on shallower gradients and smoother surfaces on paths where this exists. This will need an additional and easier entry level access category to be added to the current Miles without Stiles grading system.
- b. Create or adopt an aligned, understandable path or route access grading system based on appropriate and accurate route data for each category to better inform users and increase their confidence to make decisions to visit. The new grading system should have more intuitive category names and icons. The system to be influenced the more inclusive [Outdoor Accessibility Guidance 2023](#) (cf05) access standards rather than [By All reasonable Means](#) (cf 06).

# A3 Path Access Grading System

## Table: Management Zones, Access Standards and Route Categories

By All Reasonable Means	A	B	C	
Description	Urban, formal and managed landscapes	Rural landscapes	Open country without major barriers	
Gradient	Max 1:12	Max 1:10	Max 1:8	
Surface	Hard, firm, smooth with very few loose stones (no bigger than 5mm)	Hard and firm with very few loose stones (no bigger than 10mm).	Path possibly modified (not necessarily hard and firm in all weathers) with some larger stones, occasional tree roots, potholes and short stretches of rutting.	
<b>Outdoor Accessibility Guidance 2023</b>	<b>A</b>	<b>B</b>	<b>C</b>	<b>Wild, open countryside and forest</b>
Description	Urban, formal and managed landscapes. <b>Highest access standards</b>	Rural landscapes. Lower access standards but Least Restrictive Access approach maximises opportunities.	Open country without major barriers. Lower access standards but Least Restrictive Access approach maximises opportunities.	Outside the zoning system, but improvements should aim to meet at least Zone C standards.
Gradient	<b>Maximum 1:20 (5%)</b>	Maximum 1:12 (8%)	Maximum 1:10 (10%) over very short distances (600mm).	
Surface	<b>Firm and even in all weathers, clear of loose stones and debris.</b>	Hard and firm with very few loose stones (no bigger than 10mm).	Path possibly modified (not necessarily hard and firm in all weathers) with some larger stones, occasional tree roots, potholes and short stretches of rutting.	
<b>Lake District NPA</b>	<b>For All</b>	<b>For Many</b>	<b>For Some</b>	<b>Challenging</b>
Description	Suitable for everyone, including push chairs and wheelchairs and mobility scooters	Suitable for many walkers, pushchairs, wheelchair and mobility scooter users with more robust all terrain equipment	Suitable for some walkers, and confident pushchair, wheelchair and mobility scooter users, who may find routes 'for some' within their abilities, if they have suitable extreme all terrain equipment	Only suitable for confident users and those with more extreme all-terrain equipment.
Gradient	Max 1:10	Most 1:10. Max 1:8	Not limited but more than 1:8 have improved surfacing or handrails	Max 1:4 for short lengths (<10m) and up to 1:6 for longer lengths. May not be handrails.
Surface	Hard, firm, some loose stones max 1cm.	Preferably firm in all weathers. Stones max 4cm. Some tree roots, potholes and max 4cm rutting.	Possibly not firm. Stones max 10cm. Some tree roots, potholes and max 10cm rutting.	Rough ground for most or all of the route. May be soft, muddy. Tree roots and rutting up to 20cm.
<b>Yorkshire Dales NPA</b>	<b>Green</b>	<b>Blue</b>	<b>Red</b>	
Description	For All	For Many	For Some	
Gradient	Max 1:10	Most 1:10. Max 1:8	Not limited but more than 1:8 have improved surfacing or handrails	
Surface	Tarmac or smooth, compacted stone of max 1cm diameter. Path width a minimum of 1m with passing places	The path surface will be rougher stone of 4cm diameter or less	There may low steps or breaks in the surface 10cm in height. Stones up to 10cm diameter.	
<b>North York Moors NPA</b>	<b>For All</b>	<b>For Many</b>	<b>For Some</b>	
Description	Suitable for everyone, including pushchairs and people operating their own wheelchairs.	Suitable for assisted wheelchair users and families with more robust all-terrain type buggies	Strong and confident wheelchair users and helpers may find routes 'for some' within their abilities. May be suitable for off-road mobility scooters	
Gradient	No more than 1:10	Most 1:10. Max 1:8	Not limited but more than 1:8 have improved surfacing or handrails	
Surface	Tarmac or smooth, compacted stone of max 1cm diameter. Path width a minimum of 1m with passing places	The path surface will be rougher stone of 4cm diameter or less	There may low steps or breaks in the surface 10cm in height. Stones up to 10cm diameter.	
<b>Disabled Ramblers</b>	<b>Category 1</b>	<b>Category 2</b>	<b>Category 3</b>	
Description	Suitable for manual wheelchairs, power chairs and scooters.	Suited to robust powerchairs and long-distance battery mobility vehicles. Fit manual wheelchair users, maybe with pushers may be able to cope but scooter loan is advised.	"Town scooters" or powerchairs are not suitable. All-terrain mobility vehicle such as Trampler or Supersport is needed.	
Gradient	Generally, level.	Gradients less than 1:10, 150m maximum climb, max 8 miles.	Gradients up to 1 in 5), height gain Can be 1000ft or 300m. 5 to 8 miles.	
Surface	Nothing rougher than a metalled farm track or forestry road.	Undulating country surfaces, on good tracks. May be short stretches of stony or soft going with shallow ruts.	Rough tracks, significant slopes, cambers and climbs. Serious undertaking, often some distance from roads on exposed hillsides.	

Table 8. Listing of management zones, access standards and route categories for path access grading.

# A4 Review: Design Guide for waymark discs, waymark posts and finger blades

# A4 Design Guide for waymark discs, waymark posts and finger blades

## Introduction

A4.1 This annex is:

- An access commentary on the Natural England Design Guide for waymark discs, waymark posts and finger blades (the Design Guide), 3<sup>rd</sup> Jan 2024.
- Leonard Cheshire’s response to the Natural England Guided Buying Specification Template requirement to “Provide an assessment of information provision e.g., signs and information boards so that types of access users have sufficient information to be able to plan their visit with certainty. Identifying where this provision is sufficient, and where improvements need to be made to provide the ‘Access Chain’ referred to earlier in this section”.

A4.2 The 3 x A4 page National Trail Sign “Design Guide”:

- Aims to contribute towards a “design language that is consistent along the whole length of the coast to coast path”.
- Presents how Natural England “would like the signage to look given the National Trail quality standards”.
- “Elements of flexibility include the use of either Department for Transport highways icons or Countryside Code icons to depict user status”.
- Gives a range of illustrations of “Waymark discs, Waymark posts and finger posts reflecting Technical Working Group meeting discussions”.

A4.3 This review takes account of:

- [Countryside Code Local Signs](#) (cf 21).
- Natural England’s [Waymarking public rights of way](#) (cf 22).
- Department for Transport highways icons from the [Traffic Signs Regulations and General Directions \(TSRGD\) 2016](#) (cf 23) Schedules 12 and 17.
- [Department for Transport Traffic Signs Manual, Chapter 7, the Design of Traffic Signs \(2018\)](#) (cf 24).
- [Outdoor Accessibility Guidance 2023](#) (cf 05).
- Inclusive Mobility A Guide to Best Practice on Access to Pedestrian and Transport Infrastructure (cf 25).
- [ISO 2001:2023 Graphical symbols. Registered public information symbols](#) (cf 26).

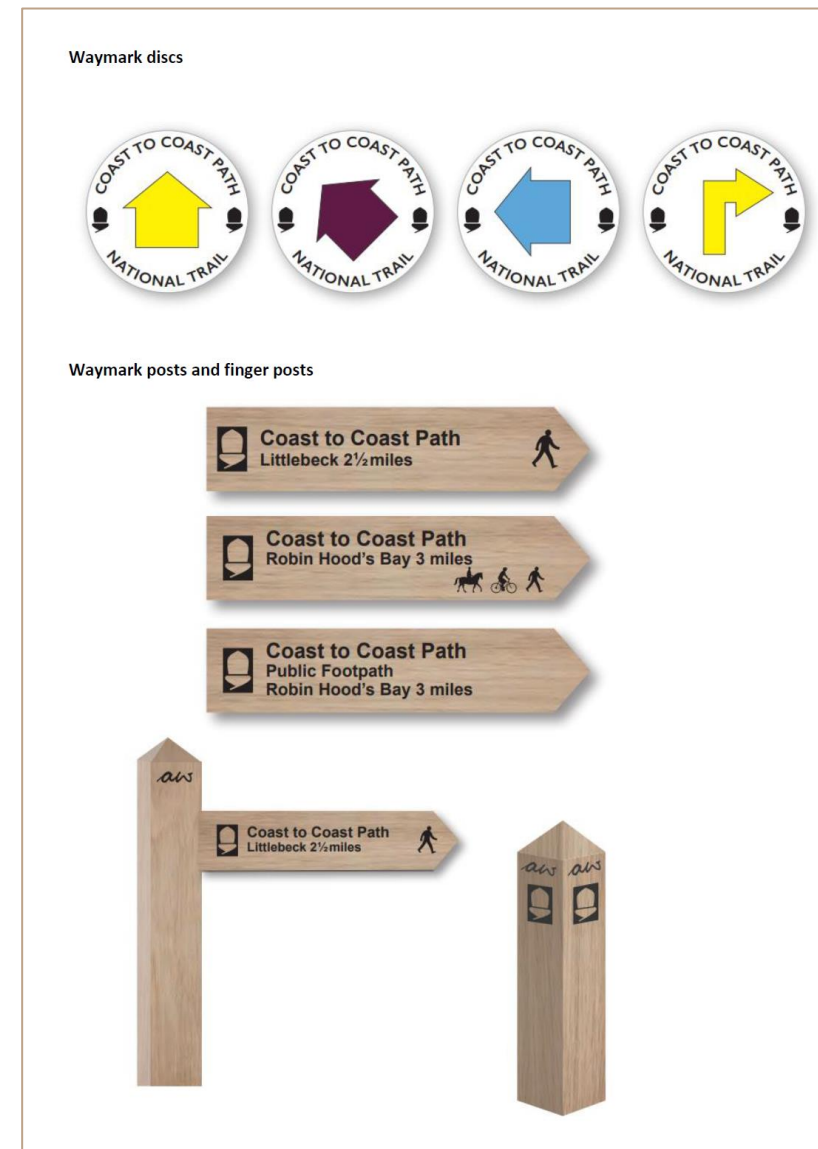


Figure 129. Page 3 of the Design Guide with illustrations of Waymark discs, Waymark posts and finger blades (cf 16). The Design Guide headings include Consistency, Flexibility, Font size, Lettering, The Acorn, Symbols, The Post, Waymark posts and Waymark discs.

# A4 Font Lettering

## Findings

A4.4 'Arial' font is specified for waymark discs and posts scoring 6/12 on the Burdus Font Accessibility Test. 'Arial Black' is specified for the waymark discs outer edge lettering. Note Arial Black scores 5/12 on the Burdus Font Accessibility Test with lower accessibility at smaller point sizes. It may be considered for large header signs where the letter height is 100mm+.

A4.5 The Traffic Signs Regulations and General Directions 2016 Schedule 17 Letters, numeral and other characters Part 1 refers to the "Transport font; a sans-serif typeface designed to be highly legible to motorists driving at high speeds". Transport scores 9/12 on the Burdus Font Accessibility Test compared to the Arial score of 6/10.

A4.6 See also the DfT Traffic Signs Manual [Chapter 7. The Design of Traffic Signs](#) (cf 24), In particular 2.1 Alphabets and 2.2 Tiles, x-heights and stroke widths. 2.1.1. states the alphanumeric characters used on traffic signs are from a specially designed alphabet known as the Transport alphabet.

A4.7 The Burdus Font Accessibility Test was developed for the accessibility testing and development of the Cymru/Wales Sans, Transport and Serif fonts for the Welsh Government in 2018. It comprises 12 font key accessible features (listed in the table opposite) drawn from a range of contemporary 'legible' fonts designed specifically for people with reading difficulties including:

- FS Me for Mencap - the UK's leading charity for people with learning disabilities.
- APHont™ (pronounced Ay'-font), was developed by APH American Printing House for the Blind) specifically for low vision readers.
- Dyslexie font design aimed at improving the reading for individuals with dyslexia

## Accessibility Score

### Arial Black, Arial, Times New Roman, Transport

Key					
1	Meets industry 'standard' accessibility best practice				
1	Meets industry 'standard' accessibility best practice but letter identity accessibility can be improved				
0	Does not meet industry 'standard' accessibility best practice				

	Font Key Accessible Features	Arial Black	Arial	Times New Roman	Transport
1.1	Counters to be 'OPEN' to reduce 'fill in' at smaller point size (increases legibility)	0	1	1	1
1.2	Differentiate similar letter forms - e.g. 1, l (cap i) l (lower case L) and q, g	0	0	0	1
1.3	Dots 'LARGE' on j and l (dot wider than stem width)	0	0	1	1
1.4	Q Tail follow through to distinguish from 'O'	1	1	0	1
1.5	Descenders 20% or longer than x-height for clarity for letter shapes and character recognition	1	1	1	1
1.6	Terminals to be 'OPEN' for clarity and prevent letter shapes appearing 'closed' - c and e	0	1	0	1
1.7	X-height 'LARGE' - enhances legibility by creating more space for lowercase letters and glyphs.	1	1	1	1
1.8	Stem weight 17-20% of x-height maximises legibility	0	0	1	1
1.9	Spacing to be 'BALANCED' to enable reading with rapid eye movement (saccades)	1	1	1	1
1.10	Junctions on r 'LOWER' than n and m help differentiate 'rn and 'm' (currently the same.	0	0	0	0
1.11	b, p,q and d - are not mirror images or rotations - this can be confusing (dyslexia)	1	0	1	0
1.12	Ascenders 'EXTENDED' (higher than CAPS) can accentuate word shapes and patterns	0	0	1	0
<b>Total score</b>		<b>5</b> <b>Arial Black</b>	6 Arial	8 Times New Roman	<b>9</b> <b>Transport</b>

Table 9. Font Accessibility Test scores for Arial Black, Arial, Times New Roman and Transport

# A4 Font Lettering

## Opportunities

1. Consider a font with more accessible features in the letter types than Arial for ease of use by vision impaired people.
2. Consider the Department for Transport's Transport as a font option. Transport scores 9/2 and the Burdus Font Accessibility Test.

A4.8 There are two versions of Transport:

- a. Transport Medium for white characters on a dark green, green, blue, brown, red or black background (S17-1).
- b. Transport Heavy for black characters on a white, yellow or orange background (S17-2). See opposite - design rules common to all rectangular signs from the Traffic Signs Manual.

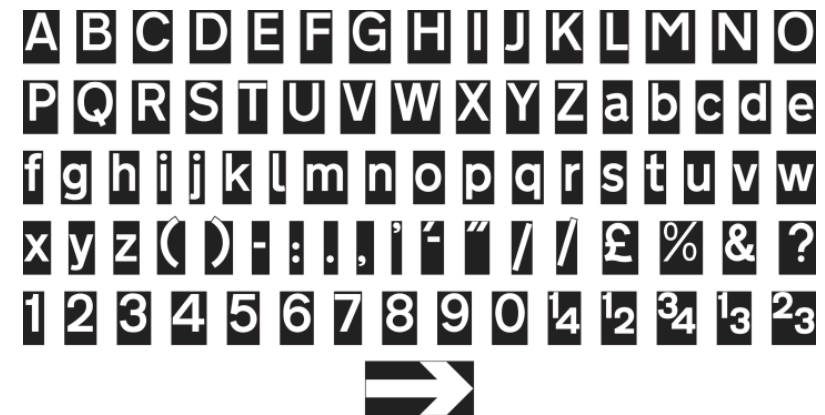
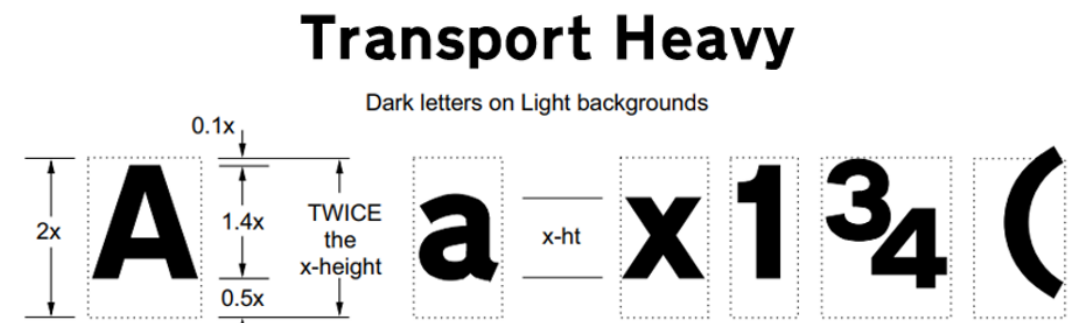
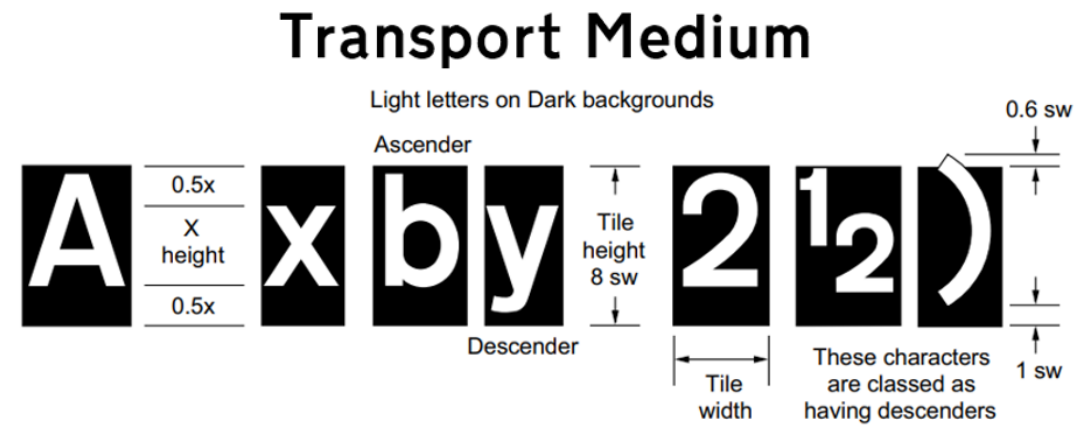


Figure 130. Diagrams from Traffic Signs Regulations and General Directions 2016 Schedule 17 Letters, numeral and other characters Part 1.

# A4 Font

## Size and Lettering

### Findings

A4.9 The Design Guide states:

- “The words Coast to Coast Path with the first letter of each word capitalised on the top line (assumed applies to finger blades)”. This is good practice. “This will be the largest font on the finger blade.”
- “The second line being the destination and distance, the next town or village with the distance in miles written ‘X miles’ afterwards. As a guide this should generally be no more than two font sizes down from the name of the National Trail”. Including travel distance is good practise.
- “The sign designer should decide font size but specify that the trail name must always be in the largest text on the sign. The rest of the font sizing will be largely dependent on the other information that is included. As a rule, use the largest font size possible whilst ensuring the finger blade does not look too cluttered. The illustrations within this document show the ideal proportionate sizing and can be used as a guide for designers”.

### Opportunities

1. Consider including guidance information on font and symbol size in the Design Guide.

**Note: Schedule 12 Directional Signs:** [The Traffic Signs Regulations and General Directions 2016 \(legislation.gov.uk\)](#) (cf 23) For Type A and B directional signs placed on a road, other than a motorway, advice on x-height, borders and chevrons is given for:

Pedestrians or equestrians

- a. “An x-height that is not less than 25mm and not more than 60mm.”
- b. “The background, border and any chevron, legend, symbol or logo may be in any contrasting colours.”
- c. “The border, chevron or both may be omitted.”
- d. “The shape of the pointed end of diagram B may be varied.”

Cyclists

- a. “An x-height that is not less than 25mm and not more than 60mm.”
- b. “The background may be varied to brown when the sign shows only tourist destinations or leisure facilities.” This bears a relationship to wood finish but not ideal for colour contrast ratio.

For Transport font, the unit of measurement when designing a sign is the font stroke width (SW) which is one quarter of the x-height. The capital letters and numerals for the Transport alphabets are advised 5.6 stroke width (SW) high. The spacing between two words on the same line is 2.5 SW. Symbol heights in stroke widths (SW) are shown on the following page.

# A4 Font Size and Lettering

## Opportunities

2. For blades, based on The Traffic Signs Regulations and General Directions 2016 and DfT Traffic Signs Manual Chapter 7, consider:

- Transport Heavy font.
- X-height 25mm minimum.
- Capital letter height 35mm.
- Bicycle symbol 10 SW = 65mm.
- Pedestrian symbol 14 SW = 87.5mm.
- Horse rider symbol 17.5 SW = 109.4mm.

Note: All symbols may need to be simplified for ease of routing out and painting.

- Clearance to underside of blade 2300 for pedestrians and 2400mm for horse riders.
- Consider adding chevron to end of blade as shown, further research into length of blades and free space around symbols.

Acorn surface white  
Height 16 stroke widths = 100mm.

Design Guide says Coast to Coast text to be 2-point sizes bigger than 2<sup>nd</sup> row. This image shows 8 points larger.

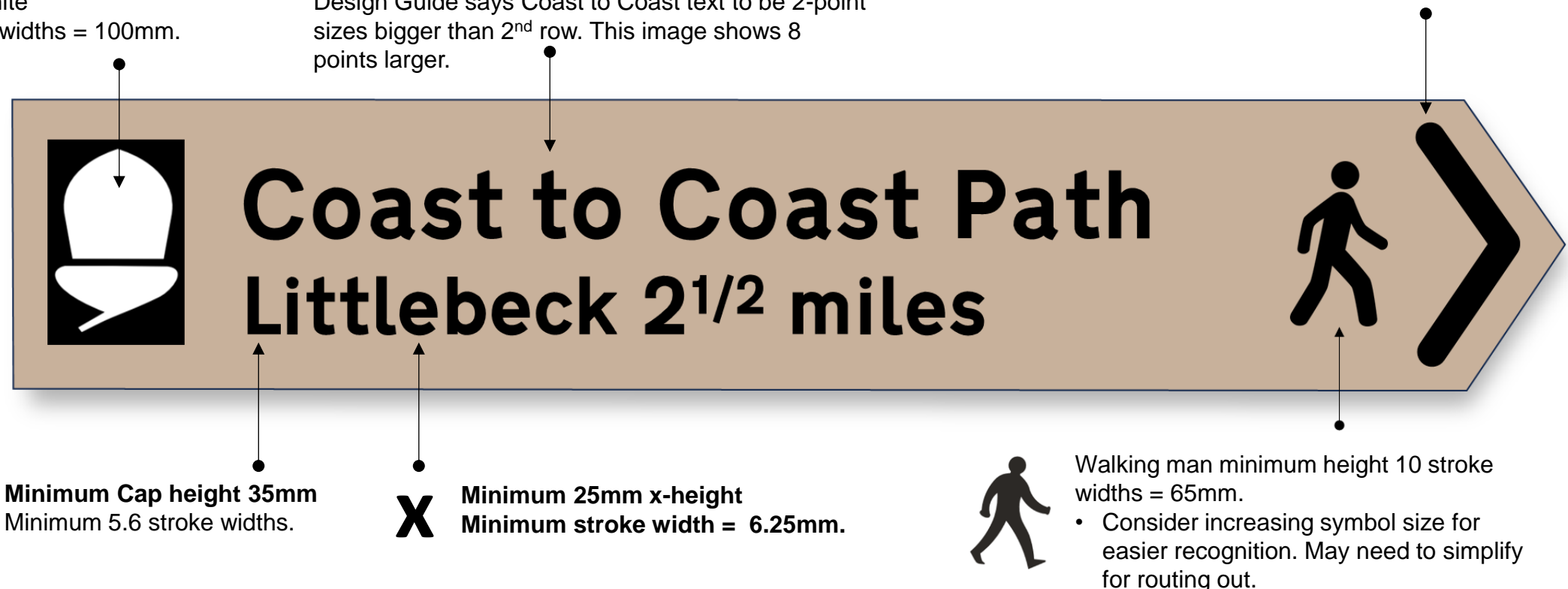


Figure 131. Leonard Cheshire concept finger post sign blade.

# A4 Symbols

## Size and Lettering

### Opportunities

3. Based on [The Traffic Signs Regulations and General Directions 2016](#) (cf 23) and [DfT Traffic Signs Manual Chapter 7](#) (cf 24), consider:

- Bicycle symbol 10 SW = 65mm.
- Pedestrian symbol 14 SW = 87.5mm.
- Acorn height 16 stroke widths = 100mm.
- Horse rider symbol 17.5 SW = 109.4mm.

Note: All symbols may need to be simplified for ease of routing and painting.

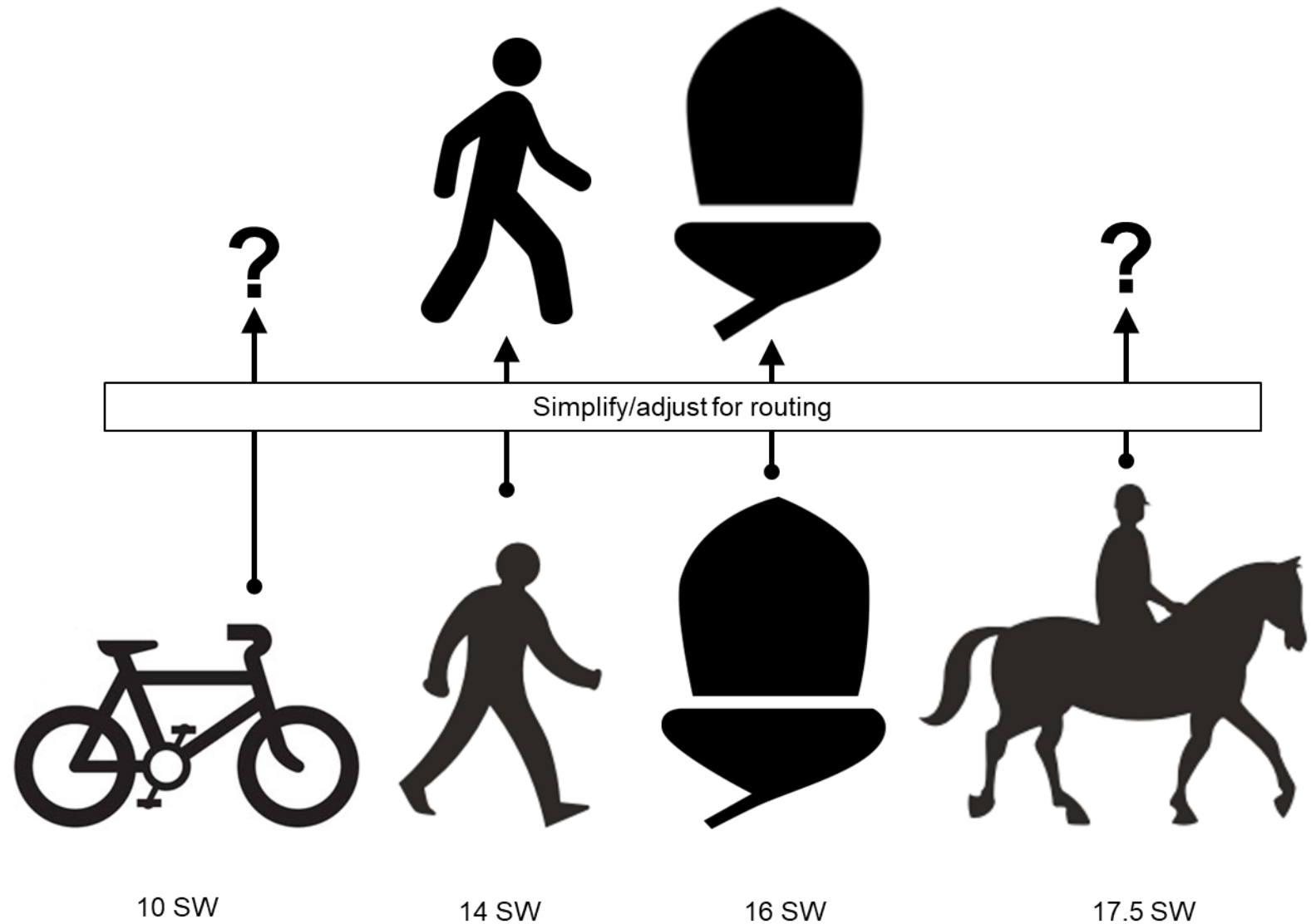
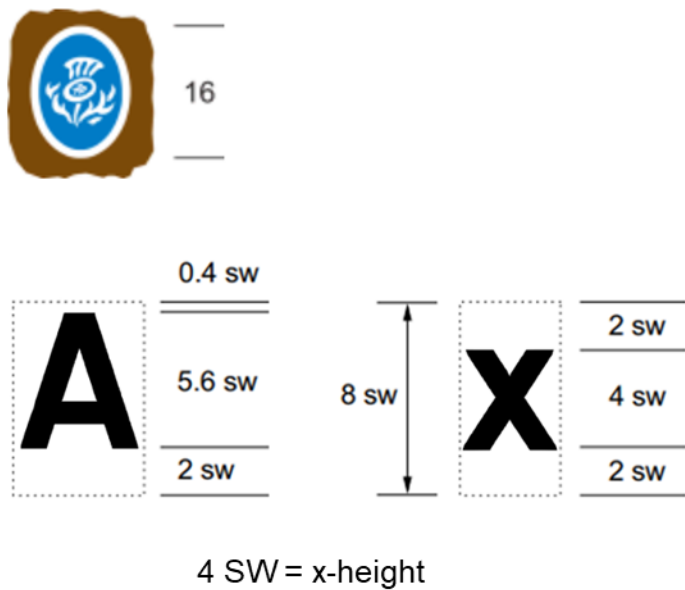


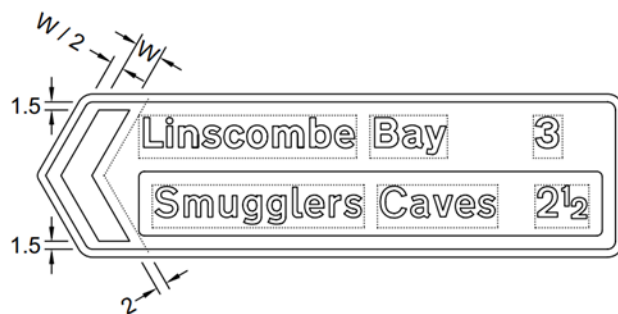
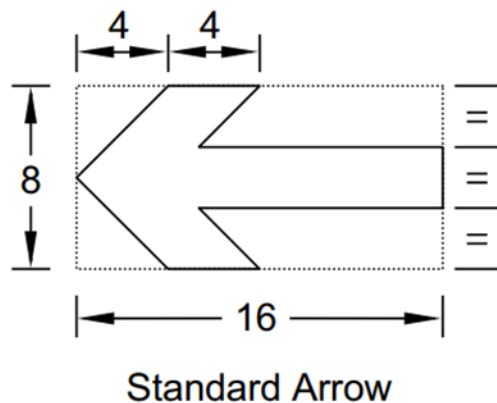
Figure 132. Symbols and letter stroke widths for based on The Traffic Signs Regulations and General Directions 2016 and DfT Traffic Signs Manual Chapter 7.

# A4 Signs

## Waymarking Discs Colour Contrast Ratio

### Opportunities

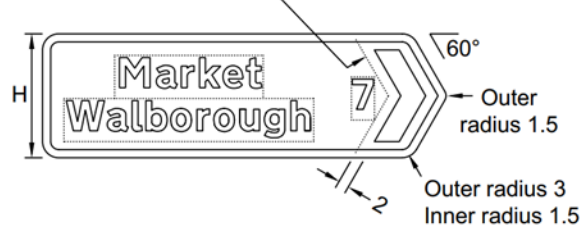
1. Standard arrow length may be reduced to 14 x stroke width.



Legend block (tiles, square corners of panels or patches, and symbols) shall not cross this line.



The appropriate vertical spacing between "Linscombe Bay" and the tourist attraction panel is 2.5 sw (block spacing) (see para 3.7.3)



Schedule 12 Type B directional sign.

Figure 133. Arrow lengths and chevrons based on [The Traffic Signs Regulations and General Directions 2016](#) (cf 23) and [DfT Traffic Signs Manual Chapter 7](#) (cf 24).

## A4 Symbols

### Size, orientation, text alternative and colour.

#### Findings

A4.10 The Design Guide states:

- “If the route is a footpath, then the walking man symbol will appear towards the pointed end of the blade.” This is good practice. The man should also point in the direction of travel.
- “If the path has higher rights these will be all be displayed along with the walking person below the text along the bottom edge of the finger blade.” This is good practice. Symbols should all point in the direction of travel. The symbols shown in the Design Guide graphics are reduced in size as shown in figure 134 on the middle blade and may be not accessible to vision impaired walkers.
- “There is an option to spell out the status and not use icons.” Note, this would not be accessible to people who are unable to read or do not speak English. Note: Path is used twice.
- “Icons can vary in design according to individual highway authority preference”.

#### Opportunities

1. There may be an opportunity to use spot colour on blades to reinforce the route designation, for example yellow for footpath and blue for bridleway.
2. The spot colour may be a disc, chevron or arrow. The acorn symbol might also be coloured in yellow, blue, etc. as an alternative.



Figure 134. Finger post sign blades artwork from Design Guide for waymark discs, waymark posts and finger blades (cf 16). Lower blade is altered to include a yellow arrow at the right side.

# A4 Symbols

## The Countryside Code

### Findings

A4.11 The British Standard colour referencing given in Natural England's [Waymarking public rights of way](#) (cf 22) look slightly different to those shown on the coloured arrows in the Countryside Code for the legal and recorded rights of way for different user groups. [The Countryside Code: advice for countryside visitors - GOV.UK \(www.gov.uk\)](#).



Figure 135. Above: An infographic showing the correct colours given in Natural England's [Waymarking public rights of way](#) (cf 22).

### Opportunities

1. As a formality, the correct colour referencing for the public rights of way arrows should be confirmed and given in the Natural England Design Guide - waymark discs posts and finger posts (cf 16).

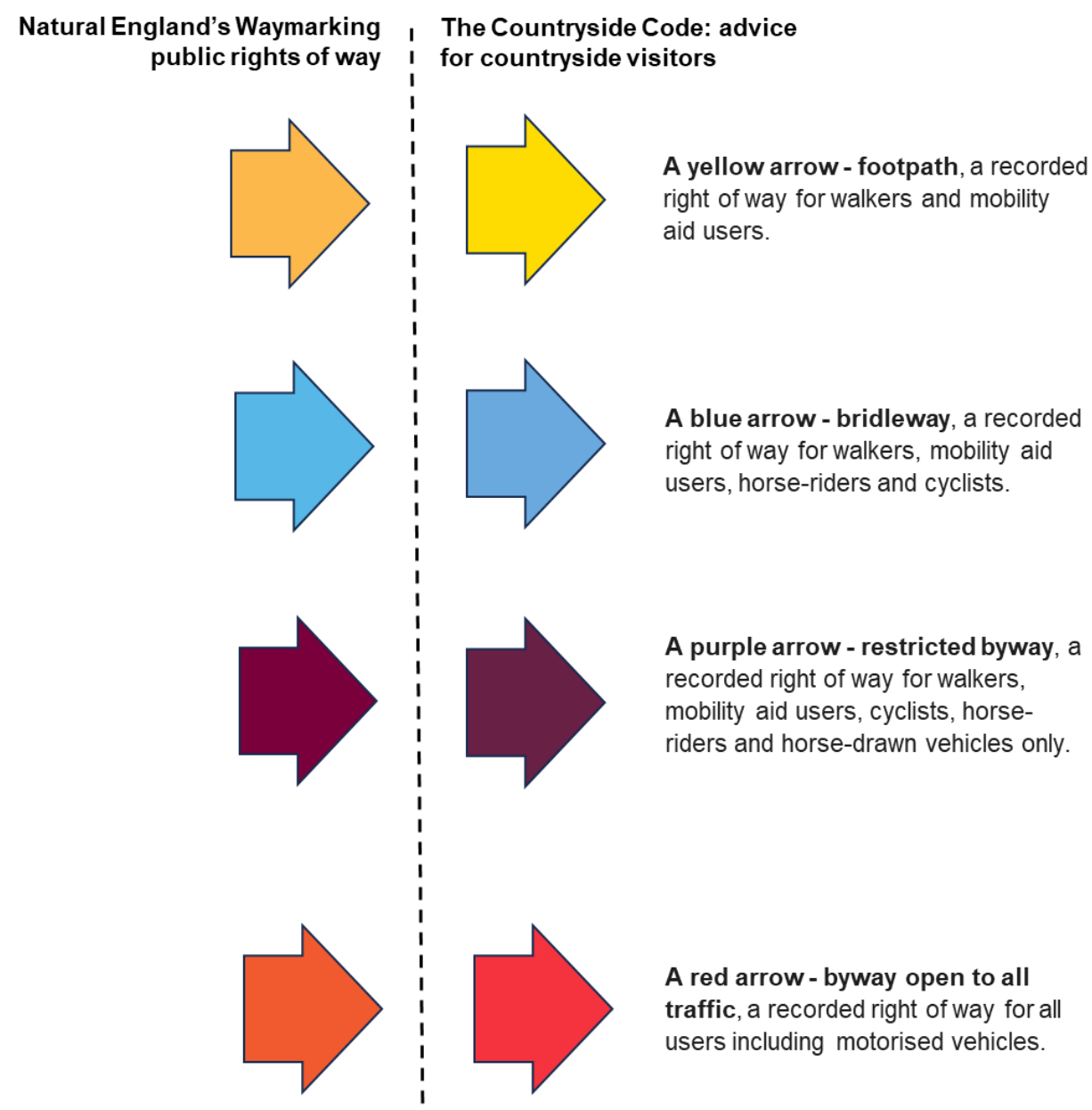


Figure 136. This image displays two columns of UK public right of way arrows from Natural England's [Waymarking public rights of way](#) (cf 22) and the [Countryside Code: advice for countryside visitors](#).

## A4 Natural England Acorn

A4.12 Other icons include the acorn and open access as shown below:  
[The Countryside Code: advice for countryside visitors - GOV.UK](https://www.gov.uk/government/publications/the-countryside-code-advice-for-countryside-visitors)  
[www.gov.uk](https://www.gov.uk).



Figure 137. The National Trails Acorn logo. The above link states, “An acorn symbol - National Trail, created for walking, with horse-riding and cycling possible on some trails. Users with limited mobility can visit the [National Trail](https://www.nationaltrail.gov.uk) website to check trail suitability. This symbol marks 16 long distance routes in England and Wales including the England Coast Path.”

### Opportunities

1. Infill acorn white for improved colour contrast ratio to black routing on waymarking posts and finger blades.
2. Increase width of black border to acorn graphic for improved edge definition to vision impaired people.
3. Consider improving the accessibility of the text in the National Trails logo.
4. A wider gap between acorn and cup may be more durable for routing out the logo particularly if larch is specified for posts or finger blades. Oak should be less of a problem due to narrower, softer grain. A wider gap would make the graphic more visually distinct.
5. A wider stem to the acorn would help define the shape of the cup and help recognise the logo as an acorn.

A4.13 Question: Have acorn logo graphics been reviewed by vision impaired people?



Figure 138. Three finger blade signs showing three versions of the National Trails acorn logo with increase definition from top to bottom. The small inset photo shows an existing metal acorn plaque used by North York Moors.



Figure 139. Three versions of the National Trails logo. Existing version at bottom left in blue and white. Version on the right uses clear print and branding principles for improved accessibility and legibility.

## A4 Waymark Posts Post and Finger Blades

### Findings

A4.14 Oak signs – darkens down when the surface weathers leading to a dark font on a dark background. Dull and rainy weather will make weathered signs difficult to read or interact with assistive technology.

A4.15 Moss and Verdigris will build up within 12 to 18 months so a strict maintenance routine may be needed.

### Questions

1. Is the Oak treated?
2. What are the issues relating to weathering or fading?
3. What varieties of wood is used for signs and what is the impact?
4. Review and monitoring – is any testing or sampling to be done?
5. What further user assessment on sign visibility, use of colour, low level information and use of QR codes and legibility to AI apps?
6. Is there to be any review by horse riders and cyclists?

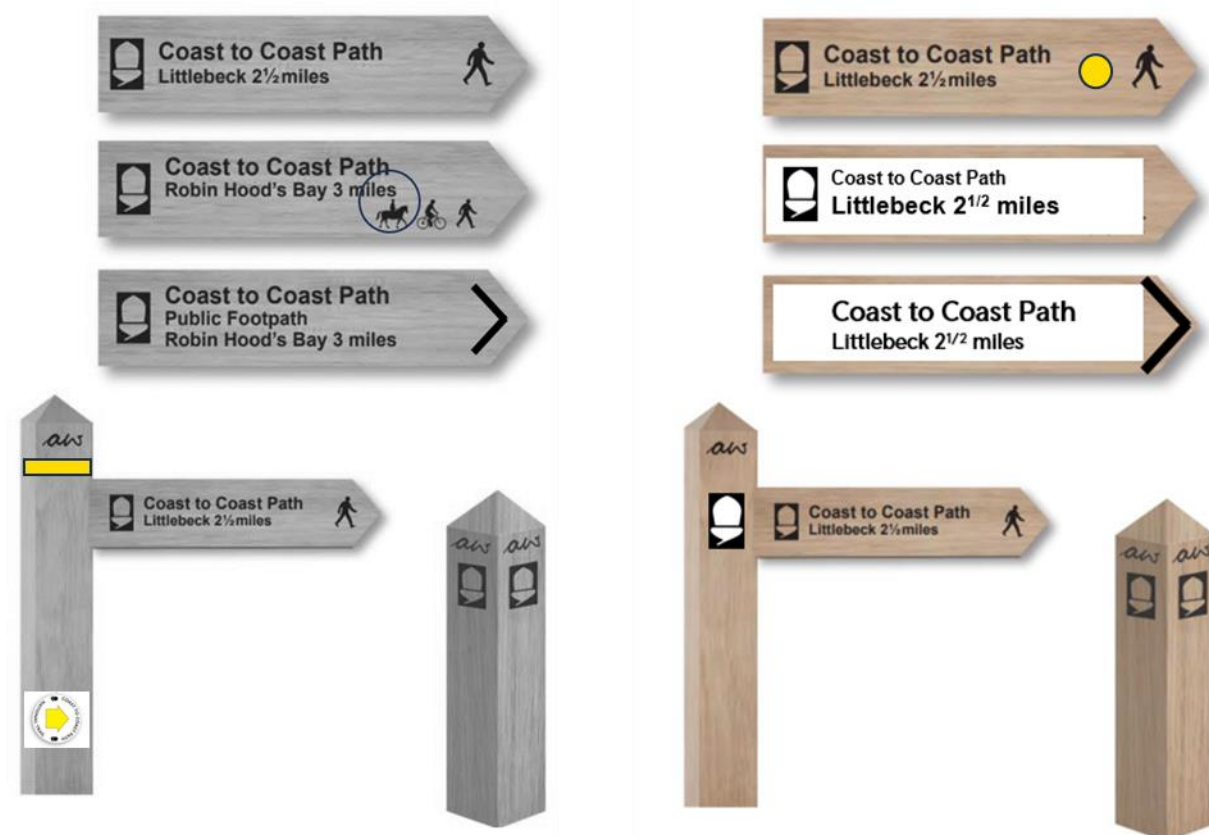


Figure 140. Images of signposts and finger blades exploring the use of colour contrast to enhance legibility. It is worth further considering the use of spot colour, white as a background to the black acorn and low-level waymark discs.

## A4 Signs

### Waymark Discs Wording and Symbols

#### Findings

A4.16 The Design Guide states:

“There will be variants of the way mark disc for different directional arrows.

- “The top half of the disk perimeter will carry the words Coast to Coast Path. The bottom half of the desk will carry the words that relates to the status of the path, bridleway or footpath generally.” Note, the graphics in the design guide carry the words NATIONAL TRAIL on the bottom half.
- “The arrow will be the colour depicting status (yellow FP, Blue BW etc.)”. This is useful but should be combined with status wording and symbols if possible.
- “Outer edge lettering in Arial Black.” Note: The illustration outer edge lettering is not Arial Black, it is Arial. That said, Arial Black is low accessibility and is to be avoided for small point sizes.
- A small font sized black acorn will sit on either side of the disk between the circumference lettering.” Note: Check acorns and wording do not conflict with screw or tack holes for fixing.

A4.17 The edge wording is curved which is problematic for reading by vision impaired people and by assistive technology, for example, optical character recognition systems such as the free Microsoft app Seeing AI.

A4.18 The disc graphics show route designation using colour only.



Figure 141. Examples of 4 National Trial Waymark discs are given in the Design Guide and are shown above showing text in all block capitals rather than upper and lower case with the first letter of each word capitalised. Note: The outer edge lettering is not Arial Black, this is Arial Black – **COAST TO COAST PATH**. Note: The illustrations show the bottom half with the words NATIONAL TRAIL but not the status of the path, Bridleway or Footpath generally.

#### Opportunities

1. Change the words Coast to Coast Path on the waymark discs to lower case with the first letter of each word capitalized.
2. Consider square plaques to offer more space for inclusion of symbols and to allow straight rather than curved text.
3. Consider amending the design of the arrows to make the stems and arrow heads more distinguishable to vision impaired and learning-disabled people so that direction is more easily understood. Inform designs with the ISO (International Standards Organisation) ISO 7001:2023 Graphical symbols. Registered public information symbols.
4. Increase the stem weight of the black border to the arrows to improve definition of the arrow border to the background, especially for yellow and blue arrows which offer a low colour contrast ratio to the white background.
5. Do not use colour alone to define route. Use words and icons.
6. Strongly consider reworking text to including embossing and QR code.

## A4 Waymark Discs Colour Contrast Ratio

A4.19 A contrast ratio of 3:1 is the minimum level recommended by [ISO-9241-3] and [ANSI-HFES-100-1988] for standard text and vision. Leonard Cheshire advise the adoption of the 3:1 contrast ratio for minimum acceptable contrast for normal observers.

A4.20 4.5:1 contrast ratio is preferred to account for a visual acuity of 20/40 or the loss in contrast that results from moderately low visual acuity, congenital or acquired colour deficiencies, or the loss of contrast sensitivity that typically accompanies aging.

A4.21 7:1 contrast ratio is advised to compensate for the loss in contrast sensitivity usually experienced by users with vision loss equivalent to approximately 20/80 vision. People with more than this degree of vision loss usually use assistive technologies to access their content (with contrast enhancing and magnification capability built into them). The 7:1 level therefore generally provides compensation for the loss in contrast sensitivity experienced by users with low vision who do not use assistive technology and provides contrast enhancement for colour deficiency as well.

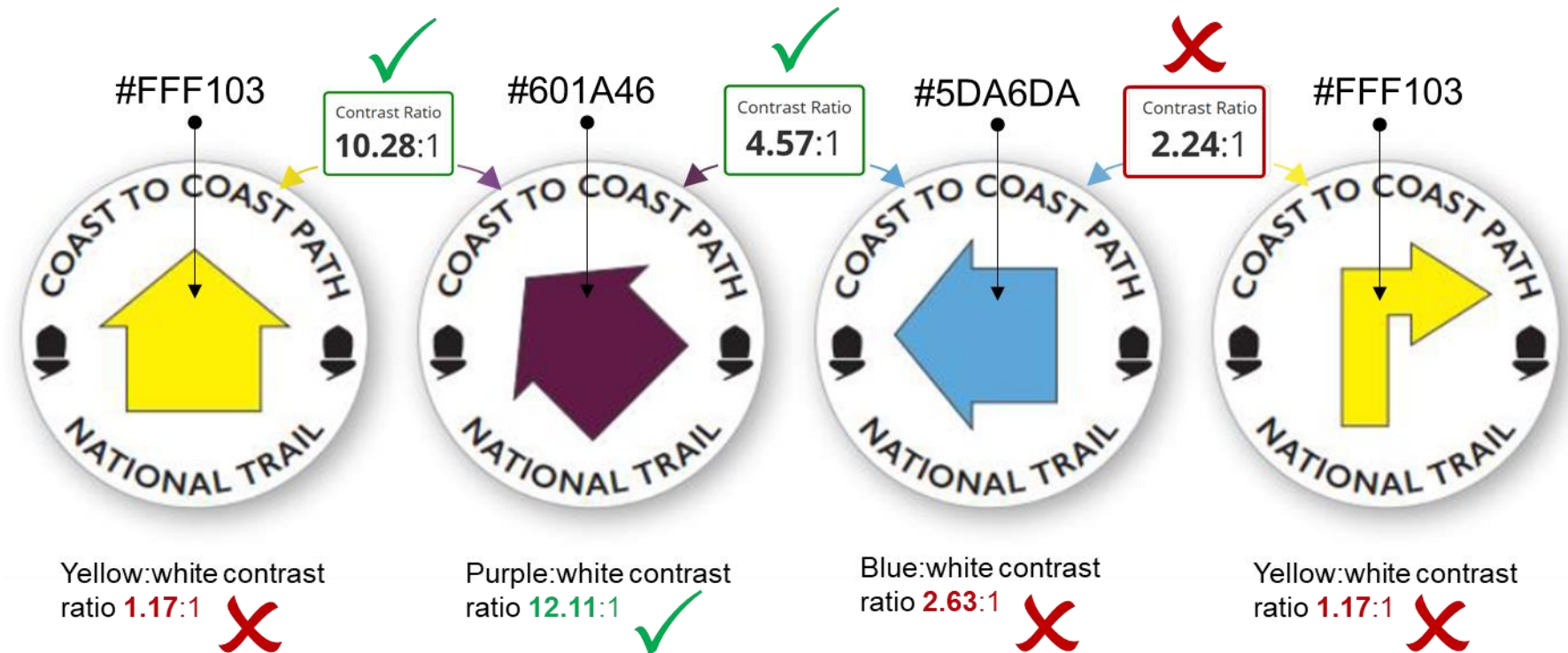


Figure 142. Yellow and pale blue arrows to the white disc backgrounds appear defined to normally sighted observers. However, colour contrast ratios for both are below the 4.5:1 ratio. Both yellow and white reflect a lot of light and can be difficult to differentiate for people with congenital or acquired colour deficiencies, or the loss of contrast sensitivity. Ordinarily yellow should be avoided. **The situation could be improved by increasing the weight of the black boundary line of the arrow. Final provision to be subject to user testing by vision impaired people. Note: Outdoor Activities Guidance C.7 Wayfinding states “Create a strong colour and tonal contrast between symbol and Background”.**



Figure 143. Yellow to blue contrast ratio is 2.24:1 making it difficult to differentiate between footpath (yellow) and bridleway (blue). This grey scale image demonstrates this. A stronger contrast is preferred, possibly a more saturated blue. Purple is used to denote a restricted by-way but is this is not mentioned in the guide.

# A4 Waymark Discs

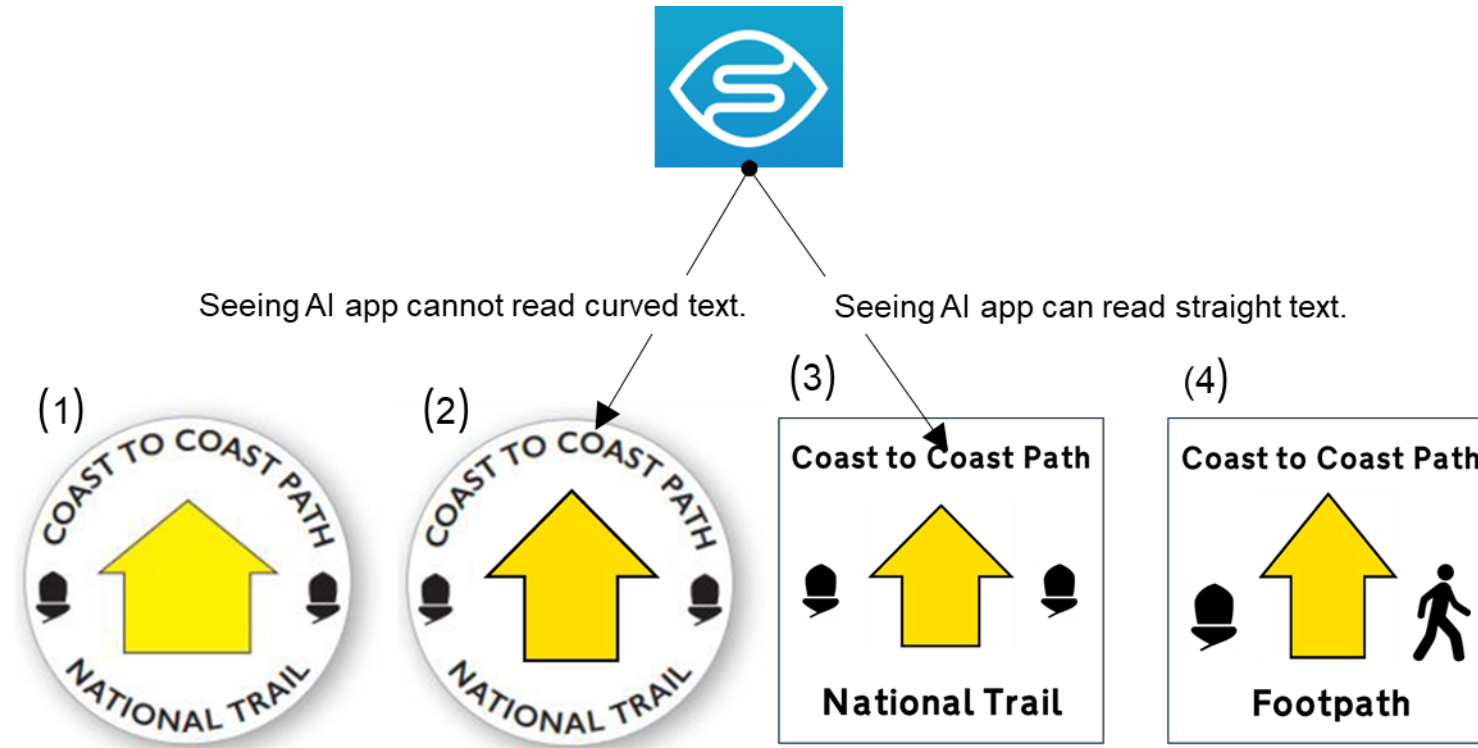
## Assistive Technology

A4.22 Microsoft Seeing AI app:

- Can read the straight-line text in the graphics opposite perfectly. It cannot read the curved text in the Design Guide Illustrations. It did try, for example, speaking 40, 40, Zional Tran or Ost, Ost, Ratio, N.
- Will not tell you direction of arrows.
- Reads background as white, but also reads yellow as white. This is because both white and yellow reflect a lot of light and are difficult to separate.

### Opportunities

1. Consider QR code for more directional detail.
2. Consider embossing text and images and including braille.
3. Commission a Graphic Artist review with brief to include Transport Font, Upper and lower-case, straight-line text, accessible arrows, symbols and words. This will impact on the Countryside Code advice and any review should be carried out in tandem with the Countryside Code.



(1) Design Guide disc. (2) Disc with more definitive arrowhead with heavier black edging to arrow, (3) square waymark plaque, straight and upper- and lower-case lettering. (4) Introduce symbols.



Go more definitive arrowhead, heavier black edging to arrow, square waymark plaque, straight and upper- and lower-case lettering. Introduce symbols. Symbols in direction of travel.

Figure 144. Leonard Cheshire concept waymarking plaques.

# A4 Signs

## Low Level Signs

### Opportunities

A4.23 Low level signs:

- At decision making points (junctions and cross paths).
- At the base of posts or at the side of or in the footpath (possible homage to milestones)?
- Made of stone or metal with Acorn symbol, name, arrow, icon, distance.
- Low level or ground treatments including tactile treatments, surface marking or routed out stone flags for vision impaired people, people with kyphosis.

### Considerations

- Handheld maps, downloadable to phone, word and audio files with route description.
- User testing to be carried out in varying light condition (daytime, nighttime).
- Colours routed into waymark and signs post for route designation and visibility.
- Include cyclists and horse riders for onsite reviews of signs.
- Visibility of dog bins and dog spend.

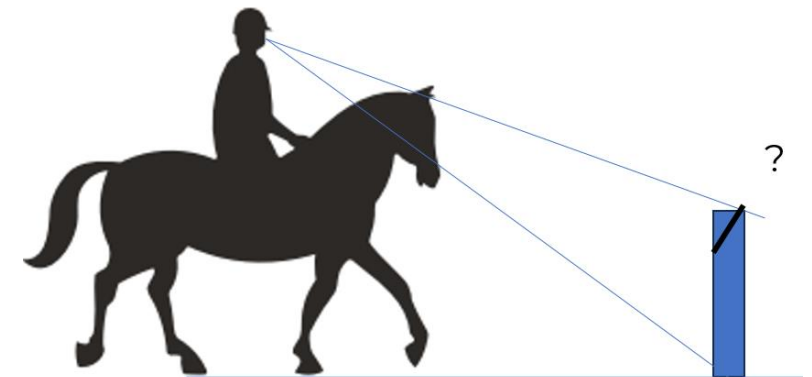


Figure 145. Diagram showing a horse rider cone of view to a waymarking post.



Figure 146. Consider use of spot colour for route grading.



Figure 147. Consider ground level signs for people to complement above head height signs.



Figure 148. Existing milestone.

## A4 Letter height and size

### Appendix Text format and height

1. Above 2m, characters 100mm minimum height to be read 3m+ away.
2. 1700mm - 2000mm, a minimum character size of 40mm.
3. Wall mounted information (words and images) to be read at close range to be set at minimum character size 15mm - 25mm and at height 1400m - 1700mm (average eye line).
4. Where feasible, duplicate high-level signs with low-level information and direction signage to include pictograms, text, raised lettering and Braille between 1220mm to 1525mm above floor level.
5. As far as possible target directory and directional information within an inclusive zone 1200mm – 1500mm with visual text embossed and braille.
6. Key information repeated between 700mm and 1200mm for wheelchair users, children, people who cannot look up due to physical impairments, people with dementia.
7. X-height 15 – 25mm legible information.
8. Embossed characters to have with 1.5mm-2mm stem width for 15.5mm x-height pro-rata.
9. Grade1 Braille to be set under embossed letters by 10-12mm.
10. Ensure 160 Lux at the sign surface for reading.

A4.24 Signage above head height will not be accessible to people with vision impairment, physical impairment and possibly dementia (the Alzheimer's Society advise people look for signs between 4' and 5', the Kings Fund recommend 1200mm).

A4.25 The rationale for slightly lower down tactile is people especially smaller people cannot reach as far as they can see (usually), although 1500mm is a more comfortable height to interrogate tactile/braille because it effectively an adult natural touch point when standing.

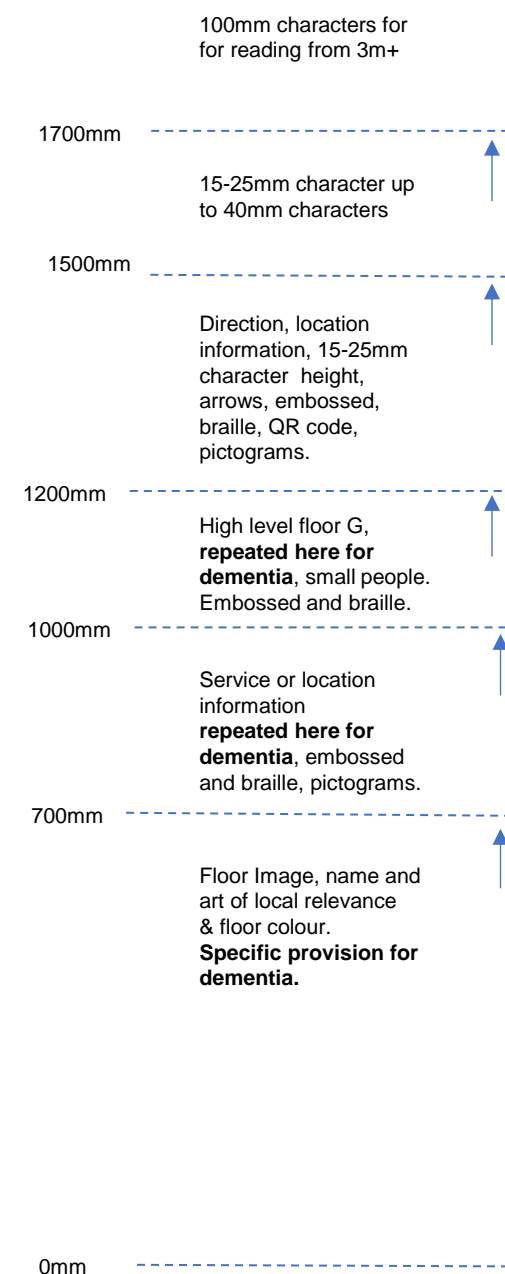


Figure 149. Best practice signs information and height.

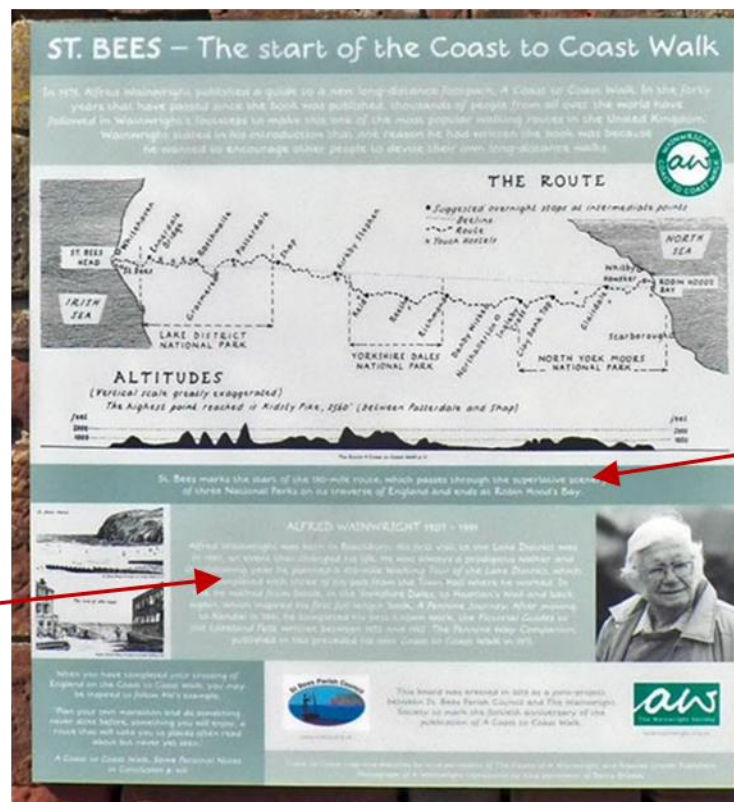
# A5 Information Board and Leaflet

# A5 Signs and Information

## Wainwright signs

A5.1 Although information boards as 3rd party provision it is worth pointing out some legibility issues on the Wainwright Society Sign at the St Bees end of the Wainwright Coast to Coast Walk:

- The St Bees Coast to Coast Walk sign is very useful and a good homage to Alfred Wainwright.
- The text to background colour contrast ratio at 1.82:1 and 2.36:1 fails a commonly used 4.5:1 colour contrast ratio standard required to account for the loss in contrast that results from moderately low visual acuity, congenital or acquired colour deficiencies, or the loss of contrast sensitivity that typically accompanies aging.
- Typeface legibility is poor.
- Map is of low legibility.



**Contrast Checker**  
Home > Resources > Contrast Checker

Foreground Color: #FFFFFF  
Background Color: #B3C3C0

Contrast Ratio: **1.82:1**

Normal Text  
WCAG AA: **Fail**  
WCAG AAA: **Fail**  
The five boxing wizards jump quickly.

Large Text  
WCAG AA: **Fail**  
WCAG AAA: **Fail**  
The five boxing wizards jump quickly.

**Contrast Checker**  
Home > Resources > Contrast Checker

Foreground Color: #FFFFFF  
Background Color: #8EAFAD

Contrast Ratio: **2.36:1**

Normal Text  
WCAG AA: **Fail**  
WCAG AAA: **Fail**  
The five boxing wizards jump quickly.

Large Text  
WCAG AA: **Fail**  
WCAG AAA: **Fail**  
The five boxing wizards jump quickly.

Figure 150. The Coast to Coast Walk St Bees sign and banner added 2013 by the Wainwright Society and St Bees Parish Council. Colour contrast ratios based on web accessibility WCAG A 3:1, AA 4.5:1. AAA 7:1.

# A5 Signs and Information Partnership Leaflets

A5.2 There are links on The National Trails website to Trail Leaflets, for example, Sutton Bank, Cleveland Way provided by North York Moors demonstrating a good collaborative approach to the production of information with The Disabled Ramblers.

A5.3 Some text stem width, colour contrast and overlaying over image isn't best practice but mostly a very good layout, readability and level of information and useful photographs. Screen readers access body text but not headers, picks up most of the map text but not all of it. All images are one large flat background image so not identified or described individually.

A5.4 National trails website states, "Try a Trail Access Circular – Sutton Bank: There are no steps or stiles and so the walk is likely to be suitable for people with a wheelchair, mobility scooter, hand cycle mountain bikes or mountain trikes. Updated 2022. [Sutton Bank Access Walk](#) (cf 29).

A5.5 However, the Disabled Ramblers rating for the route is category 2, generally suitable for scooters and buggies with medium-sized or large wheels and adequate batteries. Paths allow for long stretches of stones up to 40mm, beaten earth, or grass trackways, small steps of up to 40mm and occasional steep stretches up to 1 in 8.

A5.6 Most of the route and leaflet information promotes all terrain mobility aid access. It does say for a shorter, easier walk just use the Cleveland Way sections north or south of Sutton Bank.

## Opportunities

A5.6 Areas of access information for Coast to Coast Path National Trail to work with Partners could include:

- Encourage Access Leaflet production by Partners.
- Co-produce information with mobility impaired walkers, users of manual and battery powered wheelchairs, scooters and all terrain mobility aids.
- More detail and images for mobility impaired walkers and standard wheelchair users on the use of shorter accessible sections including parking, travel distances, toilets, surfaces and seating.
- Leaflet accessibility, real and virtual.

A5.7 Sutton Bank now has a Trumper Hub which means mobility impaired walkers and standard wheelchair users could transition to an all-terrain experience which is to be commended. This latter point could be addressed by the Cleveland Way Trail Partnership.



Figure 151. Sutton Bank access circular leaflet. Web link to Sutton Bank Access Circular Walk [Sutton Bank Access Walk](#) (cf 29).

# A6 Digital Information (website)

# A6 Digital Information

## Access Information Briefing

### Why have access information pages?

A6.1 Natural England has a duty to inform the public about the Coast to Coast Path National Trail. The Coast to Coast Path National Trail project team intend sufficient, accurate and accessible information is made available as a means of creating an inclusive and welcoming experience for all visitors.

A6.2 Leonard Cheshire advise hosting and sharing accessible information digitally to be a fast and accessible way of sharing access data and information audibly and visually online, via mobile phone or printed out as hard copy. When designing information for a section, circular or link route on the Coast to Coast Path National Trail, so that mobility impaired people, horse riders and cyclists can easily familiarise themselves with layout and be confident about deciding whether to use the route a number of considerations and elements should be incorporated. These points draw on information in the [Outdoor Accessibility Guidance 2023](#) (cf05):

#### Clear and Concise Information

- Clearly state the purpose of the webpage: for example, to offer accessibility information for disabled visitors.
- Organise content logically.
- List trail location, length, terrain, and specific features.

#### Trail overview

- Trail summary description, name, difficulty level, and unique characteristics.
- Surface suitability for mobility aids.

#### Trail accessibility features

- Surface type: for example, gravel, paved, natural.
- Gradient: Indicate any steep sections or changes in elevation.
- Obstacles: Highlight any obstacles (e.g., stiles, gates, narrow paths) and provide alternatives or workarounds.
- Resting points: List accessible resting points along the trail.
- Toilets: Specify the location of accessible toilets.
- Parking: Provide details about accessible parking spaces near the trailhead.

#### Visuals and maps

- A trail map with clear markers for accessible features.
- Use symbols or icons to represent accessible facilities.
- Photos showcasing accessible features and obstacles.

#### Contact Information

- Provide contact details for enquiries or assistance.
- Include rescue services contact details.

#### Offer Content Alternative Formats

- Large print, audio descriptions, closed captions and British Sign Language.
- Ensure compatibility of text with optical character recognition systems.

#### User-Generated Content

- Allow visitor sharing of access experiences and tips.
- Encourage upload of user-generated photos and reviews.

#### Interactive Features

- Buttons or dropdown menus for easy navigation.
- Virtual hikes or 360-degree views of the trail.

#### Colour Contrast and Fonts

- Use high contrast colours for readability.
- Choose legible fonts and font sizes.

#### Responsive Design

- Ensure mobile-friendly and adapts to different screen sizes.

## A6 Digital Information

### National Trails Website Accessibility

A6.3 Informed by the previously mentioned NE777 Report (ref 02), Leonard Cheshire advise Natural England ensure the existing National Trails website is accessible to assistive technology users and meets the regulatory access standards in the [Public Sector Bodies \(Websites and Mobile Applications\) \(No. 2\) Accessibility Regulations 2018](#) (cf 19) but additionally ensure:

- a. Formatting of “Information and Map” pages templates to enable upload of sufficient information, maps, photographs, video and audio files, by Trail Officers.
- b. Coast to Coast Path Information and Map pages enable the upload of content and information in accessible formats.
- c. Ease and accessibility of registration, login, upload and use of the “Add your information” pages with the consideration of a specific “Trail Accessibility” heading.

A6.4 Leonard Cheshire have carried out a basic review of the [National Trails Website](#) and found:

- Numerous departures from WCAG 2.2 AA accessibility standards with frequent failure on colour contrast ratio and focus visibility.
- Vision impaired and assistive technology users not being able to access the Trails menu, insufficient colour contrast, some clipping of text when zooming in, no alternative text for images, no audio description, links not picked up and illogical tabbing order with screen readers.
- The following 4 accessibility aims listed on the National Trails website [accessibility statement](#) page all failed in the Leonard Cheshire basic review in January 2023:
  - i. Use browser settings or other software to zoom in up to 300% without the text spilling off the screen.
  - ii. Navigate most of the website using just a keyboard.
  - iii. Navigate most of the website using speech recognition software.
  - iv. Listen to most of the website using a screen reader (including the most recent versions of JAWS, NVDA and VoiceOver.
- Coding doesn’t enable screen readers to read the National Trails drop-down list. There is no search facility so, unless users have enough residual vision to access magnified text on screen, finding the Coast to Coast Path (or indeed any other National Trail), is not possible.
- A home page <https://www.nationaltrail.co.uk/> using an Accessibility Checker (Siteimprove) highlighted non-compliances with WCAG 2.1 AA success criteria. Notably: insufficient colour contrast, focus not visible and multiple illogical tabbing sequences.

## A6 Digital Information

### National Trails Website Accessibility Leonard Cheshire User Test

A6.5 We asked a Leonard Cheshire vision and hearing-impaired employee using a standard Laptop, Windows 11, Zoomtext Fusion software (powered by JAWS), and Google Chrome to review the National Trails website. The unedited feedback notes from the employee are set out under the three headings on this page.

#### General Navigation and Information

- Overwhelming content: The screen reader struggled with the website's layout, reading too quickly and encountering numerous errors. Reducing clutter and streamlining the content could improve clarity for everyone.
- Inconsistent headings: Skipped or inconsistent heading levels make it difficult for screen reader users to understand the information structure. Ensuring consistent heading usage will enhance navigation.
- Broken and redundant links: Broken or unnecessary links create frustration and hinder accessibility. Double-check all links and remove redundancies for a smoother user experience.
- Text size and contrast: Website text smaller than 18pt and low colour contrast between text and background make reading challenging, especially for users with visual impairments. Increasing text size and ensuring sufficient contrast will benefit everyone.
- Unclear visual elements: The logo and menu backgrounds may be misinterpreted by screen readers and visually confusing. (At first glance, the logo looks like a dummy, or a speech bubble and it does not help that it is the same colour as the text). Consider using clearer designs and providing alternative text descriptions for images.
- Menu overload: Menus with numerous options and small text can be overwhelming for screen reader users. Optimizing menu organization and text size can significantly improve usability.

#### Specific Examples

- 150 instances of "too small text" reported.
- Several images lacking meaningful Alt Text.
- Missing or skipped heading levels.
- Redundant links to the same destination.
- Very low colour contrast between text and background.
- Logo that is too similar to text colour with no textual description.
- "Number of days" text difficult to see in dropdown due to background.
- Overwhelming number of options in navigation menus with small text.

#### Suggestions

- Simplify the website layout and reduce clutter.
- Ensure consistent heading structure throughout the site.
- Fix broken links and remove redundancies.
- Increase text size to a minimum of 18pt and improve colour contrast for better readability.
- Provide clear and descriptive Alt Text for all images.
- Optimize menus for better navigation with larger text and logical organization.

## A6 Digital Information

### Miles without Stiles pages - sample

#### Accessible Walk - Miles without Stiles (for many) Robin Hood's Bay

A6.6 Detailed and accurate information and mapping is essential for disabled people to have confidence to use a National Trail whether provided on a leaflet or website. The National Trails website has been the focus of providing this information to the public in recent years. It hosts delivery Partners Miles without Stiles walk information pages, based on a template which Local Authorities and National Park Authorities Trail Officers upload directly into the page for circular and linear walks. An example of such an information page reviewed by Leonard Cheshire is shown at figure 152.

[Accessible Walk – Miles without Stiles \(for many\) Robin Hood's Bay](#). The page contains a column of descriptive route text with the following access detail;

- 1 mile out and back.
- Maximum gradient of 1:10 tarmac path dropping for 20 metres at Station Road car park. Route crosses the road and at the end of Mount Pleasant North joins the compacted limestone Cinder Track for a short distance, before turning right up a 1:15 slope into the field and then on to gentle gradient cliff path of average 1m width. There are 2 fully accessible gates leading to a viewpoint across Robin Hoods Bay, just before a Kissing Gate. Turn back here and return the same way.
- Nearest Facilities: Accessible toilets and parking in the Station Road car park (closed in winter). Steep ramped access for refreshments at Grosvenor Hotel opposite car park and at the Victoria Hotel at the top of the hill down to the old village.
- 1 x small photograph (no caption or alt text).
- 1 small Ordinance Survey Map, with zooms in and out. There is no access data on this map.

A6.7 The title (for many) and written description is encouraging but access chain information (seating, parking detail, toilet provision) is limited. Also, the For Many access category information is tougher than the route written description which left our wheelchair using auditor uncertain about the level of accessibility on the ground and of the access chain facilities. At the bottom of the page there is text and a link (which fails the WCAG 2.1 AA 'focus visible' test) - You can download and follow this walk on [OutdoorActive \(Robin Hood's Bay Accessible Walk\)](#).

A6.8 Screen readers could access the column of text. There were no audio files. The interactive map is difficult for vision impaired people and can't be accessed by screen readers. Text and image are small.

#### Accessible Walk – Miles without Stiles (for many) Robin Hood's Bay



This short, classic walk of about 1 mile out and back along the Cleveland Way and England Coast Path National Trails offers one of the most spectacular views over the village of Robin Hood's Bay and across to the magnificent cliffs of Ravenscar. On a clear day the distant headland of Flamborough can be seen over 30 miles away.

The walk has a maximum gradient of about 1:10 dropping for 20 metres just after the Station Road car park at the start and there is another similar gradient where it rises on leaves the Cinder Track, leading onto the cliff path.

The walk is classified as a Miles without stiles (For Many) route.

##### Miles without Stiles Categories

The Miles without Stiles categories are for 'all', 'many', or 'some' and are based on gradients and surface conditions. The grades are a guide only, so please weigh up your route choice carefully.

##### For all

Suitable for everyone, including pushchairs and people operating their own wheelchairs.

Gradient: No more than 1:10

Surface: Tarmac or smooth, compacted stone with a diameter of 10 mm or less. Path width will be a minimum of 1 metre with passing places.

##### For many

Suitable for assisted wheelchair users and families with more robust, all-terrain type buggies.

Gradient: Existing gradients no more than 1:10, although newly built gradients can be up to 1:8

Surface: The path surface will be rougher stone of 4 cm diameter or less.

##### For some

Strong and confident wheelchair users and helpers may find routes 'for some' within their abilities. May be suitable for off-road mobility scooters.

Gradient: Gradients are not limited, but slopes greater than 1:8 will have improved surfacing, or handrails.

Surface: There may be some low steps or breaks in the surface up to 10 cm in height. Stone surface material may be up to 10 cm in diameter.

##### Path surface details and gradients

After leaving the tarmac footpath the route joins the Cinder Track on a compacted limestone path. After a short distance it turns right off the Cinder Track and climbs a slope of about 1:15. At the top of the slope it continues on the field with only slight gradients on the fully surfaced path on average 1 metre wide with only slight gradients. There are two gates which are fully accessible.

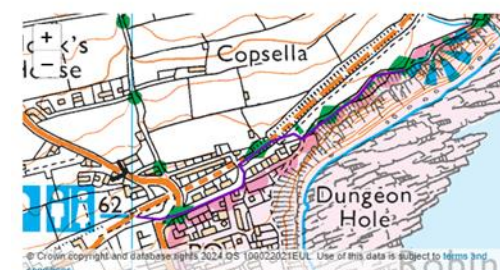
##### Route

From the Station Road car park the walk crosses the road and at the end of Mount Pleasant North joins the Cinder Track for a short distance, before turning right up the slope and into the field. From here it joins the cliff path. Follow the path to the fantastic viewpoint across Robin Hoods Bay, just before the Kissing Gate and return the same way.

##### Nearest Facilities

The nearest accessible toilets are in the Station Road car park (closed in winter). There is ramped access for refreshments at the Grosvenor Hotel opposite the car park and at the Victoria Hotel at the top of the hill down to the old village.

You can download and follow this walk on [OutdoorActive \(Robin Hood's Bay Accessible Walk\)](#).



Although categorised as a route **"For many"**, the description doesn't sound like it...:

- Suitable for assisted wheelchair users and families with more robust, all-terrain type buggies.
- Gradient: Existing gradients no more than 1:10, although newly built gradients can be up to 1:8
- Surface: The path surface will be rougher stone of 4 cm diameter or less.

Figure 152. Accessible Walk – Miles without Stiles (for many) Robin Hood's Bay information page from the National Trails website.

# A6 Digital Information

## Information and Map pages - sample

### Interactive Ordnance Survey Map

A6.9 On the Cleveland Way Trail Information and Map page there is an interactive Ordnance Survey map - Crown copyright and database rights 2024 OS 100022021EUL. This Map is 5 x larger on this page than the miles without stiles pages. It can be difficult to access if one is not used to map reading as it is visually very busy or has a lot of 'visual noise'.

A6.10 Cleveland Way Trail Information and Map does have map filters which include general, equestrian and cycling information and a distance calculator and route generator tool. This map permanently displays diversions as a solid blue line and black exclamation mark on a yellow circle. It has drop down filters for general, equestrian and cycling information. This is a very useful principle, but the filters were not very well populated with access data.

A6.11 Leonard Cheshire auditors found the Cleveland Way Trail Information and Map page by accident, and it took the sighted auditor 20 minutes trial and error to discover how to use the features. The Leonard Cheshire vision impaired auditor couldn't use the features and the interactive map is not compatible with his screen reader and felt that a link to an access page with more accessible mapping and data would be needed.

### Opportunities

1. Putting the Interactive Ordnance Survey Map on the information and map page alongside the detailed map would be useful and it offers the potential to create individual walks and wheels, and to share access data and images.

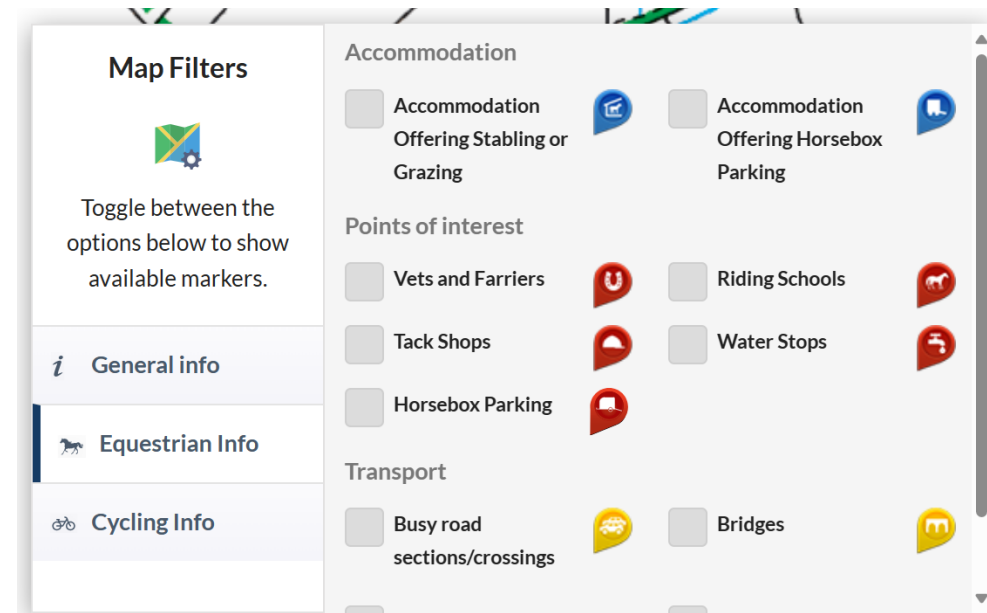


Figure 153. Map Filter shows places to visit and where to stay along the Cleveland Way.

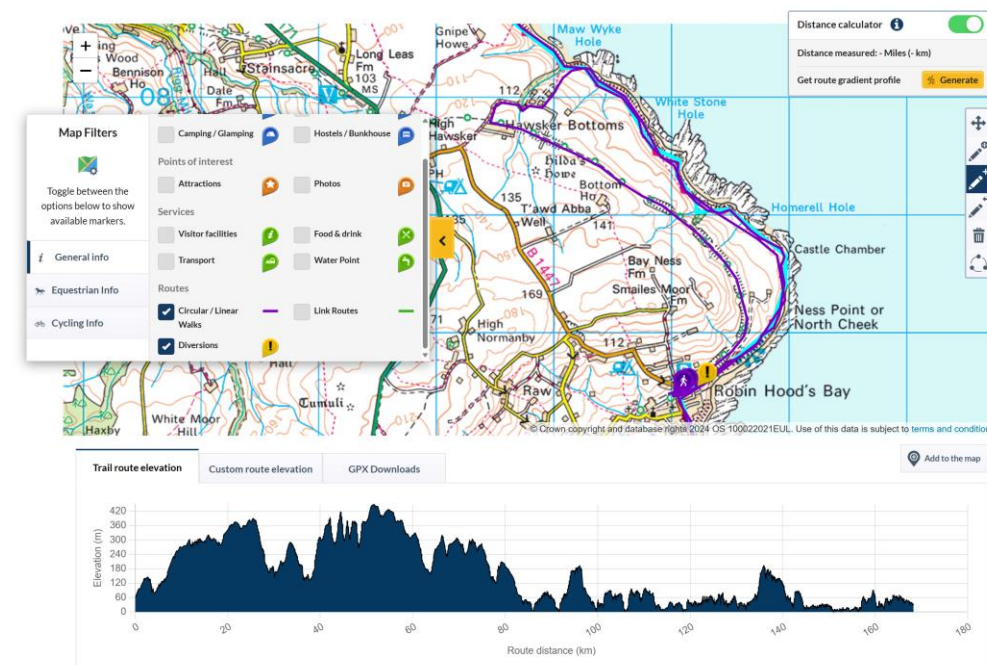


Figure 154. [Interactive Ordnance Survey Map Cleveland Way](#). . Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.

# A7 All-terrain Mobility Aids

## A7 All-terrain mobility vehicles

A7.1 All terrain mobility vehicles such as Trampers open sections of the Coast to Coast Path National Trail to mobility impaired people. They tackle just about every type of surface; up and down kerbs, across rough, uneven country tracks, through mud, streams and snow.

A7.2 North York Moors has 5 locations in the National Park with its own all-terrain mobility vehicle, known as a Trampler, available for visitors to hire: Forest Holidays Keldy; Sutton Bank National Park Centre; Ravenscar Visitor Centre; Dalby Forest Visitor Centre and Forest Holidays Cropton.

A7.3 The Trampler TWS Three-Wheel Scooter shown in figure 155 has a range of 40-60 miles and a 3.5m turning circle. The Trampler MK2 shown in figure 156 has a range of 30 miles and a 4.3m turning circle.

A7.4 The Disabled Ramblers advise for Category 3 mobility vehicles:

- The legal maximum width is 850mm.
- Minimum guide length is 1730mm.
- Minimum footpath gaps should be 1100mm.

A7.5 The Disabled Ramblers recommend that the [Centrewire Woodstock Large Mobility kissing gate](#), fitted with a RADAR lock, is currently the only type of kissing gate on the market that is large enough to be used by all-terrain and large mobility vehicles.

### Opportunities

1. Robin Hood's Bay is an ideal location for a Trampler hire or loan based at the Station Car Park which has an accessible parking and toilets, perhaps linked to the Community Centre there.
2. Other possible locations for Trampler hire subject to further end user engagement and trail auditing include: Ennerdale Bridge; The Gather; Grasmere; Kirby Stephen; Richmond and Reeth.
3. It is advisable to provide large accessible toilets or changing places toilets at Trampler hire/loan locations.
4. It is also advisable to provide Blue Badge parking that can accommodate long wheelbase vehicles with ramps or tail lift or trailers for transporting all terrain mobility vehicles.



Figure 155. Three Wheel Trampler



Figure 156. Four Wheel Trampler

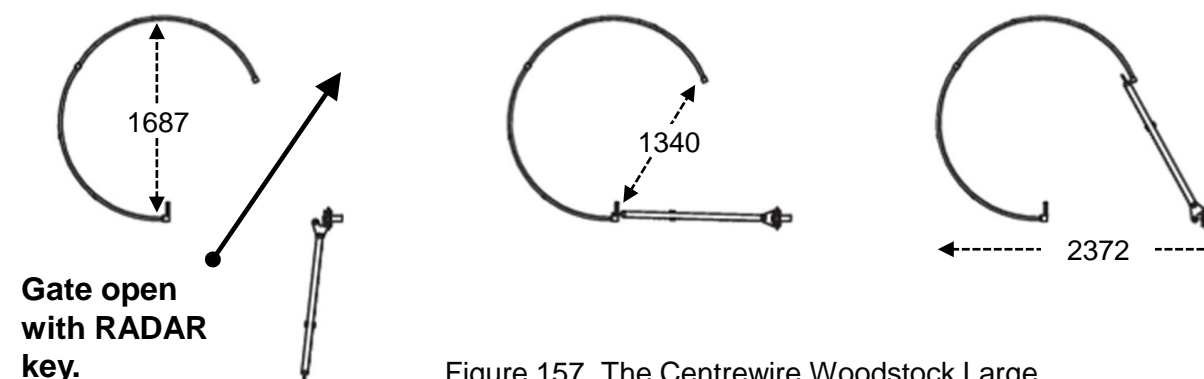


Figure 157. The Centrewire Woodstock Large Mobility kissing gate.

# A8 Changing Places Toilets

## A8 Changing Places Toilets

A8.1 The Changing Places Manager, Muscular Dystrophy UK, told Leonard Cheshire:

- Lack of toilet facilities is a major barrier to countryside access.
- A changing places toilet would be critical for certain disabled people using mobility aids, riding cycles or horses to experience accessible sections of the Coast to Coast Path National Trail or its circular or link routes.
- Recent government funding for the installation of changing places toilets has come to an end.
- They encourages Natural England to support a programme of changing places toilet installations across all National Trails akin to the National Trust initiative to install 30 Changing Places Toilets.
- [The RIDC Changing Places toilets Insights Survey May 2021](#) (cf 13) identified that country parks and open spaces were the number one places users would like to see changing places provided in the future. The survey sample was 1,204 people.

A8.2 A Changing Places toilet caters for people who cannot use standard accessible toilets. They provide extra space to accommodate large mobility aids and 2 carers. Key features of a Changing Places toilet include:

- Adult-sized changing bench.
- Hoist system.
- Peninsular toilet which provides more space around it.
- Minimum area of 12m<sup>2</sup>. The larger size of a Changing Places toilet ensures that there is ample room for wheelchair users, carers, and any necessary equipment.

### Opportunities

1. It is advisable to link the location of Changing Places toilets to Tramper Hubs and mobility aid hire centres.
2. Potential sites for Changing Places toilets identified in this audit include:
  - a. Ennerdale Bridge.
  - b. Grasmere.
  - c. Richmond.
  - d. Kirkby Stephen.
  - e. Robin Hoods Bay.

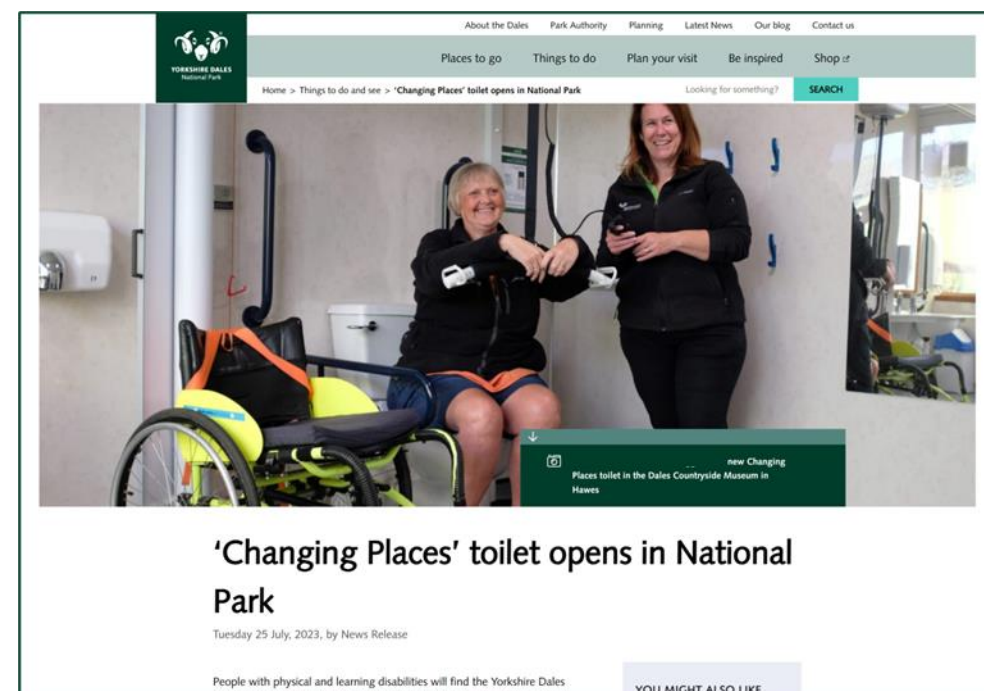


Figure 158. Yorkshire Dales National Park webpage, publicising a £39,200 grant from the Department of Levelling Up, Housing and Communities that enabled the Changing Places Toilet installation at the Dales Countryside Museum Hawes in May 2023.

# A8 Changing Places Toilets

A8.3 The minimum statutory standard ([The Building Regulations 2010 Approved Document M Access to and use of buildings Volume 2 – Buildings other than dwellings](#)) dimensions for wheelchair access cubicles of 2.2m x 1.5m are limiting for many outdoor wheelchairs and scooters which are longer than 1.5m. The diagrams in figure 161. show how bigger floor areas are needed for large manual wheelchairs, powered wheelchairs, people with assistants and the provision of adult bench change and hoists. This diagram explains why access auditing of toilets on the route is essential.

## Opportunities

- The preferred minimum dimensions for Coast to Coast Path National Trail wheelchair accessible toilets is 1970mm x 3030mm. However, a further study is advised to develop new guidance for outdoor toilets addressing wheelchair, all-terrain mobility aid use, family and child, baby change and colostomy/stoma change which could result in cubicles ranging between 2.7m x 2.7m and 3m x 4m.



Figure 159. Photograph of a person rinsing out a stoma bag.



Figure 160. A bench change table in a Changing Places toilet.

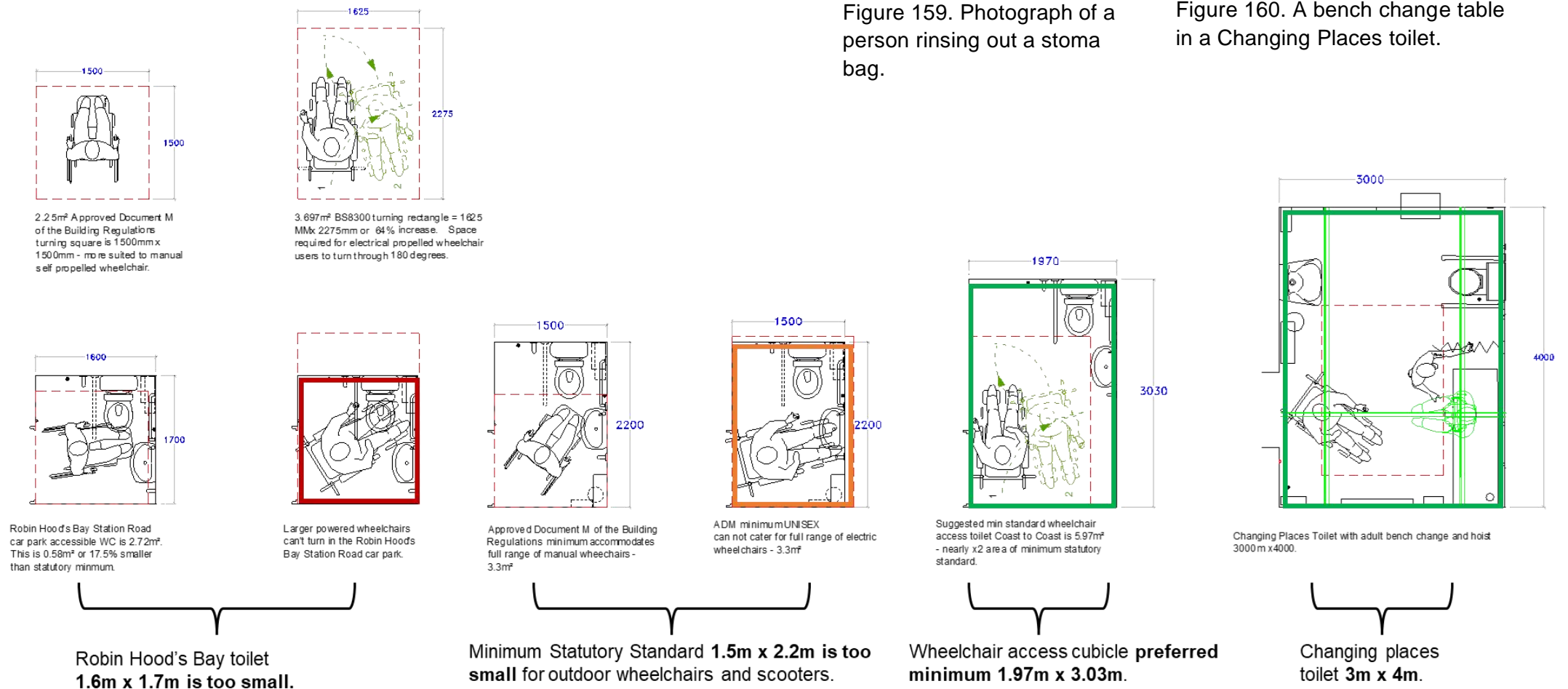


Figure 161. Diagrams are based on a range of wheelchair-accessible toilets, including Robin Hood's Bay car park, Approved Document M Access, and Changing Places toilet minimum 3m x 4m.

# **A9 Coast to Coast Path National Trail - Partners Questionnaire**

# A9 Coast to Coast Path National Trail . Partners Questionnaire

## Topics & Questions re proposed National Trail Coats to Coast Path

1. Path Data. Do you have data on gradients, surface condition or materials, widths, barriers, location of facilities (bothies, WCs, seating, accessible parking). Can you make this available?
2. Access Categories. Do you categorise the accessibility of footpaths? If yes, can you explain how? Can you supply information on the system you use?
3. Existing Accessibility. Do you have existing sections of the proposed Path that are accessible to mobility impaired people, cyclists or horse riders? If yes, do you promote them as accessible paths or routes? How? Can you identify where they are or could be with a map reference or web link?
4. Do you have current plans or potential opportunities for path upgrade to accessible footpath or bridleways? If yes, can you identify where they are or give a map reference or web link?
5. Do you have existing circular footpaths or bridleways adjoining the Path? Are they accessible to mobility impaired people, cyclists or horse riders? For example, the existing 2km wheelchair accessible path at Bleach Green, Ennerdale Water)? If yes, can you describe and identify where they are with a map reference or web link?
6. Do you have current plans or potential opportunities to develop new accessible circular paths or bridleways adjoining the Path? If yes, can you describe and identify where they are with a map reference or web link?
7. Do you have existing link paths to facilities, community and economic centres? If yes, can you describe and identify where they are with a map reference or web link?
8. Do you have current plans or potential opportunities to develop new accessible link paths for social or economic benefit? If yes, can you describe and identify where they are with a map reference or web link? Or can we have an online meeting to explain or show us where they are during screen share?
9. Alternative routes. Where the proposed Path is not accessible to mobility impaired people, cycle or horse riders, can you identify opportunities for creating alternative footpaths, cycle paths or bridleways? Routes could be mixed use - accessible for all walkers and riders.
10. How many Miles without Stiles do you have? Can you give us information or a web link to detail for where they are?
11. Stiles, Gaps and Gates. Can you tell us where there are stiles, gaps or gates on the proposed Coast to Coast Path National Trail? Can you give us information or a web link to detail for where they are, what type they are and if there is information on their 'accessibility'.
12. Barriers to access. Can you show us where there are significant barriers to access including stiles, gates, lack of toilets, lack of Blue Badge parking, lack of Wi-Fi, poor signage, no seating. Think about walkers and riders here.
13. Virtual Coast to Coast Path National Trail with images and video footage. Would this be a useful alternative experience for people unable to physically access the route or to enable potential visitors to check out the route for suitability?
14. Good Access. Do you have existing or planned accessible provision on or close to the proposed Path? Can you give detail, links, photographs or video?
  - a. Parking and accessible payment systems, EV and accessible EV charging, Blue Badge bays, large van accessible bays, motorcycle and cycle parking, parking for horse boxes and trailers. Where? Can you list, give map references and photographs?
  - b. Public Transport stations and stops, petrol stations.
  - c. Visitor Centres, café, toilets? Accessibility?
  - d. Mobility aid hire?
  - e. Accessible accommodation?
  - f. Stables or field for overnight stay for horses?
  - g. Safe storage or lock up for cycles?
  - h. Rescue Services, Medical support, Equipment repair?
  - i. Other? Please specify.

## A9 Coast to Coast Path National Trail . Partners Questionnaire

### Topics & Questions re proposed National Trail Coats to Coast Path

15. Specific access improvements. Do you have plans or opportunities for access quick fixes before the path goes live in 2025 or bigger accessibility schemes or installations post 2025? If the sky was the limit, what access provision would you desire!
  - a. Style upgrades or removal?
  - b. Blue Badge parking bay mark up and signage?
  - c. Toilets, baby change, Changing Places Toilet?
  - d. Signage?
  - e. Step upgrades including handrails?
  - f. Bridge installation, widening or ramping?
  - g. Drainage?
  - h. Seating?
  - i. Pods and sleeping platforms?
  - j. Trumper supply and hire?
  - k. Accessible Bothies?
  - l. Virtual Pathways?
  - m. W-Fi, GPS, App installation or development?
  - n. Other?
16. Access Guidelines.
  - a. What external guidance do you use for Path and Information accessibility? E.g. Department for Transport, Countryside Code, BARM, [Outdoor Accessibility Guidance 2023](#) (cf05) Criteria, NE Design Guide, Web Content Accessibility Guidelines?
  - b. Do you have in-house guidance or specifications that impact on accessibility? E.g.: Finger posts and waymarking post specification, seating, toilets, waymark posts, maintenance regimes, clear print, website design? Could you forward us a copy or provide a link?
  - c. Would you like additional specific access guidance for particular provision?
17. Future issues or topics for Surveys and Audits. Can you identify where it would be useful to carry out further auditing, surveys, research, engagement and or reporting on path accessibility or the associated access chain?
18. Local Intelligence.
  - a. Do you have any local contacts - disability, cycling or horse-riding or individuals useful for future engagement on the proposed route and access chain?
  - b. Is there any existing accessibility specific engagement and feedback available for the Path? If yes, can a copy be made available? Link?
19. Websites
  - a. When was your website last access audited including testing by assistive technology users? Do you have copy reports?
  - b. Do you think your website is in need of access audit and or upgrade?
  - c. Do you put up information on accessible routes on your website (links)?
  - d. Is there information up on accessible routes for the proposed Coast to Coast Path National Trail right now. E.g. Lake District Bleach Green (insert link).
  - e. Do you any suggestions as to what access information or data should be held and how it should be made available to or shared with individuals to help them decide whether to visit or use the Path?
20. Gaps and opportunities for information? What have we missed? Can you add any access issues or topics for us?

# A10 Evolution of Brief

## A10. Evolution of Brief

### A10.1 Equality Act 2010 - What Natural England is doing

The [Natural England webpage](#) states: “Natural England’s equality and diversity policies and procedures comply with the law and any duties required of public sector organisations. We ensure they are practiced in ways which foster an inclusive work and service environment where each person feels respected, valued and understood, whatever their diversity. We use equality impact assessments (EqIAs) as a tool to ensure that equality, social inclusion and community cohesion issues are considered when drawing up policies or proposals which affect the delivery of services, development of policies or the running of projects. EqIAs help to measure whether policies and procedures will have a negative, neutral, or positive effect on different communities, and to identify potential improvements to services.”

Natural England’s Recreation and Access specialists advise that an Equality Act Review is on Natural England’s agenda and that the Coast to Coast Path National Trail would make a good project case study for Equality Act public sector equality and reasonable adjustment duties and compliance.

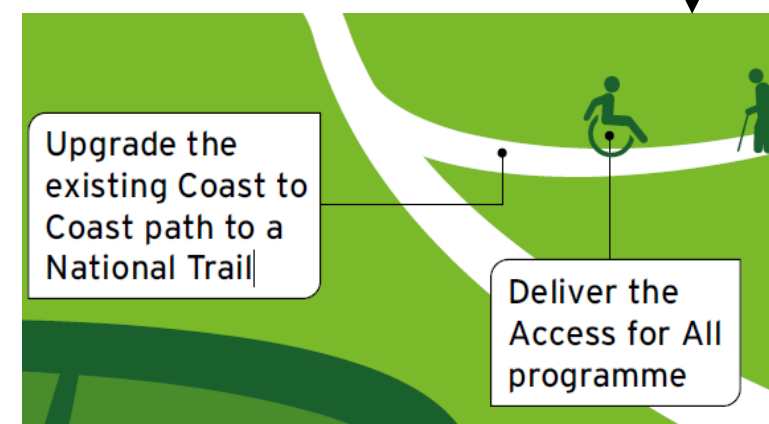
The trail delivery also lends itself to:

- A follow up on Natural England’s ‘Diversity Review’ to support a diverse population take part in outdoor recreation.
- Demonstrate delivery of HM Government’s [Environmental Improvement Plan](#) (cf 17) Goal 10, Enhancing beauty, heritage and engagement with the natural environment, ‘Deliver the Access for All Programme’.
- Provide data for Defra’s [25 Year Environment Plan Outcome indicator framework](#) G Natural Beauty and Engagement and Natural England’s [Green Infrastructure Standards for England](#) (CF 30), Appendix II Accessible Green Space Standard.
- Provide data for the new metrics outlined in the Defra Policy paper, [Protected Landscapes Targets and Outcomes Framework, 31 January 2024](#).

Figure 162. Cover image from [25 Year Environment Plan Outcome indicator framework](#).



Figure 163. Cover image from [Environmental Improvement Plan](#) Goal 10, Enhancing beauty, heritage and engagement with the natural environment, “Deliver the Access for All Programme”.



## A10. Evolution of Brief

### A10.2 Equality Act 2010 Opportunities

Equality impact reviews help measure whether policies, practices and procedures will have a negative, neutral, or positive effect on the different communities on, near and using the Coast to Coast Path National Trail, and to identify potential improvements and benefits. Consider the following:

1. Carry out a Coast to Coast Path National Trail Equality Impact Review with the Natural England's Recreation and Access specialists.
2. Targeted consultation with people experiencing the 9 protected characteristics under the Equality Act but in the first instance carry out a high-level review with input from:
  - a. Coast to Coast Path National Trail Project Team.
  - b. Natural England's Recreation and Access specialist advisors.
  - c. Natural England's Connecting People with Nature specialist advisors.
  - d. British Horse Society, Cycling UK and Leonard Cheshire.
  - e. Natural England Outdoors for All working group.
  - f. Partners Access/Trail Officers and volunteer access advisors.
  - g. Coast to Coast Path National Trail Technical Working Group External Stakeholders' Group.
3. Inform the Equality Impact Review with this report, the Realising the wider benefits of the [Coast to Coast route designation as a National Trail Report April 2022](#) (ref 03) and the Coast to Coast - finalised report by Cycling UK and British Horse Society, January 2024 (cf 07) and the Coast to Coast Riders Route - Updated Mapping Annex January 2024 (cf 08).
4. Review the [Equality Act 2010 Public Sector Equality duty](#) (cf 31) relationship with the [National Parks and Countryside Act 1949](#) (cf 18) for impact on the Coast to Coast Path National Trail.

## A10. Evolution of Brief

### A10.3 National Parks and Access to the Countryside Act 1949

#### Extract from Part II, Section 51

“National Parks and Access to the Countryside Act 1949 Part IV, Section 51, General provisions as to long-distance routes.

- (1) Where it appears to Natural England, as respects any part of England, that the public should be enabled to make extensive journeys on foot or on horseback or on a bicycle [not being a mechanically propelled vehicle] along a particular route, being a route which for the whole or the greater part of its length does not pass along roads mainly used by vehicles, Natural England may prepare and submit to the Minister a report under this section.
- (2) A report under this section shall contain a map showing the route, defining those parts thereof over which there exists a public right of way, and indicating in each case the nature of that right; and the report shall set out such proposals as Natural England may think fit:
  - (a) for the maintenance or improvement of any highway along which the route passes, and which is a public path, a restricted byway or a way shown in a definitive map and statement as a restricted byway or byway open to all traffic;
  - (b) for the provision and maintenance of such new public paths as may be required for enabling the public to journey along the route;
  - (c) for the provision and operation of ferries where they are needed for completing the route; and
  - (d) for the provision of accommodation, meals and refreshments along the route.
- (3) A report under this section may also include such recommendations as Natural England] may think fit for the restriction of traffic on existing highways along which the route passes.
- (4) Before preparing a report under this section Natural England shall consult every National Park authority, joint planning board, county council, and county district council through whose Park or area the route passes; and it shall be the duty of every such authority, board or council to furnish to Natural England such information as Natural England may reasonably require for the purposes of the report.
- (5) A report under this section shall contain an estimate, in such form as the Minister may require, of the capital outlay likely to be incurred in carrying out any such proposals contained therein as are mentioned in subsection (2) of this section, of the annual cost of maintaining any existing highways falling within paragraph (a) of that subsection] and any new public paths provided for by the proposals, and of the annual expenditure likely to be incurred by local authorities and National Park authorities] in connection with the provision and operation of ferries, and the provision of accommodation, meals and refreshments, so far as those matters are provided for by the proposals.”

#### Leonard Cheshire observations

It is under section 51(1) that ‘NE777 Edition 1 Approved National Trail Proposal for the Coast to Coast Path’ was approved by Lord Benyon, Parliamentary Under Secretary of State (Minister for Rural Affairs, Access to nature and Biosecurity), on 25<sup>th</sup> July 2022.

Leonard Cheshire note that in:

- Section 51(1), it refers to “the public being enabled to make extensive journeys on foot or on horseback or on a bicycle along a particular route”.
- Section 51(2)(d) Natural England may, as it sees fit, set out proposals for the provision of accommodation, meals and refreshments along the route.

#### Opportunity

1. Natural England to carry out a review for the provision and cost of access chain facilities and information along or serving the Coast to Coast Path National Trail including accommodation, meals and refreshments, transport, toilets, parking and equipment specifically for disabled people and people using mobility aids, on horseback and on cycles. Access chain facilities are particularly important at route Gateways.
2. This would:
  - Sit comfortably within the [National Parks and Access to the Countryside Act 1949](#) (cf 18) Section 51 framework.
  - Be a valid exercise under Natural England’s [Equality Act 2010 Public Sector Equality Duty](#) (cf 31).
  - Be a likely action planning point resulting from a high-level equality impact assessment under both Acts and the Coast to Coast Path National Trail delivery.

## A10. Evolution of Brief

### A10.3 National Parks and Access to the Countryside Act 1949

#### Extract from Part II, Section 12

“National Parks and Access to the Countryside Act 1949 Part II, Section 12, Provision of accommodation, meals, refreshments, camping sites and parking places.

- (1) A local planning authority whose area consists of or includes the whole or any part of a National Park may make arrangements for securing the provision for their area (whether by the authority or by other persons):
- (a) of **accommodation, meals and refreshments** (including intoxicating liquor);
  - (b) or **camping sites**; and
  - (c) of **parking** places and means of access thereto and egress therefrom,

and may for the purposes of such arrangements erect such buildings and carry out such work as may appear to them to be necessary or expedient:

Provided that a local planning authority shall not under this section provide accommodation, meals or refreshments except in so far as it appears to them that the facilities therefor are inadequate or unsatisfactory, either generally or as respects any description of accommodation, meals or refreshments, as the case may be.

- (2) (there is no text here on the webpage source).
- (3) The foregoing provisions of this section shall not authorise an authority, on land in which any other person has an interest, without his consent to do anything which apart from this section would be actionable at his suit by virtue of that interest.
- (4) A local planning authority may acquire land compulsorily for the purpose of any of their functions under this section.

#### Leonard Cheshire observations

The general absence of accessible parking, toilets, meals and refreshments is a limiting factor along most of the route for all users but especially for mobility impaired people and riders who may have complex sanitary, dietary, health and equipment-based needs.

Car parks are an essential link in the Access Chain and as ‘safe havens’ for resting, addressing personal health and sanitary needs for those unable to use public transport and dependent on private vehicles including wheelchair and mobility aid accessible vehicles.

The British Horse Society advise that sufficient and secure parking for horse boxes and trailers can be made or broken for bridleway use. Where use is frequent, designated parking spaces, corrals and hitching rails are preferred.

It is Leonard Cheshire’s understanding that the availability of the access provisions mentioned above, have not yet been assessed and there is no specific allocation within current Coast to Coast budgets to enable predictable provisions such as parking resurfacing, accessible toilet provision or upgrade, horse corrals and hitching rails, accessible bothies, camping and pods and all-terrain mobility aids.”

#### Opportunity

1. For delivery Partners’ planning authorities to work with Natural England to review and promote appropriate provision and fund-raising for accommodation, meals and refreshments along the route. Also to review accessible camping and parking. This would:
  - Sit comfortably within the [National Parks and Access to the Countryside Act 1949](#) (cf 18) Section 51 framework.
  - Be a valid exercise under Natural England’s [Equality Act 2010 Public Sector Equality Duty](#) (cf 31).
  - Be a likely action planning point resulting from a high-level equality impact assessment under both Acts and the Coast to Coast Path National Trail delivery.

# A10. Evolution of Brief

## A10.4 Costs

Extract from Coast to Coast Path National Trail Access Action Plan 2024-25 and 2025-28 (cf 20a) showing quarterly cost estimates for evolving the Coast to Coast Path National Trail brief to consider wellbeing wheels and walks, a museum without walls feasibility, access and awareness training, external access monitor, equality act review and independent access advisory panel. £36,500 total for 2024-2025. £180,500 for 2026-2028.

Evolution of Brief											2024				2025				2024/5										
Ref	Action point	Lead	£ Q2	£ Q3	£ Q4	£ Q1	£ Q2	£ Q3	£ Q4	Sub Totals	2026				2027				2028				2026/28						
											£ Q1	£ Q2	£ Q3	£ Q4	£ Q1	£ Q2	£ Q3	£ Q4	£ Q1	£ Q2	£ Q3	£ Q4	Sub Totals						
											4,000	17,000	13,000	16,500	13,500	19,500	13,000												£96,500
1	Wellbeing wheel and walks. Mental health and neurodiversity inclusion.	C2C	500	500	*	*	500	500	*	£2,000	NT	*	500	500	*	*	500	500	*	*	500	500	*	£3,000					
2	Museum without Walls. Feasibility Study.	C2C																							£0				
3	Community Engagement Programme for use and access along the core route, identifying improvements and activities. 2 x walk, wheel and workshops.	C2C	*	1,000	*	1,000	*	1,000	*	£3,000	NT	1,000	*	1,000	*	1,000	*	1,000	*	1,000	*	1,000	*	£6,000					
4	Access and Awareness Training and Planning: Legislative, Access Action Plan, Access and Access Chain, Standards and Guidance,	C2C	2,500	*	*	*	*	2,500	*	£5,000	NT & Partners	*	*	2,500	*	*	2,500	*	*	*	2,500	*	£7,500						
5	Access Expertise (Coast-to-Coast Access Officer or outsourced consultancy).	C2C	*	12,000	12,000	12,000	12,000	12,000	12,000	£72,000	NT	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	12,000	£144,000					
6	External Access Monitor	C2C	1,000	1,000	1,000	1,000	1,000	1,000	1,000	£7,000	N/A	*	*	*	*	*	*	*	*	*	*	*	*	£0					
7	Equality Act Review. In-house lead with support from External Monitor.	C2C NT	*	P	✓	✓	✓	*	*	£0	NT	*	*	✓	*	*	✓	*	*	*	✓	*	£0						
8	Independent Access Advisory Panel. 10 people x £200 per 1/4ly meeting. £500 admin per meeting.	C2C NT NE	*	2,500	*	2,500	*	2,500	*	£7,500	NT	*	2,500	*	2,500	*	2,500	*	2,500	*	2,500	*	2,500	£15,000					

Table 10. Coast to Coast Path National Trail Access Action Plan 2024-25 and 2025-28, Evolution of Brief costs.

# A11 Public Rights of Way

# A11 Public Rights of Way

A11.1 The information on this page is taken from HM Government’s website pages, [Use public rights of way](#) and [Use your right to roam](#). It is included for readers of this report who may not be familiar with use of public rights of way or the right to roam.

## Use public rights of way

“You can walk on all public rights of way. Some public rights of way are also open to horse riders, cyclists or motorists.

You can use:

- **Footpaths** - for walking, running, mobility scooters or powered wheelchairs.
- **Bridleways** - for walking, horse riding, bicycles, mobility scooters or powered wheelchairs.
- **Restricted Byways** - for any transport without a motor and mobility scooters or powered wheelchairs.
- **Byways Open To All Traffic** - for any kind of transport, including cars (but they’re mainly used by walkers, cyclists and horse riders).  
Note – doesn’t mention mobility scooters or powered wheelchairs.

## Rights of way in England, Wales and Northern Ireland

Public rights of way are marked with signs or coloured arrows, for example yellow for footpaths, blue for bridleways.

You can find the route of public rights of way on Ordnance Survey and other maps and on some council websites.

## Use your right to roam

“Some land across England can be used without paths - this land is known as ‘open access land’ or ‘access land’. Access land includes mountains, moors, heaths and downs that are privately owned. It also includes common land registered with the local council and some land around the [King Charles III England Coast Path](#).

The right to access this land is called the ‘right to roam’, or ‘freedom to roam’.

You can use access land for walking, running, watching wildlife and climbing. There are certain activities you cannot usually do on open access land, including:

- Horse-riding.
- Cycling.
- Camping.
- Taking animals other than dogs on to the land.
- Driving a vehicle (except mobility scooters and powered wheelchairs).
- Water sports.

But you can use access land for horse-riding and cycling if:

- The landowner allows it.
- Public bridleways or byways cross the land – horse riders and cyclists can ride along these.
- There are local traditions, or rights, of access.

## Dogs on open access land

You must keep your dog on a lead no more than 2 metres long on open access land:

- Between 1 March and 31 July - to protect ground-nesting birds.
- At all times around livestock.

On land next to the King Charles III England Coast Path, you must keep your dog under close control.

There may be other local or seasonal restrictions. These do not apply to public rights of way or assistance dogs.

# A12 Public Rights of Way Challenges

# A12 Public Rights of Way Challenges

## Path accessibility March 2024

A12.1 In the run up to 2025, Partners are focusing on improvements and signposting to the core Coast to Coast Path National Trail over which they have control. Partners recognise that the wider benefit of the identification and promotion of circular and link routes does need to continue post 2025 including obtaining changes in status and or accessibility appraisal and promotion.

A12.2 Note that for proposed new and realigned footpaths and bridleways totalling 17.4 miles, Partners do need to secure new legal status for these routes.

A12.3 Leonard Cheshire recognise that changing the legal status of permissive routes to footpath or bridleway status, or indeed iii) upgrading a footpath to a bridleway is not always straight forward and can involve several considerations as set out below:

### Legal Designations

- Landowner Permissive routes - no legal right of public access.
- Footpaths and bridleways have legal designations under the Highways Act 1980. Footpaths are for pedestrians, while bridleways allow pedestrians, cyclists, and horse riders.
- To upgrade a permissive route, it must be legally designated as a footpath or bridleway.

### Landowner Consent

- Upgrading or changing status requires landowner consent.
- Landowners may withhold consent for reasons of liability, privacy, impact on property including livestock and keeping out motorbikes.
- Landowners may prefer to keep routes permissive rather than formalised to avoid damage and maintenance.

### Physical Characteristics

- A change in status may place pressure on the landowner to assess and or upgrade route physical characteristics in line with ideal standards including width, surface quality, and suitability for users.
- Permissive routes may not always meet these standards.

### Obstacles and Terrain

- Footpaths and bridleways should ideally be accessible to all, including those with mobility aids. Upgrading or a change in legal status may require addressing obstacles like stiles, gates, uneven or boggy terrain.
- Some permissive routes may have challenging features that need modification.
- It is not always feasible to increase width of path or put in gates desired due to route boundaries. For example, the usual width definition of a footpath is 2m. If removing the hedgerow or a stone wall is needed to achieve 2m or more space for the approach to gates on horseback, this requires planning permission. There are also considerations regarding bat and newt license.

### Legal Process

- A change in legal status involves applications to the local authority and consultation with the local community, residents, user groups, and stakeholders in the decision-making process.
- Landowners can agree to dedicate new permanent footpaths, bridleways, or restricted byways under Section 25 of the Highways Act 1980.
- Existing footpaths may be upgraded to bridleways if suitable.

### Cost and Resources

- Upgrading requires resources, including surveys, legal work, and potential modifications to the route.
- Local authorities must allocate budgets and prioritize upgrades based on need.

A12.4 Consequently, not all proposed deviations or new status applications for the Coast to Coast Path National Trail are proceeding without delay and several, are currently 'work in progress' for Trail Officers.

A12.5 Partners as highways authorities do have the legal power to enforce removal or upgrade but are avoiding doing so; they are considering alternative routes as a backup.

# A13 Costs for Basic Access Improvements

## A13 Audit and Improvements Costs

A13.1 For path access improvements subject to audit, Leonard Cheshire have allowed a provisional cost sum of £30,000 per section based on a typical access upgrade cost for a 1km route supplied by Natural England.

A13.2 The cost of some typical items are listed below based on a Leonard Cheshire basic internet product and cost search in March 2024.

A13.3 Actual costs can vary based on location, materials, and specific requirements and be subject to labour costs.

1. Single standard dropped kerb and blister tactile paving - will depend on the length and width. £500 to £1,500 or more.
2. Square metre of tarmac (asphalt) - can vary based on the thickness and quality. £50 to £100 per square meter. A 21.6m<sup>2</sup> Blue Badge parking bay (3.6m x 6m) may cost between £900 and £1200 excluding sub-base and finishing.
3. Accessible wood picnic table - depends on the design, size, and quality. £200 - £500.
4. Wood bench with armrests - £150 to £500 or more, depending on the material, design, and craftsmanship.
5. Finger post sign - a basic wooden fingerpost sign £200+.
6. Low-level waymark post (trail markers) - £50 to £100 each.
7. Horse mounting block - basic block £100 to £300, depending on the material (wood, plastic, or metal) and size.
8. Horse hitching rail - £50 to £150, depending on the length and material.
9. Horse Corral for 2 Horses – depends on the size, materials (wood, metal, or electric fencing), and any additional features. A basic corral for two horses might start at around £500 - £1000.
10. Toilet block upgrade – as an indicator North Yorkshire Council allow £30,000 as a standard sum for a public toilet block upgrade.
11. A Trampler all-terrain mobility scooter costs between £5,000 - £10,000.

# A14 Circular and Link/Linear route access audit costs

# A14 Access Audit Costs

A14.1 Extract from Coast to Coast Path National Trail Access Action Plan 2024-25 and 2025-28 (cf 20a) showing quarterly cost estimates for Circular and Link/Linear route 1 to 7 access audits cost estimates. Routes 8 to 18 are in table 12. on page 184. £10,000 total for 2024-2025. £38,750 for 2026-2028.

Circular and Link/Linear route access audits		2024			2025				2024/5	2026				2027				2028				2026/28		
Ref	Action point	Lead	£ Q2	£ Q3	£ Q4	£ Q1	£ Q2	£ Q3	£ Q4	Sub Totals	Lead	£ Q1	£ Q2	£ Q3	£ Q4	£ Q1	£ Q2	£ Q3	£ Q4	£ Q1	£ Q2	£ Q3	£ Q4	Sub Totals
			0	5,000	5,000	0	0	0	0	£10,000		0	16,250	12,500	0	0	0	0	0	0	0	0	0	£28,750
<b>Cumberland Council</b>																								
1	St Bees Cliff Head experience.									£0														
1a	Sandwith to Tarnflat Hall, on to Lighthouse and a path upgrade on to cliff edge.	C2C	*	*	*	*	*	*	*	£0	NT	*	2,500	*	*	*	*	*	*	*	*	*	*	£2,500
1b	Sandwith up to Quarry Bungalows and left down to Birkhams Quarry and beyond. Option of small car park to the left of Quarry Bungalows. Longer term upgrade to wheelchair accessible path with further consideration of circular route if path created.	C2C	*	*	*	*	*	*	*	£0	NT	*	✓	*	*	*	*	*	*	*	*	*	*	£0
1c	Short circular path from Lighthouse.	C2C	*	*	*	*	*	*	*	£0	NT	*	✓	*	*	*	*	*	*	*	*	*	*	£0
2	Whitehaven Stadium to Railway Cycle Route.	C2C	*	*	1,250	*	*	*	*	£1,250		*	*	*	*	*	*	*	*	*	*	*	*	£0
3	Moor Row Cycleway	C2C	*	*	1,250					£1,250		*	*	*	*	*	*	*	*	*	*	*	*	£0
<b>Lake District National Park Authority</b>																								
<b>Ennerdale</b>																								
4	Ennerdale Miles without stiles 23 (circular footpath)	C2C		1,250	*	*	*	*	*	£1,250		*	*	*	*	*	*	*	*	*	*	*	*	£0
5	Ennerdale Miles without stiles 24 (out and back).	C2C		1,250						£1,250														£0
6	Bowness Knot Car Park to Black Sail Hut (linear return) – Bridleway with option of continued loop on foot around Ennerdale South Shore back to Ennerdale car park.	C2C	*	*	*	*	*	*	*	£0	NT	*	2,500	*	*	*	*	*	*	*	*	*	*	£2,500
<b>Westmorland and Furness Council</b>																								
7	Shap																							
7a	Shap to Shap Abbey Link	C2C	*	*	*	*	*	*	*	£0	NT	*	*	2,500	*	*	*	*	*	*	*	*	*	£2,500
7b	Shap to Keld.	C2C	*	*	*	*	*	*	*	£0	NT	*	*	✓	*	*	*	*	*	*	*	*	*	£0
7c	Circular link paths around Shap including Shap to Rosgill (actually makes a circular walk).	C2C	*	*	*	*	*	*	*	£0	NT	*	*	✓	*	*	*	*	*	*	*	*	*	£0

Table 11. Coast to Coast Path National Trail Access Action Plan 2024-25 and 2025-28 (cf 20a), Circular and Link/Linear route access audits 1 to 7 cost estimates.

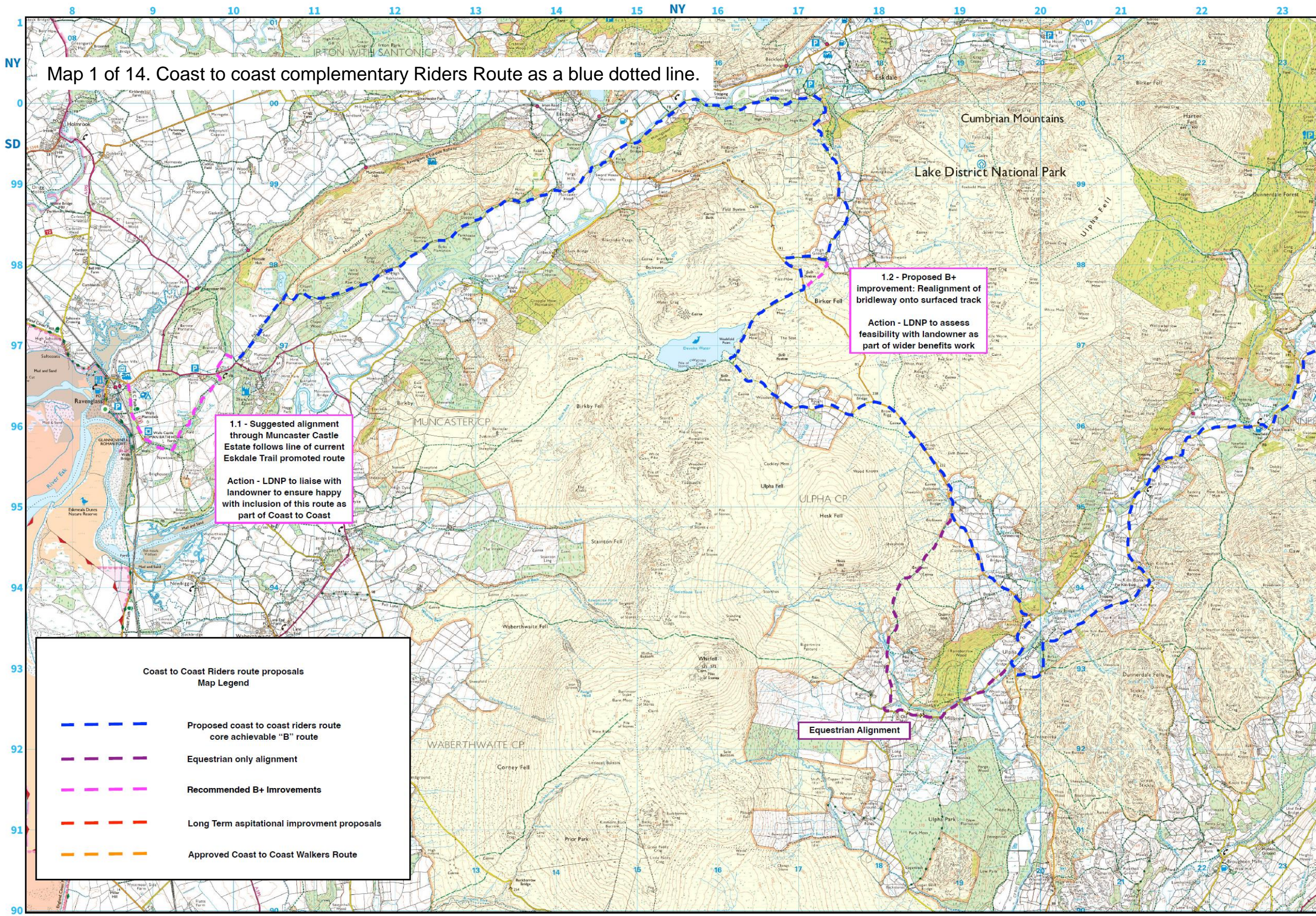
# A14 Access Audit Costs

A14.2 Extract from Coast to Coast Path National Trail Access Action Plan 2024-25 and 2025-28 (cf 20a) showing quarterly cost estimates for Circular and Link/Linear route 8 to 18 access audits cost estimates. £10,000 total for 2024-2025. £38,750 for 2026-2028.

Circular and Link/Linear route access audits		2024			2025				2024/5	2026				2027				2028				2026/28			
Ref	Action point	Lead	£ Q2	£ Q3	£ Q4	£ Q1	£ Q2	£ Q3	£ Q4	Sub Totals	Lead	£ Q1	£ Q2	£ Q3	£ Q4	£ Q1	£ Q2	£ Q3	£ Q4	£ Q1	£ Q2	£ Q3	£ Q4	Sub Totals	
8	Kirby Stephen																								
8a	Hartley to Kirby Stephen via Frank's Bridge. Inc car parks and toilets.	C2C	*	*	1,250	*	*	*	*	£1,250		*	*	*	*	*	*	*	*	*	*	*	*	£0	
8b	Merry Gill linear return Viaduct Walk.	C2C	*	*	✓	*	*	*	*	£0		*	*	*	*	*	*	*	*	*	*	*	*	£0	
8c	Promote extension of 6b. Stenkirth Bridge Car Park to High Street above into circular walk.	C2C	*	*	✓	*	*	*	*	£0		*	*	*	*	*	*	*	*	*	*	*	*	£0	
<b>Yorkshire Dales National Park Authority</b>																								£0	
9	Swaledale as an optional accessible route. Consider as a case study (possible tramper connection on up to 9 Standards).	C2C	*	*	*	*	*	*	*	£0	NT	*	2,500	*	*	*	*	*	*	*	*	*	*	£2,500	
10	Reeth – promote as Gateway with circular routes.	C2C	*	*	*	*	*	*	*	£0	NT	*	2,500	*	*	*	*	*	*	*	*	*	*	£2,500	
<b>North Yorkshire Council</b>																									
11	Richmond, Willance's Leap and Round Howe	C2C	*	*	*	*	*	*	*		NT	*	1,250	*	*	*	*	*	*	*	*	*	*	£1,250	
12a	Richmond Minor improvements from Station Car Park, via disused railway line, across bridge and Love Lane to Easby Abbey. Promote as a gateway.	C2C	*	*	1,250	*	*	*	*	£1,250	NT	*	1,250	*	*	*	*	*	*	*	*	*	*	£1,250	
12b	Richmond Easby Abbey to The Station north side of the river Swale and link to Catterick Phoenix House (social benefit).	C2C	*	*	✓	*	*	*	*	£0	NT	*	1,250	*	*	*	*	*	*	*	*	*	*	£1,250	
12c	Link to connect Bridleway between Easby Abbey to Brompton.	C2C	*	*	*	*	*	*	*	£0	NT	*	✓	*	*	*	*	*	*	*	*	*	*	£0	
13	Danby Wisk link (social benefit)	C2C									NT	*	2,500											£2,500	
<b>North York Moors National Park Authority</b>																									£0
14	Bowrings Crossing to Glaisdale 20-mile bridleway (Tramper route).	C2C	*	*	*	*	*	*	*	£0	NT	*	*	2,500	*	*	*	*	*	*	*	*	*	£2,500	
15	Link from Bowrings Crossing to Kildale.	C2C	*	*	*	*	*	*	*	£0	NT	*	*	2,500										£2,500	
16	Lion Inn Blakey Ridge upgrade Horse/Cycle Facilities, upgrade footpath to Rosedale disused railway line bridleway. Lion Inn as a destination or a mini gateway for cycles, wheelchair/Tramper and horses.	C2C	*	1,250	*	*	*	*	*	£1,250	NT	*	*		*	*	*	*	*	*	*	*	*	£0	
17	Egton Bridge to Grosmont. Catch train back.	C2C	*	*	*	*	*	*	*	£0	NT	*	*	2,500										£2,500	
18	Robin Hood's Bay – 1) promote cinder path as an alternative accessible route with potential link to coastal path forming circular route for walkers/Trampers? 2) Audit Station Car Park WC/Tramper Hub.	C2C	*	1,250	*	*	*	*	*	£1,250	NT	*	*	2,500	*	*	*	*	*	*	*	*	*	£2,500	

Table 12. Coast to Coast Path National Trail Access Action Plan 2024-25 and 2025-28 (cf 20a), Circular and Link/Linear route 8 to 18 access audits cost estimates.

# **A15 Coast to Coast Riders Route** **- Updated Mapping Annex,** **January 2024 (cf 08)**



Map 1 of 14. Coast to coast complementary Riders Route as a blue dotted line.

**1.1 - Suggested alignment through Muncaster Castle Estate follows line of current Eskdale Trail promoted route**  
 Action - LDNP to liaise with landowner to ensure happy with inclusion of this route as part of Coast to Coast

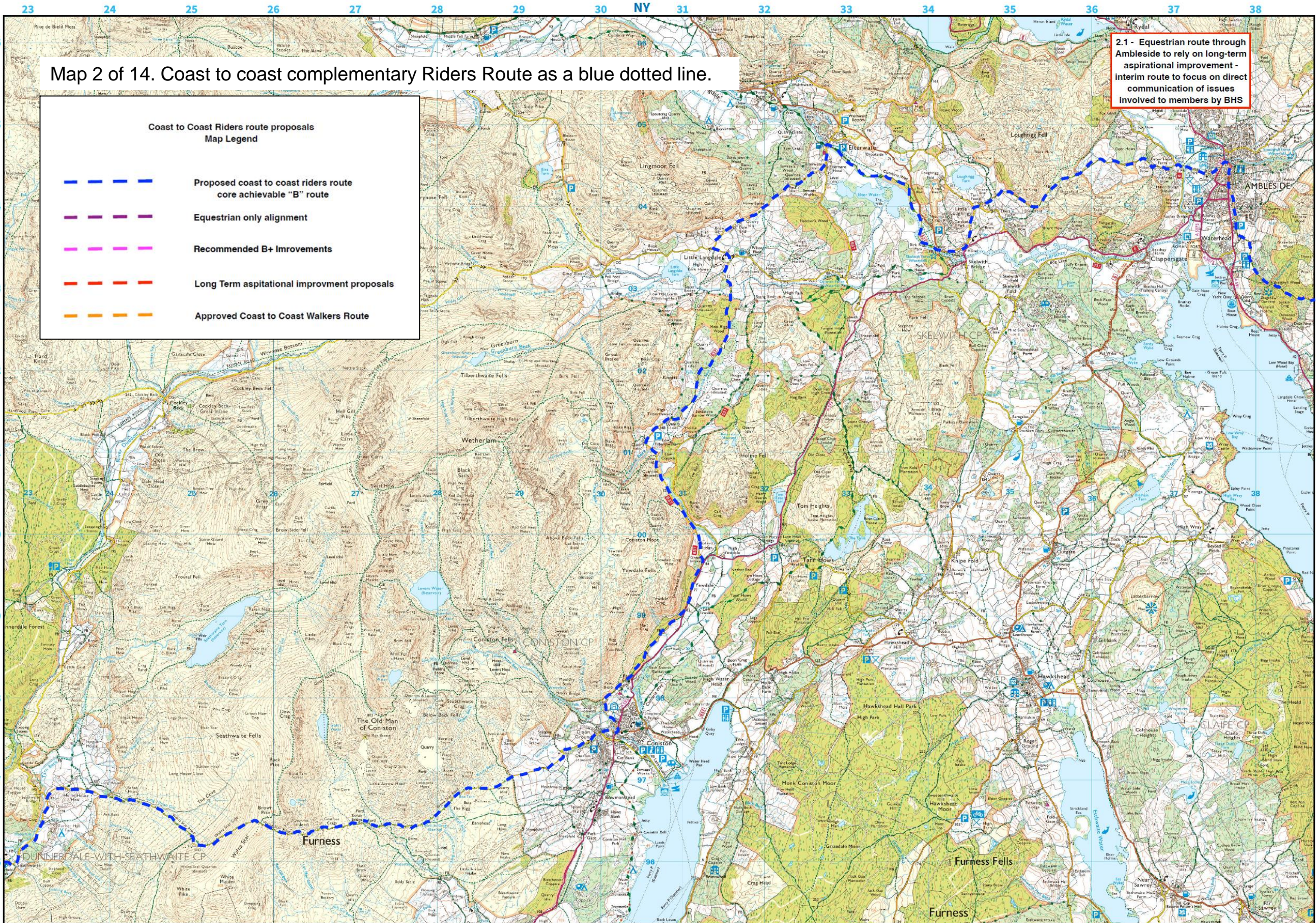
**1.2 - Proposed B+ improvement: Realignment of bridleway onto surfaced track**  
 Action - LDNP to assess feasibility with landowner as part of wider benefits work

**Equestrian Alignment**

**Coast to Coast Riders route proposals**  
**Map Legend**

- - - - - Proposed coast to coast riders route core achievable "B" route
- - - - - Equestrian only alignment
- - - - - Recommended B+ Improvements
- - - - - Long Term aspirational improvement proposals
- - - - - Approved Coast to Coast Walkers Route

Figure 164.Untitled. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.



Map 2 of 14. Coast to coast complementary Riders Route as a blue dotted line.

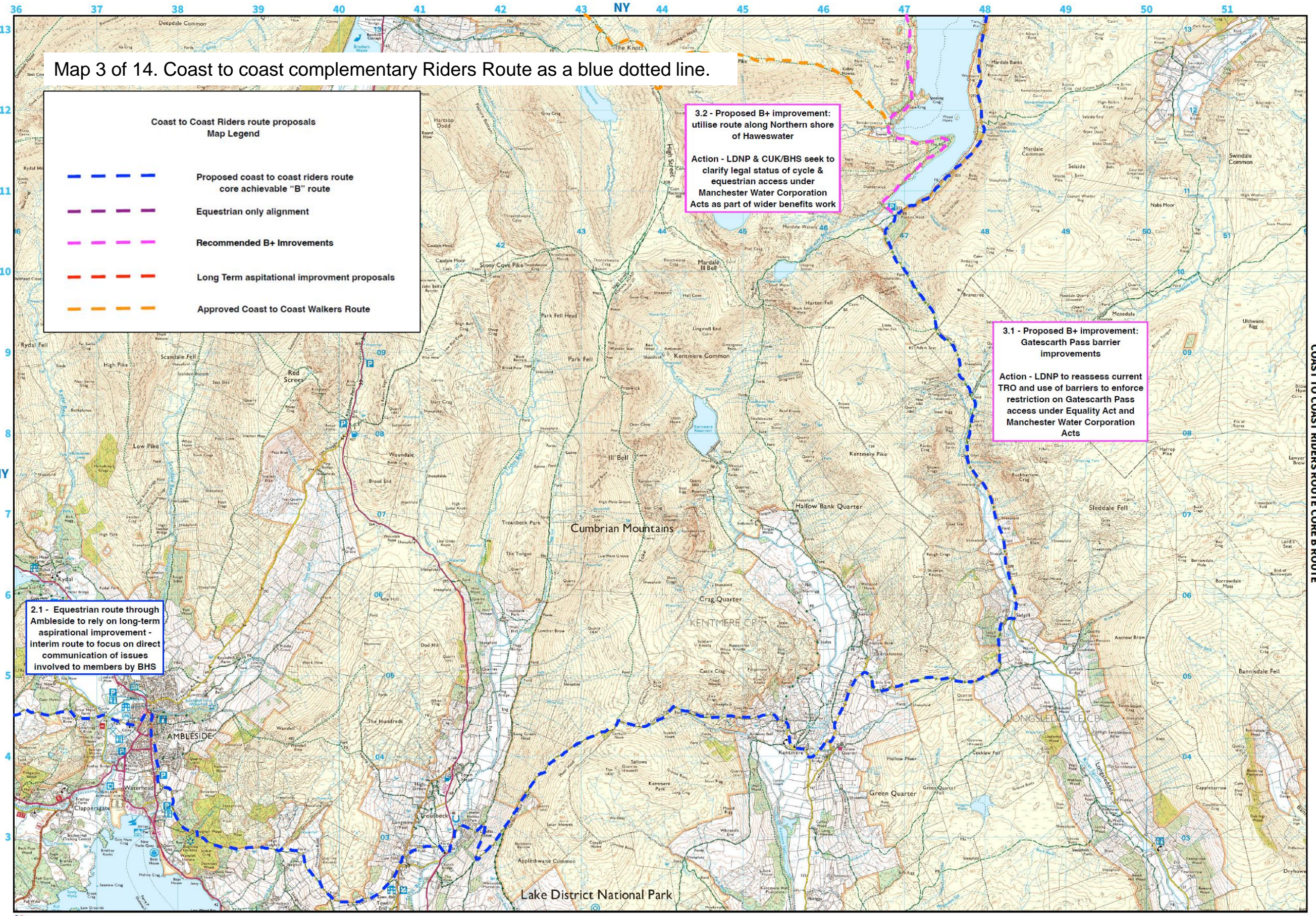
**Coast to Coast Riders route proposals**  
**Map Legend**

- - - - - Proposed coast to coast riders route core achievable "B" route
- - - - - Equestrian only alignment
- - - - - Recommended B+ Improvements
- - - - - Long Term aspirational improvement proposals
- - - - - Approved Coast to Coast Walkers Route

2.1 - Equestrian route through Ambleside to rely on long-term aspirational improvement - interim route to focus on direct communication of issues involved to members by BHS

COAST TO COAST RIDERS ROUTE CORE B ROUTE

Figure 165.Untitled. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.



Map 3 of 14. Coast to coast complementary Riders Route as a blue dotted line.

**Coast to Coast Riders route proposals**  
**Map Legend**

- - - - - Proposed coast to coast riders route core achievable "B" route
- - - - - Equestrian only alignment
- - - - - Recommended B+ Improvements
- - - - - Long Term aspirational improvement proposals
- - - - - Approved Coast to Coast Walkers Route

**3.2 - Proposed B+ improvement:**  
 utilise route along Northern shore of Haweswater

Action - LDNP & CUK/BHS seek to clarify legal status of cycle & equestrian access under Manchester Water Corporation Acts as part of wider benefits work

**3.1 - Proposed B+ improvement:**  
 Gatescarth Pass barrier improvements

Action - LDNP to reassess current TRO and use of barriers to enforce restriction on Gatescarth Pass access under Equality Act and Manchester Water Corporation Acts

**2.1 - Equestrian route through Ambleside to rely on long-term aspirational improvement - interim route to focus on direct communication of issues involved to members by BHS**

COAST TO COAST RIDERS ROUTE CORE B ROUTE

Figure 166.Untitled. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.

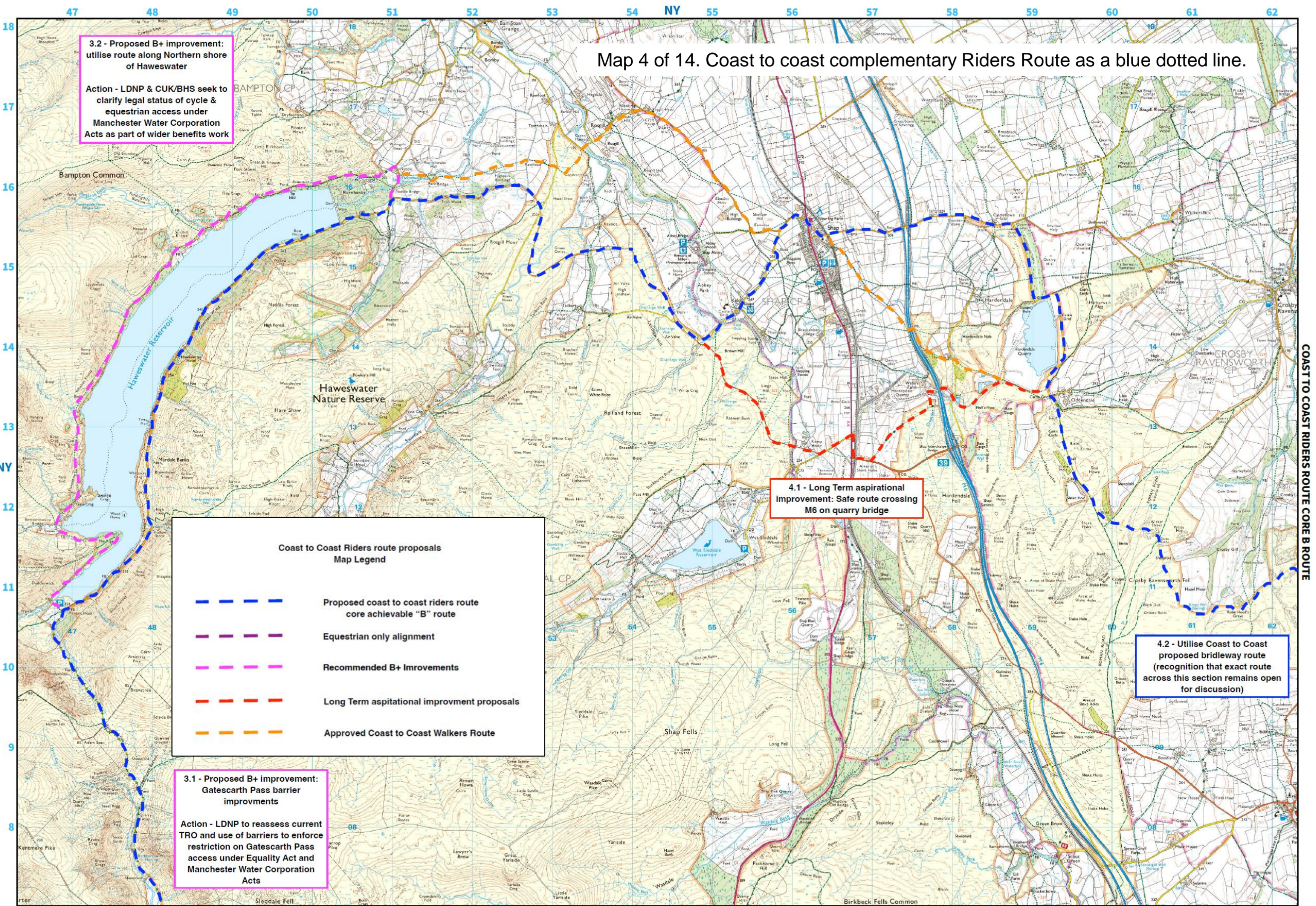


Figure 167. Untitled. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.

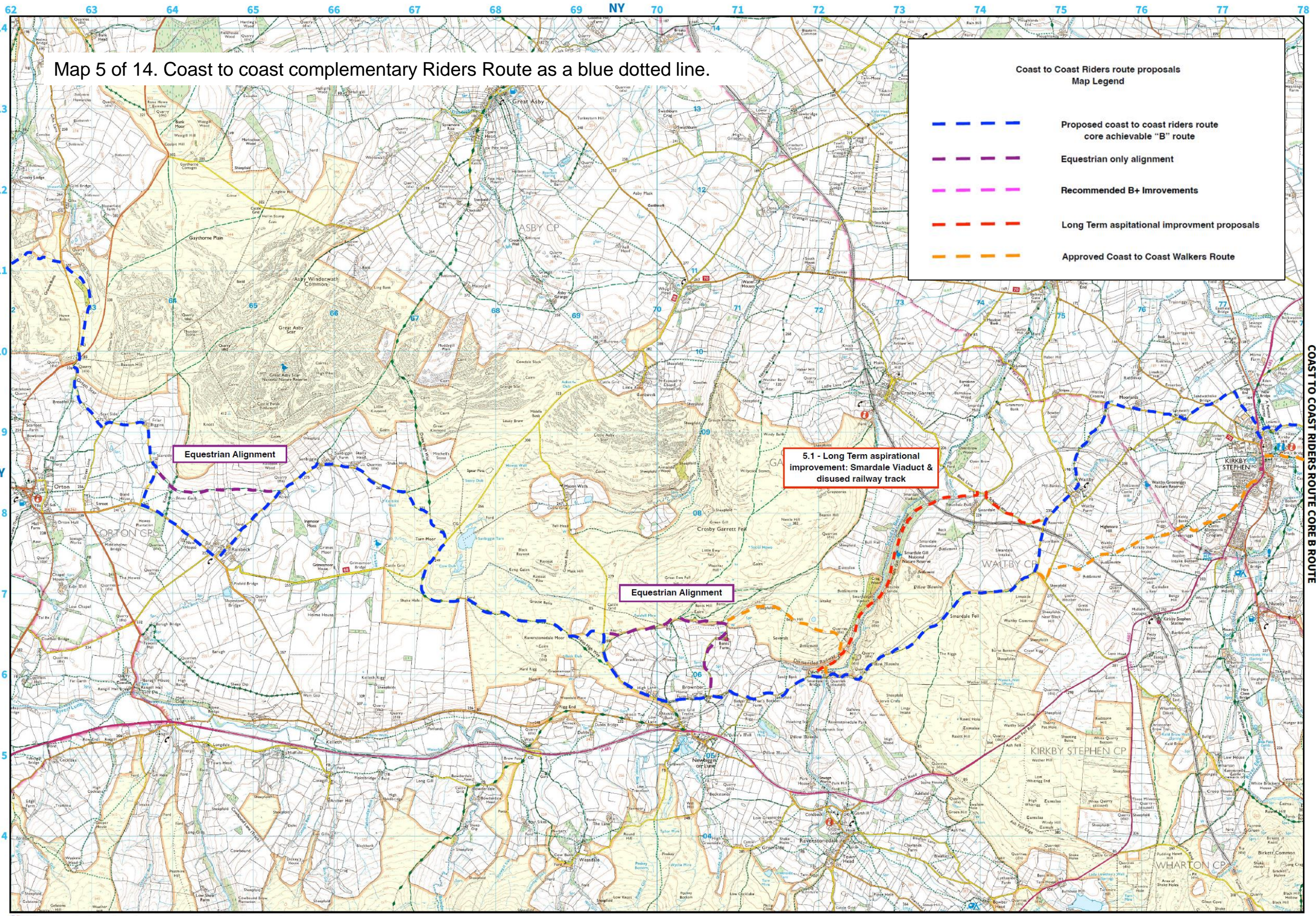


Figure 168. Untitled. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.

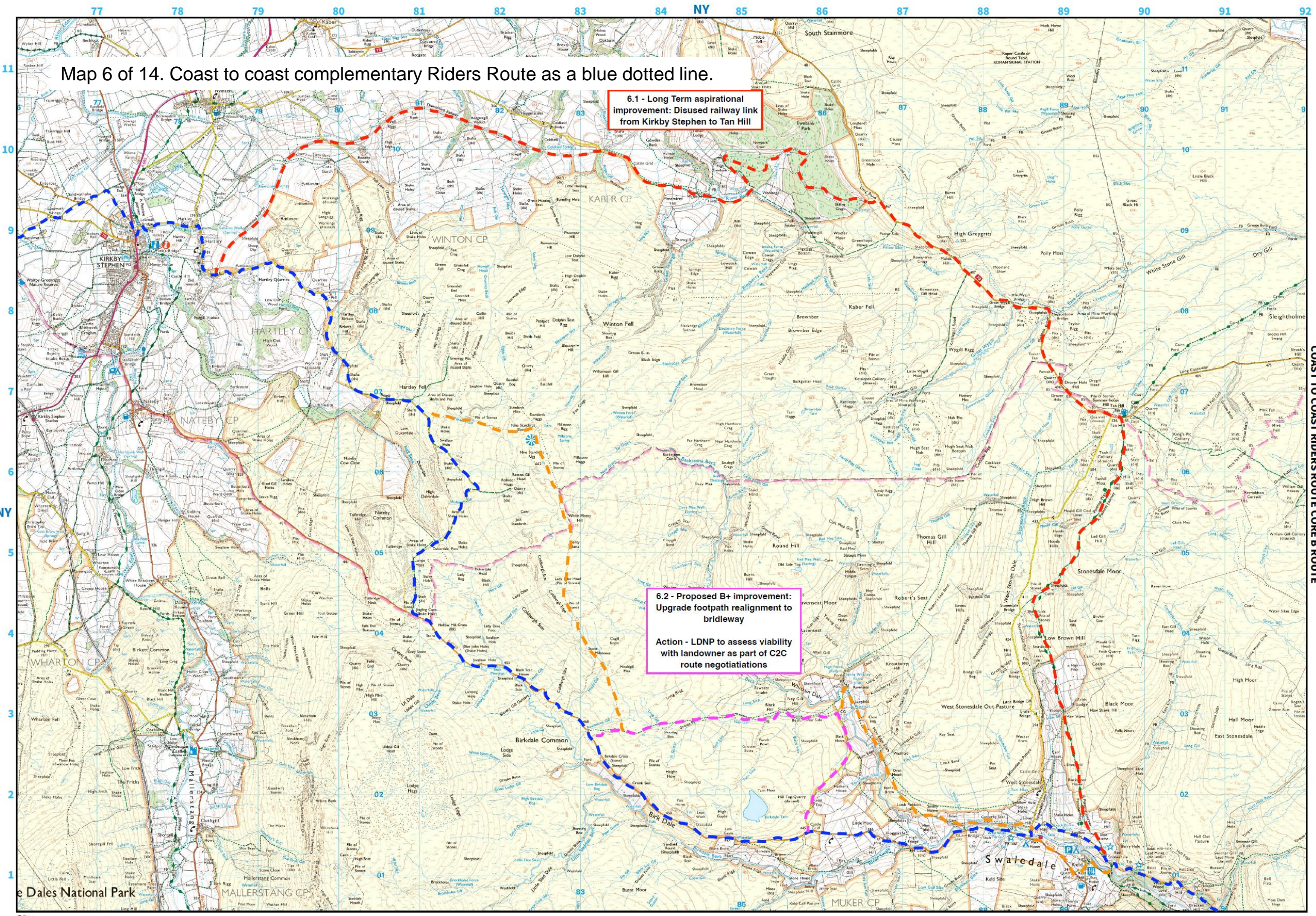


Figure 169. Untitled. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.

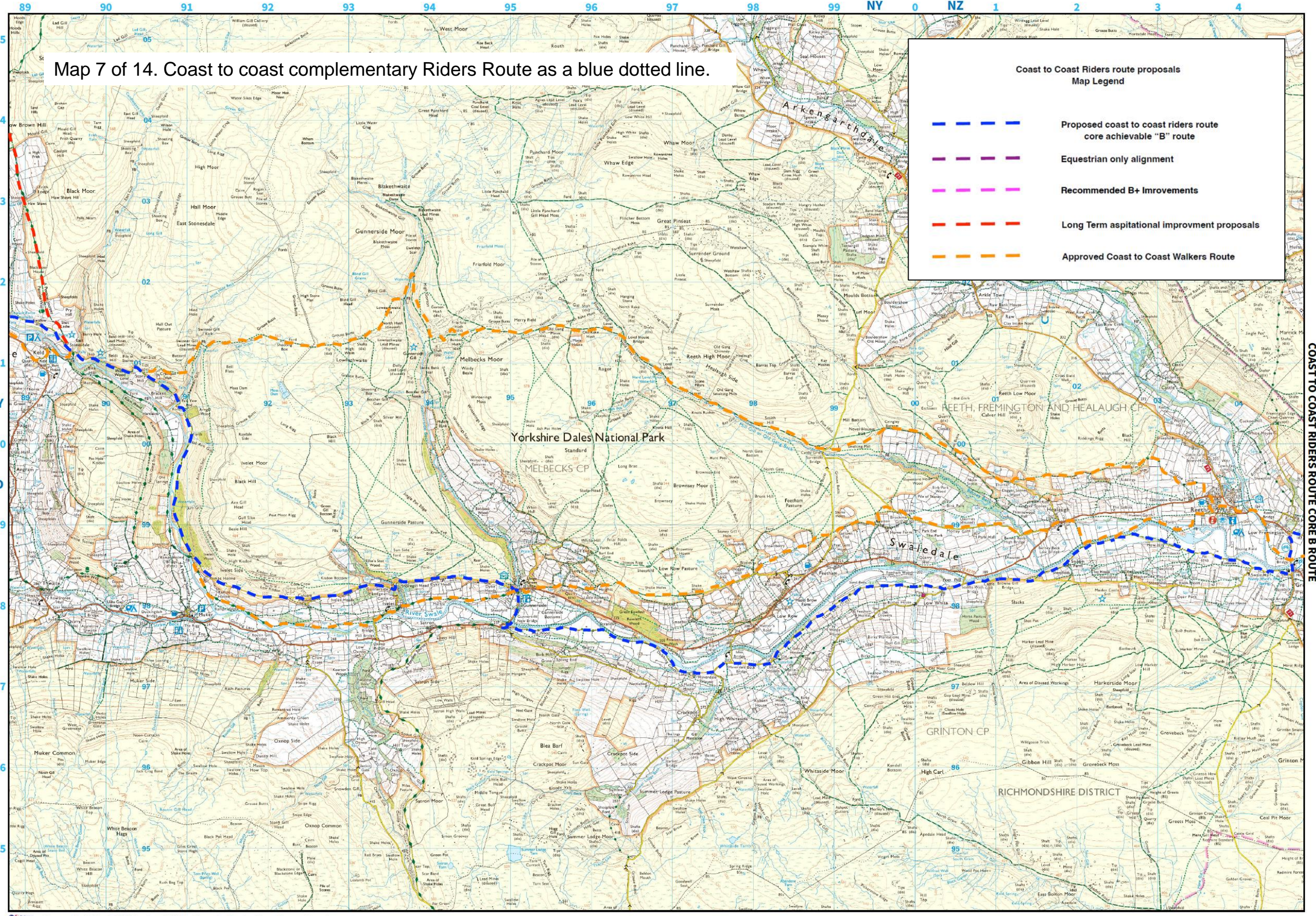
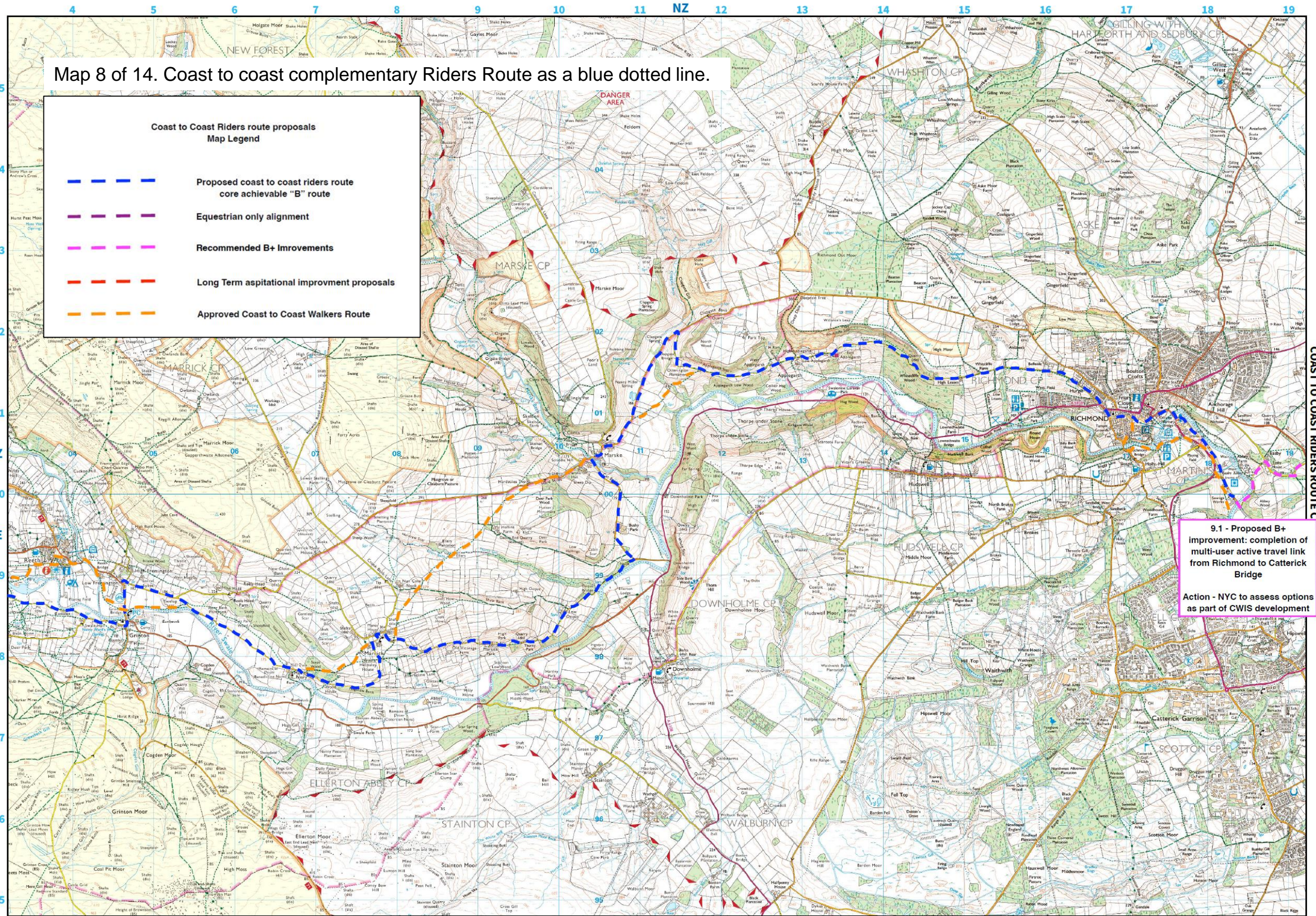


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Map 8 of 14. Coast to coast complementary Riders Route as a blue dotted line.

**Coast to Coast Riders route proposals  
Map Legend**

- - - - - Proposed coast to coast riders route core achievable "B" route
- - - - - Equestrian only alignment
- - - - - Recommended B+ Improvements
- - - - - Long Term aspirational improvement proposals
- - - - - Approved Coast to Coast Walkers Route

**9.1 - Proposed B+ improvement: completion of multi-user active travel link from Richmond to Catterick Bridge**  
Action - NYC to assess options as part of CWIS development

Figure 171. Untitled. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.

COAST TO COAST RIDERS ROUTE C

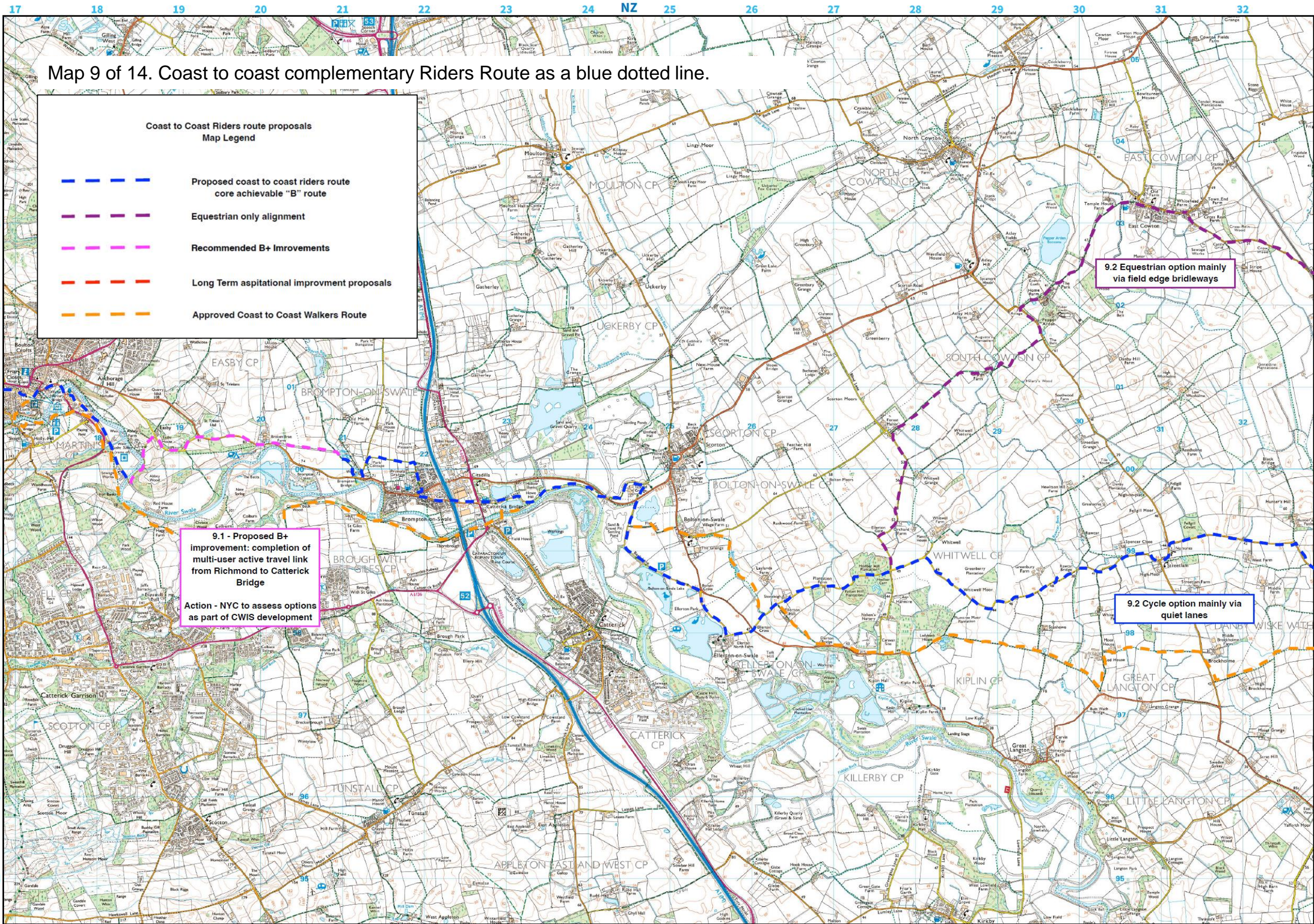
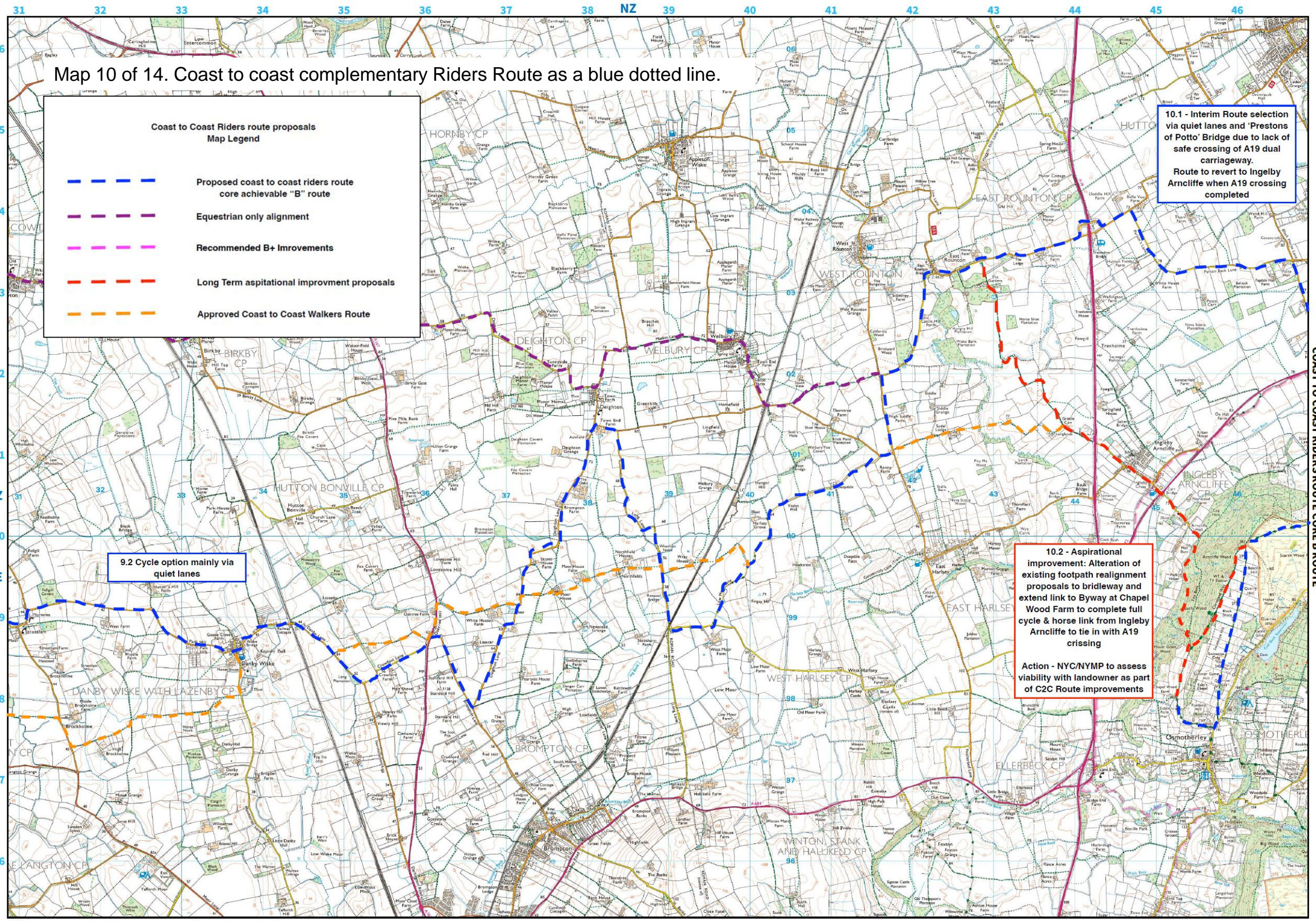


Figure 172. Untitled. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.



Map 10 of 14. Coast to coast complementary Riders Route as a blue dotted line.

**Coast to Coast Riders route proposals  
Map Legend**

- - - - - Proposed coast to coast riders route core achievable "B" route
- - - - - Equestrian only alignment
- - - - - Recommended B+ Improvements
- - - - - Long Term aspirational improvement proposals
- - - - - Approved Coast to Coast Walkers Route

**10.1 - Interim Route selection via quiet lanes and Prestons of Potto' Bridge due to lack of safe crossing of A19 dual carriageway. Route to revert to Ingelby Arncliffe when A19 crossing completed**

**9.2 Cycle option mainly via quiet lanes**

**10.2 - Aspirational improvement: Alteration of existing footpath realignment proposals to bridleway and extend link to Byway at Chapel Wood Farm to complete full cycle & horse link from Ingelby Arncliffe to tie in with A19 crossing  
Action - NYC/NYMP to assess viability with landowner as part of C2C Route improvements**

COAST TO COAST RIDERS ROUTE CORE B ROUTE

Figure 173. Untitled. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.

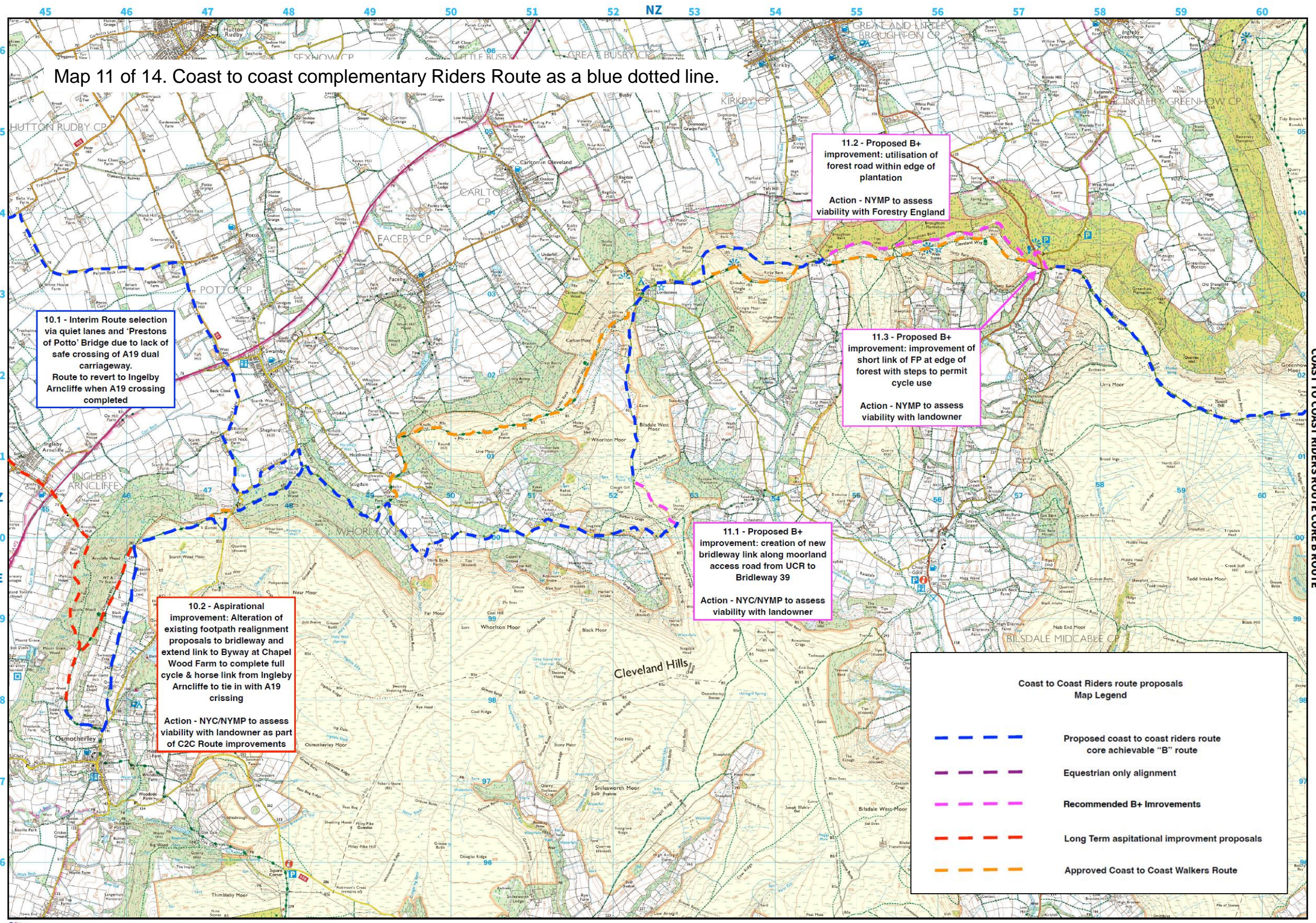
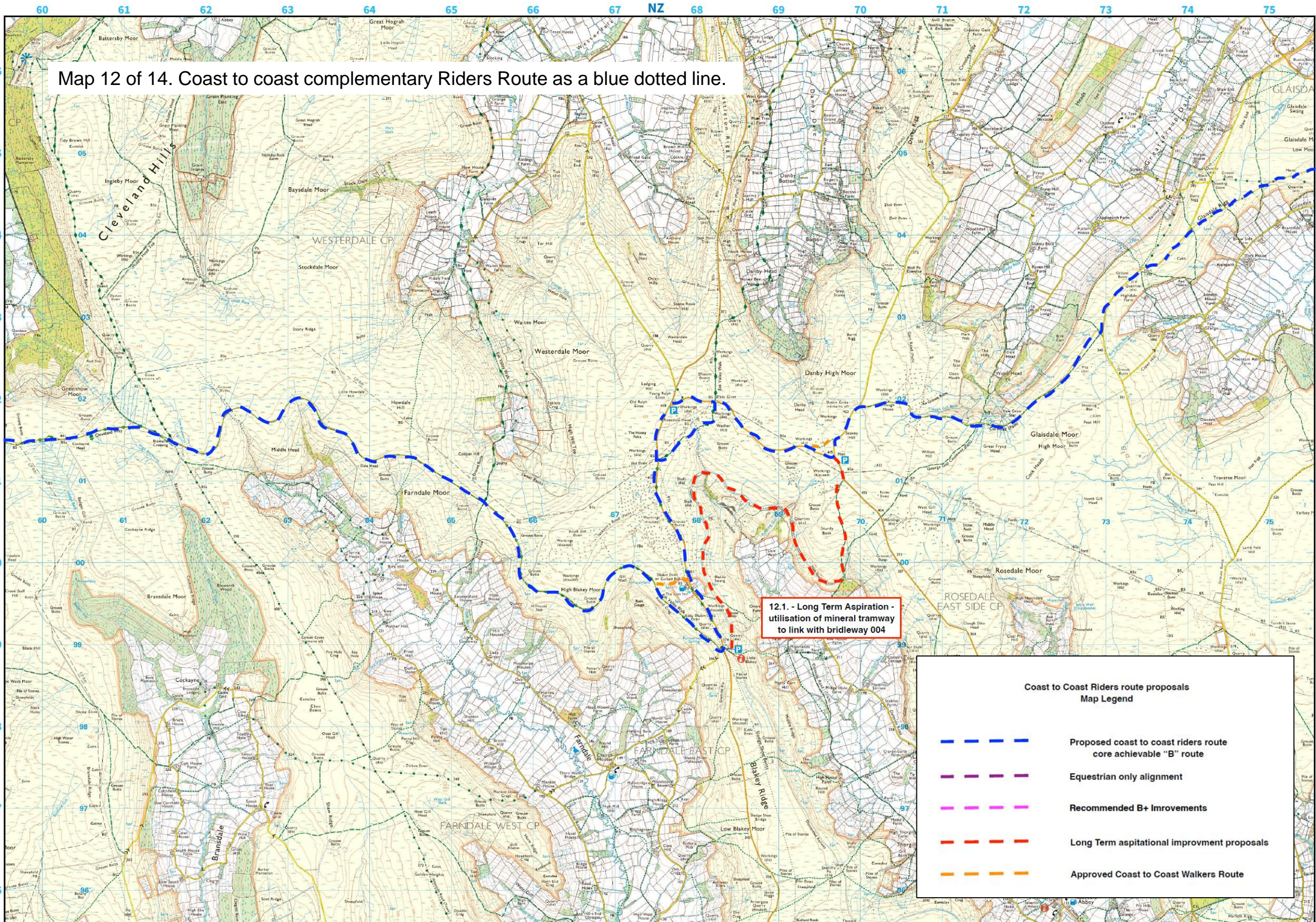


Figure 174. Untitled. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.



Map 12 of 14. Coast to coast complementary Riders Route as a blue dotted line.

12.1 - Long Term Aspiration - utilisation of mineral tramway to link with bridleway 004

**Coast to Coast Riders route proposals**  
**Map Legend**

-  Proposed coast to coast riders route core achievable "B" route
-  Equestrian only alignment
-  Recommended B+ Improvements
-  Long Term aspirational improvement proposals
-  Approved Coast to Coast Walkers Route

Figure 175. Untitled. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.

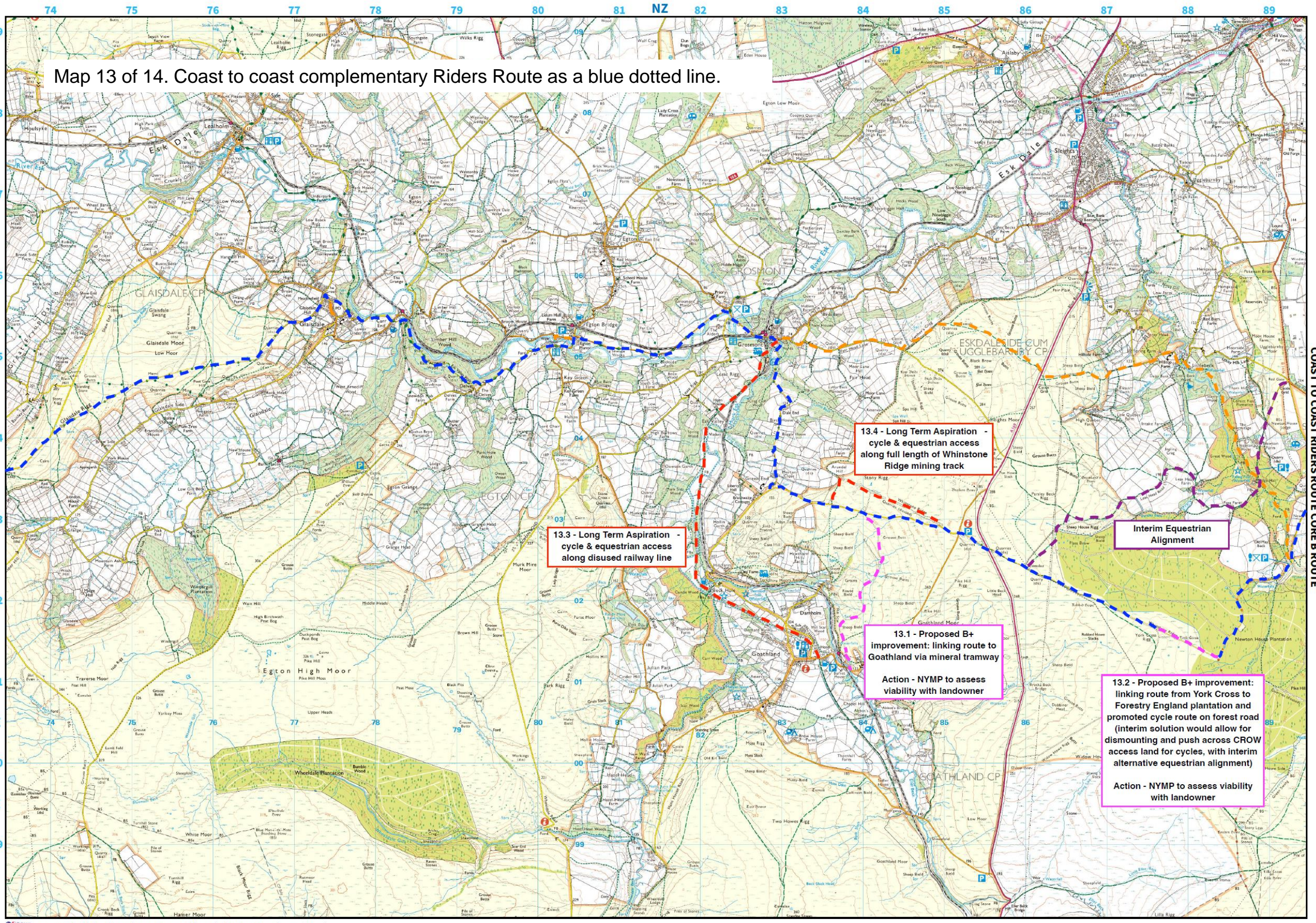
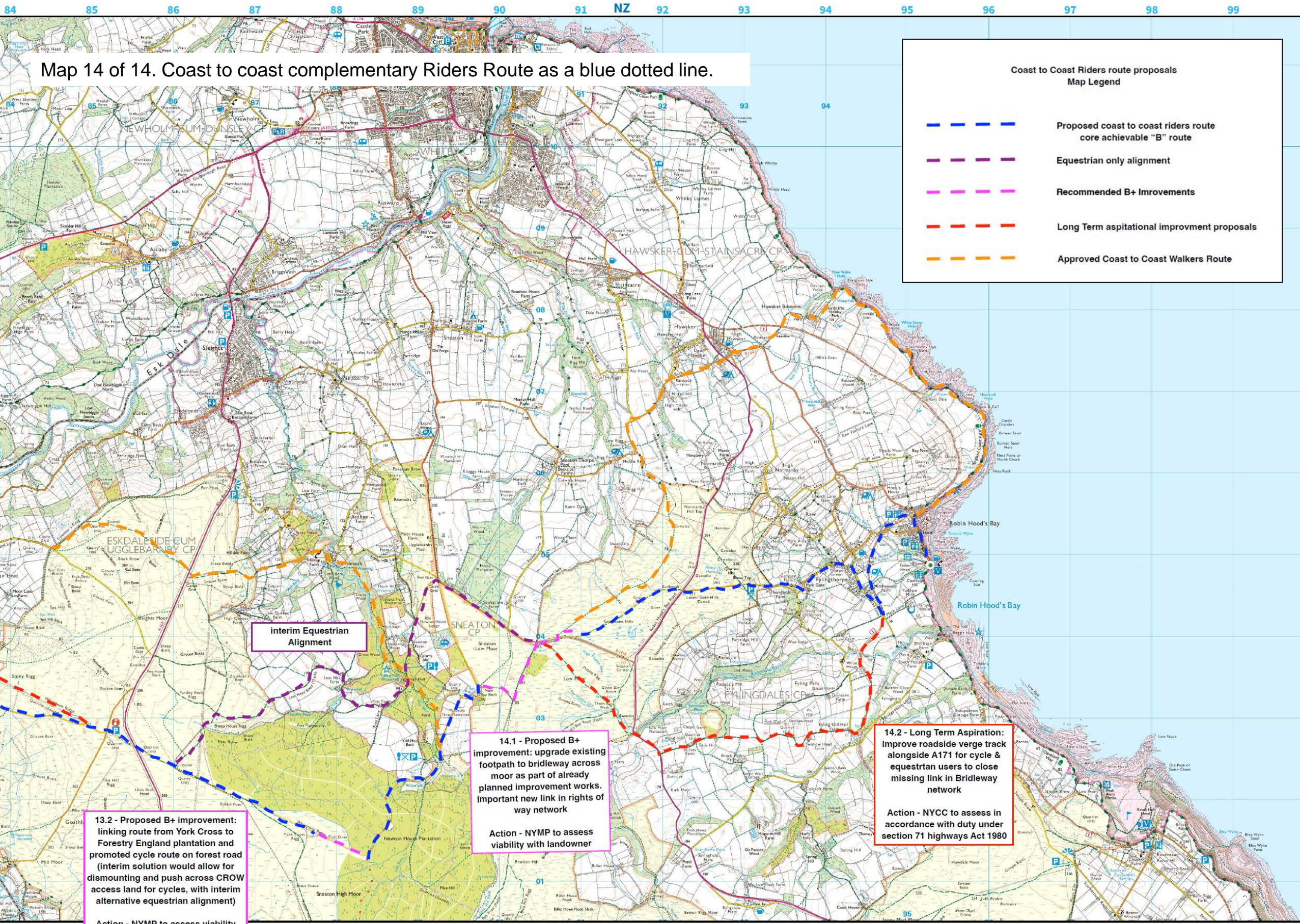


Figure 176. Untitled. Contains OS data © Crown copyright and database rights 2024. PSGA Number OS AC0000851168.



Map 14 of 14. Coast to coast complementary Riders Route as a blue dotted line.

**Coast to Coast Riders route proposals**  
Map Legend

- - - - - Proposed coast to coast riders route core achievable "B" route
- - - - - Equestrian only alignment
- - - - - Recommended B+ Improvements
- - - - - Long Term aspirational improvement proposals
- - - - - Approved Coast to Coast Walkers Route

**Interim Equestrian Alignment**

**14.1 - Proposed B+ improvement: upgrade existing footpath to bridleway across moor as part of already planned improvement works. Important new link in rights of way network**  
  
Action - NYMP to assess viability with landowner

**13.2 - Proposed B+ improvement: linking route from York Cross to Forestry England plantation and promoted cycle route on forest road (interim solution would allow for dismounting and push across CROW access land for cycles, with interim alternative equestrian alignment)**  
  
Action - NYMP to assess viability with landowner

**14.2 - Long Term Aspiration: improve roadside verge track alongside A171 for cycle & equestrian users to close missing link in Bridleway network**  
  
Action - NYCC to assess in accordance with duty under section 71 highways Act 1980

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COAST TO COAST RIDERS ROUTE CORE B ROUTE

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# A16 References

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