



England Coast Path Stretch: Isle of Wight

Report IOW 10: The Medina

Part 10.1: Introduction

Start Point:	West Cowes Chain Ferry (grid reference 449939.572, 95676.985)
End Point:	East Cowes Ferry (grid reference 450225.599, 95701.843)
Relevant Maps:	IOW 10a to IOW 10g

10.1.1 This is one of a series of linked but legally separate reports published by Natural England under section 51 of the National Parks and Access to the Countryside Act 1949, which make proposals to the Secretary of State for improved public access along and to the Isle of Wight coast.

10.1.2 This report covers length IOW 10 of the stretch, which is the coast between the West Cowes Chain Ferry and the East Cowes Ferry. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

10.1.3 The report explains how we propose to implement the England Coast Path (“the trail”) on this part of the stretch, and details the likely consequences in terms of the wider ‘Coastal Margin’ that will be created if our proposals are approved by the Secretary of State. Our report also sets out:

- any proposals we think are necessary for restricting or excluding coastal access rights to address particular issues, in line with the powers in the legislation; and
- any proposed powers for the trail to be capable of being relocated on particular sections (“roll-back”), if this proves necessary in the future because of coastal change.

10.1.4 There is also a single Overview document for the whole of this stretch of coast, explaining common principles and background. **This and the other individual reports relating to the stretch should be read in conjunction with the Overview. The Overview explains, among other things, how we have considered any potential environmental impacts of improving public access to this part of the coast, and this report, and other separately published assessments we refer to, then provides more detail on these aspects where appropriate.**

Part 10.2: Proposals Narrative

The trail:

10.2.1 Follows existing walked routes, including public rights of way, along all of this length.

10.2.2 Mainly follows the coastline quite closely and maintains good views of the sea.

10.2.3 Follows a route similar to the existing Medina Cycleway on the west side of The Medina but departs from this in places in order to take walkers closer to the coast.

Protection of the environment:

In this part of the report, we explain how we have taken account of environmental protection objectives in developing our proposals for improved coastal access.

10.2.4 The following designated sites affect this length of coast:

- Solent and Southampton Water SPA
- Solent and Dorset Coast SPA
- Solent and Southampton Water Ramsar
- Solent Maritime SAC
- Medina Estuary SSSI

Map C in the Overview shows the extent of designated areas listed.

10.2.5 Measures to protect the environment

The following table brings together design features included in our access proposals to help to protect the environment along this length of the coast.

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
IOW 10c to IOW 10e	IOW-10-S021 to IOW-10-S066	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none">■ The trail is aligned along the existing PRoW. <p>In addition, we will install:</p> <ul style="list-style-type: none">■ Interpretation Panels at Dodnor Causeway, Medina Riverside Park and north of Island Harbour Marina, explaining the environmental sensitivities and asking people to keep to the path.	To reduce the risk of disturbance to feeding birds on the intertidal mudflat of The Medina by any increase in the number of people walking.

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
IOW 10f	IOW-10-S070 to IOW-10-S077	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The trail between Folly Works and Saunders Way is aligned along the existing PRow to Beatrice Avenue, landward of the fields used as high tide roosts. 	To reduce the risk of disturbance to feeding birds on high tide roosts and feeding close to the shoreline.

10.2.6 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. For more information about how we came to this conclusion; see the following assessments of the access proposals that we have published separately:

- A Habitats Regulations Assessment relating to any potential impact on the conservation objectives of European sites.
- Our Nature Conservation Assessment, in which we document our conclusions in relation to other potential impacts on nature conservation.

Part 6b of the Overview includes some contextual information about protecting the environment along this length of coast.

Accessibility:

10.2.7 There are few artificial barriers to accessibility on the proposed route. However, the natural coastal terrain is often challenging for people with reduced mobility and this is the case on sections of our proposed route because:

- The trail would follow an uneven grass or bare soil path ;
- There are steps where it is necessary to ascend/descend a steep slope along the west coast of The Medina.

10.2.8 At St Mildred’s Church, the existing stiles will be replaced with gates, so as to make them easier to use. We will seek to install gates which facilitate access for people with reduced mobility if possible based on site constraints. We envisage this happening as part of the physical establishment work described below.

10.2.9 Along the west coast of The Medina existing steps and footbridge will be replaced so as to make them easier to use. Steps may be necessary if ramps prove unsuited to the location. We envisage this happening as part of the physical establishment work described below.

10.2.10 On footpath CS32, on the exit onto Arctic Road, the kerb will be replaced with a dropped kerb so as to make it more accessible to users. We envisage this happening as part of the physical establishment work described.

See part 6a of the Overview - ‘Recreational issues’ - for more information.

Where we have proposed exercising statutory discretions

10.2.11 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Medina, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of that river as far as the first public foot crossings on Little London Road and The Quay in the town of Newport as indicated by the extent of the trail shown on maps IOW 10a to IOW10g.

See part 5 of the Overview for a detailed analysis of the options considered for this estuary and our resulting proposals.

10.2.12 **Landward boundary of the coastal margin:** We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 10.3.1 below.

10.2.13 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 5b and 5c of table 10.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 5b & 5c [above Table 10.3.1] explaining what this means in practice.

See also part 3 of the Overview - 'Understanding the proposals and accompanying maps', for a more detailed explanation of the default extent of the coastal margin and how we may use our discretion to adjust the margin, either to add land or to provide clarity.

10.2.14 **Restrictions and/or exclusions:** We have proposed to exclude access by direction under the Countryside and Rights of Way Act (2000) along this section of coast as follows.

Direction to exclude access to the saltmarsh and mudflat in the Medina between Cowes/East Cowes Harbour and the Quay Arts Centre, Newport.

10.2.15 Access to the land in the coastal margin adjacent to route sections IOW-10-S001 to IOW-10-S095 is to be excluded all year-round by direction under Section 25A the Countryside and Rights of Way Act (2000) as it is mudflat and saltmarsh that is unsuitable for public access. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply.

10.2.16 The mudflat in around the island is soft and sinking. It does not provide a safe walking surface and is subject to frequent tidal inundation. See Direction Maps 10A-10E

10.2.17 These directions will not prevent or affect:

- any existing local use of the land by right: such use is not covered by coastal access rights;
- any other use people already make of the land locally by formal agreement with the landowner, or by informal permission or traditional toleration; or
- use of any registered rights of common or any rights at common law or by Royal Charter etc.
- Any such use is not prohibited or limited by these arrangements.

10.2.18 The directions we give are intended to avoid any new public rights being created over the area in question in view of the dangers to which new users of the land would be subject because of the nature of the mudflats and safety hazards in commercial port areas.

See part 8 of the Overview - 'Restrictions and exclusions' - for a summary for the entire stretch.

10.2.19 **Other factors affecting access:** At route sections IOW-10-S042 to IOW-10-S056, Newtown Quay to Island Harbour Marina, public access will be interrupted for approximately four days in a year to

allow for the Isle of Festival. This festival is held annually, normally in the month of June. The Isle of Wight Council have a longstanding temporary route which we will advise people to use during this time. The route runs east from the Riverside Centre, Medina Way through an underpass to follow the local public right of way NT208 (which runs parallel to Fairlee Road). At Little Fairlee Farm the route joins Fairlee Road and then bears west along Mill lane to rejoin the England Coast Path at the Medina River. This arrangement would continue without any local restriction on the new access rights to give effect to it formally.

10.2.20 Coastal erosion: Natural England is able to propose that the route of the trail would be able to change in the future, without further approval from the Secretary of State, in response to coastal change. This would happen in accordance with the criteria and procedures for 'roll-back' set out in part 7 of the Overview.

Natural England may only propose the use of this roll-back power:

- as a result of coastal erosion or other geomorphological processes or encroachment by the sea, or
- in order to link with other parts of the route that need to roll back in direct response to such changes.

10.2.21 Column 4 of tables 10.3.1 and 10.3.2 indicates where roll-back has been proposed in relation to a route section. Where this is the case, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps IOW 10a to IOW 10g as the proposed route of the trail.

10.2.22 If at any time in the future any part of a route section upon which roll-back has been specified needs, in Natural England's view, to change in order for the overall route to remain viable, the new route for the part in question will be determined by Natural England without further reference to the Secretary of State. This will be done in accordance with the criteria and procedures described under the title 'Roll-back' in part 7 of the Overview and section 4.10 of the Coastal Access Scheme. If this happens, the new route will become the approved route for that section for the purposes of the Order which determines where coastal access rights apply.

10.2.23 On sections for which roll-back is not proposed in tables 10.3.1 or 10.3.2, the route is to be at the centre of the line shown on maps IOW 10a to IOW 10g as the proposed route of the trail.

Other future change:

10.2.24 There are also places described in this report where we foresee the need for future changes to the proposed access provisions because of proposed developments at the following sites: Medina Yard development (IOW-10-S001 to IOW-10-S011), Newport Harbour Regeneration (IOW-10-S034 to IOW-10-S046), Land by the Folly Works (IOW-10-S067 to IOW-10-S070), Housing Development beside Cowes Power Station (IOW-10-S080 to IOW-10-S084) and at the Red Funnel East Cowes Ferry Terminal (IOW-10-S094 to IOW-10-S095). These are summarised in part 7 of the Overview.

See parts 7 - 'Future changes' of the Overview for more information.

Establishment of the trail:

10.2.25 Below we summarise how our proposed route for the trail would be physically established to make it ready for public use before any new rights come into force.

Establishment works will only start on this length of coast once these proposals have been approved by the Secretary of State. The works may therefore either precede or follow the start of establishment works on other lengths of coast within the stretch, and detailed in their separate reports.

10.2.26 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £55,374 and is informed by:

- information already held by the access authority, The Isle of Wight Council, in relation to the management of the existing Isle of Wight Coast Path;
- the conclusions of our deliberations in relation to potential impacts on the environment; and
- information gathered while visiting affected land and talking to the people who own and manage it about the options for the route.

10.2.27 There are 4 main elements to the overall cost:

- A significant number of new waymarkers would be needed on the trail, in particular on route sections where the proposed route differs from that of the existing Isle of Wight Coast Path.
- Any interpretation and information boards with outdated information about the existing route of the Isle of Wight Coast Path would require replacement.
- Stiles will be replaced with gates to make them more accessible to walkers. We will seek to install gates which facilitate access for people with reduced mobility if possible based on site constraints
- The surfaces and access furniture of the existing paths and footways on the proposed route are generally of a suitable standard for the trail, but there are some places where new steps, boardwalks, footbridges, surface upgrades and dropped kerbs would enhance the convenience of the trail. More significant items of establishment works are shown on the relevant maps accompanying this report.

Table 1 shows our estimate of the capital cost for each of the main elements of physical establishment described above.

Table 1: Estimate of capital costs

Item	Cost
Signs & interpretation	£10,256
Steps	£1,000
Boardwalks	£11,000
Footbridges	£1,500
Kissing gates	£3,000
Dropped kerb	£760
Surfacing works	£16,280
Project management and variance	£12,778
Total	£56,574 .00 (Exclusive of any VAT payable)

10.2.28 Once the Secretary of State's decision on our report has been notified, and further to our conversations with land managers during the route planning stage, The Isle of Wight Council will liaise with affected land owners and occupiers about relevant aspects of the design, installation and maintenance of the new signs and infrastructure that are needed on their land. Prior to works being carried out on the ground, all necessary permissions, authorisations and consents will be obtained. All such works would conform to the published standards for National Trails and the other criteria described in our Coastal Access Scheme.

Maintenance of the trail:

10.2.29 Because the trail on this length of coast will form part of the National Trail being created around the whole coast of England called the England Coast Path, we envisage that it will be maintained to the same high quality standards as other National Trails in England (see The New Deal; Management of National Trails in England from April 2013: details at Annex A of the Overview).

10.2.30 We estimate that the annual cost to maintain the trail will be £3,784.14 (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England's contribution to the maintenance of other National Trails.

Part 10.3: Proposals Tables

See Part 3 of Overview for guidance on reading and understanding the tables below

10.3.1 Section Details: Maps IOW 10a to IOW 10g – The Medina

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 10.3.2: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 4 – ‘Yes – see table 10.3.3’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists in this case and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Column 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate. “No” means none present on this route section.
5. Columns 5b and 5c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 5a, that would be its landward boundary instead.

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number (s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
IOW 10a	IOW-10-S001*	Public highway	No	No			
IOW 10a	IOW-10-S002*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 10a	IOW-10-S003*	Public highway	No	No			
IOW 10a	IOW-10-S004*	Public footway (pavement)	No	No	Various	Clarity and cohesion	Landward boundary comprises of wall and

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number (s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
							pavement edge
IOW 10a	IOW-10-S005*	Public highway	No	No			
IOW 10a	IOW-10-S006 to IOW-10-S008*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 10a	IOW-10-S009*	Public highway	No	No			
IOW 10a	IOW-10-S010*	Other existing walked route	No	No	Edge of path	Clarity and cohesion	
IOW 10a	IOW-10-S011 & IOW-10-S012*	Public footpath	No	No	Edge of path	Clarity and cohesion	
IOW 10a	IOW-10-S013*	Public highway	No	No			
IOW 10a, IOW 10b & IOW 10c	IOW-10-S014*	Public footpath	Yes - Normal	No	Edge of path	Clarity and cohesion	
IOW 10c	IOW-10-S015*	Public highway	No	No			
IOW 10c	IOW-10-S016*	Public footpath	No	No	Edge of path	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number (s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
IOW 10c	IOW-10-S017 to IOW-10-S019*	Public footpath	Yes - See table 10.3.3	No	Fence line	Clarity and cohesion	
IOW 10c	IOW-10-S020 & IOW-10-S021*	Public footpath	Yes - See table 10.3.3	No	Other	Clarity and cohesion	Landward boundary is the edge of the causeway.
IOW 10c	IOW-10-S022 & IOW-10-S023*	Public footpath	Yes - See table 10.3.3	No	Landward edge of road	Clarity and cohesion	
IOW 10c	IOW-10-S024 to IOW-10-S027*	Public footpath	Yes - See table 10.3.3	No			
IOW 10c & IOW 10d	IOW-10-S028 to IOW-10-S030*	Public footpath	Yes - See table 10.3.3	No	Fence line	Clarity and cohesion	
IOW 10d	IOW-10-S031 to IOW-10-S034*	Public footpath	Yes - See table 10.3.3	No			
IOW 10d	IOW-10-S035*	Public footpath	No	No	Edge of track	Clarity and cohesion	
IOW 10d	IOW-10-S036*	Public highway	No	No	Edge of road	Clarity and cohesion	
IOW 10d	IOW-10-S037*	Public highway	No	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number (s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
IOW 10d	IOW-10-S038*	Public footway (pavement)	No	No	Edge of path	Clarity and cohesion	
IOW 10d	IOW-10-S039 & IOW-10-S040*	Public highway	No	No	Landward edge of road	Clarity and cohesion	
IOW 10d	IOW-10-S041 & IOW-10-S042*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 10d	IOW-10-S043*	Public footpath	No	No	Landward edge of road	Clarity and cohesion	
IOW 10d	IOW-10-S044*	Public highway	No	No			
IOW 10d	IOW-10-S045*	Public footpath	No	No	Edge of path	Clarity and cohesion	
IOW 10d	IOW-10-S046 & IOW-10-S047*	Public footpath	Yes - Normal	No	Edge of path	Clarity and cohesion	
IOW 10e	IOW-10-S048 & IOW-10-S049*	Public footpath	Yes - See table 10.3.3	No	Edge of path	Clarity and cohesion	
IOW 10e	IOW-10-S050*	Public footpath	Yes- see table 10.3.3	No	Other	Clarity and cohesion	Landward boundary is the edge of the bridge deck

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number (s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
IOW 10e	IOW-10-S051 & IOW-10-S052	Public footpath	Yes- see table 10.3.3	No	Edge of path	Clarity and cohesion	
IOW 10e	IOW-10-S053 to IOW-10-S055*	Public footpath	Yes- see table 10.3.3	No	Edge of path	Clarity and cohesion	
IOW 10e	IOW-10-S056*	Public footpath	Yes- see table 10.3.3	No			
IOW 10e	IOW-10-S057*	Public footpath	Yes- see table 10.3.3	No	Other	Clarity and cohesion	Landward boundary is the edge of the bridge
IOW 10e	IOW-10-S058*	Public footpath	Yes- see table 10.3.3	No			
IOW 10e	IOW-10-S059 & IOW-10-S060*	Public footpath	Yes- see table 10.3.3	No	Fence line	Clarity and cohesion	
IOW 10e	IOW-10-S061*	Public footpath	Yes - See table 10.3.3	No			
IOW 10e	IOW-10-S062*	Public footpath	Yes - See table 10.3.3	No	Other	Clarity and cohesion	Landward boundary is the edge of the bridge
IOW 10e	IOW-10-S063 to IOW-10-S065*	Public footpath	Yes - See table 10.3.3	No	Various	Clarity and cohesion	Landward boundary comprises of fence and hedgerow

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number (s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
IOW 10f	IOW-10-S066 to IOW-10-S067*	Public footpath	Yes - See table 10.3.3	No			
IOW 10f	IOW-10-S068*	Public footpath	Yes - See table 10.3.3	No	Landward edge of road	Clarity and cohesion	
IOW 10f	IOW-10-S069 to IOW-S070*	Public footpath	No	No			
IOW 10f	IOW-10-S071*	Public footpath	No	No	Wall	Clarity and cohesion	
IOW 10f	IOW-10-S072*	Cycle track (pedestrian)	No	No	Pavement edge	Clarity and cohesion	
IOW 10f	IOW-10-S073*	Other existing walked route	No	No	Edge of the verge	Clarity and cohesion	
IOW 10f	IOW-10-S074*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 10f	IOW-10-S075*	Public highway	No	No			
IOW 10f	IOW-10-S076 & IOW-10-S078*	Public footway (pavement)	No	No	Edge of path	Clarity and cohesion	
IOW 10f	IOW-10-S079*	Public highway	No	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number (s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
IOW 10f & IOW 10g	IOW-10-S080 & IOW-10-S081*	Public footway (pavement)	No	No	Edge of path	Clarity and cohesion	
IOW 10g	IOW-10-S082*	Other existing walked route	No	No			
IOW 10g	IOW-10-S083*	Other existing walked route	No	No	Fence line	Clarity and cohesion	
IOW 10g	IOW-10-S084*	Public footway (pavement)	No	No	Fence line	Clarity and cohesion	
IOW 10g	IOW-10-S085*	Public highway	No	No			
IOW 10g	IOW-10-S086*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 10g	IOW-10-S087*	Public highway	No	No			
IOW 10g	IOW-10-S088*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 10g	IOW-10-S089*	Public highway	No	No			
IOW 10g	IOW-10-S090*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number (s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
IOW 10g	IOW-10-S091*	Public highway	No	No			
IOW 10g	IOW-10-S092*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 10g	IOW-10-S093*	Public highway	No	No			
IOW 10g	IOW-10-S094*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
IOW 10g	IOW-10-S095*	Public highway	No	No			

10.3.2 Other options considered: Maps IOW 10a to IOW 10g – The Medina

Map(s)	Route section numbers (s)	Other option(s) considered	Reasons for not proposing this option
IOW 10a to IOW 10g	IOW-10-S001 to IOW-10-S095	We considered aligning the route to use the chain ferry between Cowes and East Cowes	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The inclusion of The Medina was requested by local stakeholders including Parish Councils and the Isle of Wight Council. ■ There is already an existing walked route in place around The Medina and the proposed route is close to the coast. ■ The route is close to the coast and maintains a coastal feel for the majority of the route. ■ By routing between Cowes, Newport and East Cowes we have sought to link communities within the Medina to the

Map(s)	Route section numbers (s)	Other option(s) considered	Reasons for not proposing this option
			<p>England Coast Path and the economic benefits of being associated with a National Trail.</p> <p>For a more detailed analysis, see Part 5 of the Overview.</p>
IOW 10a, IOW 10b & IOW 10c	IOW-10-S014	We considered aligning the trail around the fields that are seaward of the existing cycle path between Cowes and the Vestas Warehouse, and the wooded area south of Pinkmead.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ A large portion of these fields becomes inundated at high tide. ■ The proposed route is easier to walk for all and still offers views of the Medina. ■ The wooded area south of Pinkmead is considered to be excepted land under Schedule 1 to the CROW Act as it is part of a garden and orchard.
IOW 10c	IOW-10-S017 to IOW-10-S027	We considered aligning the trail to continue along the cycle path.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is a popular well walked public right of way currently ■ It is closer to the coast and maintains views of the sea. ■ It reduces the amount of seaward coastal margin over holiday cottages and a camp site.
IOW 10d	IOW-10-S037 to IOW-10-S040	We considered aligning the trail along Hurstake Road and River Way to reduce proximity to a recycling centre.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is the most coastal route. ■ It provides better and more consistent coastal views ■ It is most convenient route as it is less circuitous and easier to walk.
IOW 10d	IOW-10-S043	We considered aligning the trail along the path into Seaclose Park following the cycleway.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is closer to the sea and maintains views of the sea. ■ It is an existing well used walking route

Map(s)	Route section numbers (s)	Other option(s) considered	Reasons for not proposing this option
IOW 10f	IOW-10-S070 to IOW 10-S077	We considered aligning the trail along the western, seaward edge of the fields between the Folly Works and Cowes Power Station.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The fields are a supporting habitat for a variety of waterbirds including dark-bellied brent geese and curlew. See 10.2.5 above. ■ We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme. ■ Despite being slightly inland it still offers views of the coast from Beatrice Avenue. ■ It is made with the support of the landowner.
IOW10g	IOW-10-S086 to IOW-10-S090	We considered aligning the trail to the south of Kingston Road Cemetery, into Medina View flats, onto Medina View, following the coast to East Cowes Marina, seaward of The Lifeboat public house and then joining Britannia Way.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme. ■ The route chosen is more direct ■ The considered route would require access through a currently locked gate and into a car park.
IOW 10g	IOW-10-S087 to IOW-10-S090	We considered aligning the trail down Medina View following the coast to East Cowes Marina, seaward of The Lifeboat public house and then joining Britannia Way.	<ul style="list-style-type: none"> ■ The considered route only offers a short distance of walking directly on the coast before returning inland to the road. ■ The considered route could have been disruptive to RNLI training activities.

Note: Any public rights of way not forming part of the proposed trail would remain available for people to use under their pre-existing rights.

10.3.3 Roll-back implementation – more complex situations: Maps IOW 10c to IOW 10f – Little Werrer Wood to Cowes Power Station

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
IOW 10c &	IOW-10-S017 to	Holiday cottages, education centre,	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, gardens etc), we will choose a route

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
IOW 10d	IOW-10-S034	Ship and Launch House.	landward of it, following discussions with owners and occupiers.
IOW 10d & IOW 10e	IOW-10-S029 to IOW-10-S035	Solent Maritime SAC. Potentially affected features include salt marsh habitat and associated flora	If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC, SPA, SAM), or where the existing route already passing through such a site must be altered, we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers, which will either (a) continue to pass through the site, if appropriate or (b) if necessary, be routed landward of it.
IOW 10d & IOW 10e	IOW-10-S046 to S049	Solent Maritime SAC. Potentially affected features include salt marsh habitat and associated flora	If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC, SPA, SAM), or where the existing route already passing through such a site must be altered, we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers, which will either (a) pass through the site, if appropriate or (b) if necessary, be routed landward of it.
IOW 10e	IOW-10-S048 to IOW-10-S052	Sewage treatment works.	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, gardens etc), we will choose a route landward of it, following discussions with owners and occupiers.
IOW 10e	IOW-10-S050	Solent Maritime SAC. Potentially affected features include mudflat habitat	If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC, SPA, SAM), or where the existing route already passing through such a site must be altered, we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers, which will either (a) continue to pass through the site, if appropriate or (b) if necessary, be routed landward of it
IOW 10e & IOW 10f	IOW-10-S051 to IOW-10-S056	Solent Maritime SAC. Potentially affected features include salt marsh habitat and associated flora	If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC, SPA, SAM), or where the existing route already passing through such a site must be altered, we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers, which will either (a) pass through the site, if

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
			appropriate or (b) if necessary, be routed landward of it.
IOW 10e to IOW 10f	IOW-10-S060 to S063	Solent Maritime SAC. Potentially affected features include salt marsh habitat and associated flora	If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC, SPA, SAM), or where the existing route already passing through such a site must be altered, we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers, which will either (a) continue to pass through the site, if appropriate or (b) if necessary, be routed landward of it.
IOW 10e & IOW 10f	IOW-10-S061 to IOW-10-S068	Folly residential buildings and curtilage.	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, gardens etc), we will choose a route landward of it, following discussions with owners and occupiers.

In relation to all other sections where roll-back has been proposed, any later adjustment of the trail is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.

Part 10.4: Proposals Maps

10.4.1 Map Index

Map reference	Map title
IOW 10a	West Cowes Chain Ferry to Bottom Copse
IOW 10b	Bottom Copse to Little Werrar Wood
IOW 10c	Little Werrar Wood to Dodnor Cottages
IOW 10d	Dodnor Cottages to Sewage Works
IOW 10e	Sewage Works to Medina Park
IOW 10f	Medina Park to Cowes Power Station
IOW 10g	Cowes Power Station to East Cowes Ferry Terminal
Directions Map IOW 10A	The Medina – Cowes Harbour to East Cowes Marina
Directions Map IOW 10B	The Medina – Near St Mildred’s Church
Directions Map IOW 10C	The Medina – Near Folly Works and Werrar Farm
Directions Map IOW 10D	The Medina – Near Riverview Park and Island Harbour Marina
Directions Map IOW 10E	The Medina – Near Seaclose Park and Quay Arts Centre

PROPOSALS

Trail Sections

- Trail using existing public right of way or highway
- Trail using other existing walked route
- Trail not using existing walked route
- Alternative route
- Trail shown on other maps
- Approved or open England Coast Path

Maps that show sections of the trail that follow the existing South West Coast Path as currently walked and managed use the following trail categories. Information on the existing status and infrastructure is not shown.

- Trail using existing South West Coast Path
- Alternative or optional alternative route using existing South West Coast Path

Trail sections which follow existing public rights of way or highways are indicated by a suffix:

- BW** - Public bridleway
- BY** - Public byway
- CP** - Cycletrack (pedestrian)
- CT** - Cycletrack (cycles only)
- FP** - Public footpath
- FW** - Public footway (Pavement)
- RB** - Restricted byway
- RD** - Public road

Coastal Margin

Explanatory note

Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly to the landward side of the proposed route of the trail. The coastal margin may include some areas where coastal access rights do not apply, either seaward or landward of the proposed route of the trail: the Overview explains more about this. The landward boundary of the coastal margin may in due course move inland, if the trail rolls back under proposals in this report to respond to coastal change.

- Coastal margin landward of the trail
- Coastal margin landward of the trail which is existing access land

Other Information

Other access rights and routes

- Public bridleways
- Public byways
- Public footpaths
- Restricted byways
- South West Coast Path
- Sustrans national routes
- Existing access land

Infrastructure types

For status of each, where shown on map, see colour codes below

Bridges:

- Clapper bridge
- Footbridge
- Quad bike bridge
- Sleeper bridge
- Vehicle bridge

Stiles:

- Ladder stile
- Lift-up stile
- Squeeze stile
- Step stile
- Stone stile

Gates:

- Bristol gate
- Field gate
- Gateway with no gate
- Kissing gate
- Pedestrian gate
- Wheelchair gate

Miscellaneous:

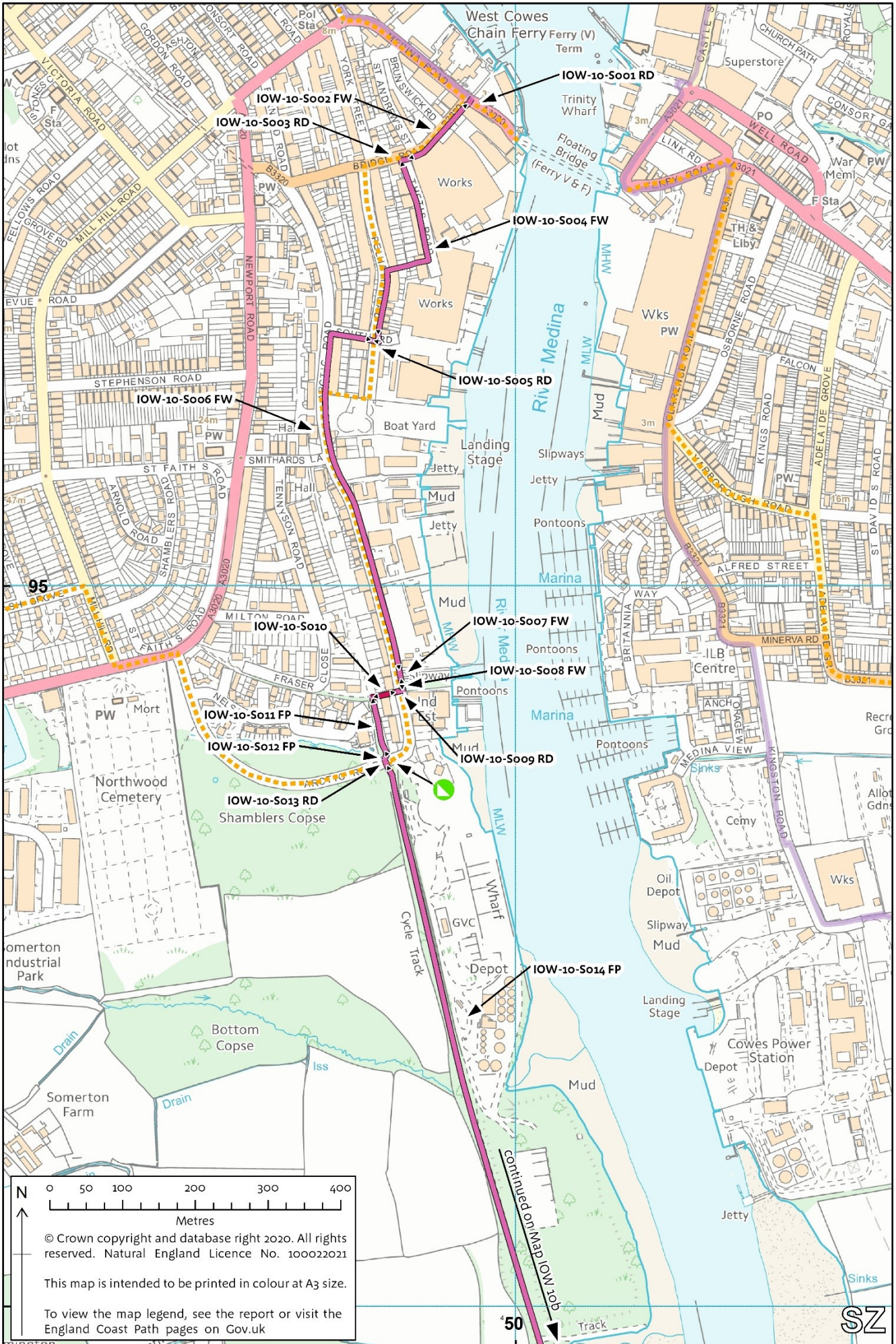
- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Motorbike barrier
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Roadside sign
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps
- Advisory sign

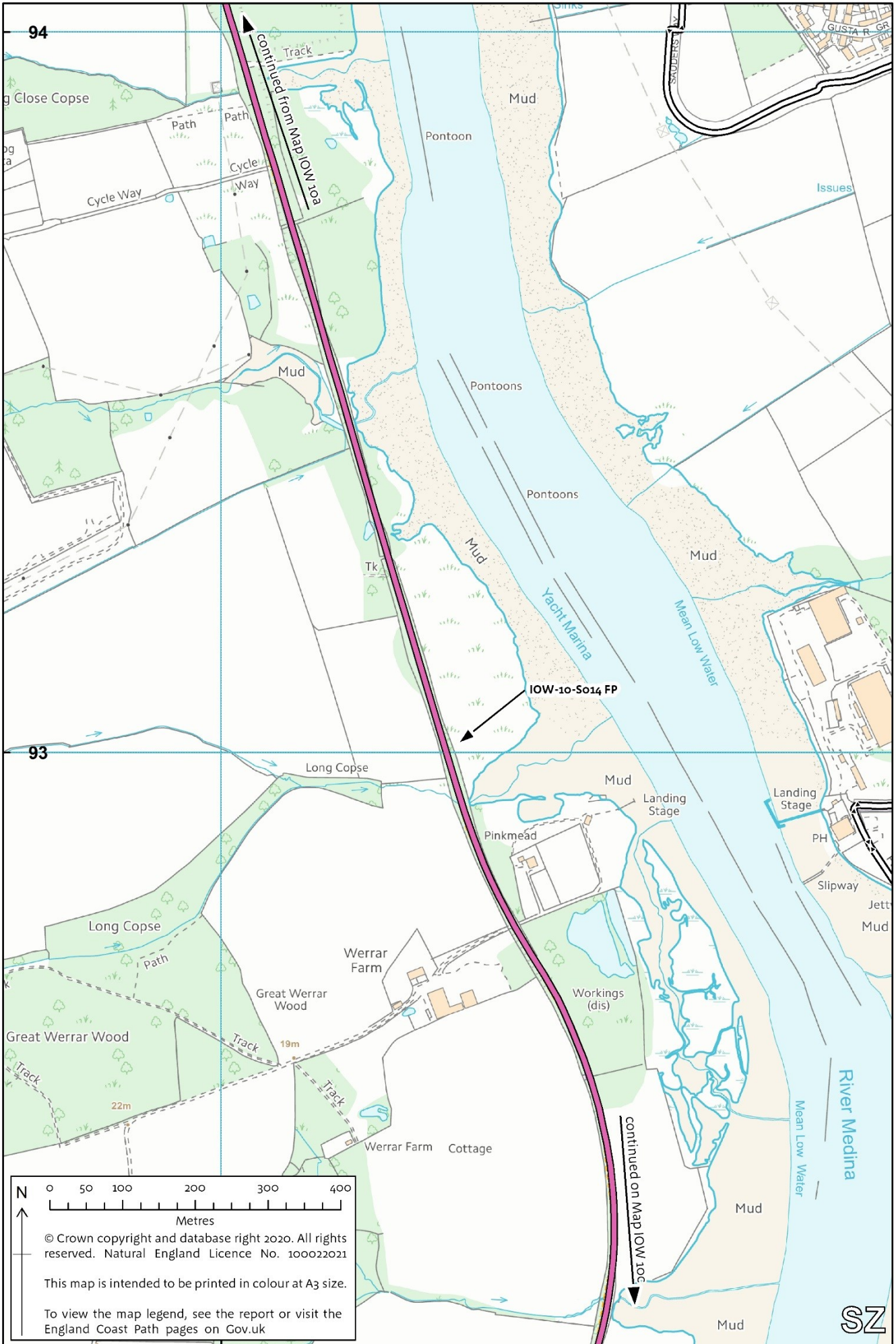
Infrastructure status

Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

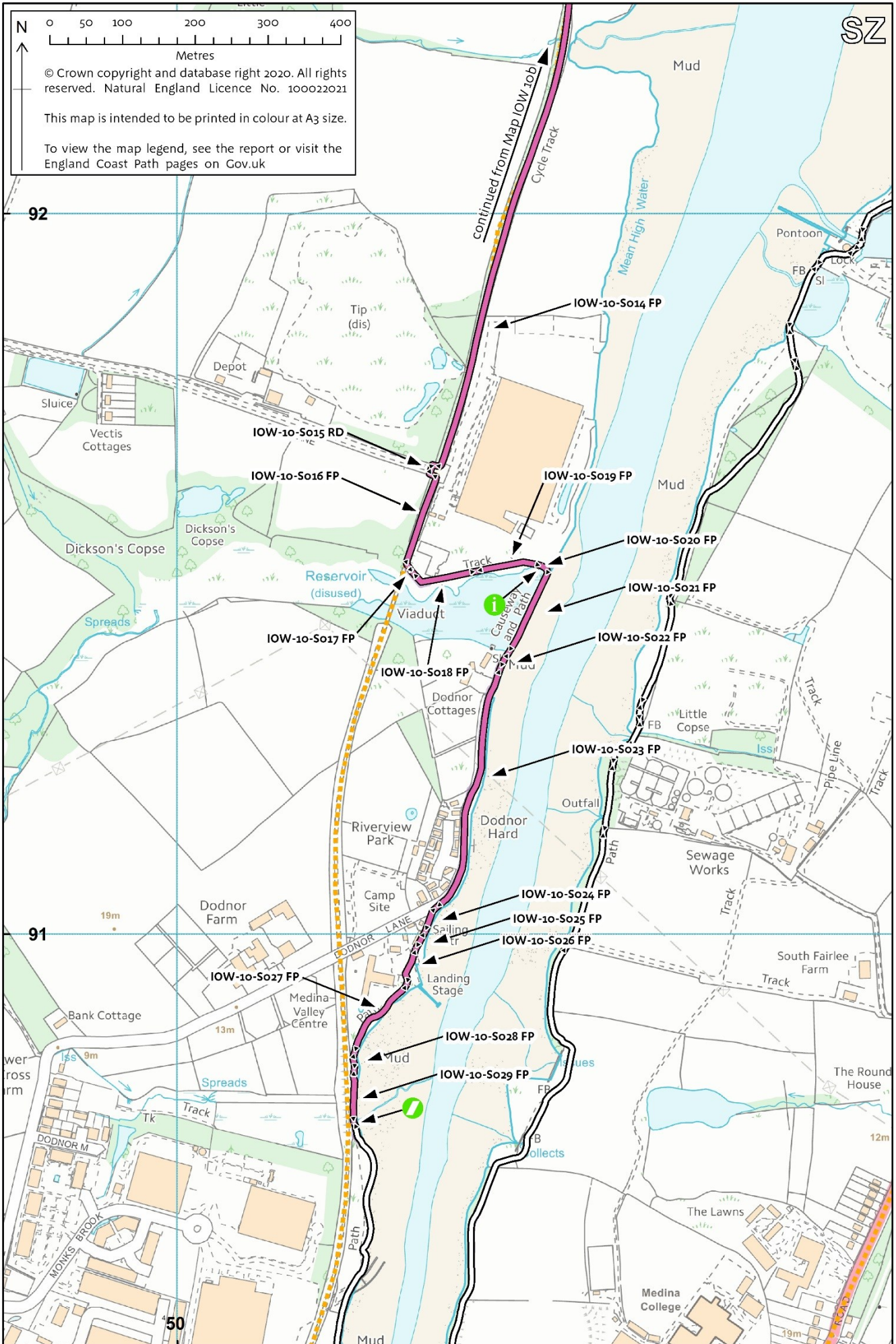
- Existing steps to be retained
- New steps required
- Existing steps to be removed

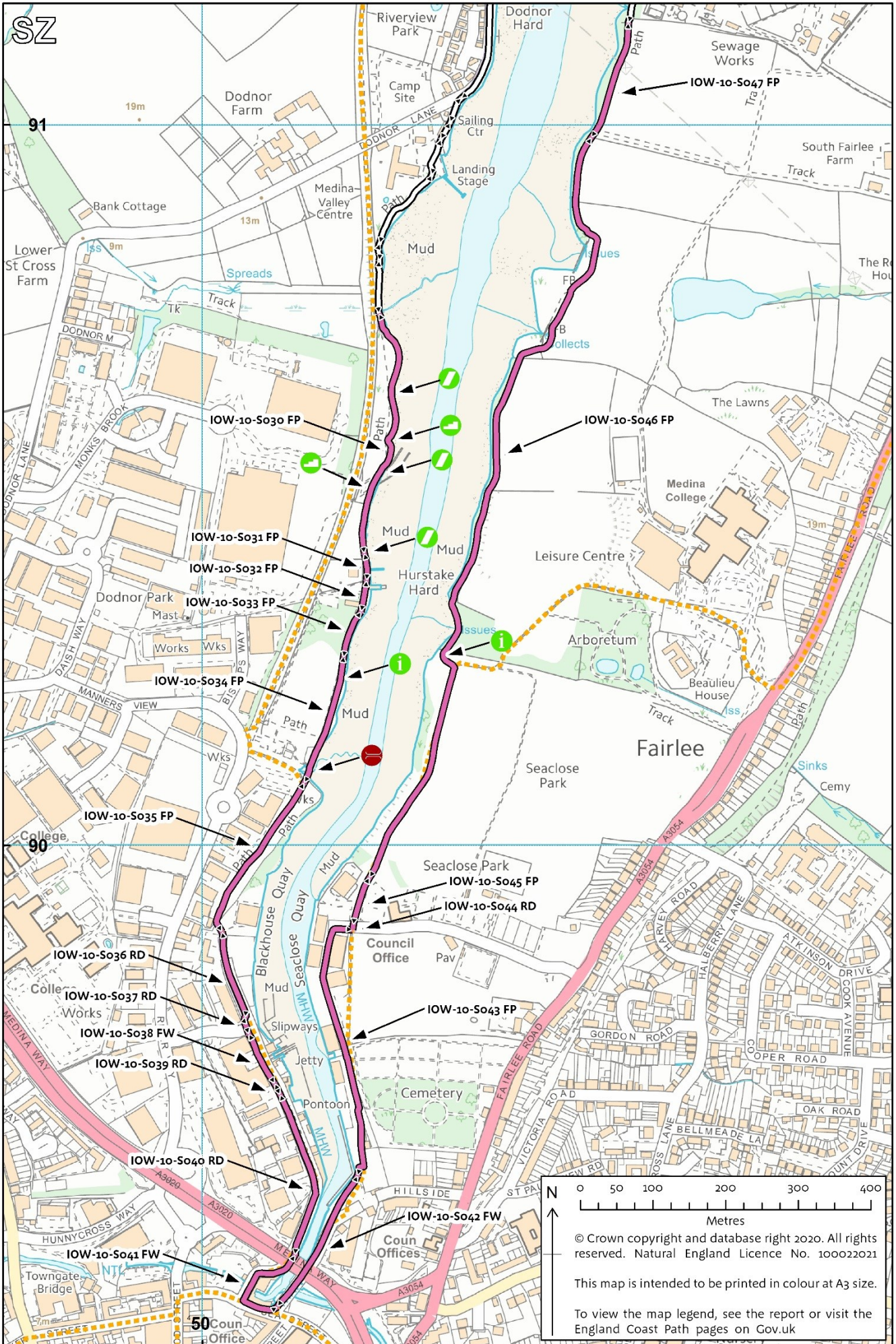
* Please note that the items in this legend may not all be present on an individual map or report.





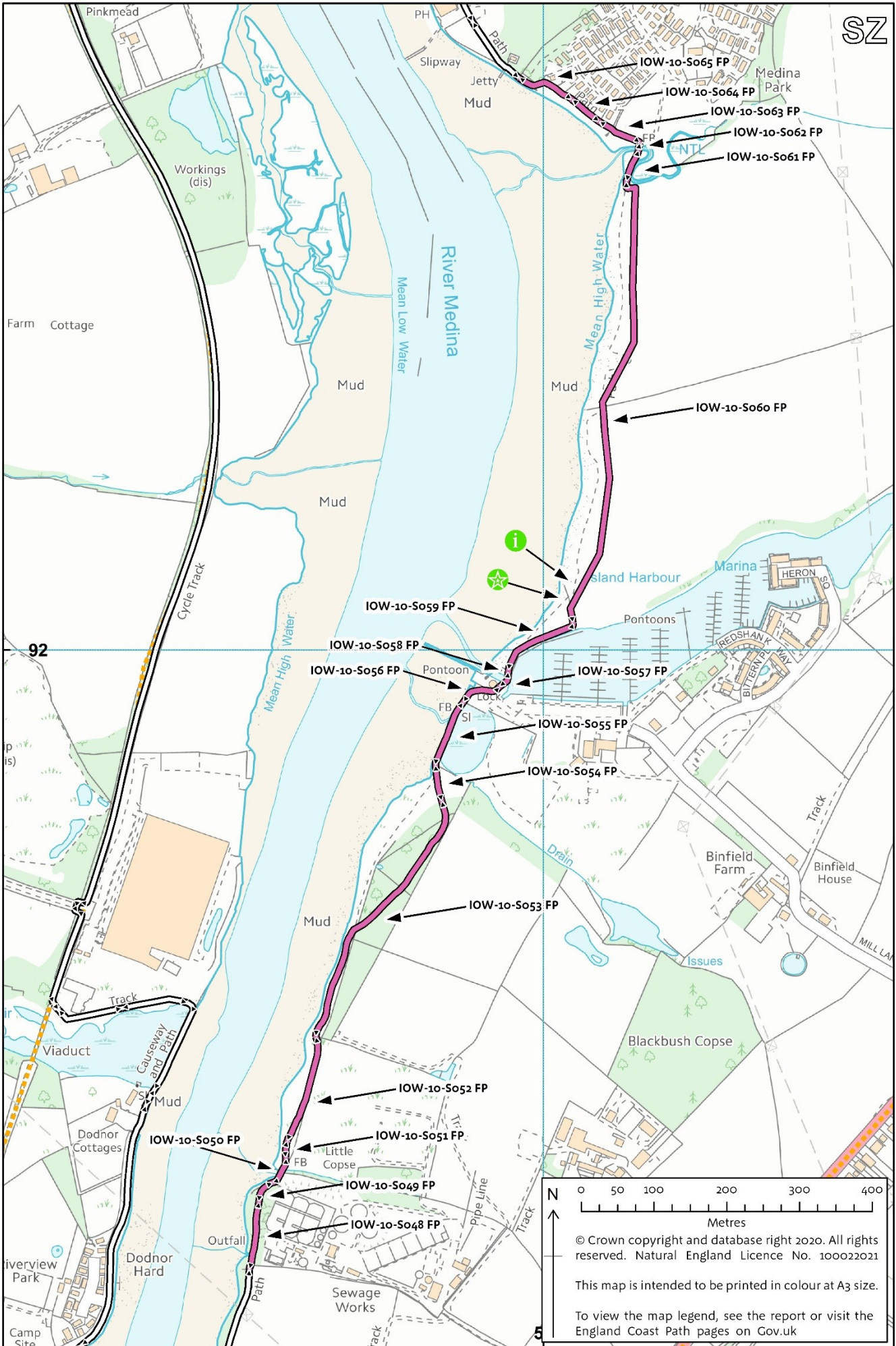
Map IOW 10c: Little Werrar Wood to Dodnor Cottages





0 50 100 200 300 400
Metres
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This map is intended to be printed in colour at A3 size.
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

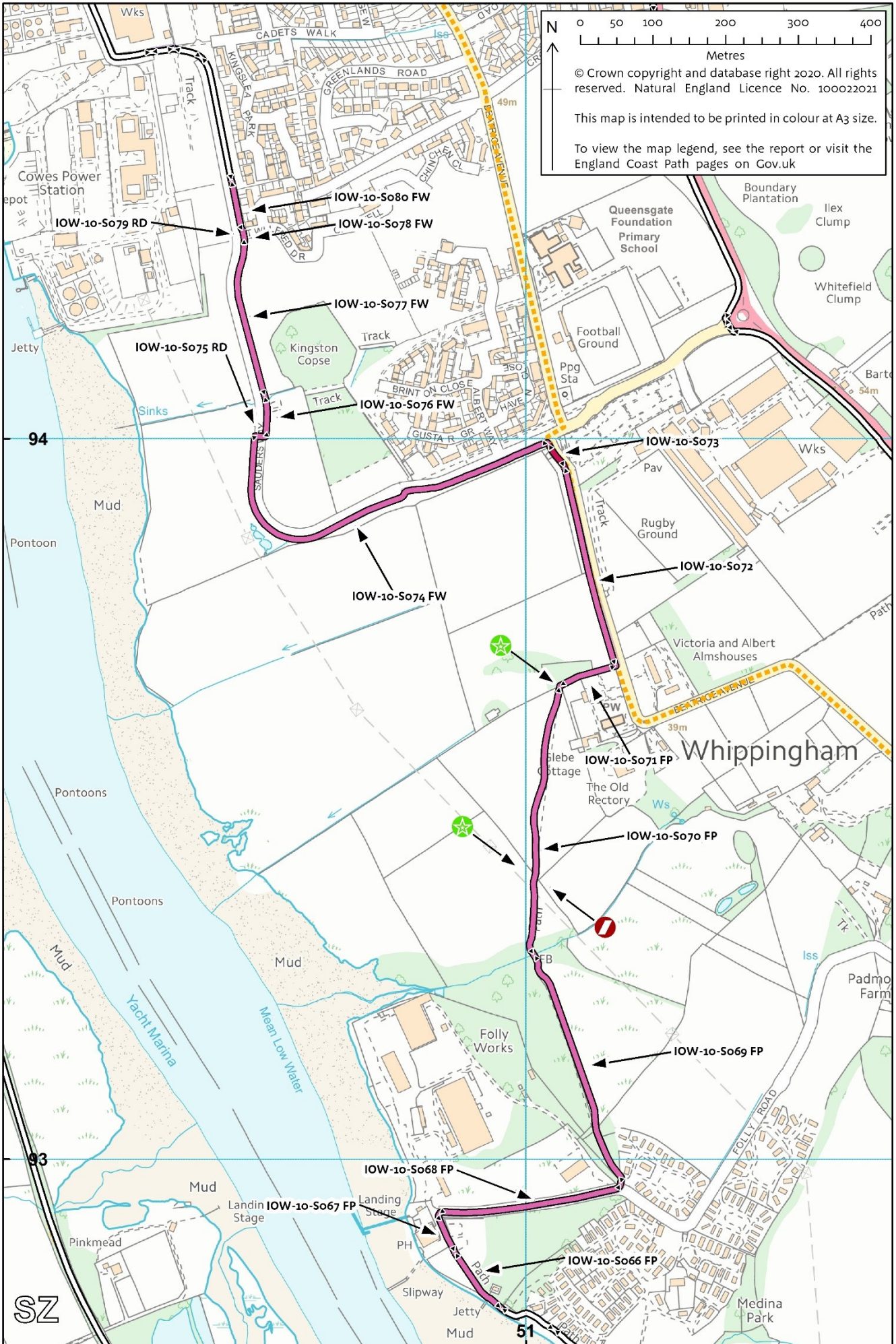
Map IOW 10e: Sewage Works to Medina Park



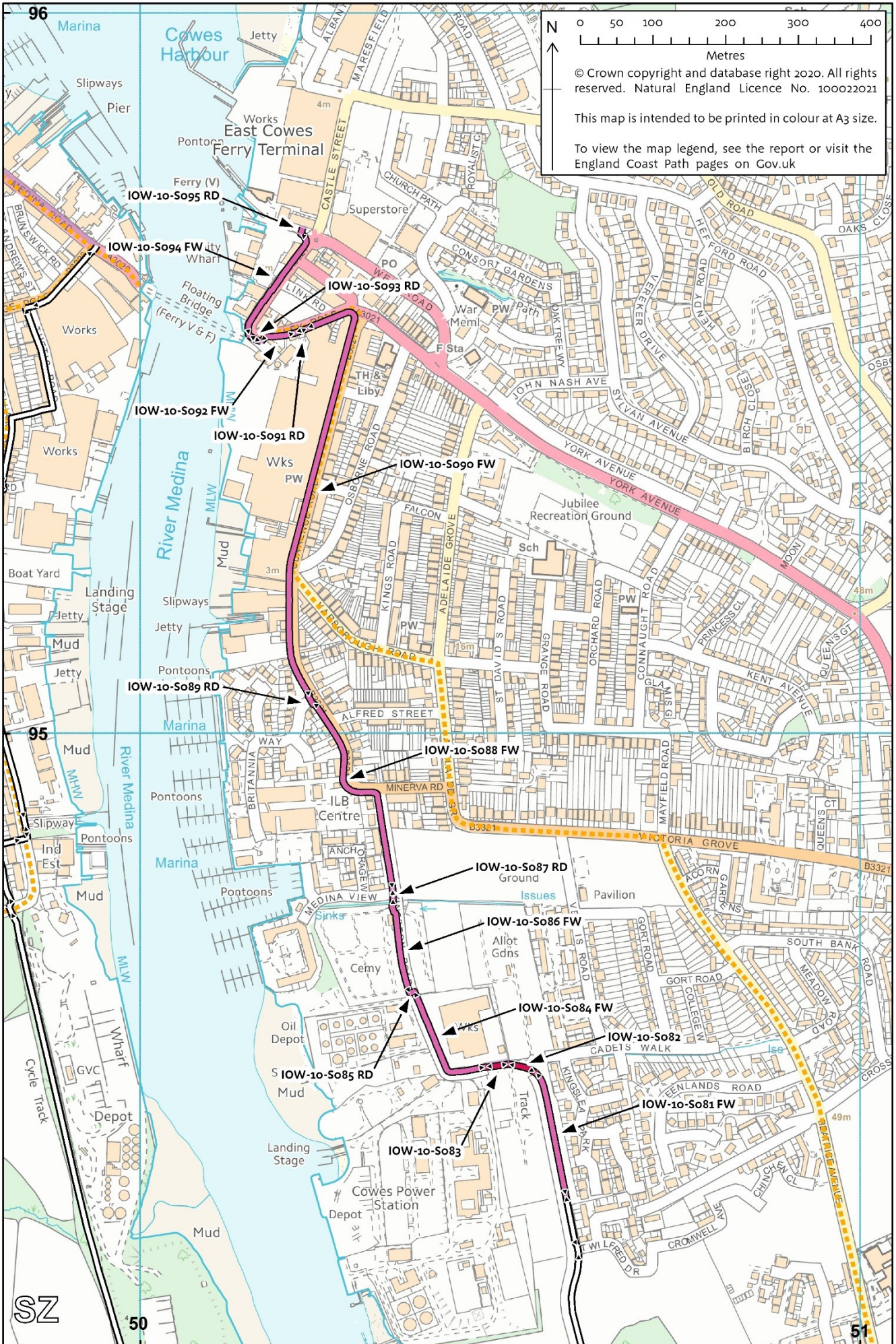
Map IOW 10e: Sewage Works to Medina Park

0 50 100 200 300 400
Metres
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This map is intended to be printed in colour at A3 size.
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

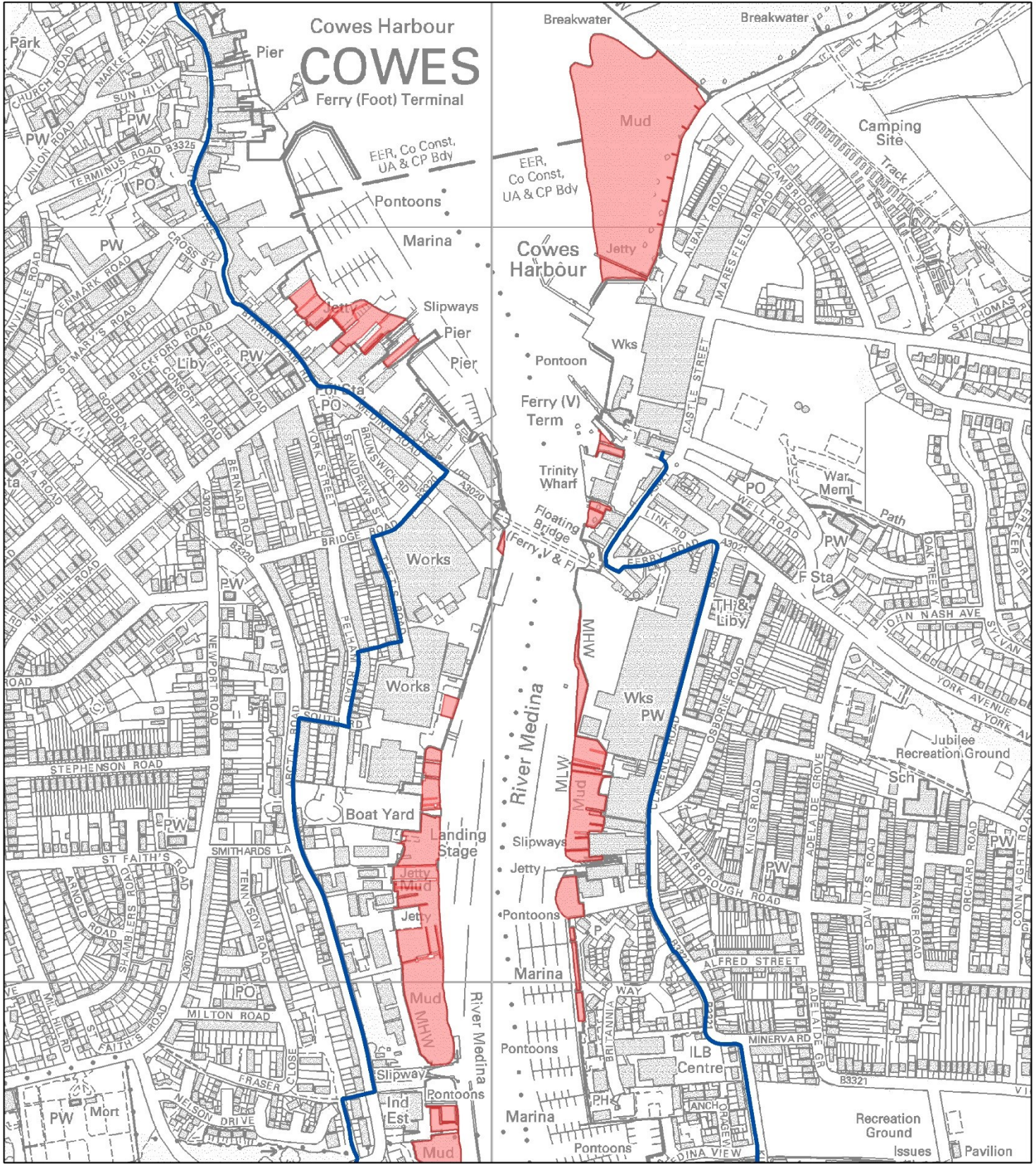
Map IOW 10f: Medina Park to Cowes Power Station



Map IOW 10f: Medina Park to Cowes Power Station




Map IOW 10g: Cowes Power Station to East Cowes Ferry Terminal



Trail Sections

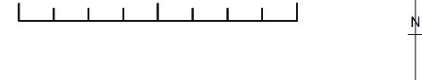
 Proposed route

Restrictions

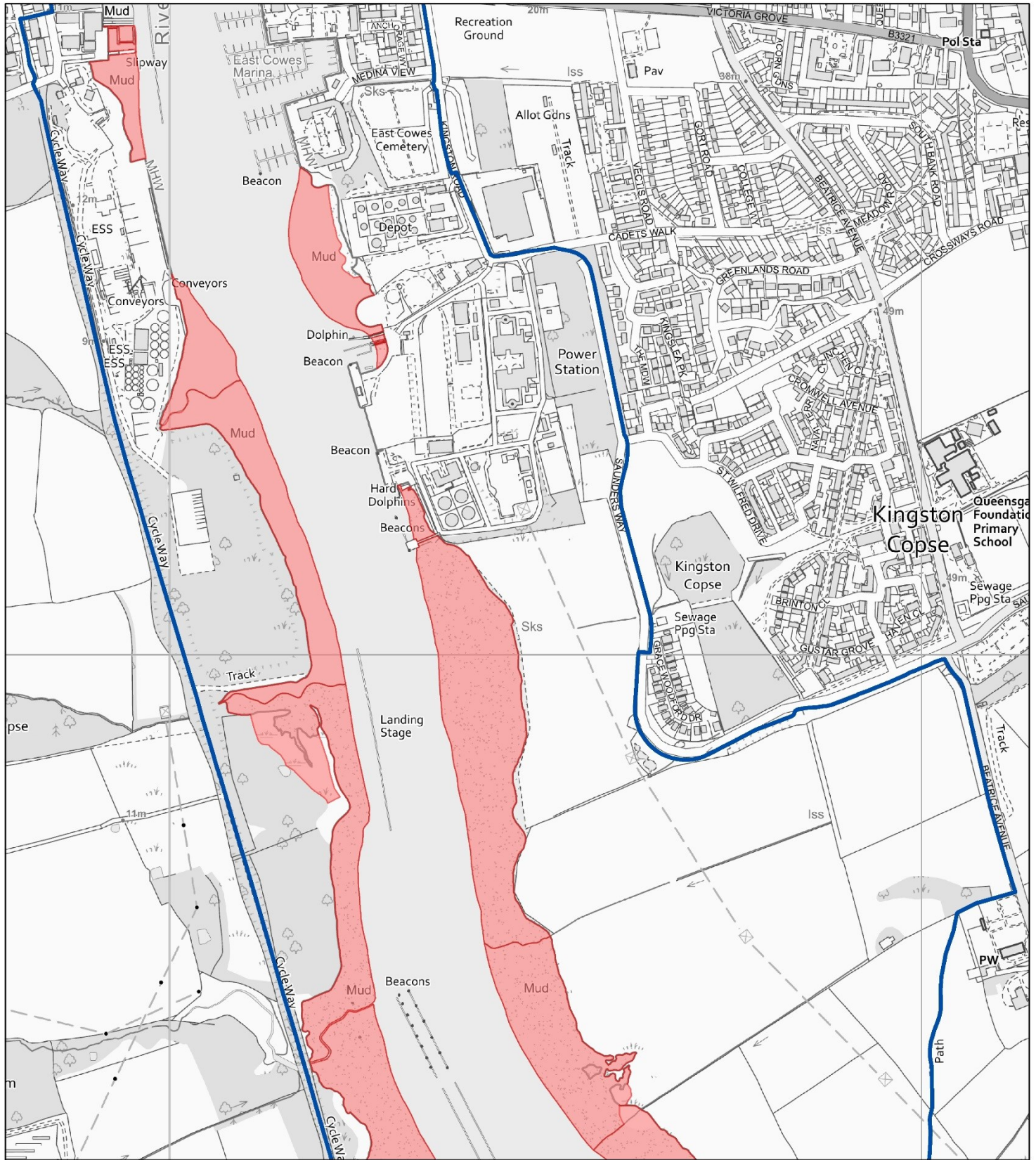
 Proposed long-term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year round

These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.

0 130 260 Meters



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Trail Sections

Proposed route

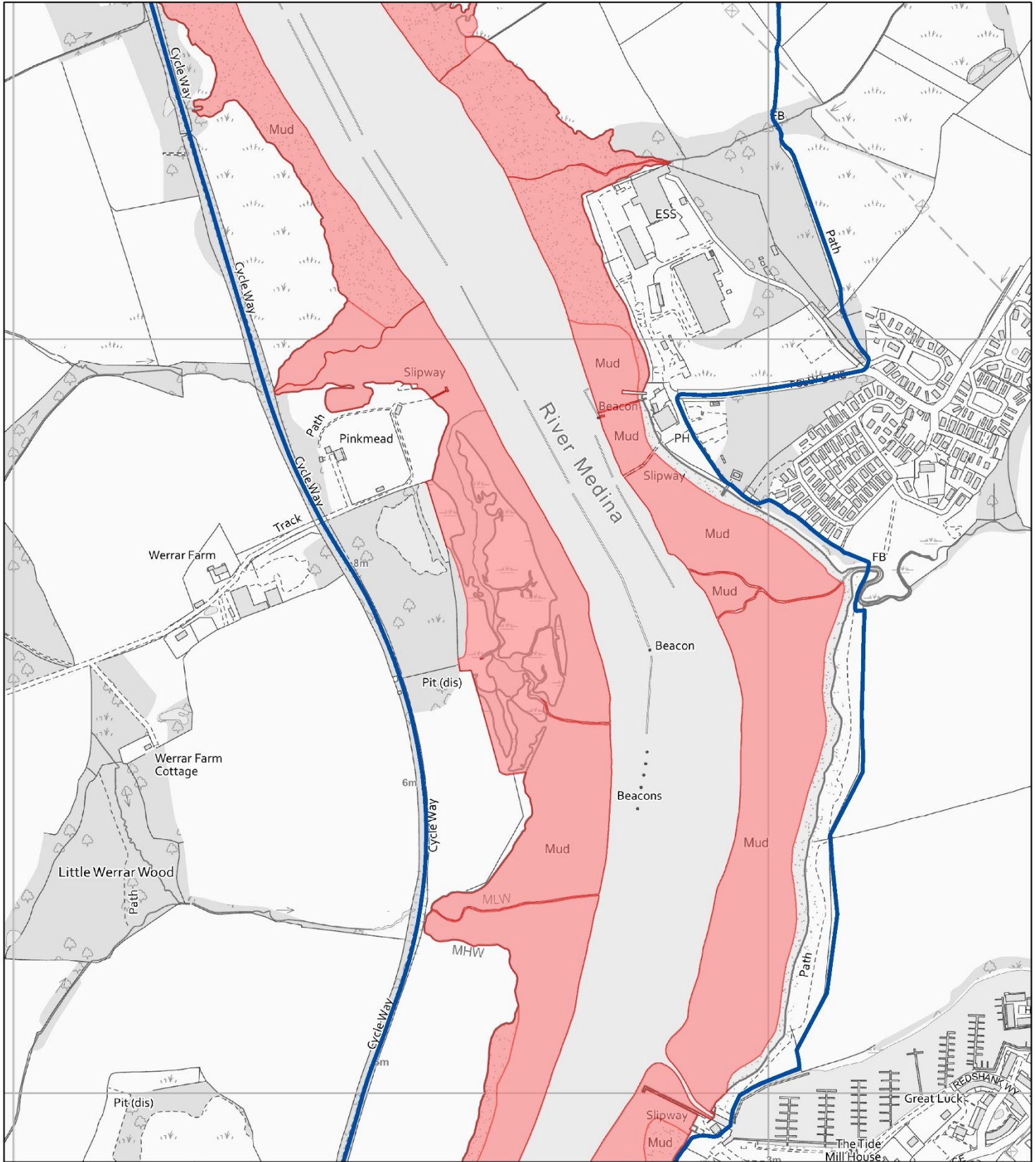
Restrictions

Proposed long-term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year round

These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.

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Trail Sections

 Proposed route

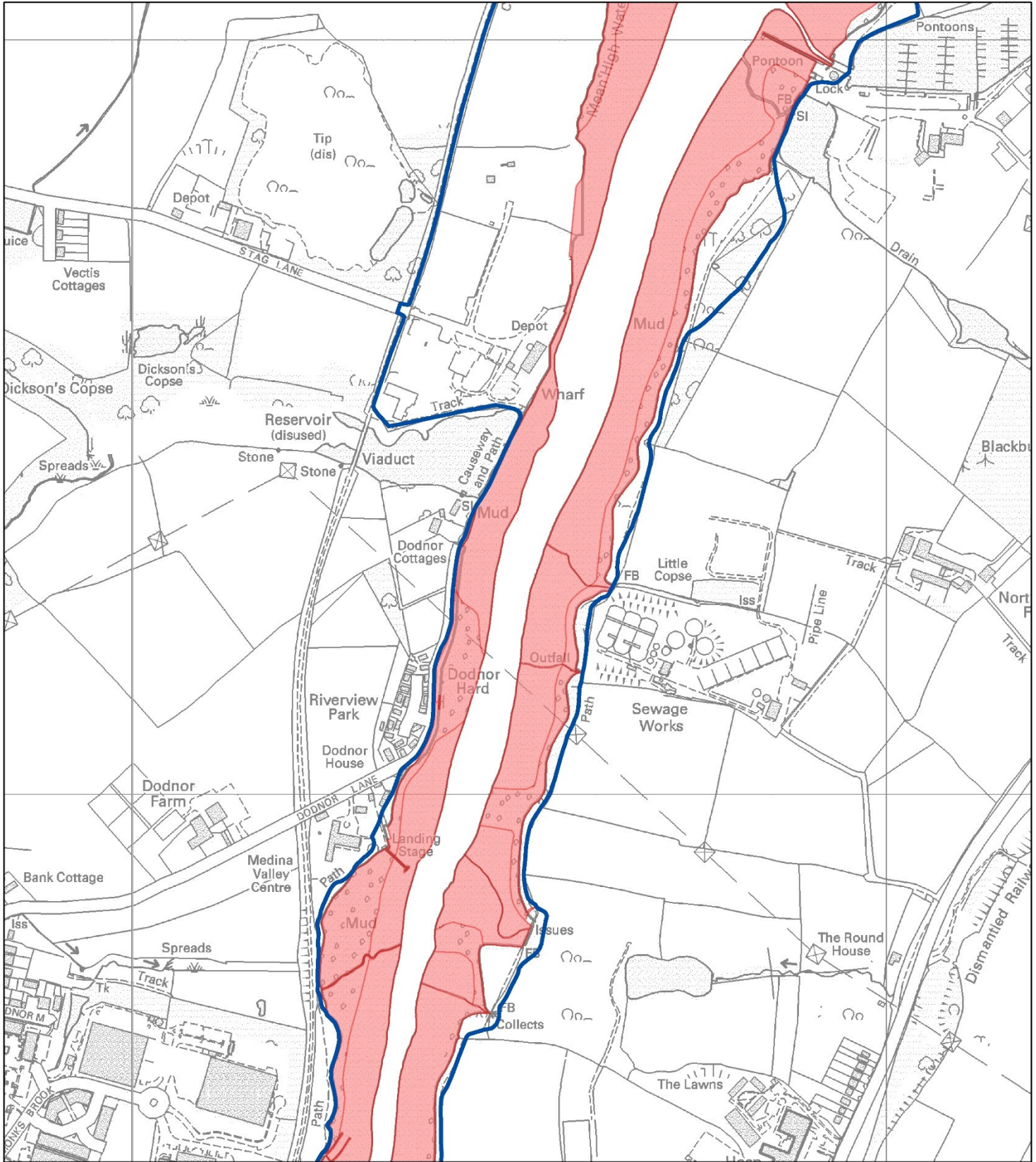
Restrictions

 Proposed long-term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year round

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Trail Sections

 Proposed route

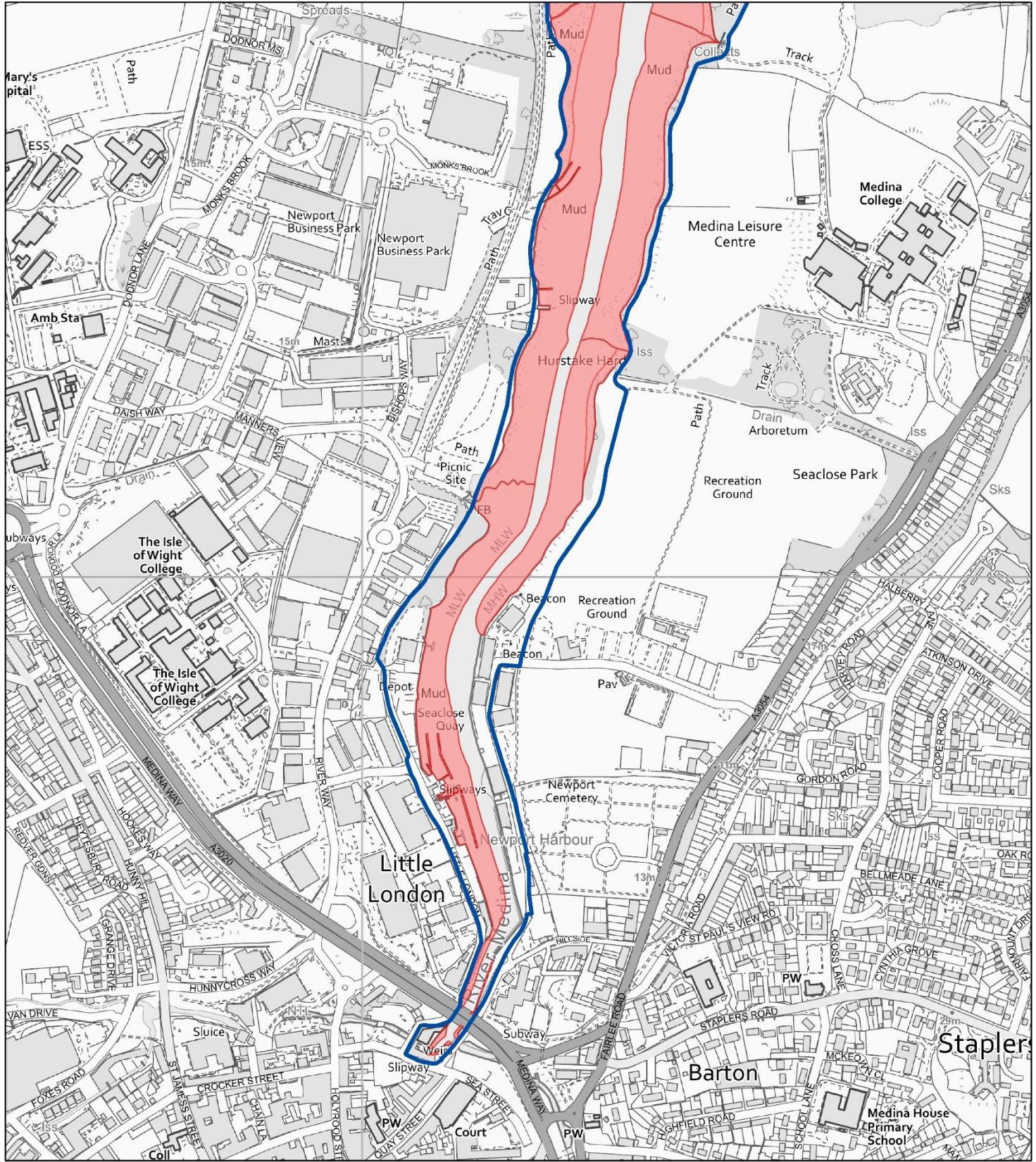
Restrictions

 Proposed long-term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year round

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Trail Sections

- Proposed route

Restrictions

- Proposed long-term access exclusion, Unsuitable for Public Access, Section 25A, No Public Access, Year round

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0 130 260 Meters

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