

UK Coastal Governance

Future Insights



Round #1 Delphi Participants Report

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Further information is available at www.watersecuritynetwork.org/uk-coastal-governance/

UK Coastal Governance – Future Insights

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List of Acronyms

CCT	Coastal Community Team
DEFRA	Department of Environment Food and Rural Affairs
EA	Environment Agency
EBA	Ecosystem Based Approach
EC	European Commission
EMS	European Marine Site (Management Group)
ES	Ecosystem Services
ICM/ICZM	Integrated Coastal (Zone) Management
IFCA	Inshore Fisheries and Conservation Authority
LA	Local Authorities
LCP	Local Coastal Partnership
LSI	Land Sea Interactions
MHWM	Mean High Water Mark
MLWM	Mean Low Water Mark
MMO	Marine Management Organisation
MP	Member of Parliament
MS	Marine Scotland
MSFD	Marine Strategy Framework Directive
NE	North-East England
NGO	Non-Governmental Organisation
NI	Northern Ireland
NW	North-West England
SE	South-East England
SMP	Shoreline Management Plan
SW	South-West England
UK	United Kingdom
WFD	Water Framework Directive

1 Introduction

1.1 Background

Recent and future changes in marine legislation put the land-sea interface under the spotlight. Research was launched in Autumn 2017 to review existing and new methods to support coastal governance in the UK. The research explores:

- Marine and terrestrial approaches to governance across the land-sea interface;
- Opportunities, barriers and mechanisms to support collaboration;
- How to improve coastal stewardship and what benefits that may bring.

The research process is based on the Delphi method with three rounds of enquiry (two online surveys and a workshop). This process enables a group of relevant experts from disparate locations to engage in a collective dialogue and be part of the research and its outcomes.

1.2 Purpose

The overall purpose of the Delphi method being used for this research, is to see whether there is consensus between participants perspectives. The purpose of this report is threefold:

- To feedback the aggregated results of the Round #1 survey to participants;
- To verify that participants' response appears to be accurately reflected in this report. A copy of each participants response is sent to them individually with this report;
- To provide the basis for questions in the Round #2 online survey.

A summary of the top-line results are provided in this short report.

1.3 Participants Response

Over 900 people with experience linked to coastal/marine planning, resource use/management, regulation, policy or law were invited to participate. The response rate was 16% with 173 participants, of which 168 are eligible to participate in the full Delphi process going forward. Based on initial questions about their background, the combined expertise is approximately 3000 years with 65% having >10yrs experience, with 70 participants offering >20 or >30 yrs experience. Over 80% of the participants undertake professional work relating to the coast every day or weekly (96 daily and 41 at least weekly). The expertise of participants was shown to be more based on marine (34%) and coastal (28%) as opposed to terrestrial (6%) experience, but 24% of participants felt their experience spanned terrestrial, marine and coastal areas.

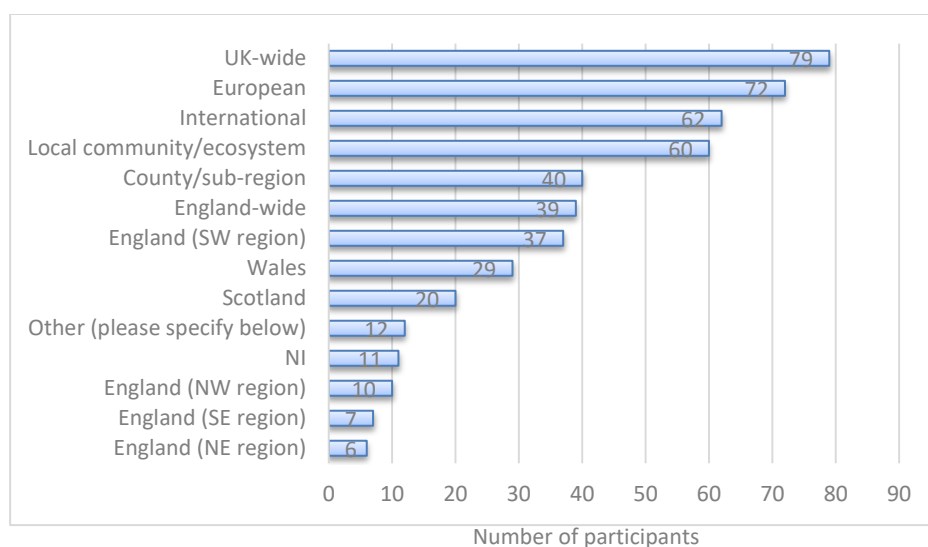


Figure 1 Participants' Geographical Extent or 'Scale' of Interests (Q13). Each participant could indicate as many scales that are relevant to their interests and activities.

Representation was sought from participants across the UK plus a small proportion from further afield with exceptional knowledge of coastal governance in the UK. Figure 1 shows participants scale of interest from the International and European level, to UK-wide, each devolved country (Scotland, Wales, NI) and each of the four coastal regions (NW, SW, NE, SE) of England. A broad range of sectoral interests (14) are also represented, as shown in Figure 2.

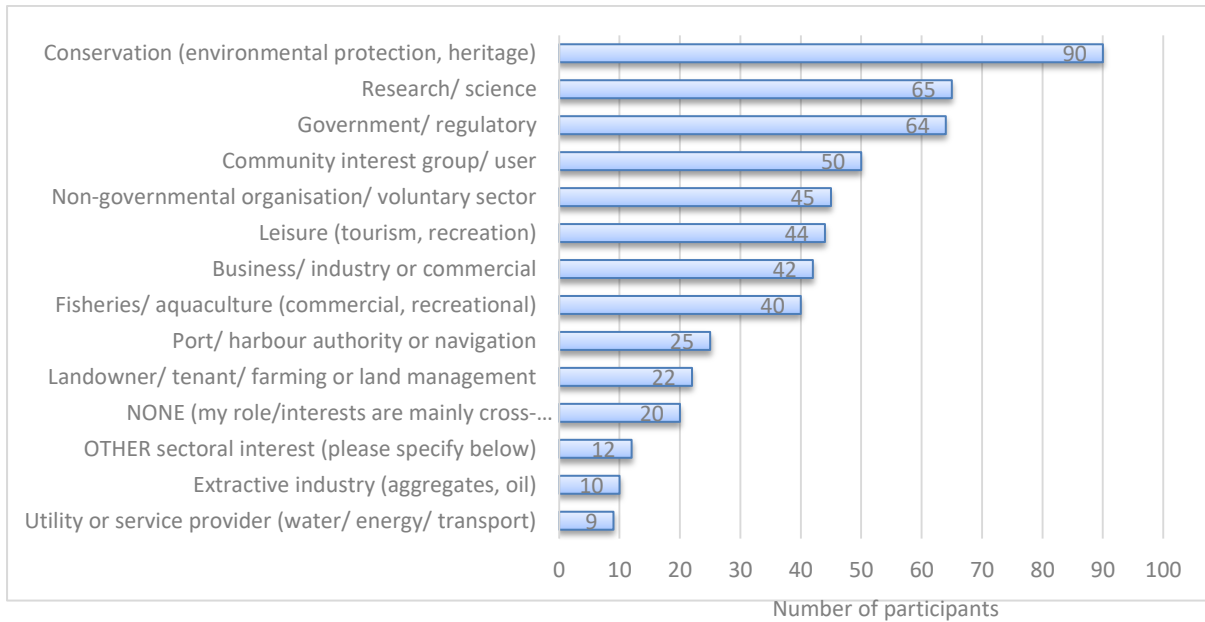


Figure 2 Participants 'Sectoral' Interests (Q14).
 Each participant could indicate as many sectors that are relevant to their interests and activities.

2 Characteristics of Existing Governance

The Round #1 Delphi Survey asked very open questions about participant's views and interests in current and future coastal governance and how they could be improved. The first four questions focused on the strengths, weaknesses, opportunities and benefits of improvements in coastal governance. The survey provided space for up to three answers and three examples per question. The top three or four themes from the answers are discussed in this short report, with the aim of focusing on the areas of most consensus between experts.

2.1 Strengths of existing approaches to governance

Participants were asked: *In your opinion, what are the **strengths** of existing approaches to marine and terrestrial governance for the coast? What's working well? [Q5].* A total of 1014 comments¹ were coded from the responses. The percentages quoted below indicate the proportion of participants comments assigned from qualitative data coded to that theme.

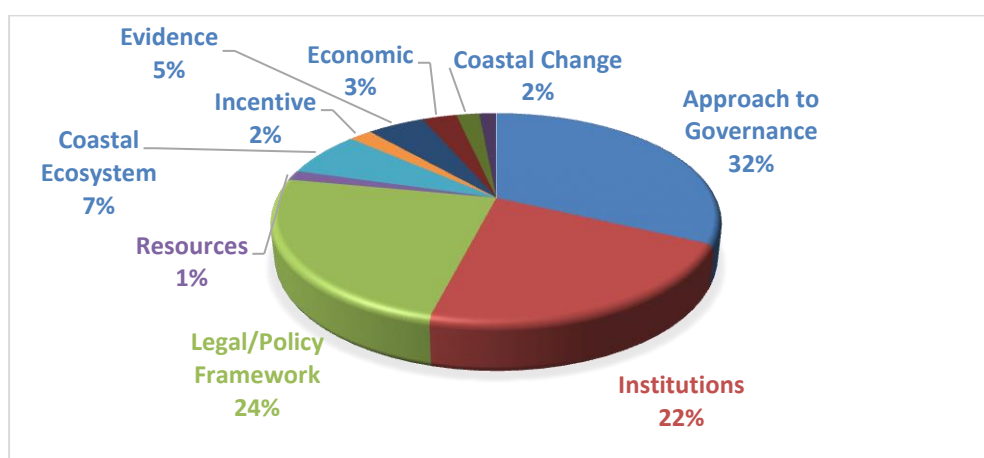


Figure 3 Strengths of Existing Governance (Q5)

Strengths - Approach to Governance (32%, 325 comments)

Many participants highlighted strengths in the UK approach to governance. The highest frequency of comments were made about the strengths of 'bottom-up' approaches which enable local communities to participate more easily in the decision-making process and take ownership of issues. It also enables decision-makers to gain from local knowledge and explore locally driven solutions. The results indicated particular strengths around partnership working and stakeholder engagement/awareness. It was recognised that this has increased in recent decades and the benefits of early engagement of stakeholders by public bodies and private organisations are now widely understood. There were suggestions that the UK approach to governance is becoming more integrated, particularly through the introduction of marine planning and the growing approach to ecosystem services/natural capital approaches.

Strengths - Legal and Policy Framework (24%, 240 comments)

The Marine Acts offer opportunities for coordinated marine planning, better integrated management of the coastal zone and stakeholder engagement. Overlap between marine and terrestrial planning and consenting between MHW and MLW is considered to promote cooperation and dialogue between the Marine Management Organisation (MMO) and terrestrial authorities, but the extent to which integration is actually being achieved needs further consideration. There was strong recognition of the role of EC Directives in underpinning UK governance, with most reference to the Water Framework Directive due to its remit out to 1nm (3nm in Scotland) and its evolution into the

¹ The number of 'comments' or 'references' mean the number of observations by a participant which may be applied to several themes for analysis (so does not equate to the number of respondents unless specifically stated as such).

Catchment Based Approach. Terrestrial planning is seen as more mature and more prescriptive than marine planning.

Strengths - Institutions (22%, 200 comments)

Respondents made reference to 12 different government bodies with statutory powers. The most support was for Local Coastal/Estuary Partnerships (LCP), European Marine Site (EMS) Management Groups and Inshore Fisheries and Conservation Authorities (IFCA). Local Authorities (LA) were seen to have a key role. The Marine Management Organisation (MMO), Marine Scotland (MS) and the Environment Agency (EA) were seen as strength in terms of their support towards evidence-based planning, licencing and decision-making.

2.2 Weaknesses of existing approaches to governance

Participants were asked: *In your opinion, what are the weaknesses of existing approaches to marine and terrestrial governance for the coast? What problems exist? [Q6].* A total of 1203 comments were coded from the responses. The percentages quoted below indicate the proportion of participants comments assigned from qualitative data coded to that theme.

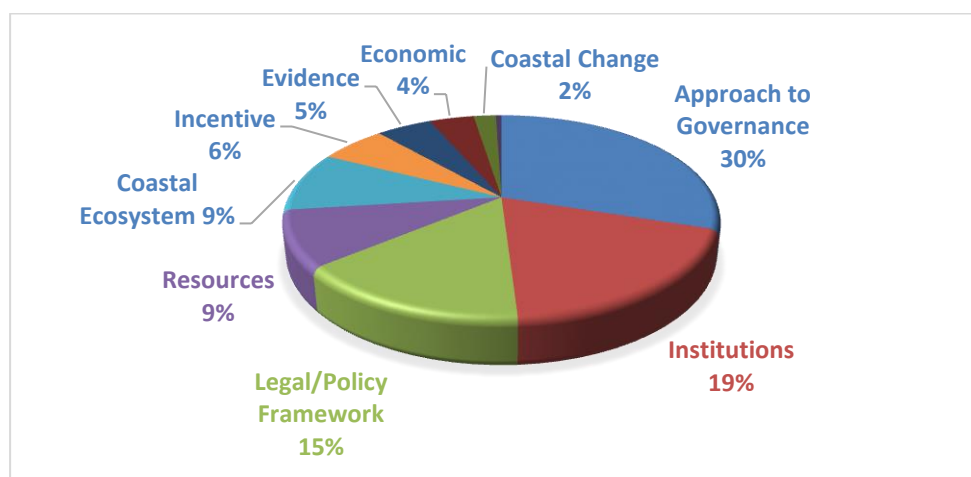


Figure 4 Weaknesses of Existing Governance (Q6)

Weaknesses - Approach to Governance (30%, 361 comments)

As with strengths, the highest proportion of feedback was about the approach to governance. The highest number of comments related to fragmented governance, overlap between bodies and silo'd approaches. There were references to a lack of integration, ecosystem approaches and leadership. Expectations are not being met to involve local communities in decision-making due to the fragmented approach, a lack of transparency/accountability and/or inadequate resources leading to improper localism to enable true democracy. On a scale from 'bottom-up' to 'top-down' governance, the highest frequency of references were made to partnership working and stakeholder engagement/public awareness. Overall, there is a sense that current arrangements are too complex, there are weaknesses in communication and unrealistic approaches to and expectations of public engagement. Concerns were expressed about land based strategic planning not being fully integrated with marine planning and multiple bodies and agencies responsibilities being ineffectively coordinated.

Weaknesses - Institutions (19%, 220 comments)

The highest number of institutional weaknesses related to the MMO, EMS Groups and Central Government followed by LAs and LCPs. The over-riding message from the respondents is around complexity, overlapping roles, lack of understanding and co-ordination between existing bodies. The MMO was recognised as lacking in power and capacity. The MMO and DEFRA are both recognised as having "centralised" power structures but the MMO lacked the ability to drive policy, while at the

same time faced criticism for not respecting local variation. The complex administrative landscape raised a general concern over lack of accountability.

Weaknesses - Legal and Policy Framework (15%, 180 comments)

Weaknesses in legal/statutory requirements most frequently related to the Marine Acts, followed by general legislative characteristics, policy, terrestrial planning and EC Directives with a few references to UK conservation designations for landscape/seascape and the Duty to Cooperate under the Localism Act. The main weakness associated with the Marine Acts was the lack of connectivity with local authorities for linking marine and terrestrial planning. Other major challenges exist around the implementation of regulation (rather than its design) which is compromised by a lack of capacity across many bodies for monitoring and enforcement.

Weaknesses - Resources (9%, 113 comments) and Incentive (6%)

Capacity constraints and funding impact on management, planning, governance, localism, development, communication, partnerships and stakeholders. The difficulties of trying to promote sustainability in a non-sustainable funding environment are described in different ways by most respondents. The challenge is not unique to England, with recognition that Scotland and Wales are experiencing similar resourcing issues. Concerns about resource capacity are compounded by uncertainties surrounding Brexit. However, the over-riding message is lack of political will linked to the lack of a unifying vision for the coast.

3 Opportunities and Benefits of Improving Coastal Governance

3.1 Opportunities for better approaches to governance

Participants were asked: **Looking ahead, can you identify opportunities for better approaches to marine and terrestrial governance for the coast?** [Q7]. A total of 1058 comments were coded from the responses - space was provided for up to three answers and three examples. The percentages quoted below indicate the proportion of participants comments assigned from qualitative data coded to that theme.

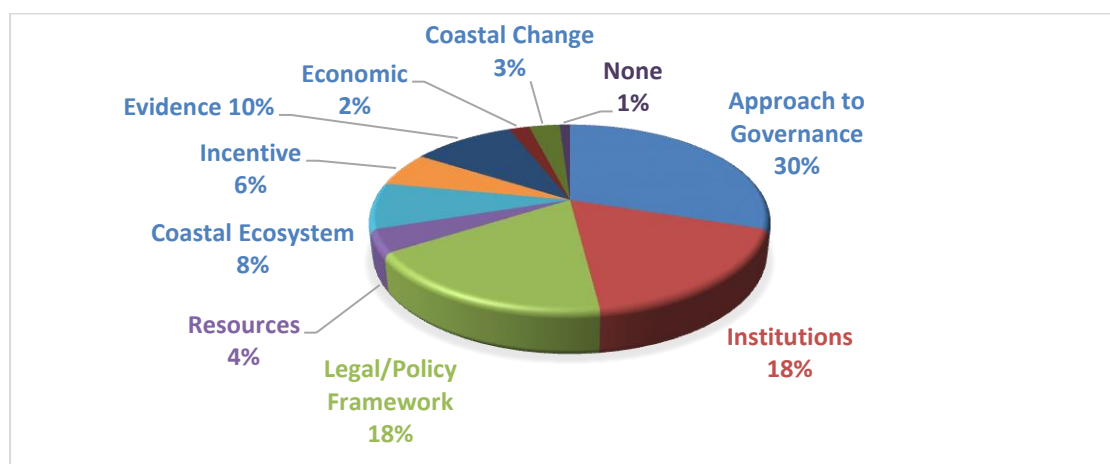


Figure 5 Opportunities for Better Governance (Q7)

Opportunities - Approach to Governance (30%, 318 comments)

Collaboration between regulatory bodies in partnership with communities bringing ‘top-down’ and ‘bottom-up’ approaches together were seen to hold future opportunity. The large number of planning/licencing and regulatory processes running in parallel across the marine/terrestrial landscape may require top-down direction to resolve. However, the value of generating a ‘bottom-up’ sense of local ownership of marine resources in coastal communities was recognised, with the possibility of enabling more decision-making at the local/regional level. Coastal and marine networks/partnerships including the Scottish Marine Planning Partnerships, are recognised for improving access to knowledge and citizen science to enable more informed planning and decision-making. Clearer and more transparent interactions are needed between the local/regional and national level. Issues around accountability, trust and a lack of understanding were met with suggestions to develop more locally specific planning guidance, communicate science to communities better, extend MPs constituencies into inshore waters and/or promote an IFCA-style governance for other sectors.

Opportunities - Legal and Regulatory Framework (18%, 195 comments)

A more collaborative approach to marine and coastal terrestrial planning could be achieved through better integration of the two planning systems, their policies and procedures. Incorporating Integrated Coastal (Zone) Management (ICZM/ICM) principles, creating coastal zone plans or regulating coastal activities through statutory plans were suggested. More decision-making could be undertaken at the local/regional level in England, providing well-funded local management and enforcement to generate an income stream. However, many respondents feel it is too early to judge the success or otherwise of new marine plans and they need to run through another cycle or two of revisions to determine their effectiveness. Differences in scale between regional/devolved marine plans and local terrestrial plans present challenges for integration. There are opportunities to increase communication and collaboration between devolved administrations and apply a more uniform approach.

Opportunities - Institutions (17.5%, 187 comments)

Greater collaboration between and within institutions is seen as necessary. There is an opportunity to improve clarity and understanding of the role and responsibilities of existing bodies - particularly the EA, MMO and LAs. Suggestions included better communication between government departments; greater linking of services; streamlining of powers; a single strategic overview on policy and delivery to the coast; and networking events which bring together all levels of decision-making. Multiple benefits could be realised through improvements in co-ordinating management of the coast (e.g. flood risk management, public health and economic benefits). Several respondents suggested that the IFCA governance model has potential to be applied more broadly offering a route for divesting responsibility in smaller tiers of government.

Opportunities - Other

Other opportunities relate to evidence/data (10%) in particular managing acquisition better from local communities, avoiding so many short term projects, increasing data sharing across public sector organisations and stimulating a culture change from hard science to appreciation for softer sciences such as sociology. A more holistic approach to governance of the coastal ecosystem (8%) suggests that the coast requires some focus and that this could be achieved through stronger collaborative effort. A few respondents suggested that the lack of any obvious coastal policy or 'agenda' and no legislative drivers makes it difficult to see any major opportunities at present. Government's preoccupation with Brexit, austerity and deregulation was seen as a barrier for many years, although there is a growing pushback on these.

3.2 Benefits of improvements to governance

Participants were asked: *In your opinion, what benefits/added value could improvements in coastal governance bring? [Q8]*. A total of 977 comments were coded from the responses - space was provided for up to three answers and three examples. The percentages quoted below indicate the proportion of participants comments assigned from qualitative data coded to that theme.

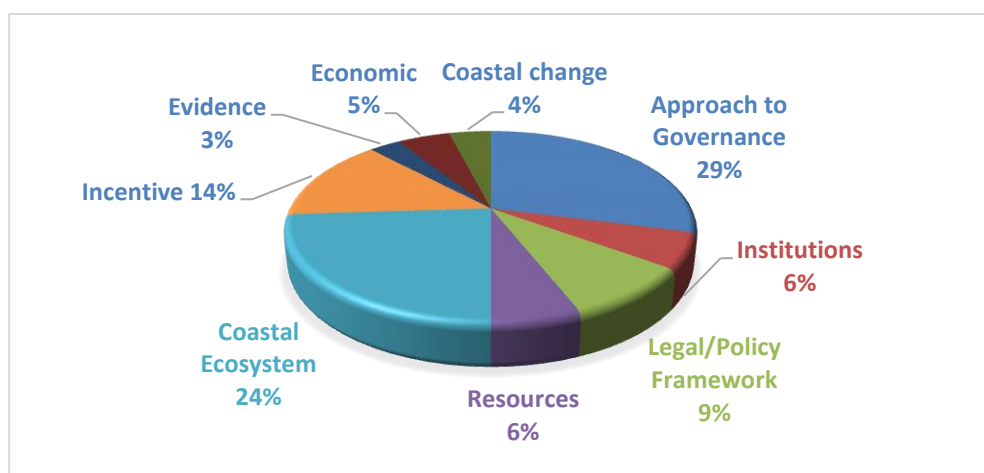


Figure 6 Benefits of Better Governance (Q8)

Benefits - Approach to Governance (29%, 280 comments)

Improving clarity, accountability, trust and understanding featured in a quarter of responses about the benefits of improving approaches to coastal governance. Better understanding amongst coastal communities of the value of the coast and the governance arrangements would give greater legitimacy and buy-in to management. Integrated approaches utilising ICM, Ecosystem Based Approach (EBA) and Ecosystem Services (ES) principles and tools would be of benefit to promoting a more joined up/holistic approach and consistency. The importance of taking a long term approach was recognised, reducing emphasis on short term project approaches.

Benefits - Coastal Ecosystem (24%, 232 comments)

A high proportion of responses cited benefits to the coastal ecosystem, land-sea interactions and the scale of governance. Improvements in governance would lead to better conservation, biodiversity benefits or resource sustainability. Socio-economic benefits to communities including employment and well-being are closely linked to the health of the coastal ecosystem and better decision-making. An integrated/ecosystem approach was considered to offer benefits such as reducing conflict, increasing scope for multiple gains and potentially providing more innovation. Whilst clarity is helpful for developers, several respondents recognised that community 'ownership' engenders stewardship but not necessarily growth.

4 Collaborative Governance

4.1 Overview

A central theme of the research is to explore how collaborative governance mechanism(s) could improve stewardship of the coast. Many survey participants are directly involved in or influencing governance of the coast. They were therefore asked questions about their experience relating to the extent, meaning, drivers/mechanisms and barriers for collaborative governance [Q9]. For the purposes of this research, survey participants were given a definition of coastal stewardship in the *Participant Information Sheet*²:

Collaborative Governance
A process bringing together the state, private sector, civil society and the scientific community to engage collectively in decision-making across the land-sea interface.

4.2 Extent of collaboration

Participants were asked [Q9]: **To what extent is collaboration embedded in what you do?** The response showed that three-quarters of respondents (106) consider that collaboration is significantly embedded in what they do, with only 17 considering it to be moderately embedded in what they do and only 4 considering it less than moderately or not at all embedded in what they do:

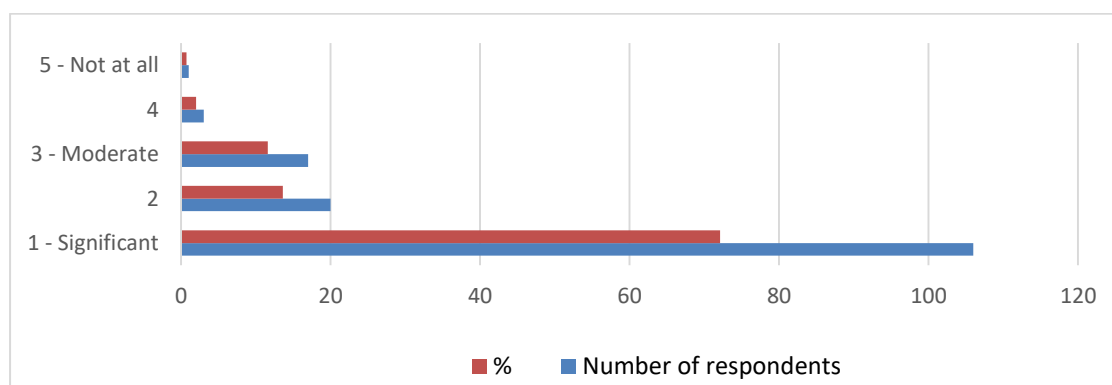


Figure 7 Extent of Collaboration (Q9)

4.3 Concept of collaborative governance

Participants were asked [Q9.a.]: **What does the concept of collaborative governance mean to you?** A single open text box was provided for the answer to this question, from which 246 comments were coded. Working together (28%) and the existence of a common aim/shared understanding (27%) were the predominant explanations for the meaning of collaborative governance, with other respondents mentioning stakeholder input/involvement (18%) or ownership/a 'commons' approach (14%).

Comments were predominantly focused on working together towards a common goal or co-operation for mutual benefit and the existence of a common aim, shared understanding or accountability with several of those referring to the specific value of collaborating over an evidence-base or knowledge-sharing. A high number of comments regarded stakeholder input/involvement to be the primary meaning of collaborative governance. There were some differences in perspective about whether collaboration should be driven from a top-down or bottom-up approach with either support for regulatory authorities to lead engagement to meet their strategic aims or more shared

² See <http://www.watersecuritynetwork.org/wp-content/uploads/2018/01/UK-Coastal-Governance-Participant-Information-Sheet.pdf> (last accessed 30.1.2018)

governance through co-creation, collective action and place-based governance (especially across boundaries).

Overall, responses to the question on the meaning of collaborative governance, indicate a strong understanding of the purpose and benefits of collaboration, with many respondents citing stakeholder engagement and a collaborative approach as valuable to support the setting and achievement of common aims of mutual benefit. Views on *how* to go about collaboration differ, but there was a fairly common understanding of the processes and potential benefit for improving resource management.

4.4 Drivers/mechanisms that encourage collaboration

Participants were asked [Q9b]: **Based on your own experience, what drivers or mechanisms encourage collaboration across the land-sea interface for coastal governance?** A total of 794 comments were coded from the responses- space was provided for up to three answers and three examples. The percentages quoted below indicate the proportion of participants comments assigned from qualitative data coding to that theme.

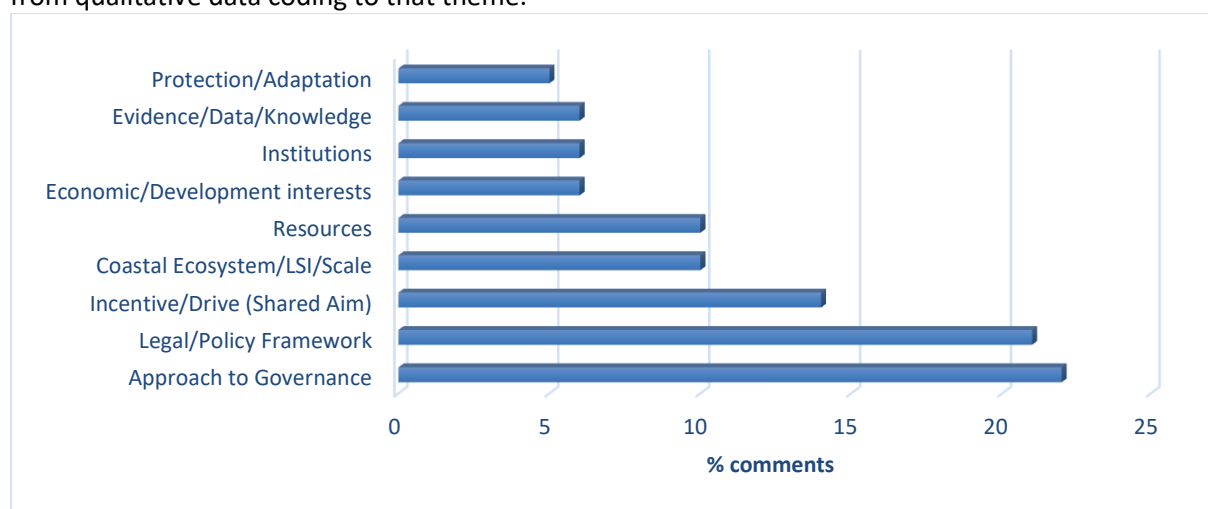


Figure 8 Drivers/Mechanisms for Collaboration (Q9b)

Collaborative Drivers/Mechanisms - Approach to Governance (22%)

Drivers/mechanisms for collaborative governance stem more from the approach to governance (174 comments) than any particular legal or institutional arrangement that is already in place. The main drivers are community engagement, the facilitation role of a chair/leader, stakeholder engagement and accountability/transparency/trust and understanding. Top-down or statutory approaches were not seen as a dominant driver for collaboration although consultation is important. There is a recognition that the voluntary approach can be more effective and deliver value for money, but that funding and support are key issues to ongoing success. Participants recognised that the non-statutory/voluntary approach has been characterised by the evolution of partnership working in recent decades and that Coastal/Estuary Partnerships or Forums which have survived the test of time were likely to be successful drivers for ongoing collaboration.

Collaborative Drivers/Mechanisms- Legal/Policy Framework (21%)

The most prominent observations about the legal/policy framework (164 comments) referred to the Marine and Coastal Access Act (2009) and its implementation through the MMO and marine planning, specifically its role in seeking compatibility of plans and the MMO's efforts to involve LAs. EC Directives were recognised as key drivers, in particular the Catchment Based Approach under WFD has meant a more widespread collaborative approach and implementation (compared to the MSFD which has been more centralised). Policy drivers for most collaboration included the Shoreline Management Plan (SMP) coastal groups, ICM initiatives, the Coastal Concordat and Coastal Community Teams (CCTs).

Collaborative Drivers/Mechanisms - Incentive/Drive (14%)

The existence of a shared vision/aim or common-ground is a key driver for collaborative effort with knowledge sharing a key part of working towards shared aims. Participants indicated the importance of people's willingness to collaborate and there being an incentive (e.g. shared interests where livelihoods depend on the sea). The importance of political will to get support at all levels was noted as was the need for public interest and/or pressure.

Collaborative Drivers/Mechanisms - Coastal Ecosystem (10%) and Resources (10%)

Awareness of the coastal ecosystem *in itself*, and possibly a personal attachment to it, appears to be a key driver towards collaboration. Diverse and complex pressures in a coastal area (especially estuaries) were recognised as a powerful driver towards collaborative effort. Strong and clear planning across boundaries was recommended, with alignment of the processes of plan making for land and sea. Planning at a scale which is meaningful and related to, or embeds, both 'natural' processes and people's sense of place and identity is recognised as a driver towards commitment and ownership of a coastal ecosystem. Resources to facilitate collaboration are equally important.

4.5 Barriers to future collaboration

Participants were asked [Q9c]: **What (if any) barriers do you see for future collaboration across the land-sea interface for coastal governance?** A single open text box was provided for the answer to this question, from which just over 300 comments were made.

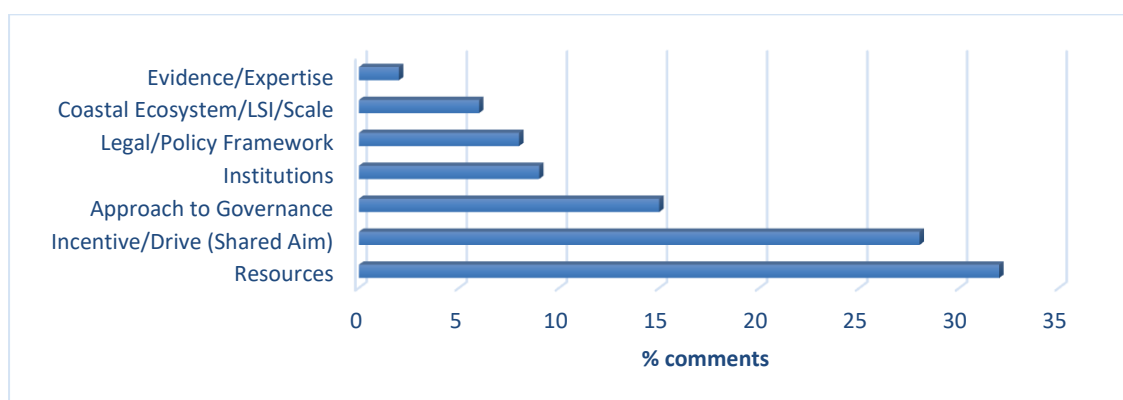


Figure 9 Barriers to Collaboration (Q9c)

Collaboration Barriers - Resources (32%)

By far the most frequent references to collaborative barriers surround resourcing and funding. Respondents expressed a clear view that effective collaboration needs to be properly resourced through investment in staff time, as it can be complex. Due to a lack of resources, there is a tendency for agencies to consult rather than effectively collaborate and a lack of resources can limit third party organisations acting as a facilitator. Respondents expressed a view that with austerity, Brexit and other uncertainties such as climate change, there is a strong need for collaboration. However, resource constraints have an impact on staff knowledge such as reducing specialist coastal officer capacity in government agencies and local authorities. An important distinction is made between sustained funding to support collaboration compared to project-based funds for communication or consultation effort, with recognition that long term funding commitment is required to be most effective in the long-term.

Collaboration Barriers - Incentive (28%)

Over 60 respondents referred to the lack of incentive to collaborate. Of these, the highest proportion relate to the existence of vested/self-interests and conflicts of interest which detract from collaboration. The incentive to collaborate is affected by a lack of understanding, trust or knowledge of the roles and responsibilities of different stakeholders, the policy framework and multiple complex issues. Brexit uncertainty is seen as a barrier in terms of legal, financial and/or institutional change and this connects generally, but not exclusively, to the lack of political will and/or government

support towards (investing in) collaborative effort. Competition between political parties, poor democratic accountability (MPs constituencies not extending into the marine space), short term horizons, ambiguous/failed political direction and imbalances between stakeholders and power holders were identified as barriers to collaboration.

Collaboration Barriers - Approach to Governance (15%), Institutions (9%) and Legal/Policy Framework (8%)

Barriers to effective collaboration were mainly associated with a lack of leadership or too many top-down regulatory/policy frameworks. There is fragmentation across different sectors with too many parties to be able to find consensus and distrust in those doing the governing. A lack of appropriate leadership and expertise was attributed to resource constraints and the limitations of Defra. Barriers were also cited at the local level with not enough resources or staff in local authorities with knowledge of marine/coast matters. There needs to be significant incentive or resources to override institutional barriers. There is concern about the lack of integration with ongoing silo-ization between sectors, agencies and levels of government. It is interesting to note that there was very little mention of specific legal drivers acting as a barrier to collaboration. However, it was noted that the EC Water Framework Directive and Marine Strategy Framework Directive, plus the implementation of marine planning mean there is a mismatch in the geographical boundaries of land and marine governance which may make collaboration harder.

5 Coastal Stewardship

5.1 Overview

A central theme of the research is to explore how collaborative governance mechanism(s) could improve stewardship of the coast. This set of questions aimed to explore the expert's view of stewardship as a concept and to what extent they considered themselves involved in driving it. As with questions about collaborative governance, they were asked questions about their experience relating to the extent, meaning, drivers/mechanisms and barriers for coastal stewardship [Q10]. Survey participants were given a definition of coastal stewardship in the *Participant Information Sheet*³:

Coastal Stewardship
The *outcome* of governance processes which improve the management of coastal resources and the health of the coastal ecosystem for future generations.

5.2 Extent of stewardship

Participants were asked [Q9]: ***To what extent is stewardship embedded in what you do?***

The response showed that one-third of respondents (54) considered that stewardship is significantly embedded in what they do, with another third considering it to be moderately embedded in what they do. Compared to collaborative governance, less people feel committed to stewardship with a more equal proportion of people moderately, as opposed to significantly, embedded in this approach.

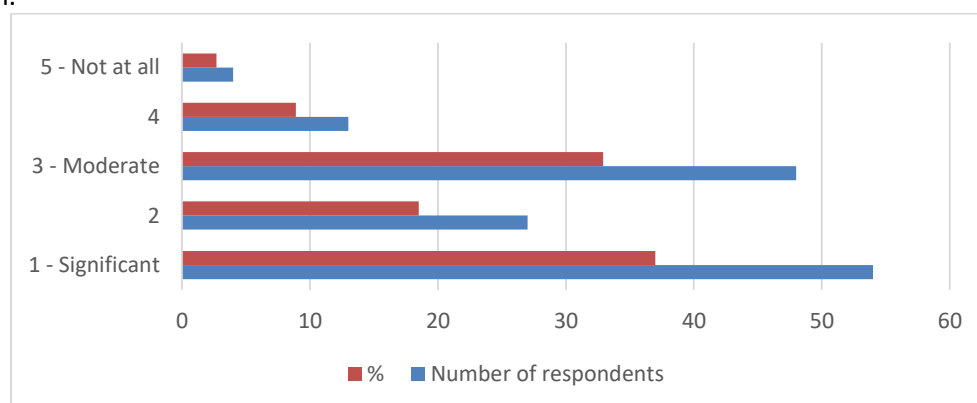


Figure 10 Extent of Stewardship (Q10)

5.3 Concept of stewardship

Participants were asked [Q9.a.]: ***What does the concept of stewardship mean to you?*** A single open text box was provided for the answer to this question, from which 424 comments were coded. The approach to governance (44%) and the incentive towards a stewardship approach (43%) dominated the response, with only a few references (5%) to the coastal ecosystem and other factors associated with its stewardship (i.e. evidence, institutions, legal/policy framework, coastal change).

On the approach to governance, the most frequently used term to explain the concept of stewardship was 'to look after', 'care for' or 'safeguard'. Following that were references to management/control, taking a long term approach, a commons approach and generating a sense of ownership. Custodianship and the role of a steward, guardian, local champion or leader were referred to. These terms were more frequently used than participation, stakeholder engagement, partnership working, collaboration or collective action.

³ See <http://www.watersecuritynetwork.org/wp-content/uploads/2018/01/UK-Coastal-Governance-Participant-Information-Sheet.pdf> (last accessed 30.1.2018)

The incentive towards stewardship was referenced by the majority of respondents with many identifying the benefits for the greater good or sustainable use and a responsibility or duty to others. Many respondents referred to natural capital, common goods, shared assets or resources implying a need to maintain the status quo and not allow deterioration. Others suggested that stewardship implied protecting, conserving, enhancing or recovering the environment to leave it in a better state for future generations.

5.4 Drivers/mechanisms that encourage stewardship

Participants were asked [Q9.b.]: **Based on your own experience, what drivers or mechanisms encourage stewardship?** A total of 820 comments were coded from the responses - space was provided for up to three answers and three examples. The percentages quoted below indicate the proportion of participants comments assigned from qualitative data coded to that theme.

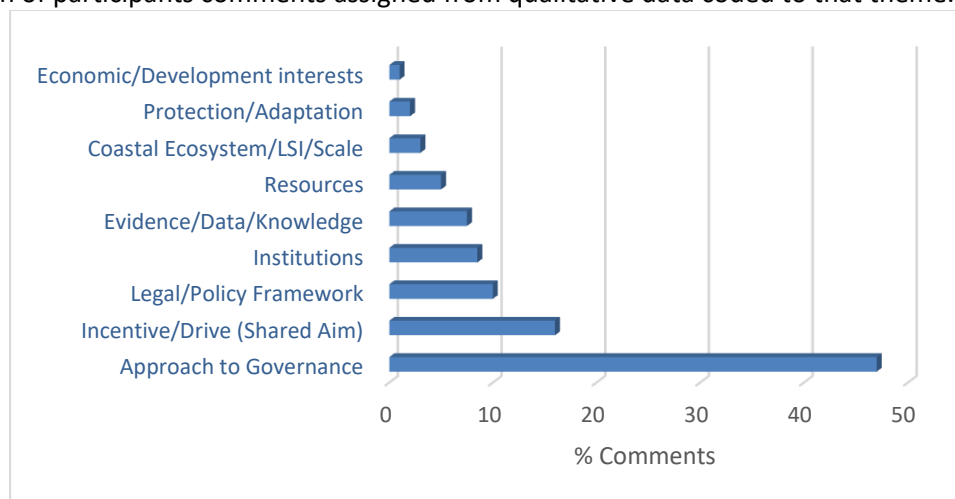


Figure 11 Drivers/Mechanisms for Stewardship (Q10b)

Stewardship Drivers/Mechanisms - Approach to Governance (47%)

Nearly 50% of all comments referred to the approach to governance being a key driver for stewardship. The highest proportion of these was the need for shared understanding such as through common language, clarity/transparency and trust in decision-making. There was strong recognition of the role that bottom-up initiatives provide to drive stewardship and develop a sense of ownership over local resources. Stakeholder or public engagement/awareness, participatory or partnership approaches and collaborative/joint working are all seen as important approaches to governance which foster coastal stewardship. The value of a leader or local champion and taking a long term approach was recognised.

Stewardship Drivers/Mechanisms - Incentive (16%)

Incentives towards stewardship include having an aim, vision, common objective or shared value followed by caring for or valuing the coast such as by interacting with it or being part of a coastal community. However, the existence of a conflict, threat, problem issue or peer pressure can also drive stewardship. Other respondents cited sustainability and a sense of responsibility or mutual respect, political will/government support as key drivers.

Stewardship Drivers/Mechanisms - Legal/Policy Framework (10%)

A legal duty was considered the third major driver for stewardship. Legislative characteristics needed to drive stewardship included a strong and clear framework, local codes or byelaws with strong backing. The necessity of legal backing was identified, particularly when resources for voluntary approaches maybe vulnerable. EC Directives, particularly those supporting site designation and planning were helpful to agree aims and achieve a long term perspective.

Stewardship Drivers/Mechanisms - Other factors

Institutions were cited with the highest proportion referring to the valuable role of NGOs in stimulating stewardship through engagement projects, stewardship schemes, generating local ownership and their increasing role as a custodian in some cases. Evidence, data, information and knowledge were recognised as a key driver with education, training and capacity building being particularly important. Financial resources are often necessary to drive stewardship action.

5.5 Barriers to future stewardship

Participants were asked [Q10.c.]: **What (if any) barriers do you see for future coastal stewardship?** A single open text box was provided for the answer to this question, from which just over 300 comments were made.

Stewardship Barriers - Approach to Governance (29%)

Nearly one-third of comments related to the approach to governance, particularly the degree of understanding of the natural environment, the services it provides and how people's actions affect it. Poor links between people and their coastal environment and the need for more education/awareness and 'ocean literacy' were cited. Barriers around participatory/stakeholder engagement, public awareness, joint working and the lack of a bottom-up approach was more pronounced in scenarios around major development projects where community consultation has been inadequate. Other approaches to governance which present a barrier to coastal stewardship include the silo'd approach/lack of integration, lack of clarity/complexity and short-term approaches.

Stewardship Barriers - Resources (17%)

The next highest barrier related to the lack of long term stable funding mechanisms for engagement/awareness work, evidence/data collection and to support institutions co-ordination efforts. There is a strong link between resources and political will.

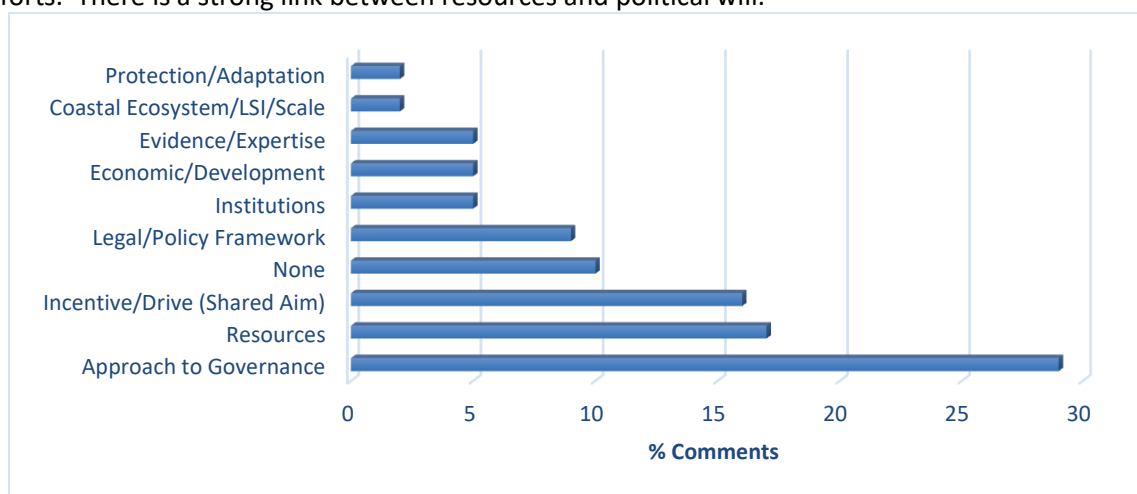


Figure 12 Barriers to Stewardship (Q10c)

Stewardship Barriers - Incentive/Drive (16%)

Of the comments referring to incentive barriers, the highest was about the lack of political will, followed by observations around inertia, disillusionment, increased competition for resources and cases of entrenched conflict. The need for sustainable use and benefits offered by the coastal environment are not well enough recognised to facilitate a long term approach.

Stewardship Barriers - Other factors

The current focus on Brexit was cited as the strongest legal characteristic presenting a barrier to stewardship as it takes attention away from local action and investment, with potential negative consequences for the legislative framework in future. The UK's fragmented and complex institutional framework, combined with frustrations around the reduced support from central to local government and the advisory bodies are key barriers.

6 Vision for Future Coastal Governance

Participants were asked: *In your opinion, what will better governance of the coast look like in the future?* [Q11] A single open text box was provided for the answer to this question, from which 400 references were made to ten themes, as shown in Figure 13 below.

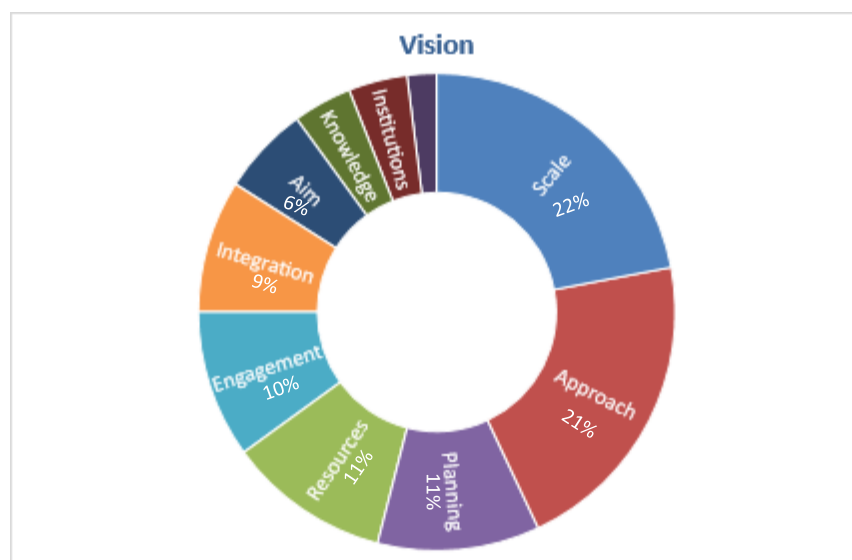


Figure 13 A Vision for Better Governance of the Coast

“A vision is needed of how the coast and coastal waters can be managed as a whole⁴”

Many respondents (71) commented on the scale of governance with approximately half of these supporting local community engagement or bottom-up drivers. Good collaboration is needed across communities and sectors, underpinned by a shared vision. Statutory agencies would be better integrated and stakeholder-led governance structures well supported by them, with a clear overarching legal and policy framework that encourages connectivity between terrestrial and marine management. Vision is needed for how the coast can be managed as a whole.

Future vision around the UK’s approach to coastal governance would involve clearer lines of communication, better knowledge of responsibilities, stronger leadership, engagement and awareness amongst coastal communities. A more democratic, transparent approach would further collaboration/partnership working. The possibility for enhancing an ecosystem approach through more place-based governance structures is worthy of further exploration.

A long term approach would be embedded in planning and delivery, which would be targeted at a scale that properly integrates land and sea. Adequate and sustainable financing is a key part of the vision, alongside efficient and competent bodies which are well co-ordinated, reflecting the widely understood value of the coastal ecosystem. Ensuring good governance is recognised as key for health and well-being, with adaptive approaches providing resilience due to increased pressures from blue growth and climate change. Planning needs to address the mismatch in scale between regional marine plans and local authority plans; promoting a better vision of the coastal ecosystem.

“Good participation and collaboration across communities and sectors underpins a shared vision”

⁴ Quotes from individual survey participants.

7 Next Steps

This report provides a verification step in the Delphi research process to the participants. The next steps are:

- Participants have the opportunity to confirm whether the consensus apparent from the Round #1 survey, as reported here, adequately reflects their perspective.
- The Round #2 online survey will be issued, based on the areas of consensus found in the Round #1 survey. It will consist of more targeted questions to explore further details in a more quantitative style.
- Further analysis to explore areas of potential consensus between participants.
- Workshop invitation.

Recruitment into the research process has closed, but the results and recommendations will be available online: <http://www.watersecuritynetwork.org/uk-coastal-governance/>. A final dissemination event will be open to all on completion of the Delphi process.

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