



# England Coast Path Stretch:

## Silecroft to Silverdale

Report SCS 1: Beach car park, Silecroft to Green Road railway station

### Part 1.1: Introduction

Start Point:	Beach car park, Silecroft (Grid reference SD 1210 8107)
End Point:	Green Road railway station (Grid reference SD 1895 8393)
Relevant Maps:	SCS 1a to SCS 1j

1.1.1 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 this stretch of coast between Silecroft and Silverdale.

1.1.2 This report covers length SCS 1 of the stretch, which is the coast between Silecroft beach car park and Green Road railway station. 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.

1.1.3 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.

1.1.4 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 1.2: Proposals Narrative

### The trail:

- 1.2.1 Generally follows existing walked routes, including public rights of way, along most of this length.
- 1.2.2 Mainly follows the coastline quite closely and maintains good views of the sea.
- 1.2.3 Includes three sections of new path, at Silecroft Golf Club, Kirksanton Haws and into Black Dub. See maps SCS 1a and 1b and associated tables below for details.
- 1.2.4 Is aligned on the beach or foreshore in two locations at Kirksanton Haws and near Haverigg. In each case, we believe this is the only or the best option.
- 1.2.5 Diverts further inland at Silecroft Golf Club (because there is insufficient space available between the playing area and the coast) and at Black Dub (to avoid a seasonal specialist camp site and unsuitable terrain). See maps SCS 1a to SCS 1c and table 1.3.3 below.
- 1.2.6 Follows a route similar to the former Cumbria Coastal Way but departs from this in places in order to create a new route available at all states of the tide.

### 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.

1.2.7 The following designated sites affect this length of coast:

- Morecambe Bay Special Area of Conservation (SAC)
- Morecambe Bay and Duddon Estuary Special Protection Area (SPA)
- Duddon Estuary Ramsar site
- Duddon Estuary Site of Special Scientific Interest (SSSI) for its wildlife interest
- Shaw Meadow and Sea Pasture SSSI for its wildlife interest

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

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

## 1.2.8 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
SCS 1a	SCS-1-S021	<ul style="list-style-type: none"> <li>The ECP is aligned close to several ephemeral ponds that are used by breeding natterjack toads, over a distance of 185 metres. We will install a sign at each end of this section of trail asking walkers not to let dogs enter the ponds.</li> </ul>	To reduce the risk of killing, injuring or disturbing natterjack toads. (Duddon Estuary SPA / SSSI / Ramsar site).
SCS 1b to 1d	SCS-1-S025 to SCS-1-S030	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> <li>Coastal access rights would be restricted, with dogs required to be kept on leads on the trail inside enclosures at Haverigg Bent Hills and Black Dub all year round. See paragraphs 1.2.20, 1.2.21 and Directions map SCS 1B.</li> <li>Coastal access rights in the coastal margin are excluded to people with dogs all year round at Haverigg Bent Hills and Black Dub. See paragraph 1.2.20, 1.2.22 and Directions map SCS 1B.</li> </ul> <p>In addition we will install:</p> <ul style="list-style-type: none"> <li>Signs at access points to the enclosures to inform people about the restrictions / exclusions (8 signs in total).</li> </ul>	<p>To reduce the risk of disruption of the conservation grazing regime.</p> <p>To reduce the risk of disturbance to ground nesting birds. (Morecambe Bay and Duddon Estuary SPA, Morecambe Bay SAC, Duddon Estuary SSSI / Ramsar site).</p>
SCS 1g	SCS-1-S052 and SCS-1-S054	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> <li>Trail alignment avoids areas of embryonic sand dune habitat at Hodbarrow Mains. See table 1.3.2.</li> </ul>	To reduce the risk of trampling of embryonic sand dune habitat. (Morecambe Bay SAC / Duddon Estuary SSSI).
SCS 1g to 1h	SCS-1-S057 to SCS-1-S068	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> <li>Trail alignment avoids the Borwick Rails Harbour foreshore and slag bank by remaining further inland (SCS-1-S063 to SCS-1-S065) instead of following a more coastal alignment. See table 1.3.2.</li> <li>Coastal access rights would be excluded from the Borwick Rails Harbour foreshore and slag bank all year round. See paragraph 1.2.25, 1.2.26 and Directions map SCS 1D.</li> </ul> <p>In addition we will install:</p> <ul style="list-style-type: none"> <li>Signs at access points to the slag bank and foreshore to inform people about the restrictions / exclusions (4 signs in total).</li> </ul>	To reduce the risk of disturbance to feeding and roosting non-breeding waterbirds and ground nesting birds. (Morecambe Bay and Duddon Estuary SPA, Duddon Estuary SSSI / Ramsar site).

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
SCS 1h to 1j	SCS-1-S070 to SCS-1-S079	<ul style="list-style-type: none"> <li>We will install signs at each end of the embankment and at intervals along the embankment requesting people to keep dogs under control, and to not allow dogs to roam over the marsh (5 signs in total).</li> </ul>	To reduce the risk of disturbance to feeding and roosting non-breeding waterbirds and ground nesting birds. (Morecambe Bay and Duddon Estuary SPA, Duddon Estuary SSSI / Ramsar site).

1.2.9 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. In respect of cultural heritage, we have taken advice from Historic England and others before confirming this conclusion. For more information about how we came to this conclusion in respect of the natural environment; 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:

1.2.10 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:

- for the majority of this report, the trail is aligned on natural surfaces such as grass or bare soil which can be uneven underfoot;
- the trail would follow an uneven and undulating soft sandy surface through the dunes at Haverigg Bents (maps SCS 1b and 1c); and
- there are two areas where it would be necessary to ascend/descend steps: within Shaw Meadow and Sea Pasture SSSI at Silecroft, (although these can be bypassed during dry conditions), and adjacent to a kissing gate near Southfield (map SCS 1a).

1.2.11 At several locations near Silecroft, surface improvements are proposed (map SCS 1a); and small bridges have also been proposed where we are creating new access over watercourses such as those at Kirksanton Haws and Black Dub (maps SCS 1a and 1b), to make the route easier to use. Any existing step stiles will be replaced with kissing gates or pedestrian gates, and some vegetation clearance will be required to facilitate the path creation. We envisage this happening before the new access rights come into force as part of the physical establishment work described below.

**See part 6a of the Overview - 'Recreational issues' - for more information.**

## Where we have proposed exercising statutory discretions:

1.2.12 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Duddon, 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 Green Road railway station, as indicated by the extent of the trail shown on maps SCS 1h to 1j. Report SCS 2 includes our proposals for other parts of the estuary, from Green Road station to the eastern estuarine limit at Dunnerholme.

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

1.2.13 **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 1.3.1 below.

1.2.14 At Hodbarrow lagoon we have used this discretion to limit the landward extent of the coastal margin to the seaward edge of the byway on the seawall (maps SCS 1e and 1f). This has had the effect of reducing the amount of coastal margin that would have otherwise been available by default due to the fact that it is a bank or barrier. This option provides the most clarity because:

- There is no single, consistent clear boundary feature at the landward edge of the seawall that could mark the boundary of coastal margin; and
- It provides clarity as to the extent of access rights where the sea wall widens into a plateau.

1.2.15 At Silecroft (map SCS 1a), we have used our discretion to propose the inclusion of additional, more extensive landward areas within the coastal margin, to secure or enhance public enjoyment of this part of the coast. This would lead to existing Open Access rights over the additional area being replaced by Coastal Access rights; the owner of this land is content for us to propose this.

1.2.16 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 1.3.1. 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 1.3.1] 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.**

1.2.17 **Restrictions and/or exclusions:** We have proposed to exclude and restrict access by direction under the Countryside and Rights of Way Act (2000) in certain places along this section of coast.

### *Restriction and exclusion of access for land management purposes*

1.2.18 At Black Dub, part of the dune system is rented annually by a specialist camping group. A public right of access is not compatible with the privacy required for the commercial operation of the site but, as an unregulated site, it does not match the definition of excepted land. Therefore the following exclusion is proposed:

1.2.19 Access to the land in the coastal margin adjacent to route sections SCS-1-S025 to SCS-1-S027 is to be excluded between Maundy Thursday and September 30<sup>th</sup> each year, by direction under section 24 of the Countryside and Rights of Way Act (2000), to offer a private and secure environment for the camping group. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Map SCS 1A.

1.2.20 The dune system at Black Dub and Haverigg Bent Hills is grazed as part of the dune management. The SSSI is currently in a favourable recovering condition. Based on research on other sites, there is evidence that dogs off leads can affect the distribution and habits of livestock, resulting in a disruption to the grazing patterns and, as a consequence, impact adversely on the habitat condition. This is explained in the Habitat Regulations Assessment for this site which will be published alongside this report. Therefore the following restriction and exclusion are proposed:

1.2.21 Access to the line of the England Coast Path on route sections SCS-1-S025 to SCS-1-S028 is to be restricted all year round, by direction under section 24 of the Countryside and Rights of Way Act (2000). Under the terms of this direction people will be required to keep their dogs on a lead, in order to minimise the impact on grazing management. The restriction will have no legal effect on land where coastal access rights do not apply. See Directions Map SCS 1B.

1.2.22 Access to the land in the coastal margin adjacent to route sections SCS-1-S025 to SCS-1-S030 is to be excluded to people with dogs all year round, by direction under section 24 of the Countryside and Rights of Way Act (2000), to minimise the impact on grazing management. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Map SCS 1B.

*Exclusion of access to the saltmarsh / flat.*

1.2.23 Areas of saltmarsh at Millom Marsh have deep channels and creeks, some of which would not be readily apparent to walkers and can pose a significant risk. The mudflats at Duddon Sands are soft and sinking in nature. The saltmarsh and flats do not provide a safe walking surface and are subject to frequent tidal inundation. RNLI and Coastguard data indicates incidents of people being rescued from these areas. Therefore the following exclusion is proposed:

1.2.24 Access to the land in the coastal margin seaward of route sections SCS-1-S065 to SCS-1-S078 is to be excluded all year round, by direction under section 25A of the Countryside and Rights of Way Act (2000), as it 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. See Directions Map SCS 1C.

*Exclusion of access for nature conservation purposes.*

1.2.25 The Borwick Rails Harbour foreshore and slag bank are used by ground nesting birds and non-breeding waterbirds. The ground nesting birds are susceptible to disturbance while breeding. The non-breeding birds are susceptible to disturbance while on high tide roosts on the foreshore and slag banks. This is explained in the Habitats Regulation Assessment and Nature Conservation Assessment for this site which are published alongside this report. Therefore the following exclusion is proposed:

1.2.26 Access to the land in the coastal margin seaward of route sections SCS-1-S057 to SCS-1-S068 is to be excluded all year round, by direction under section 26(3)(a) of the Countryside and Rights of Way Act (2000), to prevent disturbance to breeding and non-breeding birds. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Map SCS 1D.

1.2.27 These directions will not prevent or affect:

- any existing local use of the land where 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.

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

1.2.28 **Other factors affecting access:** At route sections SCS-1-S070 to SCS-1-S079 (maps SCS 1h to 1j), on the Millom Marsh embankment, public access may be interrupted from time to time for short periods to allow maintenance works or movement of livestock to be carried out. This arrangement would continue without any local restriction on the new access rights to give effect to it formally.

1.2.29 **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.

1.2.30 Column 4 of tables 1.3.1 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 SCS 1a to 1j as the proposed route of the trail.

1.2.31 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.

1.2.32 On sections for which roll-back is not proposed in table 1.3.1, the route is to be at the centre of the line shown on maps SCS 1a to 1j as the proposed route of the trail.

### Other future change:

1.2.33 At this point we do not foresee any other need for future changes to the access provisions that we have proposed within this report.

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

### Establishment of the trail:

1.2.34 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.

1.2.35 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £190,367 and is informed by:

- information already held by the access authority, Cumbria County Council, in relation to the management of the existing public rights of way network;
- 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.

1.2.36 There are five main elements to the overall cost:

- A significant number of new signs would be needed on the trail, in particular to waymark and to communicate essential information about the trail and coastal margin.
- New gates, including kissing and pedestrian gates, and a motorcycle barrier, will be installed in certain locations along the trail.
- Sleeper bridges will be required to cross a number of small watercourses.
- Vegetation clearance, ground levelling and installation of stepping stones may sometimes be required to create a walkable surface on new trail sections.
- In some locations – as described in 1.2.10 – additional works including fencing for walkers’ safety as well as new steps will need to be installed. 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
Signage & interpretation	£39,776
Steps	£1,425
Bridges	£29,930
Boundary crossings	£34,680
Fences	£10,150
Clearance and levelling	£40,150
Drainage, earthworks and surfacing	£12,950
Other works	£4,000
Project management	£17,306
<b>Total</b>	<b>£190,367</b> (Exclusive of any VAT payable)

1.2.37 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, Cumbria County 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:**

1.2.38 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).

1.2.39 We estimate that the annual cost to maintain the trail will be **£11,515** (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 1.3: Proposals Tables

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

### 1.3.1 Section Details: Maps SCS 1a to SCS 1j - Beach car park, Silecroft to Green Road railway station

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 1.3.2: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section.
3. Column 4 – ‘Yes – see table 1.3.3’ 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
SCS 1a	SCS-1-S001	Other existing walked route	Yes - See table 1.3.3	No			
SCS 1a	SCS-1-S002*	Public highway	Yes - See table 1.3.3	No			
SCS 1a	SCS-1-S003*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SCS 1a	SCS-1-S004* and SCS-1-S005*	Other existing walked route	No	No	Fence line	Additional landward area	Landward margin extends to current Open Access boundary in agreement with the landowner

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
SCS 1a	SCS-1-S006* and SCS-1-S007*	Not an existing walked route	No	No	Fence line	Additional landward area	Landward margin extends to current Open Access boundary (second fence) in agreement with the landowner
SCS 1a	SCS-1-S008* and SCS-1-S009*	Not an existing walked route	No	No	Fence line	Clarity and cohesion	
SCS 1a	SCS-1-S010*	Not an existing walked route	No	No	Various	Clarity and cohesion	Boundaries include fence then edge of path
SCS 1a	SCS-1-S011* to SCS-1-S015*	Not an existing walked route	No	No	Fence line	Clarity and cohesion	
SCS 1a	SCS-1-S016*	Not an existing walked route	No	No			
SCS 1a	SCS-1-S017* and SCS-1-S018*	Not an existing walked route	No	No	Fence line	Clarity and cohesion	
SCS 1a	SCS-1-S019*	Public footpath	Yes - See table 1.3.3	No	Fence line	Clarity and cohesion	
SCS 1a	SCS-1-S020	Other existing walked route	Yes - See table 1.3.3	No	Fence line	Clarity and cohesion	
SCS 1a	SCS-1-S021	Not an existing walked route	Yes - See table 1.3.3	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
SCS 1b	SCS-1-S022	Other existing walked route	Yes - See table 1.3.3	Yes - dune			
SCS 1b	SCS-1-S023*	Not an existing walked route	Yes - See table 1.3.3	Yes - dune			
SCS 1b	SCS-1-S024*	Not an existing walked route	Yes - See table 1.3.3	No			
SCS 1b	SCS-1-S025* and SCS-1-S026*	Other existing walked route	No	Yes - dune	Fence	Clarity and cohesion	Boundary currently coincides with landward edge of default land type
SCS 1b to 1d	SCS-1-S027* to SCS-1-S030*	Other existing walked route	Yes - See table 1.3.3	Yes - dune	Fence	Clarity and cohesion	Boundary currently coincides with landward edge of default land type
SCS 1e	SCS-1-S031 and SCS-1-S032	Other existing walked route	Yes - See table 1.3.3	Yes - dune	Fence	Clarity and cohesion	Boundary currently coincides with landward edge of default land type
SCS 1e	SCS-1-S033	Other existing walked route	No	Yes - dune	Various	Clarity and cohesion	Boundaries include seaward edges of car parks and playground and largely coincide with the edge of the default land type
SCS 1e	SCS-1-S034	Other existing walked route	No	No	Various	Clarity and cohesion	Boundaries include seaward edge of car park then edge of path
SCS 1e	SCS-1-S035	Public bridleway	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
SCS 1e	SCS-1-S036	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SCS 1e	SCS-1-S037	Public highway	No	No			
SCS 1e	SCS-1-S038	Public footway (pavement)	No	No	Fence line	Clarity and cohesion	
SCS 1e	SCS-1-S039 and SCS-1-S040	Restricted byway	No	No	Track	Clarity and cohesion	
SCS 1e	SCS-1-S041	Restricted byway	No	No	Landward edge of road	Clarity and cohesion	
SCS 1e	SCS-1-S042	Other existing walked route	No	No	Edge of path	Clarity and cohesion	
SCS 1e to 1f	SCS-1-S043* to SCS-1-S046*	Other existing walked route	No	Yes – bank or barrier	Seaward edge of byway open to all traffic	Clarity and cohesion	
SCS 1f	SCS-1-S047	Byway open to all traffic	No	No			
SCS 1f	SCS-1-S048	Other existing walked route	No	No			
SCS 1f	SCS-1-S049	Other existing walked route	No	No			
SCS 1f	SCS-1-S050	Public footpath	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
SCS 1g	SCS-1-S051	Public footpath	Yes - See table 1.3.3	No			
SCS 1g	SCS-1-S052*	Other existing walked route	Yes - See table 1.3.3	No			
SCS 1g	SCS-1-S053*	Public footpath	Yes - See table 1.3.3	No			
SCS 1g	SCS-1-S054*	Other existing walked route	Yes - See table 1.3.3	No			
SCS 1g	SCS-1-S055	Other existing walked route	Yes - See table 1.3.3	No	Fence line	Clarity and cohesion	
SCS 1g	SCS-1-S056	Other existing walked route	Yes - See table 1.3.3	No			
SCS 1g	SCS-1-S057	Public footpath	Yes - See table 1.3.3	No			
SCS 1g	SCS-1-S058	Public footpath	No	No			
SCS 1h	SCS-1-S059	Public footpath	No	No	Edge of track	Clarity and cohesion	
SCS 1h	SCS-1-S060	Public footpath	No	No	Fence line	Clarity and cohesion	
SCS 1h	SCS-1-S061 and SCS-1-S062	Public footpath	No	No			
SCS 1h	SCS-1-S063 and SCS-1-S064	Other existing	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
		walked route					
SCS 1h	SCS-1-S065 and SCS-1-S066	Public footpath	No	No	Edge of track	Clarity and cohesion	
SCS 1h	SCS-1-S067	Public footpath	No	No			
SCS 1h	SCS-1-S068	Public footpath	No	No	Fence line	Clarity and cohesion	
SCS 1h	SCS-1-S069	Public footpath	No	No	Various	Clarity and cohesion	Boundaries include hedge then fence
SCS 1h	SCS-1-S070	Public footpath	No	No	Fence	Clarity and cohesion	
SCS 1h to 1j	SCS-1-S071 to SCS-1-S077	Public footpath	No	Yes – bank or barrier			
SCS 1j	SCS-1-S078	Public bridleway	No	Yes – bank or barrier			
SCS 1j	SCS-1-S079	Public bridleway	No	No	Track	Clarity and cohesion	
SCS 1j	SCS-1-S080	Public highway	No	No	Hedgerow	Clarity and cohesion	

### 1.3.2 Other options considered: Maps SCS 1a to SCS 1j - Beach car park, Silecroft to Green Road railway station

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SCS 1a	SCS-1-S002 to SCS-1-S007	We considered aligning the trail along the foreshore seaward of the beach houses at Silecroft.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ The shingle beach is difficult to walk on.</li> <li>■ There is a well-used route through the Open Access area landward of the houses.</li> </ul> <p>We therefore concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.</p> <p>Under our proposals, the foreshore would remain available for people to use as part of the spreading room, but would not form part of the designated trail.</p>
SCS 1a	SCS-1-S008 to SCS-1-S021	We considered aligning the trail along the foreshore seaward of the golf course and agricultural land at Silecroft.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ This proposal is safer for walkers as there is little room on the golf course, the agricultural enclosure to its landward side hosts potentially dangerous livestock, and the shingle foreshore is difficult to walk on and affected by high tides.</li> </ul> <p>We therefore concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.</p> <p>Under our proposals, the foreshore would remain available for people to use as part of the spreading room, but would not form part of the designated trail.</p>
SCS 1b to 1d	SCS-1-S023 to SCS-1-S030	We considered aligning the trail on the foreshore or on the track through the middle of Black Dub and Haverigg Bents sand dunes.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ The foreshore is affected by the tides and the sand dunes are steep and mobile.</li> <li>■ A specialist campsite operates on Black Dub in summer.</li> <li>■ This area is an ecologically sensitive habitat and allowing dogs in the central area would impact on the conservation grazing.</li> </ul>



Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			<p>We therefore concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.</p> <p>Under our proposals, the foreshore would remain available for people with dogs to use as part of the spreading room, and the sand dunes landward of the trail would be available for walkers without dogs to use as part of the spreading room, but these would not form part of the designated trail.</p>
SCS 1e to 1f	SCS-1-S043 to SCS-1-046	We considered aligning on the byway on top of Hodbarrow sea wall.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ It follows an existing walked line seaward of the byway, with clearer views of the sea; it is also an easier path for those with reduced mobility, and it separates walkers from vehicles.</li> </ul> <p>We therefore concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.</p>
SCS 1f to 1g	SCS-1-S052 and SCS-1-S054	We considered aligning on the public footpath on the foreshore at Hodbarrow Mains.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ A section of the public footpath crosses embryonic sand dunes which are an ecologically sensitive habitat and are vulnerable to coastal erosion.</li> <li>■ An existing walked line exists within the field boundary which is easier to use.</li> </ul> <p>We therefore concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.</p> <p>Under our proposals, the foreshore would remain available for people to use as part of the spreading room, but would not form part of the designated trail.</p>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
SCS 1h to 1j	SCS-1-S069 to SCS-1-S080	We noted that existing bridleways cross the intertidal area between Sand Side (Report SCS 2) and Millom Marsh, and between Marsh Farm (Askam in Furness, report SCS 2) and Millom.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ These route options are inundated regularly and are therefore not available all of the time, with the tide coming in unpredictably over these areas, in a way which would put the public, and particularly strangers to the area, at significant risk.</li> <li>■ Even when the tide is out the terrain on these options makes for difficult and hazardous walking. For these reasons, and following advice from the Coastguard, RNLI other Bay Rescue organisations we ruled out aligning the England Coast Path along these routes.</li> </ul> <p>We therefore concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.</p>

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.

### 1.3.3 Roll-back implementation – more complex situations: Maps SCS 1a to SCS 1j - Beach car park, Silecroft to Green Road railway station

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
SCS 1a	SCS-1-S001 to SCS-1-S002	Adjacent to Morecambe Bay & Duddon Estuary SPA	<p>If it is no longer possible to find a viable route adjacent to the designated site (e.g. SSSI, SAC, SPA, SM) whose designated features are sensitive to public access, 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 adjacent or through the site, if appropriate or (b) if necessary, be routed landward of it.</p> <p>In reaching this judgement we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public.</p>
SCS 1a to 1e and 1g	SCS-1-S019 to SCS-1-S024, SCS-1-S027 to SCS-1-S032, and SCS-1-S051 to SCS-1-S057	<p>Within or adjacent to:</p> <ul style="list-style-type: none"> <li>■ Morecambe Bay &amp; Duddon Estuary SPA</li> <li>■ Morecambe Bay SAC</li> <li>■ Duddon Estuary Ramsar site</li> <li>■ Duddon Estuary SSSI</li> </ul>	<p>If it is no longer possible to find a viable route within or adjacent to the designated site (e.g. SSSI, SAC, SPA, SM) whose designated features are sensitive to public access, 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 adjacent or through the site, if appropriate or (b) if necessary, be routed landward of it.</p> <p>In reaching this judgement we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public.</p>

## Part 1.4: Proposals Maps

### 1.4.1 Map Index

Map reference	Map title
SCS 1a	Beach car park, Silecroft to Kirksanton Haws
SCS 1b	Kirksanton Haws to Black Dub
SCS 1c	Black Dub to Haverigg Point
SCS 1d	Haverigg Point to Haverigg Lifeboat Station
SCS 1e	Haverigg Lifeboat Station to Hodbarrow Nature Reserve
SCS 1f	Hodbarrow Nature reserve to Towsey Hole
SCS 1g	Towsey Hole to Borwick Rails, Millom
SCS 1h	Borwick Rails, Millom to Millom Marsh (south)
SCS 1i	Millom Marsh (south) to Underhill
SCS 1j	Underhill to Green Road railway station
Directions Map SCS 1A	Black Dub: Proposed direction under s24 CROW
Directions Map SCS 1B	Black Dub and Haverigg Hills: Proposed direction under s24 CROW
Directions Map SCS 1C	Millom Marsh and Duddon Sands: Proposed direction under s25A CROW
Directions Map SCS 1D	Borwick Rails Harbour: Proposed direction under s26(3)(a) CROW

### 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:

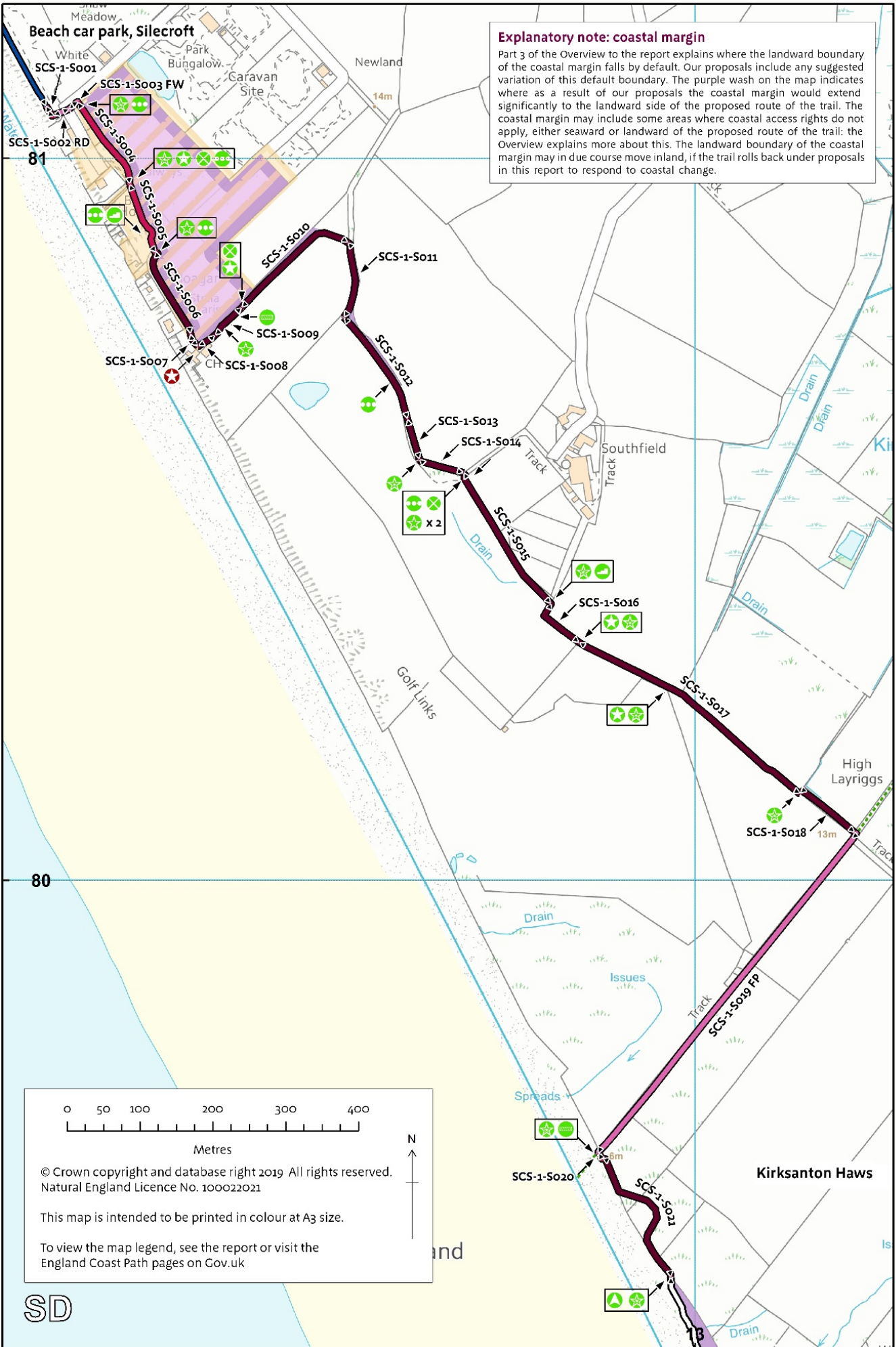
- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps

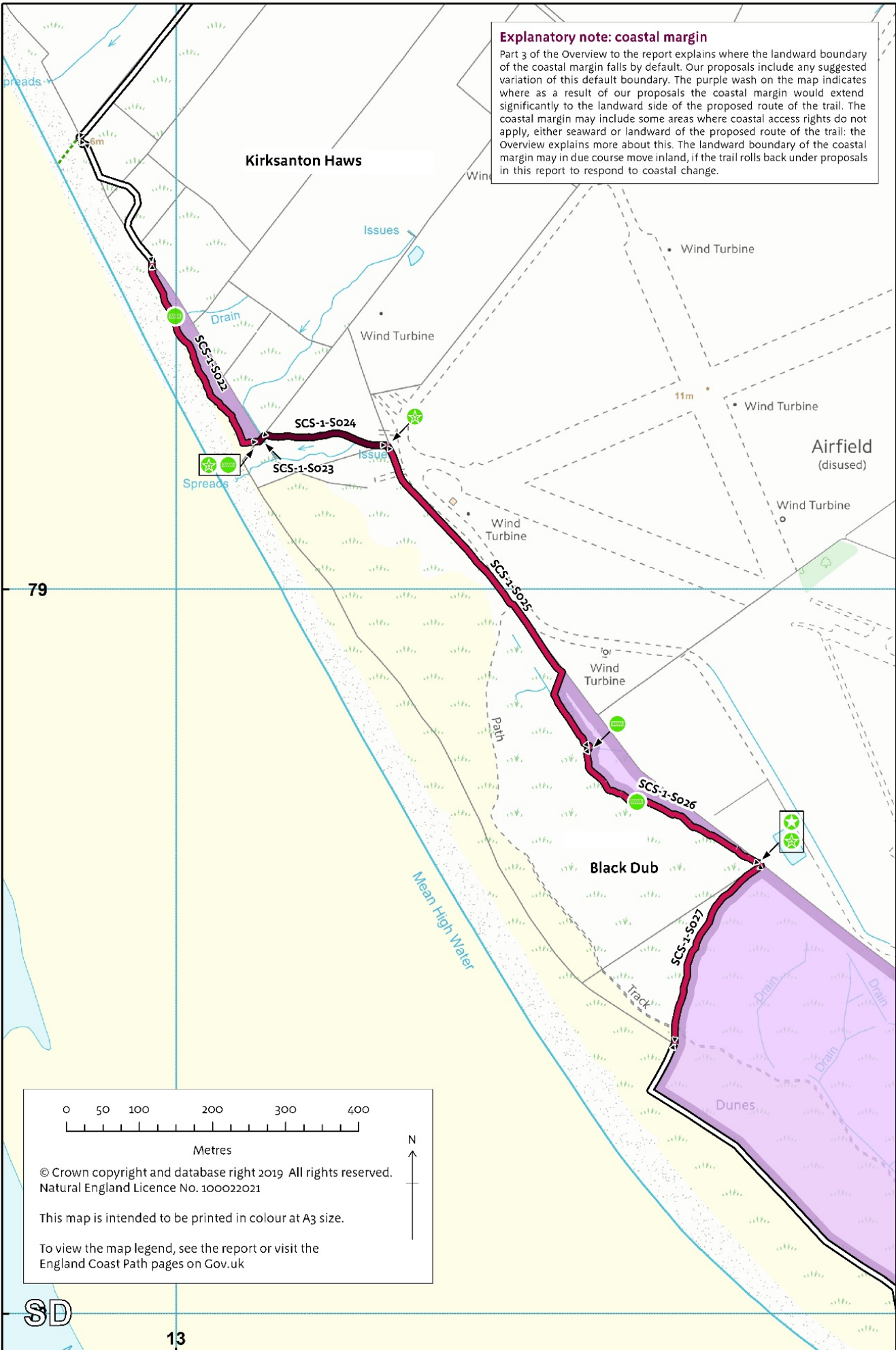
#### Infrastructure status

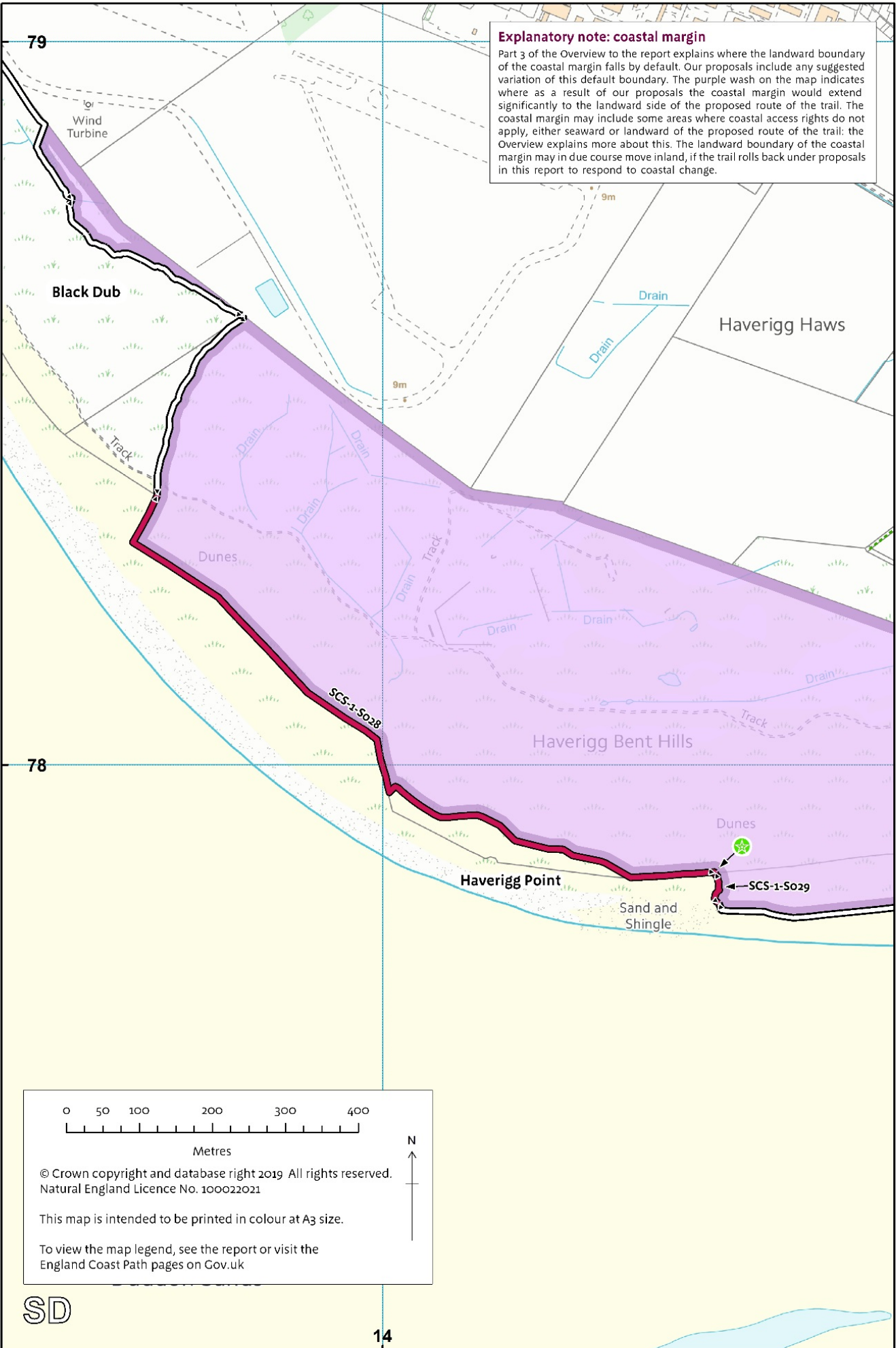
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

- 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.







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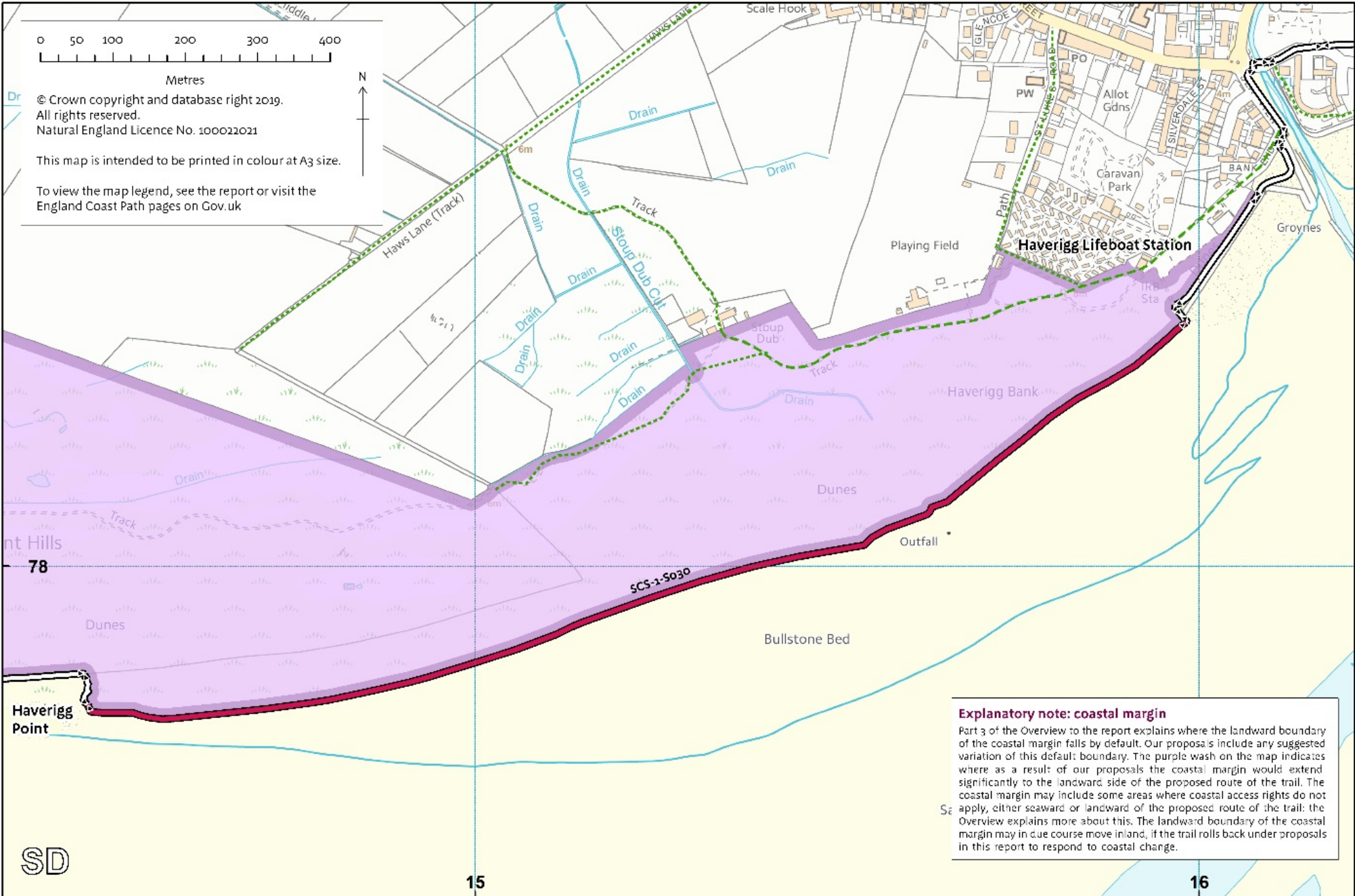
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To view the map legend, see the report or visit the  
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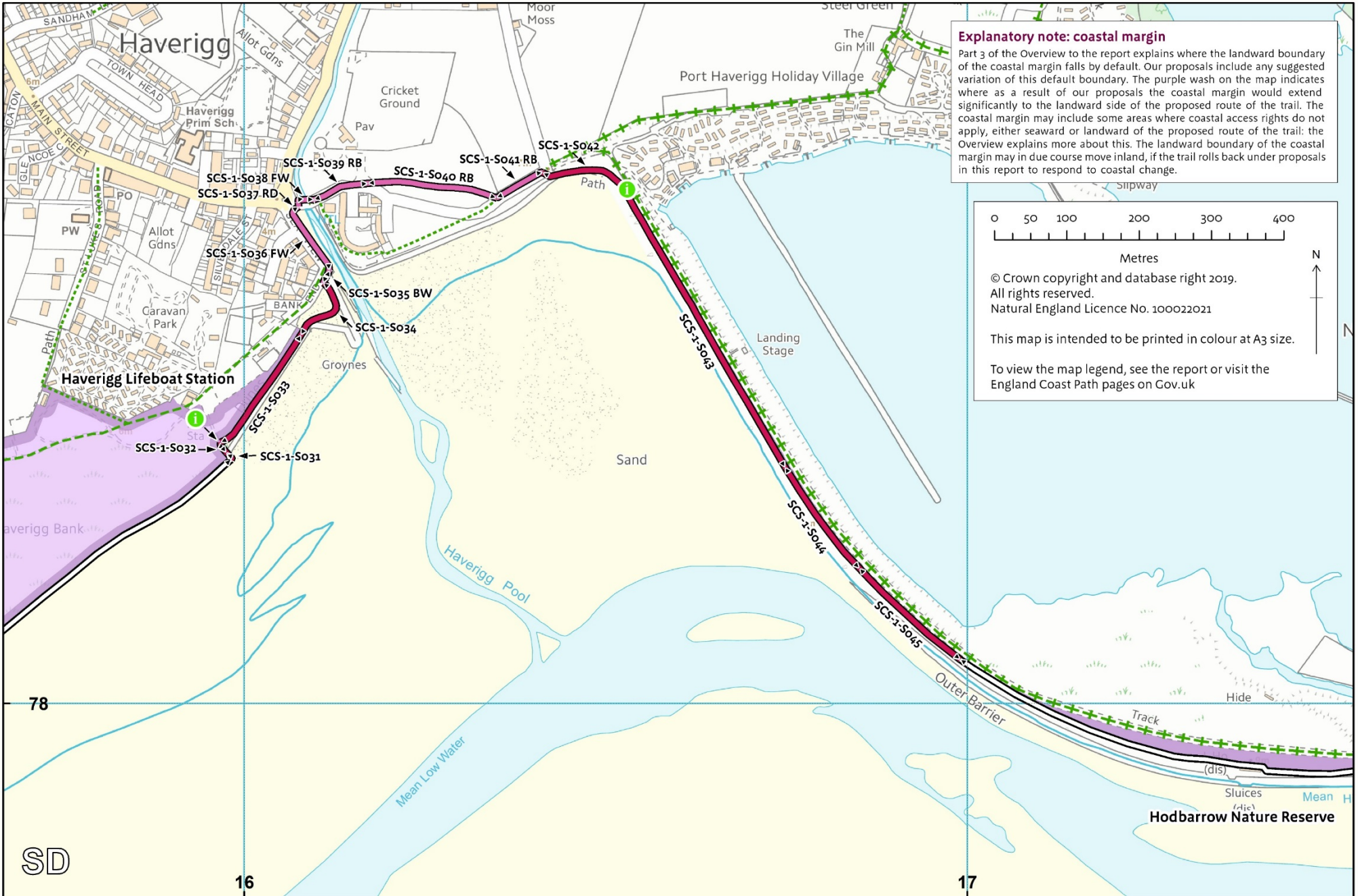




**Explanatory note: coastal margin**

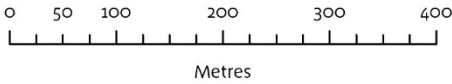
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Map SCS 1d: Haverigg Point to Haverigg Lifeboat Station



**Explanatory note: coastal margin**

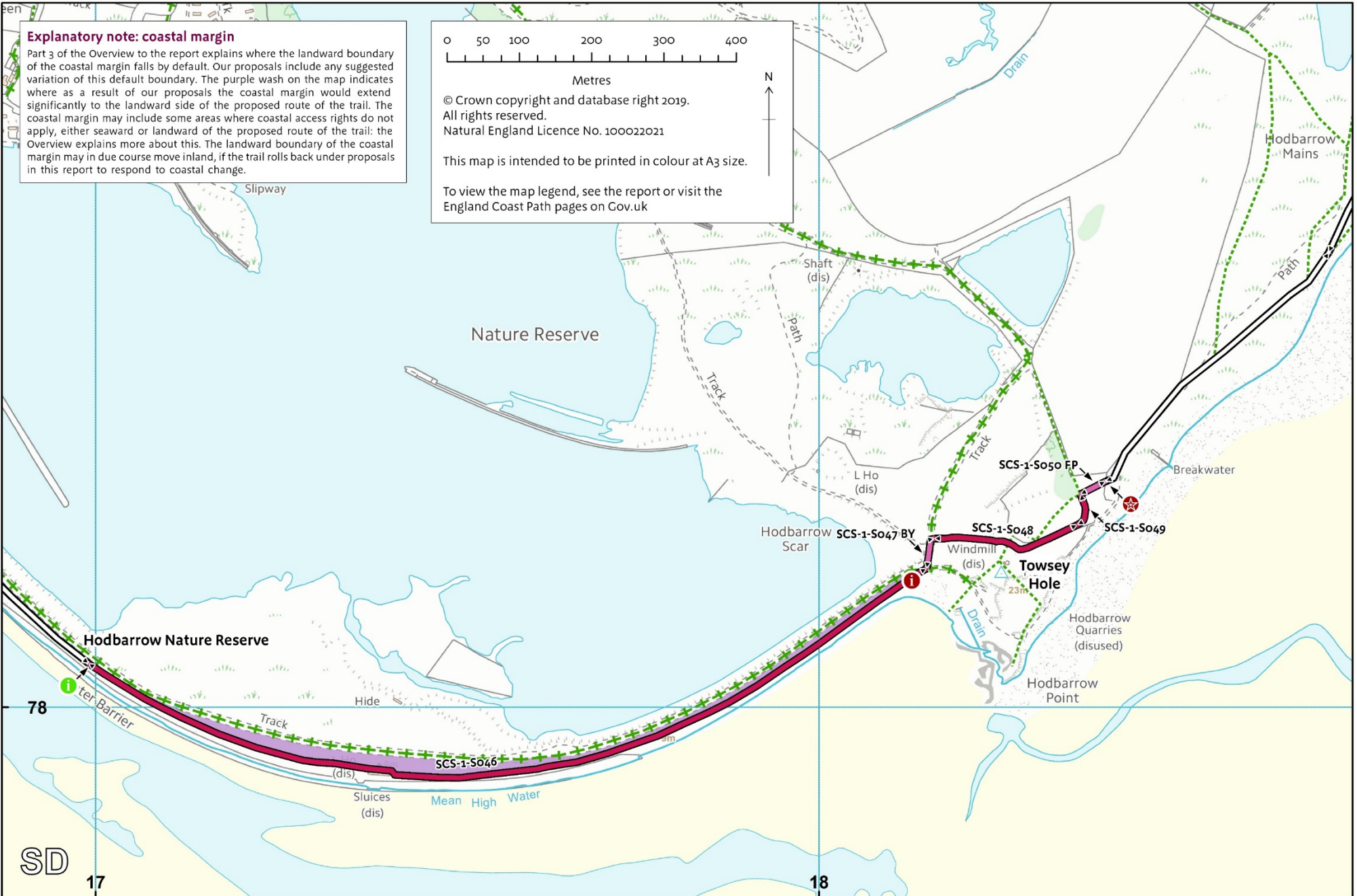
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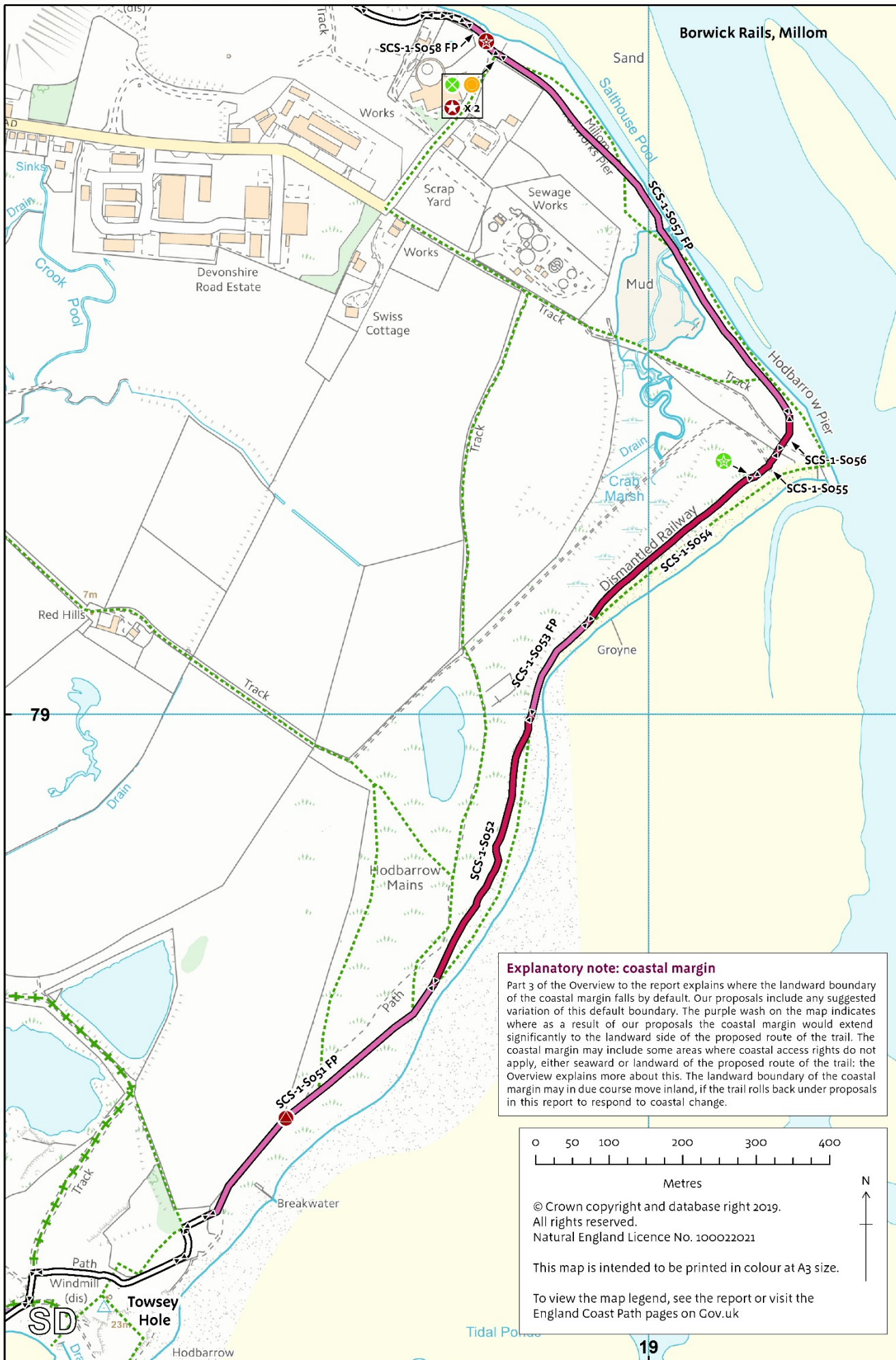


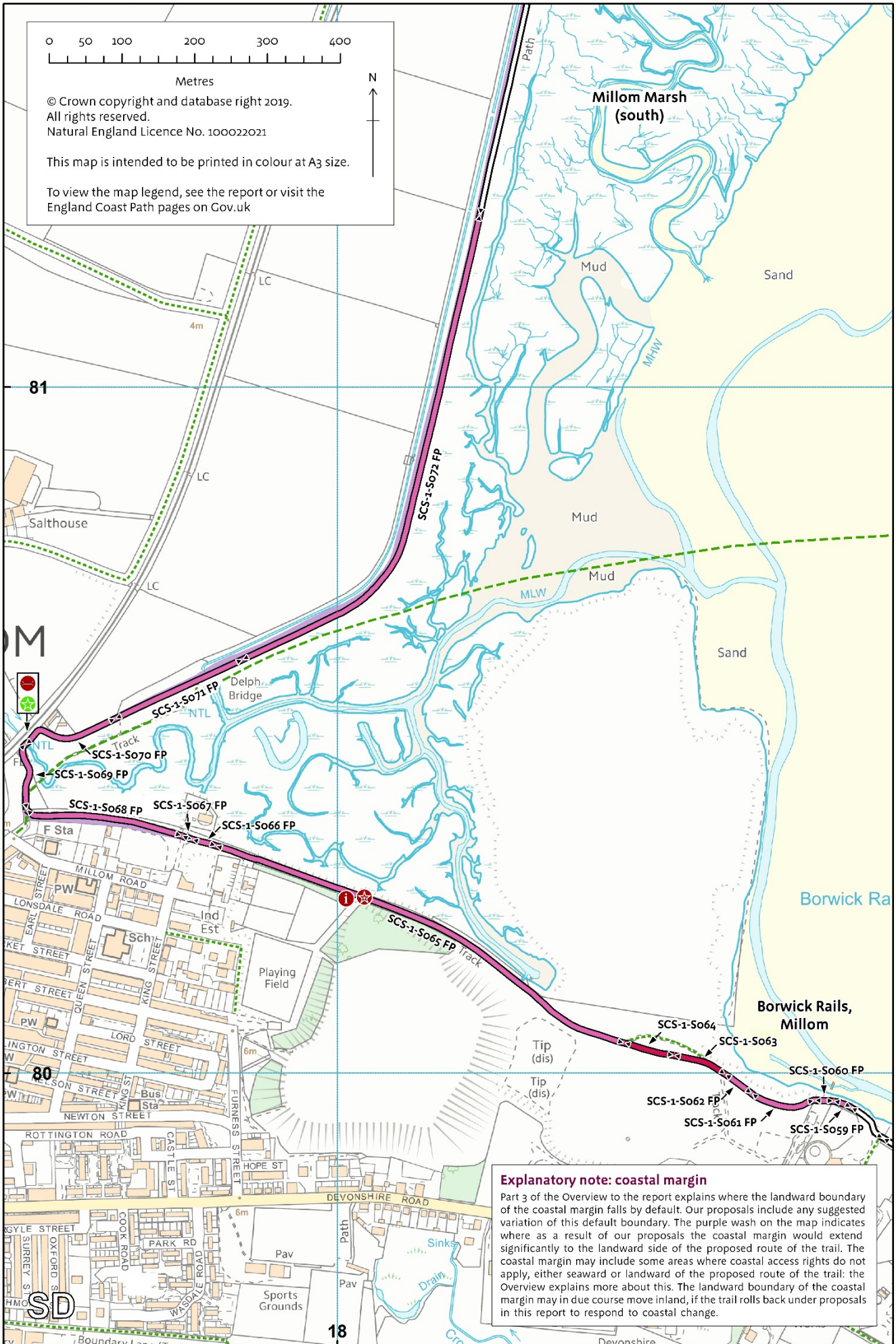
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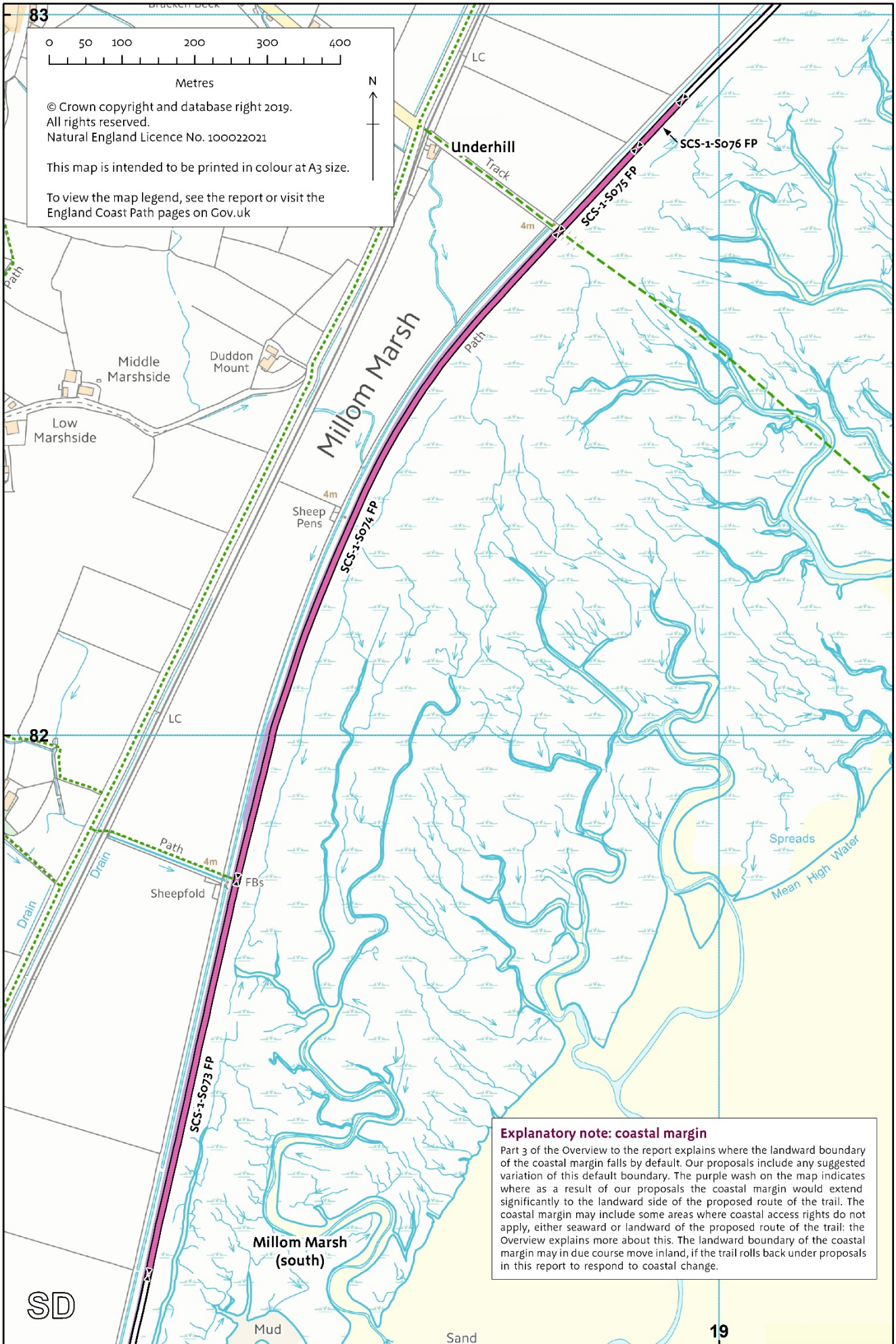
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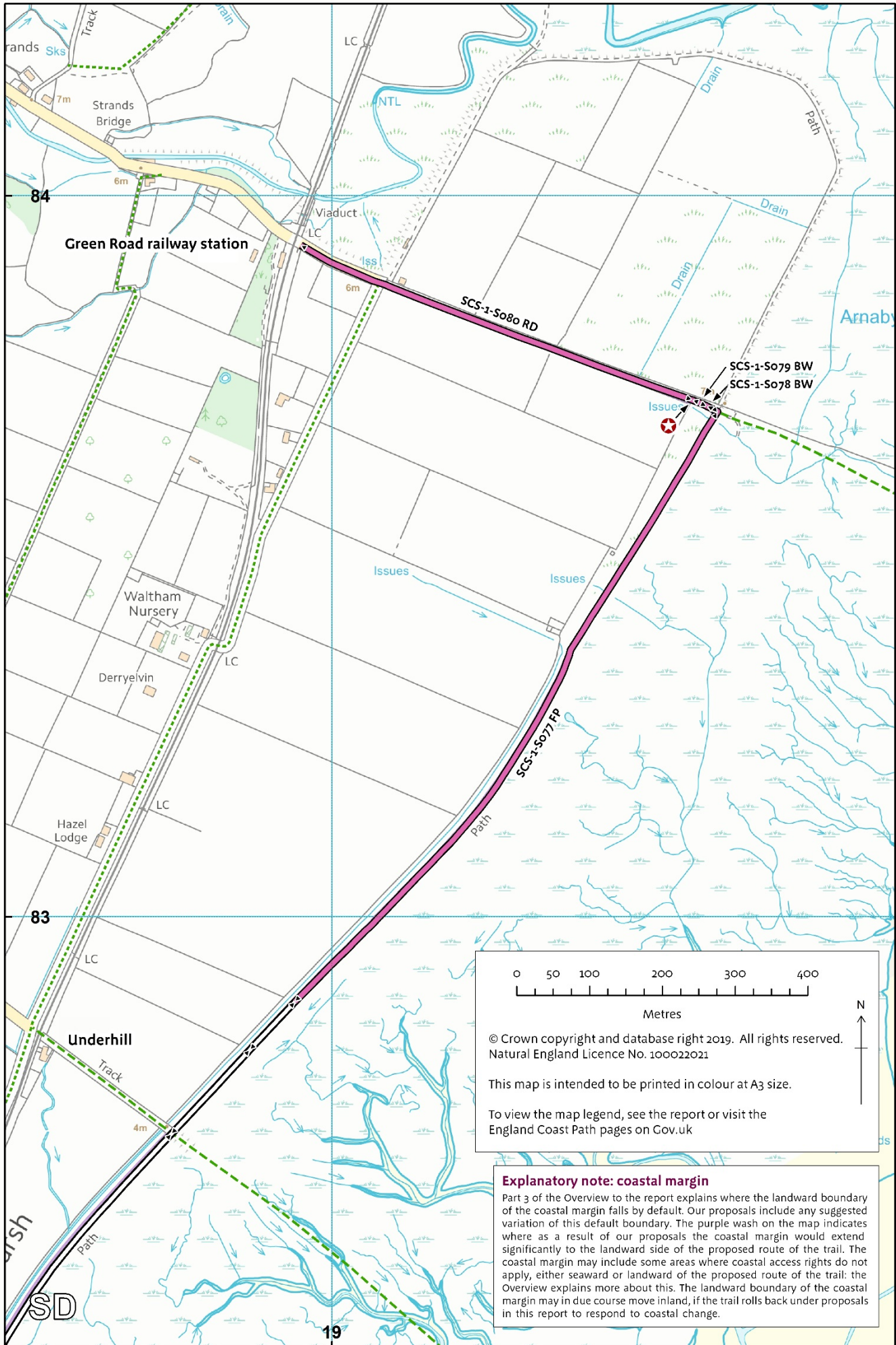
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**Directions Map SCS 1A: Black Dub**

