

England Coast Path Stretch:

Silverdale to Cleveleys

Report SDC 1: Cove Well, Silverdale to Wild Duck Hall, Bolton-le-Sands

Part 1.1: Introduction

Start Point: Cove Well, Silverdale (grid reference: SD 4567 7551)

End Point: Wild Duck Hall, Bolton-le-Sands (grid reference: SD 4798 6867)

Relevant Maps: SDC 1a to SDC 1g

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 Silverdale and Cleveleys.

1.1.2 This report covers length SDC 1 of the stretch, which is the coast between Cove Well, Silverdale and Wild Duck Hall, Bolton-le-Sands. 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 a combination of existing walked routes, including public rights of way and minor roads, 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 several sections of new path, from Shore Road, Silverdale to Heald Brow and from Crag Road to Cotestones, near Warton. See maps SDC 1a to 1b and SDC 1c to 1e and associated tables below for details.

1.2.4 Includes a section of naturally rocky cliff path south of Shore Road, together with a flight of steps facilitating access to Jack Scout. See map SDC 1a and associated tables below for details.

1.2.5 Includes a section of path across the landward edge of the saltmarsh at Warton, between Ings Point and Cotestones. See maps SDC 1d and 1e and associated tables below for details.

1.2.6 Diverts inland around Leighton Moss Nature Reserve and part of the saltmarsh at Warton. This is to take account of key nature conservation concerns, such as avoidance of impact on internationally important populations of birds. See maps SDC 1b to 1e and associated tables below for details.

1.2.7 Follows a route similar to the existing Lancashire Coastal Way but departs from this in places in order to take account of changes to the coastline and to fit better with the criteria set out in the approved Coastal Access Scheme.

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.

1.2.8 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)
- Morecambe Bay RAMSAR site
- Jack Scout Site of Special Scientific Interest (SSSI) for its wildlife interest
- Morecambe Bay SSSI for its wildlife interest
- Badger Hole, Warton Crag Scheduled Monument (SM)

Map C in the Overview shows the extent of designated areas along this stretch of coast, including SPAs, SSSIs and Scheduled Monuments.

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

1.2.9 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
SDC 1b to 1d	SDC-1-S030 to SDC-1-S054	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The proposed alignment of the trail between Quaker's Stang and Ings Point avoids sensitive areas of saltmarsh seaward of the railway line and areas of reed bed landward of the railway line. See table 1.3.3 for more information about other options considered. 	To reduce the risk of disturbance to feeding and roosting non-breeding waterbirds and ground nesting birds. (Morecambe Bay and Duddon Estuary SPA, Morecambe Bay SSSI / Ramsar site and Leighton Moss SPA / Ramsar site).
SDC 1b to 1e	SDC-1-S030 to SDC-1-S061	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ Coastal access rights will be excluded all year round on nature conservation grounds to parts of the saltmarsh and flats at Warton, enclosures at Ings Point and reed beds from Crag Foot to Barrow Scout, on the landward side of the railway line. See 1.2.23 and Directions Maps SDC 1D and 1E. 	To reduce the risk of disturbance to feeding and roosting non-breeding waterbirds and ground nesting birds. (Morecambe Bay and Duddon Estuary SPA, Morecambe Bay SSSI / Ramsar site)
SDC 1d and 1e	SDC-1-S055 to SDC-1-S057 and SDC-1-S059	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ We will install 600m of post and wire fence on the seaward side of the proposed line of the trail, to keep people and dogs to the path. See maps SCS 1d & 1e for location. ■ Once the trail is open, Natural England will ensure that arrangements are in place to check that the fence remains in good condition and repairs made promptly if necessary. <p>Note that, our proposal to install a fence alongside the trail is subject to a separate application (see 1.2.38 & 1.2.39 below). If it is not possible for a fence to be erected, options for aligning the trail in this area will need to be reconsidered.</p>	To reduce the risk of disturbance to feeding and roosting non-breeding waterbirds and ground nesting birds. (Morecambe Bay and Duddon Estuary SPA, Morecambe Bay SSSI / Ramsar site)
SDC 1e	SDC-1-S061	<p>The following design features are described elsewhere in this report:</p>	To reduce the risk of disturbance to feeding and roosting non-breeding waterbirds and ground

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		<ul style="list-style-type: none"> ■ We will install a short line of low wooden marker posts on the slag banks at the saltmarsh at Warton, along with a new information panel, at the northwest limit of the area covered by new coastal access rights. 	<p>nesting birds. (Morecambe Bay and Duddon Estuary SPA, Morecambe Bay SSSI / Ramsar site).</p> <p>The marker posts will help to make the extent of access rights clearer on the ground and the information panel will help to explain the need to protect birds nesting and roosting on the slag banks and saltmarsh from disturbance.</p>
SDC 1b to 1e	SDC-1-S030 to SDC-1-S066	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ We will install 10 information boards between Quakers Stang and the river Keer, along the proposed trail and in the coastal margin, to explain the particular sensitivities along this stretch of the coast. These will ask people to keep to the path or signed routes whilst observing any exclusions or restrictions that that are in place, and explaining the reasons for those restrictions. See maps for locations. These boards will be located in strategic locations at main access points and close to existing facilities such as car parks or viewing points. ■ We will install 15 smaller advisory signs between Quakers Stang and the river Keer along the proposed trail and in the coastal margin to remind people about how they should use the new coastal access rights given the particular sensitivities along this stretch of coast. ■ We will organise one on-site engagement event around the time of new access rights commencement, to inform people of the new access rights, restrictions and responsibilities. 	<p>To reduce the risk of disturbance to feeding and roosting non-breeding waterbirds and ground nesting birds. (Morecambe Bay and Duddon Estuary SPA, Morecambe Bay SSSI / Ramsar site)</p>

1.2.10 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; 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:

1.2.11 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 some sections of our proposed route because:

- the trail would follow an uneven grass, rocky or bare soil path on cliff tops and through woodland, agricultural land and areas of saltmarsh;
- there are steps in places where it would be necessary to ascend/descend over steeper ground.

1.2.12 We intend to install a new handrail along the steep section of the proposed route between Cove Road and The Lots, Silverdale, where tree roots and exposed limestone bedrock currently make it challenging for those with reduced mobility. We also intend to carry out some ground works between Shore Road, Silverdale and Jack Scout (including some levelling and creation of steps after taking advice from geologists and other local organisations) to improve this section of the route before the new access rights come into force, as part of the physical establishment work described below. However, this part of the trail will still be unsuitable for some less agile walkers.

Those who would rather avoid this exposed and rocky section of cliff path will be able to make an informal inland diversion, using the same route that we have proposed for the optional alternative route along minor roads between Silverdale and Jack Scout. We would clearly indicate the choices at either end of the affected route sections.

At Warton Common, we propose to install new gates, steps and sections of boardwalk to make the trail easier to use. We envisage this happening 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:

1.2.13 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the river Kent, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of the river Kent as far as the railway bridge between Arnside and Grange-over-Sands. This report includes the coast of the Kent Estuary between Wild Duck Hall and Cove Well, Silverdale. The remaining parts of the Kent Estuary are covered by our proposals in Report SDC 2: Wild Duck Hall, Bolton-le-Sands to Ocean Edge Caravan Park, Heysham and in the reports for the adjacent stretch of coast between Silecroft and Silverdale.

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

1.2.14 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, wall or edge of pavement or track, to make the extent of the new access rights clearer. See Table 1.3.1 below.

1.2.15 At Jack Scout, 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. 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 access by direction under the Countryside and Rights of Way Act (2000) in certain places along this section of coast.

Exclusion of access for land management purposes

1.2.18 The RSPB is a registered charity and relies on membership fees to help the ongoing management of the reserve at Leighton Moss. Public access under the coastal access rights is not compatible with the commercial operation of the site. Therefore the following exclusion is proposed:

1.2.19 Access to the land in the coastal margin seaward of route section SDC-1-S032 is to be excluded all year round, by direction under section 24 of the Countryside and Rights of Way Act (2000), to prevent loss of income to the RSPB. 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 SDC 1A.

Exclusion of access to the saltmarsh/flats

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

1.2.21 Access to the saltmarsh and mudflat in the coastal margin seaward of route sections SDC-1-S001 to SDC-1-S002, SDC-1-S022 to SDC-1-S030, SDC-1-079 to SDC-1-088 is to be excluded all year round, by direction under section 25A of the Countryside and Rights of Way Act (2000), as this area is unsuitable for public access. These exclusions do not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Maps SDC 1B and 1C.

Exclusion of access for nature conservation purposes

1.2.22 We consider it necessary to exclude coastal access rights over an area including reed beds at Crag Foot, Inner Marsh, parts of the saltmarsh at Warton and fields at Ings Point. The exclusion will be year-round, owing to the importance of this area for breeding birds and waterbirds that migrate to the

area over the winter months. Breeding species include: bittern in the reed beds; avocet and gulls at Inner Marsh; and, redshank, oystercatcher and ringed plover on the salt marsh at Warton. In winter, there are important high tide roosts at Inner Marsh and on the saltmarsh at Warton (Carnforth marsh) and the proposed restriction protects and provides a buffer around these sensitive areas. More details about these sensitivities are given in the Habitats Regulation Assessments and Nature Conservation Assessment relating to this area which are published alongside this report. Therefore the following exclusions are proposed:

1.2.23 Access to the land in the coastal margin seaward of route sections SDC-1-S030 and SDC-1-S031, SDC-1-S033 to SDC-1-S045 and SDC-1-S052 to SDC-1-S061 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 birds. The current open access rights and local restrictions that exist over part of the saltmarsh at Warton under Part 1 of the Countryside and Rights of Way Act (2000) will be replaced by the new coastal access rights and the exclusion proposed. This exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Maps SDC 1D and 1E.

1.2.24 These directions will not prevent or affect:

- any existing local use of the land by right 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.

1.2.25 **Optional alternative routes:** An optional alternative route is to operate as an optional diversion from the ordinary route between Shore Road and Jack Scout (between route sections SDC-1-S004 and SDC-1-S021), when it is subject to exceptionally high tides. The optional alternative route is to be at the centre of the line shown as route section SDC-1-OA001 to SDC-1-OA003 on map SDC 1a. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

1.2.26 An optional alternative route is to operate as an optional diversion from the ordinary route between Scout Crag and Cotestones farm (between route sections SDC-1-S047 and SDC-1-S061), when it is subject to exceptionally high tides. The optional alternative route is to be at the centre of the line shown as route sections SDC-1-OA004 to SDC-1-OA015 on maps SDC 1d and 1e. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

1.2.27 An optional alternative route is to operate as an optional diversion from the ordinary route between Cotestones farm and the River Keer (between route sections SDC-1-S060 and SDC-1-S066), when it is subject to exceptionally high tides. The optional alternative route is to be at the centre of the line shown as route sections SDC-1-OA015, SDC-1-OA014 & SDC-1-OA016 on maps SDC 1e. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

1.2.28 An optional alternative route is to operate as an optional diversion from the ordinary route between Galley Hall and Wild Duck Hall (between route sections SDC-1-S069 and SDC-2-S001 (refer to our separately published report SDC 2: Wild Duck Hall, Bolton-le-Sands to Ocean Edge caravan park, Heysham), when it is subject to exceptionally high tides. The optional alternative route is to be at the centre of the line shown as route section SDC-1-OA017 to SDC-1-OA033 on maps SDC 1e, 1f and 1g. It

would not have the effect of creating any additional spreading room on either the seaward or the landward side.

1.2.29 By default, an optional alternative route covers the land two metres either side of the approved line. However, by virtue of s55D(2) of the National Parks and Access to the Countryside Act 1949, where the optional alternative route follows an existing path corridor, we may propose that the trail should adopt a variable width as dictated by the existing physical features on either side. Columns 5a and 5b of table 1.3.2 describe the boundaries of the alternative route strips on any route sections where we have proposed use of this discretion in order to clarify the extent of the access strip.

1.2.30 **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.

1.2.31 Column 4 of tables 1.3.1 and 1.3.2 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 SDC 1a to 1g as the proposed route of the trail.

1.2.32 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.

On sections for which roll-back is not proposed in tables 1.3.1 or 1.3.2, the route is to be at the centre of the line shown on maps SDC 1a to 1g 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 £490,691 and is informed by:

- information already held by the access authority;
- 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 several elements to the overall cost:

- A significant number of new signs and information boards would be needed on the trail.
- New fencing will be installed alongside the trail at sensitive locations.
- 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 kissing gates, steps, stone flags, boardwalks and sleeper bridges 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	£32,719
Bridges	£33,958
Fencing	£77,660
Steps	£65,970
Highways and railways	£48,900
Boundary crossings	£22,169
Clearance, earth works and surfacing	£164,707
Project management	£44,608
Total	£490,691 (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, Lancashire 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. All such works would conform to the published standards for National Trails and the other criteria described in our Coastal Access Scheme.

1.2.38 Our proposal that the alignment of the ECP should follow the seaward side of the railway line between Ings Point and Cotestones necessitates a range of management measures (including new

signage, information, marker posts and fencing), in order to ensure that public access can be provided sustainably and without detriment to the sensitive nature conservation features of the saltmarshes at Warton (which is protected at national, European and international level). These management measures arise from and are explained in our Habitats Regulations Assessment (for European designated sites) and our Nature Conservation Assessment (for nationally designated sites). In the absence of such measures, we would be obliged to propose another ECP route, which would be further inland and, in our view, considerably less enjoyable for walkers. Longer term, we may review these arrangements, with the option to reduce, remove or otherwise modify some of the management measures if they are shown to be no longer necessary.

1.2.39 Prior to works being carried out on the ground, all necessary permissions, authorisations and consents will be obtained. These include consent for works on common land (including those linked to the management measures referred to at 1.2.38 above), under s38 of the Commons Act 2006, for which an application was submitted by Lancashire County Council, in July 2019. This application is under consideration by the Planning Inspectorate.

1.2.40 We anticipate that further work may be required to establish the trail over the railway line near Warton, including the raising of the parapet height over the bridge and its approaches. We will continue to discuss any such requirements with Network Rail.

Maintenance of the trail

1.2.41 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).

1.2.42 We estimate that the annual cost to maintain the trail will be **£7,352** (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 SDC 1a to SDC 1g: Cove Well, Silverdale to Wild Duck Hall, Bolton-le-Sands

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 1.3.3: 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 1.3.4’ 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
SDC 1a	SDC-1-S001	Public footpath	Yes - normal	No	Wall	Clarity and cohesion	
SDC 1a	SDC-1-S002	Public footpath	Yes - normal	No	Various	Clarity and cohesion	Boundary features include top of the cliff and wall
SDC 1a	SDC-1-S003	Public footpath	Yes - normal	No			
SDC 1a	SDC-1-S004*	Public highway	No	No	Edge of pavement	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
SDC 1a	SDC-1-S005*	Public highway	Yes - normal	No			
SDC 1a	SDC-1-S006* and SDC-1-S007*	Other existing walked route	Yes - See table 1.3.4	Yes - cliff	Landward edge of cliff		
SDC 1a	SDC-1-S008*	Other existing walked route	Yes - See table 1.3.4	No	Fence line	Clarity and cohesion	
SDC 1a	SDC-1-S009*	Not an existing walked route	Yes - See table 1.3.4	No	Fence line	Clarity and cohesion	
SDC 1a	SDC-1-S010*	Other existing walked route	Yes - See table 1.3.4	No	Wall	Clarity and cohesion	
SDC 1a	SDC-1-S011*	Not an existing walked route	Yes - See table 1.3.4	No	Fence line	Clarity and cohesion	
SDC 1a	SDC-1-S012* and SDC-1-S013*	Other existing walked route	Yes - See table 1.3.4	No	Various	Clarity and cohesion	Boundary features include wall and fence
SDC 1a	SDC-1-S014*	Not an existing walked route	Yes - See table 1.3.4	No	Wall	Clarity and cohesion	
SDC 1a	SDC-1-S015* and SDC-1-S016*	Other existing walked route	Yes - See table 1.3.4	No	Wall	Clarity and cohesion	
SDC 1a	SDC-1-S017*	Not an existing walked route	Yes - See table 1.3.4	No			
SDC 1a	SDC-1-S018* and SDC-1-S019*	Not an existing walked route	Yes - See table 1.3.4	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
SDC 1a and 1b	SDC-1-S020* and SDC-1-S021*	Other existing walked route	Yes - See table 1.3.4	No	Wall	Additional landward area	
SDC 1b	SDC-1-S022	Public highway	No	No	Hedgerow	Clarity and cohesion	
SDC 1b	SDC-1-S023*	Not an existing walked route	No	No	Fence line	Clarity and cohesion	
SDC 1b	SDC-1-S024*	Not an existing walked route	No	No			
SDC 1b	SDC-1-S025*	Not an existing walked route	No	No	Fence line	Clarity and cohesion	
SDC 1b	SDC-1-S026* to SDC-1-S028	Not an existing walked route	No	No			
SDC 1b	SDC-1-S029*	Public footpath	No	No	Edge of path	Clarity and cohesion	
SDC 1b	SDC-1-S030*	Other existing walked route	No	No	Fence line	Clarity and cohesion	
SDC 1b	SDC-1-S031*	Public footpath	No	No	Fence line	Clarity and cohesion	
SDC 1c	SDC-1-S032*	Other existing walked route	No	No	Edge of track	Clarity and cohesion	
SDC 1c	SDC-1-S033*	Public footpath	No	No	Edge of track	Clarity and cohesion	
SDC 1c	SDC-1-S034*	Not an existing walked route	No	No	Wall	Clarity and cohesion	
SDC 1c	SDC-1-S035*	Not an existing	No	No	Various	Clarity and cohesion	Boundary features

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					include wall and fence
SDC 1c	SDC-1-S036*	Public highway	No	No			
SDC 1c	SDC-1-S037*	Public footway (pavement)	No	No	Edge of pavement	Clarity and cohesion	
SDC 1c	SDC-1-S038* and SDC-1-S039*	Public highway	No	No			
SDC 1c	SDC-1-S040*	Not an existing walked route	No	No	Wall	Clarity and cohesion	
SDC 1c	SDC-1-S041*	Other existing walked route	No	No	Wall	Clarity and cohesion	
SDC 1c	SDC-1-S042*	Public highway	No	No			
SDC 1c	SDC-1-S043*	Not an existing walked route	No	No	Wall	Clarity and cohesion	
SDC 1c	SDC-1-S044*	Not an existing walked route	No	No	Fence line	Clarity and cohesion	
SDC 1c	SDC-1-S045*	Not an existing walked route	No	No	Wall	Clarity and cohesion	
SDC 1c	SDC-1-S046*	Not an existing walked route	No	No	Fence line	Clarity and cohesion	
SDC 1c	SDC-1-S047*	Not an existing walked route	No	No			
SDC 1d	SDC-1-S048*	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
SDC 1d	SDC-1-S049*	Public highway	No	No			
SDC 1d	SDC-1-S050*	Not an existing walked route	No	No	Edge of path	Clarity and cohesion	
SDC 1d	SDC-1-S051* to SDC-1-S053*	Not an existing walked route	No	No			
SDC 1d	SDC-1-S054*	Not an existing walked route	No	No	Wall	Clarity and cohesion	
SDC 1d	SDC-1-S055*	Not an existing walked route	No	No	Fence line	Clarity and cohesion	
SDC 1d	SDC-1-S056* and SDC-1-S057*	Not an existing walked route	No	No	Wall	Clarity and cohesion	
SDC 1e	SDC-1-S058*	Not an existing walked route	No	No			
SDC 1e	SDC-1-S059*	Not an existing walked route	No	No	Wall	Clarity and cohesion	
SDC 1e	SDC-1-S060*	Not an existing walked route	No	No			
SDC 1e	SDC-1-S061	Other existing walked route	No	No	Landward edge of road	Clarity and cohesion	
SDC 1e	SDC-1-S062	Other existing walked route	No	No	Fence line	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
SDC 1e	SDC-1-S063 to SDC-1-S065	Other existing walked route	No	No	Various	Clarity and cohesion	Boundary features include hedgerow and fence
SDC 1e	SDC-1-S066	Other existing walked route	No	No	Landward edge of road	Clarity and cohesion	
SDC 1e	SDC-1-S067	Other existing walked route	No	No	Fence line	Clarity and cohesion	
SDC 1e	SDC-1-S068 to SDC-1-S070	Public highway	No	No			
SDC 1e	SDC-1-S071	Other existing walked route	No	No	Seaward edge of road	Clarity and cohesion	
SDC 1e	SDC-1-S072	Other existing walked route	No	No	Fence line	Clarity and cohesion	
SDC 1f	SDC-1-S073 to SDC-1-S075	Other existing walked route	No	No	Hedge bank	Clarity and cohesion	
SDC 1f	SDC-1-S076	Not an existing walked route	Yes - See table 1.3.4	No	Edge of path	Clarity and cohesion	
SDC 1f	SDC-1-S077 and SDC-1-S078	Not an existing walked route	Yes - See table 1.3.4	No	Fence line	Clarity and cohesion	
SDC 1f	SDC-1-S079	Other existing walked route	No	No	Fence line	Clarity and cohesion	
SDC 1f	SDC-1-S080	Other existing walked route	No	No	Various	Clarity and cohesion	Boundary features include fence

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
							and base of bank
SDC 1f	SDC-1-S081	Public footpath	No	No	Base of slope	Clarity and cohesion	
SDC 1f and 1g	SDC-1-S082 and SDC-1-S083	Public footpath	No	No	Hedge bank	Clarity and cohesion	
SDC 1g	SDC-1-S084	Public footpath	No	No	Edge of track	Clarity and cohesion	
SDC 1g	SDC-1-S085 to SDC-1-S087	Public highway	No	No	Landward edge of road	Clarity and cohesion	
SDC 1g	SDC-1-S088	Other existing walked route	No	No	Landward edge of road	Clarity and cohesion	

1.3.2 Optional alternative route details – Maps SDC 1a to SDC 1g: Cove Well, Silverdale to Wild Duck Hall, Bolton-le-Sands

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 1.3.3: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section.
3. Column 4 – ‘Yes – see table 1.3.4’ 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 and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Columns 5a and 5b – An entry in either or both of these columns denotes a proposal to align the seaward or landward boundary (as the case may be) of this section of the alternative route strip with the physical feature(s) shown. No text in the column means no such proposal, meaning that the edge of the alternative route strip would be at the default width of 2 metres on the relevant side of the route’s centre line.

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed ? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
SDC 1a	SDC-1-OA001 and SDC-1-OA002	Public highway	No	Edge of road		
SDC 1a	SDC-1-OA003	Other existing walked route	Yes - See table 1.3.4	Fence	Wall	
SDC 1d	SDC-1-OA004	Public footpath	No	Edge of path	Edge of path	
SDC 1d	SDC-1-OA005	Public highway	No	Edge of road		
SDC 1d	SDC-1-OA006	Other existing walked route	No		Hedgerow	
SDC 1d	SDC-1-OA007	Public footpath	No	Track	Hedgerow	
SDC 1d	SDC-1-OA008	Public footpath	No	Track	Wall	
SDC 1d	SDC-1-OA009	Public highway	No			
SDC 1d	SDC-1-OA010	Public footway (pavement)	No	Edge of pavement	Various	Boundary features include

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed ? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
						walls and fences
SDC 1d	SDC-1-OA011	Public highway	No			
SDC 1d	SDC-1-OA012	Public footway (pavement)	No	Edge of pavement	Various	Boundary features include walls and fences
SDC 1d and 1e	SDC-1-OA013 and SDC-1-OA014	Public highway	No		Various	Boundary features include walls, fences and hedgerow
SDC 1e	SDC-1-OA015	Other existing walked route	No			
SDC 1e	SDC-1-OA016	Other existing walked route	No	Various	Fence line	Boundary features include wall and fence
SDC 1e	SDC-1-OA017	Public footpath	No			
SDC 1e	SDC-1-OA018 and SDC-1-OA019	Other existing walked route	No			
SDC 1e	SDC-1-OA020 and SDC-1-OA021	Not an existing walked route	No			
SDC 1e	SDC-1-OA022	Public footpath	No			
SDC 1e	SDC-1-OA023	Public footpath	No		Edge of road	
SDC 1f	SDC-1-OA024 and SDC-1-OA025	Public highway	No	Edge of road	Edge of road	
SDC 1f	SDC-1-OA026	Public footpath	No	Edge of track	Various	Boundary features include edge of track then edge of path through arable land
SDC 1f	SDC-1-OA027 and SDC-1-OA028	Public footpath	No			

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed ? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
SDC 1f	SDC-1-OA029	Public highway	No	Edge of road	Edge of road	
SDC 1g	SDC-1-OA030 and SDC-1-OA031	Public footway (pavement)	No	Edge of pavement	Edge of pavement	
SDC 1g	SDC-1-OA032	Public highway	No	Edge of road		
SDC 1g	SDC-1-OA033	Public footpath	Yes - see table 1.3.4	Edge of road	Fence	

1.3.3 Other options considered – Maps SDC 1a to SDC 1e: Cove Well, Silverdale to Wild Duck Hall, Bolton-le-Sands

Map(s)	Route section number(s)	Other option(s) considered	Reasons for not proposing this option
SDC 1a and 1b	SDC-1-S004 to SDC-2-S021	We considered aligning the trail along Lindeth Road, from Shore Road to Jenny Brown's Point.	<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. <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>The Lindeth Road route will also be available to those who would rather avoid the main cliff-top trail route at times when the optional alternative route is in operation, or informally at other times using highway rights and the existing walked route across the newly created coastal margin (SDC-1-OA003).</p>
SDC 1a	SDC-1-S007 to SDC-1-S016	We considered aligning the trail in the fields on the landward side of the field boundary that runs along the cliff top between Shore Road and Jack Scout.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to the sea and maintains better views of the sea, and ■ it largely avoids fields typically containing livestock. <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>
SDC 1b	SDC-1-S023 to SDC-1-S027	<p>We considered aligning the trail in front of the cottages at Brown's Houses.</p> <p>(Subsequent to the completion of our ECP planning work in this area, we were made aware of the outcome of a public rights of way enquiry, which confirms the existence of a public footpath on the access road between Brown's</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ although the recently confirmed public footpath would allow walkers to avoid the most difficult area of the foreshore, it would still involve crossing an area of foreshore below exposed, sloping limestone pavement, that is regularly inundated at high tides. <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>

Map(s)	Route section number(s)	Other option(s) considered	Reasons for not proposing this option
		Houses and the top of the foreshore).	
SDC 1b	SDC-1-S029 to SDC-1-S031	We considered aligning the trail along the public footpath from Heald Brow to Quaker's Stang. See Other options considered map SDC 1 – Quaker Stang to Cotestones.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to the sea and maintains better views of the sea; ■ the existing public footpath is not well used; and ■ most walkers currently follow the line that we have proposed. <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>
SDC 1b to 1d	SDC-1-S031 to SDC-1-S055	We considered aligning the trail from Quaker's Stang to Ings Point across the marsh on the seaward side of the railway line. See Other options considered map SDC 1 – Quaker Stang to Cotestones.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ establishing a new path here would significantly impact on use of the salt marsh by breeding and non-breeding birds; and ■ substantial works would be required, in order to create a path in this area, which is typically largely under water and prone to further tidal inundation. <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>
SDC 1c and 1d	SDC-1-S033 to SDC-1-S053	We considered aligning the trail from Quaker's Stang to Ings Point on the landward side of the railway line. See Other options considered map SDC 1 – Quaker Stang to Cotestones.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ a new path would need to be established through reed beds that are being managed to provided supporting habitat for bittern and other birds; and ■ the area is also very wet underfoot, and would require substantial works to create a viable path. <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>

Map(s)	Route section number(s)	Other option(s) considered	Reasons for not proposing this option
SDC 1c to 1e	SDC-1-S035 to SDC-1-S060	We considered aligning the trail from Crag Foot to Cotestones, along New Road. See Other options considered map SDC 1 – Quaker Stang to Cotestones.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ there is no footway on the majority of New Road, which sees high traffic speeds and has many bends with restricted visibility. Furthermore, we concluded that it would not be viable to create a footway adjacent to some of the more dangerous parts of this road; and ■ despite the proposed route being further inland between sections SDC-1-S035 and SDC-1-S048, it maintains better views of the sea (due to its elevation). <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>
SDC 1d and 1e	SDC-1-S053 to SDC-1-S060	We considered aligning the trail through the fields from Ings Point to Cotestones on the landward side of the railway line. See Other options considered map SDC 1 – Quaker Stang to Cotestones.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to and provides better views of the coast (as the railway embankment largely prevents views to seaward); ■ the land just landward of the railway embankment is low-lying and frequently very wet, so substantial works would be required in order to create a viable path; and ■ there would be a significant impact on the particular management regime through the agricultural fields. <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>
SDC 1c to 1e	SDC-1-S039 to SDC-1-S060	We considered aligning the trail from Crag Foot to Cotestones along the higher, minor road (Crag Road) before returning via existing public rights of way, road and pavements. See Other options considered map SDC 1 –	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is generally off the highway, and is closer to the sea, providing better views; and ■ It is slightly more direct and incorporates the opportunity to walk along the landward edge of Warton Common (which would

Map(s)	Route section number(s)	Other option(s) considered	Reasons for not proposing this option
		Quaker Stang to Cotestones.	<p>otherwise be less experienced by walkers on the ECP).</p> <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>Part of this option will however form part of the proposed optional alternative route that people could use to avoid the main trail at times of high tides and flooding.</p>
SDC 1d	SDC-1-S048 to SDC-1-S060	We considered aligning the trail through the woodland to the east of Scout Crag, then along the disused mineral railway line to Cotestones. See Other options considered map SDC 1 – Quaker Stang to Cotestones.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to and provides better views of the coast (as the railway embankment largely prevents views to seaward); and ■ there would be a significant impact on the particular management regime towards the southern end of the disused line (which is immediately adjacent to New Road and is now an agricultural roadway). <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>

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

1.3.4 Roll-back implementation – more complex situations: Map(s) SDC 1a, SDC 1b, SDC 1f and SDC 1g: Cove Well, Silverdale to Wild Duck Hall, Bolton-le-Sands

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
SDC 1a and 1b	SDC-1-S006 to SDC-1-S021 and SDC-1-OA003	<ul style="list-style-type: none"> ■ Morecambe Bay Special Area of Conservation (SAC) ■ Morecambe Bay Special Protection Area/Duddon Estuary (SPA) ■ Morecambe Bay Ramsar site ■ Jack Scout Site of Special Scientific Interest (SSSI) for its geological /wildlife interest ■ Morecambe Bay Site of SSSI for its geological / wildlife interest 	<p>■ If it is no longer possible to find a viable route seaward of the designated site (e.g. SSSI, SAC, SPA, SAM), whose 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 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>
SDC 1f and 1g	SDC-1-S076 to SDC-1-S078; SDC-1-OA033	<ul style="list-style-type: none"> ■ Morecambe Bay Special Area of Conservation (SAC) ■ Morecambe Bay Special Protection Area/Duddon Estuary (SPA) ■ Morecambe Bay Ramsar site ■ Morecambe Bay Site of Special Scientific Interest (SSSI) for its geological / wildlife interest 	As above

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 1.4: Proposals Maps

1.4.1 Map Index

Map reference	Map title
SDC 1a	Cove Well, Silverdale to Jack Scout
SDC 1b	Jack Scout to Quaker's Stang
SDC 1c	Quaker's Stang to Scout Crag Caravan Park
SDC 1d	Scout Crag Caravan Park to Cotestones Farm
SDC 1e	Cotestones Farm to Edenbrook House
SDC 1f	Edenbrook House to Bay View Holiday Park
SDC 1g	Bay View Holiday Park to Wild Duck Hall
SDC1 Other options considered	Quaker Stang to Cotestones
Directions Map SDC 1A	Leighton Moss: Proposed direction under s24 CROW
Directions Map SDC 1B	Silverdale: Proposed direction under s25A CROW
Directions Map SDC 1C	Warton Sands: Proposed direction under s25A CROW
Directions Map SDC 1D	Leighton Moss: Proposed direction under s26(3)(a) CROW
Directions Map SDC 1E	Scout Crag to Cotestones and Warton Sands: 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:

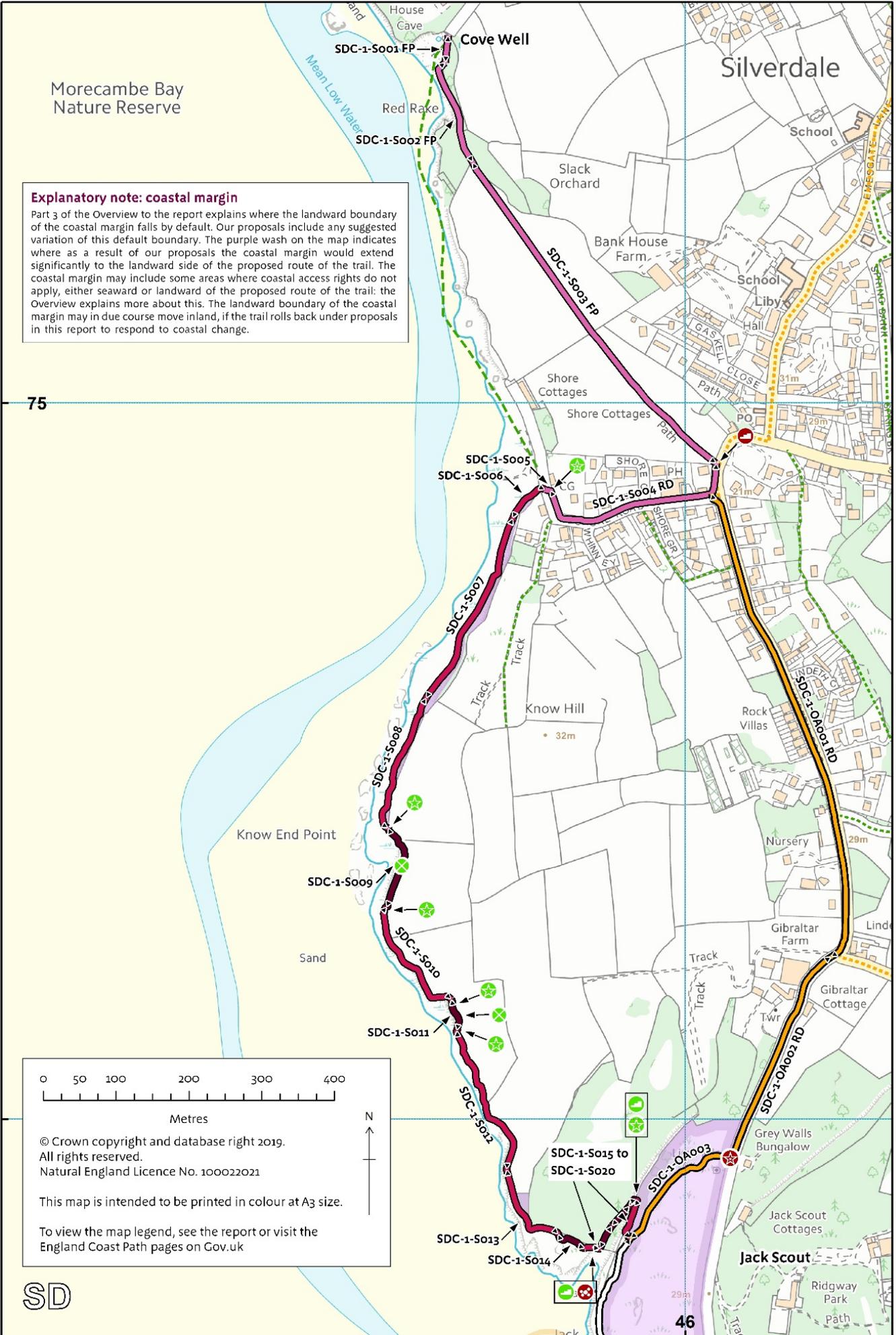
- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps
- Series of marker posts

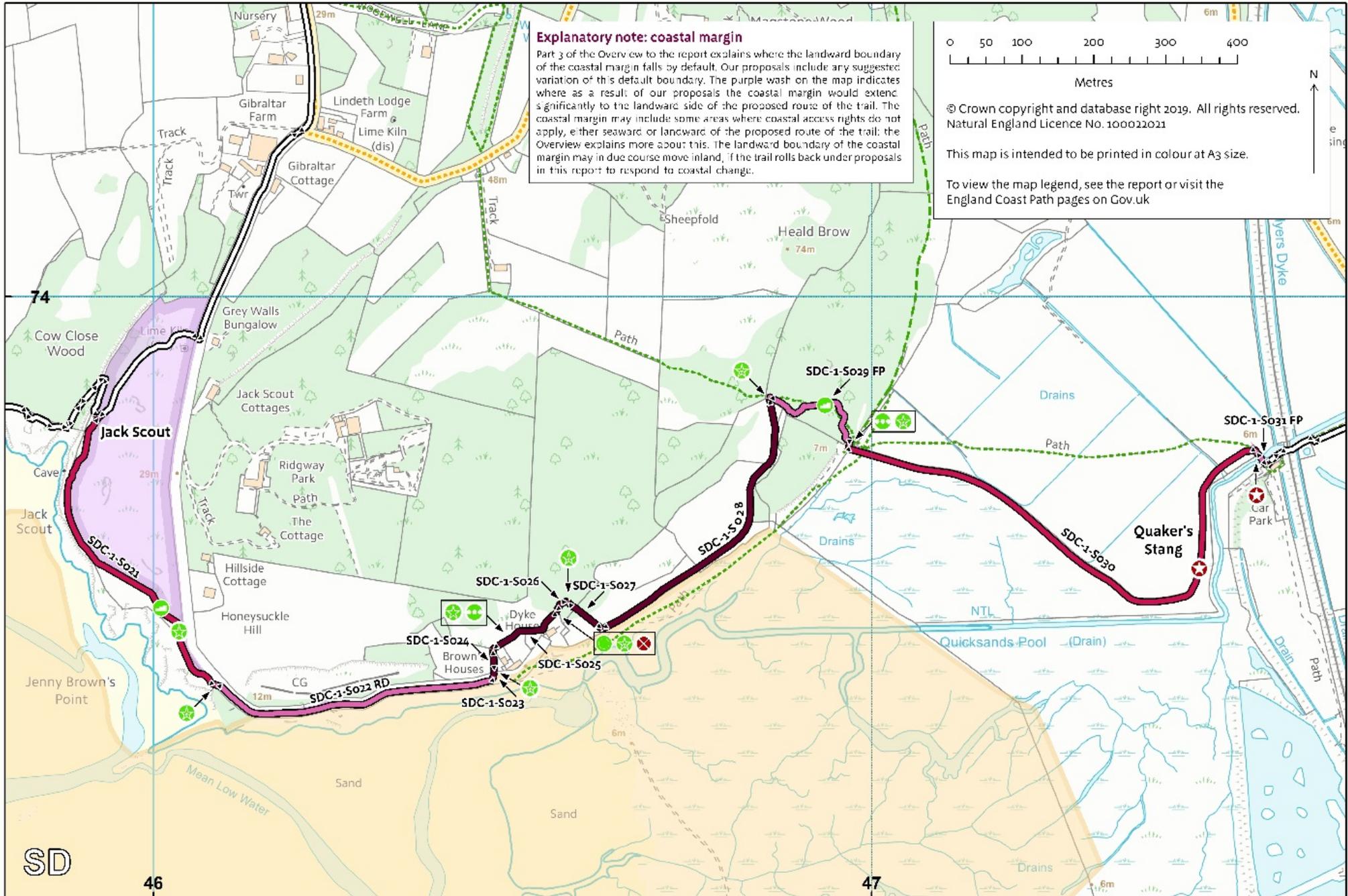
Infrastructure status

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

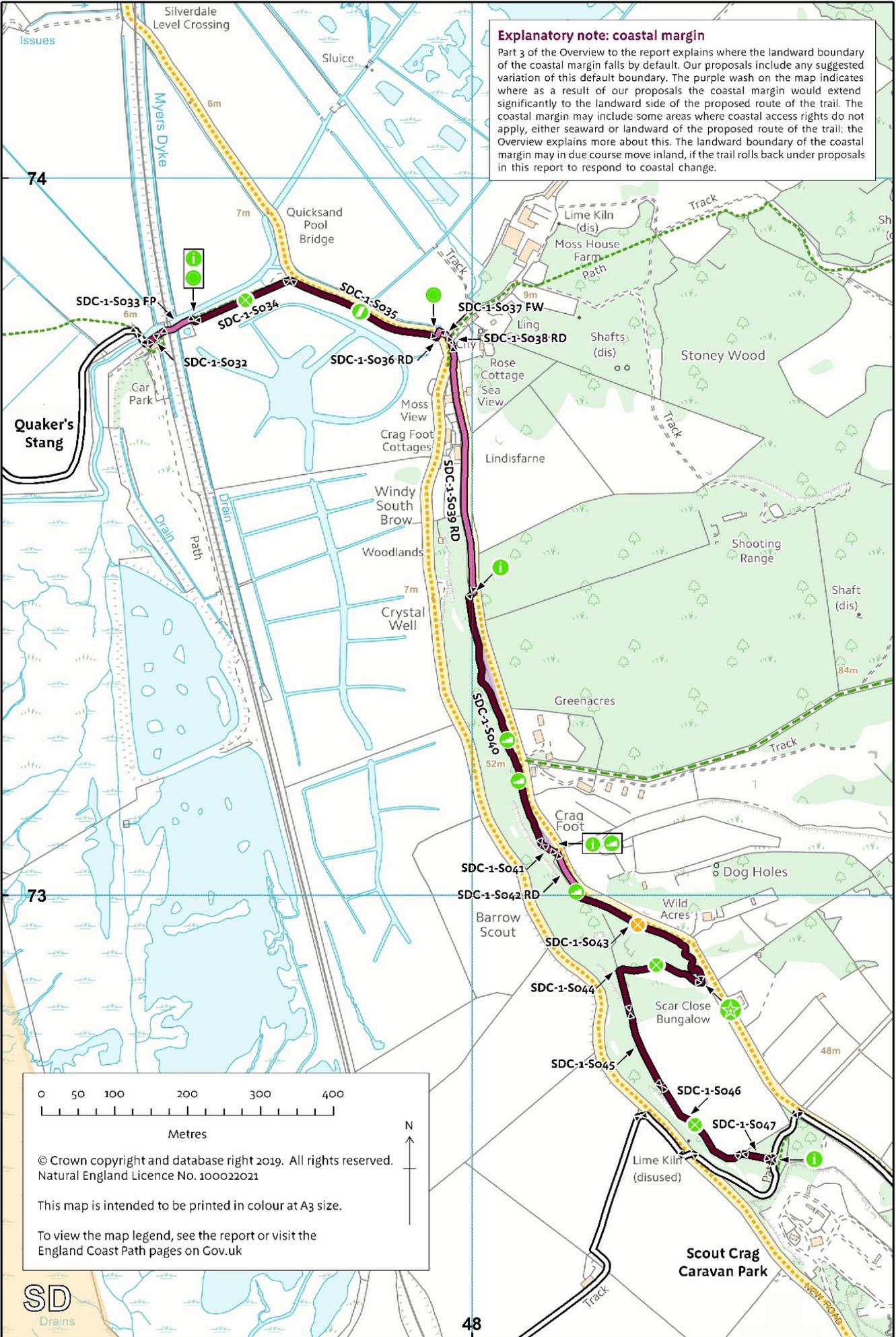
- Existing steps to be retained
- New steps required
- Existing steps to be removed

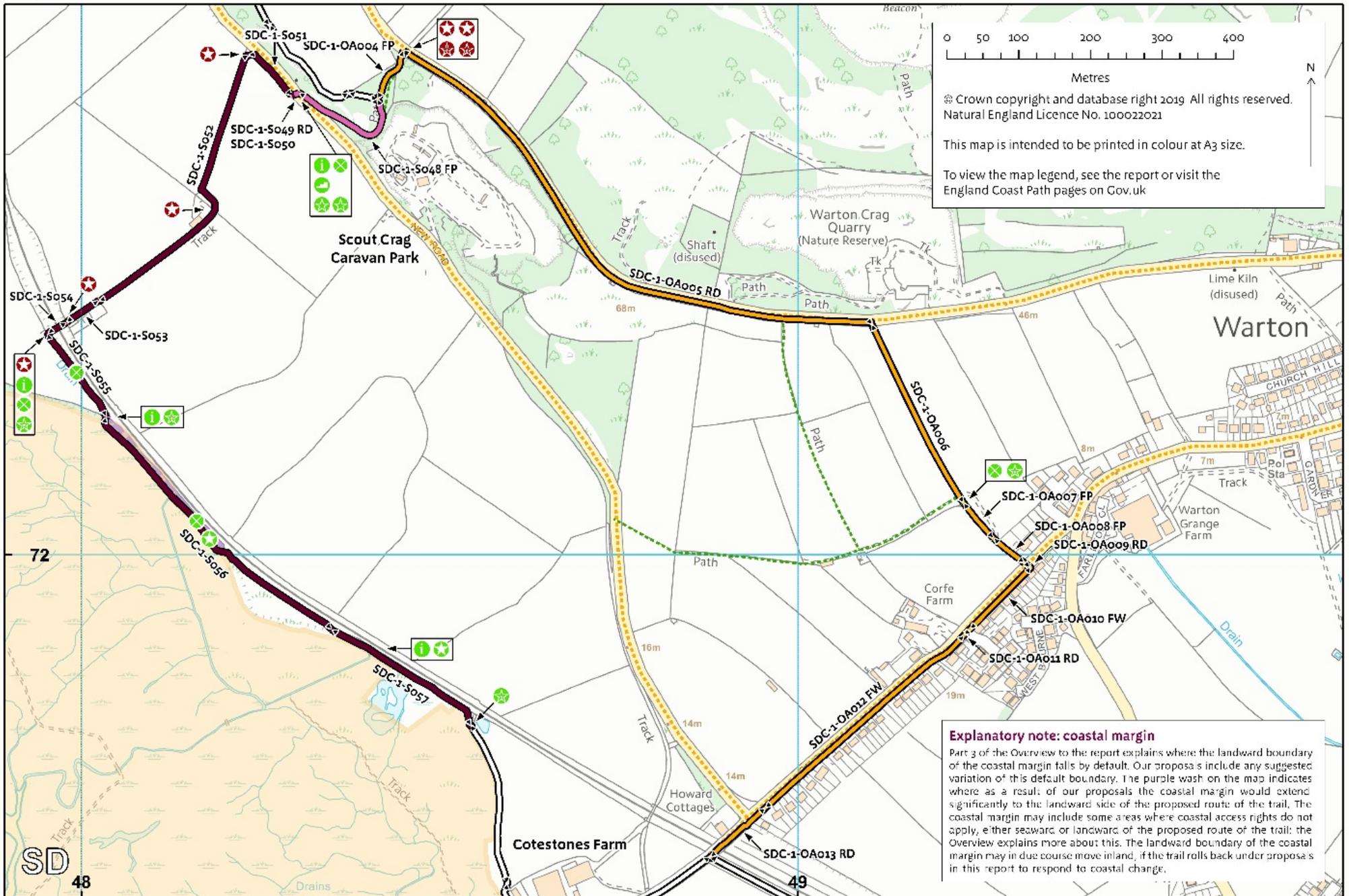
* Please note that the items in this legend may not all be present on an individual map or report.





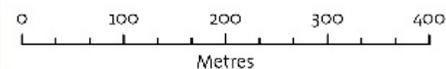
Map SDC 1b: Jack Scout to Quaker's Stang





Explanatory note: coastal margin

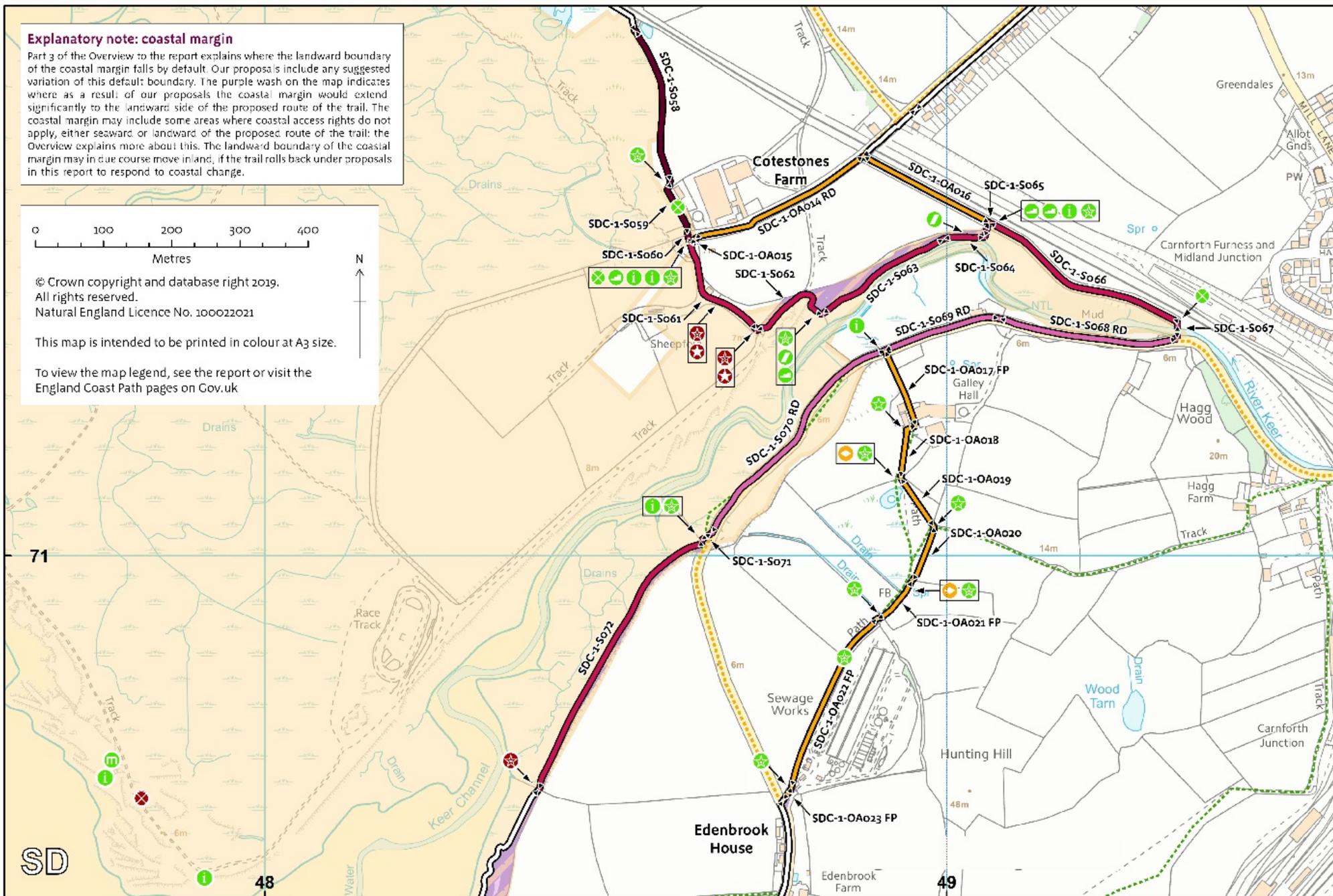
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly 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.



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To view the map legend, see the report or visit the England Coast Path pages on Gov.uk



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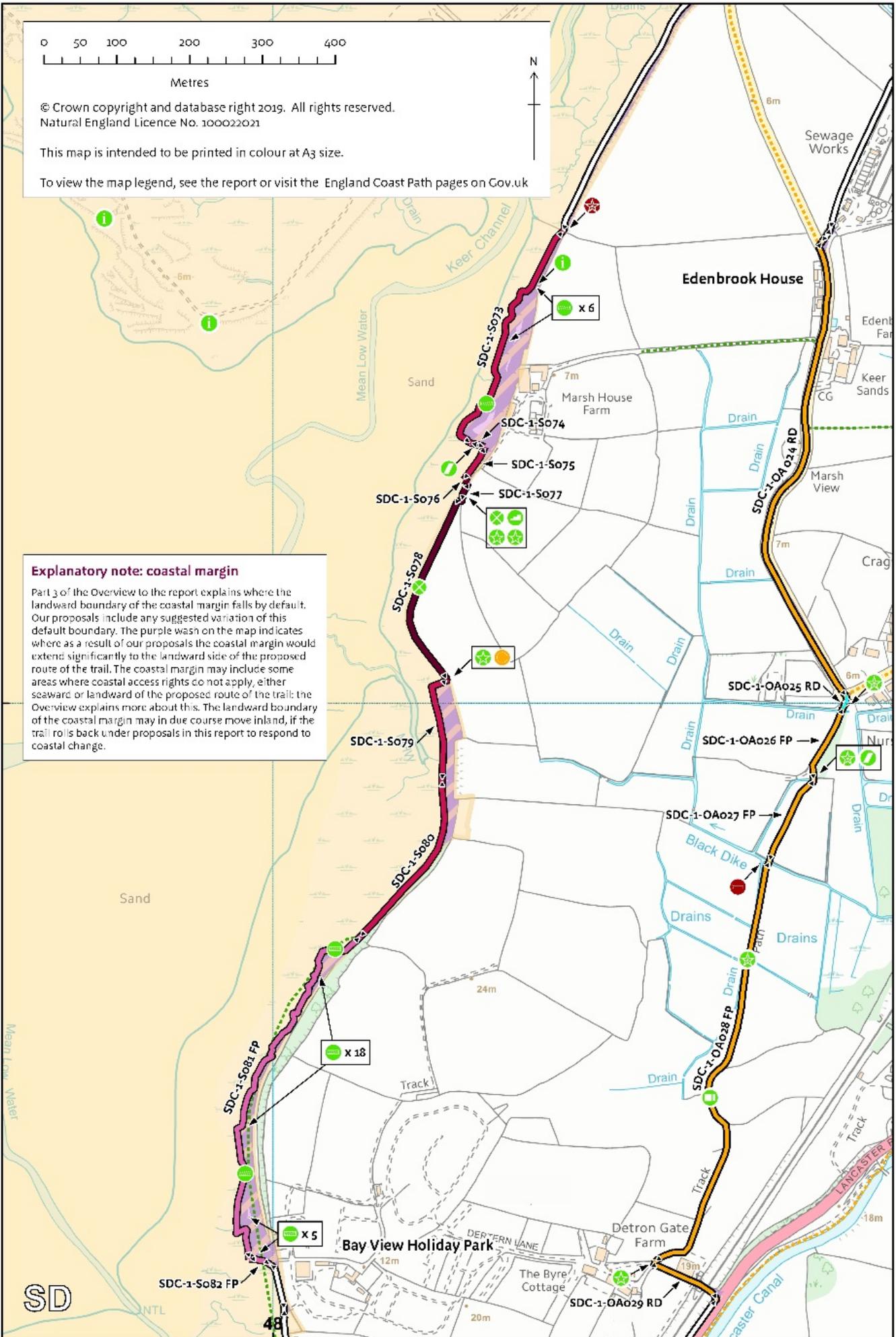
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To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

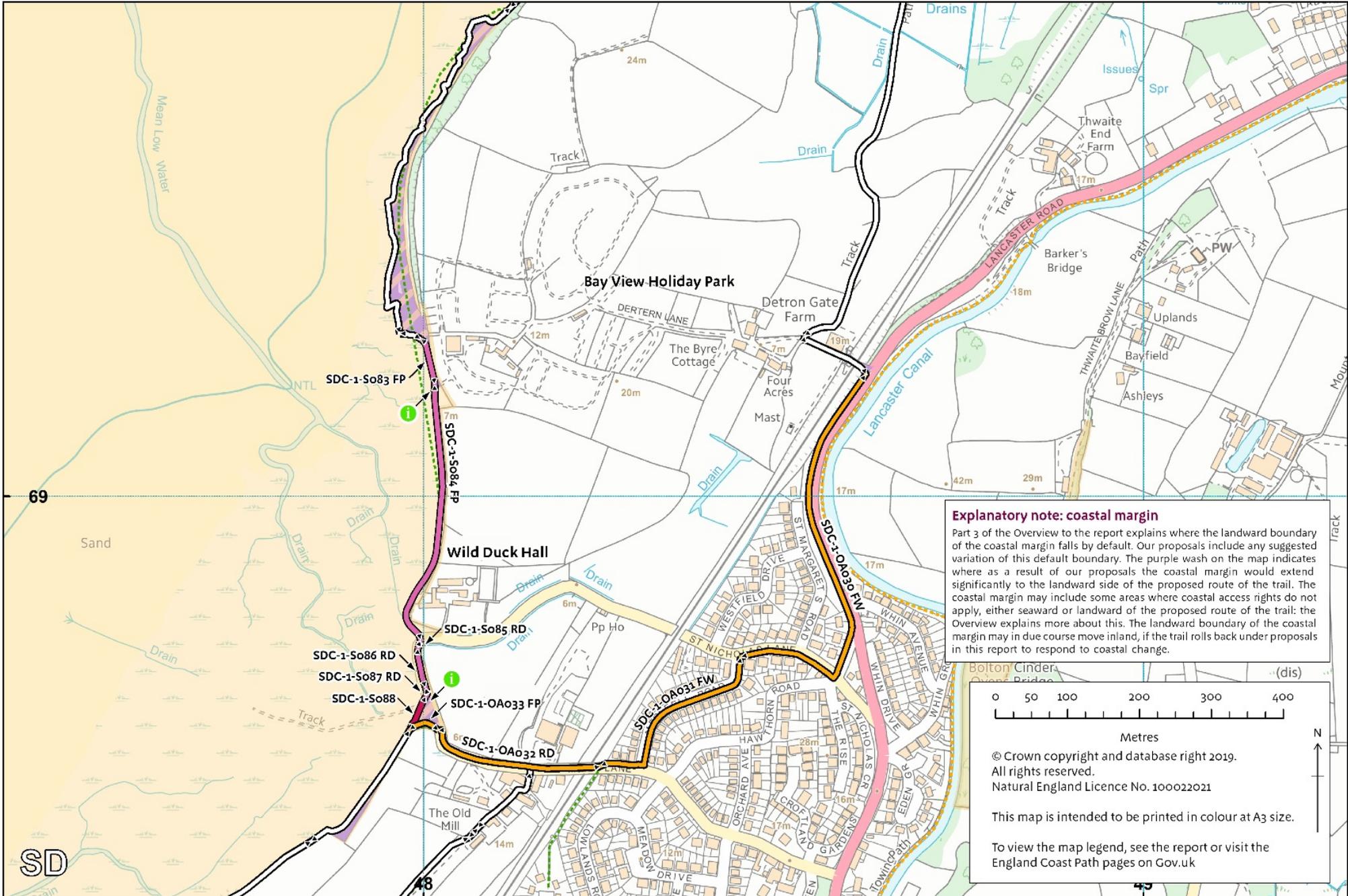
Explanatory note: coastal margin

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.



SD

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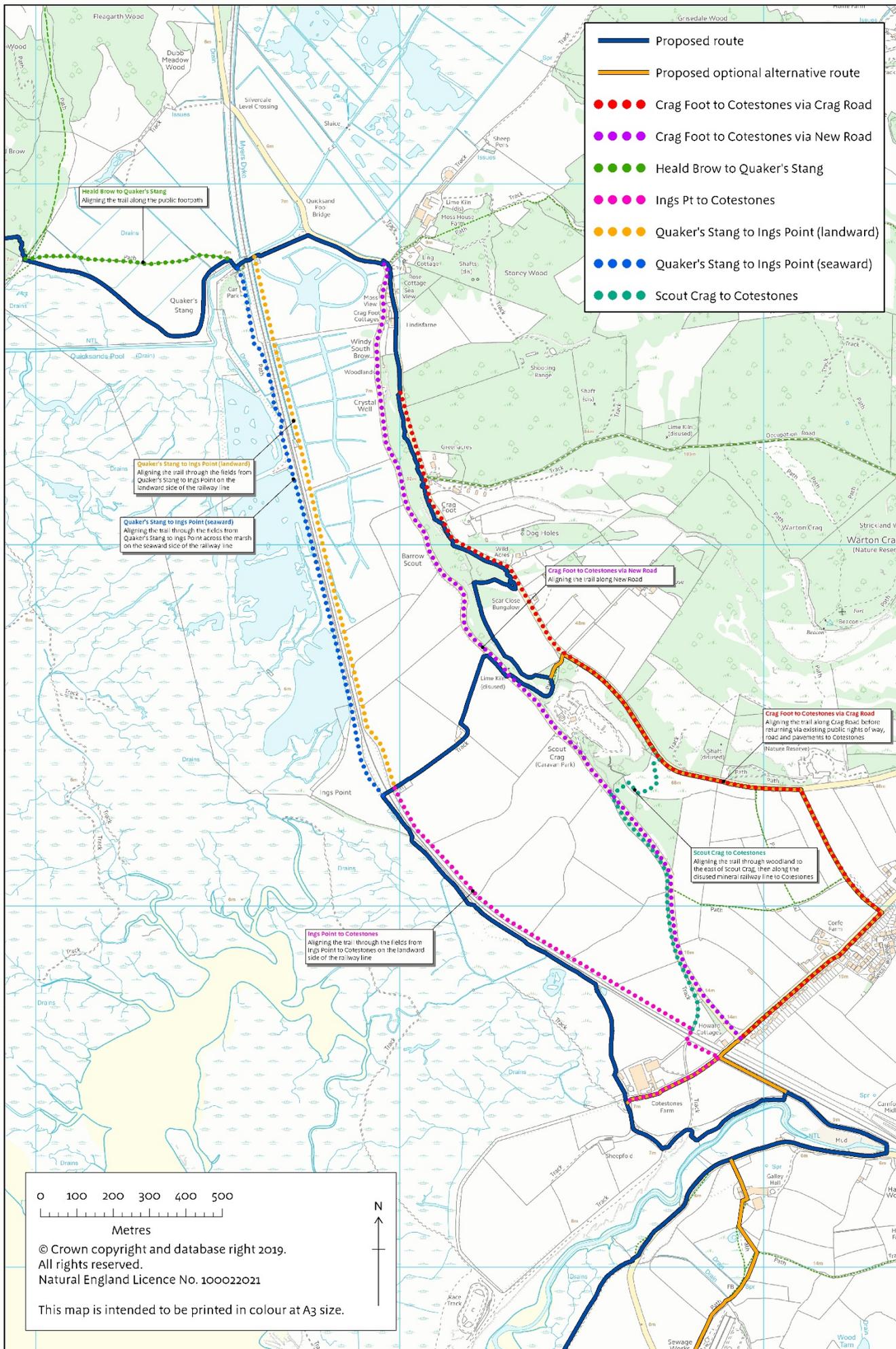


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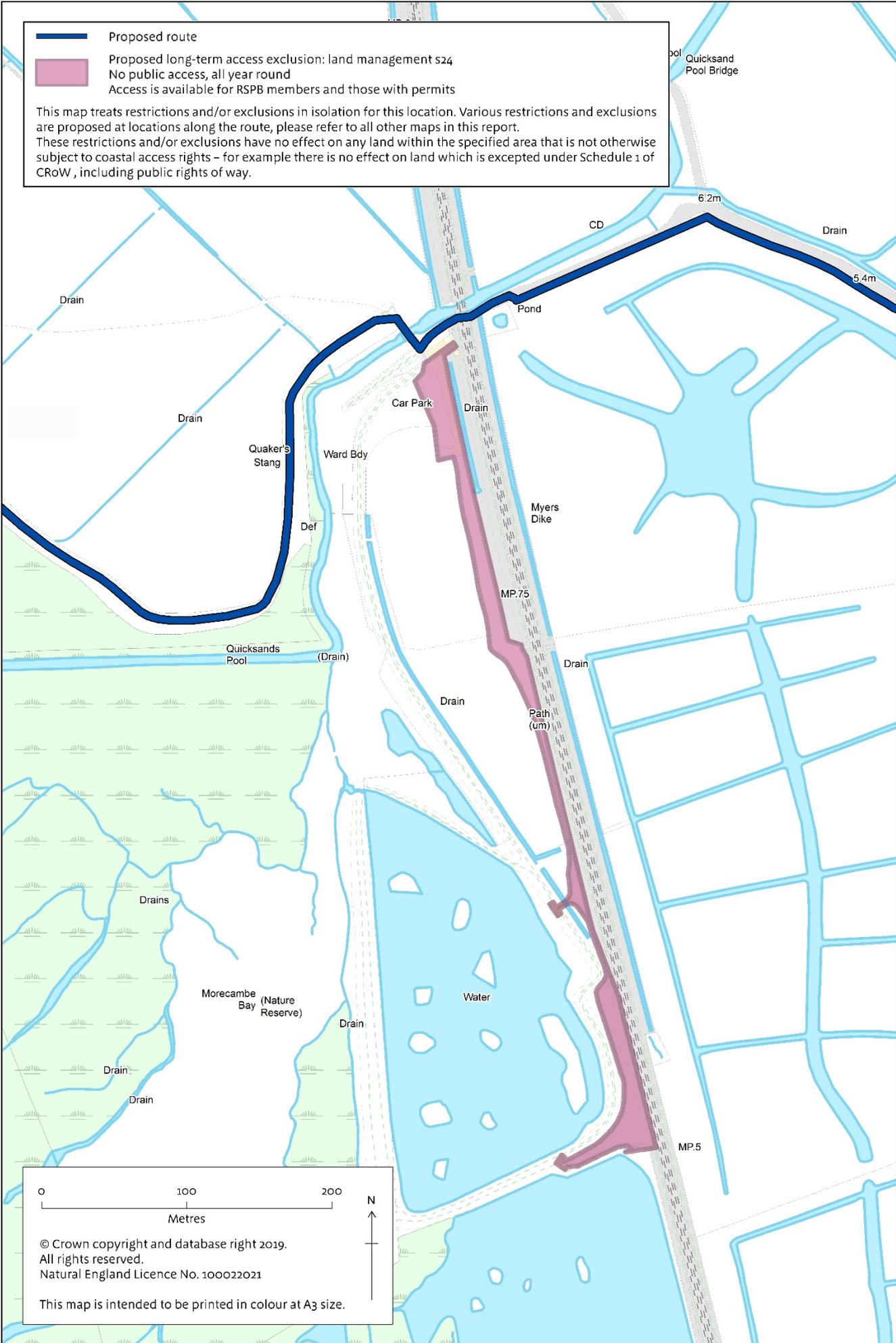


0 100 200 300 400 500
Metres

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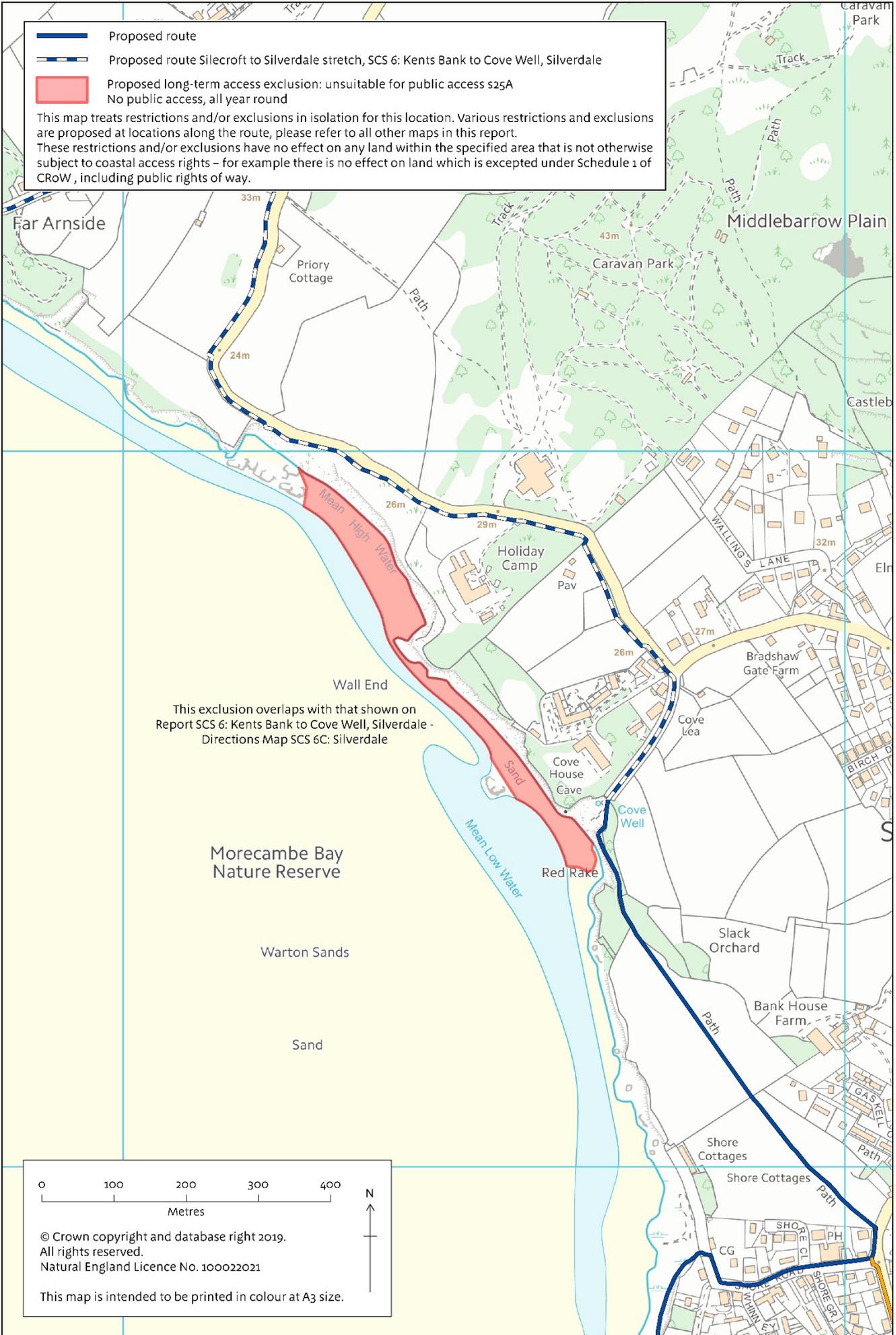
Proposed route
 Proposed long-term access exclusion: land management s24
 No public access, all year round
 Access is available for RSPB members and those with permits
 This map treats restrictions and/or exclusions in isolation for this location. Various restrictions and exclusions are proposed at locations along the route, please refer to all other maps in this report. These restrictions and/or exclusions have no effect on any land within the specified area that is not otherwise subject to coastal access rights – for example there is no effect on land which is excepted under Schedule 1 of CROW, including public rights of way.



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— Proposed route
— Proposed route Silcroft to Silverdale stretch, SCS 6: Kents Bank to Cove Well, Silverdale
 Proposed long-term access exclusion: unsuitable for public access s25A
 No public access, all year round

This map treats restrictions and/or exclusions in isolation for this location. Various restrictions and exclusions are proposed at locations along the route, please refer to all other maps in this report.
 These restrictions and/or exclusions have no effect on any land within the specified area that is not otherwise subject to coastal access rights – for example there is no effect on land which is excepted under Schedule 1 of CRoW, including public rights of way.



This exclusion overlaps with that shown on Report SCS 6: Kents Bank to Cove Well, Silverdale - Directions Map SCS 6C: Silverdale

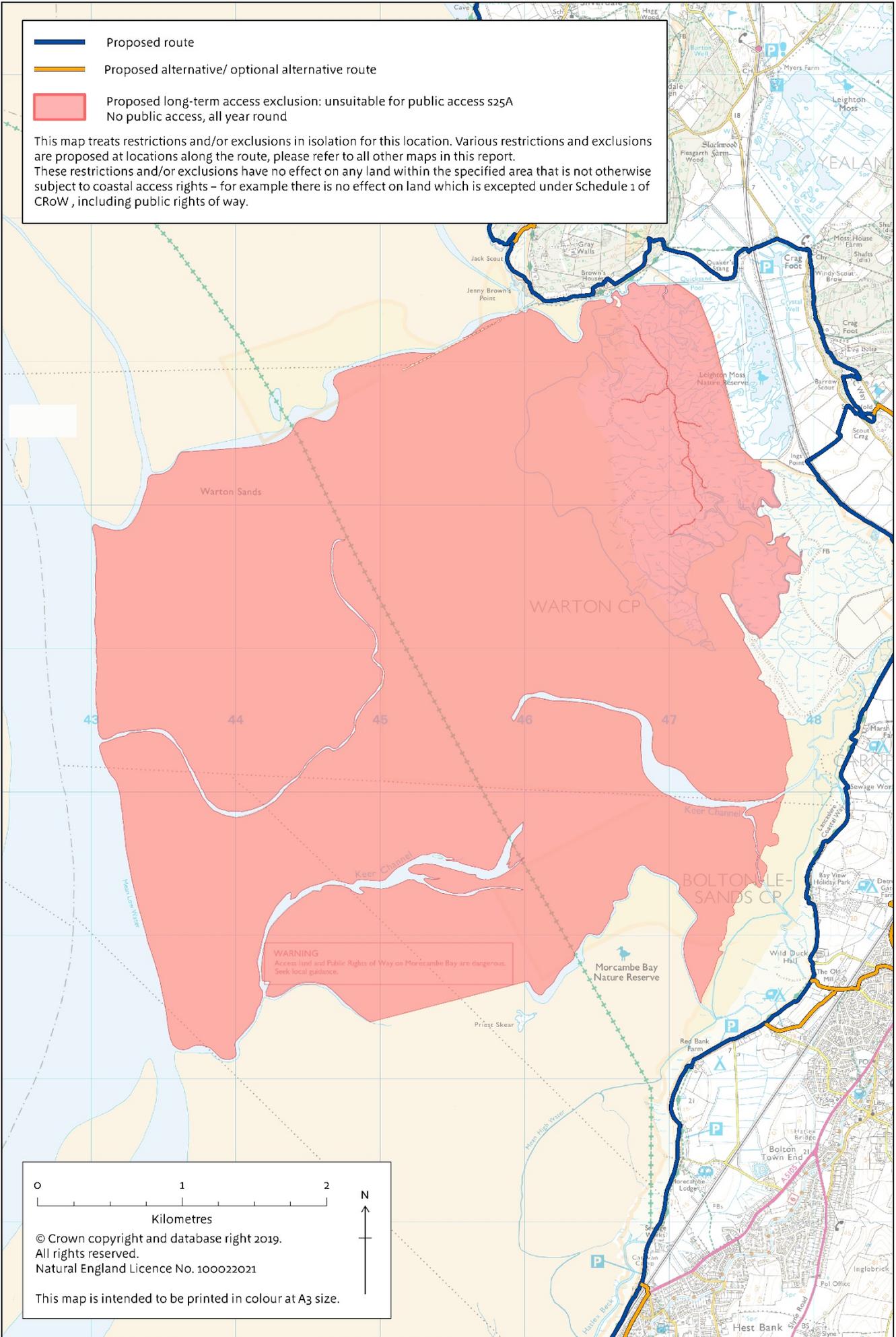
0 100 200 300 400
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-  Proposed route
-  Proposed alternative/ optional alternative route
-  Proposed long-term access exclusion: unsuitable for public access s25A
No public access, all year round

This map treats restrictions and/or exclusions in isolation for this location. Various restrictions and exclusions are proposed at locations along the route, please refer to all other maps in this report. These restrictions and/or exclusions have no effect on any land within the specified area that is not otherwise subject to coastal access rights – for example there is no effect on land which is excepted under Schedule 1 of CRow, including public rights of way.



WARNING
 Access land and Public Rights of Way on Morcombe Bay are dangerous. Seek local guidance.

0 1 2
 Kilometres

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