



England Coast Path Stretch:

Silverdale to Cleveleys

Report SDC 2: Wild Duck Hall, Bolton-le-Sands to Ocean Edge Caravan Park, Heysham

Part 2.1: Introduction

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

End Point: Ocean Edge Caravan Park, Heysham (grid reference: SD 4041 5912)

Relevant Maps: SDC 2a to SDC 2h

2.1.1 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.

2.1.2 This report covers length SDC 2 of the stretch, which is the coast between Wild Duck Hall, Bolton-le-Sands and Ocean Edge Caravan Park, Heysham. 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.

2.1.3 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.

2.1.4 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 2.2: Proposals Narrative

The trail:

2.2.1 Generally follows existing walked routes, including public rights of way and minor roads, along most of this length.

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

2.2.3 Includes a short section of new path at Heysham Nature Reserve. See map SDC 2h and associated tables below for details.

2.2.4 Diverts inland to avoid Heysham harbour docks and power station.

2.2.5 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.

2.2.6 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
- Lune Estuary Site of Special Scientific Interest (SSSI) for its wildlife interest
- Morecambe Bay SSSI for its wildlife interest
- High cross in St Peter's churchyard, Heysham Scheduled Monument (SM)
- St Patrick's early Christian chapel and associated cemetery, Lower Heysham 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 included in our access proposals that will help to protect the environment along this length of the coast.

2.2.7 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
SDC 2c to SDC 2g	SDC- 2-S015, SDC-2-S017, SDC-2-S018 and SDC-2-S021	The following design features are described elsewhere in this report: <ul style="list-style-type: none">■ Coastal access rights to the raised 'fishtail' groynes in the coastal margin seaward of the route are to be excluded between 1st September	To reduce the risk of disturbance to roosting non-breeding waterbirds (Morecambe Bay and Duddon Estuary SPA,

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		and 31st March each year. See paragraph 2.2.18 and Direction Maps SDC 2D, 2E, 2F.	Morecambe Bay SSSI. Morecambe Bay Ramsar).
SDC 2h	SDC-2-S035 to SDC-2-S037	The following design features are described elsewhere in this report: <ul style="list-style-type: none"> Coastal access rights would be excluded by direction, to those with dogs, from part of the sea wall at Near Haze, in the coastal margin, between 1st September and 30th April each year. See paragraph 2.2.20 and Direction Map SDC 2F. 	To reduce the risk of disturbance to roosting non-breeding waterbirds (Morecambe Bay and Duddon Estuary SPA, Morecambe Bay SSSI. Morecambe Bay Ramsar).
SDC 2h	SDC-2 S067 and SDC-2-S072	The following design features are described elsewhere in this report: <ul style="list-style-type: none"> Coastal access rights are to be excluded over part of the coastal margin at Red Nab all year round. See paragraph 2.2.22 and Direction Map SDC 2G. 	To reduce the risk of disturbance to roosting non-breeding waterbirds and feeding waterbirds (year round) (Morecambe Bay and Duddon Estuary SPA, Lune Estuary SSSI, Morecambe Bay Ramsar).
SDC 2a to SDC 2g	SDC-2-S001 to SDC-2-S034	The following design features are described elsewhere in this report: <ul style="list-style-type: none"> We will install 13 information boards at strategic locations along the proposed trail, where exclusions or restrictions are proposed, to explain the particular sensitivities found on this length of coast and to ask people to observe any restrictions that are in place. See maps for locations. 	To reduce the risk of disturbance to non-breeding waterbirds and ground nesting birds (Morecambe Bay and Duddon Estuary SPA, Lune Estuary SSSI. Morecambe Bay Ramsar).

2.2.8 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:

2.2.9 There are few artificial barriers to accessibility on the proposed route. The proposed trail makes use of the existing promenade at Morecambe which provides a pleasant and accessible route close to the sea. However, the natural coastal terrain is often challenging for people with reduced mobility and this is the case on some short sections of our proposed route because:

- the trail would follow an uneven grass or bare soil path; and
- there are some places on the trail, close to Sandside Caravan and Camping Park, Red Bank Farm and Heysham Nature Reserve where it will be necessary to install new short sections of steps to ascend and descend steeper ground.

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

Where we have proposed exercising statutory discretions:

2.2.10 **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 Morecombe Leisure Park. The remaining parts of the Kent estuary are covered by Report SDC 1: Cove Well, Silverdale to Wild Duck Hall, Bolton-le-Sands 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.

2.2.11 **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, edge of pavement or track to make the extent of the new access rights clearer. See Table 2.3.1 below.

2.2.12 In some places near Lower Heysham and Heysham Head, 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.

2.2.13 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 5b and 5c of table 2.3.1. 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 2.3.1] 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.

2.2.14 **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 to the saltmarsh/flats

2.2.15 The mudflats at Lancaster Sand, Ring Sands, Heysham Flats and Heysham Sands are soft and sinking in nature. The 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 exclusions are proposed:

2.2.16 Access to the mudflat in the coastal margin seaward of route sections SDC- 2-S001 to SDC-2-S051 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 2A, 2B and 2C.

Exclusions and restrictions of access for nature conservation purposes

2.2.17 The fishtail groynes from Hest Bank to Lower Heysham (except the Battery) are used by roosting non-breeding waterbirds. These birds are susceptible to disturbance while on high tide roosts on groynes. This is explained in the Habitats Regulation Assessment which is published alongside this report. Therefore the following exclusions are proposed:

2.2.18 Access to the land in the coastal margin seaward of route sections SDC- 2-S015, SDC-2-S017, SDC-2-S018 and SDC-2-S021 is to be excluded between September 1st and March 31st each year, by direction under section 26(3)(a) of the Countryside and Rights of Way Act (2000), to prevent disturbance to birds. 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 2D, 2E and 2F.

2.2.19 The shingle banks and skears at Near Haze (Half Moon Bay) are used by roosting non-breeding waterbirds. These birds are susceptible to disturbance while on high tide roosts on the shingle banks and skears. This is explained in the Habitats Regulation Assessment which is published alongside this report. Therefore the following exclusion is proposed:

2.2.20 Access to the land in the coastal margin seaward of route sections SDC-2-S035 to SDC-2-S037 is to be excluded between 1st September and 30th April each year, by direction under section 26(3)(a) of the Countryside and Rights of Way Act (2000), to prevent disturbance to 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 SDC 2F.

2.2.21 The site at Red Nab is used by feeding Mediterranean gulls and non-breeding waterbirds. The feeding birds are susceptible year-round to disturbance while feeding. The non-breeding birds are susceptible to disturbance while on high tide roosts at Red Nab. 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:

2.2.22 Access to the land in the coastal margin seaward of route sections SDC-2 S067 and SDC-2-S072 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 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 2G.

2.2.23 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.

2.2.24 Optional alternative routes: An optional alternative route is to operate as an optional diversion from the ordinary route between Wild Duck Hall and Sandside Caravan and Camping Park (between trail sections SDC-1-S088 (refer to our separately published report SDC 1: Cover Well, Silverdale to Wild Duck Hall, Bolton-le-Sands) and SDC-2-S003) 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-2-OA001 to SDC-2-OA009 on map SDC 2a. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

2.2.25 An optional alternative route is to operate as an optional diversion from the ordinary route between Strand Dub Wood and Morecambe Golf Course (between trail sections SDC-2-S008 and SDC-2-S017) 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-2-OA010 to SDC-2-OA015 on map SDC 2c. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

2.2.26 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.

2.2.27 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.

2.2.28 Column 4 of tables 2.3.1 and 2.3.2 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 2a to 2h as the proposed route of the trail.

2.2.29 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 2.3.1 or 2.3.2, the route is to be at the centre of the line shown on maps SDC 2a to 2h as the proposed route of the trail.

Other future change:

2.2.30 There are also places described in this report where we foresee the need for future changes to the proposed access provisions.

We are aware that The Eden Project has unveiled its vision for 'Eden Project North', a major new attraction in Morecambe close to the promenade on the site of the former swimming pool and theatre. This proposed development may have an impact on the proposed route of the trail which is to be aligned on the promenade.

At Heysham Port, there are long-term plans to develop and extend the capacity of the port and docks. There are no detailed plans available but the development could affect the proposed route of the trail which is to be aligned on the landward side of the Port.

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

Establishment of the trail:

2.2.31 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.

2.2.32 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £50,912 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.

2.2.33 There are several main elements to the overall cost:

- A significant number of new signs and information boards would be needed on the trail.
- The surfaces and access furniture of the existing paths and footways on the proposed route are generally of a suitable standard for the trail, but there are some places where new steps 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	£20,043
Steps	£1,820
Bridges	£2,450
Boundary crossing	£3,887
Project management	£4,628
Clearance, earth works & surfacing	£18,084
Total	£50,912 (Exclusive of any VAT payable)

2.2.34 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. 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

2.2.35 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).

2.2.36 We estimate that the annual cost to maintain the trail will be **£5,193** (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 2.3: Proposals Tables

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

2.3.1 Section Details: Maps SDC 2a to SDC 2h - Wild Duck Hall, Bolton-le-Sands to Ocean Edge Caravan Park, Heysham

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 2.3.3: 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 2.3.4 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 2a	SDC-2-S001	Public footpath	No	No	Various	Clarity and cohesion	Boundary features include fence line and hedge
SDC 2a	SDC-2-S002	Public footpath	No	No	Fence line	Clarity and cohesion	
SDC 2a	SDC-2-S003 and SDC-2-S004	Other existing walked route	No	No	Wall	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 2a	SDC-2-S005	Public footpath	No	No			
SDC 2b	SDC-2-S006*	Not an existing walked route	Yes - normal	No			
SDC 2b	SDC-2-S007 and SDC-2-S008	Other existing walked route	Yes - See table 2.3.4	No	Various	Clarity and cohesion	Boundary features include fence line and hedge
SDC 2b	SDC-2-S009	Other existing walked route	Yes - See table 2.3.4	No	Fence line	Clarity and cohesion	
SDC 2c	SDC-2-S010 and SDC-2-S011	Other existing walked route	Yes - See table 2.3.4	No	Base of railway embankment	Clarity and cohesion	
SDC 2c	SDC-2-S012 and SDC-2-S013	Public footpath	Yes - See table 2.3.4	No	Wall	Clarity and cohesion	
SDC 2c	SDC-2-S014 to SDC-2-S016	Public footpath	Yes - See table 2.3.4	No	Landward edge of road	Clarity and cohesion	
SDC 2c to 2f	SDC-2-S017	Cycleway	No	No	Various	Clarity and cohesion	Boundary features include edge of promenade and edge of grass verge
SDC 2f	SDC-2-S018	Cycleway	No	No	Seaward edge of road	Additional landward area	
SDC 2f	SDC-2-S019	Other existing walked route	No	No	Various	Additional landward area	Boundary features include edge of road and fence
SDC 2g	SDC-2-S020	Public footpath	No	No	Fence line	Additional landward area	
SDC 2g	SDC-2-S021	Public footpath	No	Yes - bank			

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 2g	SDC-2-S022	Public Footpath	No	No	Various	Clarity and cohesion	Boundary features include landward edge of bank and barrier
SDC 2g	SDC-2-S023	Public highway	No	No			
SDC 2g	SDC-2-S024	Other existing walked route	No	No			
SDC 2g	SDC-2-S025 to SDC-02-S027	Other existing walked route	No	No	Wall	Additional landward area	
SDC 2g	SDC-2-S028	Other existing walked route	Yes - normal	No	Wall	Additional landward area	
SDC 2g	SDC-2-S029	Public footpath	Yes - normal	No	Wall	Additional landward area	
SDC 2g	SDC-2-S030	Other existing walked route	Yes - normal	No	Wall	Additional landward area	
SDC 2g	SDC-2-S031	Public footpath	Yes - normal	No	Wall	Additional landward area	
SDC 2g	SDC-2-S032 and SDC-2-S033	Other existing walked route	Yes - normal	No	Wall	Additional landward area	
SDC 2g	SDC-2-S034	Other existing walked route	No	No	Seaward edge of road	Additional landward area	
SDC 2h	SDC-2-S035	Public footway (pavement)	No	No			
SDC 2h	SDC-2-S036	Public highway	No	No			
SDC 2h	SDC-2-S037	Public footway (pavement)	No	No	Wall	Clarity and cohesion	
SDC 2h	SDC-2-S038	Public highway	No	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed ? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SDC 2h	SDC-2-S039	Not an existing walked route	No	No	Various	Clarity and cohesion	Boundary features include wall and fence
SDC 2h	SDC-2-S040	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SDC 2h	SDC-2-S041	Public highway	No	No			
SDC 2h	SDC-2-S042	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SDC 2h	SDC-2-S043	Public highway	No	No			
SDC 2h	SDC-2-S044 and SDC-2-S045	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SDC 2h	SDC-2-S046	Public highway	No	No			
SDC 2h	SDC-2-S047	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SDC 2h	SDC-2-S048*	Public highway	No	No			
SDC 2h	SDC-2-S049* to SDC-2-S051*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SDC 2h	SDC-2-S052*	Public highway	No	No			
SDC 2h	SDC-2-S053* and SDC-2-S054*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SDC 2h	SDC-2-S055*	Public highway	No	No			
SDC 2h	SDC-2-S056*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SDC 2h	SDC-2-S057*	Public highway	No	No			
SDC 2h	SDC-2-S058*	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed ? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SDC 2h	SDC-2-S059*	Public highway	No	No			
SDC 2h	SDC-2-S060*	Not an existing walked route	No	No			
SDC 2h	SDC-2-S061* and SDC-2-S062*	Not an existing walked route	No	No	Edge of path	Clarity and cohesion	
SDC 2h	SDC-2-S063* and SDC-2-S064*	Other existing walked route	No	No	Edge of path	Clarity and cohesion	
SDC 2h	SDC-2-S065* and SDC-2-S066*	Other existing walked route	No	No			
SDC 2h	SDC-2-S067*	Other existing walked route	No	No	Edge of path	Clarity and cohesion	
SDC 2h	SDC-2-S068*	Other existing walked route	No	No			
SDC 2h	SDC-2-S069* and SDC-2-S070	Other existing walked route	No	No	Fence line	Clarity and cohesion	
SDC 2h	SDC-2-S071	Other existing walked route	No	No	Edge of path	Clarity and cohesion	
SDC 2h	SDC-2-S072	Other existing walked route	Yes - normal	No	Fence line	Clarity and cohesion	

2.3.2 Optional alternative route details: Maps SDC 2a to SDC 2h - Wild Duck Hall, Bolton-le-Sands to Ocean Edge Caravan Park, Heysham

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 2.3.3: 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 2a	SDC-2-OA001	Public footpath	Yes - see table 1.3.4	Fence	Edge of road	
SDC 2a	SDC-2-OA002	Public highway	No		Edge of road	
SDC 2a	SDC-2-OA003	Public highway	No			
SDC 2a	SDC-2-OA004	Other existing walked route	No			
SDC 2a	SDC-2-OA005	Public footpath	No			
SDC 2a	SDC-2-OA006	Public footpath	No	Fence line	Fence line	
SDC 2a	SDC-2-OA007	Public footpath	No	Fence line	Edge of path	
SDC 2a	SDC-2-OA008	Public footpath	No	Wall	Edge of path	
SDC 2a	SDC-2-OA009	Public highway	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 2c	SDC-2-OA010 and SDC-2-OA011	Other existing walked route	No			
SDC 2c	SDC-2-OA012 to SDC-2-OA014	Public highway	No			
SDC 2c	SDC-2-OA015	Public footway (pavement)	No	Pavement edge	Pavement edge	

2.3.3 Other options considered: Maps SDC 2b and SDC 2h - Wild Duck Hall, Bolton-le-Sands to Ocean Edge Caravan Park, Heysham

Map(s)	Route section number(s)	Other option(s) considered	Reasons for not proposing this option
SDC 2b	SDC-2-S006	Red Bank Farm: We considered aligning the trail along the existing public footpath that runs across the fields to the south of Red Bank Farm.	<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; ■ the proposal is made with the support of the landowner; <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 2h	SDC-2-S048 to SDC-2-S069	Heysham Nature Reserve: We considered aligning the trail from Port Way along the existing public highway (Money Close Lane) that runs to the landward side of the nature reserve.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to the sea and avoided aligning the trail on a busy, narrow road with no footpath; <p>We therefore concluded that it 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.

2.3.4 Roll-back implementation – more complex situations: Maps SDC 2a to SDC 2h - Wild Duck Hall, Bolton-le-Sands to Ocean Edge Caravan Park, Heysham

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
SDC 2a to 2c	SDC-2-S007 to SDC-2-S016 and SDC-2-OA001	<ul style="list-style-type: none"> ■ Morecambe Bay Special Area of Conservation (SAC) ■ Morecambe Bay and Duddon Estuary Special Protection Area (SPA) ■ Morecambe Bay Ramsar site ■ Morecambe Bay Site of Special Scientific Interest (SSSI) for its wildlife interest 	<p>If it is no longer possible to find a viable route seaward of a 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 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>

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 2.4: Proposals Maps

2.4.1 Map Index

Map reference	Map title
SDC 2a	Wild Duck Hall to Red Bank Farm
SDC 2b	Red Bank Farm to Strand Dub Wood
SDC 2c	Strand Dub Wood to Morecambe Golf Course
SDC 2d	Morecambe Golf Course to Morecambe Promenade
SDC 2e	Morecambe Promenade to Marine Road West, Morecambe
SDC 2f	Marine Road West, Morecambe to Whinnysty Lane, Morecambe
SDC 2g	Whinnysty Lane, Morecambe to Smithy Lane, Higher Heysham
SDC 2h	Smithy Lane, Higher Heysham to Ocean Edge Caravan Park, Heysham
Directions Map SDC 2A	Lancaster Sand: Proposed direction under s25A CROW
Directions Map SDC 2B	Ring Sands and Heysham Flats: Proposed direction under s25A CROW
Directions Map SDC 2C	Heysham Sands: Proposed direction under s25A CROW
Directions Map SDC 2D	Morecambe (north): Proposed direction under s26(3)(a) CROW
Directions Map SDC 2E	Morecambe (central): Proposed direction under s26(3)(a) CROW
Directions Map SDC 2F	Morecambe (south): Proposed direction under s26(3)(a) CROW
Directions Map SDC 2G	Red Nab: 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:

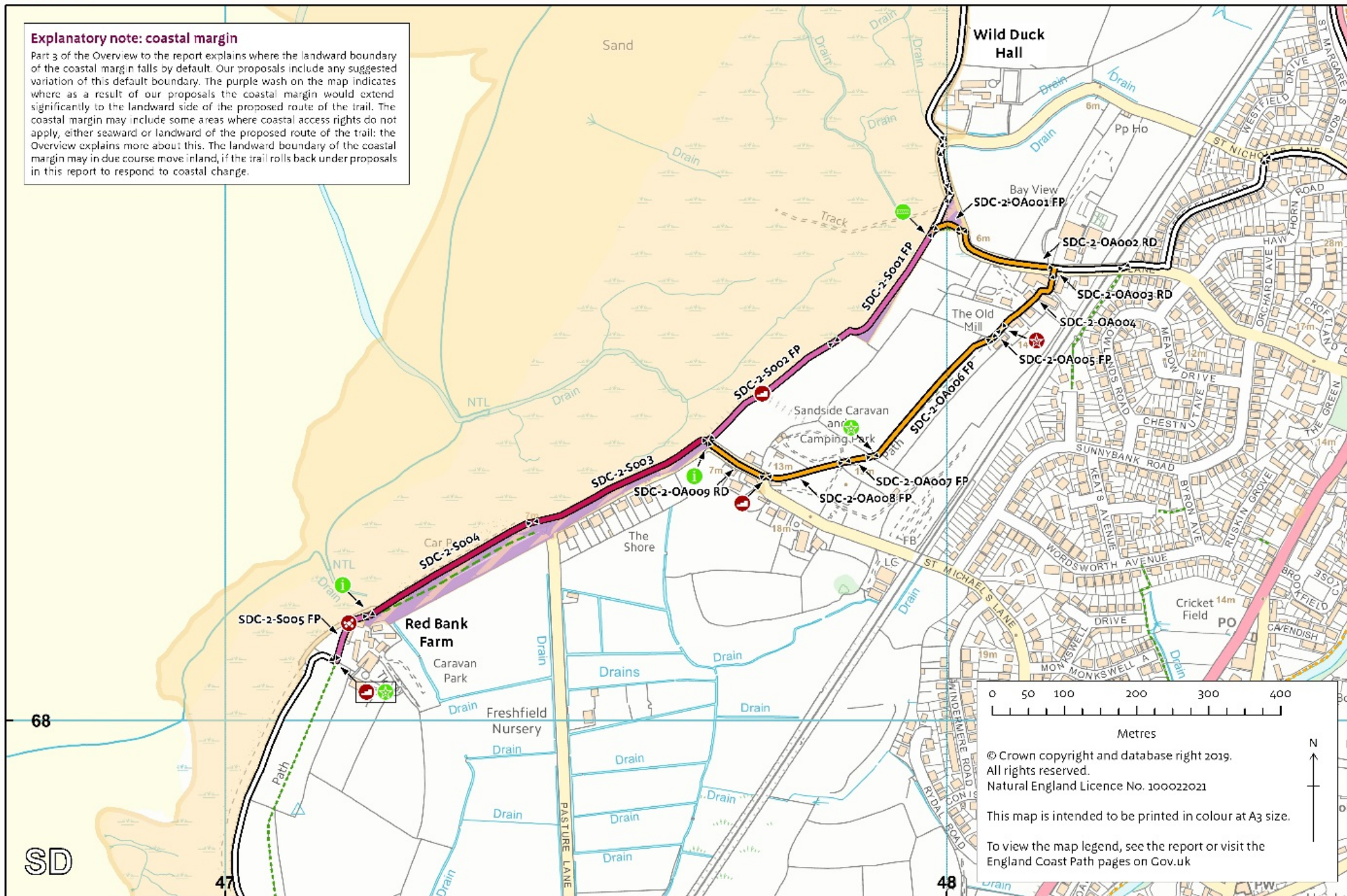
- Existing steps to be retained
- New steps required
- Existing steps to be removed

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

Map SDC 2a: Wild Duck Hall to Red Bank Farm

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.

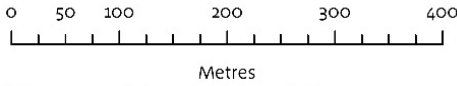


Map SDC 2a: Wild Duck Hall to Red Bank Farm

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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

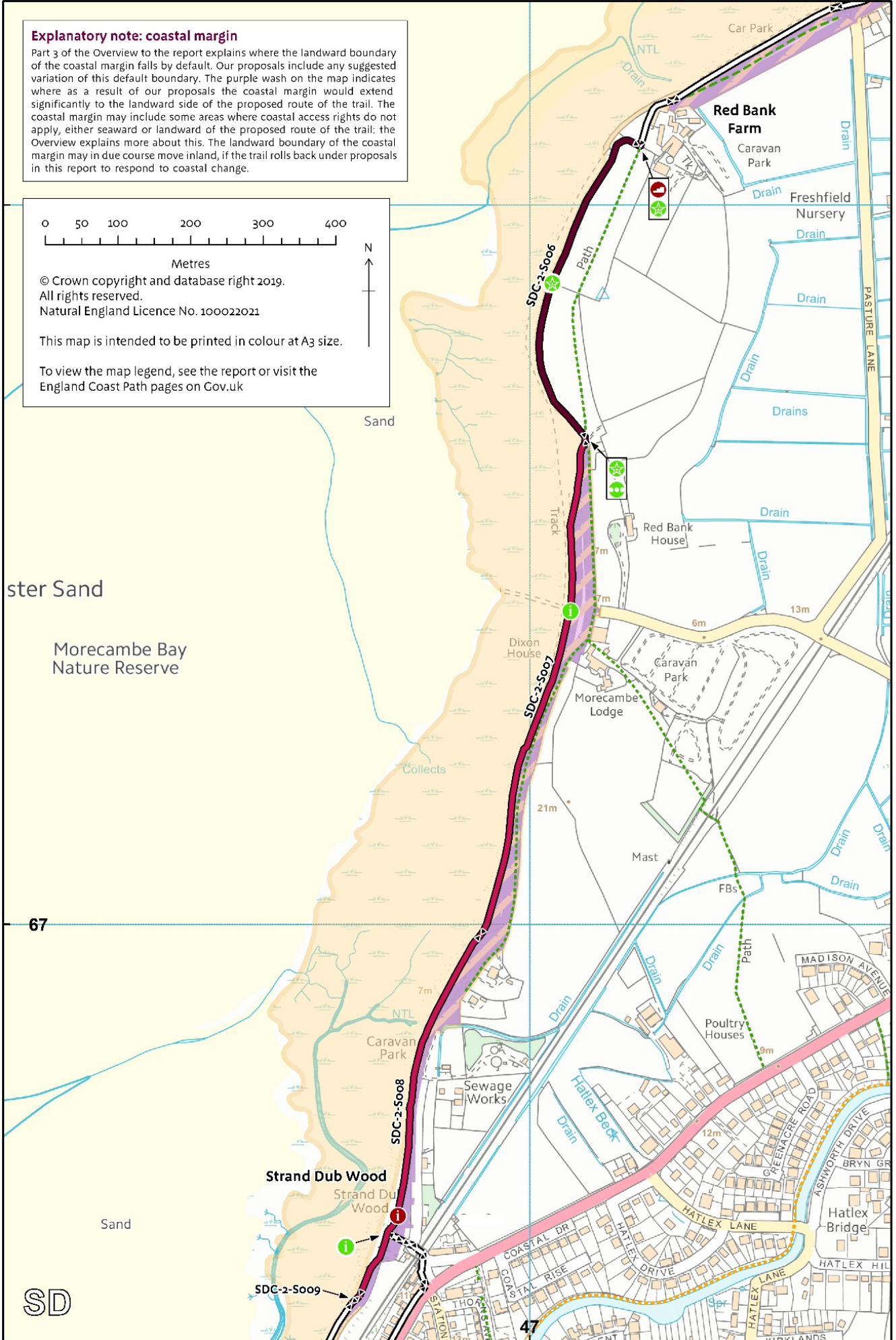
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly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



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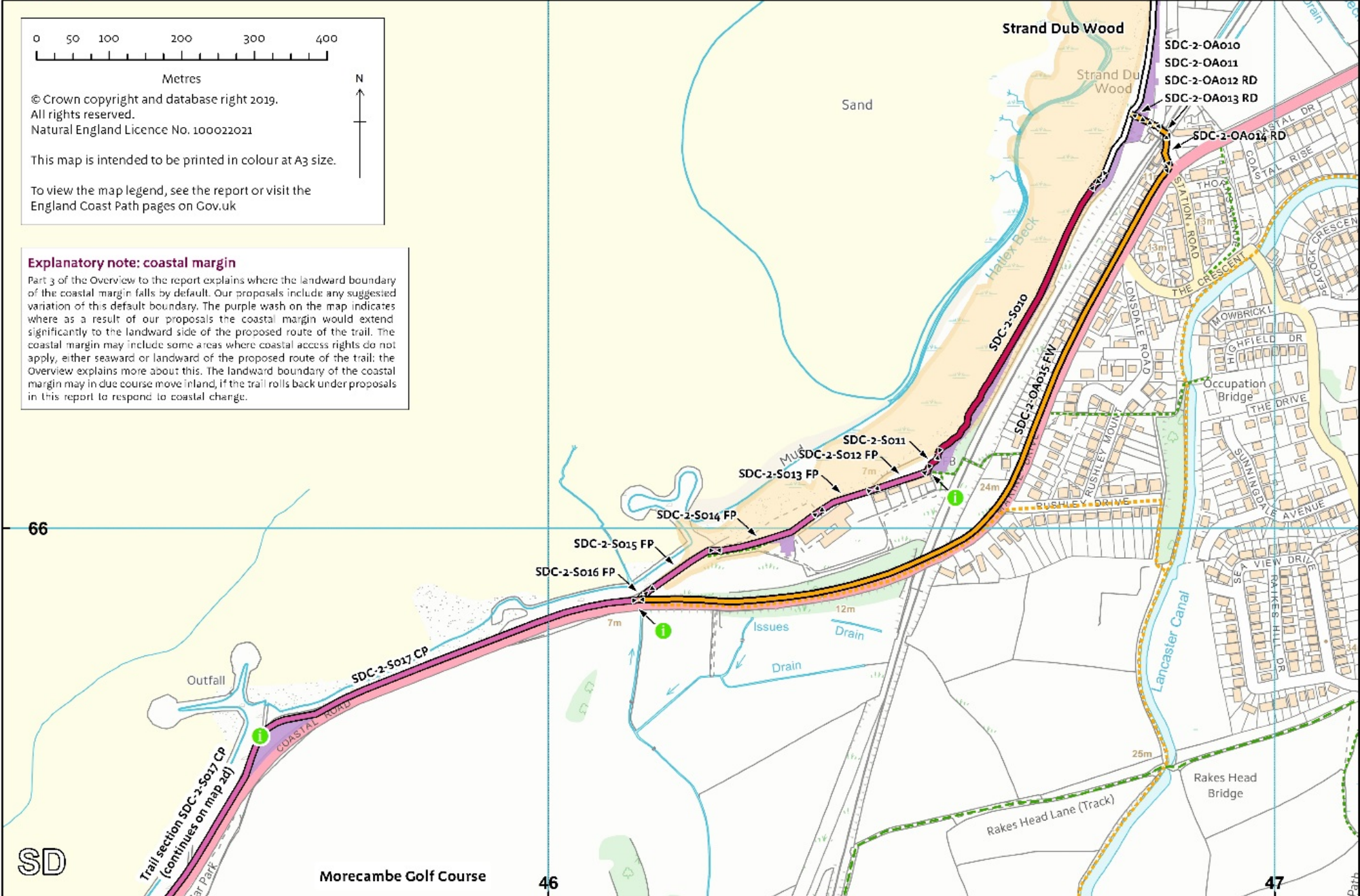
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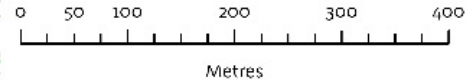
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

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.



Map SDC 2c: Strand Dub Wood to Morecambe Golf Course

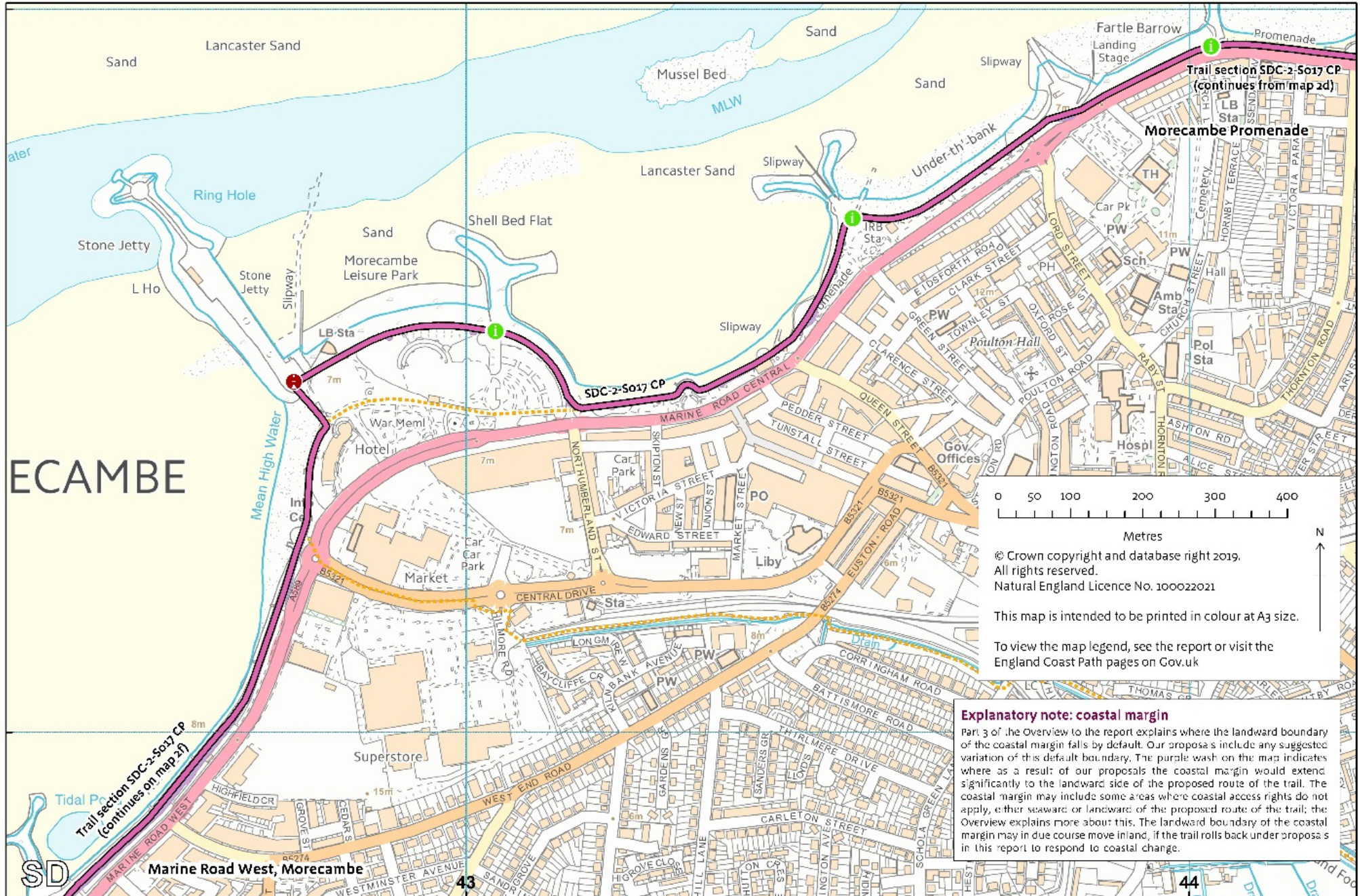


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Explanatory note: coastal margin
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Map SDC 2e: Morecambe Promenade to Marine Road West, Morecambe

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.

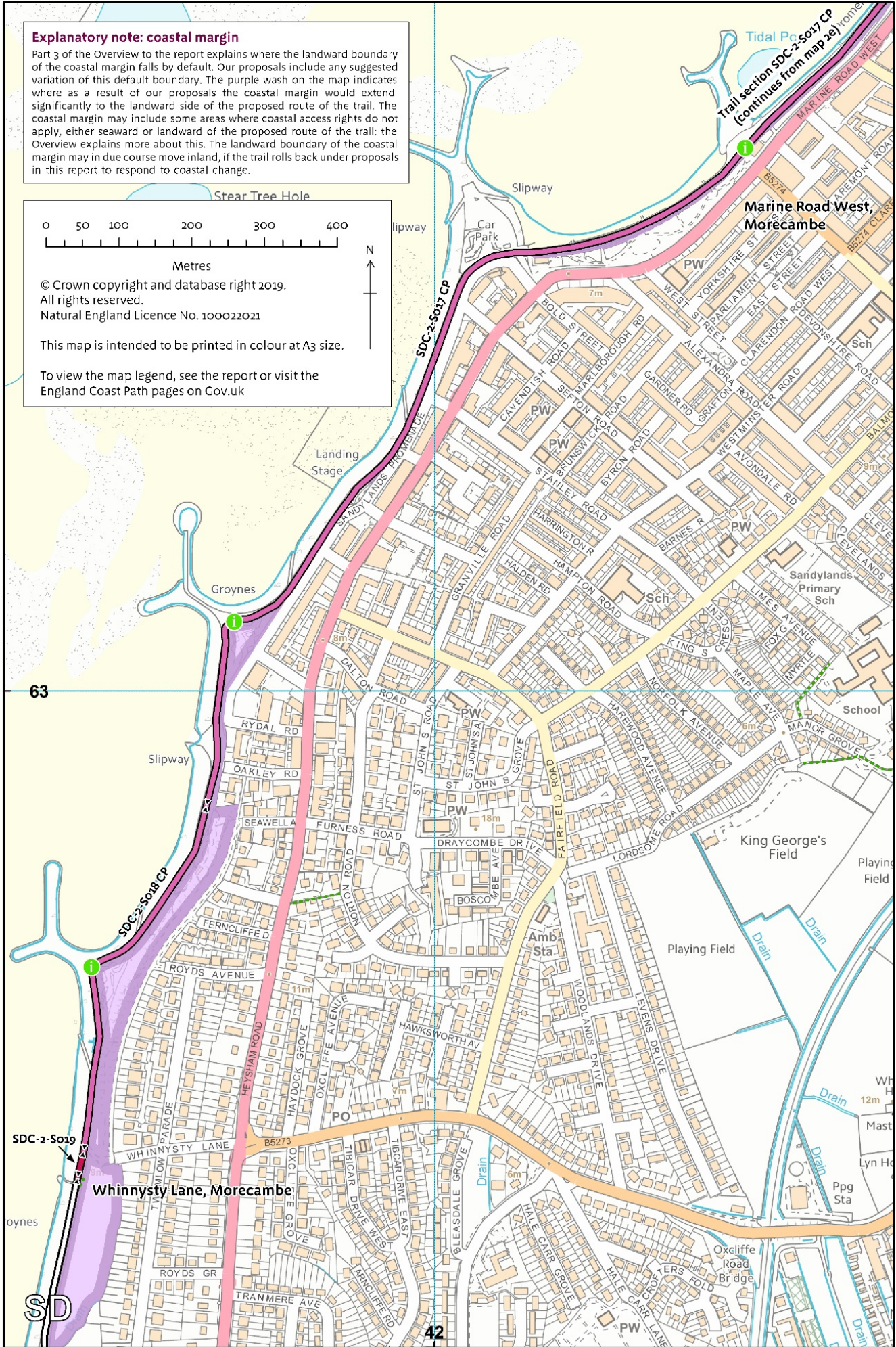
Explanatory note: coastal margin
 Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal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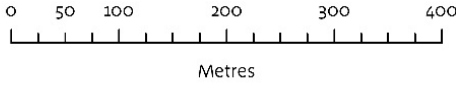
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Explanatory note: coastal margin

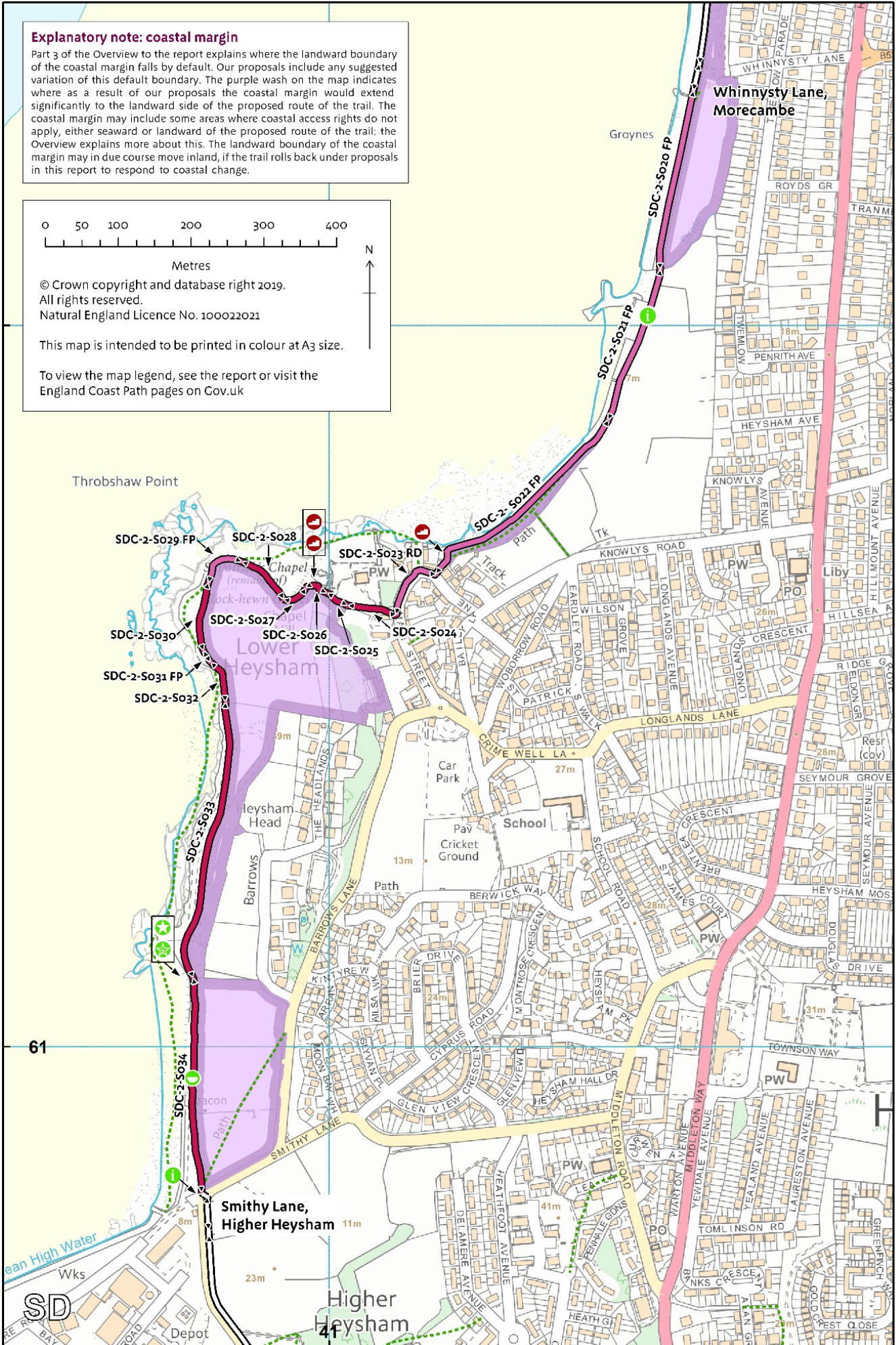
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly 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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Map SDC 2g: Whinnysty Lane, Morecambe to Smithy Lane, Higher Heysham

Explanatory note: coastal margin

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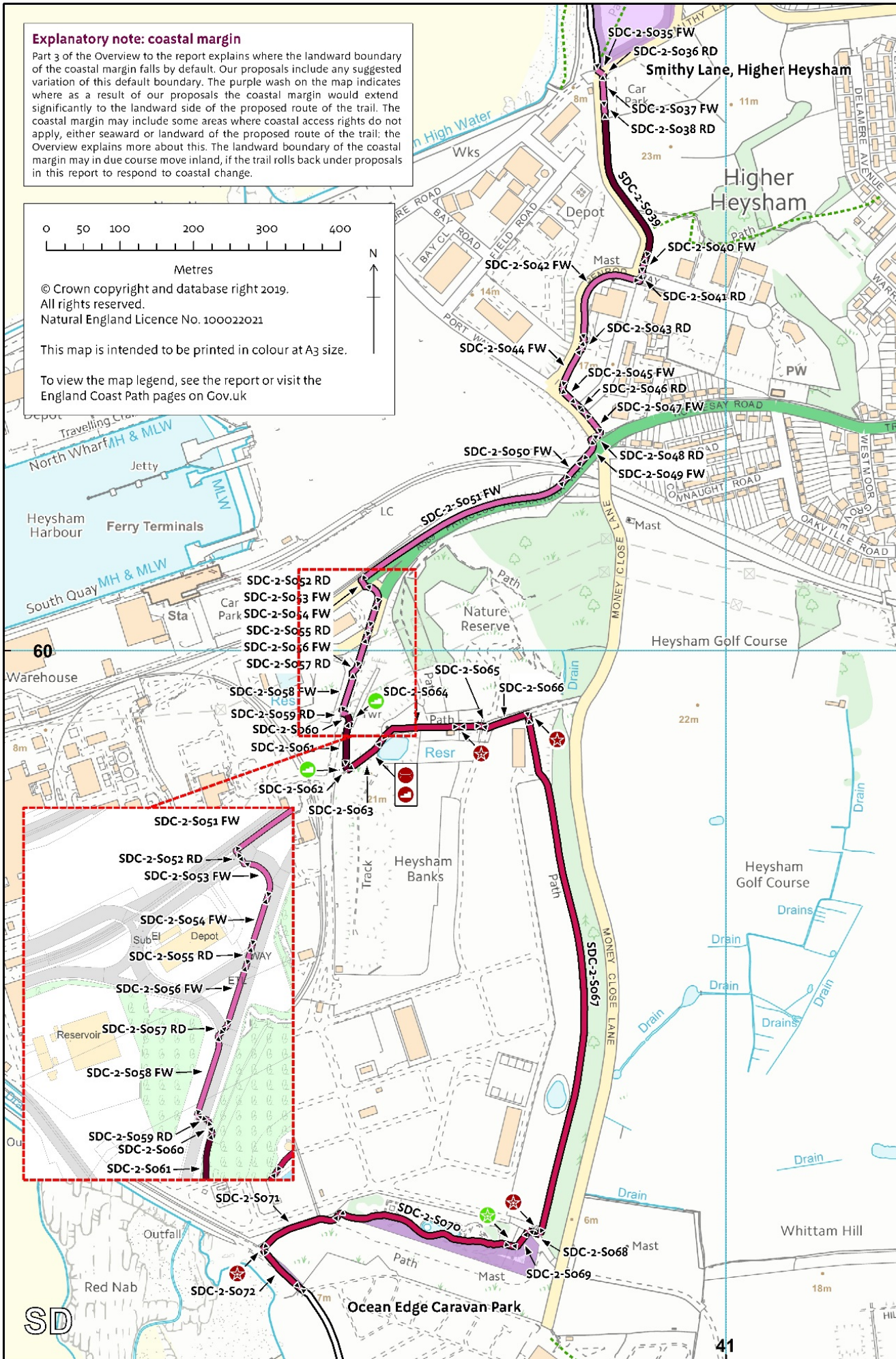
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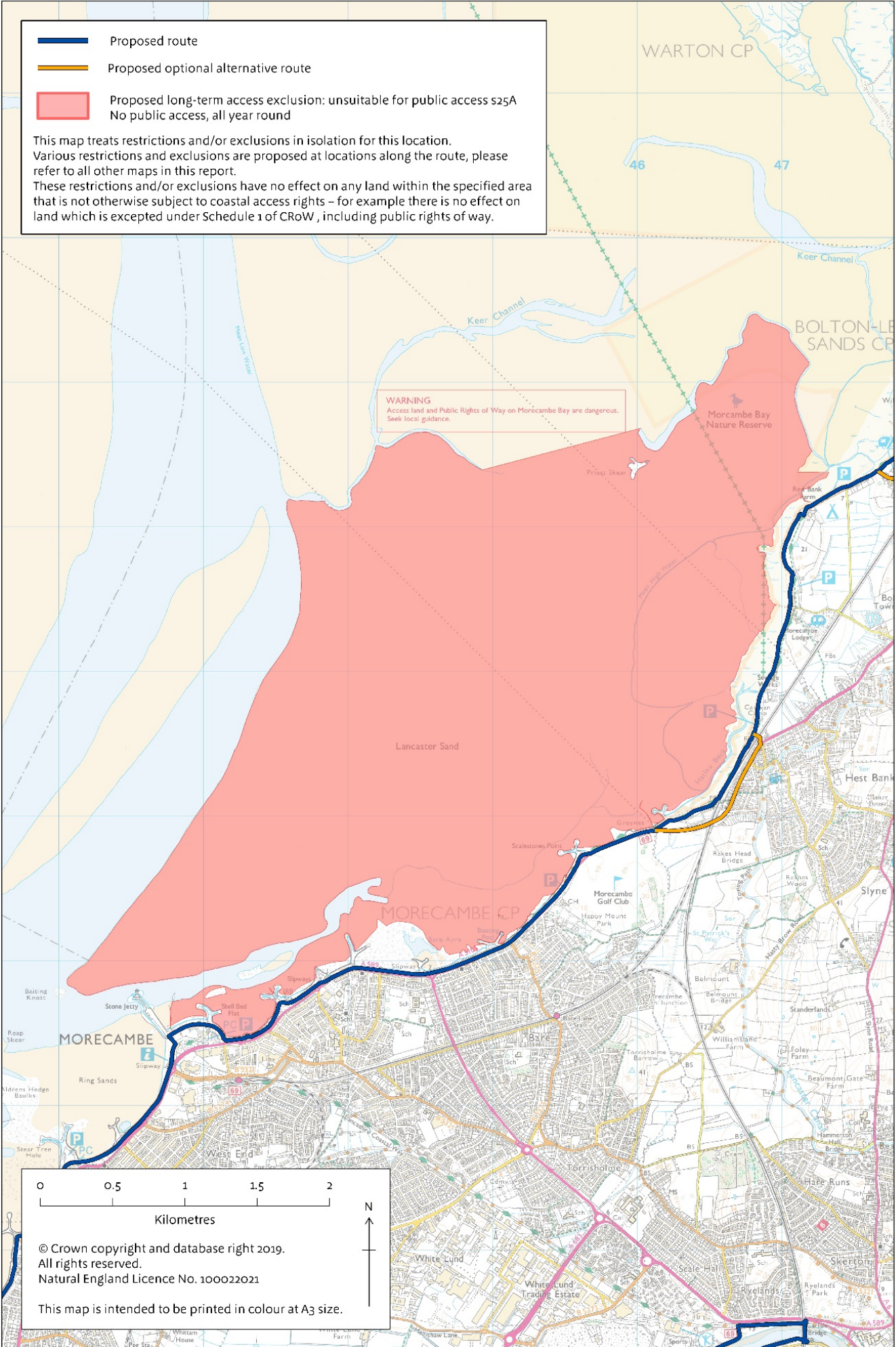
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To view the map legend, see the report or visit the England Coast Path pages on Gov.uk



— Proposed route
— Proposed 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.



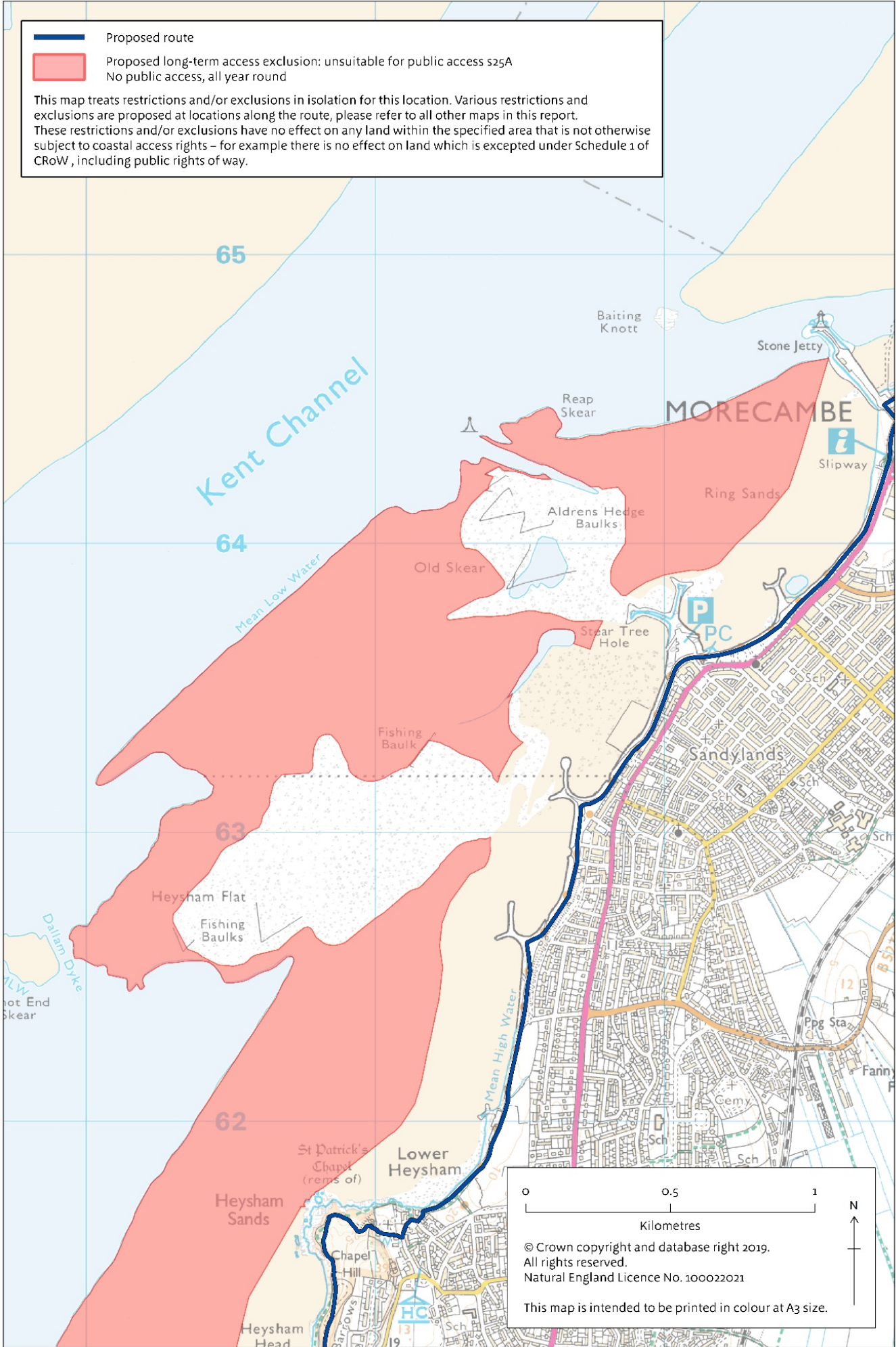
WARNING
 Access land and Public Rights of Way on Morecambe Bay are dangerous. Seek local guidance.

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 Kilometres

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Proposed route
 Proposed long-term access exclusion: unsuitable for public access s25A
 No public access, all year round

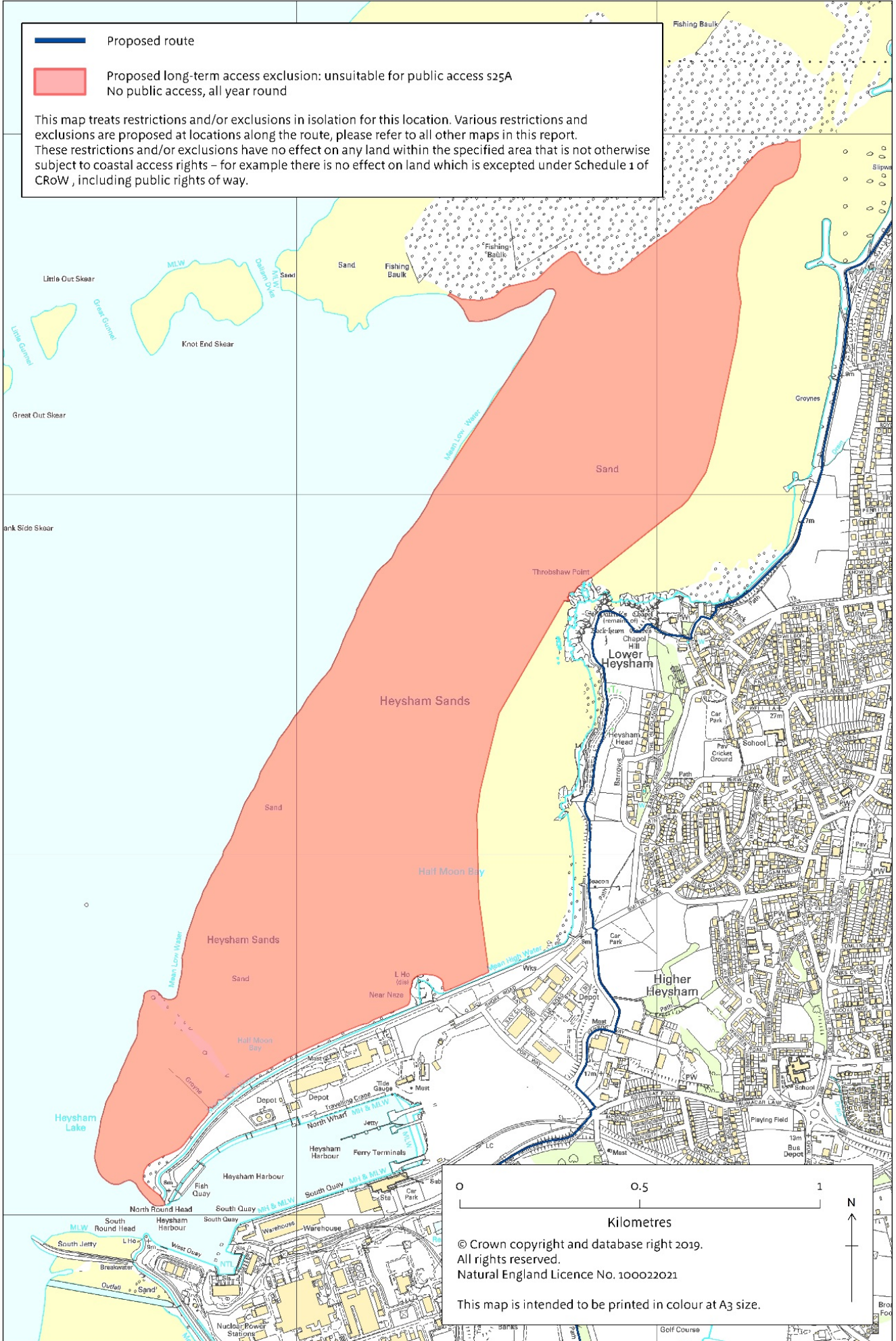
This map treats restrictions and/or exclusions in isolation for this location. Various restrictions and exclusions are proposed at locations along the route, please refer to all other maps in this report. These restrictions and/or exclusions have no effect on any land within the specified area that is 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.



Proposed 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.






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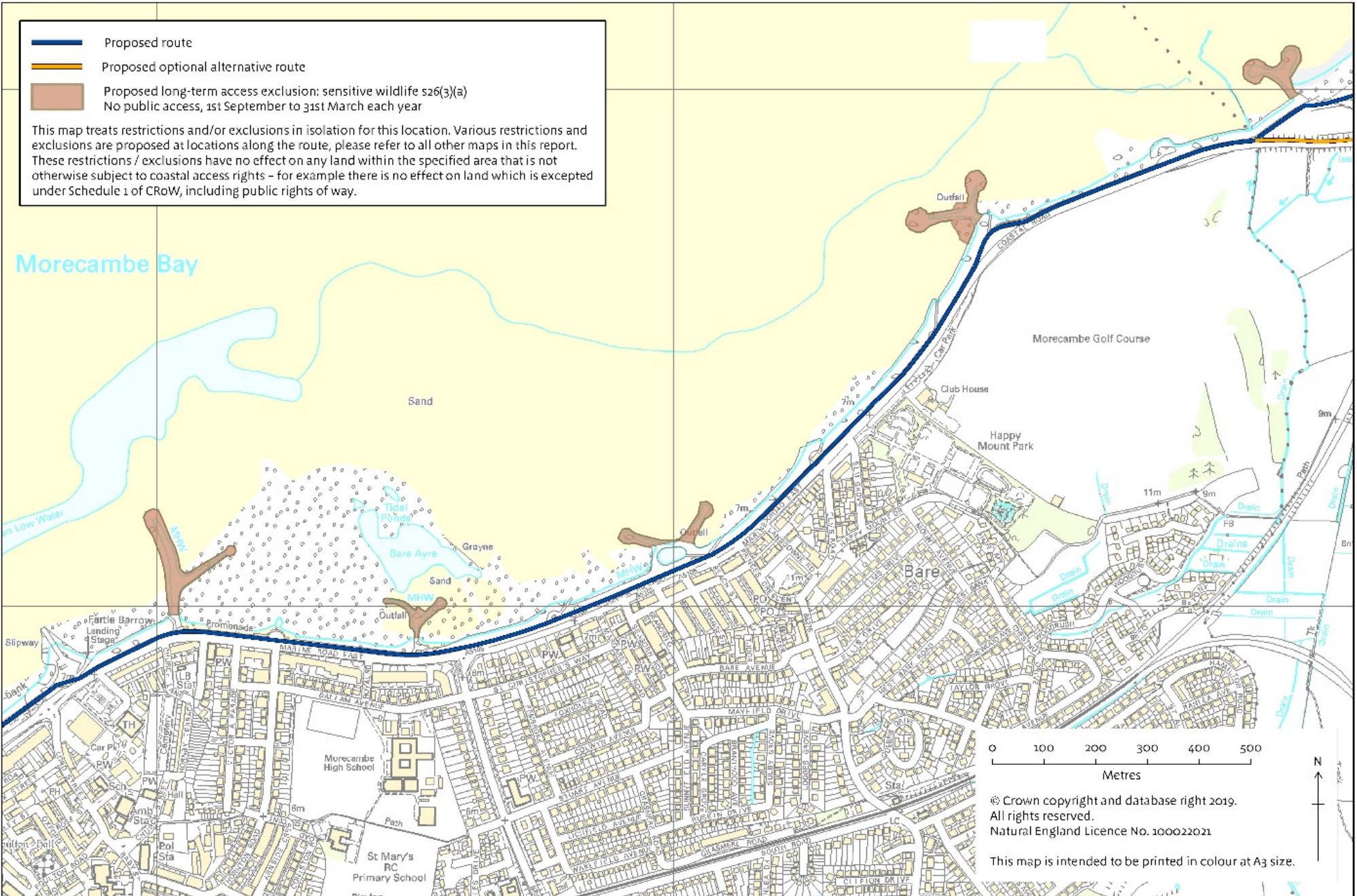
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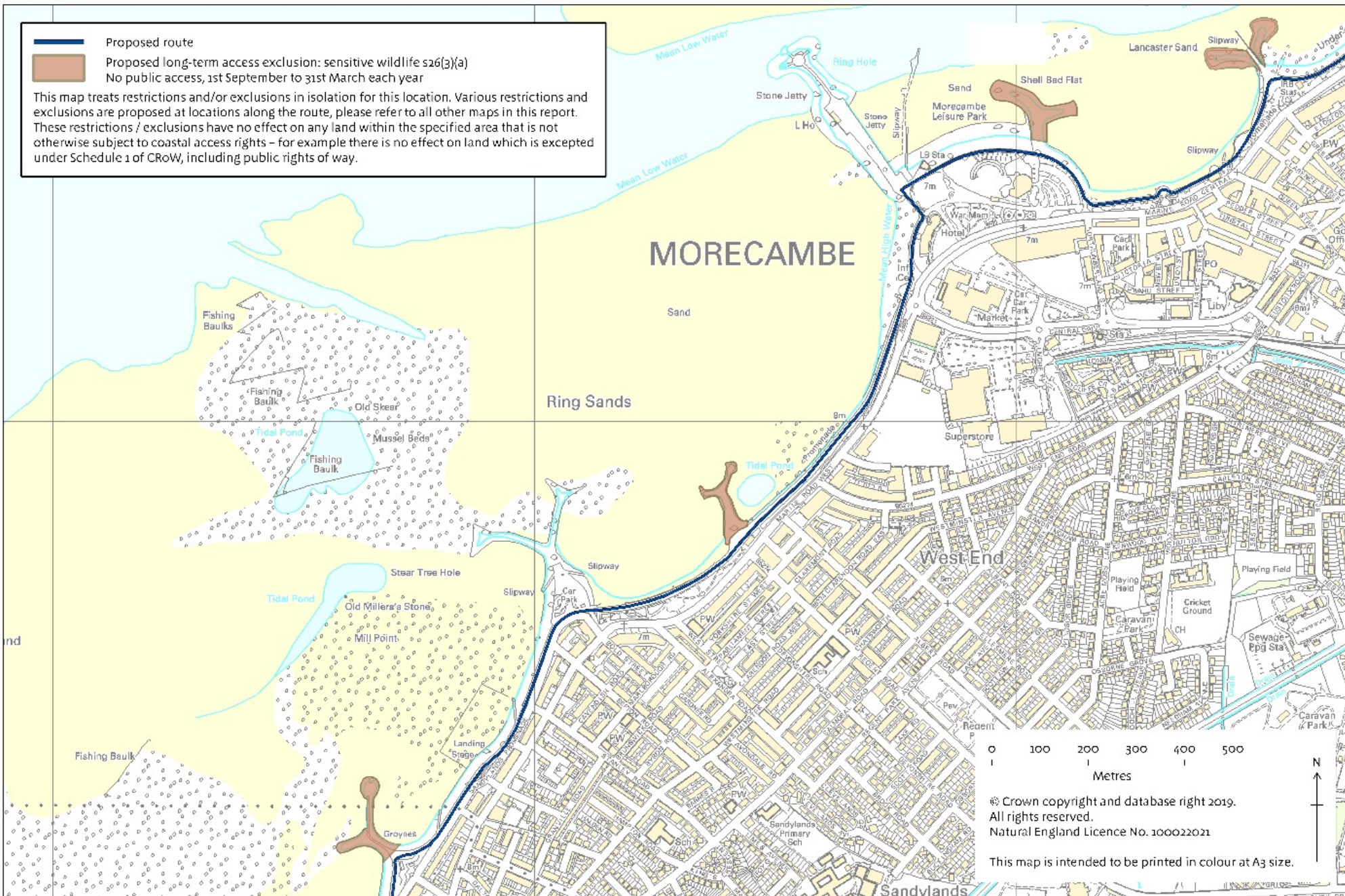
This map is intended to be printed in colour at A3 size.

-  Proposed route
-  Proposed optional alternative route
-  Proposed long-term access exclusion: sensitive wildlife s26(3)(a)
No public access, 1st September to 31st March each year

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 / 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.



 Proposed route
 Proposed long-term access exclusion: sensitive wildlife s26(3)(a)
 No public access, 1st September to 31st March each year
 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 / 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.



Directions Map SDC 2E: Morecambe (central)



Directions Map SDC 2G: Red Nab

