

Chapter 2:

Fosdyke Bridge to Freiston Shore

England Coast Path: Sutton Bridge to Skegness - Natural England's Proposals

Part 2.1: Introduction

Start Point:	Fosdyke A17 road bridge (grid reference: TF3188 3222)
End Point:	Freiston Shore north car park (grid reference: TF4079 4364)
Relevant Maps:	2a to 2p

Understanding the proposals and accompanying maps:

The Trail:

- 2.1.1 Generally follows existing walked routes, including public rights of way (footpath and some bridleway), along most of this length. To reach the first available crossing point of the Boston Haven this section includes a section through Boston town centre which makes use of existing footway besides public highways and pedestrian crossing points.
- 2.1.2 Mainly follows the coastline quite closely, predominantly along the seabank, offering views towards the sea across broad stretches of saltmarsh in many places .
- 2.1.3 Includes 3 sections of new path, 2 very small sections close to the Pilgrim Fathers memorial, Fishtoft, and one longer section from the mouth of the Boston Haven north to Freiston Shore. See maps 2l to 2p and associated tables below for details.

Protection of sensitive features:

- 2.1.4 This part of the coast includes the following sites, designated for nature conservation or heritage preservation (See map C of the Overview):
 - The Wash Special Area of Conservation (SAC)
 - The Wash Special Protection Area (SPA)
 - The Wash Ramsar site
 - The Wash Site of Special Scientific Interest (SSSI) for its geological /wildlife interest

- The Wash National Nature Reserve (NNR)

We have assessed the potential impacts of access along the proposed route (and over the associated spreading room described below) on the features for which the affected land is designated and on any which are protected in their own right.

- 2.1.5 With input from specialists we have considered each of the sites involved and the relevant designations and concluded that for this section of the coast our proposals will not have a detrimental effect.

In reaching this conclusion we have identified that it would be necessary to include some extra signage as part of the establishment works to encourage proper control of dogs by coastal path users on sections which are both relatively popular and accessible, such as those near Kirton, Frampton and Freiston. Maintenance cutting will be monitored and restricted to the minimum necessary to avoid scrub encroachment and maintain the trail through sections where the Boston Horsetail (*Equisetum Ramosissimum*) is present.

In relation to those nature conservation sites listed above, refer to our published Access and Sensitive Features Appraisal for more information.

See part 6b of the Overview - 'Protection of sensitive features'- for a description of our overall approach and a summary of our conclusions

Accessibility:

- 2.1.6 There are few artificial barriers to accessibility on the proposed route, which makes use of existing surface paths wherever these meet the criteria in the Coastal Access Scheme.

However, there are places where it may not be entirely suitable for people with reduced mobility because:

- It is necessary for the trail to use steps to regain the level of the top of the seabank at Skirbeck. However, the route proposed through Skirbeck churchyard makes use of steps that are broader and less steep than the alternatives considered at the end of Windsor Bank and Rectory Road (see map 2j)
- The trail would follow an uneven grass or bare soil path along the river/seabank particularly in the Slippery Gowt area (see maps 2h and 2i)

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

Where we have proposed exercising our discretion:

The discretions referred to below are explained in more detail in section 5 and 6 of the Overview.

- 2.1.7 Estuary: This report proposes that the trail should include a route around the Inner Wash Estuary Complex, extending upstream from the open coast as far as Sutton Bridge, Fosdyke Bridge and Boston respectively, which are the first public foot crossing points over the rivers. See part 5 of the Overview. The trail covered by this chapter includes part of this estuary route on the Inner Wash, Welland and Witham (Boston Haven).

- 2.1.8 Landward boundary of the coastal margin: We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 2.2.1 below.
- 2.1.9 In one place, 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.

See also part 3 of the Overview - 'Understanding the proposals and accompanying maps', for an 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. See also Annex C of the Overview - 'Excepted land categories'.

- 2.1.10 Restrictions and/or exclusions: We have proposed to exclude or restrict access by direction under the Countryside and Rights of Way Act (2000) in certain places along this section of coast. For details of these directions, see 2.3.7 in the Formal Proposals Section of this report and Part 10 of the Overview.
- 2.1.11 Access rights to the spreading room would be subject to the national restrictions on coastal access rights listed in Annex D of the Overview. These restrictions would not apply to public rights of way.

See part 10 of the Overview - 'Restrictions and exclusions' - for details.

- 2.1.12 Temporary arrangements during construction of the Boston flood defence improvements including a tidal barrier: Civil engineering works to construct a flood defence barrier across the Haven at Boston in addition to the raising of the earth Haven Banks are planned to commence during 2018, with works expected to continue for up to two years. Whilst work is taking place it would not be safe for the public, or convenient for the operators, for people to walk along sections of trail which form part of these proposals and adjoining parts of the associated coastal margin. We propose to exclude access from the trail and margin within the work area for the duration of the projects. A temporary route will be available during the period of the exclusion. This would not have the effect of creating any additional spreading room on either the seaward or the landward side.

Establishment and ongoing management of the trail

- 2.1.13 Some physical establishment of the trail would be necessary, in accordance with the general approach described in part 7 the Overview. Only small scale works are required on this section
- Replacement of stiles and some pedestrian gates in poor condition to improve accessibility
 - Signs at the principal access points to raise awareness of safety hazards:
 - Saltmarsh (SBS-2-S002,SBS-2-S014,SBS-2-S018,SBS-2-S023,SBS-2-S064,SBS-2-S066 and SBS-2-S068 to SBS-2-S070)
 - sections where cattle or horses are grazed (SBS-2-S014 to SBS-2-S026 and SBS-2-S054 to S070)
 - heavy goods vehicle traffic where the trail crosses the access road to the Port of Boston (SBS-2-S047FP)

2.1.14 Ongoing management and maintenance would be necessary in accordance with the general approach described in part 8 of the Overview.

See parts 7 - 'Physical establishment of the trail' and 8 - 'Maintenance of the trail' of the Overview for more information.

Future Change:

2.1.15 At the time of preparing the report, we do not foresee any need for future changes to the access provisions proposed for the length of coast described in this chapter. In the event of any future realignment on this section of coast we would expect the trail to adjust accordingly.

See parts 6e - 'Coastal processes' and 9 - 'Future changes' of the Overview for more information.

Part 2.2: Commentary on Maps

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

2.2.1 Section Details – Maps 2a to 2p: Fosdyke Bridge to Freiston Shore

Notes on table:

Column 2 – an asterisk (*) against the route section number means see also table 2.2.2: Other options considered.

Column 5 – ‘Yes – normal’ means roll-back approach is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future.

Column 6a - certain specific coastal land types are included automatically in the coastal margin where they fall landward of the trail, or connect indirectly with it by touching another part of the coastal margin that itself touches the foreshore at some point.

Column 6b – an asterisk (*) means that the full extent of the mapped default landward coastal margin coincides exactly with the existing boundary feature described in this column.

1	2	3	4	5	6a	6b	6c	7
Map(s)	Route section number(s)	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 9 of Overview)	Default landward coastal margin?	Landward boundary of margin (See maps)	Reason for landward boundary discretion	Proposed exclusions or restrictions (see Part 10 of Overview)
2a	SBS-2-S001 FW	Public footway (pavement)	Tarmac	No	No	Kerb or pavement edge	Clarity and cohesion	None
	SBS-2-S002 RD BW	Public highway	Tarmac	No	No	Kerb or pavement edge	Clarity and cohesion	None
	SBS-2-S003 BW	Public bridleway	Tarmac	No	No	Landward edge of trail	Not used	None
	SBS-2-S004 BW	Public bridleway	Grass	No	No	Landward edge of trail	Not used	None
	SBS-2-S005 BW	Public bridleway	Gravel	No	No	Landward edge of trail	Not used	None
	SBS-2-S006	Other existing walked route	Gravel	No	No	Landward edge of trail	Not used	None
	SBS-2-S007	Other existing walked route	Gravel	No	No	Landward edge of trail	Not used	None
	SBS-2-S008 BW FP	Public bridleway	Gravel	No	No	Landward edge of trail	Not used	None
2a/2b	SBS-2-S009 BW	Public bridleway	Grass	No	No	Landward edge of trail	Not used	Margin
2b	SBS-2-S010 BW	Public bridleway	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
2c	SBS-2-S011 BW	Public bridleway	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
	SBS-2-S012 BW	Public bridleway	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
	SBS-2-S013 BW	Public bridleway	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
2c/2d	SBS-2-S014 BW	Public bridleway	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
2d	SBS-2-S015 BW	Public bridleway	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
2e	SBS-2-S016 BW	Public bridleway	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
2e/2f	SBS-2-S017 BW	Public bridleway	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin

1	2	3	4	5	6a	6b	6c	7
Map(s)	Route section number(s)	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 9 of Overview)	Default landward coastal margin?	Landward boundary of margin (See maps)	Reason for landward boundary discretion	Proposed exclusions or restrictions (see Part 10 of Overview)
2f	SBS-2-S018 BW	Public bridleway	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
	SBS-2-S019 FP	Public footpath	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
	SBS-2-S020	Other existing walked route	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
	SBS-2-S021	Other existing walked route	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
	SBS-2-S022 FP	Public footpath	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
2g/2h	SBS-2-S023 FP	Public footpath	Grass	No	Yes - bank	Landward base of seabank	Not used	None
2h	SBS-2-S024 FP	Public footpath	Grass	No	No	Landward edge of trail	Not used	None
	SBS-2-S025	Other existing walked route	Grass	No	No	Landward edge of trail	Not used	None
2h/2i	SBS-2-S026 FP	Public footpath	Grass	No	No	Landward edge of trail	Not used	None
2i	SBS-2-S027 FP	Public footpath	Grass	No	No	Landward edge of trail	Not used	None
	SBS-2-S028 FP	Public footpath	Grass	No	Yes - bank	Landward base of seabank	Not used	None
	SBS-2-S029 FP	Public footpath	Grass	No	Yes - bank	Landward base of seabank	Not used	None
	SBS-2-S030 FP	Public footpath	Grass	No	Yes - bank	Landward base of seabank	Not used	None
	SBS-2-S031 FP	Public footpath	Grass	No	No	Landward edge of trail	Not used	None
	SBS-2-S032 FP	Public footpath	Bare soil: Compacted	No	No	Landward edge of trail	Not used	None
	SBS-2-S033 FP	Public footpath	Concrete	No	No	Landward edge of trail	Not used	None
	SBS-2-S034 FW	Public footway (pavement)	Concrete	No	No	Kerb or pavement edge	Clarity and cohesion	None
	SBS-2-S035	Other existing walked route	Bare soil: Compacted	No	No	Landward edge of trail	Not used	None
	SBS-2-S036 FW	Public footway (pavement)	Tarmac	No	No	Landward edge of trail	Not used	None
	SBS-2-S037 FW	Public footway (pavement)	Tarmac	No	No	Landward edge of trail	Not used	None
	SBS-2-S038 FW	Public footway (pavement)	Tarmac	No	No	Kerb or pavement edge	Clarity and cohesion	None
	SBS-2-S039 FW	Public footway (pavement)	Tarmac	No	No	Kerb or pavement edge	Clarity and cohesion	None
	SBS-2-S040 FW	Public footway (pavement)	Tarmac	No	No	Kerb or pavement edge	Clarity and cohesion	None
	SBS-2-S041 RD FW	Public highway	Tarmac	No	No	Landward edge of trail	Clarity and cohesion	None
SBS-2-S042 FW	Public footway (pavement)	Tarmac	No	No	Kerb or pavement edge	Clarity and cohesion	None	
SBS-2-S043 RD	Public highway	Tarmac	No	No	Landward edge of trail	Clarity and cohesion	None	

1	2	3	4	5	6a	6b	6c	7
Map(s)	Route section number(s)	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 9 of Overview)	Default landward coastal margin?	Landward boundary of margin (See maps)	Reason for landward boundary discretion	Proposed exclusions or restrictions (see Part 10 of Overview)
2j	SBS-2-S044 FW	Public footway (pavement)	Tarmac	No	No	Kerb or pavement edge	Clarity and cohesion	None
	SBS-2-S045 FP	Public footpath	Tarmac	No	No	Landward edge of trail	Not used	None
	SBS-2-S046 FP	Public footpath	Grass	No	No	Landward edge of trail	Not used	None
	SBS-2-S047 FP	Public footpath	Grass	No	No	Landward edge of trail	Not used	None
	SBS-2-S048 FP	Public footpath	Grass	No	No	Various	Both	None
2k	SBS-2-S049	Other existing walked route	Grass	No	No	Up to boundary of Havenside Country Park	Additional landward area	None
	SBS-2-S050 FP	Public footpath	Grass	No	No	Up to boundary of Havenside Country Park	Additional landward area	None
	SBS-2-S051 FP	Public footpath	Grass	No	No	Up to boundary of Havenside Country Park	Additional landward area	None
	SBS-2-S052 FP	Public footpath	Bare soil: Compacted	No	No	Up to boundary of Havenside Country Park	Additional landward area	None
	SBS-2-S053 FP	Public footpath	Bare soil: Compacted	No	No	Up to boundary of Havenside Country Park.	Additional landward area	None
2k/2l	SBS-2-S054 FP	Public footpath	Grass	No	Yes - bank	Landward base of sea bank and up to boundary of Havenside Country Park	Both	None
2l	SBS-2-S055 FP	Public footpath	Gravel	No	Yes - bank	Up to boundary of Havenside Country Park	Both	None
	SBS-2-S056	Other existing walked route	Grass	No	Yes - bank	Up to boundary of Havenside Country Park	Both	None
	SBS-2-S057	Other existing walked route	Grass	No	Yes - bank	Landward base of seabank	Not used	None
2m	SBS-2-S058 FP	Public footpath	Grass	No	Yes - bank	Landward base of seabank	Not used	None
	SBS-2-S059	Other existing walked route	Grass	No	Yes - bank	Landward base of seabank	Not used	None
	SBS-2-S060	Other existing walked route	Grass	No	No	Landward edge of trail	Not used	None
	SBS-2-S061	Other existing walked route	Grass	No	No	Landward edge of trail	Not used	None

1	2	3	4	5	6a	6b	6c	7
Map(s)	Route section number(s)	Current status of this section	Current surface of this section	Roll-back proposed? (See Part 9 of Overview)	Default landward coastal margin?	Landward boundary of margin (See maps)	Reason for landward boundary discretion	Proposed exclusions or restrictions (see Part 10 of Overview)
2m	SBS-2-S062	Other existing walked route	Gravel	No	No	Landward edge of trail	Not used	None
	SBS-2-S063 FP	Public footpath	Gravel	No	No	Landward edge of trail	Not used	None
	SBS-2-S064 FP	Public footpath	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
	SBS-2-S065 FP	Public footpath	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
2m/2n	SBS-2-S066 FP	Public footpath	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
2n	SBS-2-S067	Other existing walked route	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
2n/2o/2p	SBS-2-S068	Other existing walked route	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
2p	SBS-2-S069	Other existing walked route	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
	SBS-2-S070 FP	Public footpath	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
	SBS-2-S071	Other existing walked route	Grass	No	Yes - bank	Landward base of seabank	Not used	Margin
	SBS-2-S072 RD	Public highway	Tarmac	No	No	Various	Both	Margin
	SBS-2-S073 RD	Public highway	Tarmac	No	Yes - bank	Landward base of seabank	Not used	Margin

2.2.2 Other options considered: Maps 2a to 2p: Fosdyke Bridge to Freiston Shore

Map(s)	Section number(s)	Option(s) considered	Reasons for not proposing this option as the route
2j	SBS-2-SO44 FW to SBS-2-SO47 FP	We considered aligning the trail along Windsor Bank and then beside the access roadway between the Port of Boston and the trailer parking area at Skirbeck.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> It crosses the access roadway to the trailer parking area at one distinct point where this hazard can be clearly signed It makes use of less steep steps so is more accessible to trail users.
2l	SBS-2-SO56 to SBS-2-SO57	We considered aligning the trail along the existing footpath landward of the seabank	<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 we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme
2n/o/p	SBS-2-SO68	We considered aligning the trail along the existing footpaths landward of and nearly parallel to the seabank	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> it is closer to the sea and maintains views of the sea it avoids going close to HMP North Sea Camp and therefore should not increase security concerns for the prison we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme

Part 2.3: Chapter 2 - Formal Proposals

- Below are our formal proposals to the Secretary of State for the length of coast shown on maps 2a to 2p.
- They should be read in conjunction with the relevant maps.
- The commentary above explains the practical effect of these proposals.

Formal Proposals – Fosdyke Bridge to Freiston Shore

Discretion to include an estuary

2.3.1 Natural England proposes to exercise its functions as if the sea included the estuarial waters of the River Welland as far as the A17 road bridge at Fosdyke Bridge and the River Witham (Boston Haven) as far as the A16 Haven Bridge as indicated by the extent of the trail shown on maps 2a and 2j. It also includes the Inner Wash Estuary, which these two river estuaries feed into.

Proposed route of the trail

2.3.2 The route is to be at the centre of the line shown on maps 2a to 2p as the proposed route of the trail.

Landward boundary of coastal margin

2.3.3 Adjacent to route sections SBS-2-S001FW to SBS-2-S002 RDBW, SBS-2-SO34 FW and SBS-2-SO38 FW to SBS-2-SO44FW, the landward boundary of the coastal margin is to coincide with the kerb or pavement edge.

2.3.4 Adjacent to route sections SBS-2-S049 to SBS-2-S056, the landward boundary of the coastal margin is to coincide with the landward boundary of the Haven Country Park (where this is beyond the landward base of the seabank) as indicated by the coastal margin landward of the trail on maps 2k and 2l.

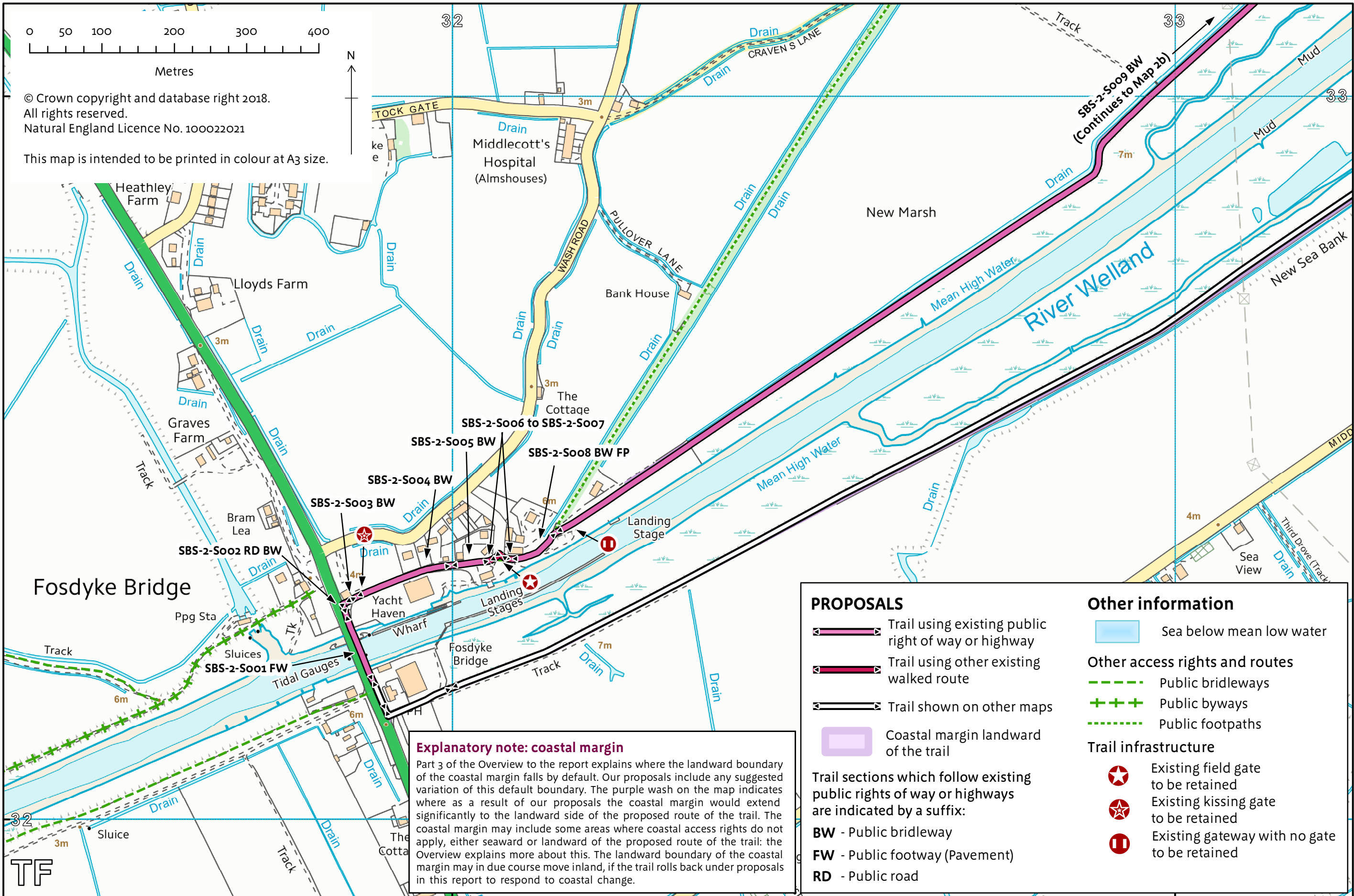
Local restrictions and exclusions

2.3.5 Natural England proposes to restrict access relevant to this length of coast, as follows:

Access to the saltmarsh and flats in the margin will be excluded year round, seaward of route sections SBS-2-S009 to SBS-2-S023 and SBS-2-S064 to SBS-2-S073, because we are satisfied that the land is unsuitable for public access.

(Note - some of the land seaward of the trail is excepted from the coastal access rights because it is subject to military byelaws)

Please refer to Part 10 of the Overview and see maps D and F for further details.

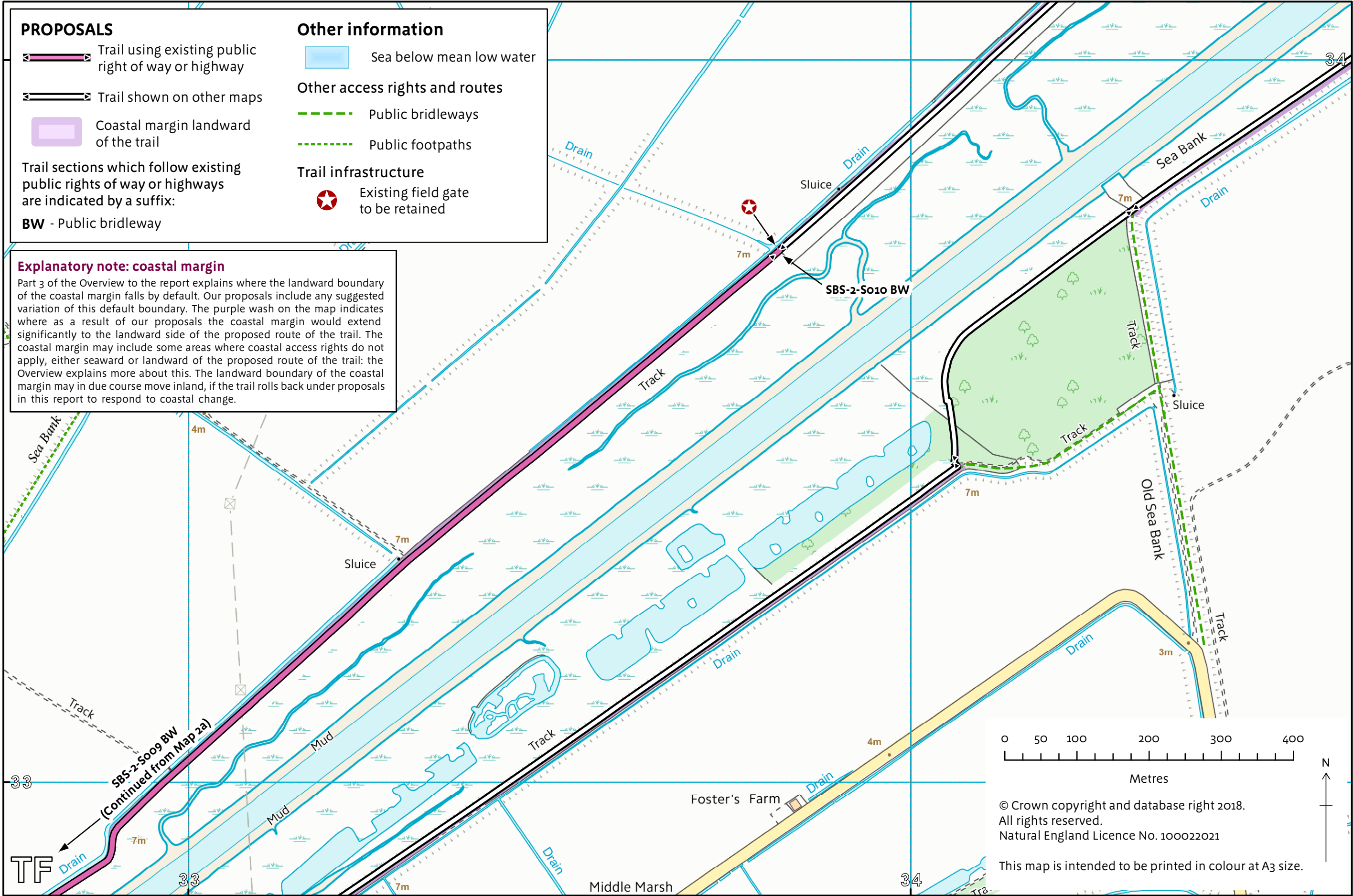


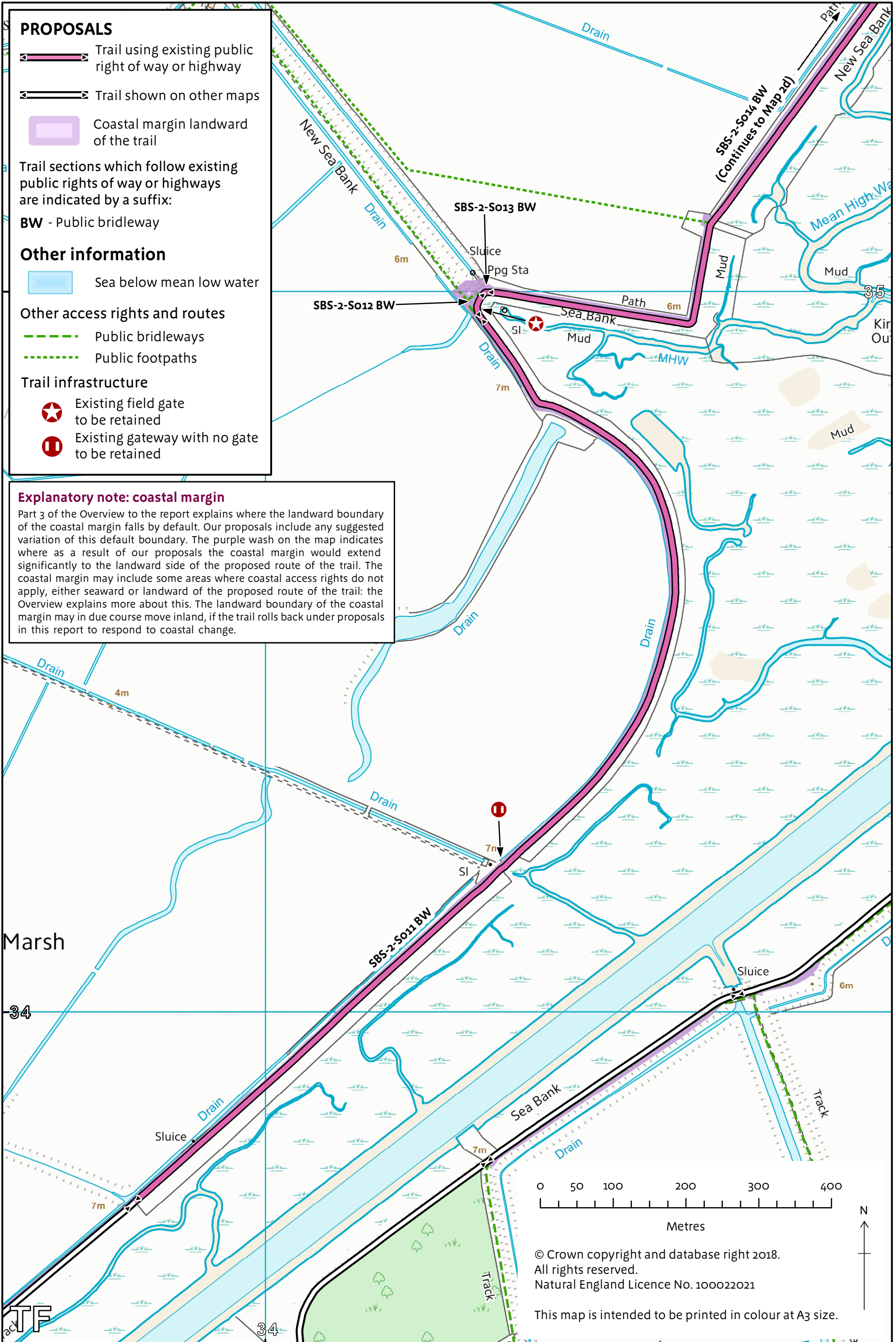
© Crown copyright and database right 2018.
 All rights reserved.
 Natural England Licence No. 100022021
 This map is intended to be printed in colour at A3 size.

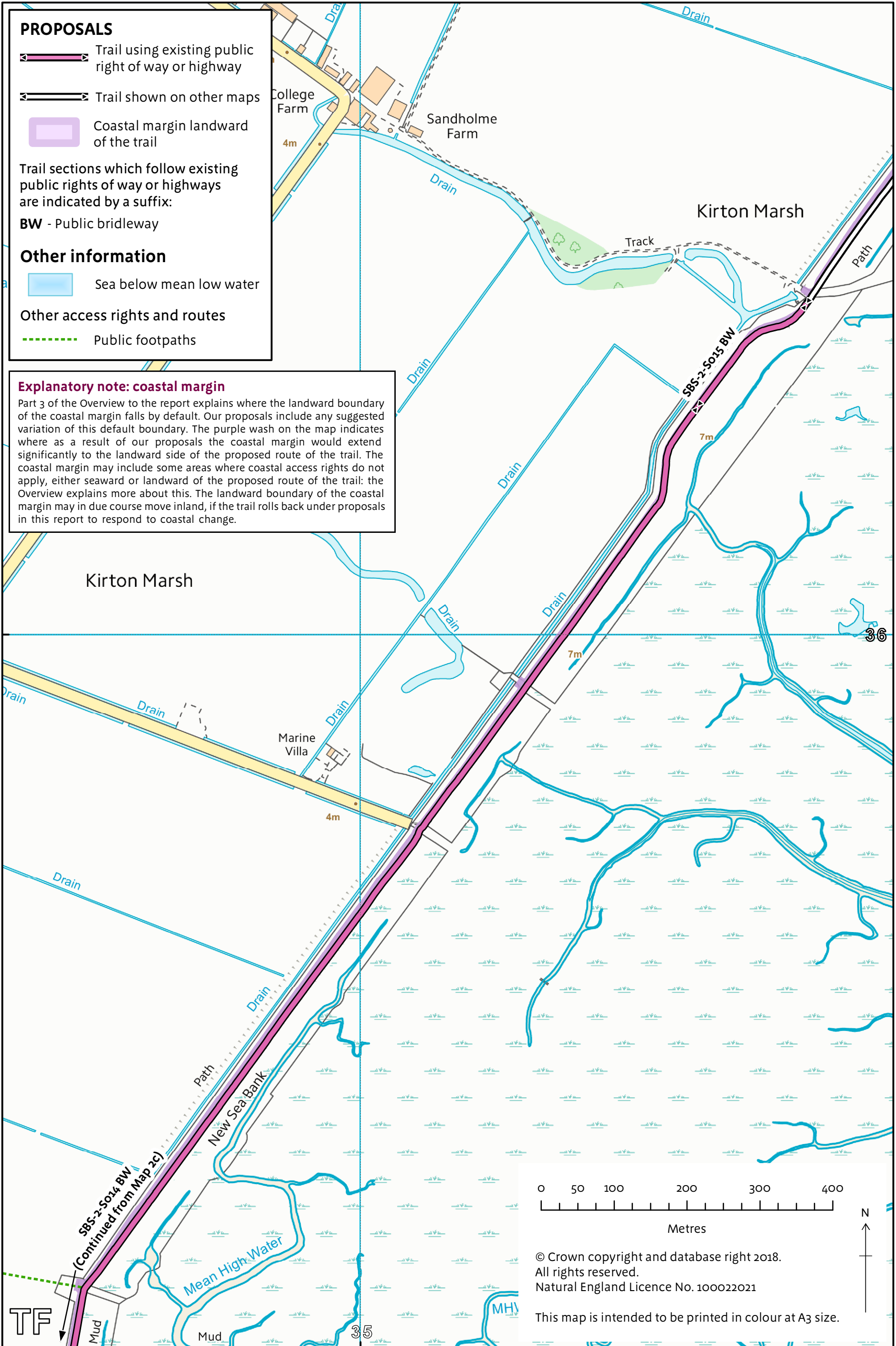
Explanatory note: coastal margin
 Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal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

PROPOSALS		Other information	
	Trail using existing public right of way or highway		Sea below mean low water
	Trail using other existing walked route	Other access rights and routes	
	Trail shown on other maps		Public bridleways
	Coastal margin landward of the trail		Public byways
Trail sections which follow existing public rights of way or highways are indicated by a suffix:			Public footpaths
BW	- Public bridleway	Trail infrastructure	
FW	- Public footway (Pavement)		Existing field gate to be retained
RD	- Public road		Existing kissing gate to be retained
			Existing gateway with no gate to be retained

Map 2a River Welland – Fosdyke Bridge to New Marsh

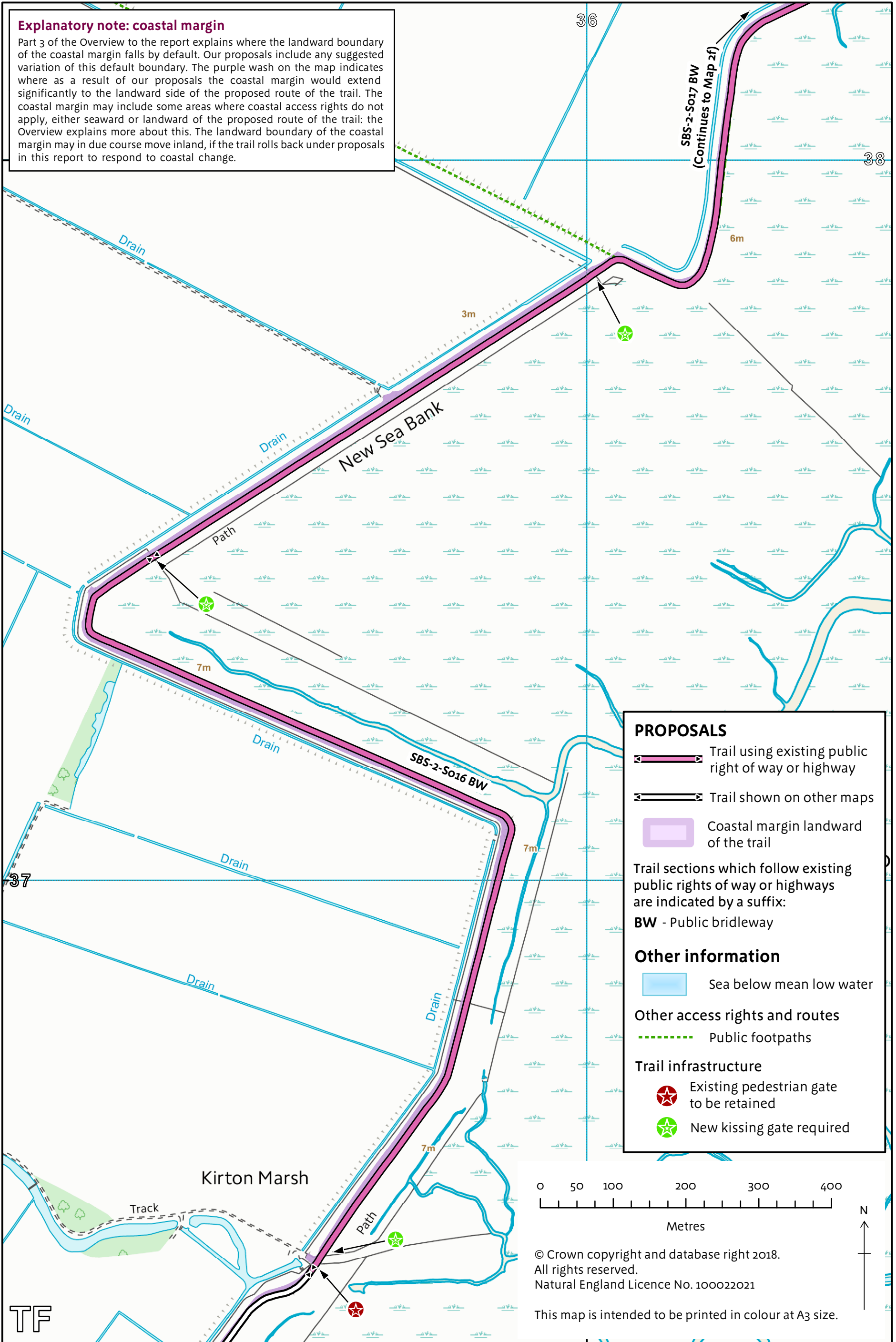




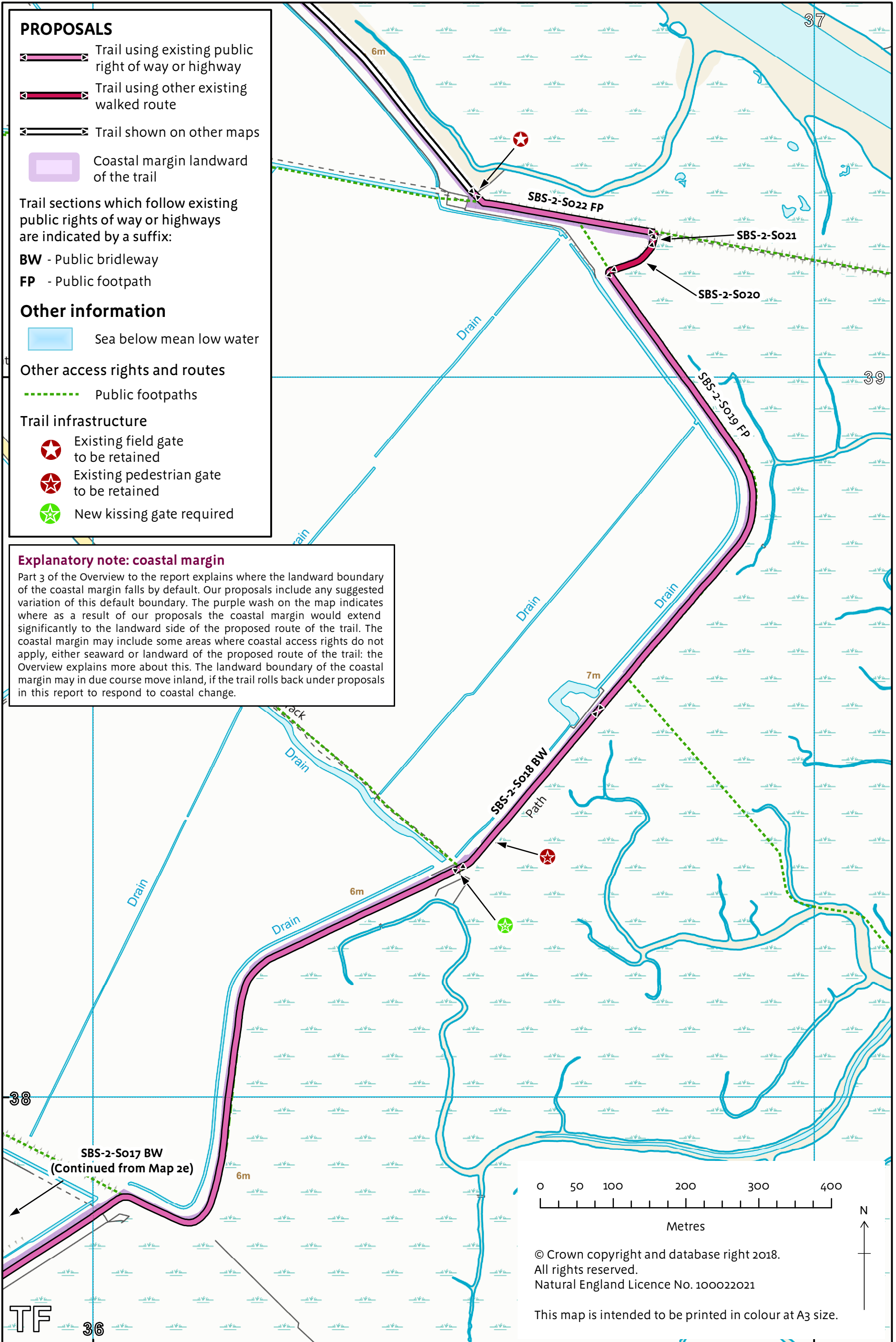


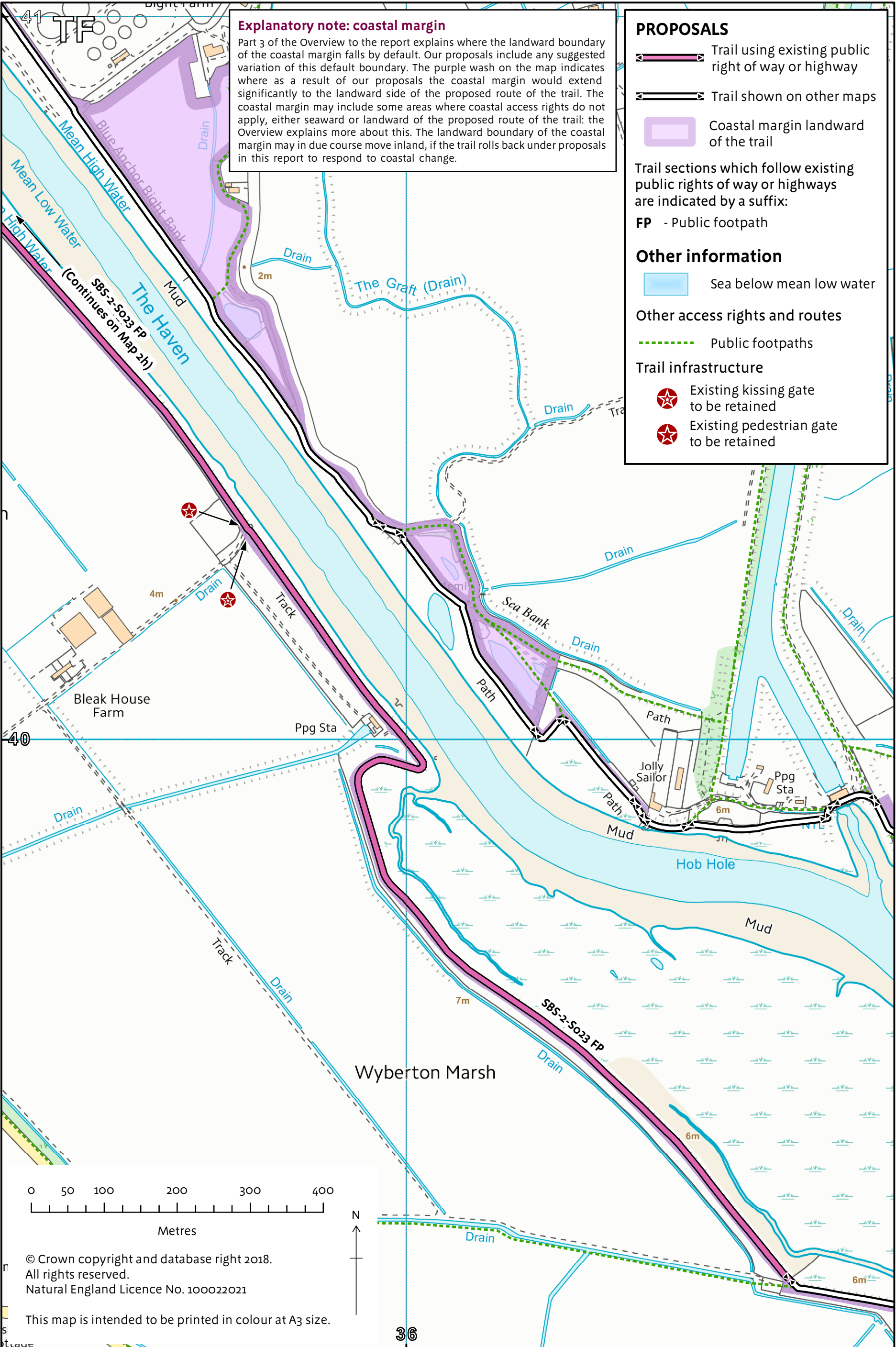
Explanatory note: coastal margin

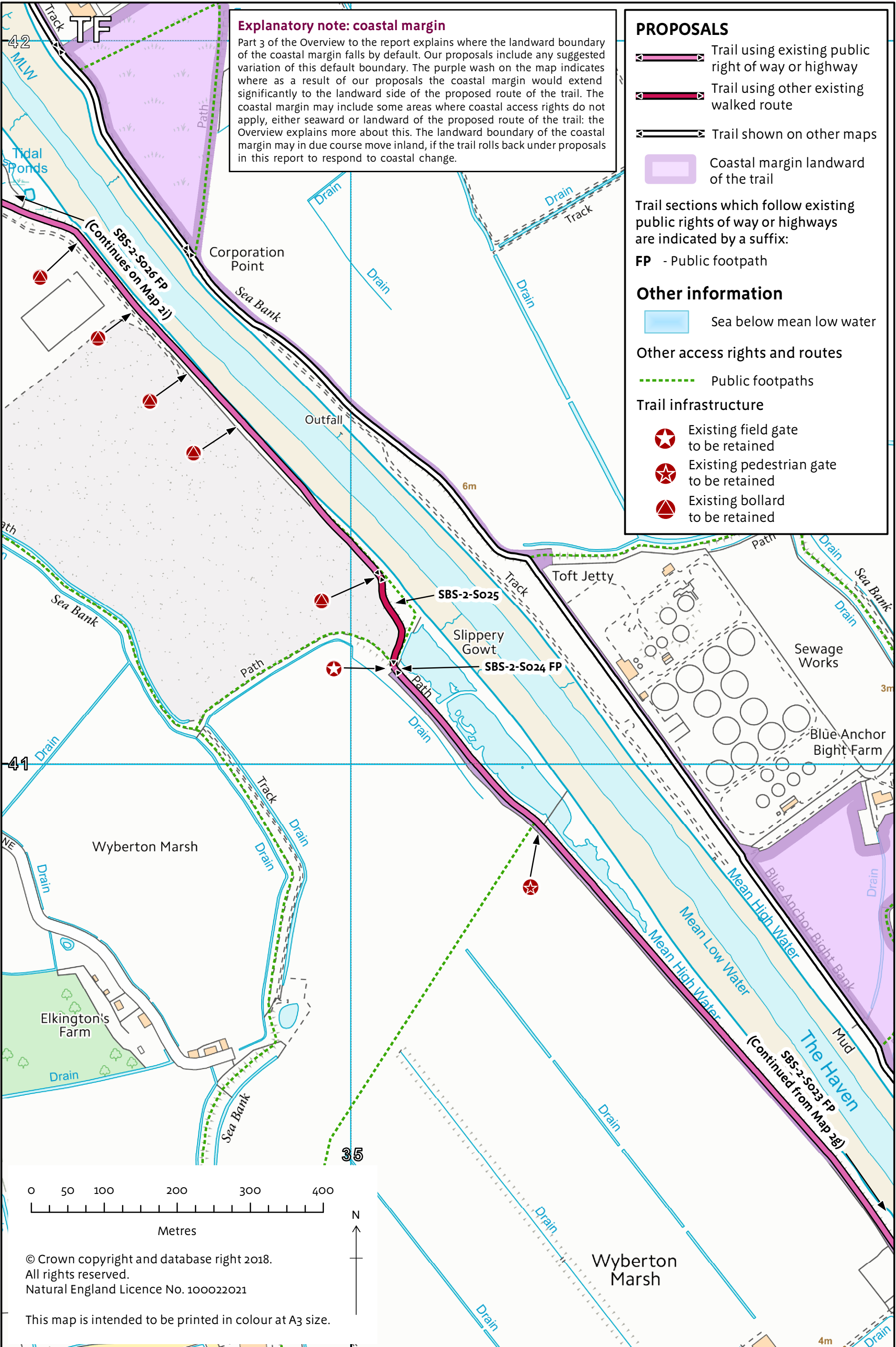
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly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

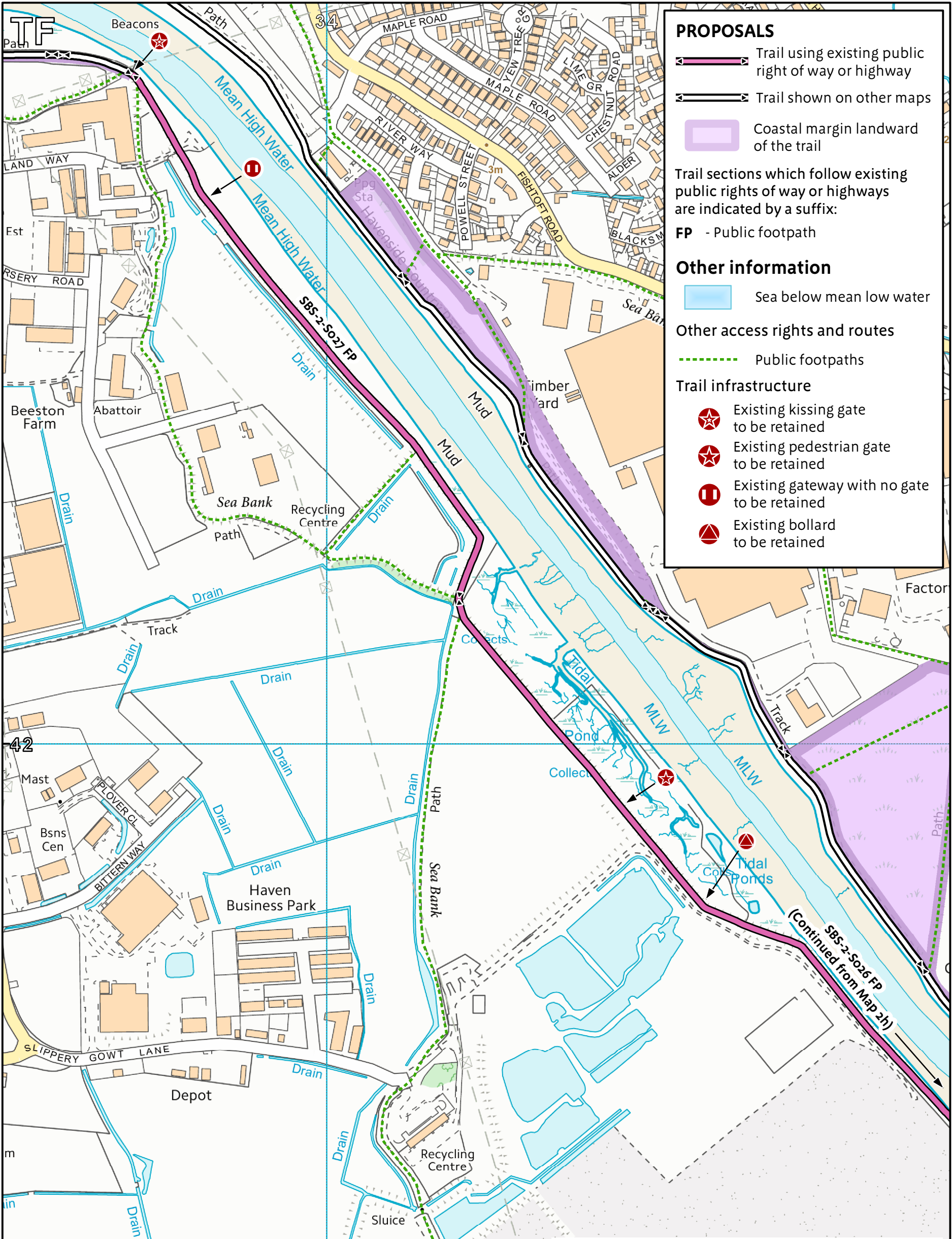


TF









PROPOSALS

- Trail using existing public right of way or highway
- Trail shown on other maps
- Coastal margin landward of the trail

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

FP - Public footpath

Other information

- Sea below mean low water
- Public footpaths

Trail infrastructure

- Existing kissing gate to be retained
- Existing pedestrian gate to be retained
- Existing gateway with no gate to be retained
- Existing bollard to be retained

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.

0 50 100 200 300 400

Metres

© Crown copyright and database right 2018. All rights reserved. Natural England Licence No. 100022021

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

