



England Coast Path Stretch:

Silecroft to Silverdale

Report SCS 2: Green Road railway station to Jubilee Bridge, Vickerstown

Part 2.1: Introduction

Start Point:	Green Road railway station (grid reference: SD 1896 8394)
End Point:	Jubilee Bridge, Vickerstown (grid reference: SD 1862 6864)
Relevant Maps:	SCS 2a to SCS 2l

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 Silecroft and Silverdale.

2.1.2 This report covers length SCS 2 of the stretch, which is the coast between Green Road railway station and Jubilee Bridge, Vickerstown. 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, 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 four sections of new path: Duddon Mosses National Nature Reserve (NNR) to Rectory Moss; High Wood to Roanhead Rabbit Warren; in Sandscale Haws NNR; and from Sowerby Woods to Palace Nook outfall. See maps SCS 2a to 2b, & 2g to 2j, and refer to associated tables below for details.

2.2.4 Is aligned on the beach or foreshore, using an existing walked route near Askam Pier, where we have proposed an optional alternative route. See map SCS 2f and tables 2.3.1 & 2.3.2 for details.

2.2.5 In one area, south of Foxfield railway station to Angerton Hall, a significant inland diversion is necessary to take the trail past land which regularly floods, near to Angerton. See maps SCS 2a & 2b and table 2.3.3 below.

2.2.6 Follows a route similar to the former Cumbria Coastal Way, but departs from this to avoid unsuitable areas of the foreshore or where we have been able to identify an alignment that better fits with the Approved Coastal Access Scheme.

2.2.7 Connects with the route for the Walney Island stretch of the England Coast Path, which was approved by the Secretary of State on 27 March 2017.

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.

2.2.8 The following designated sites affect this length of coast:

- Morecambe Bay Special Area of Conservation (SAC)
- Morecambe Bay & Duddon Estuary Special Protection Area (SPA)
- Duddon Estuary Ramsar site
- Duddon Mosses SAC
- Duddon Estuary Site of Special Scientific Interest (SSSI) for its wildlife interest
- Duddon Mosses SSSI for its wildlife interest
- Duddon Mosses NNR
- Sandscale Haws NNR and
- North Walney NNR.

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

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

2.2.9 Measures to protect the environment

Length Map(s)	Route section number(s)	Design features of the access proposals	Reason included
SCS 2c to 2d	SCS-2-S025 to SCS-2-S034 and SCS-2-OA031	We will install signs at access points to the trail requesting that dog-owners keep their dogs under effective control.	To reduce the risk of disturbance to feeding and roosting non-breeding waterbirds, ground nesting birds and natterjack toads on the saltmarsh. (Morecambe Bay and Duddon Estuary SPA, Duddon Estuary SSSI / Ramsar site).
SCS 2g & 2h	SCS-2-S072 to SCS-2-S076	We will install signs at each end of this part of the trail, requesting that dog-owners keep their dogs under effective control, and to not allow dogs to enter ponds.	To reduce the risk of disturbance to great crested newts, natterjack toads and ground nesting birds. (Morecambe Bay and Duddon Estuary SPA, Morecambe Bay SAC, Duddon Estuary SSSI / Ramsar site and Sandscale Haws NNR).
SCS 2i	SCS-2-S081 to SCS-2-S084	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The trail near Oak Head and Sowerby Wood is aligned inland in order to avoid areas of the foreshore used by roosting birds. See table 2.3.3 below. <p>In addition, we will install signs at either end of this part of the trail to explain the particular sensitivities in this area and to ask people to keep to the path. See map for locations.</p>	To reduce the risk of disturbance to roosting non-breeding waterbirds. (Morecambe Bay and Duddon Estuary SPA, Duddon Estuary SSSI / Ramsar site).

2.2.10 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:

- Habitats Regulations Assessments relating to any potential impact on the conservation objectives of European sites (as listed above at 2.2.8); and
- 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:

2.2.11 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 sections of our proposed route because:

- For the majority of this report, the trail is aligned on the natural surface such as grass or bare soil path which can be uneven underfoot;
- There are seven areas where it would be necessary to ascend/descend steps, north of Marsh Farm (map SCS 2e), near Askam-in-Furness beach car park (map SCS 2f), either side of Roanhead Crag (map SCS 2g), at Sowerby Wood (map SCS 2i), near Sowerby Lodge & near Palace Nook outfall (both on map SCS 2j) and Barrow in Furness (map SCS 2k). Most of these will be installed where we are creating or improving access and we have considered whether a ramp or alternative route alignment would avoid the requirement for steps; and
- Small bridges will be installed where we propose to create new access over watercourses such as near Angerton Moss and from Duddon Mosses NNR to Rectory Moss Common (maps SCS 2a & 2b), between Lidgate level crossing and near Dunnerholme cottages (maps SCS 2c & 2d), between The Lots and High Wood (map SCS 2g), at Sowerby Wood and near Kimberley Clark paper mill (map SCS 2i) and near Sowerby Lodge (map SCS 2j). In some cases, these may be accessed by steps such as at Kirkby Pool (map SCS 2b) and at Sowerby Wood (map SCS 2i).

2.2.12 At several locations along the route, surface improvements are proposed to make the route easier to use and the majority of existing stiles would be replaced with kissing gates (see 2.1.13 below). Surface improvements are proposed near Duddon Mosses NNR (maps SCS 2a and 2b), at Kirkby Pool (map SCS 2b), at Sand Side and Soutergate Marshes (map SCS 2c), near Marsh Farm (map SCS 2f), near High Wood and Roanhead Rabbit Warren (map SCS 2g) and near Palace Nook (map SCS 2j).

We envisage these improvements happening as part of the physical establishment work described at 2.2.38 to 2.2.41 below.

2.2.13 On the optional alternative routes south of Sand Side (map SCS 2c) we do not propose to replace the traditional stone stiles which are of heritage / landscape value. These less accessible boundary features might be avoided via the network of lanes and pavements locally.

2.2.14 North of Lidgate level crossing (map SCS 2c), the surface of the bridleway is due to be improved by Network Rail, following coastal defence work seaward of the railway line. This will make our proposed route more accessible. We expect this to be completed before this part of the ECP is open to walkers.

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

Where we have proposed exercising statutory discretions:

2.2.15 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Duddon, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of that river as far as the Foxfield to Green Road Station railway crossing, as indicated by the extent of the trail shown on maps SCS 2a to 2d. The west bank of the Duddon Estuary is included in our report SCS 1 – Silecroft to Green Road railway station.

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

2.2.16 **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 2.3.1 below.

2.2.17 We have used this discretion to limit the landward extent of the coastal margin on the dunes or dune slacks in the vicinity of Dunnerholme Golf Course adjacent to SCS-2-S034 (map SCS 2d). This has had the effect of reducing the amount of coastal margin that would have otherwise been available by default. This option provides the most clarity because:

- The out of bounds markers for the golf course provide an easily identifiable boundary for access users.
- There is no clear edge to the dunes making it difficult for access users and land managers to identify the land that would be available for public access.

2.2.18 We have used this discretion to limit the landward extent of the coastal margin at Askam-in-Furness, to the bottom of the bank on the seaward side of SCS-2-S055 (map SCS 2f). This has the effect of slightly reducing the amount of coastal margin that would have otherwise been available by default. This option provides the most clarity because:

- The seaward base of the bank provides the most easily identifiable boundary for access users; and
- The extent of coastal access rights would not be clear landward of this, at the top of the bank.

2.2.19 In some places, 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 owners of these areas of land are content for us to propose this. These areas are part of Duddon Mosses NNR (map SCS 2a and 2b), Soutergate Marsh (maps SCS 2c and 2d), Askam-in-Furness (maps SCS 2f and 2g), Sandscale Haws NNR (maps SCS 2g and 2h), near Scarth Bight (map SCS 2i) and the slag banks either side of Ormsgill Lane (maps SCS 2j and 2k).

2.2.20 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.

2.2.21 **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 / flat.

2.2.22 Areas of saltmarsh at Angerton and Sand Side Marsh have deep channels and creeks, some of which would not be readily apparent to walkers and can pose a significant risk. The mudflats at Kirkby Pool, Dunnerholme, Scarth Bight and Walney Channel are soft and sinking in nature. The saltmarshes and flats do not provide a safe walking surface and are subject to frequent tidal inundation. RNLI and Coastguard data indicates incidents of people being rescued from these areas. Therefore the following exclusions are proposed:

2.2.23 Access to the land in the coastal margin seaward of route sections SCS-2-S001 to SCS-2-S054 and SCS-2-S077 to SCS-2-S110 is to be excluded all year round, by direction under section 25A of the

Countryside and Rights of Way Act (2000), as it is unsuitable for public access. 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 SCS 2A to 2D.

2.2.24 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.

2.2.25 **Optional alternative routes:** An optional alternative route is to operate as an optional diversion from the ordinary route between route sections SCS-2-S003 and SCS-2-S008 (from Shallow Crag to near Duddon Mosses NNR) when it is affected by exceptionally high tides. The optional alternative route is to be at the centre of the line shown as route sections SCS-2-OA001 to SCS-2-OA006 on map SCS 2a. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

2.2.26 An optional alternative route is to operate as an optional diversion from the ordinary route between route sections SCS-2-S024 and SCS-5-S026 (from Kirkby-in-Furness railway station to Sand Side level crossing), when it is affected by high tides. The optional alternative route is to be at the centre of the line shown as route sections SCS-2-OA007 to SCS-2-OA014 on map SCS 2c. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

2.2.27 An optional alternative route is to operate as an optional diversion from the ordinary route between route sections SCS-2-S026 and SCS-2-S030, (from Sand Side level crossing to Lidgate level crossing), when it is affected by high tides. The optional alternative route is to be at the centre of the line shown as route sections SCS-2-OA013 to SCS-2-OA025 on map SCS 2c. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

2.2.28 An optional alternative route is to operate as an optional diversion from the ordinary route between route sections SCS-2-S029 and SCS-2-S031, (from Lidgate level crossing to Soutergate level crossing), when it is affected by high tides. The optional alternative route is to be at the centre of the line shown as route sections SCS-2-OA022 to SCS-2-OA033 on map SCS 2c. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

2.2.29 An optional alternative route is to operate as an optional diversion from the ordinary route between route sections SCS-2-S030 and SCS-2-S035, (from Soutergate level crossing to Dunnerholme Cottages), when it is affected by high tides. The optional alternative route is to be at the centre of the line shown as route sections SCS-2-OA029 to SCS-2-OA043 on map SCS 2d. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

2.2.30 A final optional alternative route is to operate as an optional diversion from the ordinary route between route sections SCS-2-S053 and SCS-2-S056 when the vicinity of Askam Pier is affected by high tides. The optional alternative route is to be at the centre of the line shown as route sections SCS-2-OA044 to SCS-2-OA049 as shown on map SCS 2f. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

2.2.31 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 2.3.2 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.

2.2.32 **Other factors affecting access:** There are several railway level crossings (maps SCS 2a to 2d), and a lifting bridge over Walney Channel on the proposed route (map SCS 2l) within the length of coast covered by this report. At these locations public access is interrupted from time to time, for short periods, to allow trains or vessels to pass. This arrangement would continue without the need for additional measures.

2.2.33 **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.

2.2.34 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 SCS 2a to 2k as the proposed route of the trail.

2.2.35 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.

2.2.36 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 SCS 2a to 2d, SCS 2f and SCS 2k to 2l as the proposed route of the trail.

2.2.37 **Other future change:**

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

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

Establishment of the trail:

2.2.38 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.

2.2.39 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £622,525 and is informed by:

- information already held by the access authority, Cumbria County Council, in relation to the management of the existing public rights of way network;
- the conclusions of our deliberations in relation to potential impacts on the environment; and
- information gathered while visiting affected land and talking to the people who own and manage it about the options for the route.

2.2.40 The trail in this report will create 15 kilometres of new access rights and therefore establishment cost is proportionately higher on these sections to facilitate the creation of the proposed trail. There are a number of main elements to the overall cost:

- A significant amount of new waymarking / fingerposts and new signs would be needed on the trail, in particular where it is necessary to highlight where a restriction is proposed;
- Significant amounts of surfacing or culverts for new sections of path are likely to be needed to improve access, particularly at:
 - Between SCS-2-S009 and SCS-2-S015 around Duddon Mosses NNR (maps SCS 2a to 2b); and
 - across Rectory Moss Open Access land on SCS-2-S017 (maps SCS 2b).
- New steps and related access improvements would be necessary on the trail:
 - north of Marsh Farm (map SCS 2e);
 - near Askam-in-Furness beach car park (map SCS 2f);
 - from High Wood to Roanhead Rabbit Warren;
 - either side of Roanhead Crag and near Sandscale Cottages (map SCS 2g);
 - in the vicinity of Sowerby Wood and Sowerby Lodge (maps SCS 2i and 2j); and
 - near Palace Nook outfall (on the end of Barrow slag banks) (map SCS 2j);
- Small bridges or sleeper bridges, or stepping stones would be required to improve access along the trail:
 - to allow access across the ditch boundaries of Duddon Mosses NNR (maps SCS 2a and 2b);
 - the creeks and gullies on the existing walked line across Sand Side and Soutergate Marshes (maps SCS 2c to 2e);
 - between the Lots and Roanhead Crag (map SCS 2g);
 - in the vicinity of Sowerby Wood (map SCS 2i); and
 - near Sowerby Lodge (map SCS 2j).

- Additionally, a larger bridge would be required at Kirkby Pool (map SCS 2b), just to the seaward side of the existing rail viaduct.
- In a few places new fencing will be installed alongside the trail in support of nature conservation and land management priorities at key locations adjacent to the trail. These are proposed on sections SCS-2-S020, SCS-2-S041, SCS-2-S067, SCS-2-S070, SCS-2-S084, SCS-2-S086, SCS-2-S088 and SCS-2-S089, SCS-2-S091 and SCS-2-S093.
- Even on existing public and permissive paths, much of the infrastructure will need to be upgraded or replaced, in order that it meets the required standard. This includes:
 - 18 kissing gates to either replace old gates, or stiles;
 - Replacement directional signage; and
 - three of the bridges on Sand Side and Soutergate Marsh described above.

More significant items of establishment works are shown on the relevant maps accompanying this report.

Table 1 shows our estimate of the capital cost for each of the main elements of physical establishment described above.

Table 1: Estimate of capital costs

Item	Cost
Signage & interpretation	£42,170
Path surfacing, drainage and route clearance	£226,292
Boundary crossings	£45,390
Steps	£3,100
Small bridges (up to 10m)	£152,670
Kirkby Pool bridge	£51,600
Fencing or other barriers	£44,710
Project management costs	£56,593
Total	£622,525 (Exclusive of any VAT payable)

2.2.41 Once the Secretary of State’s decision on our report has been notified, and further to our conversations with land managers during the route planning stage, Cumbria County Council will liaise with affected land owners and occupiers about relevant aspects of the design, installation and maintenance of the new signs and infrastructure that are needed on their land. Prior to works being carried out on the ground, all necessary permissions, authorisations and consents will be obtained. All such works would conform to the published standards for National Trails and the other criteria described in our Coastal Access Scheme.

2.2.42 There is one potential opportunity to enhance the trail on this length of coast which is mentioned in our proposals: there is an aspiration for a new cycle / pedestrian bridge across the Duddon, together with connecting paths (see Part 5 of the Overview), but which is not included in our cost estimate because it is contingent on funding being provided from other sources.

Maintenance of the trail:

2.2.43 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).

2.2.44 We estimate that the annual cost to maintain the trail will be **£11,382** (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 SCS 2a to SCS 2I - Green Road railway station to Jubilee Bridge, Vickerstown

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 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
SCS 2a	SCS-2-S001	Public highway	No	No			
SCS 2a	SCS-2-S002	Public Footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SCS 2a	SCS-2-S003	Public highway	No	No			
SCS 2a	SCS-2-S004	Other existing walked route	Yes - See table 2.3.4	No			

1	2	3	4	5a	5b	5c	6
Map (s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SCS 2a	SCS-2-S005*	Public highway	Yes - See table 2.3.4	No	Landward edge of road	Clarity and cohesion	
SCS 2a	SCS-2-S006*	Public highway	Yes - See table 2.3.4	No			
SCS 2a	SCS-2-S007*	Public highway	Yes - See table 2.3.4	No	Landward edge of road	Clarity and cohesion	
SCS 2a	SCS-2-S008* and SCS-2-S009*	Not an existing walked route	No	No			
SCS 2a	SCS-2-S010* and SCS-2-S011*	Not an existing walked route	No	No	Fence line	Additional landward area	Contiguous parcel of Duddon Mosses NNR included in landward margin in agreement with the landowner
SCS 2b	SCS-2-S012* to SCS-2-S014*	Not an existing walked route	No	No	Fence line	Additional landward area	See above
SCS 2b	SCS-2-S015*	Not an existing walked route	No	No		Additional landward area	See above
SCS 2b	SCS-2-S016*	Not an existing walked route	No	No	Ditch	Clarity and cohesion	
SCS 2b	SCS-2-S017*	Not an existing walked route	No	No	Fence line	Clarity and cohesion	
SCS 2b	SCS-2-S018*	Public highway	No	No	Landward edge of road	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map (s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SCS 2b	SCS-2-S019*	Other existing walked route	No	No			
SCS 2b	SCS-2-S020* to SCS-2-S022*	Public footpath	Yes - See table 2.3.4	No	Fence line	Clarity and cohesion	
SCS 2b	SCS-2-S023*	Not an existing walked route	Yes - See table 2.3.4	No	Bridge	Clarity and cohesion	
SCS 2b	SCS-2-S024*	Other existing walked route	Yes - See table 2.3.4	No	Fence line	Clarity and cohesion	
SCS 2c	SCS-2-S025* to SCS-2-S029*	Public bridleway	Yes - See table 2.3.4	No	Fence line	Clarity and cohesion	
SCS 2c	SCS-2-S030*	Other existing walked route	Yes - See table 2.3.4	No	Fence line	Additional landward area	Landward margin to railway fence in agreement with the landowner
SCS 2d	SCS-2-S031*	Public footpath	Yes - See table 2.3.4	No	Fence line	Additional landward area	See above
SCS 2d	SCS-2-S032* and SCS-2-S033*	Other existing walked route	Yes - See table 2.3.4	No	Fence line	Additional landward area	See above
SCS 2d	SCS-2-S034*	Other existing walked route	Yes - See table 2.3.4	No			
SCS 2e	SCS-2-S035*	Public footpath	Yes - See table 2.3.4	No	Edge of track	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map (s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SCS 2e	SCS-2-S036*	Public footpath	Yes - See table 2.3.4	Yes - dune			
SCS 2e	SCS-2-S037* to SCS-2-S040*	Other existing walked route	Yes - See table 2.3.4	Yes - dune			
SCS 2e	SCS-2-S041*	Other existing walked route	Yes - See table 2.3.4	No	Various	Clarity and cohesion	Landward margin to fence then track
SCS 2f	SCS-2-S042*	Public footpath	Yes - See table 2.3.4	No			
SCS 2f	SCS-2-S043* to SCS-2-S045*	Other existing walked route	Yes - See table 2.3.4	No			
SCS 2f	SCS-2-S046*	Other existing walked route	Yes - See table 2.3.4	No	Fence line	Additional landward area	Landward margin to car park fence in agreement with the landowner
SCS 2f	SCS-2-S047*	Other existing walked route	Yes - See table 2.3.4	No	Fence line	Clarity and cohesion	
SCS 2f	SCS-2-S048* to SCS-2-S053*	Other existing walked route	Yes - See table 2.3.4	Yes - dune			
SCS 2f	SCS-2-S054*	Other existing walked route	Yes - See table 2.3.4	Yes - bank			
SCS 2f	SCS-2-S055*	Other existing walked route	Yes - See table 2.3.4	No	Bank	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map (s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SCS 2f to 2g	SCS-2-S056* to SCS-2-S062*	Other existing walked route	Yes - See table 2.3.4	Yes - dune			
SCS 2g	SCS-2-S063* and SCS-2-S064*	Not an existing walked route	Yes - See table 2.3.4	Yes - dune			
SCS 2g	SCS-2-S065*	Not an existing walked route	Yes - See table 2.3.4	No			
SCS 2g	SCS-2-S066*	Not an existing walked route	Yes - See table 2.3.4	No	Edge of path	Clarity and cohesion	
SCS 2g	SCS-2-S067* to SCS-2-S069*	Not an existing walked route	Yes - See table 2.3.4	No	Fence line	Clarity and cohesion	
SCS 2g	SCS-2-S070* and SCS-2-S071*	Not an existing walked route	Yes - See table 2.3.4	No	Fence line	Clarity and cohesion	
SCS 2g	SCS-2-S072* to SCS-2-S074*	Other existing walked route	Yes - See table 2.3.4	Yes - dune			
SCS 2h	SCS-2-S075*	Not an existing walked route	Yes - See table 2.3.4	No	Fence line	Additional landward area	Contiguous parcel of Sandscale Haws NNR included in landward margin in agreement with the landowner
SCS 2h	SCS-2-S076*	Other existing walked route	Yes - See table 2.3.4	No	Fence line	Additional landward area	See above
SCS 2i	SCS-2-S077*	Other existing walked route	Yes - See table 2.3.4	No	Various	Additional landward area	Landward margin to track then fence in agreement with the landowner

1	2	3	4	5a	5b	5c	6
Map (s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SCS 2i	SCS-2-S078* and SCS-2-S079*	Other existing walked route	Yes - See table 2.3.4	No	Fence line	Additional landward area	Landward margin extends to fence in agreement with the landowner
SCS 2i	SCS-2-S080*	Other existing walked route	Yes - See table 2.3.4	No	Fence line	Clarity and cohesion	
SCS 2i	SCS-2-S081*	Not an existing walked route	Yes - See table 2.3.4	No	Fence line	Additional landward area	Landward margin extends to fence in agreement with the landowner
SCS 2i	SCS-2-S082* and SCS-2-S083*	Not an existing walked route	Yes - See table 2.3.4	No			
SCS 2i to 2j	SCS-2-S084* to SCS-2-S087*	Not an existing walked route	Yes - See table 2.3.4	No	Fence line	Clarity and cohesion	
SCS 2j	SCS-2-S088 to SCS-2-S093	Not an existing walked route	Yes - See table 2.3.4	No	Fence line	Clarity and cohesion	
SCS 2j	SCS-2-S094 to SCS-2-S096*	Other existing walked route	Yes - See table 2.3.4	No	Fence line	Additional landward area	Landward margin includes large area in agreement with the landowner
SCS 2j to SCS 2k	SCS-2-S097* and SCS-2-S098*	Cycle track (pedestrian)	Yes - See table 2.3.4	No	Fence line	Additional landward area	See above
SCS 2k	SCS-2-S099*	Other existing walked route	No	No	Hedgerow	Clarity and cohesion	
SCS 2k	SCS-2-S100* and SCS-2-S101*	Cycle track (pedestrian)	No	No	Edge of track	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map (s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SCS 2k	SCS-2-S102	Cycle track (pedestrian)	No	No			
SCS 2k to SCS 2l	SCS-2-S103 and SCS-2-S104	Cycle track (pedestrian)	No	No	Edge of track	Clarity and cohesion	
SCS 2l	SCS-2-S105	Cycle track (pedestrian)	No	No			
SCS 2l	SCS-2-S106	Cycle track (pedestrian)	No	No	Edge of track	Clarity and cohesion	
SCS 2l	SCS-2-S107	Cycle track (pedestrian)	No	No			
SCS 2l	SCS-2-S108	Cycle track (pedestrian)	No	No	Edge of path	Clarity and cohesion	
SCS 2l	SCS-2-S109	Other existing walked route	No	No	Pavement edge	Clarity and cohesion	
SCS 2l	SCS-2-S110	Public Footway (pavement)	No	No	Pavement edge	Clarity and cohesion	

2.3.2 Optional alternative route details: Maps SCS 2a to SCS 2I - Green Road railway station to Jubilee Bridge, Vickerstown

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 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 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
SCS 2a	SCS-2-OA001	Public highway	No			
SCS 2a	SCS-2-OA002	Public Footway (pavement)	No	Pavement edge	Pavement edge	
SCS 2a	SCS-2-OA003	Other existing walked route	No	Edge of track	Edge of track	
SCS 2a	SCS-2-OA004	Public footpath	No	Edge of track	Edge of track	
SCS 2a	SCS-2-OA005	Public footpath	No			
SCS 2a	SCS-2-OA006	Public highway	Yes - See table 2.3.4	Edge of road	Edge of road	
SCS 2c	SCS-2-OA007	Other existing walked route	Yes - See table 2.3.4			
SCS 2c	SCS-2-OA008 to SCS-2-OA010	Other existing walked route	Yes - See table 2.3.4	Edge of path	Edge of path	
SCS 2c	SCS-2-OA011	Public Footway (pavement)	No	Pavement edge	Pavement edge	

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
SCS 2c	SCS-2-OA012	Public highway	No	Road	Edge of road	
SCS 2c	SCS-2-OA013	Public footpath	No	Edge of track	Edge of track	
SCS 2c	SCS-2-OA014	Public footpath	Yes - See table 2.3.4			
SCS 2c	SCS-2-OA015	Public highway	No	Road	Edge of road	
SCS 2c	SCS-2-OA016	Public footpath	No			
SCS 2c	SCS-2-OA017	Public footpath	No	Edge of path	Edge of path	
SCS 2c	SCS-2-OA018 and SCS-2-OA019	Public footpath	No			
SCS 2c	SCS-2-OA020	Public footpath	No	Edge of track	Edge of track	
SCS 2c	SCS-2-OA021	Public highway	No	Edge of road	Edge of road	
SCS 2c	SCS-2-OA022*	Public highway	No	Edge of road	Edge of road	
SCS 2c	SCS-2-OA023*	Public footpath	No	Edge of track	Edge of track	
SCS 2c	SCS-2-OA024*	Public footpath	Yes - See table 2.3.4	Edge of track	Edge of track	
SCS 2c	SCS-2-OA025*	Public footpath	Yes - See table 2.3.4			
SCS 2c	SCS-2-OA026*	Public highway	No			
SCS 2c	SCS-2-OA027*	Public footpath	No			
SCS 2c	SCS-2-OA028*	Public footpath	No	Edge of track	Edge of track	
SCS 2c	SCS-2-OA029* to SCS-2-OA031*	Public footpath	No			
SCS 2c	SCS-2-OA032 to SCS-2-OA033	Public footpath	Yes - See table 2.3.4			
SCS 2d	SCS-2-OA034 to SCS-2-OA039	Public footpath	No			See also table 2.3.3: Other options considered in relation to SCS-2-OA036 and SCS-2-OA037

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
SCS 2d	SCS-2-OA040	Public footpath	No	Edge of track	Edge of track	
SCS 2d	SCS-2-OA041	Public footpath	No			
SCS 2d	SCS-2-OA042	Public footpath	No	Edge of track	Edge of track	
SCS 2d	SCS-2-OA043	Public footpath	Yes - See table 2.3.4	Edge of track	Edge of track	
SCS 2f	SCS-2-OA044	Other existing walked route	Yes - See table 2.3.4			
SCS 2f	SCS-2-OA045	Other existing walked route	Yes - See table 2.3.4	Edge of track	Edge of track	
SCS 2f	SCS-2-OA046	Other existing walked route	No	Pavement edge	Pavement edge	
SCS 2f	SCS-2-OA047 to SCS-2-OA049	Other existing walked route	Yes - See table 2.3.4			

2.3.3 Other options considered: Maps SCS 2a to SCS 2l - Green Road railway station to Jubilee Bridge, Vickerstown

Map(s)	Route section number(s)	Other option(s) considered	Reasons for not proposing this option
SCS 2a and 2b	SCS-2-S006 to SCS-2-S019	We considered aligning the trail seaward of the railway between Angerton and Angerton Hall.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ A route seaward of the railway provides no intermediate means of escape in the event that walkers might be caught by a rising tide. <p>We therefore concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.</p>
SCS 2b	SCS-2-S023 and SCS-2-S024	We considered using the walked line across the railway and pipe bridge at Kirkby Pool, then across Head Crag Marsh and alongside the road south to Kirkby-in-Furness railway station.	<p>We opted for the proposed routes because:</p> <ul style="list-style-type: none"> ■ The public right of way across Head Crag Marsh can be very wet underfoot; ■ The route across the railway would not be approved by Network Rail as part of a promoted national trail; and ■ The established walked line south of Kirkby Pool provides a convenient route seaward of the railway. <p>We therefore concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.</p>
SCS 2c and 2d	SCS-2-OA022 to SCS-2-OA031 and SCS-2-OA036 to SCS-2-OA037	We considered various other public rights of way for the optional alternative routes from Sand Side to Dunnerholme.	<p>We opted for the proposed routes because:</p> <ul style="list-style-type: none"> ■ Some of the public right of way network in this area crosses very wet ground which is often unsuitable underfoot.
SCS 2f	SCS-2-S054 to SCS-2-S055	We considered the line of our proposed optional alternative route (SCS-2-OA044 to SCS-2-OA049 or similar) as the route of the main trail.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ There is significant nature, amenity and heritage interest visible from the chosen route; and ■ The section affected by high tides is short, convenient and only unavailable for limited periods. <p>We therefore concluded that the existing walked line, which provides a convenient route along the foreshore, struck the best balance in terms of the</p>

Map(s)	Route section number(s)	Other option(s) considered	Reasons for not proposing this option
			criteria described in chapter 4 of the Coastal Access Scheme.
SCS 2g and 2h	SCS-2-S072 to SCS-2-S076	At Sandscale Haws NNR we considered options for a more seaward alignment using various paths that pass through the extensive dune system.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The proposed route lies towards the rear of the dune system, in a more stable area, and is therefore less likely to be impacted by shifting dunes in the future; and ■ Other walked lines, seawards of the proposed route, would require a greater amount of work to establish and maintain as the ECP, without necessarily giving any greater benefits to walkers. <p>We therefore concluded that the proposed route through the dunes strikes the best balance in terms of the criteria described in chapter 4 and part 7.10 of the Coastal Access Scheme.</p> <p>Under our proposals, the more seaward paths would remain accessible as part of the spreading room, but would not form part of the designated trail.</p>
SCS 2e to 2j	SCS-2-S034 to SCS-2-S087	We considered the bridleway which crosses the sands, mudflats and marsh from Dunnerholme to Marsh Farm (Askam-in-Furness) and other more landward options.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The majority of the public right of way would not be suitable underfoot; ■ Around Askam-in-Furness, the beach is a popular walked route, available at most states of the tide, and we have proposed an optional alternative route to avoid the short tidal stretch; and ■ This proposal 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>Under our proposals, the paths would be part of the spreading room, but would not form part of the designated trail.</p>

Map(s)	Route section number(s)	Other option(s) considered	Reasons for not proposing this option
SCS 2i	SCS-2-S079 to SCS-2-S084	We considered options for a more seaward alignment near Oak Head and Sowerby Wood.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ Our assessment of potential environmental impacts concluded that a more seaward alignment would not be possible due to the levels of disturbance to protected bird species that would be caused; and ■ It would still be necessary to install steps to continue around the coast in this area. <p>We therefore concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.</p>
SCS 2a to 2d and SCS 2h to 2j	SCS-2-S005 to SCS-2-S035 and SCS-2-S076 to SCS-2-S087	We noted that existing bridleways cross the intertidal area between; Foxfield and Dunnerholme, Angerton and Sand Side, Sand Side and Millom Marsh (Report SCS 1), Marsh Farm (Askam in Furness) to Millom (Report SCS 1) and across the sands at Scarth Bight to Sowerby Lodge.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ These route options are inundated regularly. And are therefore not available all of the time, with the tide coming in unpredictably over these areas, in a way which would put the public, and particularly strangers to the area, at significant risk; and ■ Even when the tide is out the terrain on these options makes for difficult and hazardous walking. For these reasons, and following advice from the Coastguard, RNLI and other Bay Rescue organisations we did not consider aligning the England Coast Path along these routes. <p>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.</p>
SCS 2f to 2g and SCS 2j to 2k	SCS-2-S043 to SCS-2-S071 and SCS-2-S096 to SCS-2-S101	Similarly we noted that byways take routes across the sands from Marsh Farm, (Askam-in-Furness) to near Sandscale Cottages and from Ormsgill Lane & Bessemer Way (Barrow-in-Furness) to Walney Island.	<p>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.</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 SCS 2a to SCS 2i - Green Road railway station to Jubilee Bridge, Vickerstown

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
SCS 2a to 2c	SCS-2-S004 to SCS-2-S007, SCS-2-O006 to SCS-2-O0010, SCS-2-S019 to SCS-2-S021	Excepted land including railway and buildings	If it is no longer possible to find a viable route seaward of the specified excepted land, we will choose a route landward of it, following discussions with owners and occupiers.
SCS 2a	SCS-2-OA006	Duddon Mosses SAC, Duddon Mosses SSSI and Duddon Mosses NNR	<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>
SCS 2a to 2f and 2j to 2k	SCS-2-OA007, SCS-2-OA014, SCS-2-S022 to SCS-2-S072, SCS-2-OA024 to SCS-2-OA025, SCS-2-OA032 to SCS-2-OA033, SCS-2-OA043 to SCS-2-OA045, SCS-2-OA047 to SCS-2-OA49 and SCS-2-S079 to SCS-2-S098.	<p>Morecambe Bay SAC, Morecambe Bay and Duddon Estuary SPA Duddon Estuary Ramsar site and Duddon Estuary SSSI</p> <p>Excepted land on the coastal railway, Dunnerholme Golf Club, Marsh Farm Caravan Site, helipad, solar farm and nearby properties</p>	<ul style="list-style-type: none"> ■ If it is no longer possible to find a viable route seaward of the golf course or caravan site, of other areas of excepted land, we will choose a route landward of it, following discussions with owners and occupiers. ■ 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>In reaching all of the above judgements we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public.</p>
SCS 2g to 2i	SCS-2-S073 to SCS-2-S078	Morecambe Bay SAC, Morecambe Bay and Duddon Estuary SPA Duddon Estuary Ramsar site Duddon	<ul style="list-style-type: none"> ■ If it is no longer possible to find a viable route seaward of the specified excepted land, we will choose a route landward of it, following discussions with owners and occupiers. ■ If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC, SPA,

		<p>Estuary SSSI and Sandscale Haws NNR</p> <p>Excepted land at Sandscale cottages</p>	<p>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 all of the above judgements 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>
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Part 4.4: Proposals Maps

4.4.1 Map Index

Map reference	Map title
SCS 2a	Foxfield railway station to Duddon Mosses NNR
SCS 2b	Duddon Mosses NNR to Kirkby in Furness railway station
SCS 2c	Kirkby-in-Furness railway station to Soutergate level crossing
SCS 2d	Soutergate level crossing to Dunnerholme
SCS 2e	Dunnerholme to Marsh Farm
SCS 2f	Marsh Farm to The Lots, Askam-in-Furness
SCS 2g	The Lots, Askam-in-Furness to Sandscale Cottages
SCS 2h	Sandscale Cottages to Scarth Bight
SCS 2i	Scarth Bight to Kimberly Clark paper mill
SCS 2j	Kimberly Clark paper mill to Ormsgill Lane, Barrow-in-Furness
SCS 2k	Ormsgill Lane, Barrow-in-Furness to Bessemer Way, Barrow-in-Furness
SCS 2l	Bessemer Way, Barrow-in-Furness to northern side, Jubilee Bridge
Directions Map SCS 2A	Angerton Marsh: Proposed direction under s25A CROW
Directions Map SCS 2B	Sand Side Marsh and Kirkby Pool: Proposed direction under s25A CROW
Directions Map SCS 2C	Dunnerholme: Proposed direction under s25A CROW
Directions Map SCS 2D	Scarth Bight and Walney Channel: Proposed direction under s25A CROW

PROPOSALS

Trail Sections

- Trail using existing public right of way or highway
- Trail using other existing walked route
- Trail not using existing walked route
- Alternative route
- Trail shown on other maps
- Approved or open England Coast Path

Maps that show sections of the trail that follow the existing South West Coast Path as currently walked and managed use the following trail categories. Information on the existing status and infrastructure is not shown.

- Trail using existing South West Coast Path
- Alternative or optional alternative route using existing South West Coast Path

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

- BW** - Public bridleway
- BY** - Public byway
- CP** - Cycletrack (pedestrian)
- CT** - Cycletrack (cycles only)
- FP** - Public footpath
- FW** - Public footway (Pavement)
- RB** - Restricted byway
- RD** - Public road

Coastal Margin

Explanatory note

Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly to the landward side of the proposed route of the trail. The coastal margin may include some areas where coastal access rights do not apply, either seaward or landward of the proposed route of the trail: the Overview explains more about this. The landward boundary of the coastal margin may in due course move inland, if the trail rolls back under proposals in this report to respond to coastal change.

- Coastal margin landward of the trail
- Coastal margin landward of the trail which is existing access land

Other Information

Other access rights and routes

- Public bridleways
- Public byways
- Public footpaths
- Restricted byways
- South West Coast Path
- Sustrans national routes
- Existing access land

Infrastructure types

For status of each, where shown on map, see colour codes below

Bridges:

- Clapper bridge
- Footbridge
- Quad bike bridge
- Sleeper bridge
- Vehicle bridge

Stiles:

- Ladder stile
- Lift-up stile
- Squeeze stile
- Step stile
- Stone stile

Gates:

- Bristol gate
- Field gate
- Gateway with no gate
- Kissing gate
- Pedestrian gate
- Wheelchair gate

Miscellaneous:

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

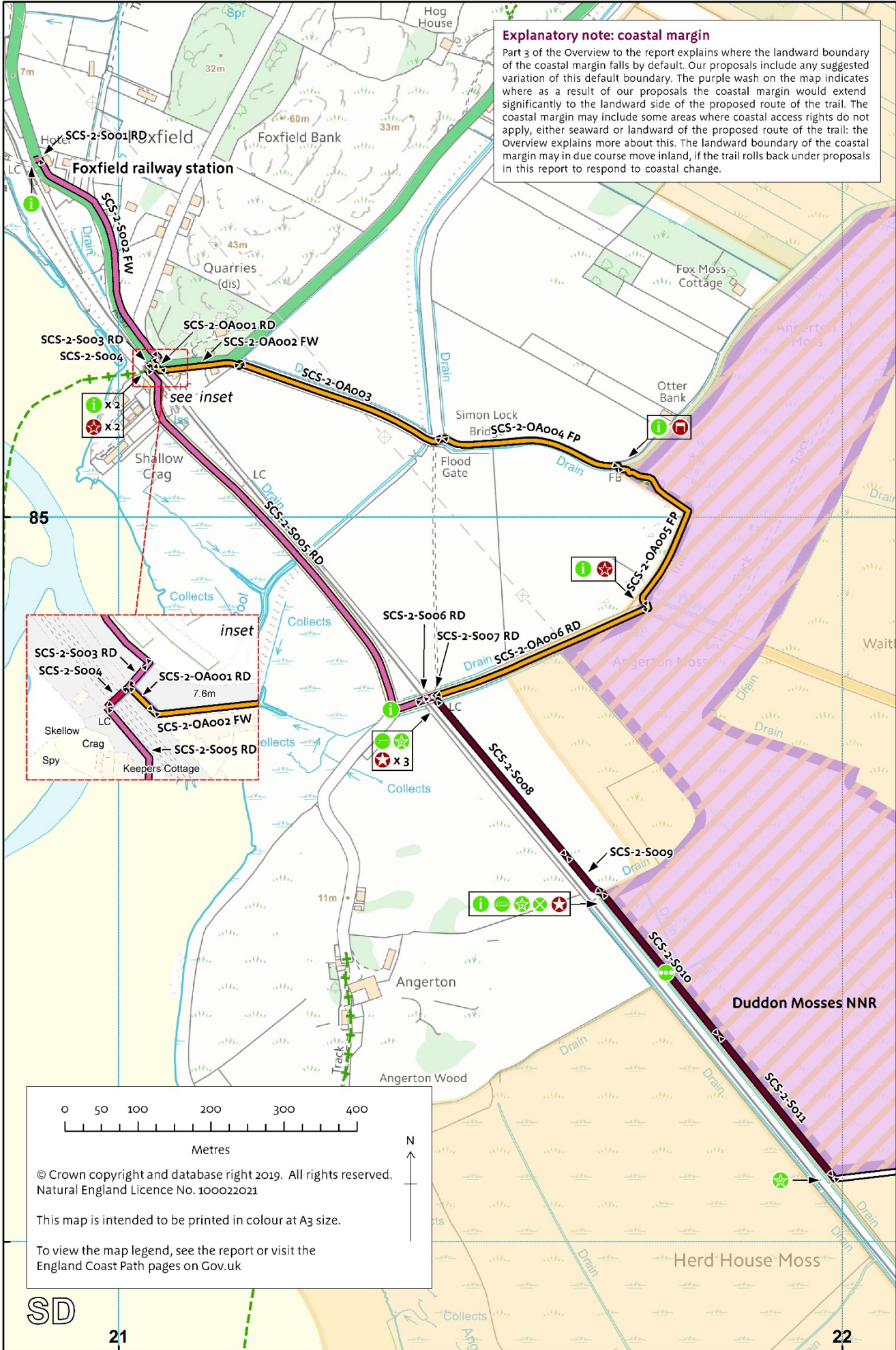
Infrastructure status

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

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

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

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

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

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

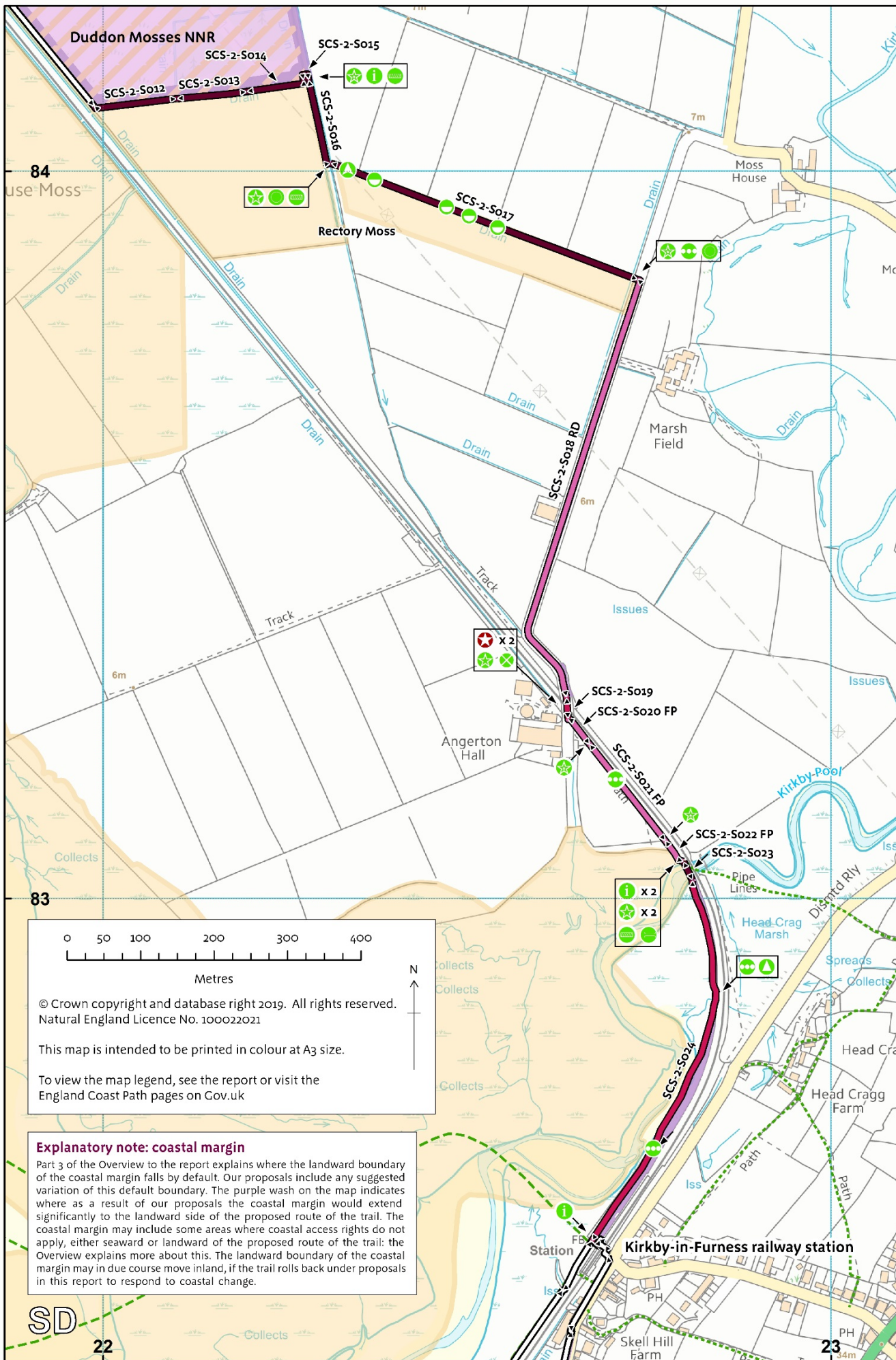
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Map SCS 2b: Duddon Mosses NNR to Kirkby-in-Furness railway station

Map SCS 2b: Duddon Mosses NNR to Kirkby-in-Furness railway station



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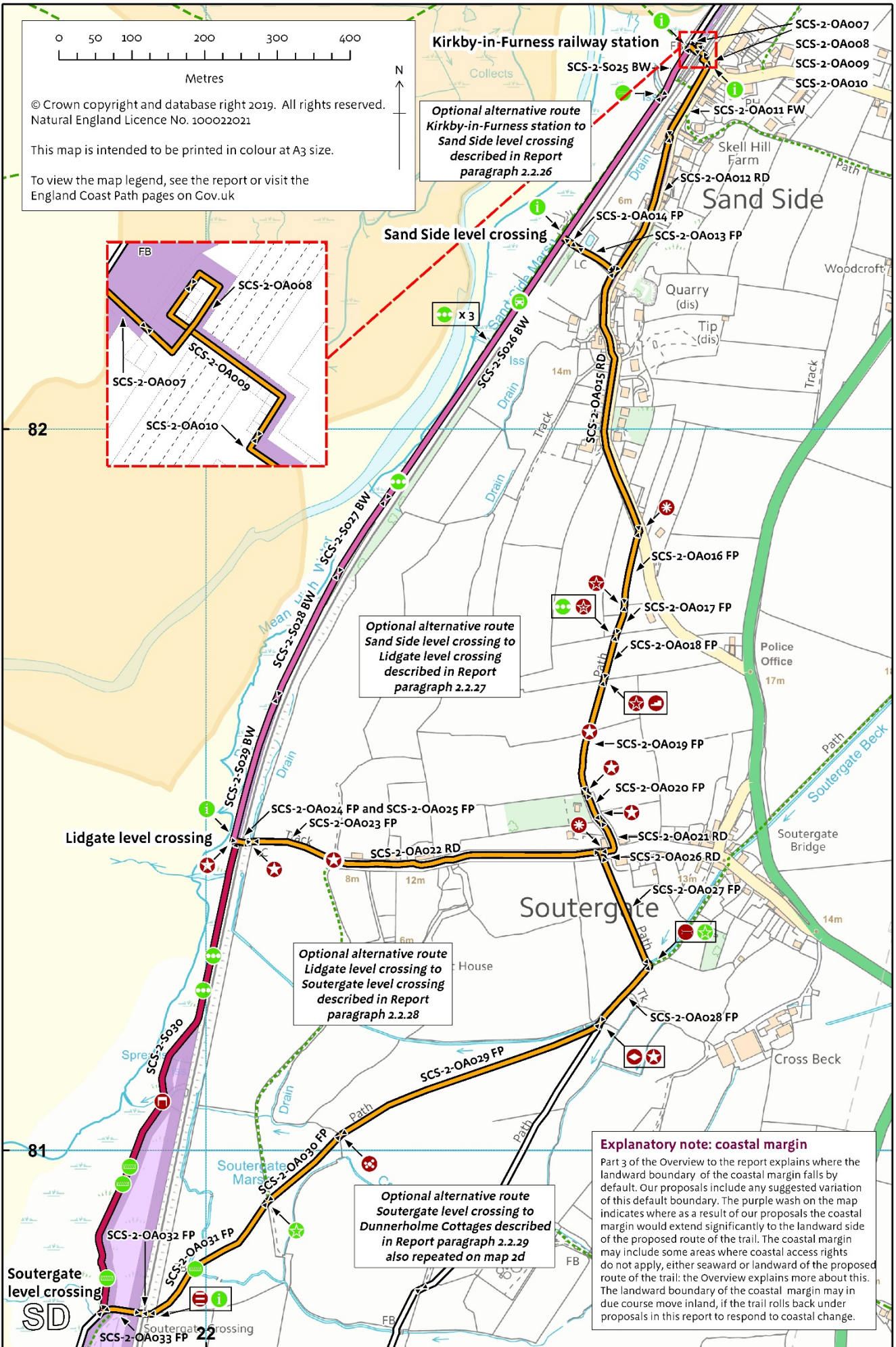
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To view the map legend, see the report or visit the
 England Coast Path pages on Gov.uk

Explanatory note: coastal margin

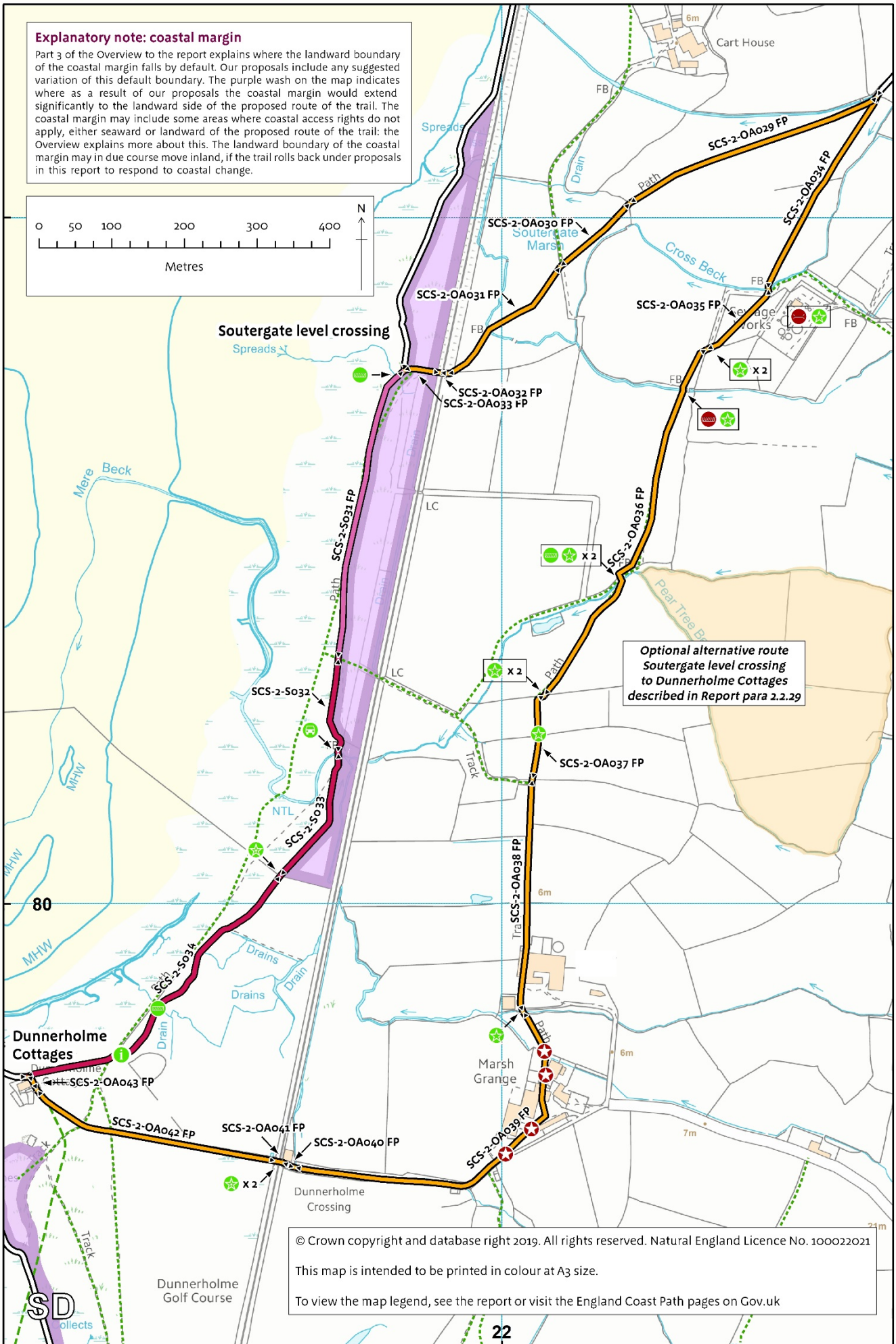
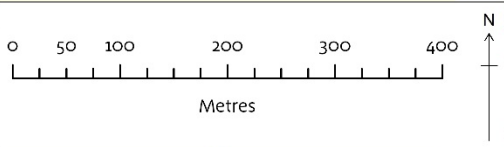
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly 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 SCS 2c: Kirkby-in-Furness railway station to Soutergate level crossing



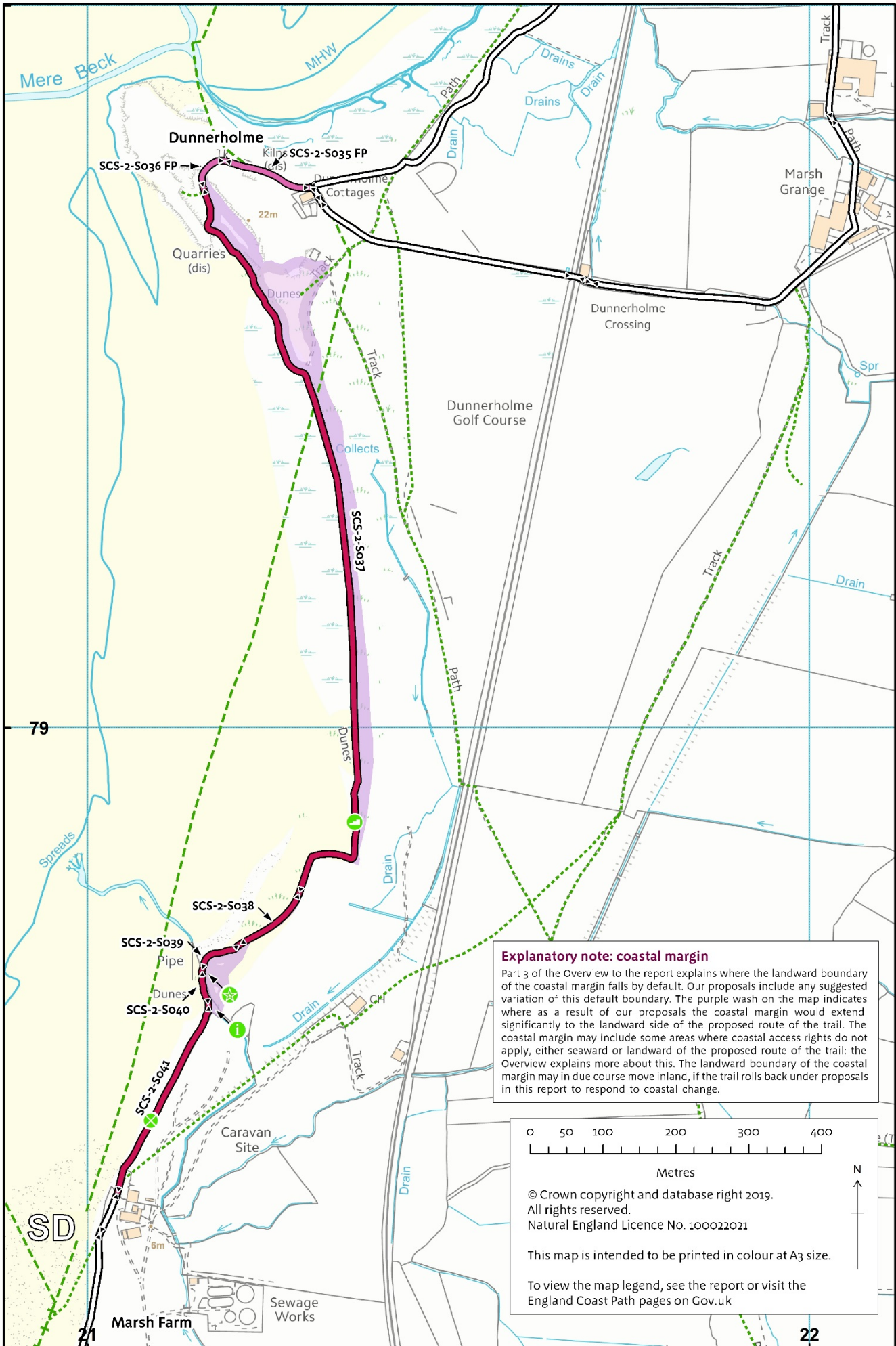
Explanatory note: coastal margin

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*Optional alternative route
 Soutergate level crossing to
 Dunnerholme Cottages
 described in Report para 2.2.29*

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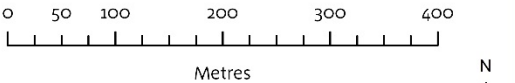
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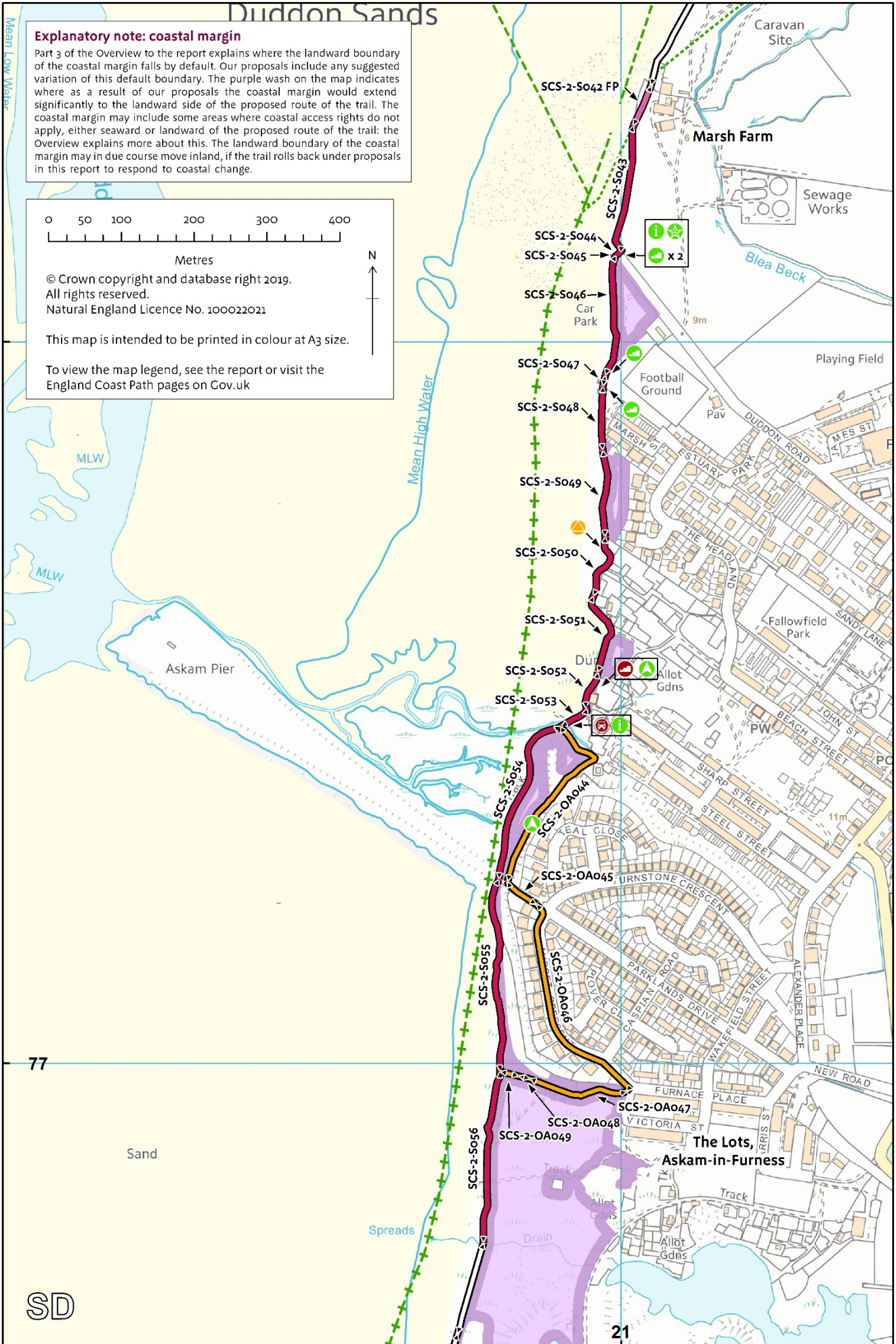
Explanatory note: coastal margin
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Explanatory note: coastal margin

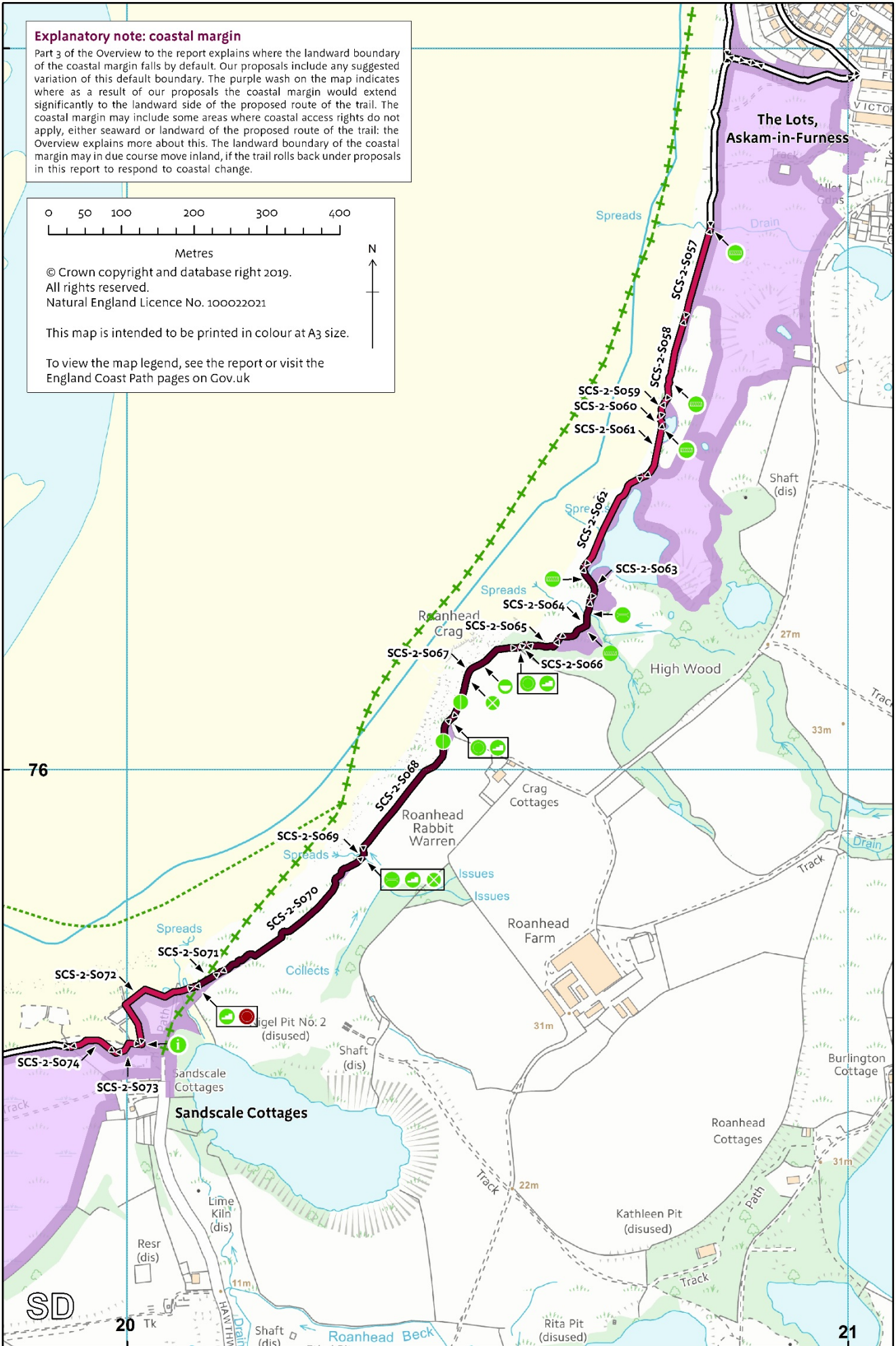
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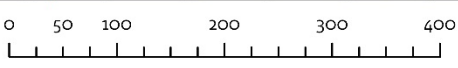
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Map SCS 2g: The Lots, Askam-in-Furness to Sandscale Cottages

Explanatory note: coastal margin

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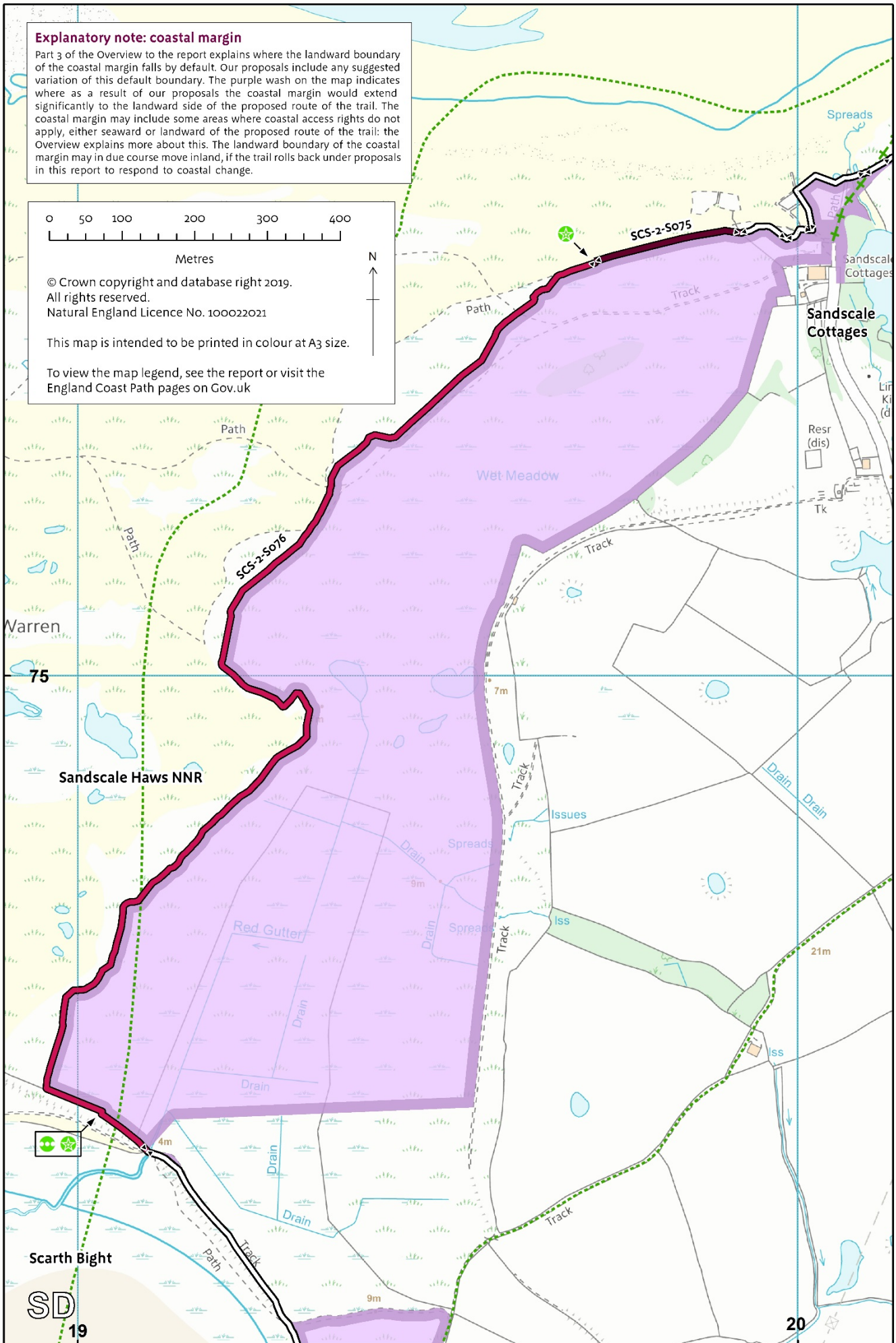


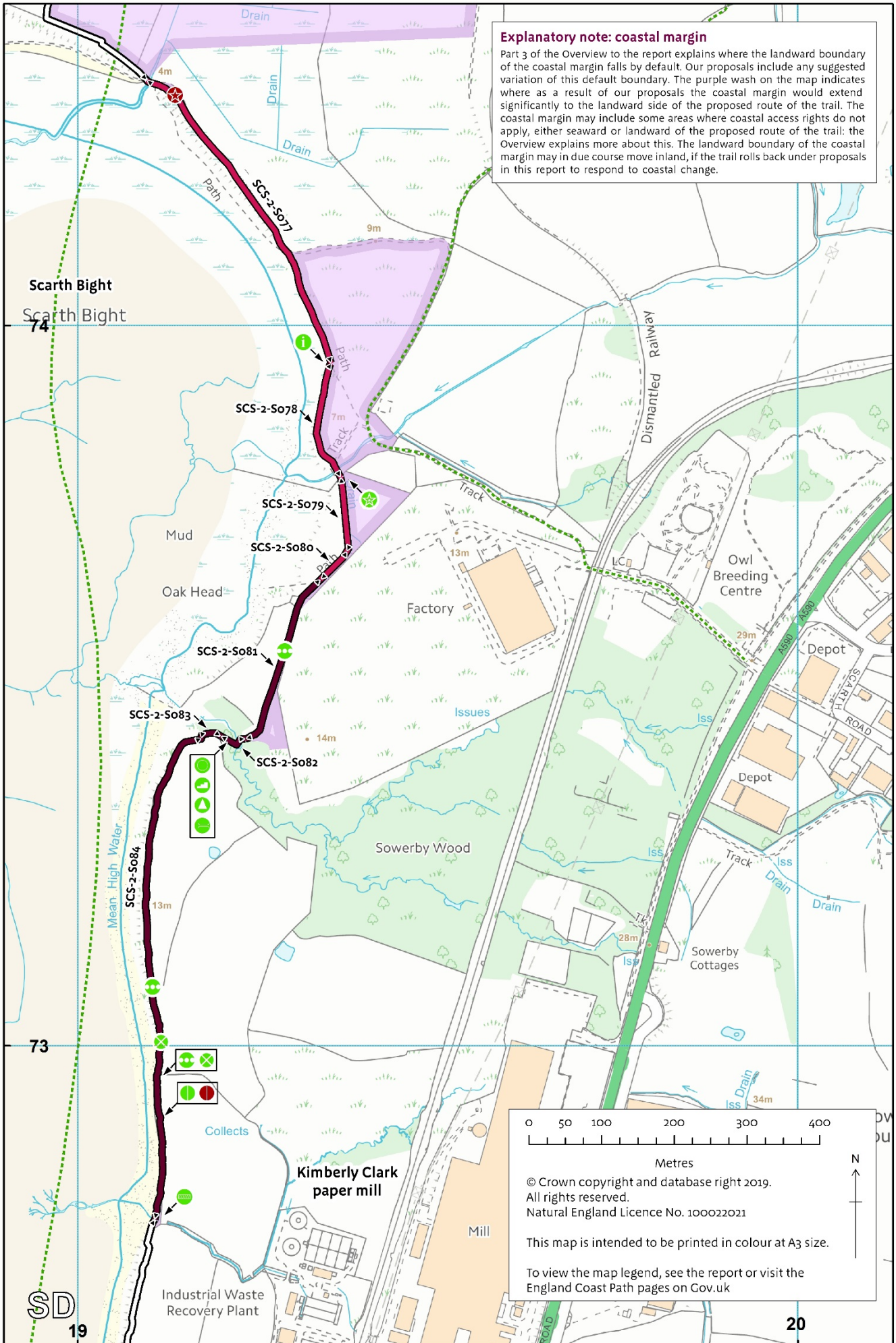
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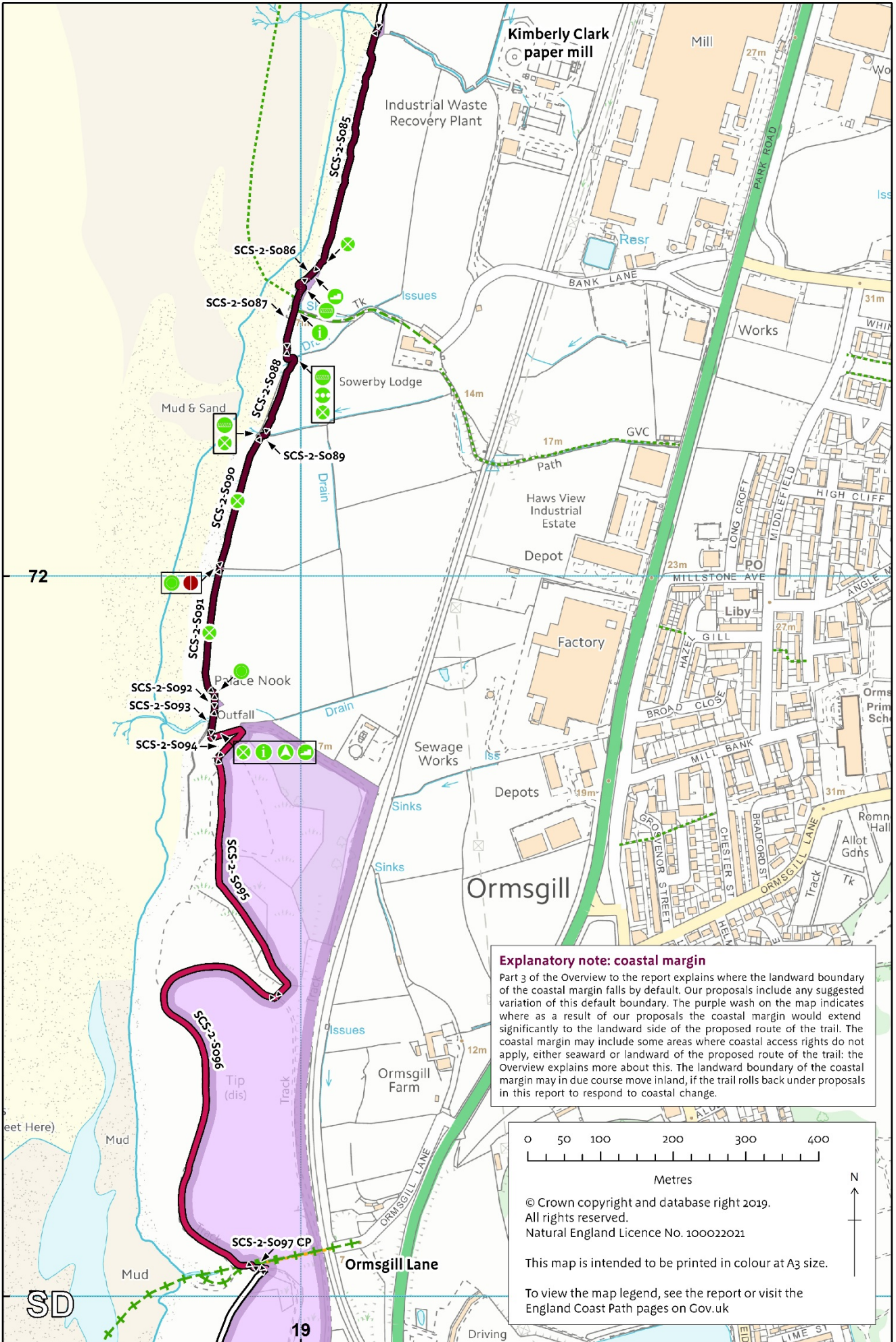
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Explanatory note: coastal margin
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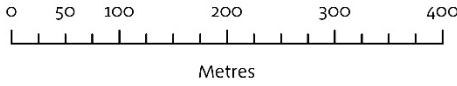
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Explanatory note: coastal margin

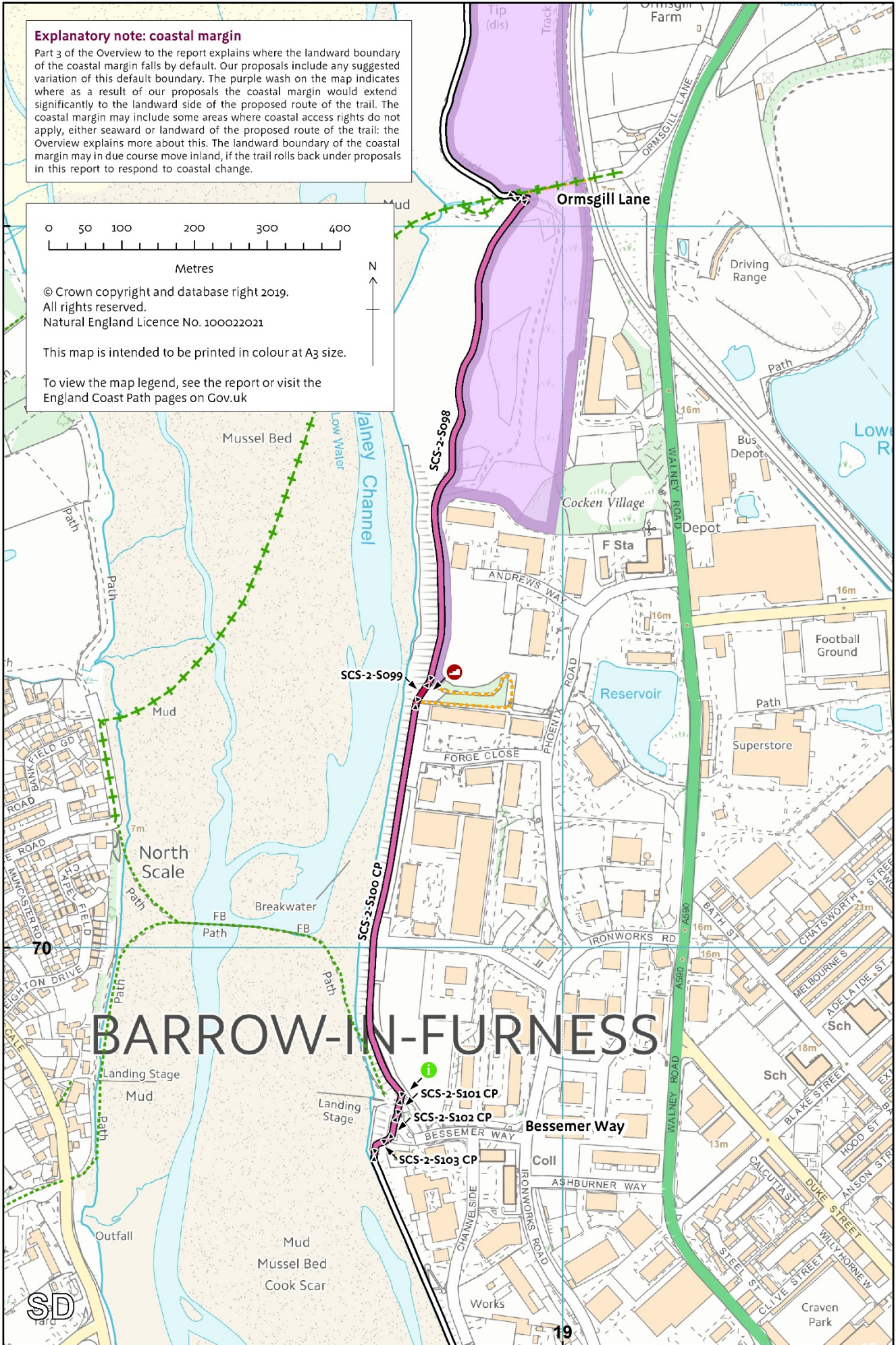
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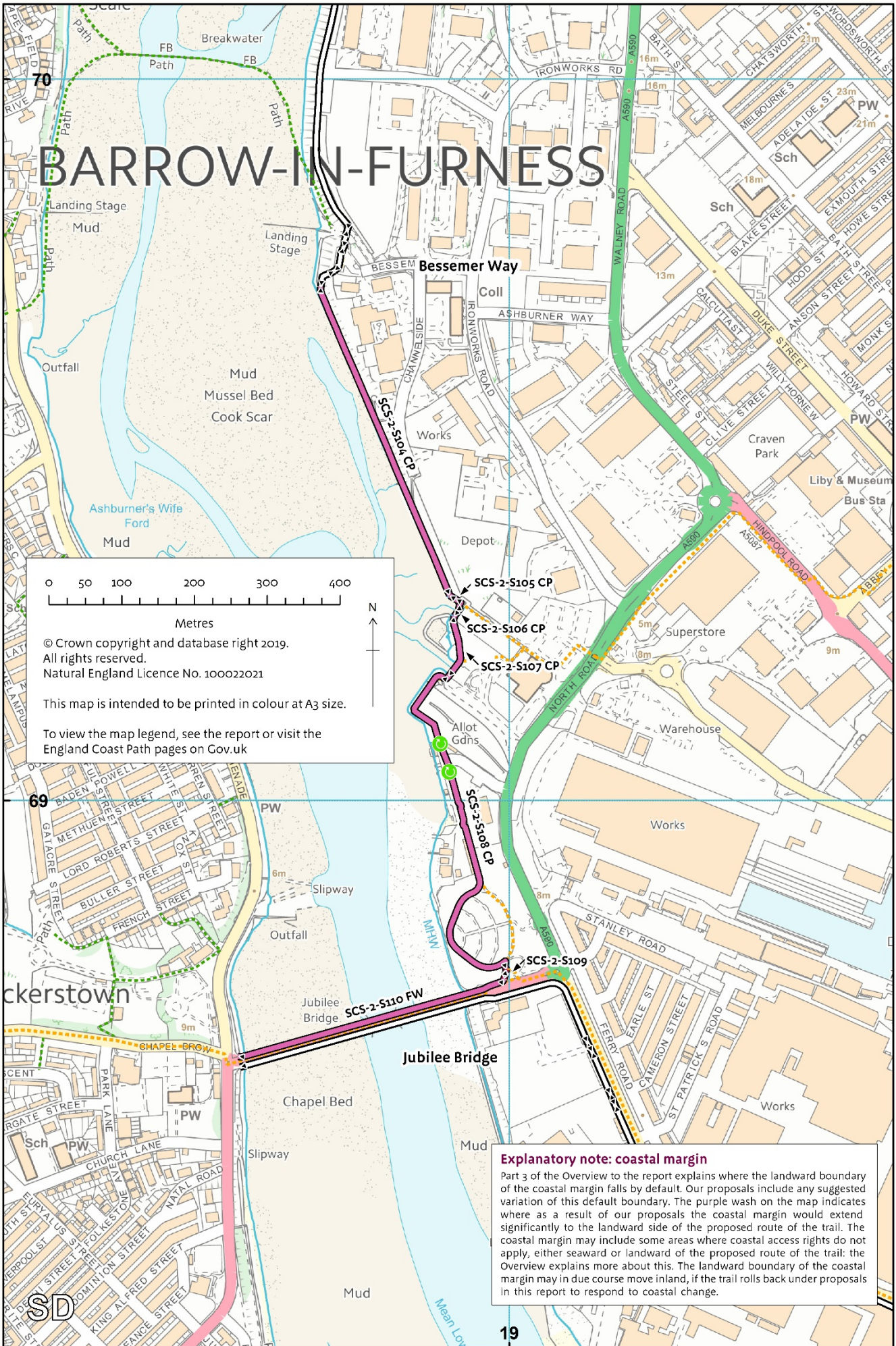
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BARROW-IN-FURNESS





BARROW-IN-FURNESS

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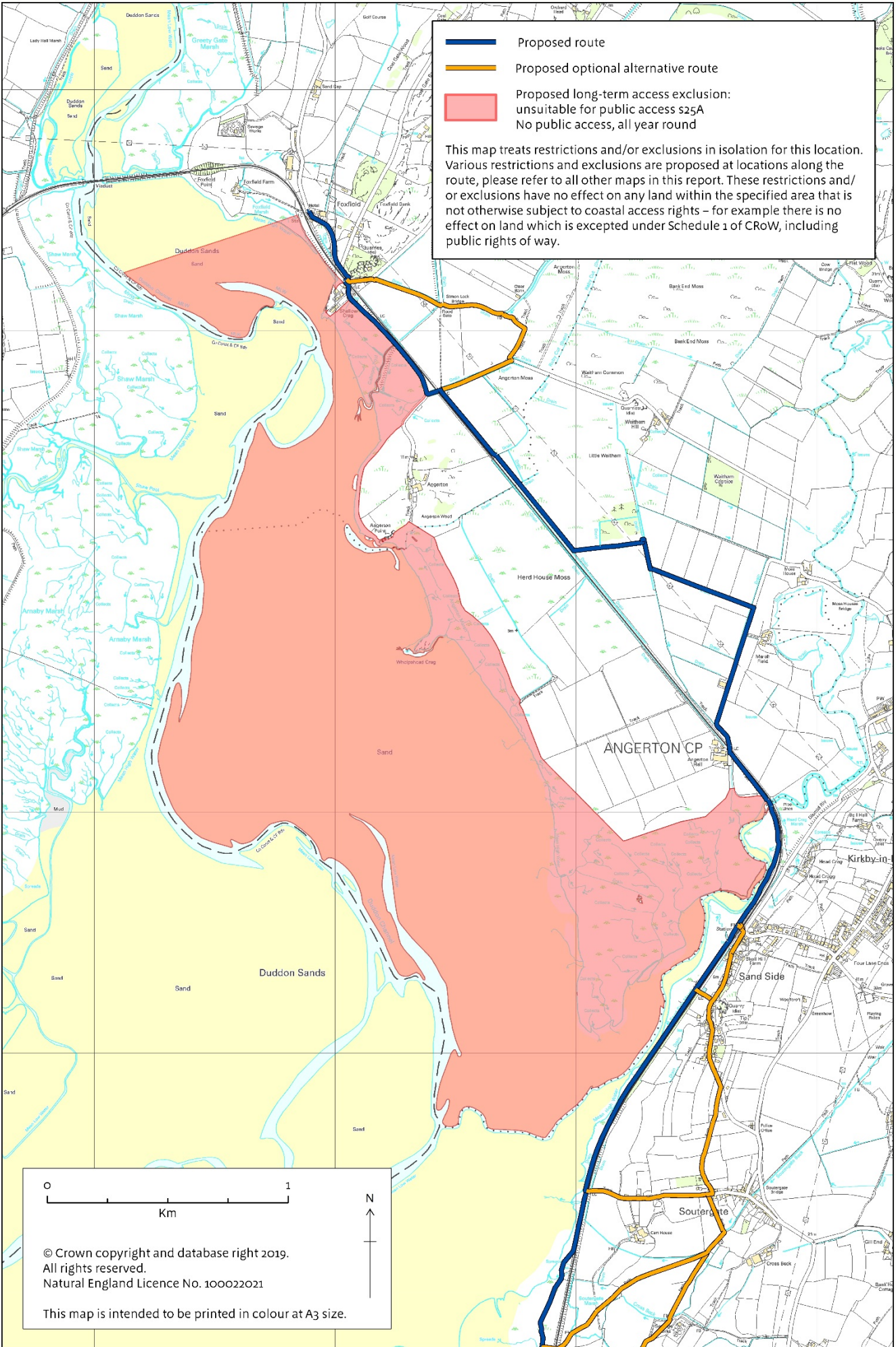
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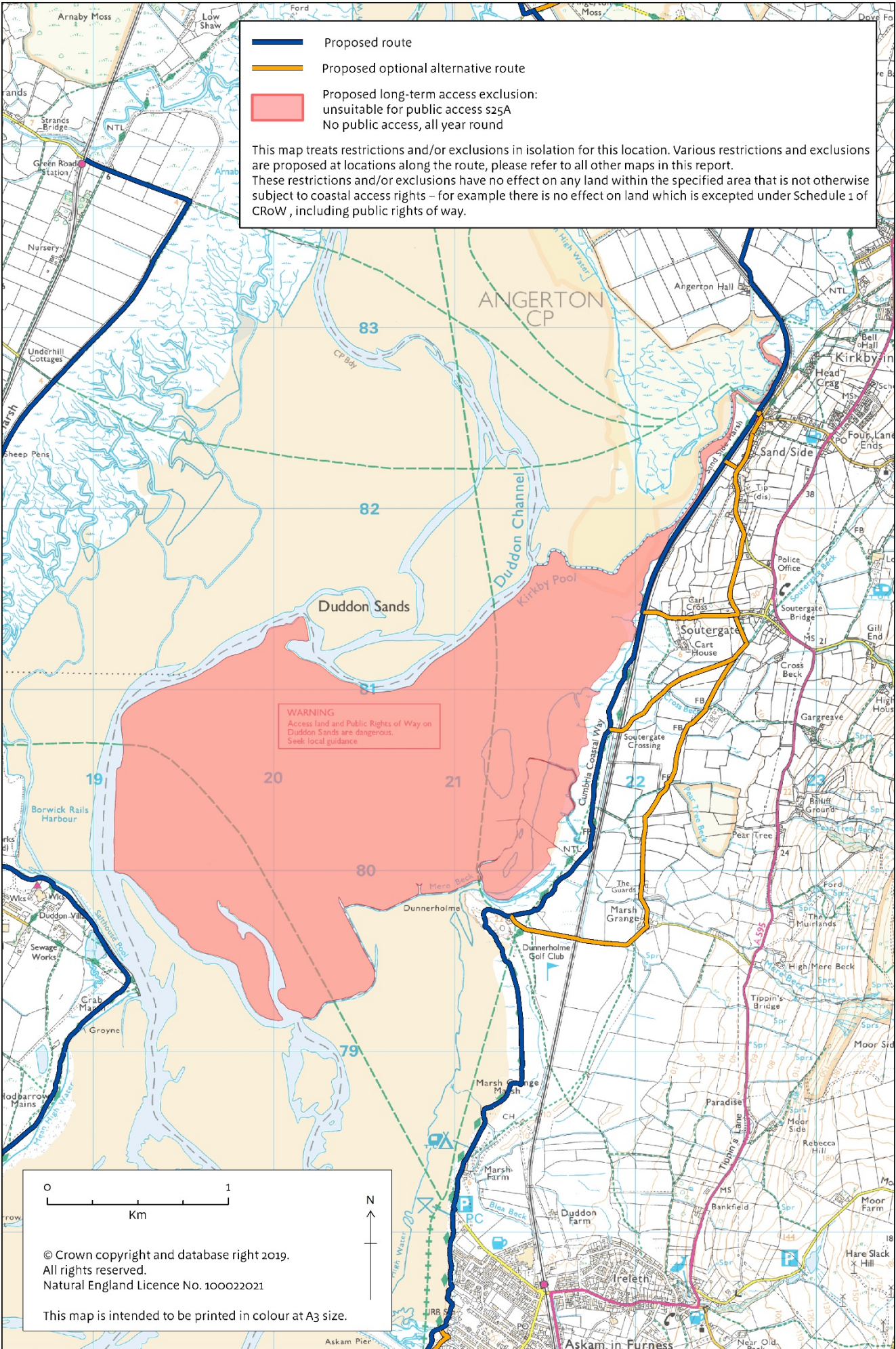
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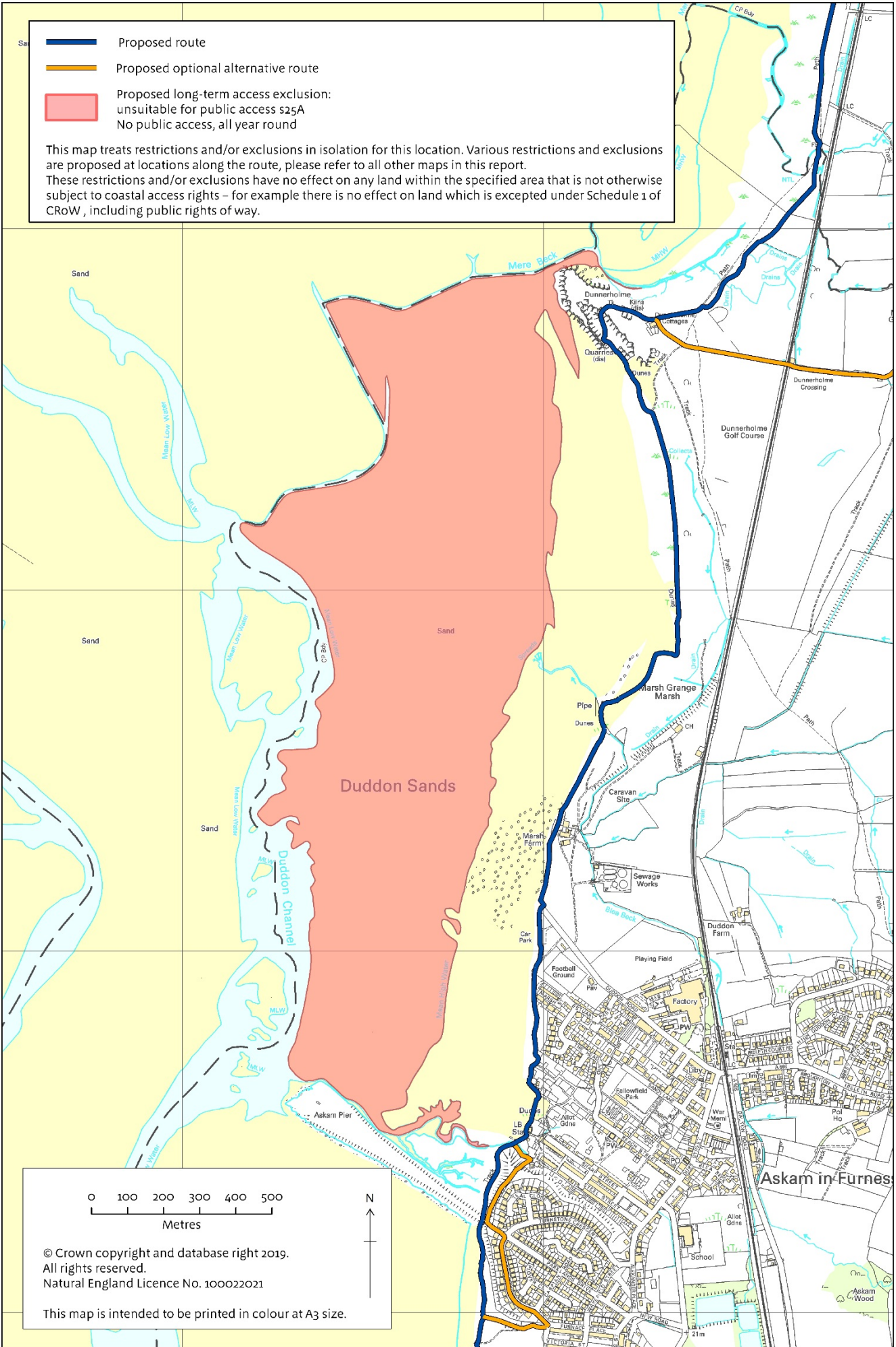
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Map SCS 2l: Bessemer Way, Barrow-in-Furness to northern side, Jubilee Bridge







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.



This exclusion overlaps with that shown on Report SCS 3: Jubilee Bridge, Vickerstown to Newbiggin Directions Map SCS 3A: Walney Channel and Roosecote Sands

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 Km

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