

England Coast Path Stretch:

Silecroft to Silverdale

Report SCS 3: Jubilee Bridge to Newbiggin

Part 3.1: Introduction

Start Point:	Jubilee Bridge, Vickerstown (grid reference: SD 1863 6863)
End Point:	Newbiggin (grid reference: SD 2705 6937)
Relevant Maps:	SCS 3a to SCS 3h

3.1.1 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.

3.1.2 This report covers length SCS 3 of the stretch, which is the coast between Jubilee Bridge, Vickerstown and Newbiggin. 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.

3.1.3 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.

3.1.4 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 3.2: Proposals Narrative

The trail:

- 3.2.1 Generally follows existing walked routes, including public rights of way, along most of this length.
- 3.2.2 Mainly follows the coastline quite closely and maintains good views of the sea.
- 3.2.3 Includes two sections of new path, as part of a new development on Barrow Island and near Leonard Scar. See maps SCS 3a & 3h and associated tables below for details.
- 3.2.4 Is aligned on the beach or foreshore at Concle. See table 3.3.2 and map SCS 3e for details.
- 3.2.5 In two areas the trail lies further inland. At Beacon Hill (map SCS 3e), to avoid an informal cliff path that has become unusable and at Barrow Island (map SCS 3a) where a significant inland diversion is necessary to pass landward of areas that would be excepted from new access rights.
- 3.2.6 Follows a route similar to the existing Cistercian Way between Town Quay, Barrow and Roosebeck. The Westfield Trail, alongside Roosecote Sands, also follows part of this route.
- 3.2.7 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.
- 3.2.8 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.

3.2.9 The following designated sites affect this length of coast:

- Morecambe Bay Special Area of Conservation (SAC)
- Morecambe Bay & Duddon Estuary Special Protection Area (SPA)
- Morecambe Bay Ramsar site
- South Walney & Piel Channel Flats Site of Special Scientific Interest (SSSI) for its wildlife interest.
- Morecambe Bay SSSI for its wildlife interest.
- Foulney Island, protected by the Wild Birds (Foulney Island Sanctuary) Order 1980

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.

3.2.10 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
Area only visible on Directions maps SCS 3D to 3F	Within the margin of SCS-3-S043	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ Coastal access rights would be excluded on Foulney Island during the bird breeding season, from 1st April to 15th August each year, and restricted from 16th August to 31st March each year, requiring dogs to be kept on a lead. See paragraphs 3.2.20, 3.2.21 and maps SCS 3D and 3E. ■ Coastal access rights would be excluded for the whole year over the shingle bank and rocky skears around Foulney Island. See paragraph 3.2.22 and map SCS 3F. <p>In addition we will:</p> <ul style="list-style-type: none"> ■ Install notices at the entrance point to Foulney Island explaining the sensitivity and management arrangements. ■ Ensure that existing management arrangements remain in place. See 3.2.26 and 3.2.27 below. 	<p>To reduce the risk of disturbance to feeding and roosting non-breeding waterbirds and ground nesting birds on the shingle banks and rocky skears.</p> <p>To reduce the risk of disturbance of ground nesting birds on Foulney Island.</p> <p>(Morecambe Bay and Duddon Estuary SPA, South Walney & Piel Channel Flats SSSI and Morecambe Bay SSSI / Ramsar site).</p>

3.2.11 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. 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:

3.2.12 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:

- The trail would follow an uneven grass or bare soil path from the Westfield Trail towards the foreshore at Concle (map SCS 3e);
- It would be necessary to ascend/descend steps at the end of Michaelson Road Bridge as shown on map SCS 3b. However it is possible to use other routes to avoid these steps.

3.2.13 At Concle, the existing steps will be replaced with a ramp so as to make it easier to use. We envisage this happening as part of the physical establishment work described below.

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

Where we have proposed exercising statutory discretions:

3.2.14 **Landward boundary of the coastal margin:** We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See table 3.3.1 below.

3.2.15 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 3.3.1. 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 3.3.1] 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.

3.2.16 **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.

Exclusion of access to the saltmarsh / flat.

3.2.17 Areas of saltmarsh at Foulney Island have deep channels and creeks, some of which would not be readily apparent to walkers and can pose a significant risk. The mudflats at Walney Channel, Roosecote Sands and East Side Scar are soft and sinking in nature. The saltmarsh and flats do not provide a safe walking surface and are subject to frequent tidal inundation. RNLI and Coastguard data indicates incidents of people being rescued from these areas. Therefore the following exclusions are proposed:

3.2.18 Access to the saltmarsh and mudflat in the coastal margin seaward of route sections SCS-3-S001 to SCS-3-S005, SCS-3-S033 to SCS-3-S035 and SCS-3-S042 to SCS-3-S056 are to be excluded all year round, by direction under section 25A of the Countryside and Rights of Way Act (2000), as they are 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 3A to 3C.

Restriction and exclusion of access for nature conservation purposes.

3.2.19 Foulney Island is an important site for ground nesting seabirds and waders, which are susceptible to disturbance while breeding. It is also important for non-breeding waterbirds, which are susceptible to disturbance while roosting at high tide on the shingle. This is explained in the Habitats Regulations Assessment and Nature Conservation Assessment for this site which is published alongside this report. Therefore the following restriction and exclusions are proposed:

3.2.20 Access to the land in the coastal margin seaward of route sections SCS-3-S042 to SCS-3-S045 is to be restricted by direction under section 26(3)(a) of the Countryside and Rights of Way Act (2000), between August 16th and March 31st each year. Under the terms of this direction people will be required to keep their dogs on a lead, in order to prevent disturbance to non-breeding waterbirds. The restriction does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Map SCS 3D.

3.2.21 Access to the land in the coastal margin seaward of route sections SCS-3-S042 to SCS-3-S045 is to be excluded from April 1st to August 15th each year, by direction under section 26(3)(a) of the Countryside and Rights of Way Act (2000), to prevent disturbance to ground nesting birds. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Map SCS 3E.

3.2.22 Access to the land in the coastal margin seaward of route sections SCS-3-S042 to SCS-3-S054 is to be excluded all year round, by direction under section 26(3)(a) of the Countryside and Rights of Way Act (2000), to prevent disturbance to breeding and non-breeding birds. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Map SCS 3F.

3.2.23 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.

3.2.24 **Other factors affecting access:** Jubilee Bridge and Michaelson Road Bridge, route sections SCS-3-S001 and SCS-3-S026 (map SCS 3a), operate as lifting bridges, which means that public access may be interrupted from time to time for short periods to allow vessels to pass. This arrangement would continue without any local restriction on the new access rights to give effect to it formally.

3.2.25 Public access to the Town Quay in Barrow-in-Furness (SCS-3-S031 map SCS 3b) may be interrupted for short periods by port operations. A local informal diversion would allow walkers to continue their journey without the need for any local restriction on the new access rights to give effect to it formally.

3.2.26 Under paragraph 5(1) and schedule 2 of The Wild Birds (Foulney Island Sanctuary) Order 1980 (the 'Sanctuary Order') access is excluded to part of the margin adjacent to route section SCS-3-S043 (map SCS 3e) to an area known as Slitch Ridge from April 1st to August 15th each year (see map C in the Overview).

3.2.27 Cumbria Wildlife Trust aim to provide a warden for Foulney Island from April for approximately 16 weeks according to the breeding season each year. This arrangement allows for permissive access opportunities (variable marked routes) which are likely to continue alongside and irrespective of our coastal margin and management proposals within this report. It is not possible to replicate such variable arrangements in a coastal access restriction, so the Cumbria Wildlife Trust arrangements will operate on a permissive basis, when appropriate.

3.2.28 **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.

3.2.29 Column 4 of table 3.3.1 indicates where roll-back has been proposed in relation to a route section. Where this is the case, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on maps SCS 3e and 3h as the proposed route of the trail.

3.2.30 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 table 3.3.1, the route is to be at the centre of the line shown on maps SCS 3a to 3h as the proposed route of the trail.

Other future change:

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

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

Establishment of the trail:

3.2.32 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.

3.2.33 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £32,961 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 in the area;
- 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.

3.2.34 There are three main elements to the overall cost:

- A significant number of new signs would be needed on the trail, which would mainly be way-marking, with some signs about the nature conservation sensitivity.
- Dropped kerbs at an existing road crossing point and two new ramps are proposed to improve accessibility.
- 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 creating wider, or better paths 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
Signage & interpretation	£15,980
Dropped kerbs and ramps	£4,785
Path creation	£9,200
Project management costs	£2,996
Total	£32,961 (Exclusive of any VAT payable)

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

Maintenance of the trail:

3.2.36 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).

3.2.37 We estimate that the annual cost to maintain the trail will be **£3,363** (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 3.3: Proposals Tables

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

3.3.1 Section Details – Maps SCS 3a to SCS 3h - Jubilee Bridge to Newbiggin

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 3.3.2: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section.
3. Column 4 – ‘Yes – See table 3.3.3’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists in this case and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Column 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate. “No” means none present on this route section.
5. Columns 5b and 5c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 5a, that would be its landward boundary instead.

1	2	3	4	5a	5b	5c	6
Map (s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
SCS 3a	SCS-3-S001	Public Footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SCS 3a	SCS-3-S002	Public highway	No	No	Seaward edge of road	Clarity and cohesion	
SCS 3a	SCS-3-S003	Public Footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SCS 3a	SCS-3-S004	Public highway	No	No	Seaward edge of road	Clarity and cohesion	
SCS 3a	SCS-3-S005	Public Footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SCS 3a	SCS-3-S006	Other existing walked route	No	No	Seaward 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 3a	SCS-3-S007	Public Footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SCS 3a	SCS-3-S008	Other existing walked route	No	No	Seaward edge of road	Clarity and cohesion	
SCS 3a	SCS-3-S009 to SCS-3-S011	Public Footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SCS 3a	SCS-3-S012	Public Footway (pavement)	No	No	Seaward edge of road.	Clarity and cohesion	
SCS 3a	SCS-3-S013	Public Footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SCS 3a	SCS-3-S014	Public highway	No	No			
SCS 3a	SCS-3-S015	Public Footway (pavement)	No	No			
SCS 3a	SCS-3-S016	Other existing walked route	No	No	Edge of path	Clarity and cohesion	
SCS 3a	SCS-3-S017	Not an existing walked route	No	No			
SCS 3a	SCS-3-S018	Other existing walked route	No	No	Edge of track	Clarity and cohesion	
SCS 3a	SCS-3-S019	Other existing walked route	No	No			
SCS 3a	SCS-3-S020	Other existing walked route	No	No	Edge of track	Clarity and cohesion	
SCS 3a	SCS-3-S021	Public Footway (pavement)	No	No	Various	Clarity and cohesion	Landward margin to edge of pavement and marked pedestrian strip

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 3a	SCS-3-S022 and SCS-3-S023	Public highway	No	No	Edge of road	Clarity and cohesion	
SCS 3a	SCS-3-S024 to SCS-3-S026	Public Footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SCS 3b	SCS-3-S027	Other existing walked route	No	No	Edge of path	Clarity and cohesion	
SCS 3b	SCS-3-S028 and SCS-3-S029	Other existing walked route	No	No	Wall	Clarity and cohesion	
SCS 3b	SCS-3-S030	Not an existing walked route	No	No	Wall	Clarity and cohesion	
SCS 3b	SCS-3-S031	Other existing walked route	No	No	Promenade edge	Clarity and cohesion	
SCS 3b	SCS-3-S032	Other existing walked route	No	No	Fence line	Clarity and cohesion	
SCS 3b	SCS-3-S033	Public highway	No	No	Edge of road	Clarity and cohesion	
SCS 3b	SCS-3-S034	Other existing walked route	No	No	Edge of path	Clarity and cohesion	
SCS 3c	SCS-3-S035	Cycle track (pedestrian)	No	No	Track	Clarity and cohesion	
SCS 3d	SCS-3-S036*	Public footpath	No	No	Fence line	Clarity and cohesion	
SCS 3e	SCS-3-S037*	Public footpath	No	No	Hedgerow	Clarity and cohesion	
SCS 3e	SCS-3-S038* and SCS-3-S039*	Public footpath	No	No	Edge of track	Clarity and cohesion	
SCS 3e	SCS-3-S040*	Public footpath	Yes - See table 3.3.3	No			
SCS 3e	SCS-3-S041 and SCS-3-S042	Public footpath	Yes - See table 3.3.3	Yes - beach			

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 3e	SCS-3-S043*	Public Footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SCS 3e	SCS-3-S044	Public highway	No	No			
SCS 3e	SCS-3-S045	Public Footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SCS 3e	SCS-3-S046	Public highway	No	No			
SCS 3e	SCS-3-S047	Public Footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SCS 3e	SCS-3-S048	Other existing walked route	No	No			
SCS 3e	SCS-3-S049	Public highway	No	No			
SCS 3e to 3f	SCS-3-S050 to SCS-3-S056	Other existing walked route	No	No	Seaward edge of road	Clarity and cohesion	
SCS 3g	SCS-3-S057	Other existing walked route	No	Yes - barrier			
SCS 3g	SCS-3-S058	Public Footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
SCS 3h	SCS-3-S059 to SCS-3-S061*	Not an existing walked route	Yes - See table 3.3.3	No	Seaward edge of road	Clarity and cohesion	
SCS 3h	SCS-3-S062 to SCS-3-S064	Other existing walked route	Yes - See table 3.3.3	No	Seaward edge of road	Clarity and cohesion	

3.3.2 Other options considered: Maps SCS 3a to SCS 3h - Jubilee bridge to Newbiggin

Map(s)	Route section number(s)	Other option(s) considered	Reasons for not proposing this option
SCS 3a	SCS-3-S010 to SCS-3-S025	We considered aligning across Michaelson Road, avoiding the mainly excepted area of Barrow Island.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ Sea views are available across the Walney Channel; and ■ Although longer, it provides a pleasant section of walking on some traffic-free paths. <p>We therefore concluded that our proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme</p>
SCS 3d to 3e	SCS-3-S036 to SCS-3-040	<p>We considered aligning the trail along an existing path line shown on the map at Beacon Hill.</p> <p>This is not a public footpath.</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It avoids the eroding cliff edge; ■ It is on a nearby well-established and high quality section of route; and ■ Sea views are available at either end of it. <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 3e	SCS-3-S040 to SCS-3-S042	We considered the path from the Westfield Trail to the foreshore crossing to Roa Island Road.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It remains close to the sea and maintains a better view of the sea than along the Westfield Trail; and ■ In the case of exceptionally high tides, walkers could use the Westfield Trail. <p>We therefore concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.</p>

Map(s)	Route section number(s)	Other option(s) considered	Reasons for not proposing this option
SCS 3e	SCS-3-S043	We considered taking the line of the trail to Roa Island which is linked to the mainland via the causeway shown on the map.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ We would not be able to create a circular walk around the island; any route created would be a ‘there and back again’ arrangement along a road; and ■ It remains close to the sea and maintains a better view of the sea than any island route. <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 route to and from Roa Island would become part of the coastal margin and some of it will be accessible as ‘spreading room’.</p>
SCS 3h	SCS-3-S061	We considered aligning the trail away from the roadside, over Leonard Hill, or on the foreshore, as used by the Cumbria Coastal Way.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ Leonard Hill is a small field subject to fairly frequent erosion events, where it would be difficult to maintain a route; and ■ The foreshore provides a very poor surface for walkers and hosts a bird roost at high tide, which would be highly liable to disturbance by increased levels of access. ■ Meanwhile, the verge provides the opportunity to create a continuous path with sea views at either end of this short section. <p>We therefore concluded that 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.

3.3.3 Roll-back implementation – more complex situations: Maps SCS 3a to SCS 3h - Jubilee bridge to Newbiggin

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
SCS 3e	SCS-3-S040 to SCS-3-S042	Houses and gardens	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 3h	SCS-3-S059 to SCS-3-S064	Road, houses, gardens and other properties	See above.

Part 3.4: Proposals Maps

3.4.1 Map Index

Map reference	Map title
SCS 3a	Jubilee Bridge, Vickerstown to Buccleuch Dock, Barrow-in-Furness
SCS 3b	Buccleuch Dock, Barrow-in-Furness to Cavendish Dock, Barrow-in-Furness
SCS 3c	Cavendish Dock, Barrow-in-Furness to Roosecote Power Station
SCS 3d	Roosecote Power Station to Beacon Hill pond
SCS 3e	Beacon Hill pond to Prioires Lea, Rampside
SCS 3f	Prioires Lea, Rampside to Low Roosebeck Farm, Roosebeck
SCS 3g	Low Roosebeck Farm, Roosebeck to Low Lane, Roosecote
SCS 3h	Low Lane, Roosecote to Seawood, Newbiggin
Directions Map SCS 3A	Walney Channel and Roosecote Sands: Proposed direction under s25A CROW
Directions Map SCS 3B	Foulney Island: Proposed direction under s25A CROW
Directions Map SCS 3C	East Side Scar: Proposed direction under s25A CROW
Directions Map SCS 3D	Foulney Island: Proposed direction under s26(3)(a) CROW
Directions Map SCS 3E	Foulney Island: Proposed direction under s26(3)(a) CROW
Directions Map SCS 3F	Foulney Island: Proposed direction under s26(3)(a) CROW

PROPOSALS

Trail Sections

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

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

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

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

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

Coastal Margin

Explanatory note

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

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

Other Information

Other access rights and routes

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

Infrastructure types

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

Bridges:

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

Stiles:

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

Gates:

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

Miscellaneous:

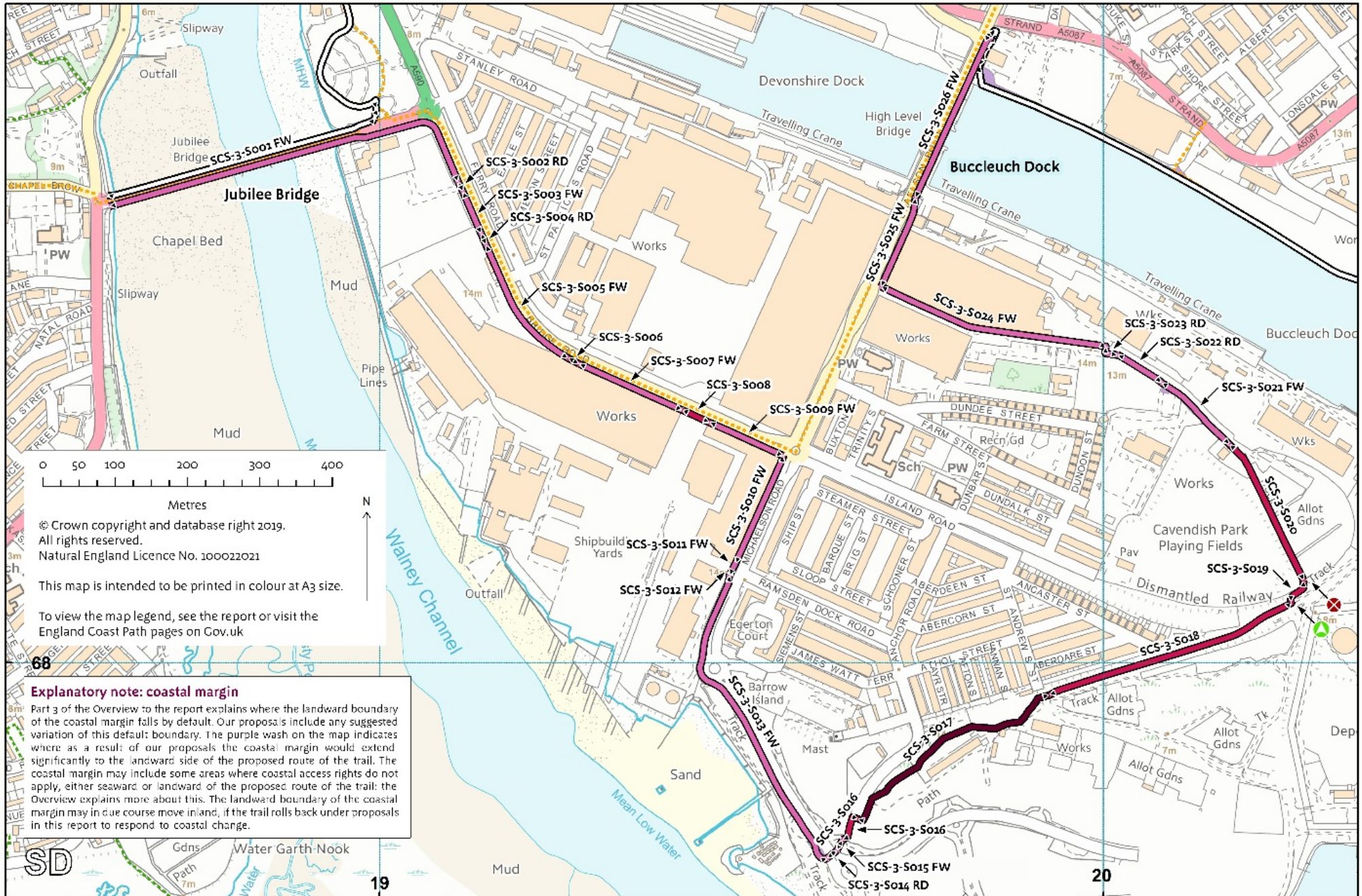
- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps

Infrastructure status

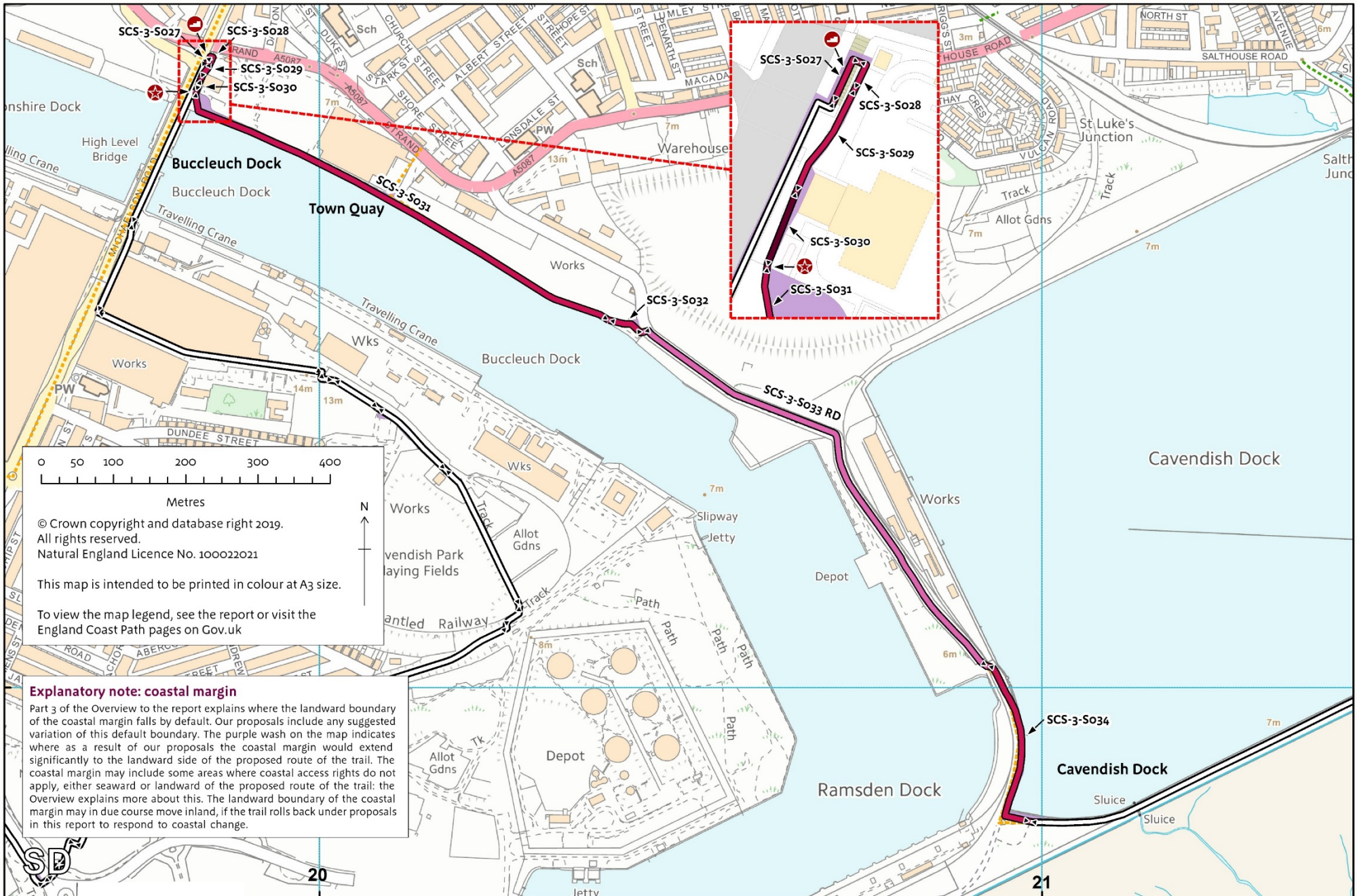
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

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

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



Map SCS 3a: Jubilee Bridge, Vickerstown to Buccleuch Dock, Barrow-in-Furness



0 50 100 200 300 400
Metres

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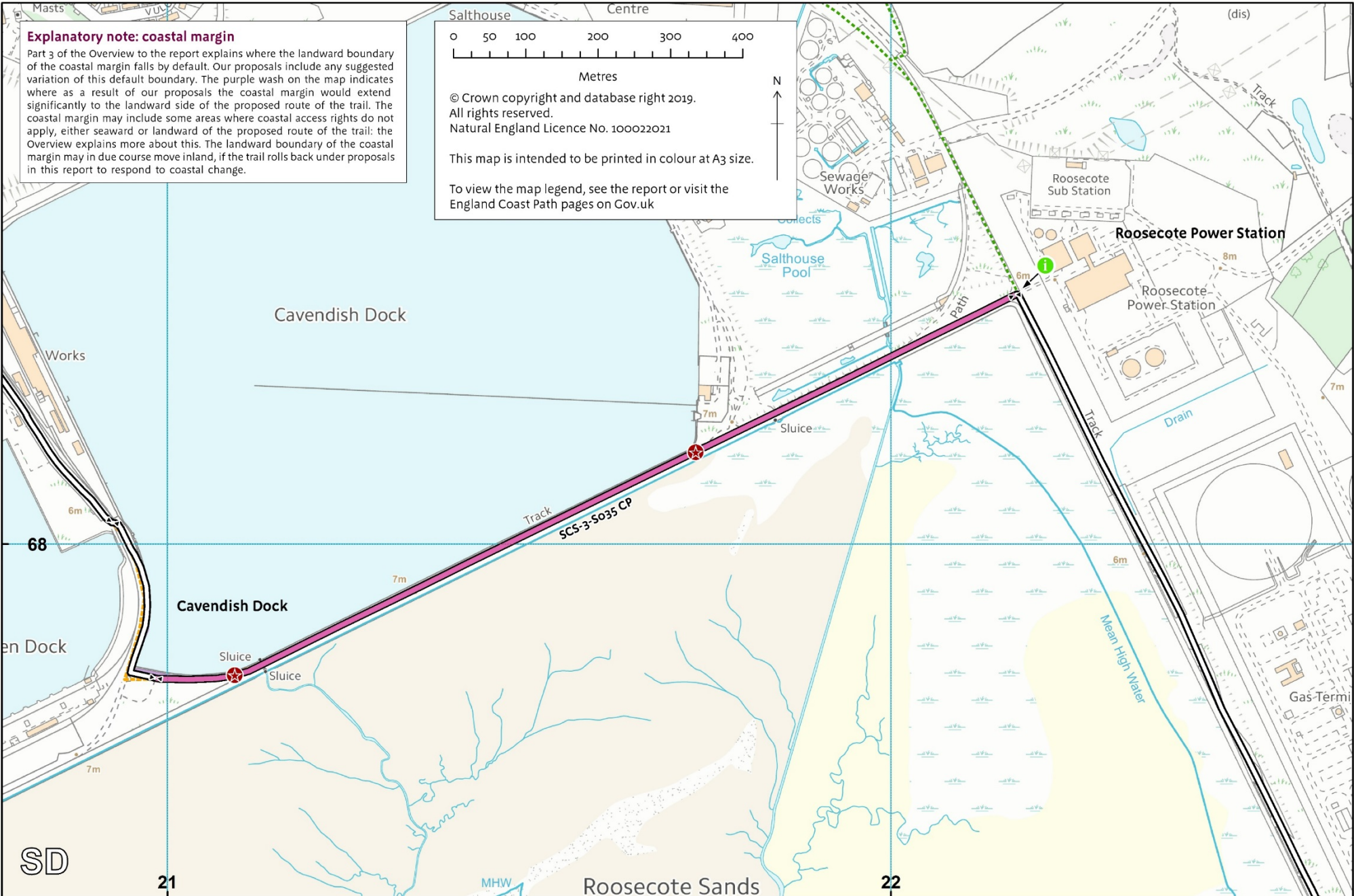
To view the map legend, see the report or visit the
England Coast Path pages on Gov.uk

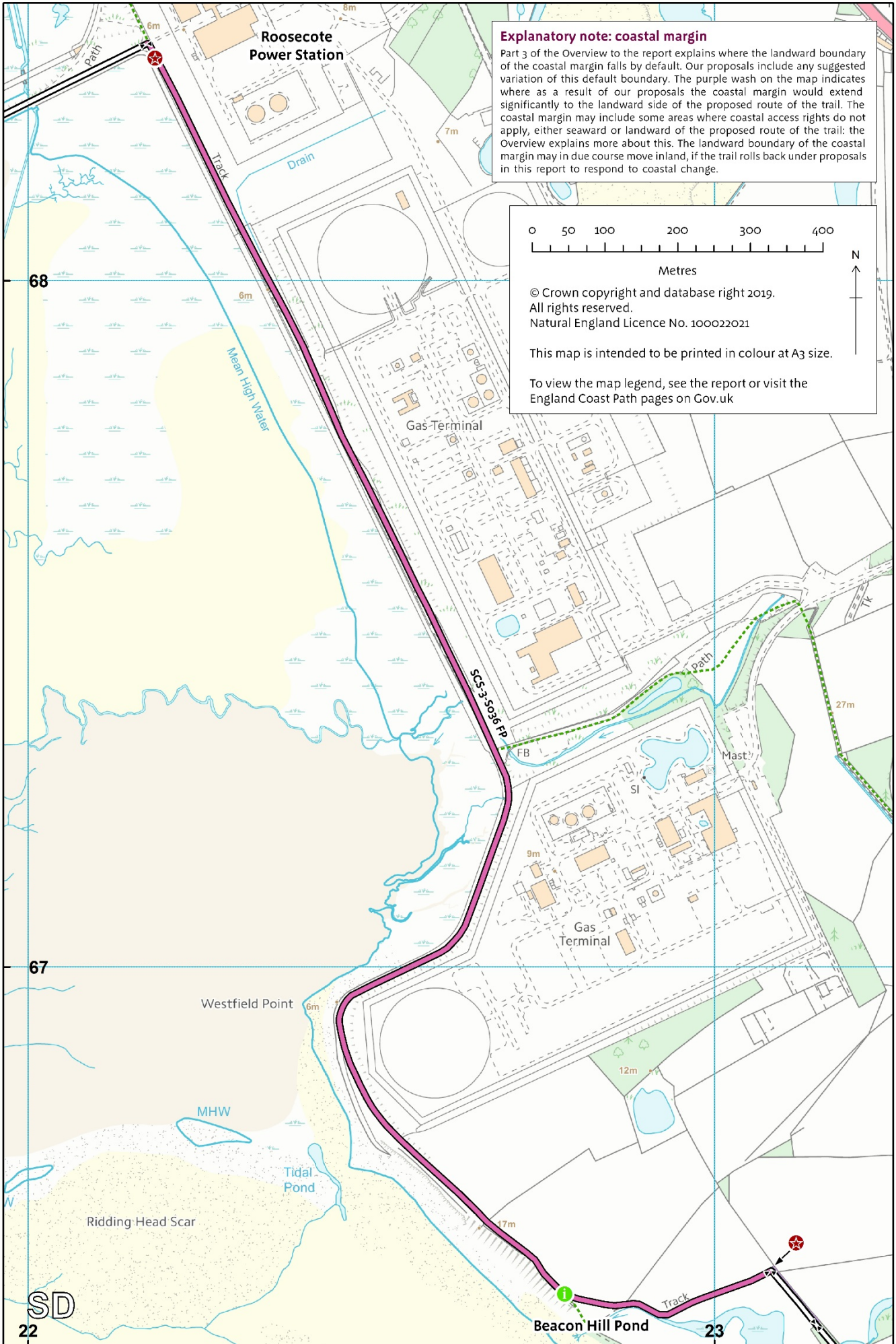
Explanatory note: coastal margin

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 3b: Buccleuch Dock, Barrow-in-Furness to Cavendish Dock, Barrow-in-Furness

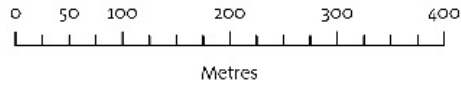
Map 3c: Cavendish Dock, Barrow-in-Furness to Roosecote Power Station





Explanatory note: coastal margin

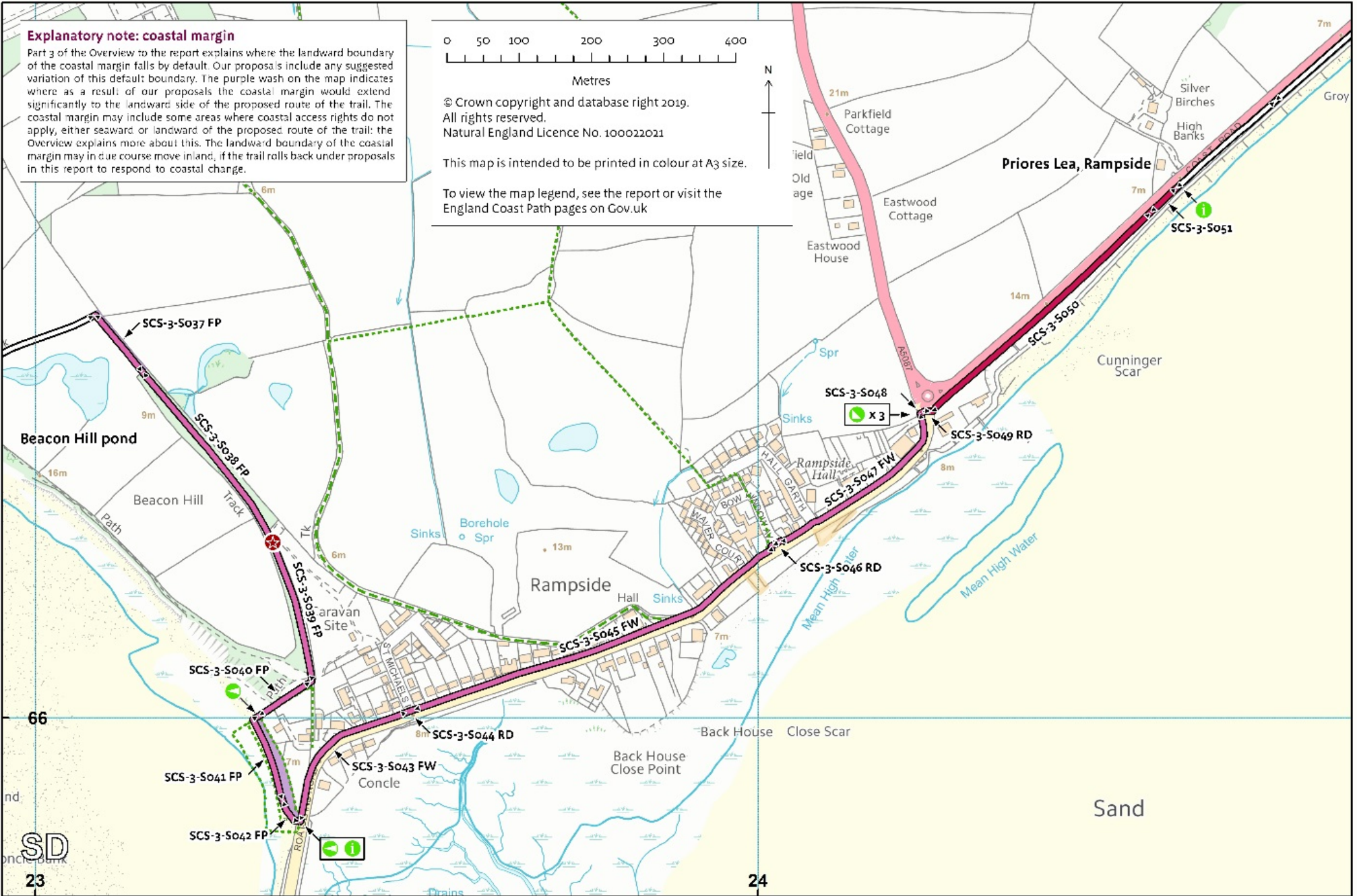
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly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

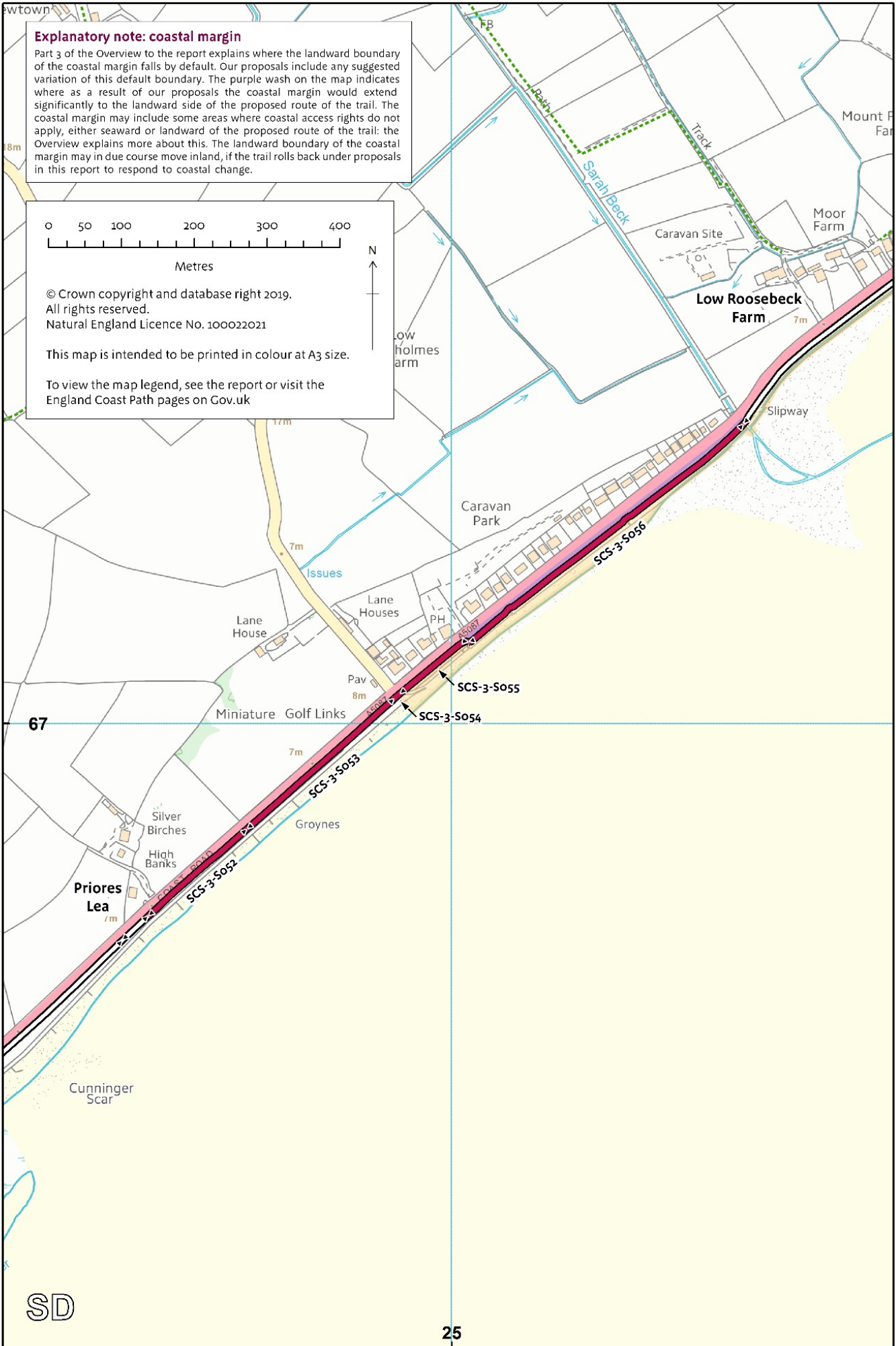


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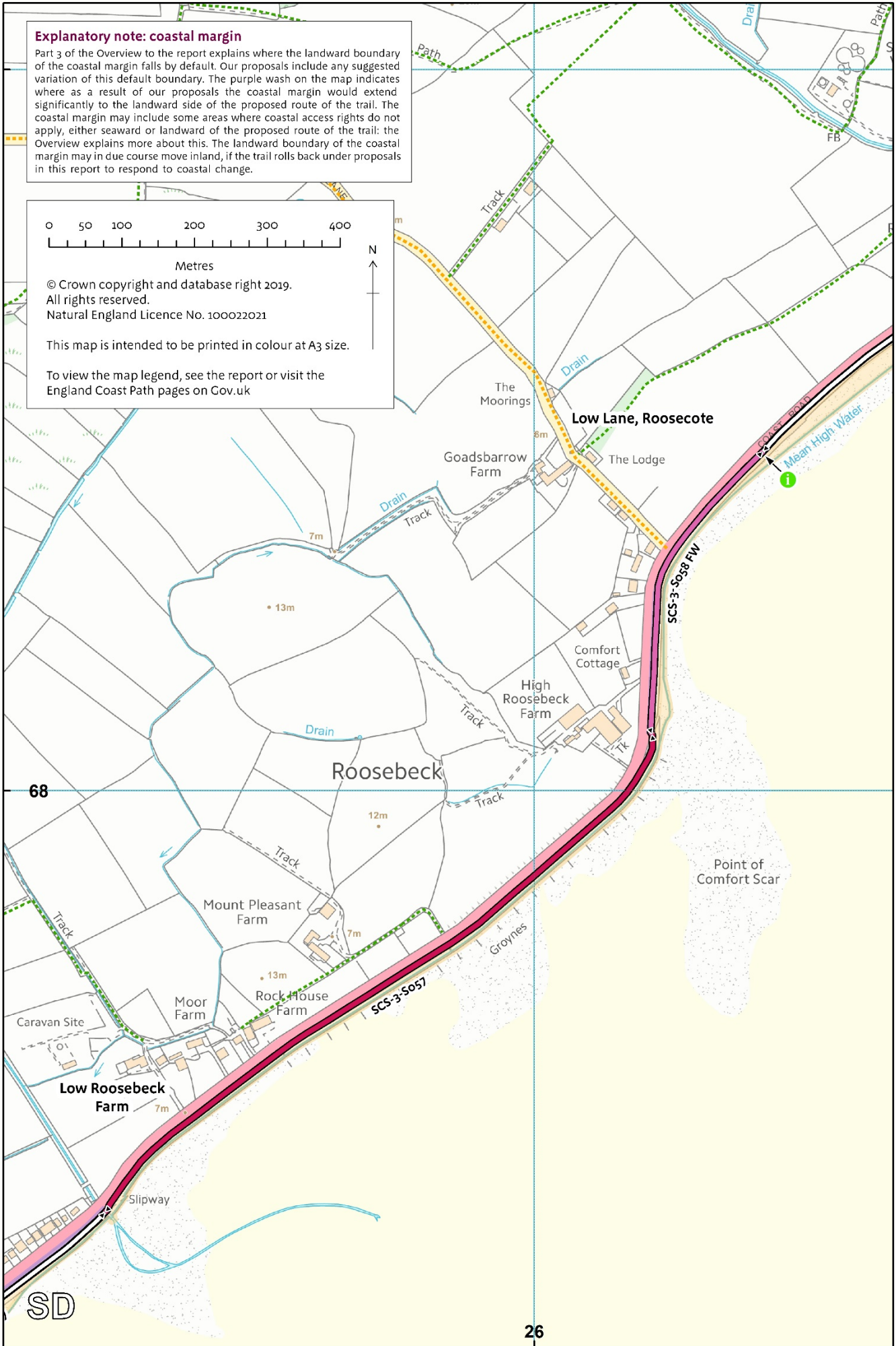
Explanatory note: coastal margin
 Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal 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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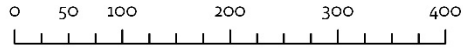
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To view the map legend, see the report or visit the England Coast Path pages on Gov.uk



Explanatory note: coastal margin

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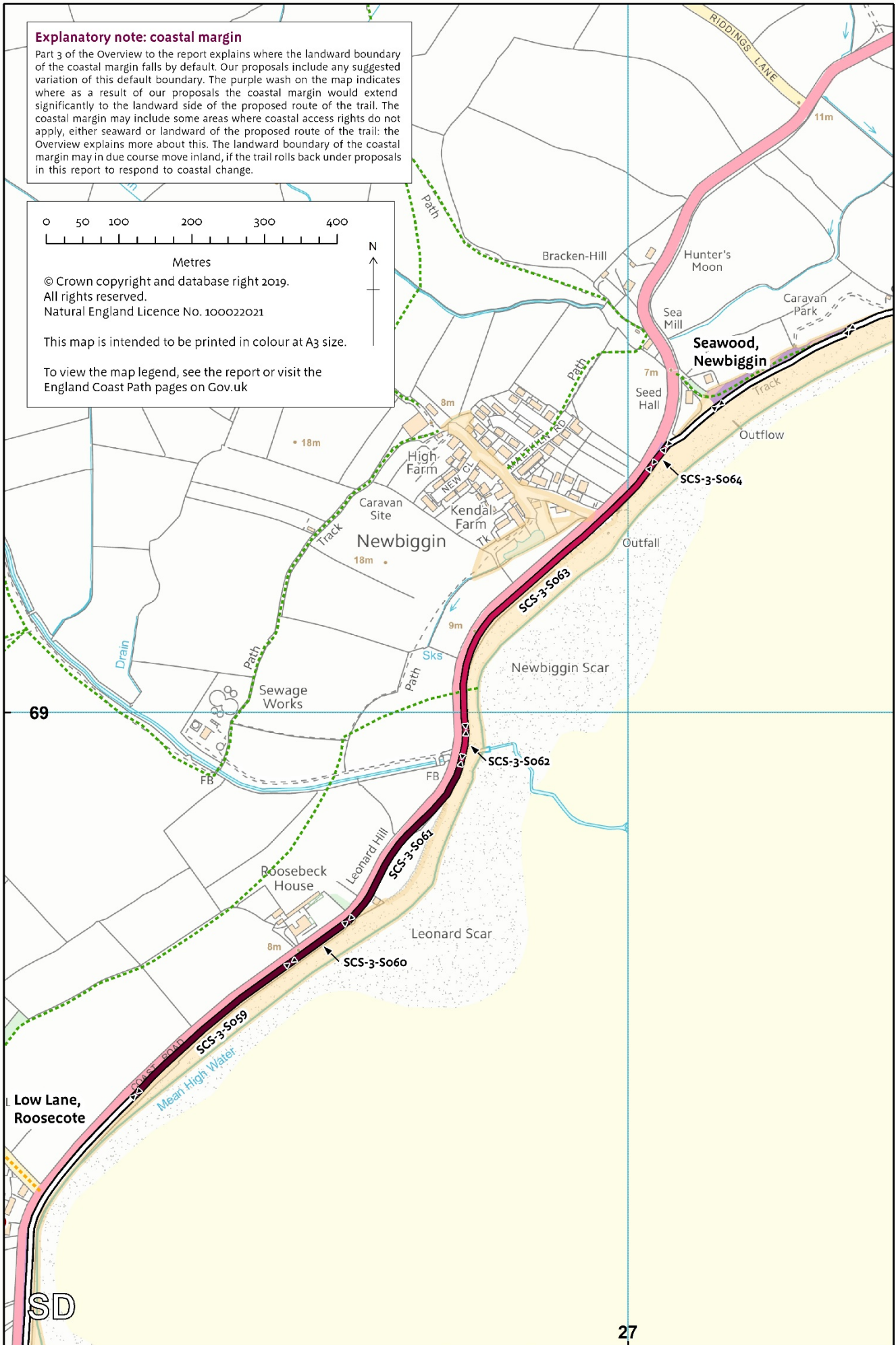


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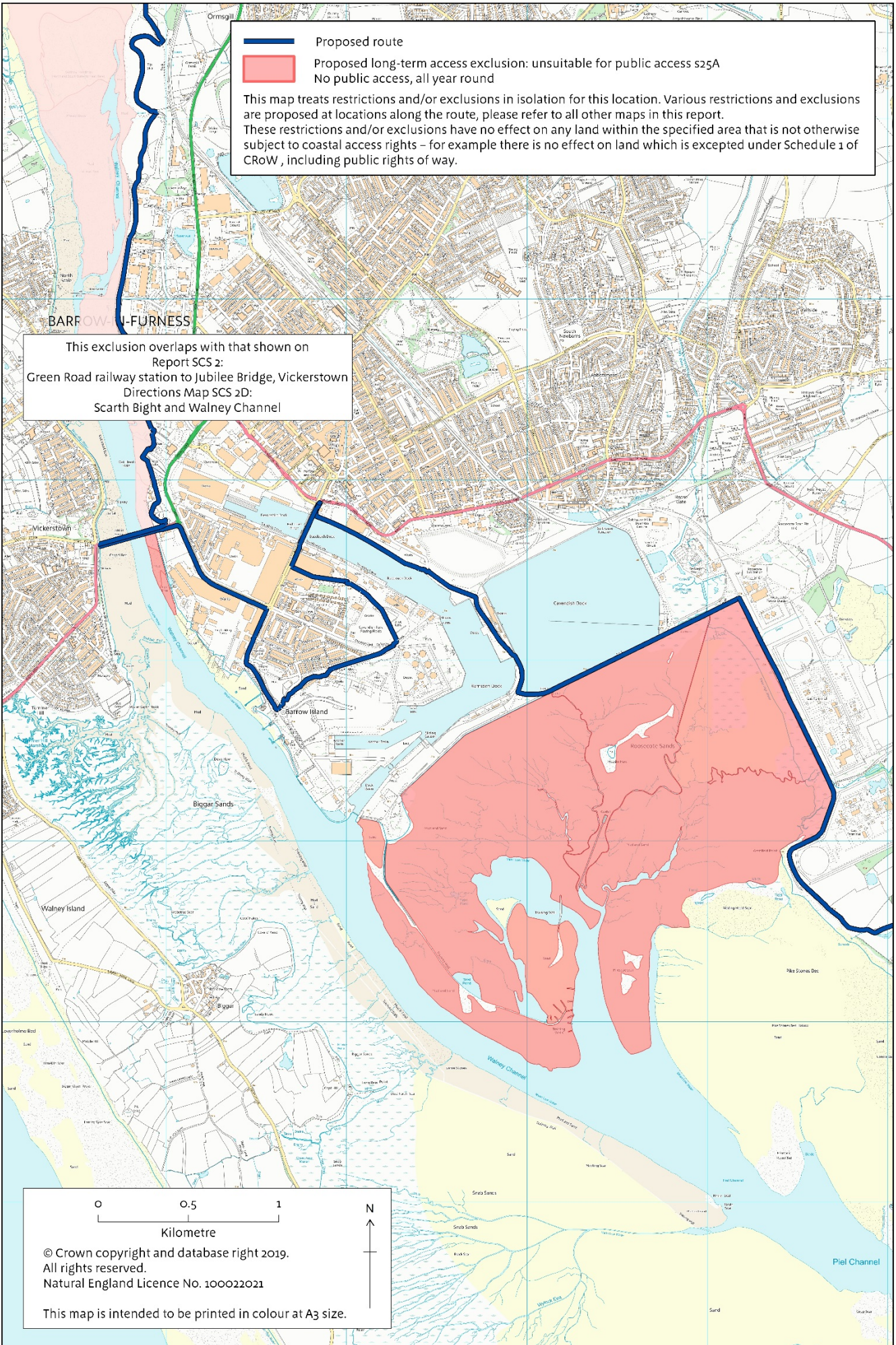
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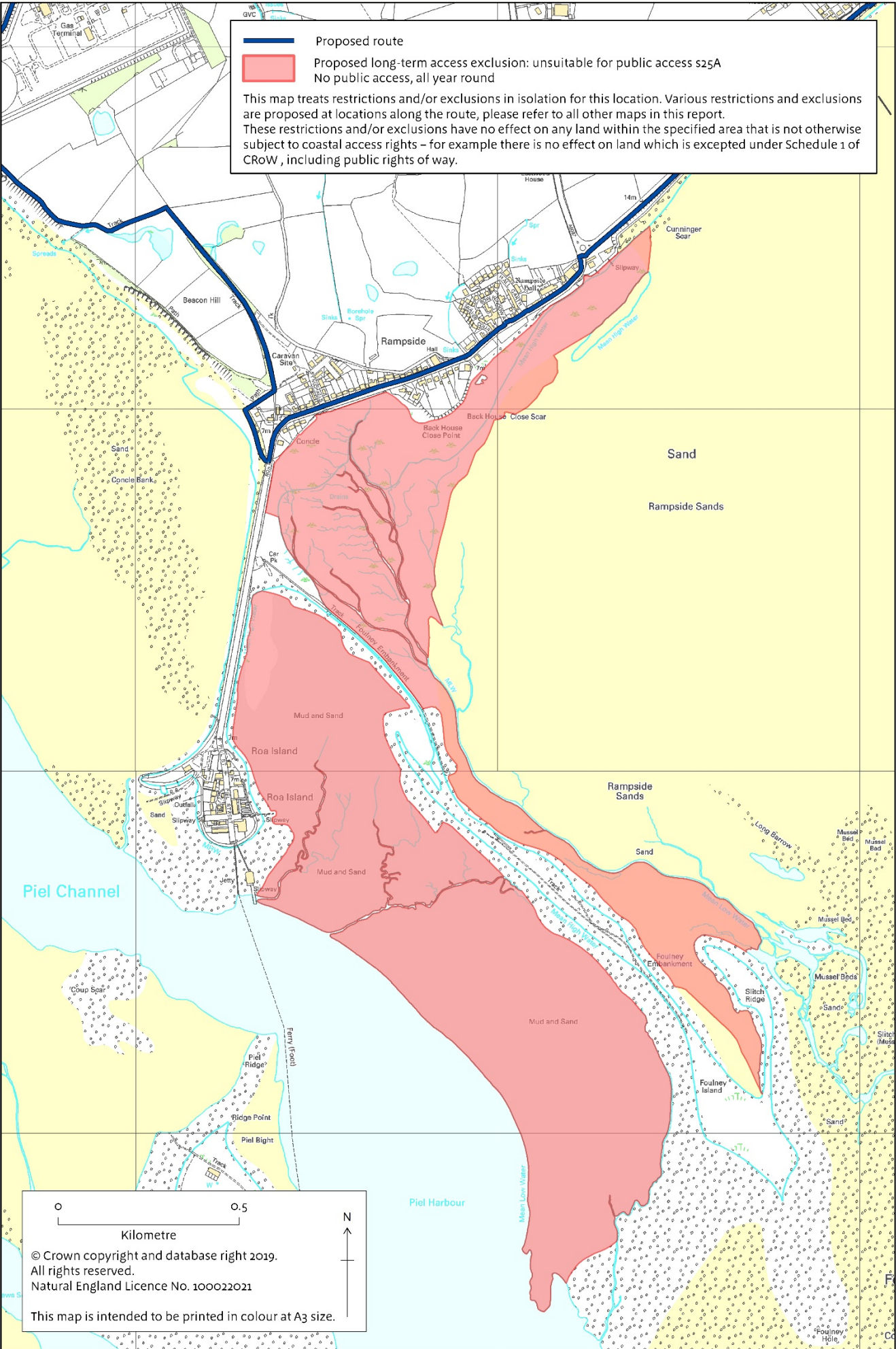
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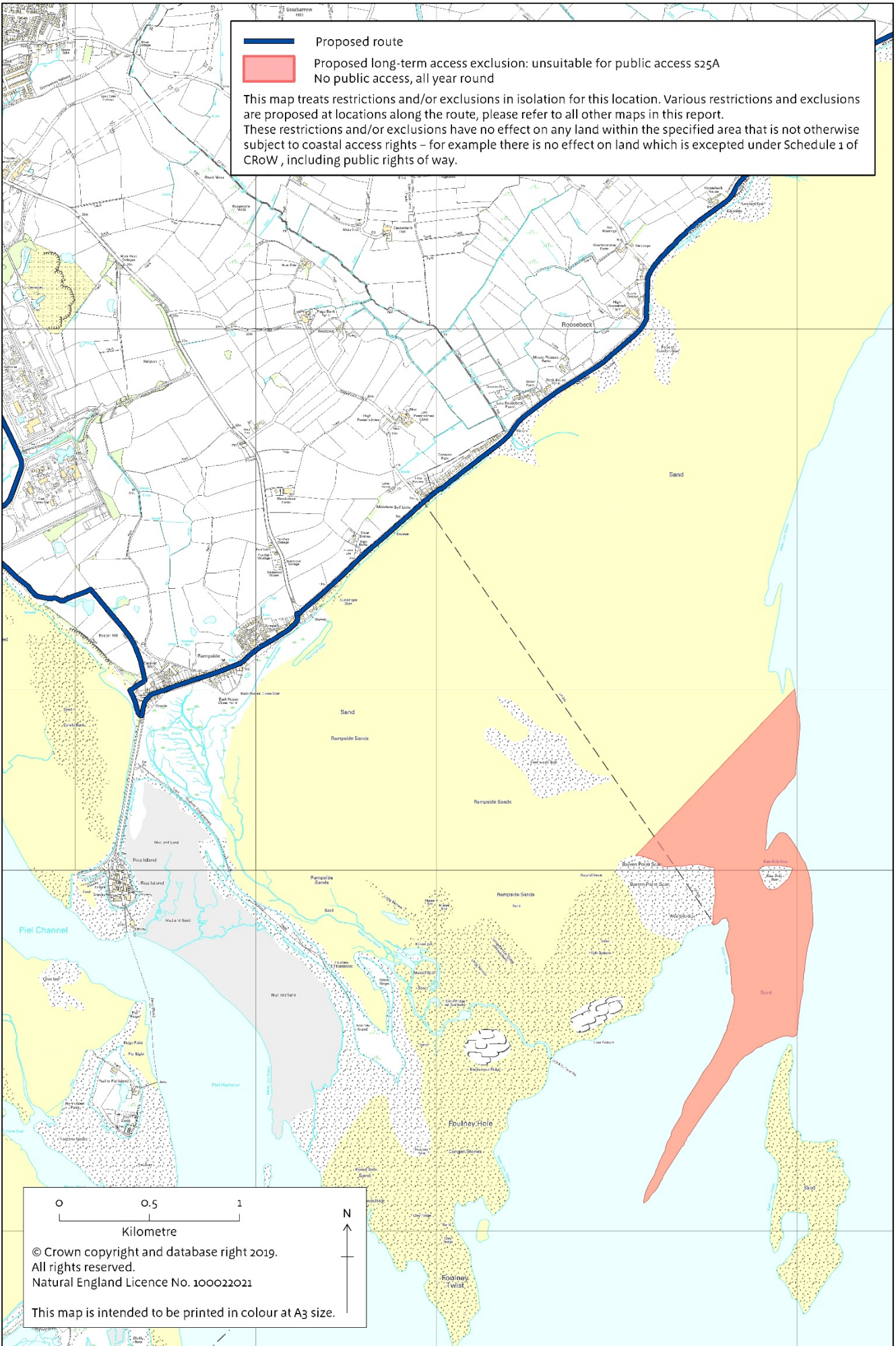
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk



SD







Directions Map SCS 3D: Foulney Island

