



England Coast Path Stretch: Cleveleys to Pier Head, Liverpool

Report CPH 2: Brades Lane, Freckleton to Penwortham New Bridge, Preston

Part 2.1: Introduction

Start Point:	Brades Lane, Freckleton (Grid reference SD 4374 2939)
End Point:	Penwortham New Bridge, Preston (Grid reference SD 5283 2888)
Relevant Maps:	CPH 2a to CPH 2g

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 Cleveleys and Pier Head, Liverpool.

2.1.2 This report covers length CPH 2 of the stretch, which is the coast between Brades Lane, Freckleton and Penwortham New Bridge, Preston. 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 an inland route up the River Ribble estuary with limited views of the river.
- 2.2.3 Includes one section of new path, between Lea Gate and Wallend Road, Riversway, Preston. See maps CPH 2d & 2e and associated tables below for details.
- 2.2.4 Takes an inland diversion between Brades Lane, Freckleton and Lea Gate, Lea (CPH-2-S001 to CPH-2-S009), which is necessary to take the trail past an area of land currently inaccessible because of complex land management and nature conservation issues.

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.

2.2.5 The following designated sites affect this length of coast:

- Ribble and Alt Estuaries Special Protection Area (SPA)
- Ribble and Alt Estuaries Ramsar site
- Ribble Estuary Site of Special Scientific Interest (SSSI), for its wildlife interest
- Newton Marsh SSSI, for its wildlife interest
- Ribble Estuary Marine Conservation Zone (MCZ)
- Ribble Estuary National Nature Reserve (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.

2.2.6 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
CPH 2a to 2d	CPH-2-S001 to CPH-2-S010	The following design features are described elsewhere in this report: <ul style="list-style-type: none">■ The trail is aligned inland (see table 2.3.3).■ Coastal access rights would be excluded over the land to the east of Warton Aerodrome at Freckleton. (See paragraphs	To reduce the risk of disturbance to roosting, breeding and feeding waterbirds.

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		<p>2.2.15 and 2.2.16 and Direction map CPH 2A.</p> <p>In addition, we will install:</p> <ul style="list-style-type: none"> ■ 9 advisory signs at access points to the coastal margin along the A584, explaining the sensitivity and showing a map of the access exclusion. 	

2.2.7 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; see the following assessments of the access proposals that we have published separately:

- A Habitats Regulations Assessment relating to any potential impact on the conservation objectives of European sites.
- Our Nature Conservation Assessment, in which we document our conclusions in relation to other potential impacts on nature conservation.

Part 6b of the Overview includes some contextual information about protecting the environment along this length of coast.

Accessibility:

2.2.8 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 path across Lea Marsh and along the sea defence embankment towards Riversway (see map CPH 2d).

2.2.9 All existing step stiles will be replaced with kissing gates or pedestrian gates to facilitate access on the proposed trail. We envisage this happening before the new access rights come into force, 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:

2.2.10 **Estuary:** This report proposes that the trail should contain sections aligned on the upper reaches of the northern bank of the Ribble Estuary, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of the River Ribble as far as Penwortham New Road Bridge, Preston, as indicated by the extent of the trail shown on map A2b in the

Overview. The trail covered in this report includes part of the Ribble Estuary, the remaining part of the Ribble Estuary route is covered in reports CPH 1, CPH 3 and CPH 4.

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

2.2.11 Landward boundary of the coastal margin: We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, path, pavement or track edge to make the extent of the new access rights clearer. See Table 2.3.1 below.

2.2.12 At Lea Marsh (map CPH 2d) we have used this discretion to limit the landward extent of the coastal margin to the landward top edge of the embankment. This has had 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:

- there is no clear boundary feature at the landward side of the embankment that might mark the boundary of the coastal margin, but the break in slope provides an easily identifiable boundary for access users.

2.2.13 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 5b and 5c of table 2.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 5b & 5c [above Table 2.3.1] explaining what this means in practice.

See also part 3 of the Overview - 'Understanding the proposals and accompanying maps', for a more detailed explanation of the default extent of the coastal margin and how we may use our discretion to adjust the margin, either to add land or to provide clarity.

2.2.14 Restrictions and/or exclusions: We have proposed to exclude access by direction under the Countryside and Rights of Way Act (2000) in certain places along this section of coast.

Exclusion of access for land management purposes.

2.2.15 Land to the east of Warton Aerodrome at Freckleton is within the final approach flight path of the main runway. This area is known to be a haven for wild birds, including birds that are features of the designated sites and feral birds (Canada geese). Airfield operations monitor bird numbers to ensure they will not impact on the operation of the airfield. Any significant increase in access over the area would be likely to disturb the birds and pose an air safety risk to the operation of the airfield. Therefore the following exclusion is proposed:

2.2.16 Access to the land in the coastal margin adjacent to route sections CPH-2-S001 to CPH-2-S009 is to be excluded all-year round by direction under section 24 of the Countryside and Rights of Way Act (2000), for the purpose of land management. 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 CPH 2A.

Exclusion of access for public safety purposes

2.2.17 Land to the south of Lea Marsh adjacent to the River Ribble is used as a formal karting/motorsports venue. The land is owned by Preston City Council and leased by the karting company. The land is currently recorded as access land under the Countryside and Rights of Way Act (2000), but access rights are excluded under section 25(1)(b) of that act, on grounds of public safety. Where such land falls within the coastal margin, any CROW rights would be replaced by new coastal access. Preston City Council confirm that an additional track to the west of the current excluded area has been created. Therefore the following exclusion is proposed to replace the current CROW exclusion:

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2.2.18 Access to the land in the coastal margin seaward of route sections CPH-2-S013 to CPH-2-S022 is to be excluded all-year by direction under section 25(1)(b) of the Countryside and Rights of Way Act (2000) for the purpose of public safety. 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 CPH 2B.

Exclusion of access to the saltmarsh/flat.

2.2.19 Areas of saltmarsh from Freckleton to Preston, including parts of Lea Marsh, have deep channels and creeks, some of which would not be readily apparent to walkers and would therefore pose a significant risk. The mudflats from Freckleton to Preston are soft and sinking in nature. The saltmarshes and flats do not provide a safe walking surface and are subject to frequent tidal inundation. Therefore the following exclusions are proposed:

2.2.20 Access to the saltmarsh and mudflat in the coastal margin seaward of route sections CPH-2-S001 to CPH-2-S023 and sections CPH-2-S036 to CPH-2-S040 is to be excluded all-year round by direction under section 25A of the Countryside and Rights of Way Act (2000) as these areas 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 Direction Maps CPH 2C and 2D.

2.2.21 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.

2.2.22 **Optional alternative routes:** An optional alternative route is to operate as an optional diversion from the ordinary route between Lea Gate and Wallend Road (route sections CPH-2-S009 to CPH-2-S023) 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 CPH-2-OA001 to CPH-2-OA017 on maps CPH 2d and 2e. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

2.2.23 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 this table 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.

2.2.24 **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.

2.2.25 We have chosen not to make any such proposal in this report. Accordingly the route is to be at the centre of the line shown on maps CPH 2a to 2g as the proposed route of the trail.

Other future change:

2.2.26 There are also places described in this report where we foresee the possible need for future changes to the proposed access provisions for particular reasons. The most significant potential change is described below:

We understand that a new bridge over the Ribble Estuary is one of the components of the Preston City Transport Plan; however, as yet, there is no certainty as to delivery of any such project or its exact location. If any such new crossing does proceed, we will consider the extent to which we may need to propose a variation to the proposals within this report (and within the report covering the southern side of the Ribble Estuary – CPH 3).

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

Establishment of the trail:

2.2.27 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.

2.2.28 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £172,834 and is informed by:

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

2.2.29 There are three main elements to the overall cost:

- Between Lea Gate and Wallend Road, Riversway, along route sections CPH-2-S010 to CPH-2-S018, 2Km of new access is to be created. Along route sections CPH-2-S010 to CPH-2-S013, works are required to improve the existing track that leads from the A583 Blackpool Road down onto Lea Marsh. A significant amount of scrub clearance, surface levelling and grading, along with new gravel surface, are required to create a suitable trail. Along route sections CPH-2-S017 to CPH-2-S018 scrub clearance, surface levelling and grading, along with new gravel surface, are required to create a suitable trail from Lea Marsh to Wallend Road;

- A significant number of new drainage pipes and earth works would be needed on the trail along route section CPH-2-S013 in order to provide suitable access over the many creeks and wetter areas across Lea Marsh; and
- New way-marking, signs and information boards will be required along the whole length of the trail covered in this report.

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

Table 1: Estimate of capital costs

Item	Cost
Signs and interpretation	£11,846
Bridges and drainage for crossings	£30,625
Boundary crossing and fencing	£4,344
Path creation and surfacing works	£110,307
Project management	£15,712
Total	£172,834 (Exclusive of any VAT payable)

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

Maintenance of the trail:

2.2.31 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).

2.2.32 We estimate that the annual cost to maintain the trail will be **£3,352** (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England’s contribution to the maintenance of other National Trails.

Part 2.3: Proposals Tables

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

2.3.1 Section Details: Maps CPH 2a to CPH 2g – Brades Lane, Freckleton to Penwortham New Bridge, Preston

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 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.
4. 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
CPH 2a	*CPH-2-S001	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 2a	*CPH-2-S002	Public highway	No	No			
CPH 2b	*CPH-2-S003	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 2b	*CPH-2-S004	Public highway	No	No			
CPH 2b	*CPH-2-S005	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 2b	*CPH-2-S006	Public highway	No	No			
CPH 2c	*CPH-2-S007	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 2c	*CPH-2-S008	Public highway	No	No			
CPH 2c and 2d	*CPH-2-S009	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
CPH 2d	*CPH-2-S010	Not an existing walked route	No	No			
CPH 2d	*CPH-2-S011	Not an existing walked route	No	No	Bank	Clarity and cohesion	
CPH 2d	*CPH-2-S012	Not an existing walked route	No	No	Fence	Clarity and cohesion	
CPH 2d	*CPH-2-S013 and CPH-2-S014	Not an existing walked route	No	No			
CPH 2d	*CPH-2-S015	Not an existing walked route	No	No	Landward edge of track	Clarity and cohesion	
CPH 2d	*CPH-2-S016	Not an existing walked route	No	Yes	Landward edge of bank top	Clarity and cohesion	
CPH 2d	*CPH-2-S017	Not an existing walked route	No	No			
CPH 2e	*CPH-2-S018	Not an existing walked route	No	No	Fence	Clarity and cohesion	
CPH 2e	*CPH-2-S019	Public highway	No	No			
CPH 2e	*CPH-2-S020	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 2e	*CPH-2-S021	Public highway	No	No			
CPH 2e	*CPH-2-S022	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 2f	CPH-2-S023	Cycle track (pedestrian)	No	No	Various	Clarity and cohesion	Landward margin will extend to wall, painted cycle path boundary, fence and edge of path
CPH 2f	CPH-2-S024	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 2f	CPH-2-S025	Public highway	No	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
CPH 2f	CPH-2-S026 to CPH-2-S028	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 2f	CPH-2-S029	Cycle track (pedestrian)	No	No	Landward edge of path	Clarity and cohesion	
CPH 2f	CPH-2-S030	Other existing walked route	No	No			
CPH 2f	CPH-2-S031	Cycle track (pedestrian)	No	No	Landward edge of track	Clarity and cohesion	
CPH 2f	CPH-2-S032	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 2f	CPH-2-S033 and CPH-2-S034	Other existing walked route	No	No	Landward edge of path	Clarity and cohesion	
CPH 2f	CPH-2-S035	Other existing walked route	No	No			
CPH 2f	CPH-2-S036	Other existing walked route	No	No	Bank	Clarity and cohesion	
CPH 2f	CPH-2-S037	Other existing walked route	No	No	Various	Clarity and cohesion	Landward margin will extend to fence and wall
CPH 2g	CPH-2-S038	Cycle track (pedestrian)	No	No	Landward edge of track	Clarity and cohesion	
CPH 2g	CPH-2-S039	Other existing walked route	No	No	Landward edge of track	Clarity and cohesion	
CPH 2g	CPH-2-S040	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	

2.3.2 Alternative routes and optional alternative route details: Maps CPH 2a to CPH 2g – Brades Lane, Freckleton to Penwortham New Bridge, Preston

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. 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
CPH 2d	*CPH-2-OA001	Public Footway (Pavement)	No	Seaward edge of pavement	Landward edge of pavement	
CPH 2d	*CPH-2-OA002	Public highway	No			
CPH 2d	*CPH-2-OA003	Public Footway (Pavement)	No	Seaward edge of pavement	Landward edge of pavement	
CPH 2d	*CPH-2-OA004	Public highway	No			
CPH 2d	*CPH-2-OA005	Public Footway (Pavement)	No	Seaward edge of pavement	Landward edge of pavement	
CPH 2d	*CPH-2-OA006	Public highway	No			
CPH 2d	*CPH-2-OA007	Public Footway (Pavement)	No	Seaward edge of pavement	Landward edge of pavement	
CPH 2d	*CPH-2-OA008	Public highway	No			
CPH 2d	*CPH-2-OA009	Public Footway (Pavement)	No	Seaward edge of pavement	Landward edge of pavement	
CPH 2d	*CPH-2-OA010	Public highway	No			
CPH 2e	*CPH-2-OA011	Public Footway (Pavement)	No	Seaward edge of pavement	Landward edge of pavement	
CPH 2e	*CPH-2-OA012	Public Highway	No			
CPH 2e	*CPH-2-OA013	Public Footway (Pavement)	No	Seaward edge of pavement	Landward edge of pavement	
CPH 2e	*CPH-2-OA014	Public Highway	No			
CPH 2e	*CPH-2-OA015	Public Footway (Pavement)	No	Seaward edge of pavement	Landward edge of pavement	
CPH 2e	*CPH-2-OA016	Public Highway	No			
CPH 2e	*CPH-2-OA017	Public Footway (Pavement)	No	Seaward edge of pavement	Landward edge of pavement	

2.3.3 Other options considered: Maps CPH 2a to CPH 2g – Brades Lane, Freckleton to Penwortham New Bridge Preston

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CPH 2a to 2d	CPH-2-S001 to CPH-2-S009	We considered aligning the trail down the eastern bank of Freckleton Pool as far as River Ribble and along the river bank on top of the defence embankment. This runs from Freckleton Pool along the River Ribble as far as Savick Brook and inland to Savick Bridge.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The other route option described would have conflicted with existing nature conservation objectives by causing disturbance to high tide roosting, feeding and breeding birds. ■ The other option described would also have had the potential of preventing livestock from using the sea defence embankment as a high tide refuge. <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>
CPH 2a to 2d	CPH-2-S001 to CPH-2-S009	We considered using some combination of existing tracks through the area of Freckleton Marsh, Newton Marsh and Clifton Marsh, between Freckleton Pool and Savick Brook.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The other route option described would have conflicted with existing nature conservation objectives by causing disturbance to feeding and breeding birds. ■ The other route option described would have conflicted with existing land management interests and activities. <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>
CPH 2d to 2e	CPH-2-S010 to CPH-2-S022	We considered aligning the trail on roadside pavement of the west bound carriageway of the A5085 Blackpool Road and the A583 Riversway, before heading down the roadside pavement on Nelson Way, as far as Wallend Road.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is closer to the estuary and river and maintains views of the river. <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>

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.

Part 2.4: Proposals Maps

2.4.1 Map Index

Map reference	Map title
CPH 2a	Brades Lane, Freckleton to Toll House Bridge
CPH 2b	Toll House Bridge to Clifton Business Park
CPH 2c	Clifton Business Park to Junction of Preston New Road and Blackpool Road
CPH 2d	Junction of Preston New Road and Blackpool Road to Preston Go-Kart Track
CPH 2e	Preston Go-Kart Track to Wallend Road, Riversway, Preston
CPH 2f	Wallend Road, Riversway, Preston to River bank near Navigation Way, Riversway, Preston
CPH 2g	River bank near Navigation Way, Riversway, Preston to Penwortham New Bridge, Preston
Directions Map CPH 2A	Freckleton, Newton and Clifton Marshes: Proposed direction under S24 CROW
Directions Map CPH 2B	Preston Go-Karting Track: Proposed direction under S25(1)(b) CROW
Directions Map CPH 2C	Freckleton to Old Hall Farm saltmarsh and mudflats: Proposed direction under S25A CROW
Directions Map CPH 2D	Old Hall Farm to Penwortham New Bridge saltmarsh and mudflats: 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:

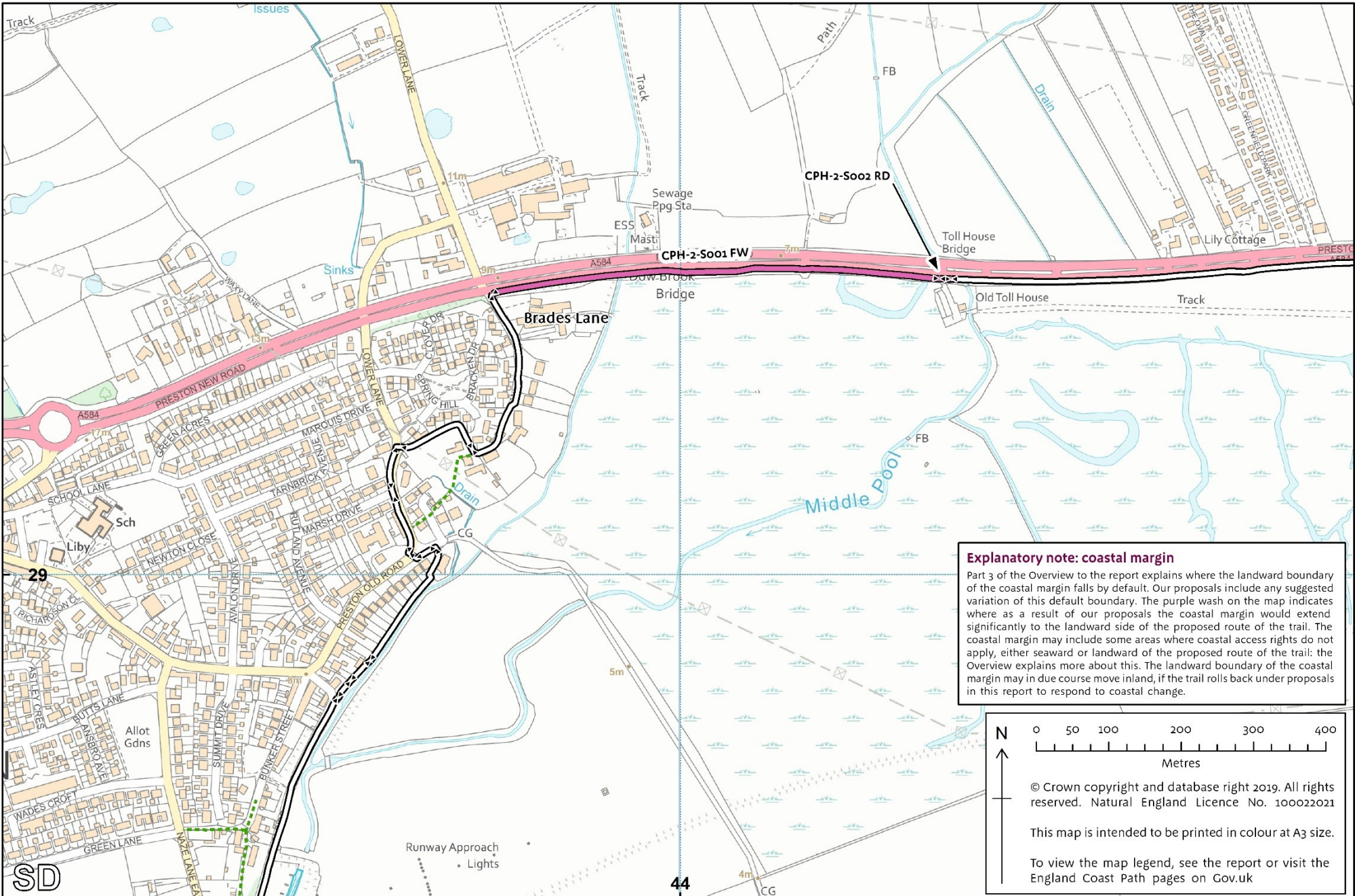
- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps

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

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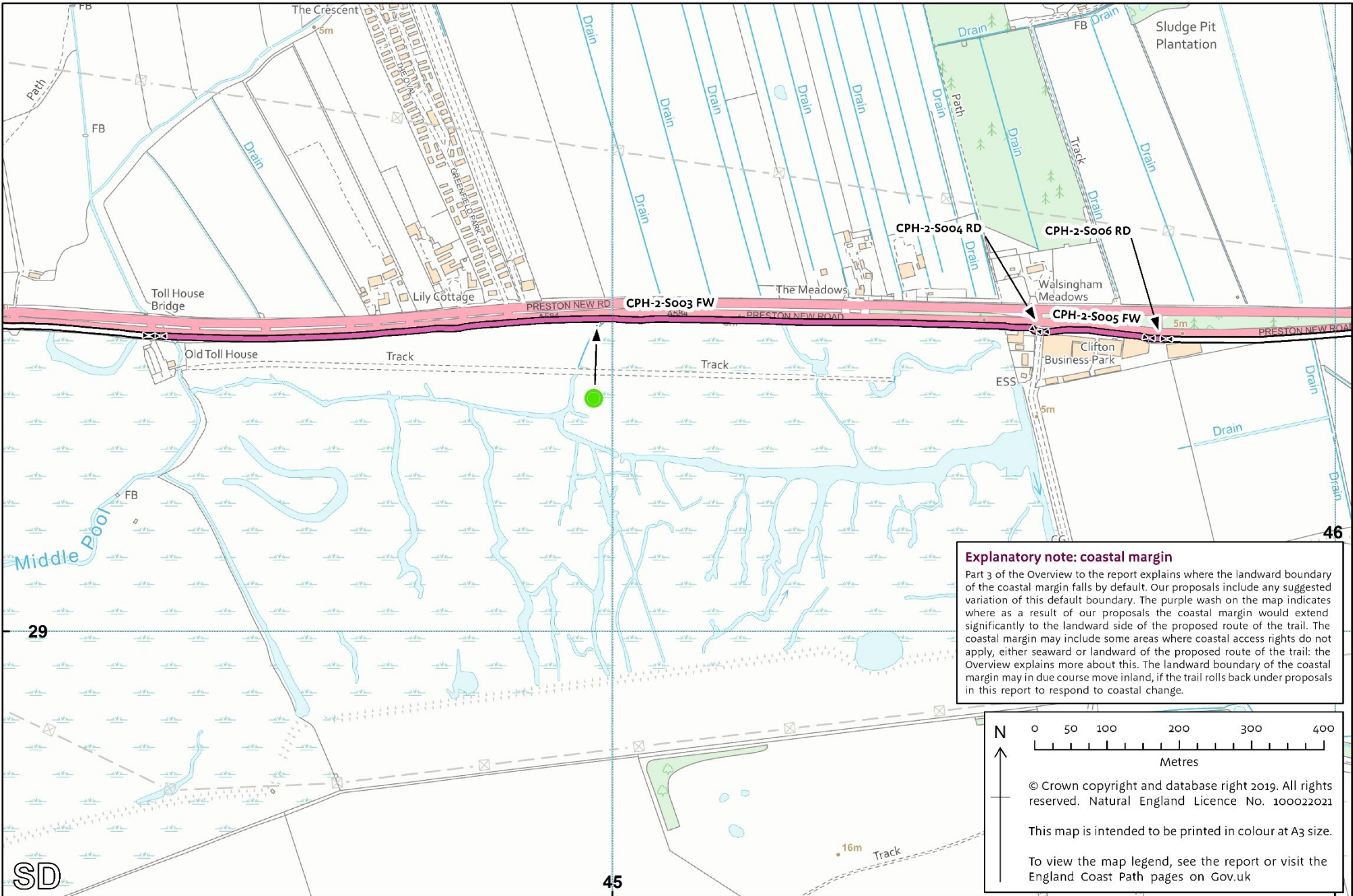
0 50 100 200 300 400
 Metres

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

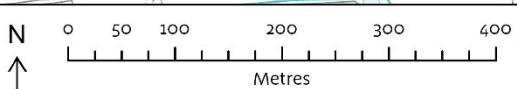
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

Map CPH 2a: Brades Lane, Freckleton to Toll House Bridge



Explanatory note: coastal margin

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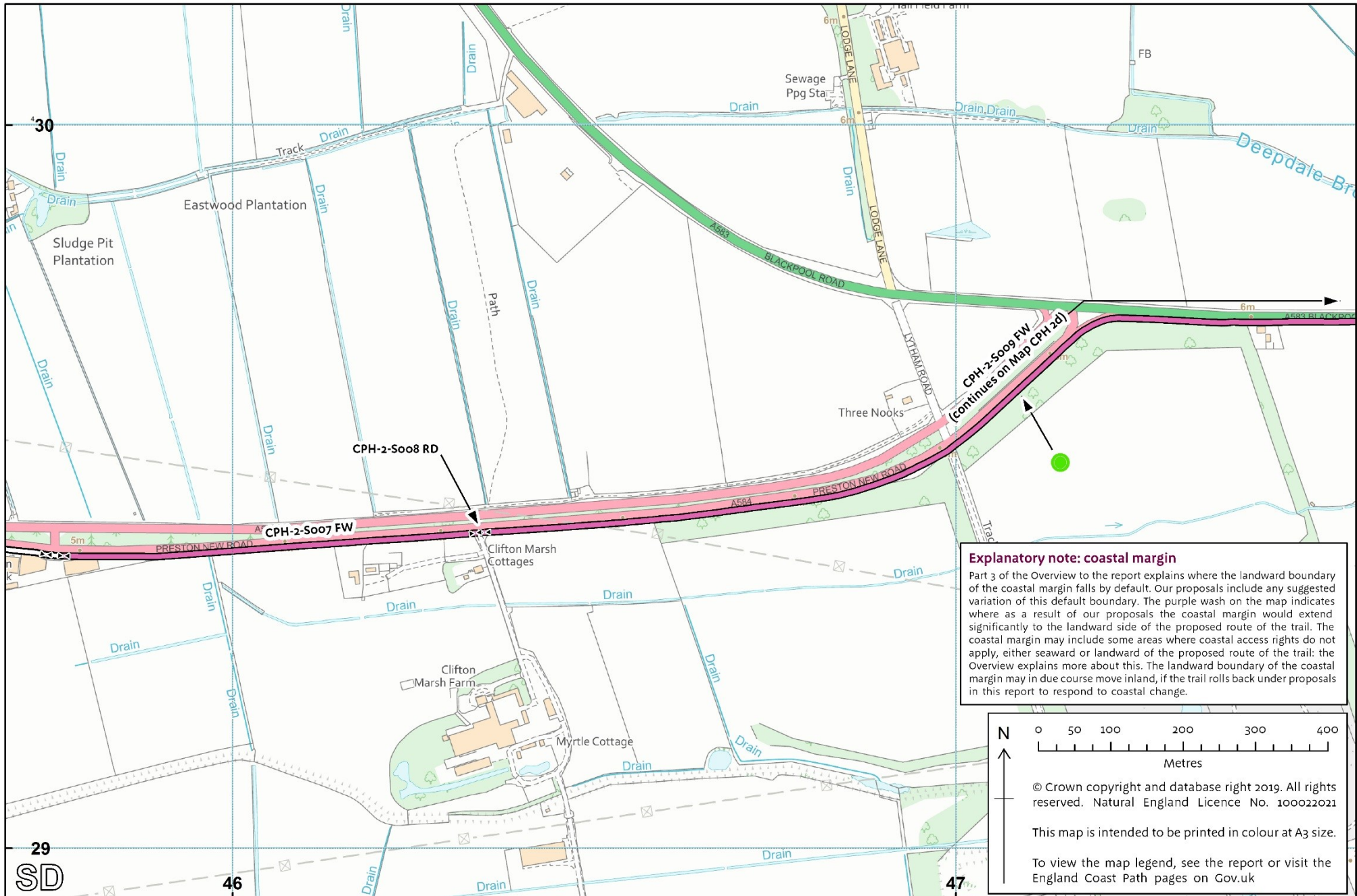
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

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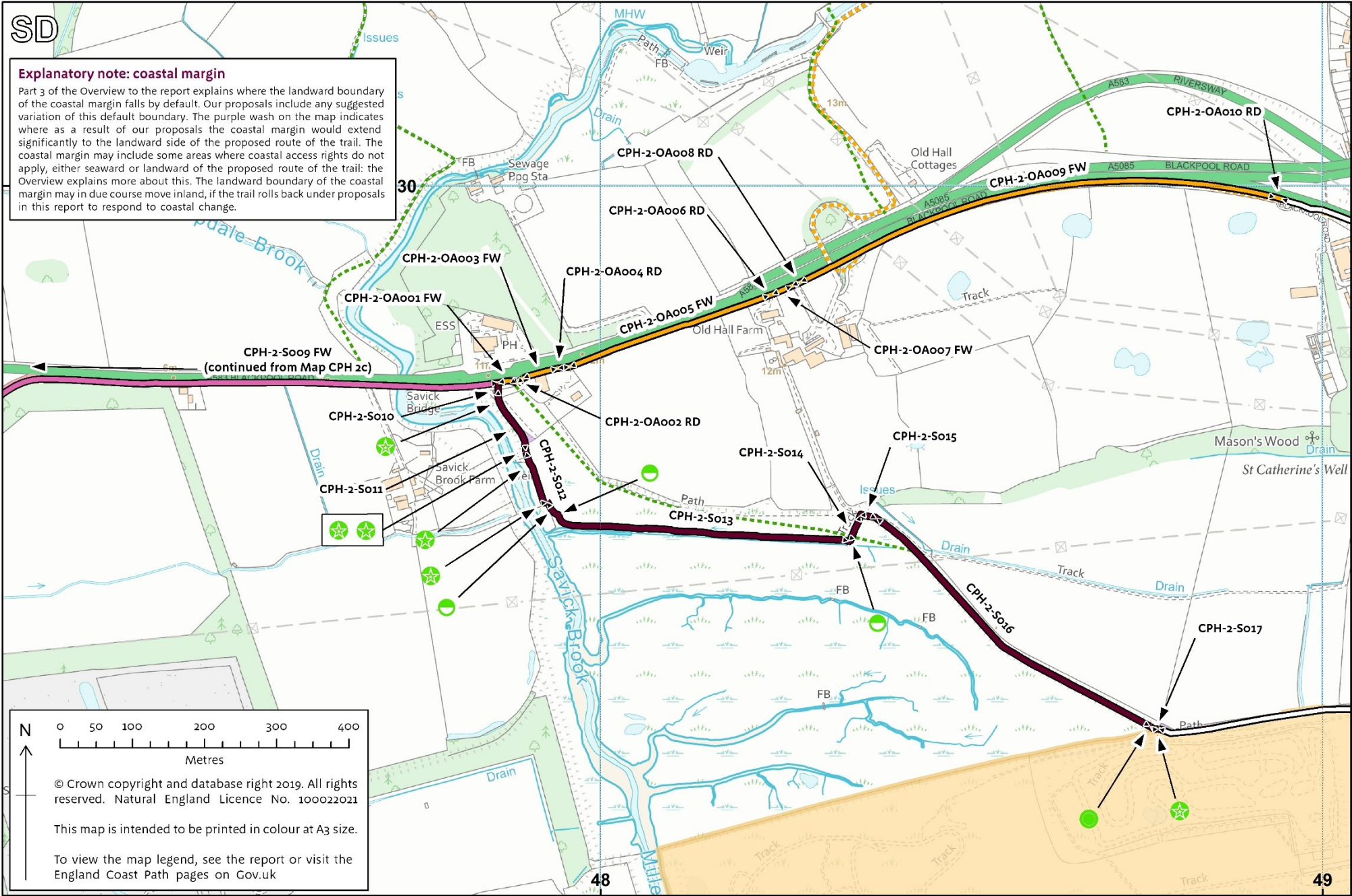
45

46

Map CPH 2c: Clifton Business Park to Junction of Preston New Road and Blackpool Road

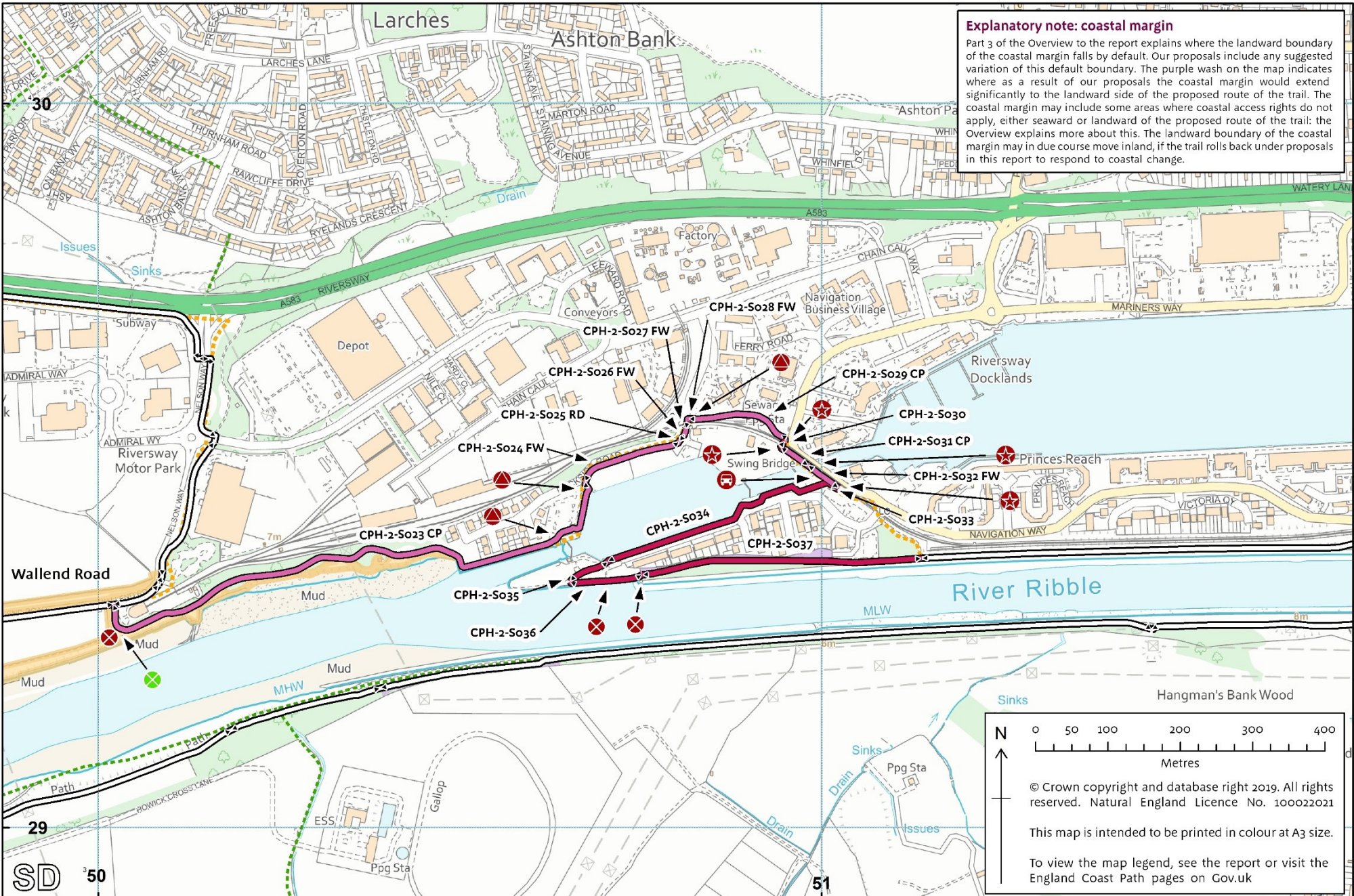


Map CPH 2d: Junction of Preston New Road and Blackpool Road to Preston Go-Kart Track



Map CPH 2d: Junction of Preston New Road and Blackpool Road to Preston Go-Kart Track

Map CPH 2f: Wallend Road, Riversway, Preston to River bank near Navigation Way, Riversway, Preston



Map CPH 2f: Wallend Road, Riversway, Preston to River bank near Navigation Way, Riversway, Preston

Map CPH 2g: River bank near Navigation Way, Riversway, Preston to Penwortham New Bridge, Preston

Explanatory note: coastal margin

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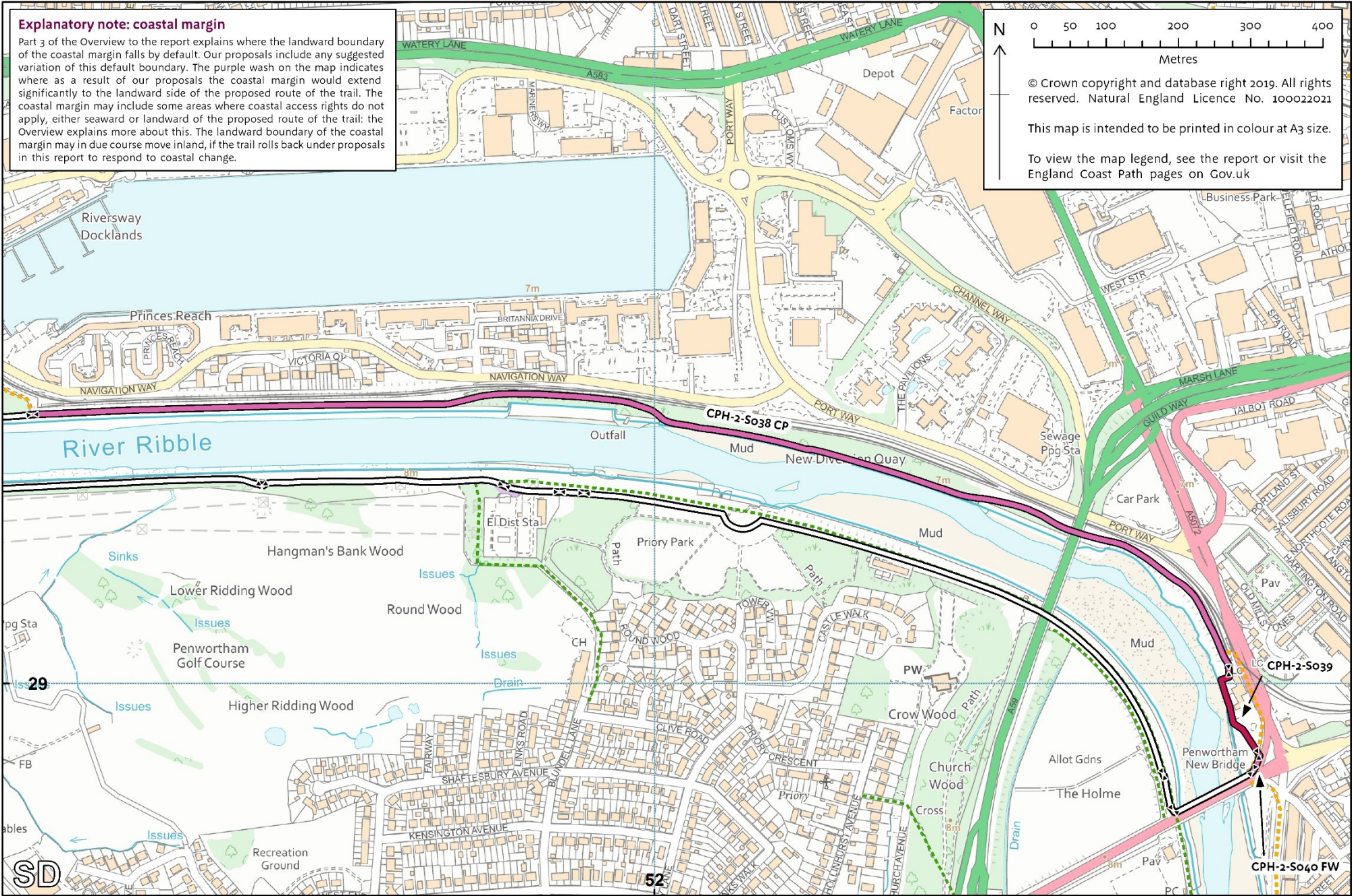
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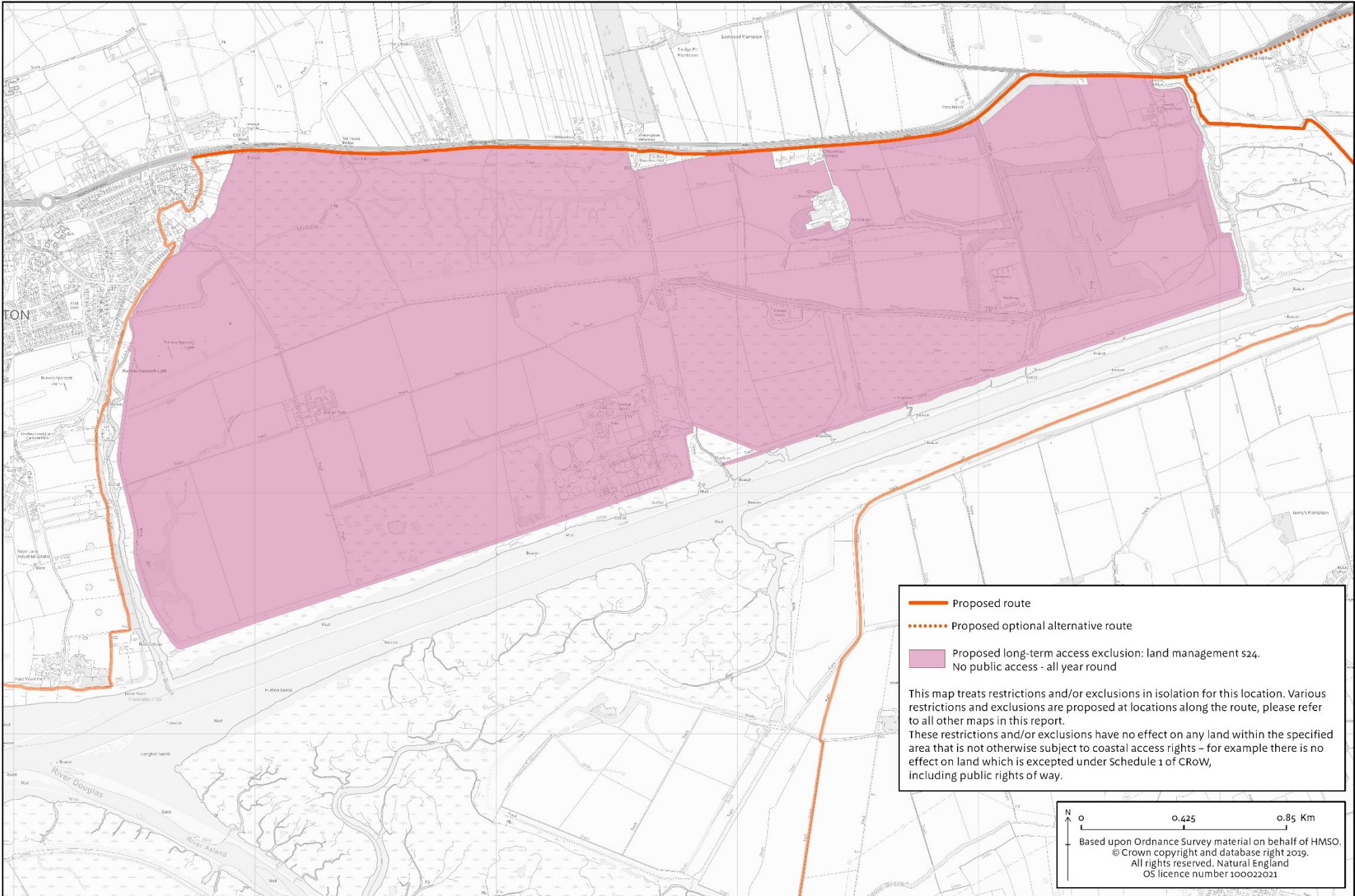
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To view the map legend, see the report or visit the England Coast Path pages on Gov.uk



Map CPH 2g: River bank near Navigation Way, Riversway, Preston to Penwortham New Bridge, Preston



— Proposed route
⋯ Proposed optional alternative route
 Proposed long-term access exclusion: land management s24.
 No public access - all year round

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

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 0 0.425 0.85 Km
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