



# England Coast Path Stretch: Cleveleys to Pier Head, Liverpool

## Report CPH 3: Penwortham New Bridge, Preston to Tarleton Lock

### Part 3.1: Introduction

Start Point:	Penwortham New Bridge, Preston (Grid reference SD 5283 2888)
End Point:	Tarleton Lock (Grid reference SD 4560 2154)
Relevant Maps:	CPH 3a to CPH 3i

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 Cleveleys and Pier Head, Liverpool.

3.1.2 This report covers length CPH 3 of the stretch, which is the coast between Penwortham New Bridge, Preston and Tarleton Lock. 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 Follows existing walked routes, including public rights of way, along all of this length.

3.2.2 Mainly follows the coastline quite closely and maintains good views of the estuary.

3.2.3 Follows a route very similar to the existing Ribble Way, between Penwortham New Bridge and Longton (where the Ribble Way terminates).

3.2.4 Terminates on the eastern bank of the River Douglas, adjacent to Tarleton Lock, at the preferred location for a new bridge over the River Douglas, which does not form part of these proposals for reasons explained later in this report. It is possible to reach this point by walking along an existing public footpath, which would not form part of the England Coast Path.

### 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.

3.2.5 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
- Ribble Estuary National Nature Reserve (NNR)
- Ribble Estuary Marine Conservation Zone (MCZ)

Map C in the Overview shows the extent of designated areas along this stretch of coast, including SPAs, SSSIs and Ramsar sites.

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

### 3.2.6 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
CPH 3e and 3f	CPH-3-S014 to CPH-3-S018	The following design features are described elsewhere in this report: <ul style="list-style-type: none"><li>■ The trail at Hutton Marsh is aligned inland (see table 3.3.2).</li><li>■ Coastal access rights would be excluded on conservation grounds over Hutton Marsh in the coastal margin (see paragraphs 3.2.16 and 3.2.17,</li></ul>	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>and Direction Map CPH 3E). This is in addition to adjacent areas covered by section 25A exclusions.</p> <p>In addition, we will install:</p> <ul style="list-style-type: none"> <li>■ Three advisory signs at access points to the embankments, explaining the sensitivity and access exclusion.</li> </ul>	

3.2.7 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:

3.2.8 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 or bare soil path through agricultural land and along the top of a sea defence embankment between Hangman's Bank Wood, Penwortham and Tarleton Lock.

3.2.9 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:

3.2.10 **Estuaries:** This report proposes that the trail should contain sections aligned on the southern 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

**3 England Coast Path | Cleveleys to Pier Head, Liverpool | CPH 3 Penwortham New Bridge, Preston to Tarleton lock**

Penwortham New Bridge, Preston, as indicated by the extent of the trail shown on maps CPH 3a to 3e. The remaining proposals for the south bank of the Ribble Estuary are detailed in report CPH 4. Our proposals for the north bank of the river Ribble estuary are detailed in reports CPH 1 and CPH 2.

3.2.11 This report also proposes that the trail should contain sections aligned on the estuary of the River Douglas, 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 Tarleton Lock, as indicated by the extent of the trail shown on map A2 in the Overview.

**See part 5 of the Overview for a detailed analysis of the options considered for these estuaries and our resulting proposals.**

3.2.12 **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, ditch, bank or track to make the extent of the new access rights clearer. See Table 3.3.1 below.

**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.**

3.2.13 **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.*

3.2.14 Areas of saltmarsh at Hutton Marsh, Longton Marsh and Little Hoole Marsh have deep channels and creeks, some of which would not be readily apparent to walkers and can pose a significant risk. The mudflats along the River Ribble and River Ashland or Douglas from Preston to Tarleton Lock including Hutton Sands and Longton Sands 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:

3.2.15 Access to the saltmarsh and mudflat in the coastal margin seaward of route sections CPH-3-S001 to CPH-3-S042 is to be excluded all-year round, by direction, under section 25A of the Countryside and Rights of Way Act (2000), as this area is unsuitable for public access. These exclusions does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Direction Maps CPH 3A to 3D.

*Exclusions of access for nature conservation purposes.*

3.2.16 The coastal margin near to Old Grange Farm at Hutton Marsh falls within the SPA, SSSI, Ramsar site or is functionally linked land for SPA species and is an important area for both breeding and overwintering birds. The site is important year-round for a number of species that are susceptible to disturbance. This is explained in the Habitat Regulations Assessment and the Nature Conservation Assessment for this stretch, which are published alongside this report. Therefore the following exclusion is proposed:

3.2.17 Access to the land in the coastal margin seaward of route sections CPH-3-S014 to CPH-3-S018 is to be excluded all-year round by direction under section 26(3)(a) of the Countryside and Rights of Way Act (2000) to prevent disturbance to birds. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Direction Maps CPH 3E.

3.2.18 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.**

3.2.19 **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.

3.2.20 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 CPH 3a to CPH 3i as the proposed route of the trail.

3.2.21 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 CPH 3a to CPH 3i as the proposed route of the trail.

### Other future change:

3.2.22 There is also one place in this report where we foresee the need for future change to the proposed access provisions for a particular reason. This relates to aspirations for a new pedestrian crossing over the River Douglas, possibly in the vicinity of Tarleton (at the end of the length of coast covered by this report). See map CPH 3i.

**See parts 5 – 'Discretion to include part or all of an estuary or estuaries' and 7 - 'Future changes' of the Overview for more information.**

## Establishment of the trail:

3.2.23 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.

3.2.24 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £39,787 and is informed by:

- information already held by the access authority, Lancashire County Council, in relation to the management of the existing Lancashire Coastal Way;
- 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.

3.2.25 There are several elements to the overall cost:

- A significant number of new signs would be needed on the trail, in particular on route sections where the proposed route differs from that of the existing Ribble Way.
- A replacement footbridge is needed at the beginning of trail section CPH-3-S017, west of Old Grange Farm.
- The surfaces and access furniture of the existing paths and footways on the proposed route are generally of a suitable standard for the trail, but there are some places where new pedestrian or kissing gates would enhance the convenience of the trail.

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	£6,976
Bridges	£14,000
Boundary crossings	£15,194
Project management	£3,617
<b>Total</b>	<b>£39,787 (Exclusive of any VAT payable)</b>

3.2.26 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.

3.2.27 There is one potential opportunity to enhance the trail on this length of coast which is mentioned in our proposals, but which is not included in our cost estimate because it is contingent on funding being provided from other sources. This involves the installation of a new bridge over the River Douglas, in the vicinity of Tarleton Lock, see map CPH 3i.

#### **Maintenance of the trail:**

3.2.28 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).

3.2.29 We estimate that the annual cost to maintain the trail will be **£7,219** (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 CPH3a to CPH 3i - Penwortham New Bridge, Preston to Tarleton Lock

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. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 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 3a	CPH-3-S001	Public footway (pavement)	No	No	Landward pavement edge	Clarity and cohesion	
CPH 3a	CPH-3-S002	Public footpath	No	No			
CPH 3a	CPH-3-S003 to CPH-3-S006	Public footpath	No	No	Landward edge of path	Clarity and cohesion	
CPH 3b	CPH-3-S007	Public footpath	No	Yes – bank (embankment)			
CPH 3b	CPH-3-S008	Public footpath	Yes - Normal	No	Landward edge of path	Clarity and cohesion	
CPH 3c	CPH-3-S009 and CPH-3-S010	Public footpath	Yes - Normal	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 3c	CPH-3-S011 and CPH-3-S012	Other existing walked route	Yes - Normal	No			
CPH 3d to 3e	CPH-3-S013 and CPH-3-S014	Public footpath	Yes - Normal	No			
CPH 3e to 3f	*CPH-3-S015 and CPH-3-S016	Public footpath	No	No			
CPH 3f	*CPH-3-S017	Other existing walked route	No	No	Ditch	Clarity and cohesion	
CPH 3f	*CPH-3-S018	Other existing walked route	No	No			
CPH 3f to 3g	*CPH-3-S019 and CPH-3-S020	Public footpath	No	Yes – bank (embankment)			
CPH 3g	CPH-3-S021 and CPH-3-S022	Other existing walked route	No	No	Fence line	Clarity and cohesion	
CPH 3g	CPH-3-S023	Public footpath	No	No	Fence line	Clarity and cohesion	
CPH 3g	CPH-3-S024	Public footpath	No	No			
CPH 3g	CPH-3-S025	Public footpath	No	No	Fence line	Clarity and cohesion	
CPH 3g	CPH-3-S026	Public footpath	No	No	Landward edge of track	Clarity and cohesion	
CPH 3g	CPH-3-S027	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 3g to 3h	CPH-3-S028 to CPH-3-S032	Public footpath	No	No	Landward edge of bank	Clarity and cohesion	
CPH 3h	CPH-3-S033	Other existing walked route	No	No	Landward edge of bank	Clarity and cohesion	
CPH 3h to 3i	*CPH-3-S034 to CPH-3-S042	Public footpath	No	No	Landward edge of bank	Clarity and cohesion	

### 3.3.2 Other options considered: Maps CPH3a to CPH 3i - Penwortham New Bridge, Preston to Tarleton Lock

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CPH 3e and 3f	CPH-3-S015 to CPH-3-S019	We considered aligning the trail along the outer and the inner flood embankments.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ The other route options described would have conflicted with existing nature conservation objectives by causing disturbance to high tide roosting, feeding and breeding birds.</li> </ul> <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 3h	CPH-3-S034 to CPH-3-S035	We considered the installation of a new bridge over the River Douglas, in the vicinity of Beconsall, on the alignment of the disused railway.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ The cost and complexity of a new bridge at this location is beyond the remit of the current programme.</li> </ul> <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, providing, as it does, significant access improvements but at a reasonable cost.</p>
CPH 3i	Beyond section CPH-3-S042	We considered aligning the trail over the main A59 road bridge (Tarleton Bridge).	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ Any roadside route connecting to the bridge pavement would necessitate at least two crossings for walkers over an extremely busy road. We were not able to identify a way of achieving such crossings safely, at a reasonable cost.</li> </ul> <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 3i	Beyond section CPH-3-S042	We considered aligning the trail over the River Douglas via a new bridge between Plocks Farm and Plox Brow (and the existing small bridge over the canal at Plox Brow).	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ The cost and complexity of a new bridge in this location is beyond the remit of the current programme.</li> </ul>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			<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, providing, as it does, significant access improvements but at a reasonable cost.</p>
CPH 3i	CPH-3-S042	<p>We considered aligning the trail over the River Douglas via a new bridge at Tarleton Lock.</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ The cost and complexity of a new bridge in this location is beyond the remit of the current programme.</li> </ul> <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, providing, as it does, significant access improvements but at a reasonable cost.</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 3.4: Proposals Maps

### 3.4.1 Map Index

Map reference	Map title
CPH 3a	Penwortham New Bridge, Preston to Hangman's Bank Wood
CPH 3b	Hangman's Bank Wood to Howick Cross Lane
CPH 3c	Howick Cross Lane to Mill Brook
CPH 3d	Mill Brook to Drain (South bank of River Ribble)
CPH 3e	Drain (South bank of River Ribble) to Grange Lane (Track)
CPH 3f	Grange Lane (Track) to Two Rivers
CPH 3g	Two Rivers to Floodgate (East bank of River Douglas)
CPH 3h	Floodgate (East bank of River Douglas) to Marsh Farm
CPH 3i	Marsh Farm to Tarleton Lock
Directions Map CPH 3A	Penwortham New Bridge to Penwortham Electricity Substation saltmarsh and mudflats: Proposed direction under S25A CROW
Directions Map CPH 3B	Penwortham Electricity Substation to Jenny's Plantation saltmarsh and mudflats: Proposed direction under S25A CROW
Directions Map CPH 3C	Jenny's Plantation to Longton Marsh saltmarsh and flats: Proposed direction under S25A CROW
Directions Map CPH 3D	Longton Marsh to Tarleton Lock saltmarsh and flats: Proposed direction under S25A CROW
Directions Map CPH 3E	Hutton Marsh: 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 CPH 3a: Penwortham New Bridge, Preston to Hangman's Bank Wood**

**Explanatory note: coastal margin**

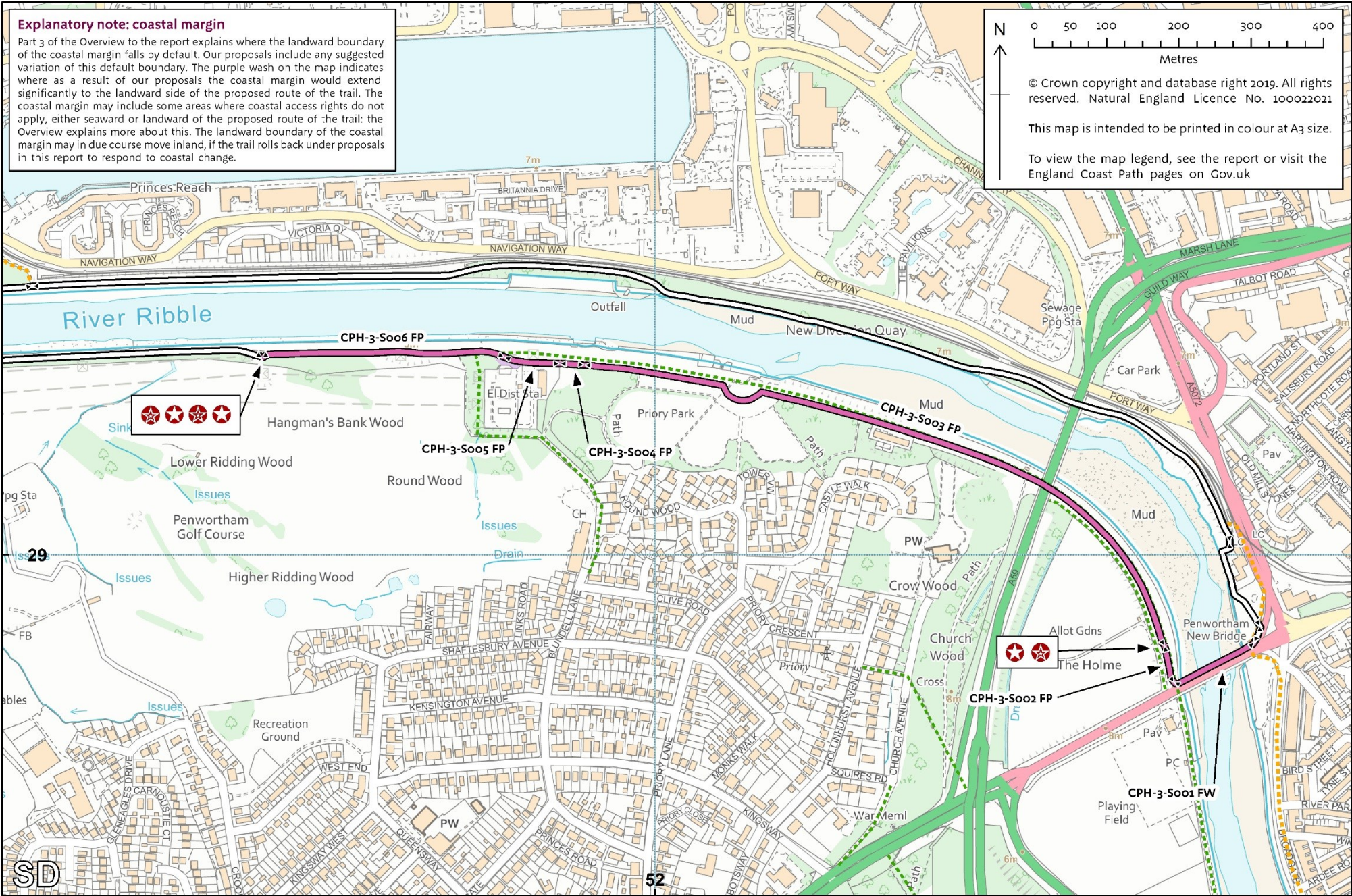
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly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

N

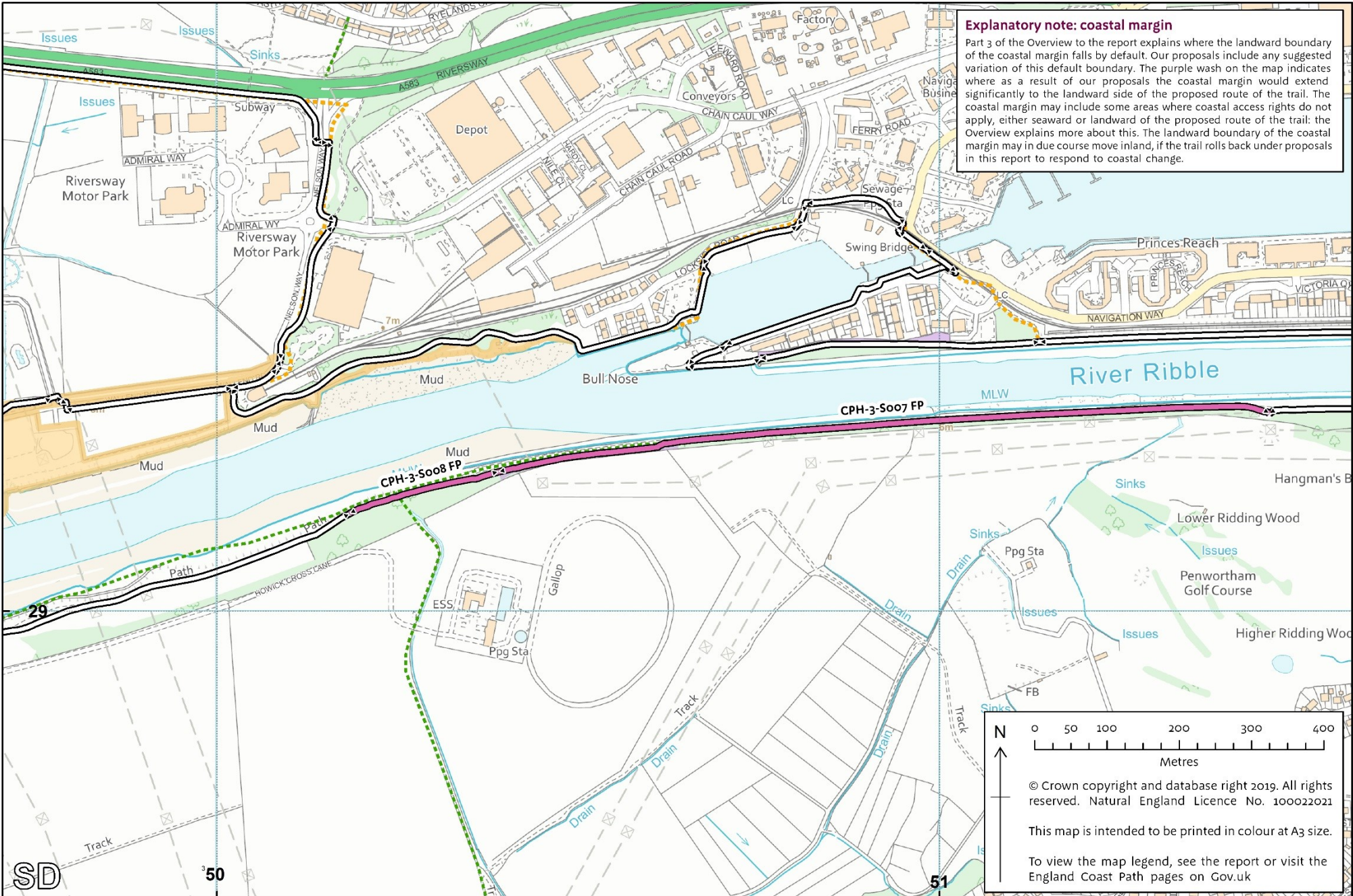
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This map is intended to be printed in colour at A3 size.

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



Map CPH 3a: Penwortham New Bridge, Preston to Hangman's Bank Wood



**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.

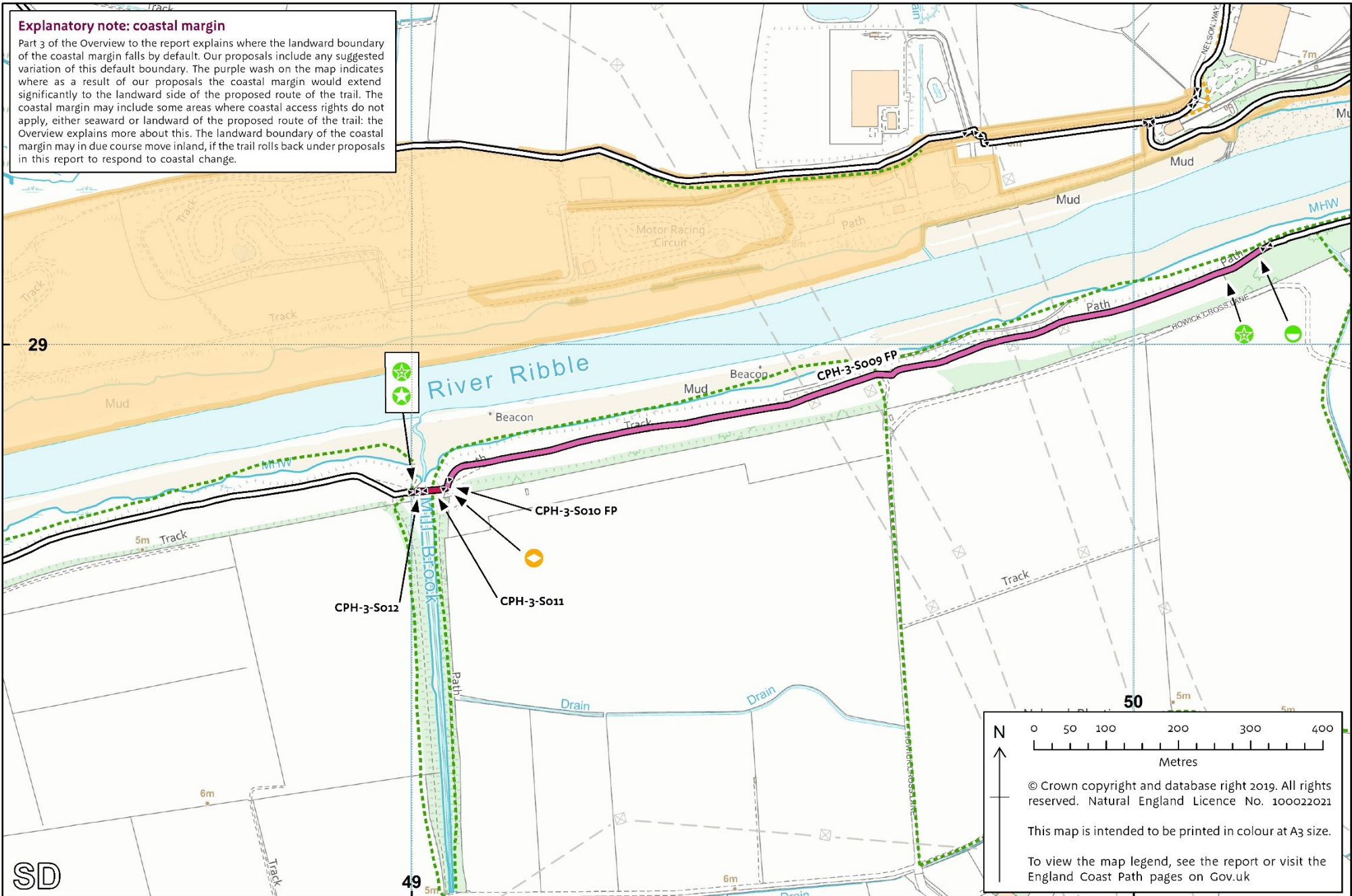
N  
 0 50 100 200 300 400  
 Metres  
 © Crown copyright and database right 2019. All rights reserved. Natural England Licence No. 100022021  
 This map is intended to be printed in colour at A3 size.  
 To view the map legend, see the report or visit the England Coast Path pages on Gov.uk



**Map CPH 3c: Howick Cross Lane to Mill Brook**

**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.



N  
 ↑

0 50 100 200 300 400  
 Metres

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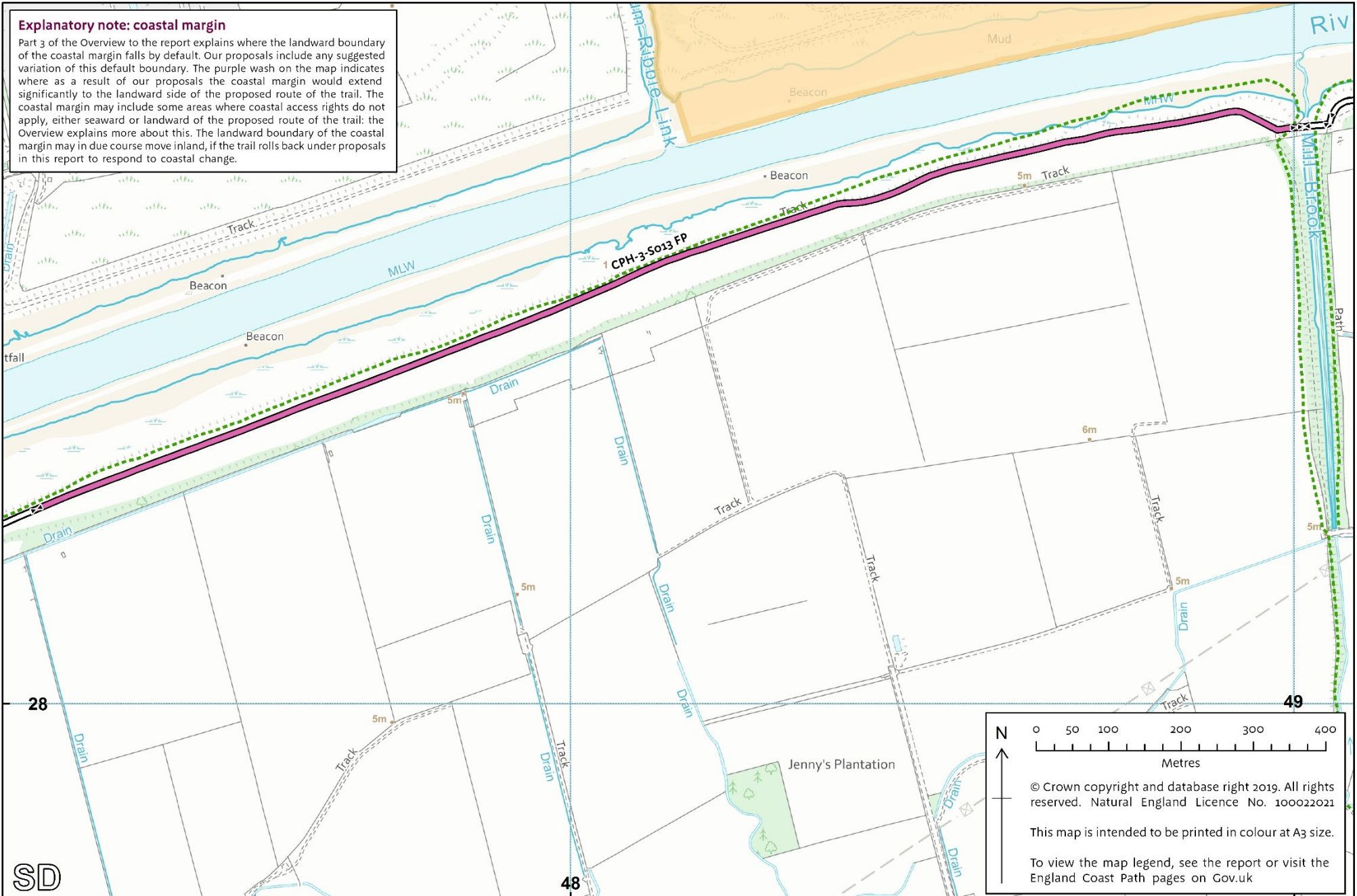
This map is intended to be printed in colour at A3 size.

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

Map CPH 3d: Mill Brook to Drain (South bank of River Ribble)

**Explanatory note: coastal margin**

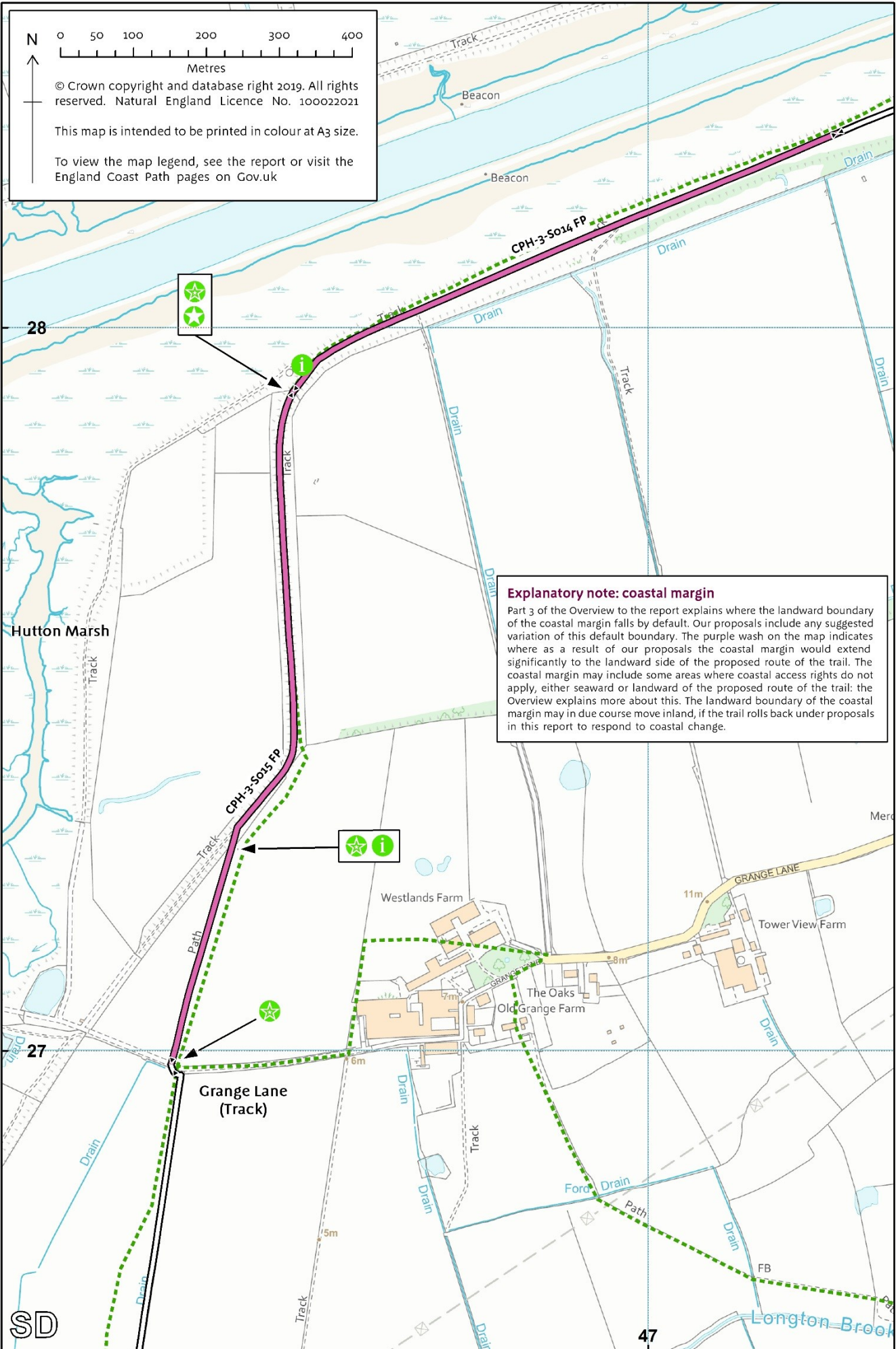
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly 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 CPH 3d: Mill Brook to Drain (South bank of River Ribble)

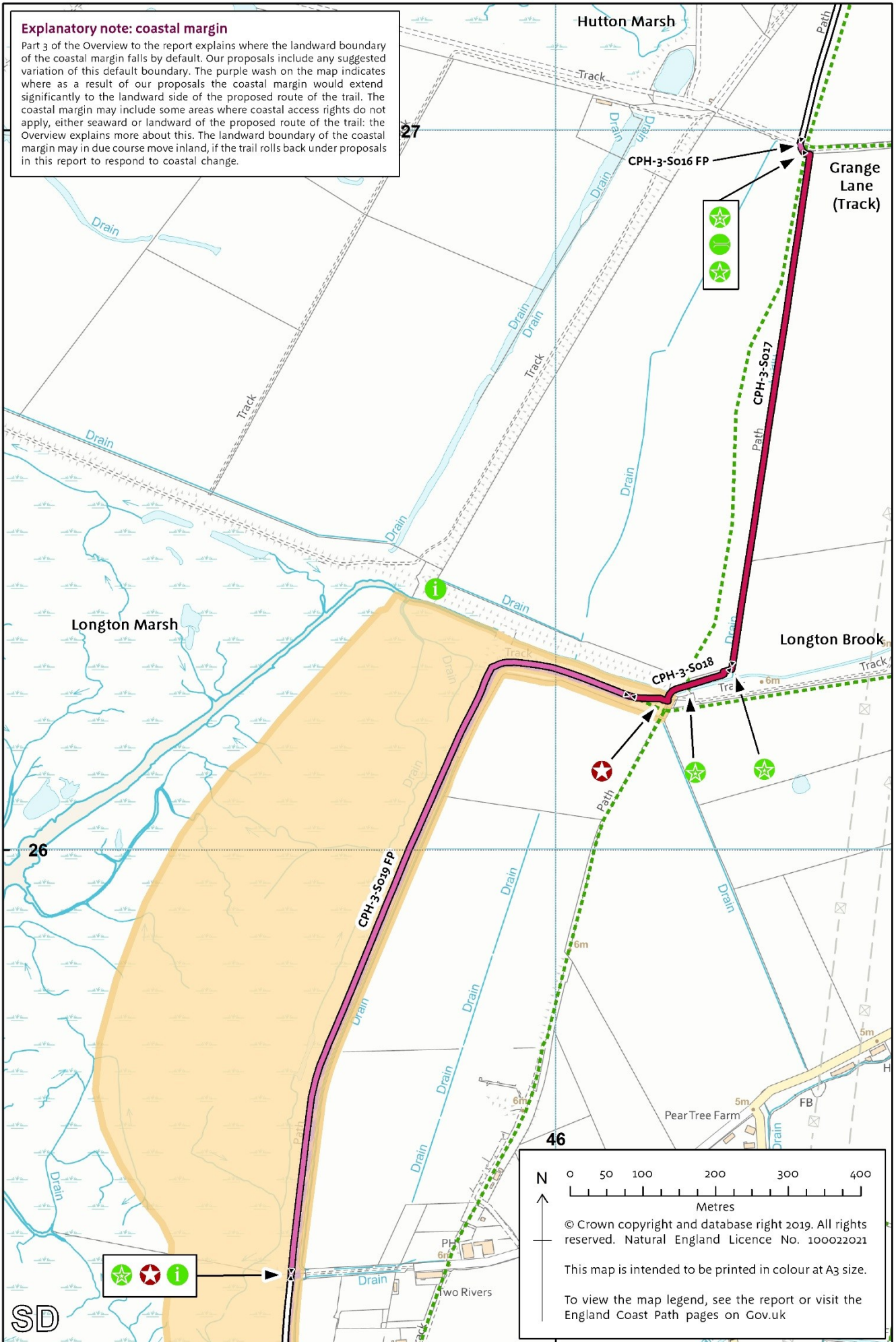
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Map CPH 3e: Drain (South bank of River Ribble) to Grange Lane (Track)



**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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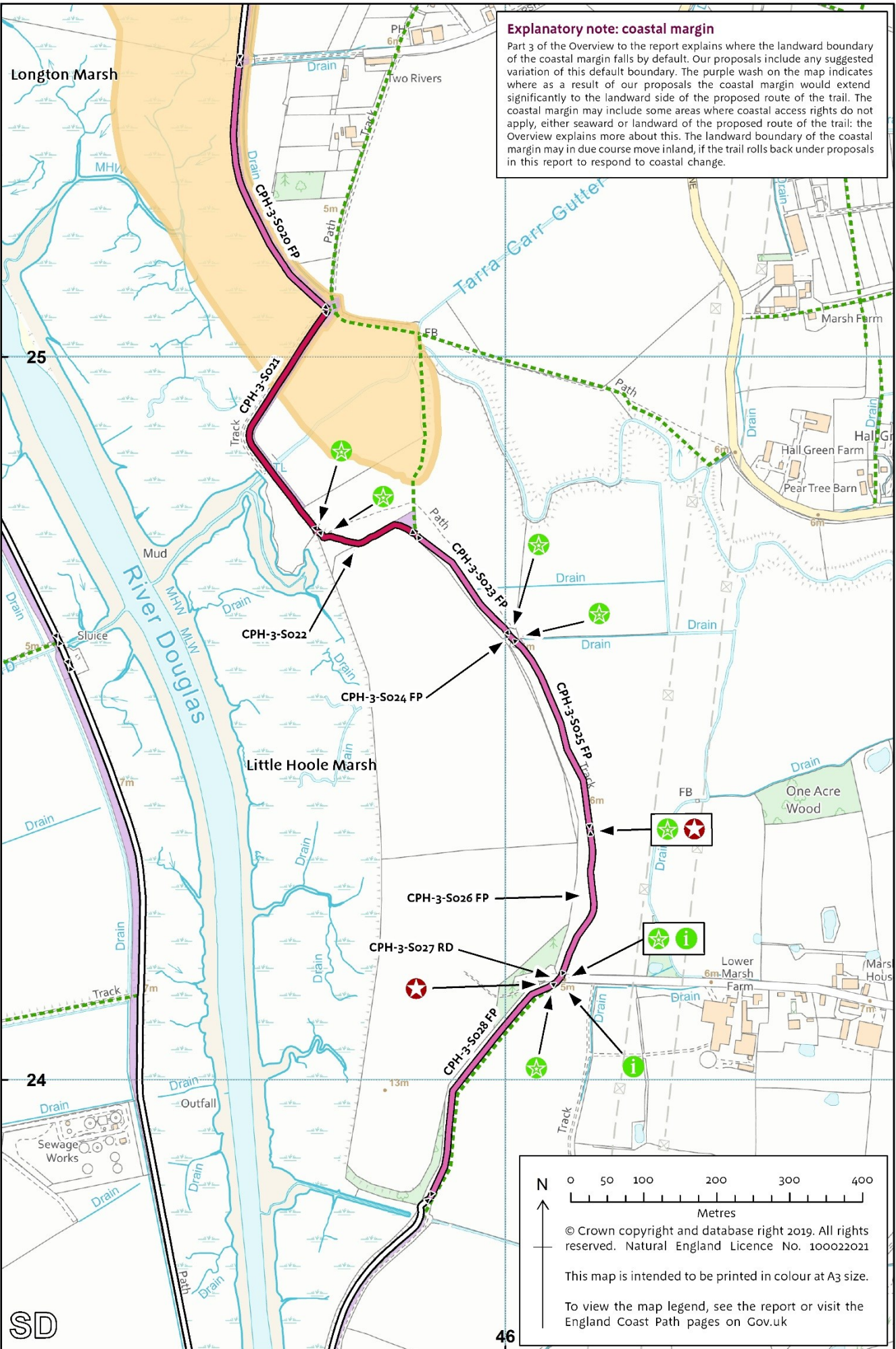
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Map CPH 3g: Two Rivers to Floodgate (East bank of River Douglas)



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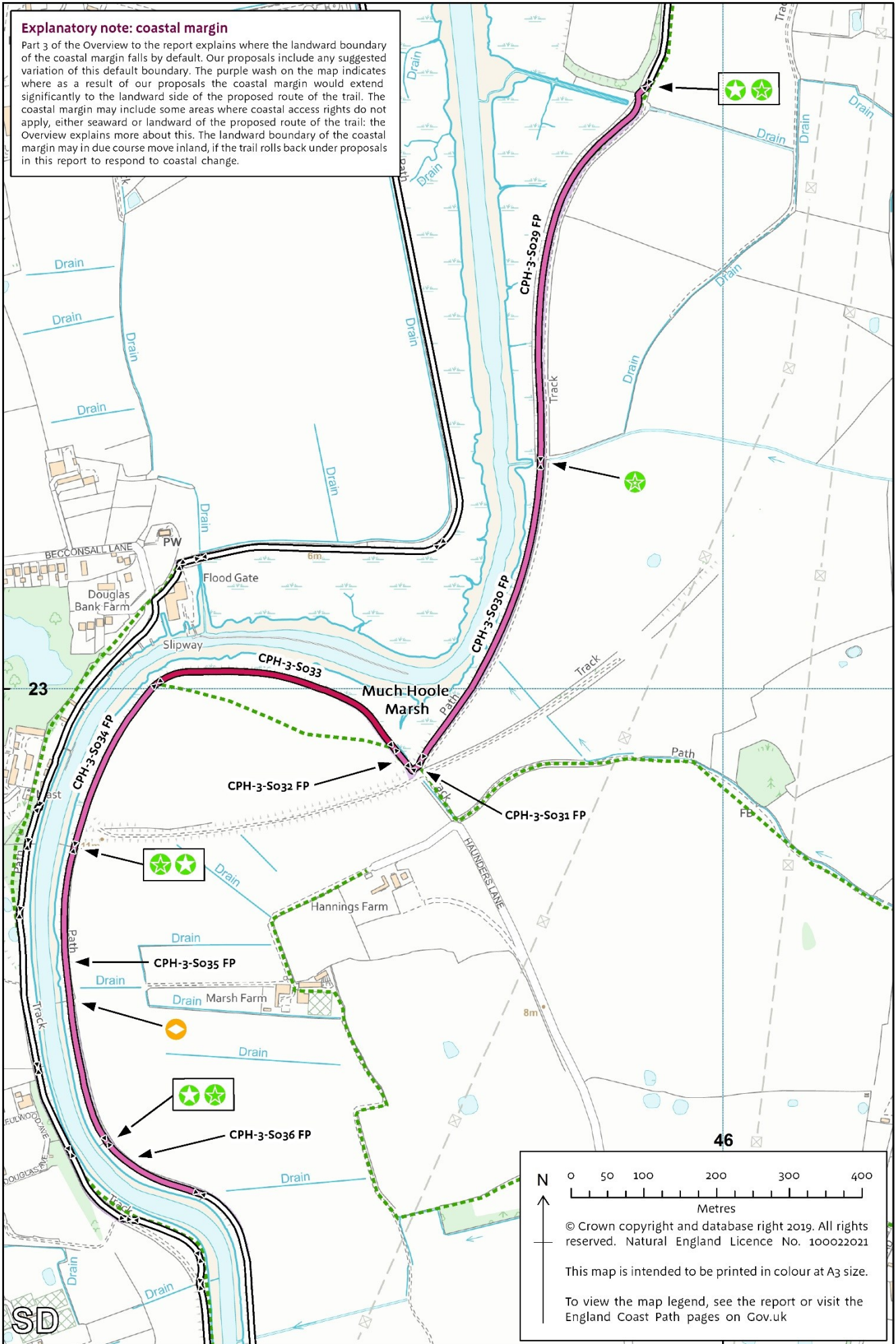
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

Map CPH 3g: Two Rivers to Floodgate (East bank of River Douglas)

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**Map CPH 3h: Floodgate (East bank of River Douglas) to Marsh Farm**

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



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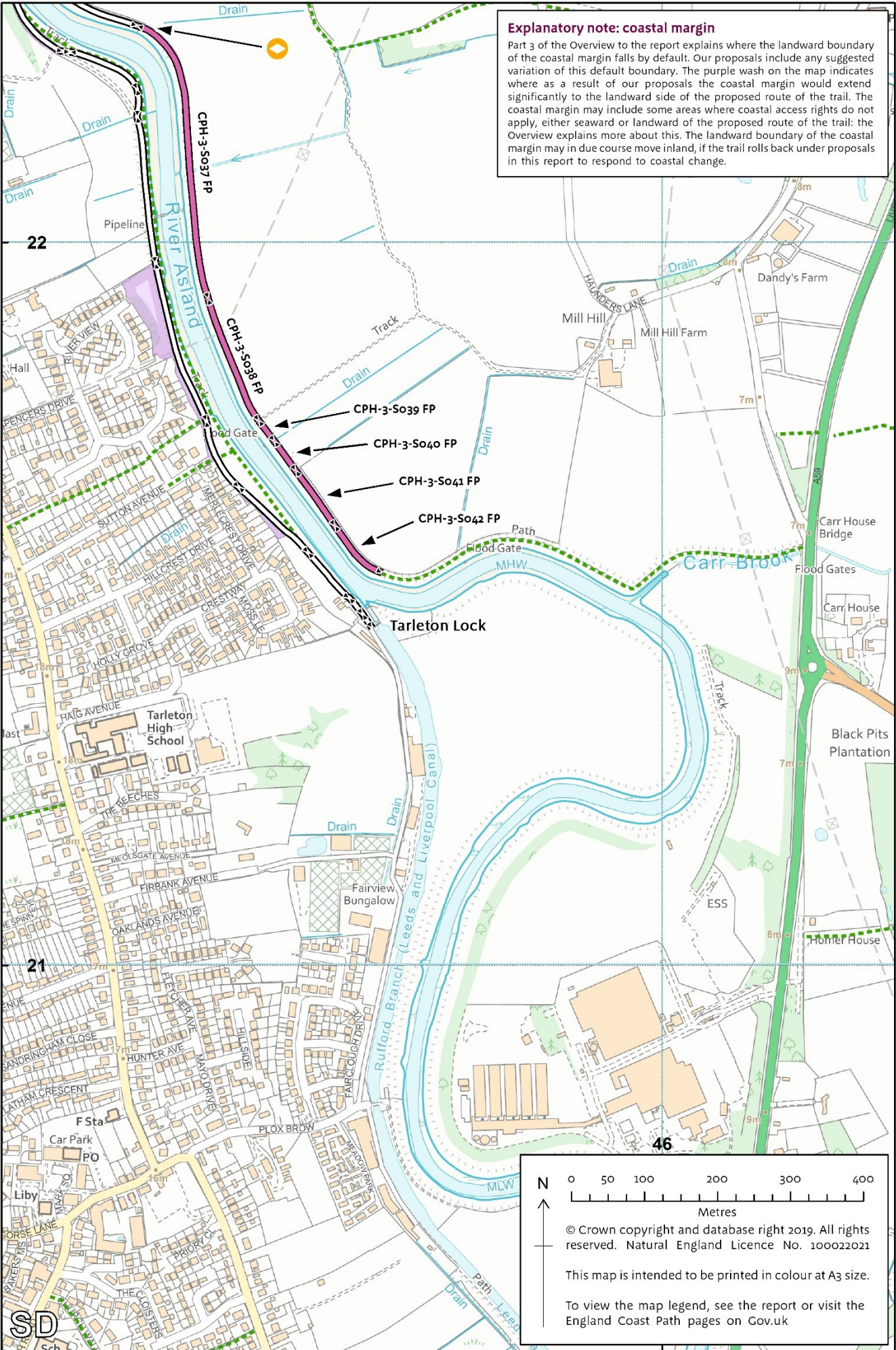
This map is intended to be printed in colour at A3 size.

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

SD

**Map CPH 3i: Marsh Farm to Tarleton Lock**

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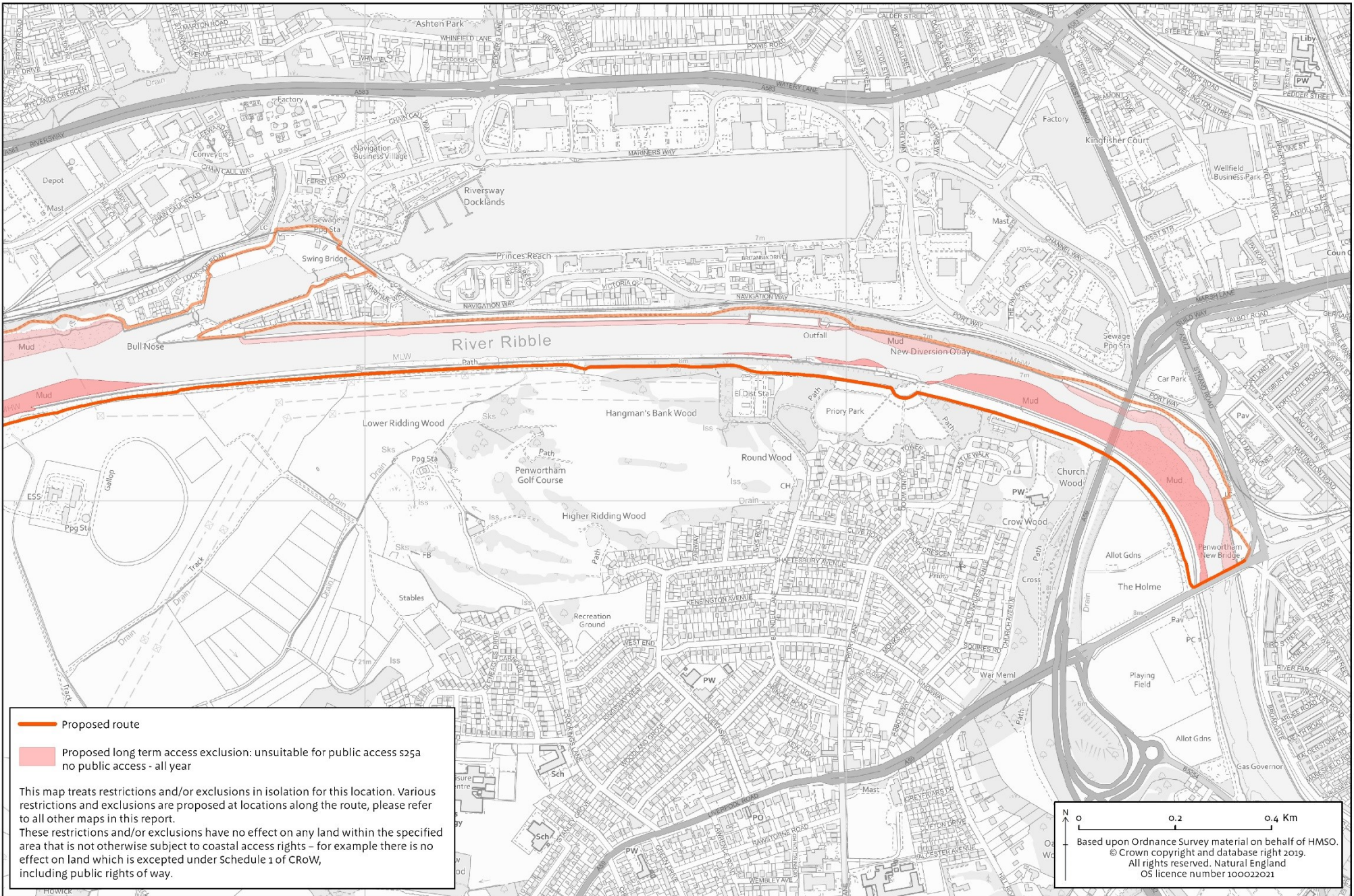
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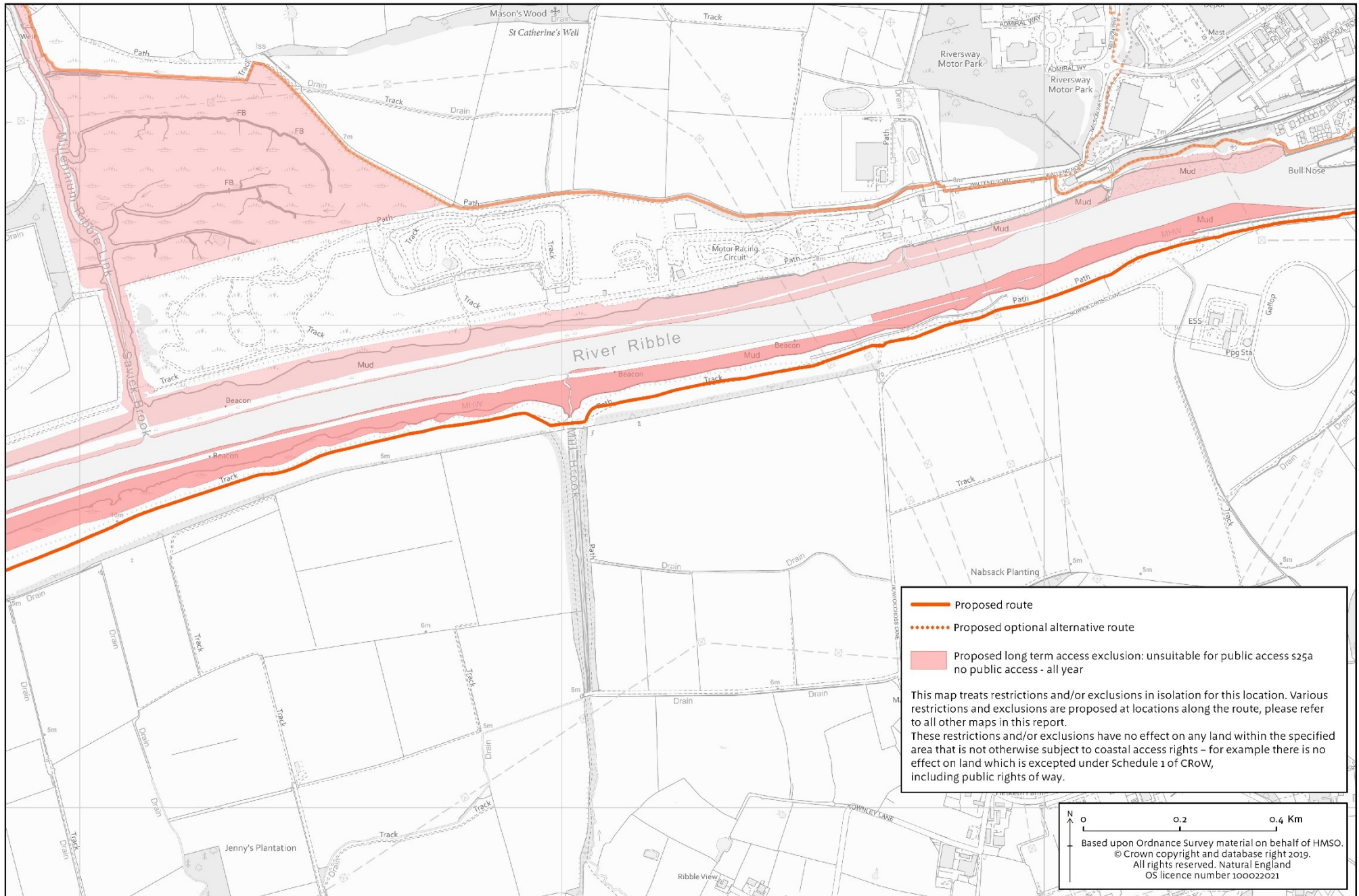
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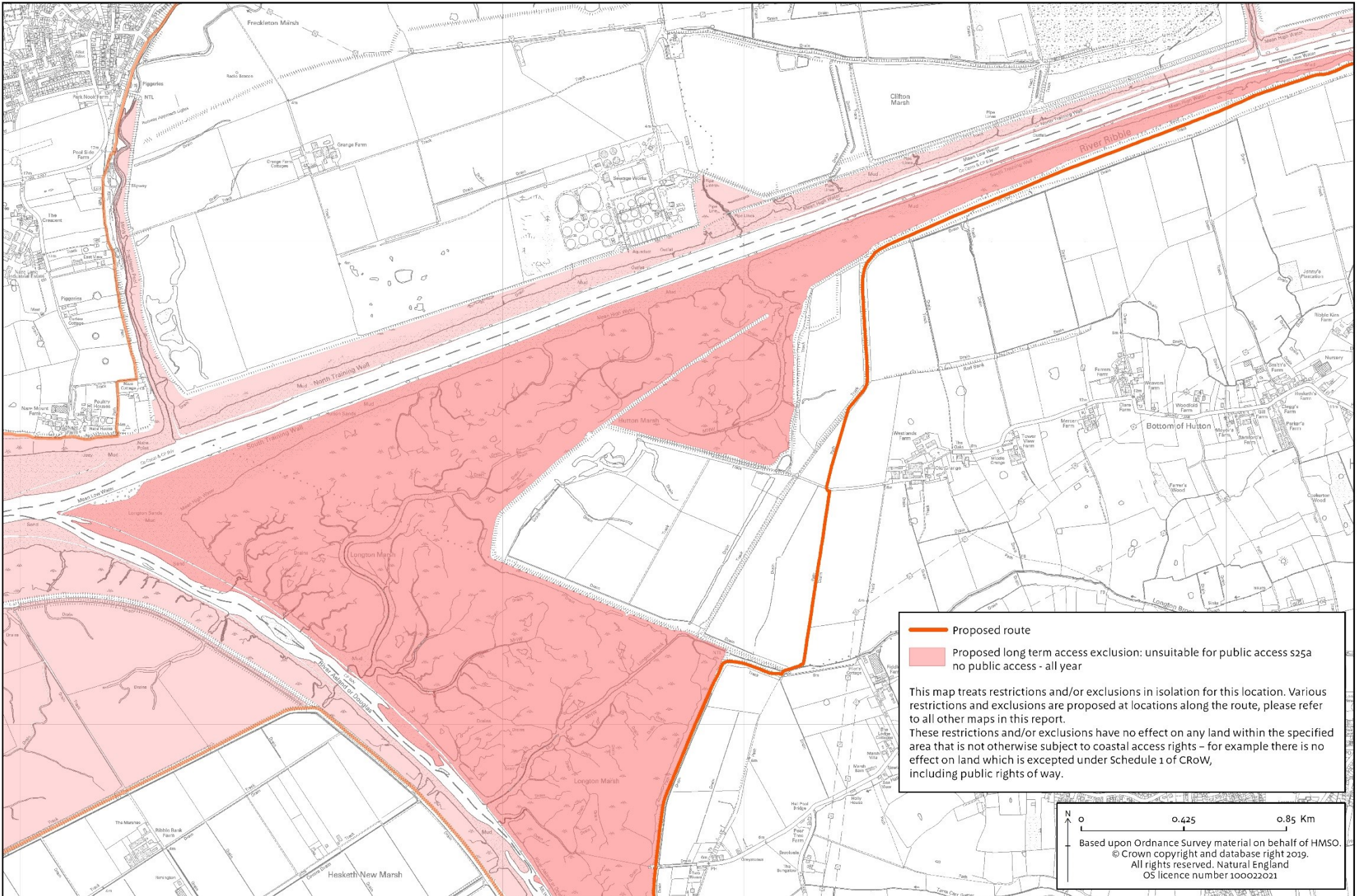
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

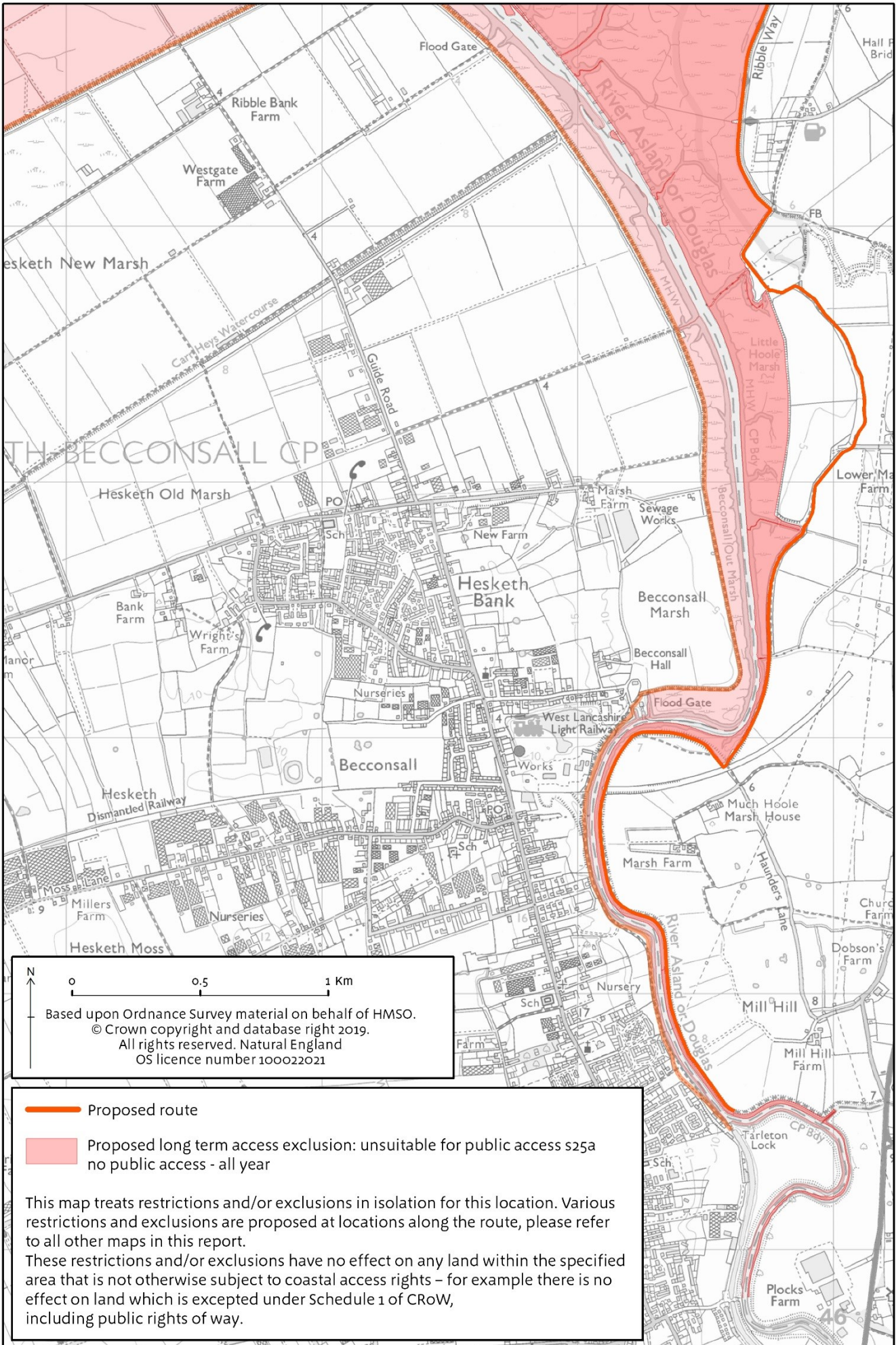
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Proposed route
   
 Proposed long term access exclusion: unsuitable for public access s25a  
no public access - all year

This map treats restrictions and/or exclusions in isolation for this location. Various restrictions and exclusions are proposed at locations along the route, please refer to all other maps in this report.
   
 These restrictions 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.

**Directions Map CPH 3E: Hutton Marsh**

