



England Coast Path Stretch: Cleveleys to Pier Head, Liverpool

Report CPH 4: Tarleton Lock to Southport beach car park

Part 4.1: Introduction

Start Point:	Tarleton Lock (Grid reference SD 4560 2147)
End Point:	Southport beach car park (Grid reference SD 3256 1741)
Relevant Maps:	CPH 4a to CPH 4m

4.1.1 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 to Pier Head, Liverpool.

4.1.2 This report covers length CPH 4 of the stretch, which is the coast between Tarleton Lock and Southport beach car park. 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.

4.1.3 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.

4.1.4 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 4.2: Proposals Narrative

The trail:

4.2.1 Generally follows existing walked routes, including public rights of way, along most of this length.

4.2.2 Mainly follows the coastline and estuary quite closely and maintains good views of the sea, the River Ribble and River Douglas.

4.2.3 Includes one section where an existing walked line currently has no formal access rights, across Hundred End Gutter at Hesketh Out Marsh. See map CPH 4f and associated tables below for details.

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.

4.2.4 The following designated sites affect this length of coast:

- Ribble and Alt Estuaries Special Protection Area (SPA)
- Sefton Coast Special Area of Conservation (SAC)
- Ribble and Alt Estuaries Ramsar site
- Ribble Estuary Site of Special Scientific Interest (SSSI) for its wildlife interest
- Sefton Coast SSSI for its wildlife interest
- Ribble Estuary Marine Conservation Zone
- 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.

4.2.5 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
CPH 4d to 4f	CPH-4-S023 to CPH-4-S028	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The trail at Hesketh Out Marsh is aligned along the inner embankment. See table 4.3.2. ■ Coastal access rights would be excluded on conservation grounds over the outer embankment and other land in the coastal margin not covered by the section 25A exclusions. See paragraphs 	<p>To reduce the risk of disturbance to roosting, breeding and feeding waterbirds and breeding seabirds.</p> <p>(Ribble and Alt Estuaries SPA, Ribble and Alt Estuaries Ramsar site and Ribble Estuary SSSI)</p>

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		<p>4.2.15 and 4.2.16 and direction map CPH 4D.</p> <p>In addition, we will install:</p> <ul style="list-style-type: none"> ■ Five advisory signs at access points to the outer embankments, explaining the sensitivity and access exclusions. 	
CPH 4j to 4k	CPH-4-S037 to CPH-4-S047	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ Coastal access rights would be restricted, with dogs required to be kept on leads on the sand-winning track at Marshside all year round. See paragraphs 4.2.17, 4.2.18 and Directions map CPH 4E. ■ Coastal access rights would be excluded over the seaward coastal margin not covered by the section 25A and the above section 26. See paragraphs 4.2.17 and 4.2.19 and direction map CPH 4F. <p>In addition:</p> <ul style="list-style-type: none"> ■ Existing notices are in place to manage this area. These will be updated with coastal access information, explaining the sensitivity and asking people to observe the requirement to keep dogs on leads and only use the track. 	<p>To reduce the risk of disturbance to roosting, breeding and feeding waterbirds and breeding seabirds.</p> <p>(Ribble and Alt Estuaries SPA, Ribble and Alt Estuaries Ramsar site and Ribble Estuary SSSI)</p>

4.2.6 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:

4.2.7 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 along the top of the sea defence embankment from Beconsall to Fiddler's Ferry (maps CPH 4b to 4i);

At three places along the trail, improvements are proposed to make the route easier to use. These are; near Tarleton Lock, near Douglas Avenue, Tarleton and near the old railway at Beconsall, as shown on maps CPH 4a and 4b.

4.2.8 All the existing step stiles along this stretch of coast will be taken out to leave a gap or replaced with pedestrian or kissing gates to facilitate access along 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:

4.2.9 **Estuaries:** This report proposes that the trail should contain sections aligned on the lower reaches of the River 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 including the River Douglas as far upstream as Tarleton Lock, as indicated by the extent of the trail shown on maps CPH 4a to 4m. Our proposals for east bank of the River Douglas and the upper reaches on the South bank of the River Ribble are detailed Report CPH 3. Our proposals for the North bank of the River Ribble are detailed in Reports CPH 1 and CPH 2.

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

This proposal is made to support the possible installation of a new bridge in the vicinity of Tarleton Lock, subject to funding and planning approvals. Such a bridge does not form part of our proposals. See 'Other Future Change' section 4.2.24 below.

4.2.10 **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 4.3.1 below.

4.2.11 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 4.3.1. 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 4.3.1] 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.

4.2.12 **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.

4.2.13 Areas of saltmarsh at Becconsall Out Marsh, Hesketh Out Marsh and Banks 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 Douglas and River Ribble from Tarleton Lock to Southport, including Banks Sands, Great Bank, Marshside Sands and Southport 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:

4.2.14 Access to the saltmarsh and mudflat in the coastal margin seaward of route sections CPH-4-S001 to CPH-4-S049 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 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 4A to 4C.

Exclusions and Restrictions of access for nature conservation purposes.

4.2.15 The coastal margin at Hesketh Out Marsh either falls within the SPA, SSSI, Ramsar site or is functionally linked land for SPA species. It 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 will be published alongside this report. Therefore the following exclusion is proposed:

4.2.16 Access to the land in the coastal margin at Hesketh Out Marsh, not covered by the section 25A direction, seaward of route sections CPH-4-S023 to CPH-4-S028 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 Map CPH 4D.

4.2.17 The coastal margin at Marshside either falls within the SPA, SSSI, Ramsar site or is functionally linked land for SPA species. It 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 will be published alongside this report. Therefore the following restrictions are proposed:

4.2.18 Access to the land in the coastal margin at Marshside sand-winning track, seaward of route sections CPH-4-S041 to CPH-4-S043 is to be restricted by direction under section 26(3)(a) of the Countryside and Rights of Way Act (2000). Under the terms of this direction, people will be required to keep dogs on leads all-year round, to prevent disturbance to birds. The restriction does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Direction Map CPH 4E.

4.2.19 Access to the land in the coastal margin at Marshside, seaward of route sections CPH-4-S037 to CPH-4-S047 is excluded all-year round, under section 26(3)(a) of the Countryside and Rights of Way Act (2000), to prevent disturbance to birds. The restriction does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Direction Map CPH 4F.

4.2.20 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.

4.2.21 **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.

4.2.22 Column 4 of table 4.3.1 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 4a and 4b as the proposed route of the trail.

4.2.23 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 4.3.1, the route is to be at the centre of the line shown on maps CPH 4a to 4m as the proposed route of the trail.

Other future change:

4.2.24 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 beginning of the length of coast covered by this report), see map CPH 4a.

See also 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:

4.2.25 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.

4.2.26 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £27,641 and is informed by:

- information already held by the access authorities, Lancashire County Council and Sefton Metropolitan Borough Council, in relation to the management of the existing paths;
- 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.

4.2.27 There are three main elements to the overall cost:

- A significant number of new fingerposts or way-markers would be needed on the trail, alongside advisory or information boards with information about the restrictions and exclusions or land management information;
- New kissing gates, field gates and fencing will be installed for the trail, replacing any step stiles along the route, including on the small section of new path (see 4.2.2); and
- The surfaces of the existing paths and footways on the proposed route are generally of a suitable standard for the trail; however, scrub clearance will be required along approximately 150m of the route, along with some 490m (linear distance) of surface improvements, to enhance the convenience of the trail.

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

Table 1 below 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	£8,884
Boundary crossings	£10,850
Scrub clearance and path resurfacing	£4,900
Project management	£3,007
Total	£27,641 (Exclusive of any VAT payable)

4.2.28 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 and Sefton Metropolitan Borough 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.

4.2.29 There is one potential opportunity to enhance the trail on this length of coast, relating to a possible new bridge over the River Douglas, near Tarleton. This is mentioned in report CPH 3 of our proposals.

Maintenance of the trail:

4.2.30 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).

4.2.31 We estimate that the annual cost to maintain the trail will be **£7,844** (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 4.3: Proposals Tables

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

4.3.1 Section Details: Maps CPH 4a to CPH 4m - Tarleton Lock to Southport beach car park

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 4.3.2: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section.
3. Column 4 – ‘Yes – see table 4.3.3’ 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
CPH 4a	CPH-4-S001	Public Footpath	No	No			
CPH 4a	CPH-4-S002	Public footpath	No	No			
CPH 4a	CPH-4-S003	Public footpath	No	No	Hedgerow	Clarity and cohesion	
CPH 4a	*CPH-4-S004	Other existing walked route	No	No	Hedgerow	Clarity and cohesion	
CPH 4a	*CPH-4-S005	Other existing walked route	No	No	Wall	Clarity and cohesion	
CPH 4a	*CPH-4-S006	Other existing walked route	Yes – See table 4.3.3	No	Fence line	Clarity and cohesion	
CPH 4a	CPH-4-S007	Public footpath	Yes – See table 4.3.3	No	Hedgerow	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 4a	CPH-4-S008 to CPH-4-S010	Public footpath	Yes – See table 4.3.3	No			
CPH 4a to 4b	CPH-4-S011 and CPH-4-S012	Public footpath	Yes – See table 4.3.3	No	Fence line	Clarity and cohesion	
CPH 4b	*CPH-4-S013	Public footpath	Yes - See table 4.3.3	No			
CPH 4b	*CPH-4-S014	Other existing walked route	Yes - See table 4.3.3	No	Other	Clarity and cohesion	Landward margin to the seaward base of slope
CPH 4b	*CPH-4-S015	Other existing walked route	No	No	Bank	Clarity and cohesion	Landward margin to the seaward base of the bank
CPH 4b	*CPH-4-S016	Other existing walked route	No	No			
CPH 4b	*CPH-4-S017	Public footpath	No	No	Hedgerow	Clarity and cohesion	
CPH 4b	CPH-4-S018	Public footpath	No	No	Fence line	Clarity and cohesion	
CPH 4b to 4c	CPH-4-S019 to CPH-4-S021	Public footpath	No	No	Various	Clarity and cohesion	Landward margin to fence line and landward edge of embankment
CPH 4d to 4e	*CPH-4-S022 to CPH-4-S024	Public footpath	No	No	Hedgerow	Clarity and cohesion	
CPH 4e	*CPH-4-S025	Public Footpath	No	No	Various	Clarity and cohesion	Landward margin to fence line and hedge
CPH 4e	*CPH-4-S026	Public footpath	No	No	Various	Clarity and cohesion	Landward margin to fence line, hedge and ditch
CPH 4f	*CPH-4-S027	Public Footpath	No	No	Fence line	Clarity and cohesion	
CPH 4f	*CPH-4-S028	Other existing walked route	No	No	Landward edge of bank (embankment)	Clarity and cohesion	
CPH 4f	*CPH-4-S029	Other existing walked route	No	No	Fence line	Clarity and cohesion	
CPH 4g to CPH 4i	CPH-4-S030	Public footpath	No	No	Fence line	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 4i	*CPH-4-S031	Other existing walked route	No	No	Hedge line	Clarity and cohesion	
CPH 4i	CPH-4-S032	Other existing walked route	No	No			
CPH 4i	CPH-4-S033 and CPH-4-S034	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 4i	CPH-4-S035	Cycle track (pedestrian)	No	No	Landward edge of track	Clarity and cohesion	
CPH 4i to 4j	CPH-4-S036 and CPH-4-S037	Cycle track (pedestrian)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 4k	CPH-4-S038	Other existing walked route	No	No			
CPH 4k	CPH-4-S039	Cycle track (pedestrian)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 4k	CPH-4-S040	Other existing walked route	No	No			
CPH 4k	CPH-4-S041	Cycle track (pedestrian)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 4k	CPH-4-S042	Other existing walked route	No	No			
CPH 4k	CPH-4-S043	Cycle track (pedestrian)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 4l	CPH-4-S044	Other existing walked route	No	No			
CPH 4l	CPH-4-S045	Cycle track (pedestrian)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 4l	CPH-4-S046	Other existing walked route	No	No			
CPH 4l and 4m	CPH-4-S047	Cycle track (pedestrian)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 4m	CPH-4-S048 to CPH-4-S050	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 4m	CPH-4-S051	Public highway	No	No			

4.3.2 Other options considered: Maps CPH 4a to CPH 4m - Tarleton Lock to Southport beach car park

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CPH 4a	CPH-4-S004 to CPH-4-S006	We considered the definitive line of the public right of way close to the trail.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It would afford better estuary views; and ■ The definitive line of the public right of way is obstructed. <p>Therefore we concluded that, overall, the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.</p>
CPH 4b	CPH-4-S013 to CPH-4-S017	At Douglas Marine, we considered the definitive line of the public right of way close to the trail.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is closer to the River Douglas than the public footpath and would afford better sea views; and ■ The definitive line of the public right of way is obstructed. <p>Therefore we concluded that, overall, the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.</p>
CPH 4d to 4f	CPH-4-S022 to CPH-4-S028	We considered the outer embankment around Hesketh Out Marsh.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ Gaps have been created in the outlying flood embankments as part of a coastal flood protection and re-wetting project. These gaps have deep creeks within them and the low-lying Hesketh Out Marsh becomes inundated at high tides; ■ It would be would be expensive to bridge these gaps and difficult to provide secure access across them in any other way; and ■ There were nature conservation concerns about a route on the outer embankment causing disturbance to feeding birds, (see 4.2.4 above, Measures to protect the environment). <p>Therefore we concluded that, overall, the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.</p>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CPH 4f	CPH-4-S028 and CPH-4-S029	At Hundred End Gutter, we considered the existing public rights of way which link up via the track and road opposite Hundred End Farm.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is closer to the sea and maintains views of the sea; and ■ It is considerably more direct and convenient for walkers. <p>Therefore we concluded that, overall, the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.</p>
CPH 4i	CPH-4-S031	We considered the definitive line of the public right of way close to the trail.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ The top of the embankment has an existing walked line; and ■ It would afford better views towards the estuary and inland. <p>Therefore we concluded that, overall, the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.</p>

Note: Any public rights of way not forming part of the proposed trail would remain available for people to use under their pre-existing rights.

4.3.3 Roll-back implementation – more complex situations: Maps CPH 4a to CPH 4m - Tarleton Lock to Southport beach car park

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
CPH 4a to 4b	CPH-4-S006 to CPH-4-S014	Housing and other excepted land at Tarleton and Hesketh Bank	If it is no longer possible to find a viable route seaward of the housing and excepted land, we will choose a route landward of it, following discussions with owners and occupiers

Part 4.4: Proposals Maps

4.4.1 Map Index

Map reference	Map title
CPH 4a	Tarleton Lock to Douglas Avenue, Tarleton
CPH 4b	Douglas Avenue, Tarleton to Hesketh Bank sewage works
CPH 4c	Hesketh Bank sewage works to Willow Fields
CPH 4d	Willow Fields to Ribble Bank Farm
CPH 4e	Ribble Bank Farm to Dib Road
CPH 4f	Dib Road to Marsh Farm, Marshfield
CPH 4g	Marsh Farm, Marshfield to Old Hollow Farm
CPH 4h	Old Hollow Farm to Crossens Pool
CPH 4i	Crossens Pool to Marine Drive, Crossens
CPH 4j	Marine Drive, Crossens to Sand-winning compound, Marshside
CPH 4k	Sand-winning compound, Marshside to Hesketh Road
CPH 4l	Hesketh Road to Marine Lake, Southport
CPH 4m	Marine Lake, Southport to Southport beach car park
Directions Map CPH 4A	Tarleton Lock to Beconsall Marsh: Proposed direction under S25A CROW
Directions Map CPH 4B	Hesketh Old Marsh to Hesketh Out Marsh: Proposed direction under S25A CROW
Directions Map CPH 4C	Hesketh Out Marsh to Southport Sands: Proposed direction under S25A CROW
Directions Map CPH 4D	Hesketh Out Marsh: Proposed direction under S26(3)(a) CROW
Directions Map CPH 4E	Marshside sand-winning track: Proposed direction under S26(3)(a) CROW
Directions Map CPH 4F	Marshside: 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: | Stiles: | Gates: |
|-----------------------|---------------|----------------------|
| Clapper bridge | Ladder stile | Bristol gate |
| Footbridge | Lift-up stile | Field gate |
| Quad bike bridge | Squeeze stile | Gateway with no gate |
| Sleeper bridge | Step stile | Kissing gate |
| Vehicle bridge | Stone stile | Pedestrian gate |
| | | Wheelchair gate |
| Miscellaneous: | | |
| Barrier | Cycle chicane | Interpretation panel |
| Boardwalk | Drainage | Ramp |
| Bollard | Drop-kerb | Revetment |
| Cattle grid | Gap in fence | Stepping stones |
| Culvert | Hurdle | Steps |

Infrastructure status

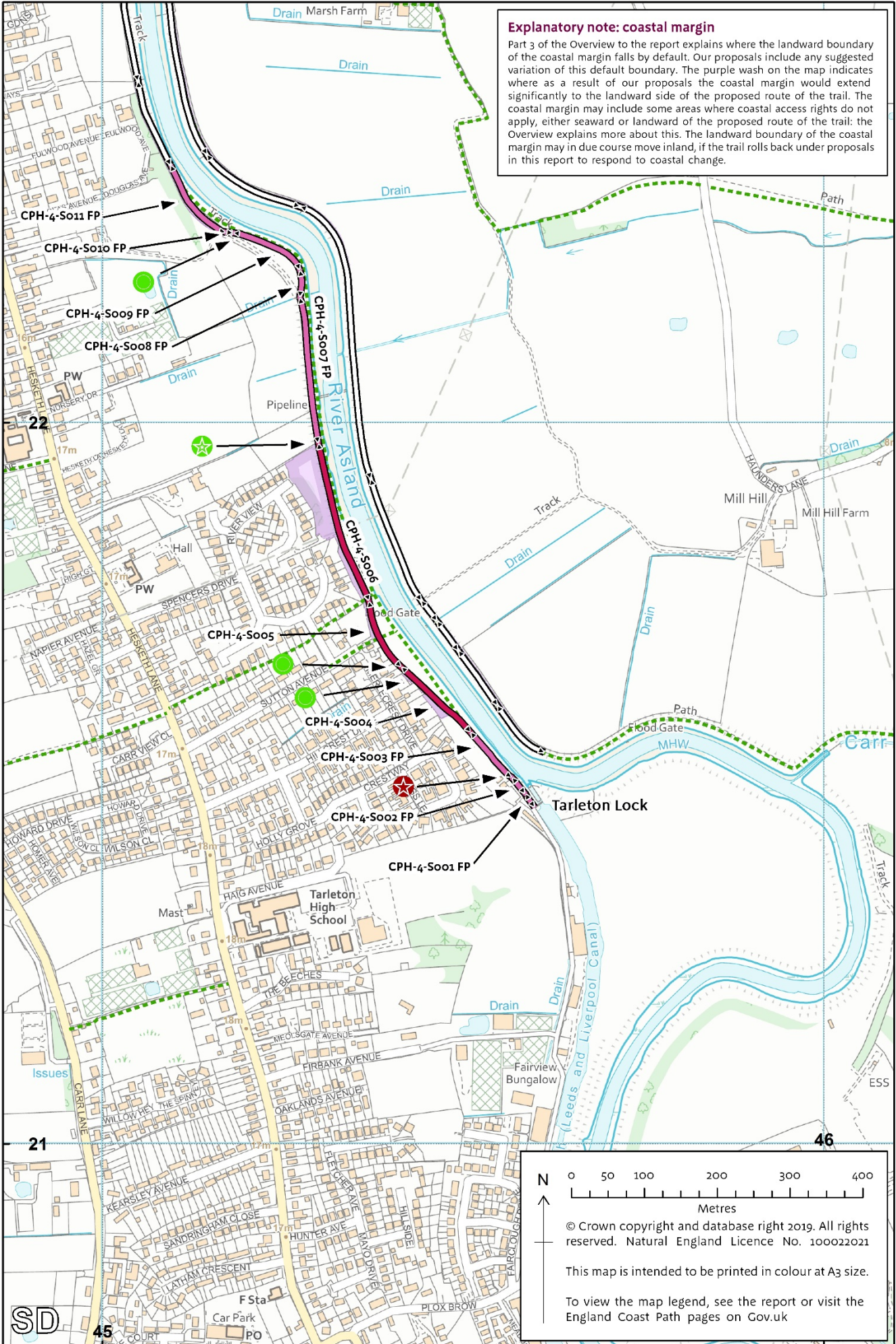
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

- 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.

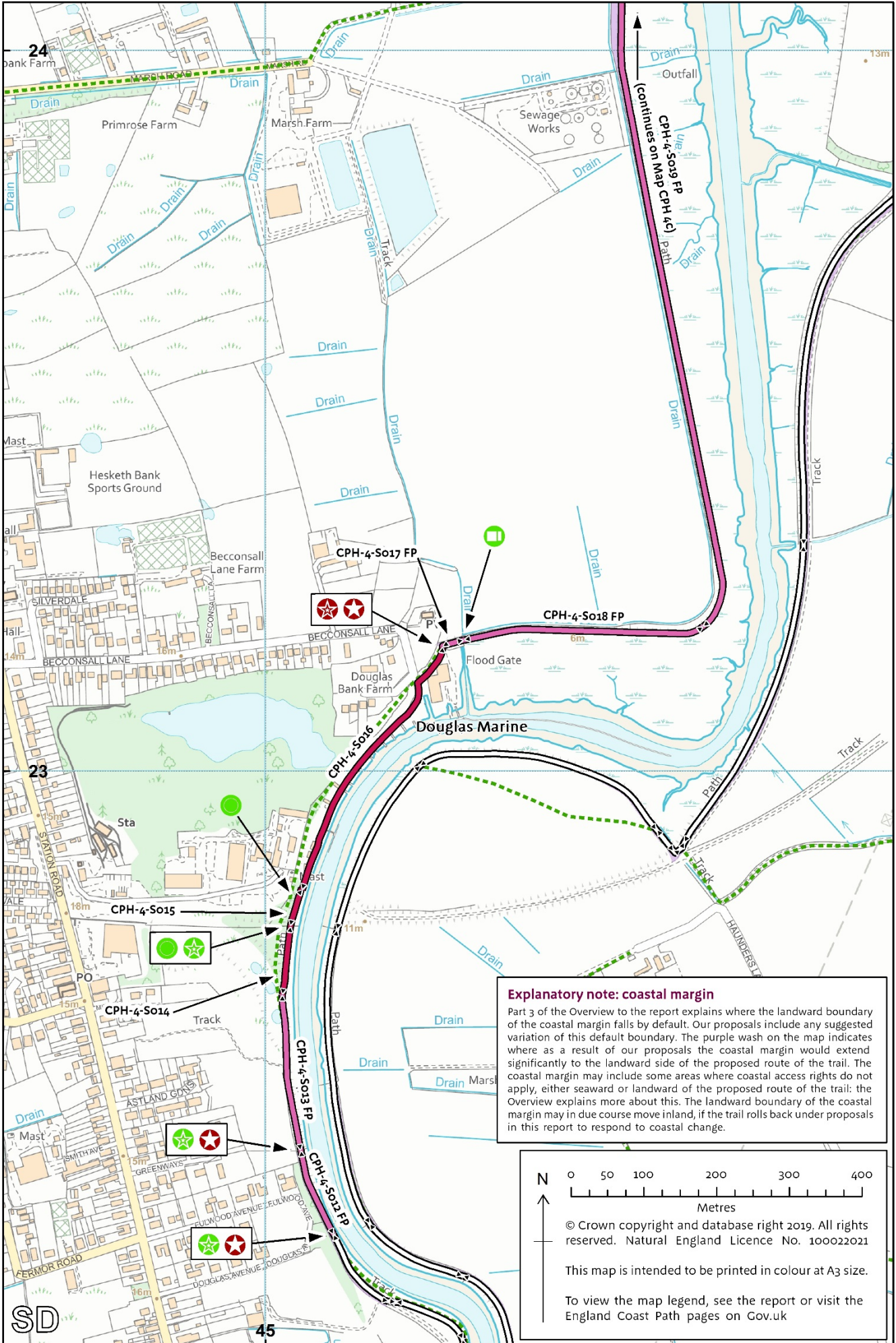
Explanatory note: coastal margin

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Map CPH 4b: Douglas Avenue, Tarleton to Hesketh Bank sewage works

Map CPH 4b: Douglas Avenue, Tarleton to Hesketh Bank sewage works

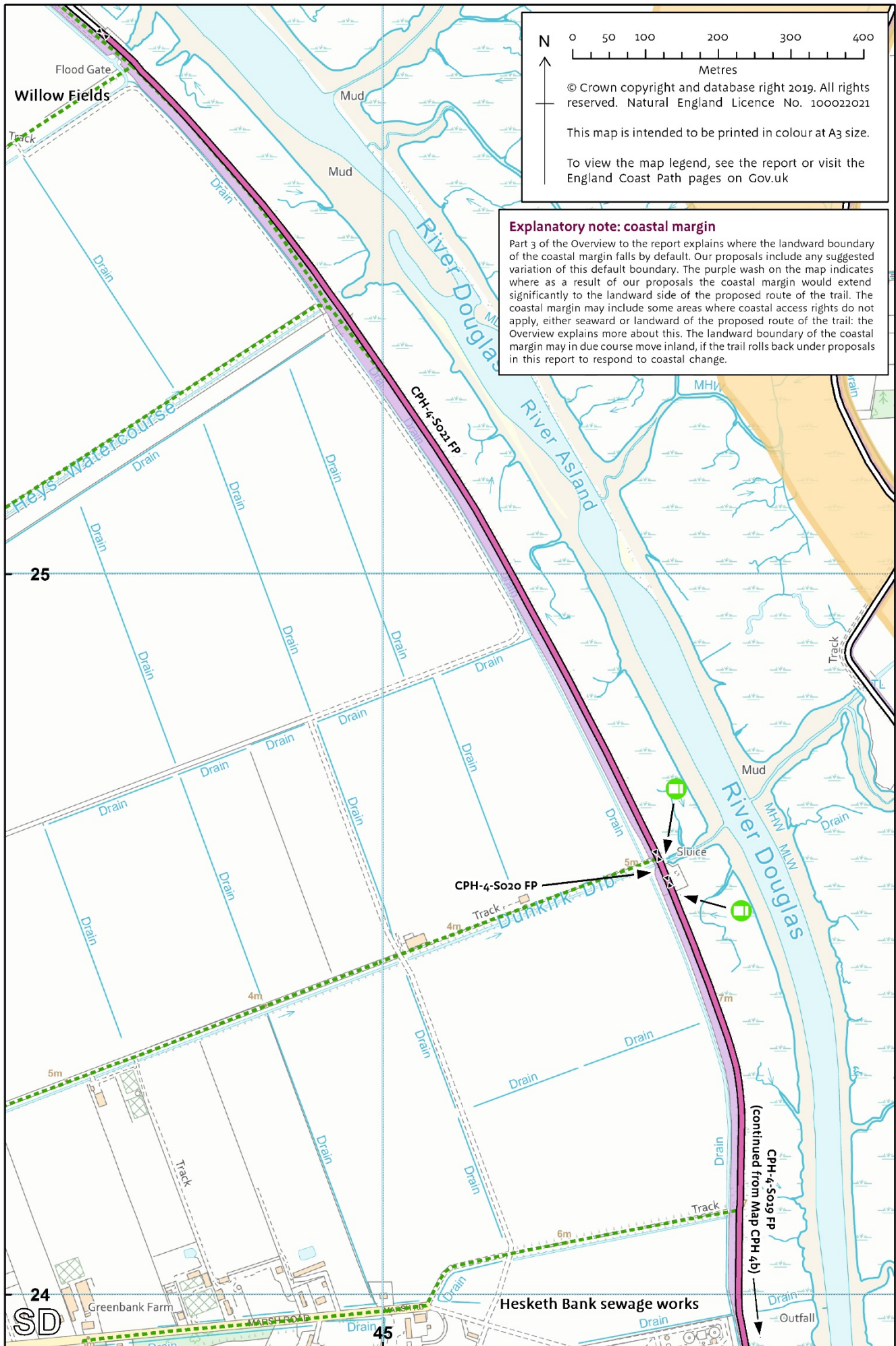


Explanatory note: coastal margin
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Explanatory note: coastal margin

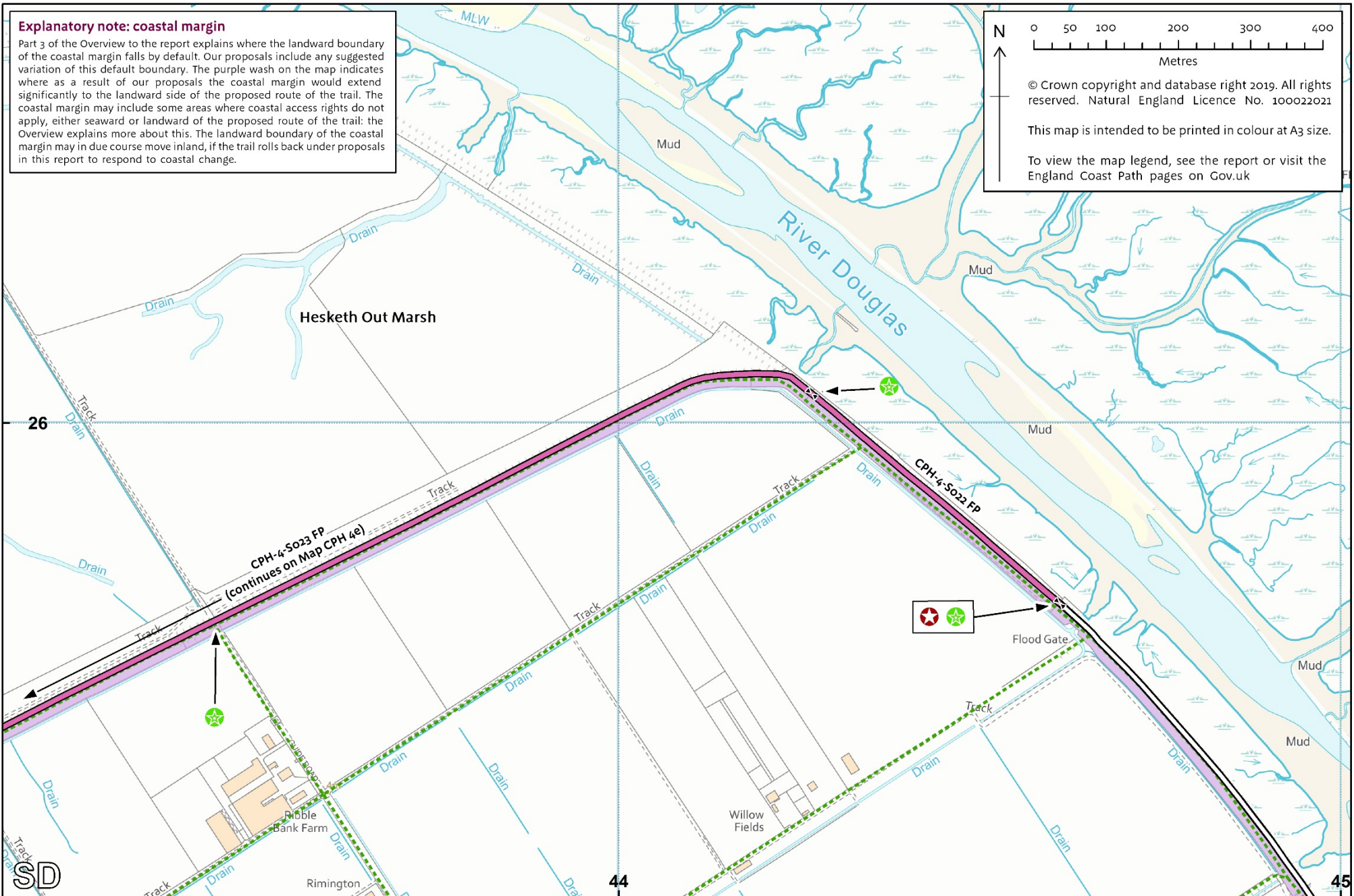
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly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

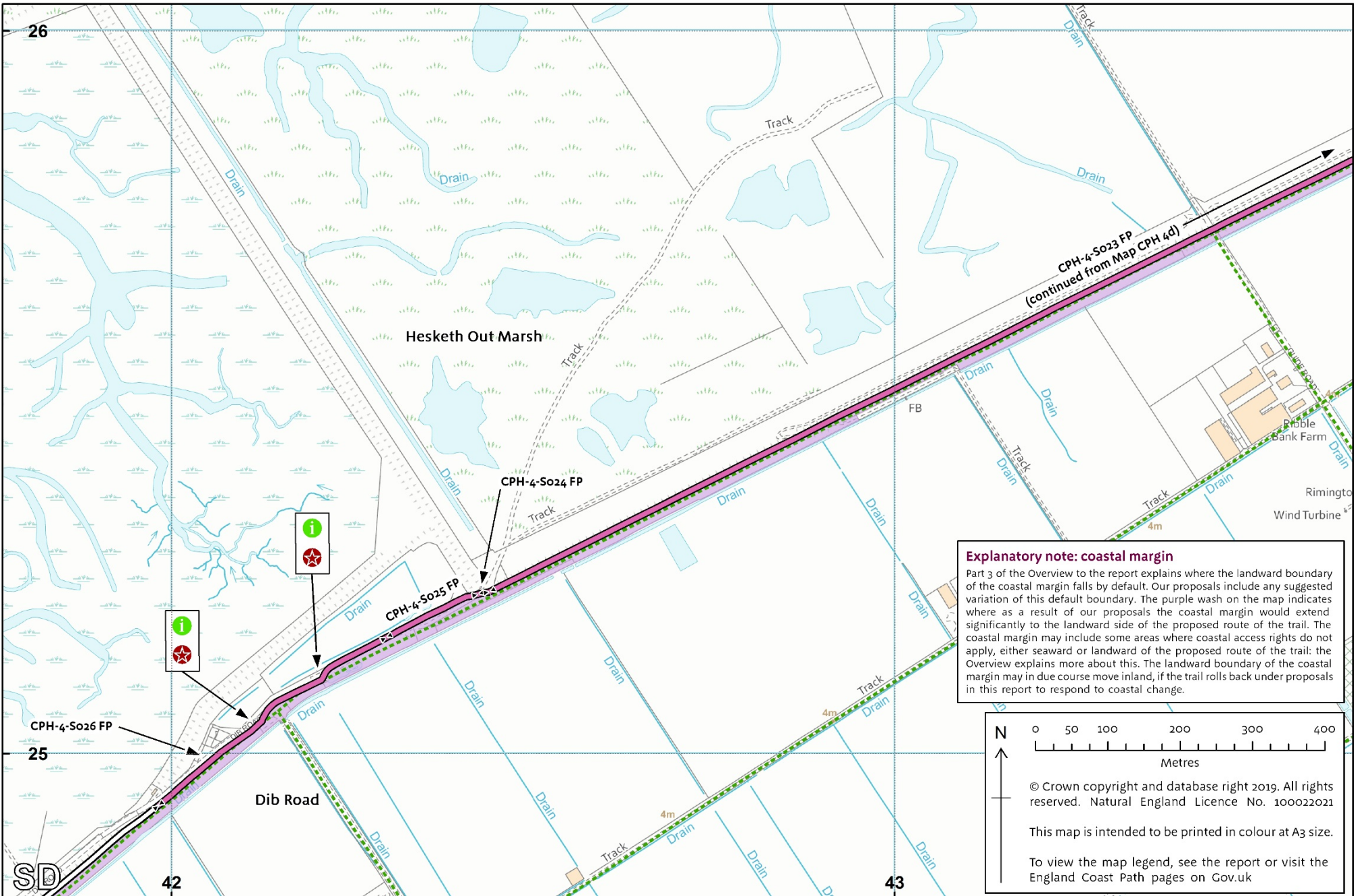
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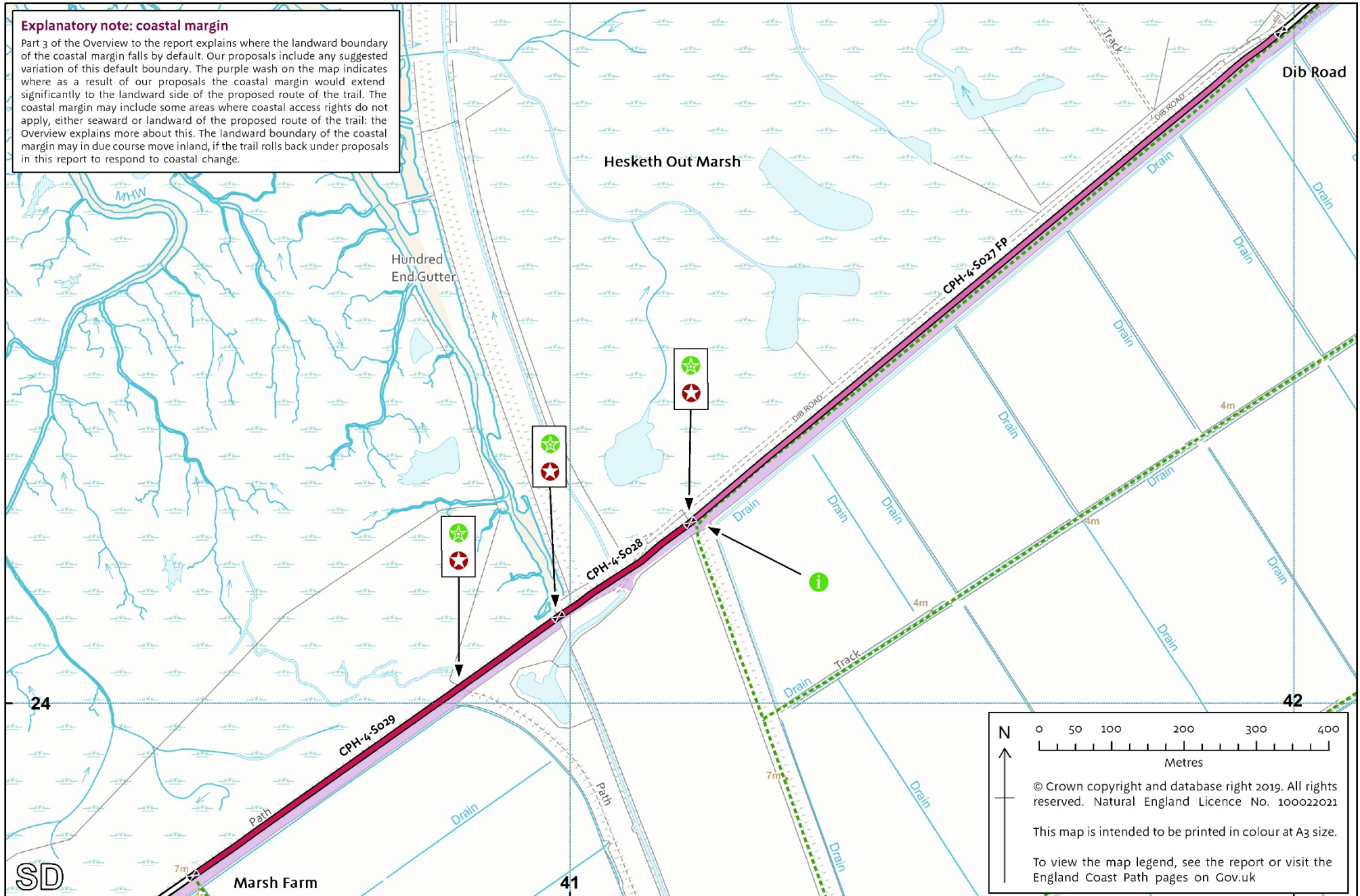




Map CPH 4f: Dib Road to Marsh Farm, Marshfield

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 4f: Dib Road to Marsh Farm, Marshfield

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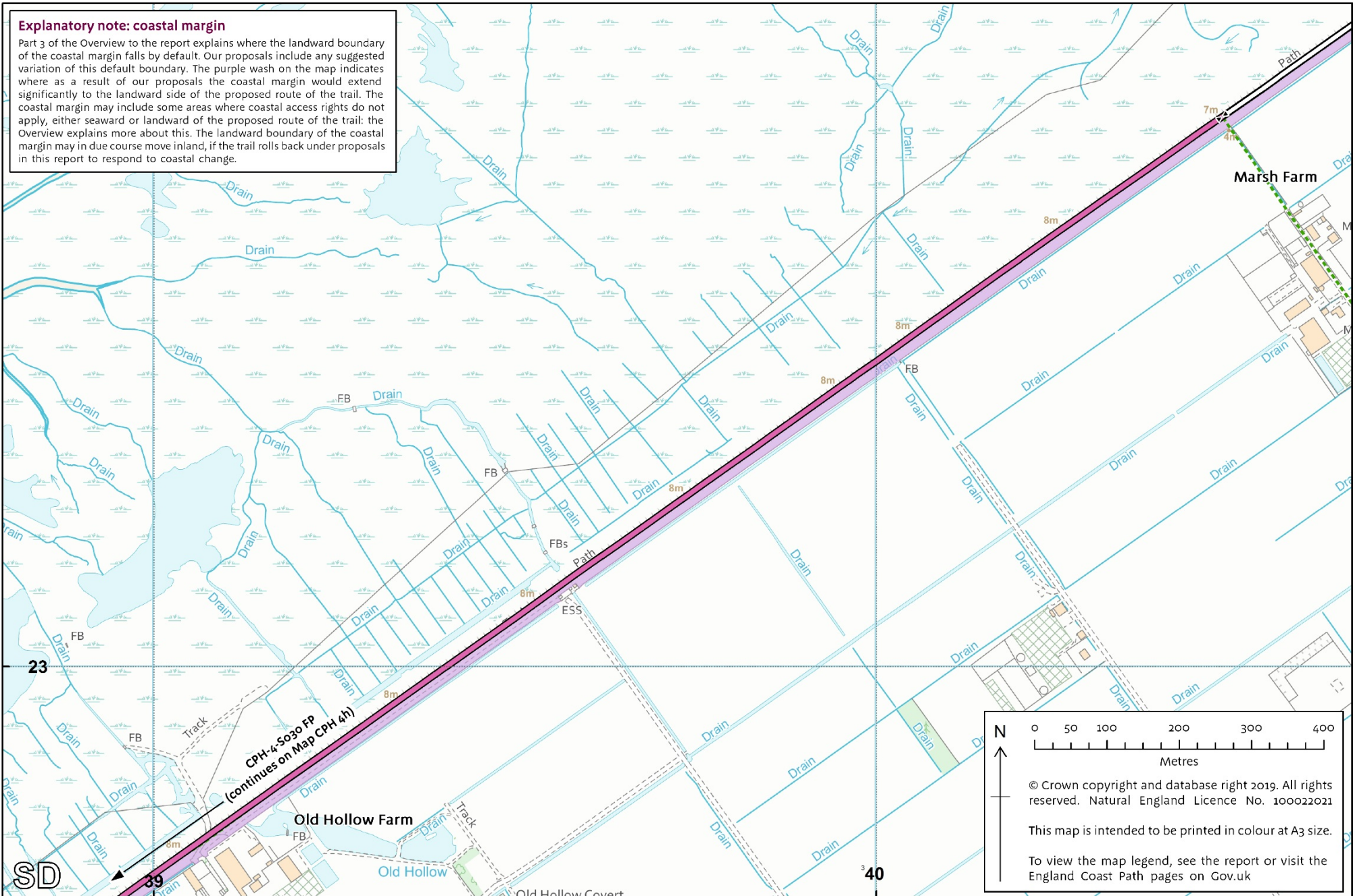
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Explanatory note: coastal margin

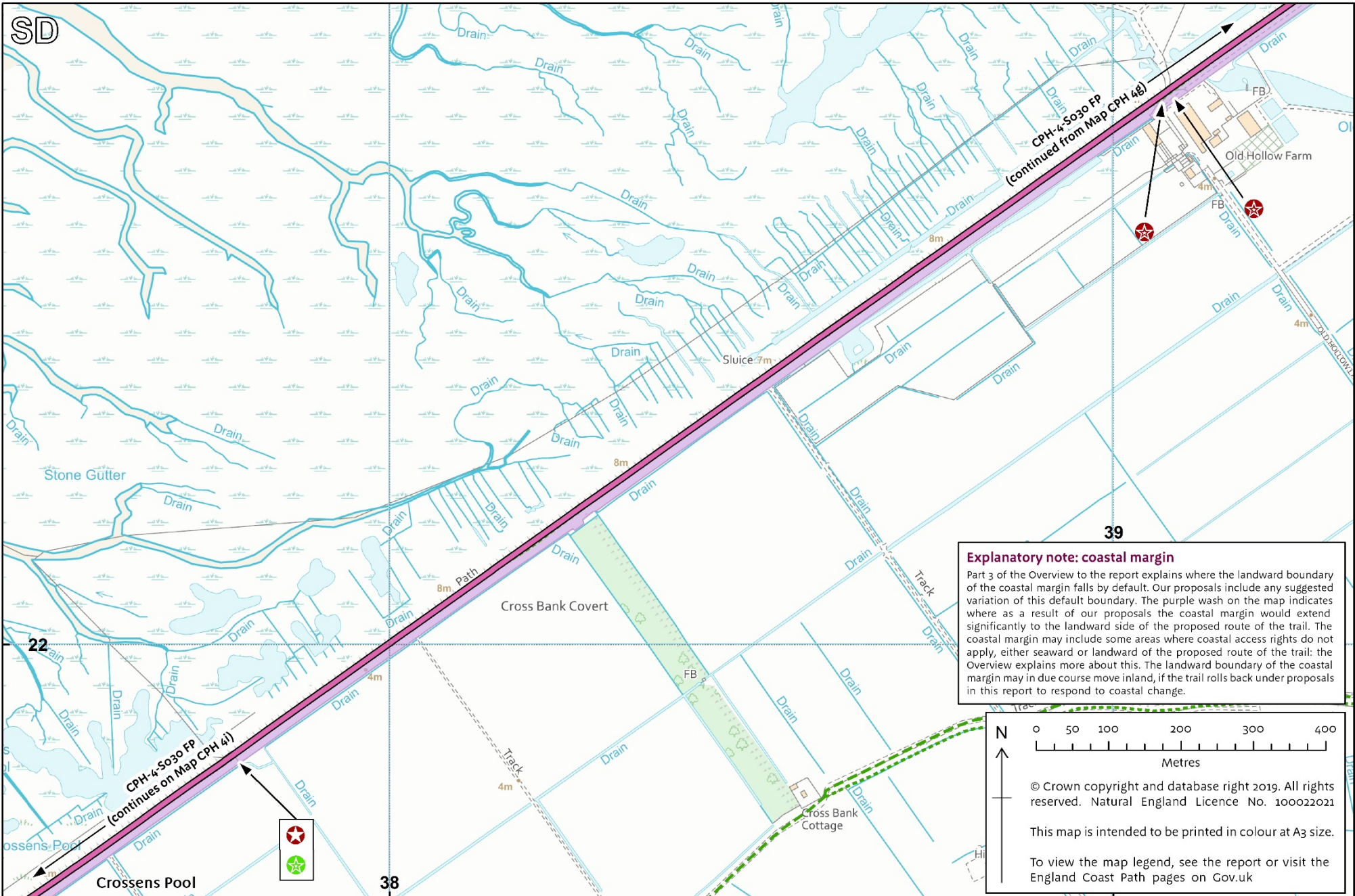
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Map CPH 4g: Marsh Farm, Marshfield to Old Hollow Farm

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Map CPH 4h: Old Hollow Farm to Crossens Pool



Explanatory note: coastal margin

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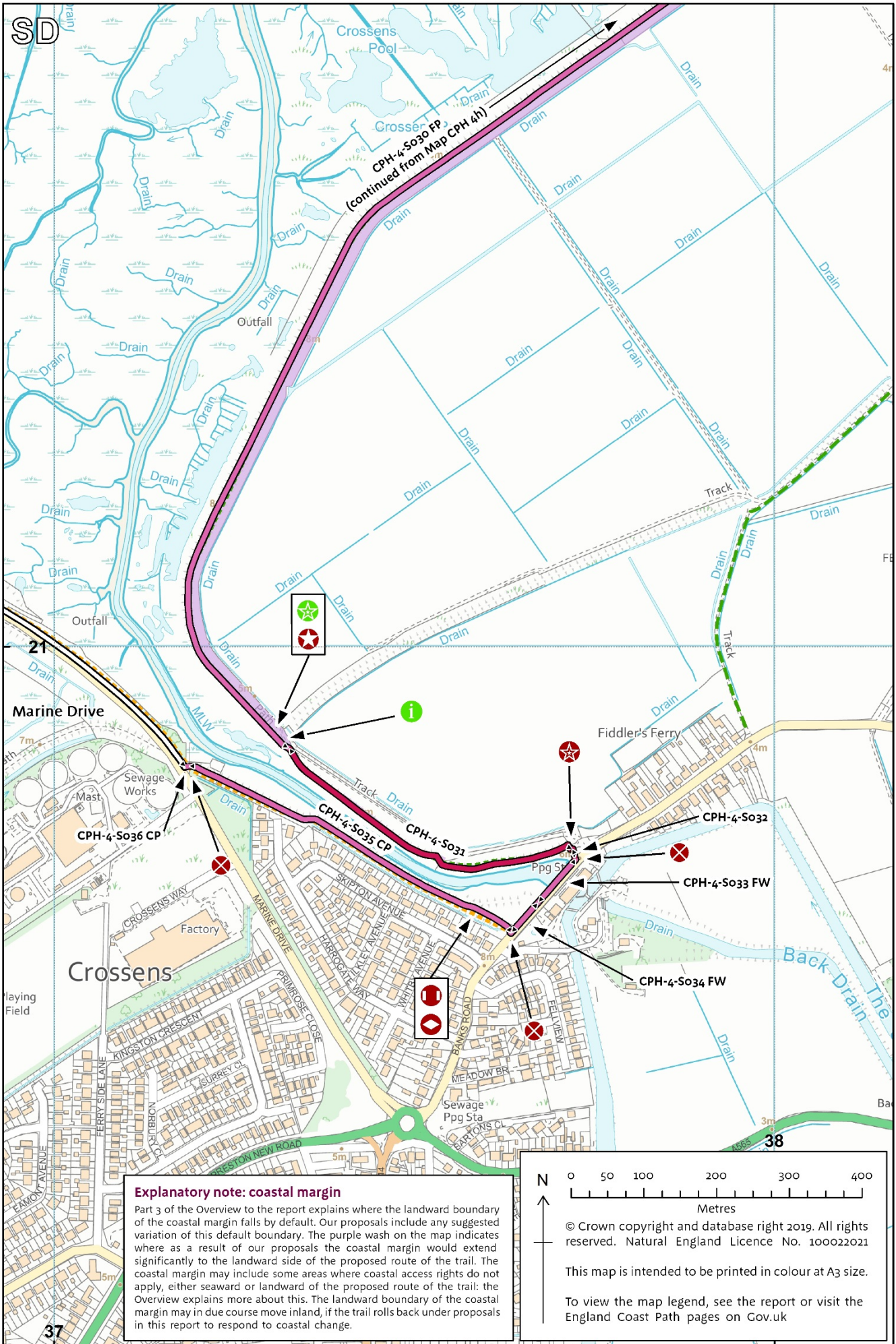
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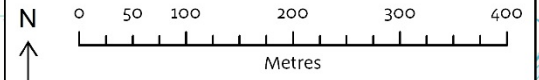
Explanatory note: coastal margin
 Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal 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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Map CPH 4j: Marine Drive, Crossens to Sand-winning compound, Marshside

Explanatory note: coastal margin

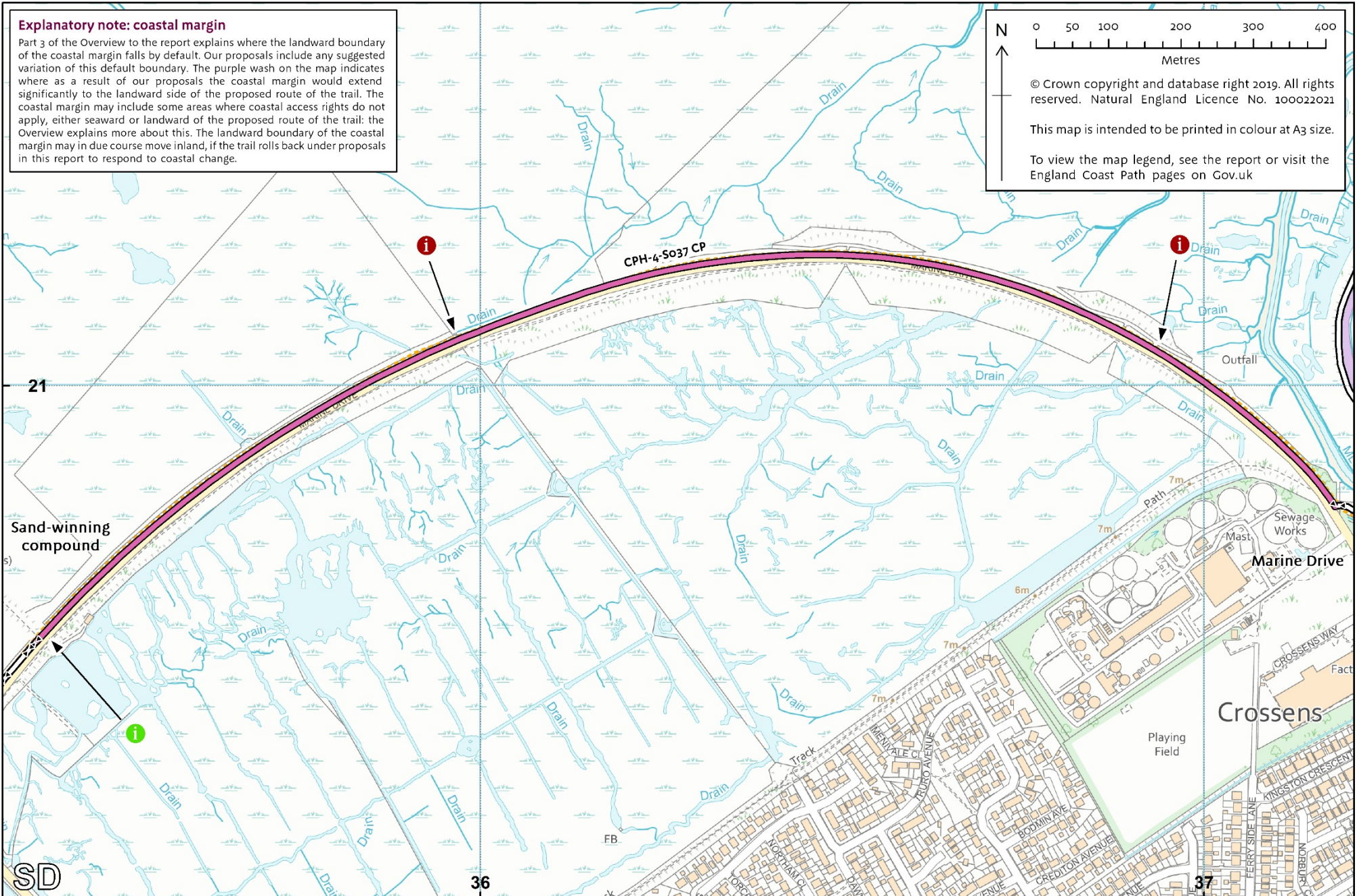
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly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



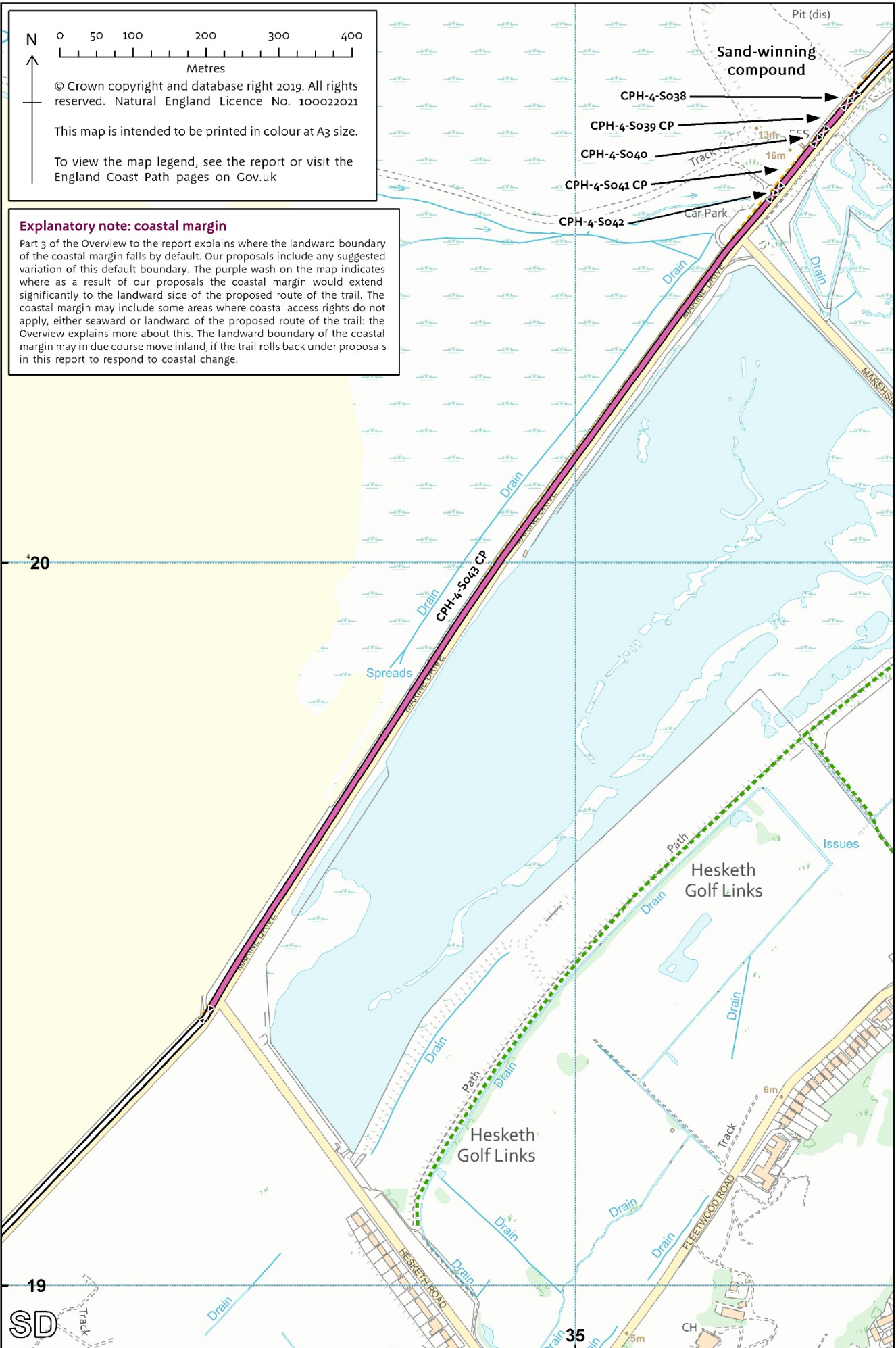
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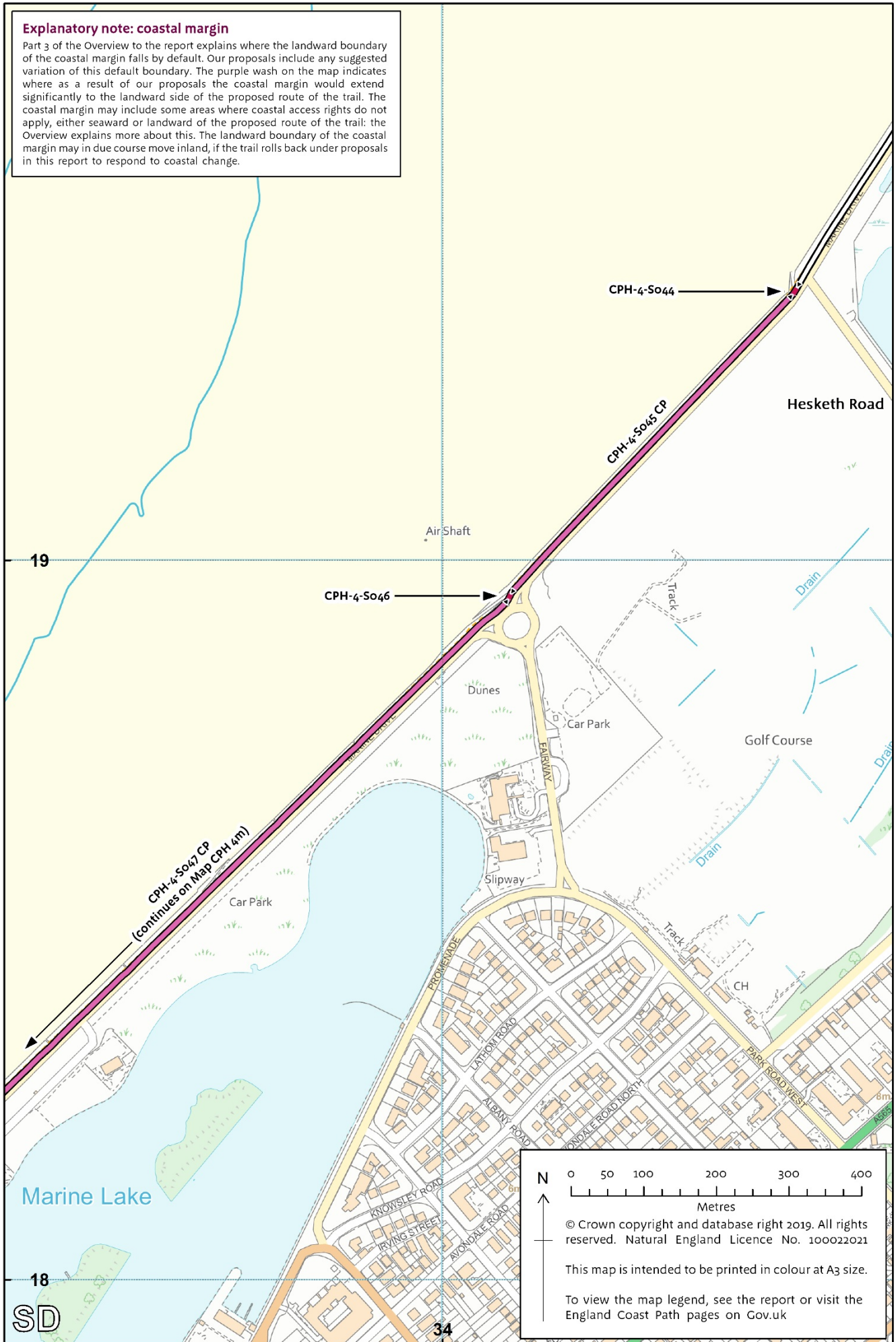


Map CPH 4k: Sand-winning compound, Marshside to Hesketh Road



Explanatory note: coastal margin

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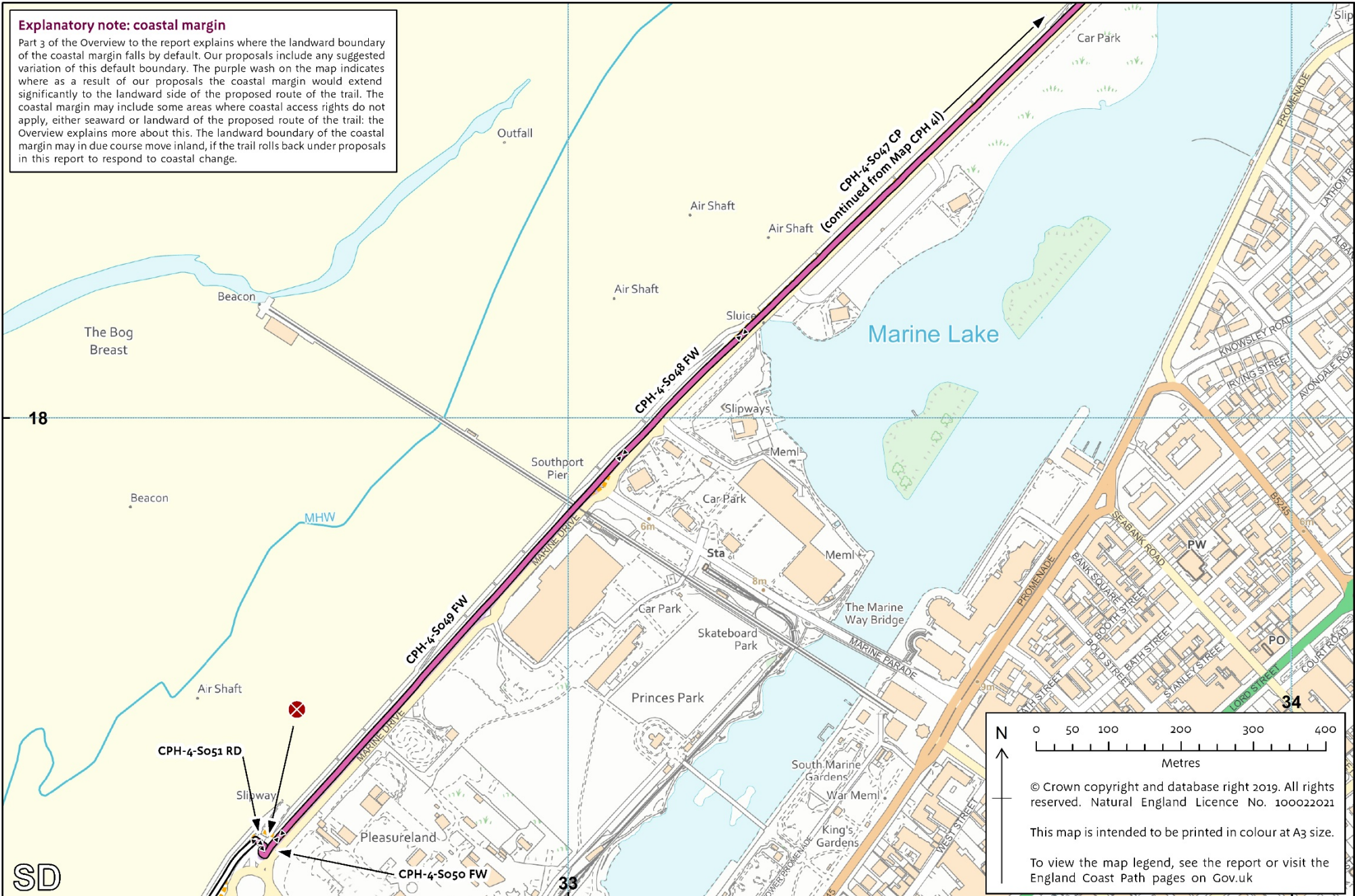
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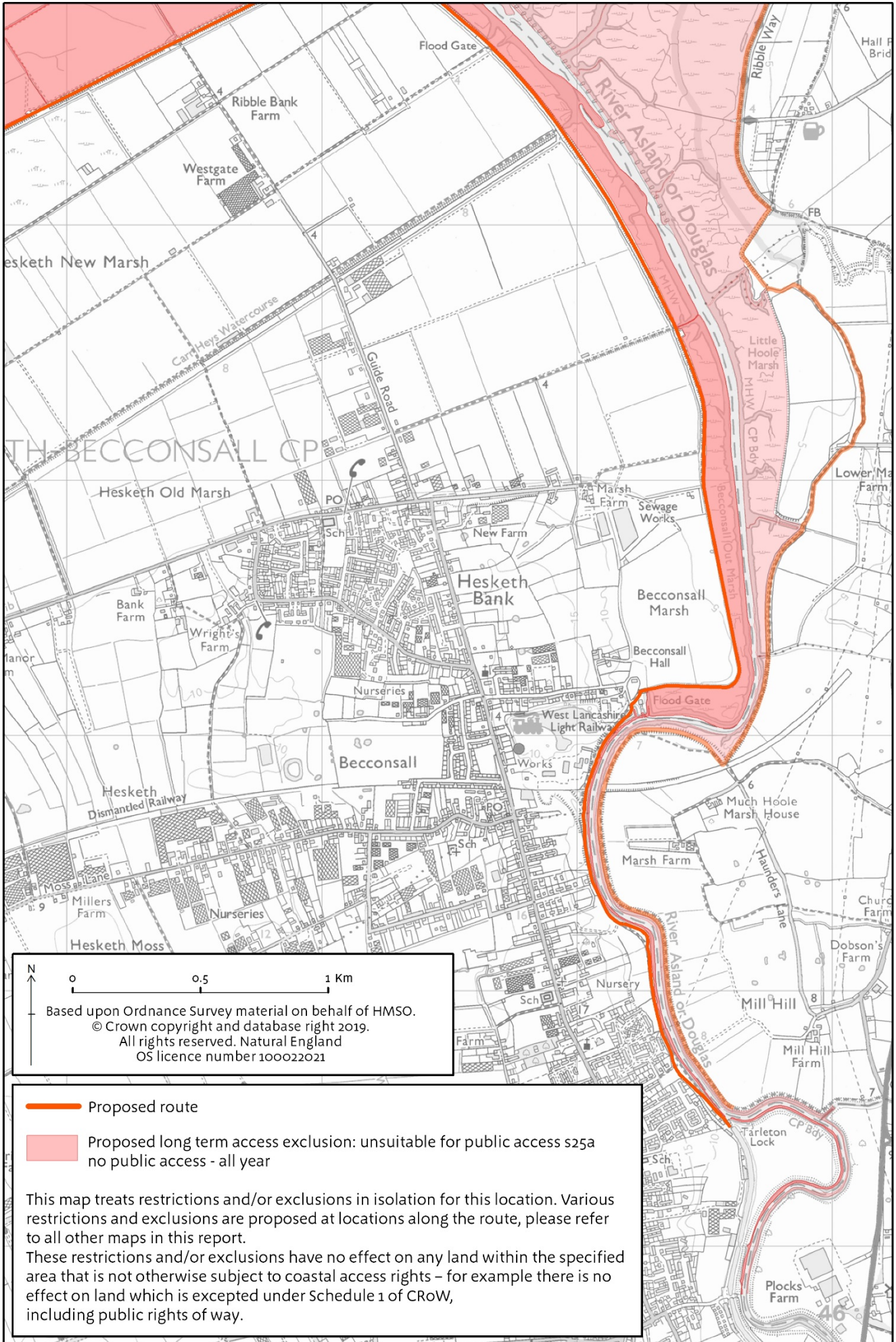
Map CPH 4m: Marine Lake, Southport to Southport beach car park


Explanatory note: coastal margin

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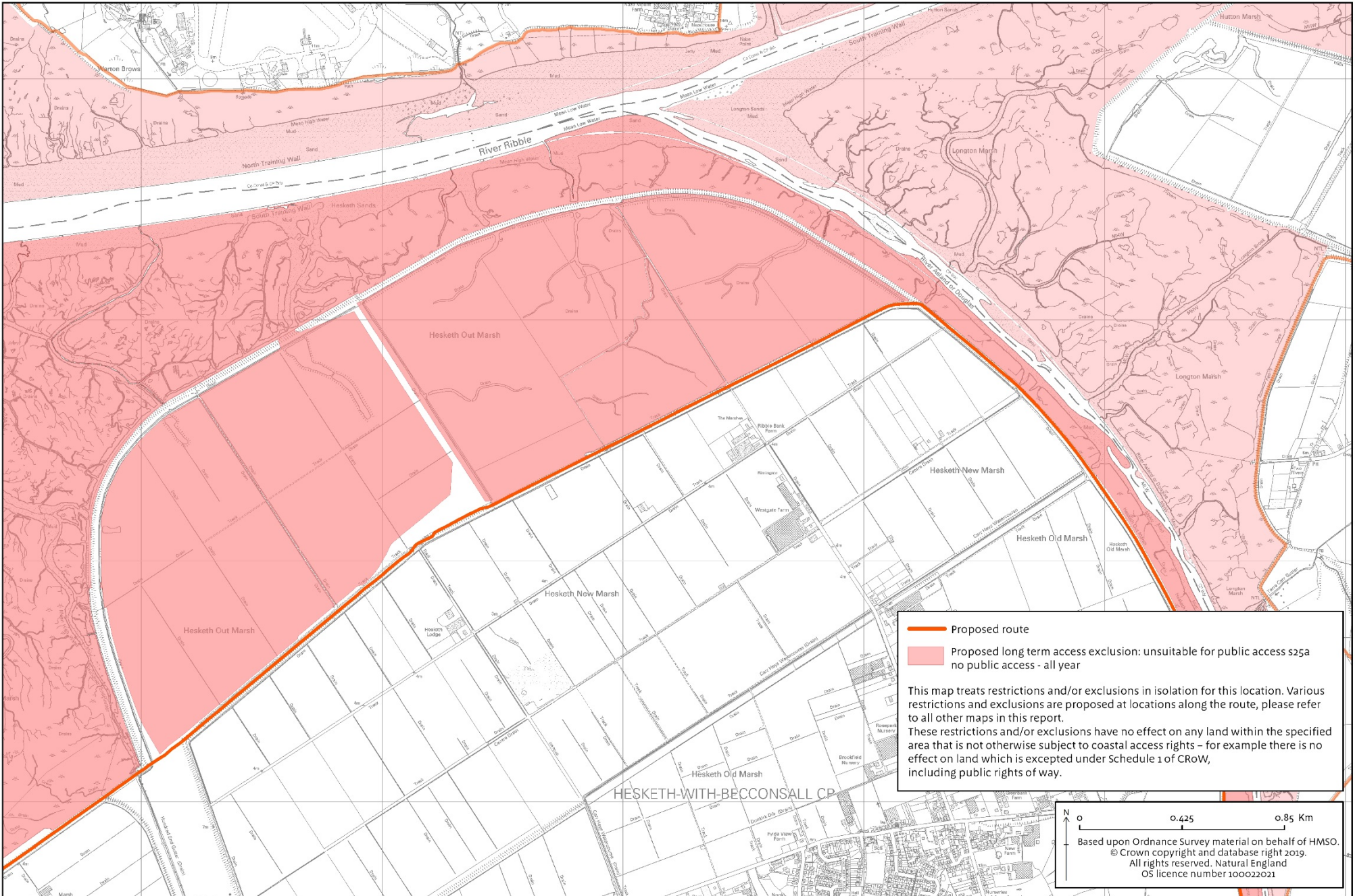
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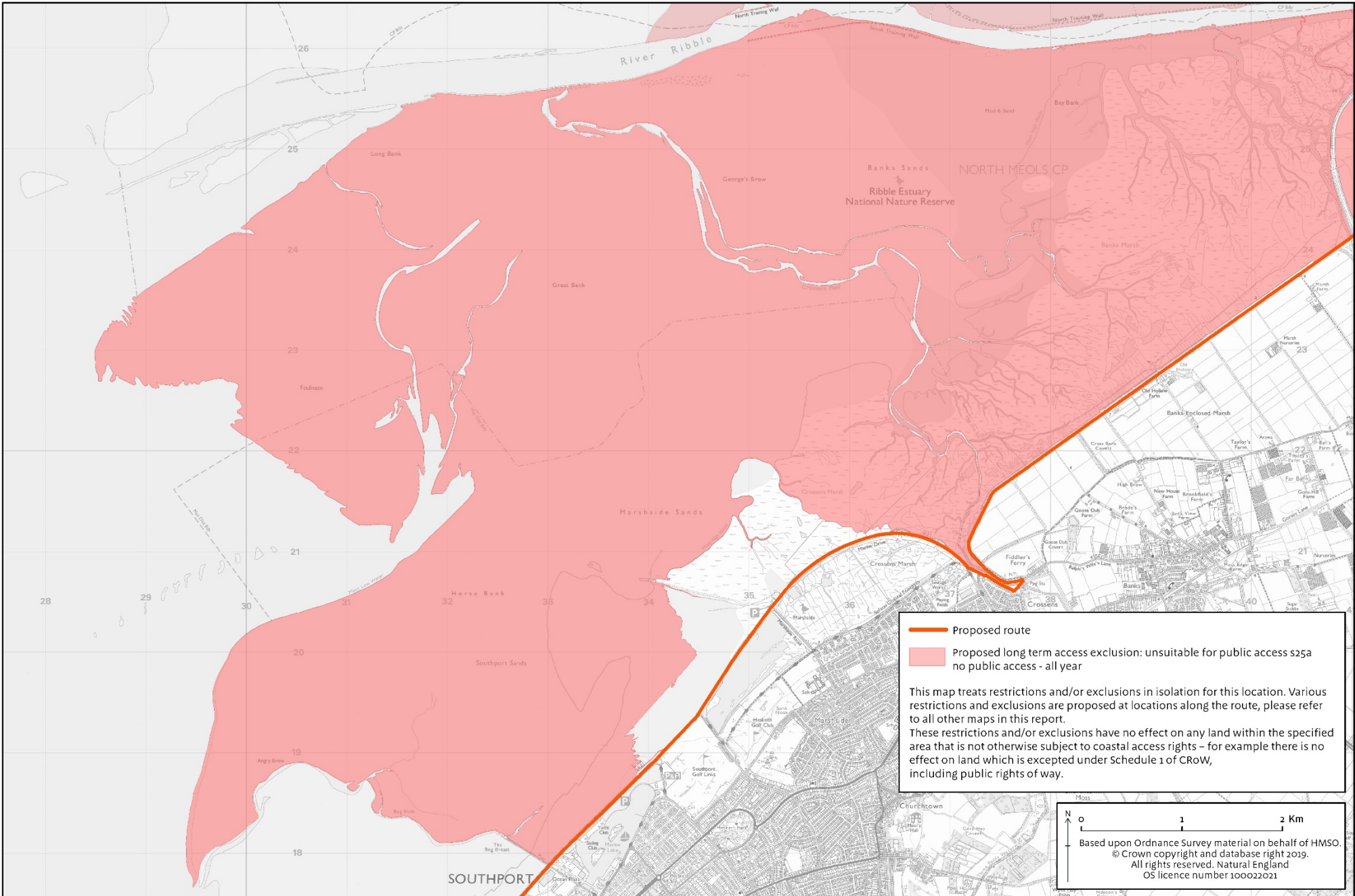
 Proposed route

 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 4D: Hesketh Out Marsh

