



England Coast Path Stretch: Cleveleys to Pier Head, Liverpool

Report CPH 5: Southport beach car park to Cabin Hill National Nature Reserve

Part 5.1: Introduction

Start Point:	Southport beach car park (Grid reference SD 3256 1741)
End Point:	Cabin Hill National Nature Reserve (Grid reference SD 2834 0484)
Relevant Maps:	CPH 5a to CPH 5j

5.1.1 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.

5.1.2 This report covers length CPH 5 of the stretch, which is the coast between Southport beach car park and Cabin Hill National Nature Reserve (NNR). 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.

5.1.3 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.

5.1.4 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 5.2: Proposals Narrative

The trail:

5.2.1 Follows existing walked routes, including pavement, public rights of way, permissive routes (such as the 'Velvet Trail' and 'Dune Path North') and other paths within two areas of open access land along most of this length. See Map B in the Overview.

5.2.2 Mainly follows the coastline quite closely, staying within the coastal dunes, and provides the best coastal experience in keeping with the Coastal Access Scheme.

5.2.3 Includes one section of new path at Lifeboat Road car park, Formby. See map CPH 5g and associated tables below for details.

5.2.4 Generally follows a different, more seaward route than that of the Sefton Coastal 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.

5.2.5 The following designated sites affect this length of coast:

- Sefton Coast Special Area of Conservation (SAC)
- Ribble & Alt Estuaries Special Protection Area (SPA)
- Liverpool Bay SPA
- Ribble & Alt Estuaries Ramsar site
- Sefton Coast Special Scientific Interest (SSSI) for its wildlife interest
- Ainsdale Sand Dunes National Nature Reserve (NNR) and
- Cabin Hill 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.

5.2.6 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
CPH 5b to 5d	CPH-S006	In addition to careful route planning: <ul style="list-style-type: none">■ The trail through Ainsdale and Birkdale Hills LNR on the locally promoted 'Velvet Trail' will be monitored around the newer green beach, with scope to temporarily move the route if required.	To reduce the risk of damage to petalwort colonies. (Sefton Coast SAC, Sefton Coast SSSI)

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
CPH 5d, 5e and 5i	CPH-5-S013 and CPH-5-S014	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> Access to the enclosures in the coastal margin landward of the trail is to be restricted to all-year round, by direction under section 24 of the Countryside and Rights of Way Act (2000) for land management purposes. Access rights will only apply to those without dogs. See paragraphs 5.2.14 and 5.2.15, and directions map CPH 5A. <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 out of the enclosures. 	<p>To reduce the risk of disruption of the conservation grazing regime.</p> <p>To replicate existing site management.</p> <p>(Sefton Coast SAC, Ribble and Alt Estuaries Ramsar site, Sefton Coast SSSI and Ainsdale Sand Dunes NNR).</p>
CPH 5h (and CPH 6a)	CPH-5-S030	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> Access to the enclosures in the coastal margin landward of the trail is to be restricted all-year round, by direction under section 24 of the Countryside and Rights of Way Act (2000) for land management purposes. Access rights will only apply to those without dogs. See paragraphs 5.2.14 and 5.2.16, and directions map CPH 5B. <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 out of the enclosures. 	<p>To reduce the risk of disruption of the conservation grazing regime.</p> <p>To replicate existing site management.</p> <p>(Sefton Coast SAC, Ribble and Alt Estuaries Ramsar site, Sefton Coast SSSI and Cabin Hill NNR).</p>

5.2.7 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:

5.2.8 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 sand path through the Sefton Dunes;
- Small bridges, often requiring one or two steps at either end, will be installed or replaced through Ainsdale and Birkdale Hills Local Nature Reserve (LNR) where the route crosses watercourses (maps CPH 5b and 5c).

The trail does not readily allow for shorter, circular walks, due to relative lack of connections inland, or to parking or other facilities, which are often some distance from route.

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

Where we have proposed exercising statutory discretions:

5.2.9 **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 5.3.1 below.

5.2.10 At Formby Golf Club (map CPH 5f) we have used this discretion to limit the landward extent of the coastal margin to the Golf Club fence. This has had the effect of reducing the amount of coastal margin that would have otherwise been available by default. This option provides the most clarity because:

- There is no clear boundary feature at the landward edge of the coastal dunes that could mark the boundary of the coastal margin; and
- The fence provides an easily identifiable boundary for access users.

5.2.11 On the Sefton Coast, we have used our discretion to propose the inclusion of additional, more extensive landward areas within the coastal margin, to secure or enhance public enjoyment of this part of the coast. The owners of this land are content for us to propose this. These areas are at Ainsdale and Birkdale LNR, Ainsdale Sand Dunes NNR, Formby, Ravenmeols Hills LNR and Cabin Hills NNR (see report maps CPH 5d to 5j and associated tables).

5.2.12 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 5.3.1. 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 5.3.1] 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.

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

Restriction of access for land management purposes.

5.2.14 Following the dedication of Ainsdale Sand Dunes and Cabin Hill NNRs as open access land under s16 of the Countryside and Rights of Way Act 2000 (CROW), Natural England put in place directions to exclude access by people with dogs to certain parts of the NNRs as part of the conservation management of the sites. Following commencement of new coastal access rights, such rights will replace the current open access rights. However, it will continue to be necessary to similarly restrict access in the affected areas. This is explained in the Habitats Regulations Assessment for this site which is published alongside this report. Therefore the following restrictions are proposed:

5.2.15 Access to the land in the coastal margin landward of route sections CPH-5-S013 and CPH-5-S014 is restricted to people without dogs, all-year round, by direction under section 24 of the Countryside and Rights of Way Act (2000), for land management purposes. The restriction does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Map CPH 5A.

5.2.16 Access to the land in the coastal margin landward of route section CPH-5-S030 is restricted to people without dogs, all-year round, by direction under section 24 of the Countryside and Rights of Way Act (2000), for land management purposes. The restriction does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Map CPH 5B.

5.2.17 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.

5.2.18 **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.

5.2.19 Column 4 of table 5.3.1 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 5a to CPH 5h as the proposed route of the trail.

5.2.20 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 5.3.1, the route is to be at the centre of the line shown on maps CPH 5a and 5d as the proposed route of the trail.

Other future change:

5.2.21 At this point the only likely need for future changes to the access provisions that we have proposed within this report are in relation to the 'Dynamic Dunescapes' project now underway on the Sefton coast. It seems likely that parts of the trail (around sections CPH-5-S013 to CPH-5-S015) will need to roll back in response to the natural changes that are the anticipated outcome of the project. We will work closely with project staff over the planning and implementation of any such roll-back, as and when required.

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

Establishment of the trail:

5.2.22 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.

5.2.23 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £69,766 and is informed by:

- information already held by the access authority, Sefton Metropolitan Borough Council, in relation to the management of the existing public rights of way and the Sefton Coastal Path;
- 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.

5.2.24 The trail will create 13 km of new access rights. There are three main elements to the overall cost:

- A significant amount of new waymarking / fingerposts would be needed on the trail, in particular on route sections where the proposed route differs from that of the existing Sefton Coastal Path and any signs and information boards on the proposed route with outdated information about the existing route of the Sefton Coastal Path would require replacement;
- Replacement bridges will be installed where necessary on the trail within Ainsdale and Birkdale Hills LNR; and
- On some sections, removal of scrub on the line of the trail is needed to provide a clear, safe route through the dunes, such as at Ainsdale and Birkdale Hills LNR (see maps CPH 5d and 5e).

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 & interpretation	£30,854
Replacement bridges	£24,092
Initial vegetation clearance along the route	£10,958
Project management	£3,862
Total	£69,766 (Exclusive of any VAT payable)

5.2.25 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, 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.

Maintenance of the trail:

5.2.26 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).

5.2.27 We estimate that the annual cost to maintain the trail will be **£13,006** (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 5.3: Proposals Tables

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

5.3.1 Section Details: Maps CPH 5a to CPH 5h - Southport beach car park to Cabin Hill NNR

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 5.3.2: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section.
3. Column 4 – ‘Yes – see table 5.3.3’ 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 5a	*CPH-5-S001	Promenade	No	No	Landward edge of promenade	Clarity and cohesion	
CPH 5a	*CPH-5-S002	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 5a	*CPH-5-S003	Other existing walked route	Yes - See table 5.3.3	Yes - dune			
CPH 5a	*CPH-5-S004 and CPH-5-S005	Other existing walked route	Yes - See table 5.3.3	No			
CPH 5b and to 5d	*CPH-5-S006 and CPH-5-S007	Other existing walked route	Yes - See table 5.3.3	Yes - dune			
CPH 5d	*CPH-5-S008	Public footway (pavement)	Yes - See table 5.3.3	No	Landward edge of pavement	Clarity and cohesion	
CPH 5d	CPH-5-S009	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 5d	CPH-5-S010	Public footway (pavement)	No	No			
CPH 5d	CPH-5-S011	Public highway	No	No			
CPH 5d	CPH-5-S012	Public footway (pavement)	No	No	Landward edge of pavement	Clarity and cohesion	
CPH 5d to 5e (and CPH 5i)	CPH-5-S013 to CPH-5-S015	Other existing walked route	Yes - See table 5.3.3	Yes - dune	Various	Additional landward margin	The margin is proposed to fences and to the landward edge of Ainsdale Sand Dunes NNR.
CPH 5e (and CPH 5i)	CPH-5-S016	Public footpath	Yes - See table 5.3.3	Yes - dune			
CPH 5f (and CPH 5i)	*CPH-5-S017	Other existing walked route	Yes - See table 5.3.3	Yes - dune	Fence line	Clarity and cohesion	The margin is proposed to the golf course fence line, which is the most appropriate feature on the ground.
CPH 5f (and CPH 5i)	*CPH-5-S018 and CPH-5-S019	Other existing walked route	Yes - See table 5.3.3	Yes - dune	Fence line	Additional landward area	The margin is proposed to include a large area of National Trust land.
CPH 5f	*CPH-5-S020	Public highway	Yes - See table 5.3.3	No			
CPH 5g (and 5j)	*CPH-5-S021 to CPH-5-S023	Other existing walked route	Yes - See table 5.3.3	Yes - dune	Various internal and external boundaries	Additional landward area	The proposed margin includes a large area of National Trust land. See map CPH 5g for details.
CPH 5g (and CPH 5j)	*CPH-5-S024	Not an existing walked route	Yes - See table 5.3.3	Yes - dune	Various	Additional landward area	See above.
CPH 5g (and CPH 5j)	*CPH-5-S025	Other existing walked route	Yes - See table 5.3.3	Yes - dune	Various	Additional landward area	See above
CPH 5g (and CPH 5j)	*CPH-5-S026	Not an existing walked route	Yes - See table 5.3.3	Yes - dune	Various	Additional landward area	See above
CPH 5g (and CPH 5j)	*CPH-5-S027	Other existing walked route	Yes - See table 5.3.3	Yes - dune	Various	Additional landward area	See above

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 5g	*CPH-5-S028	Public highway	Yes - See table 5.3.3	No	Other	Additional landward area	This is no longer an operational road, up to the Lifeboat Road entrance, so coastal margin extends to that point
CPH 5h (and CPH 5j)	*CPH-5-S029	Other existing walked route	Yes - See table 5.3.3	Yes - dune	Various internal and external boundaries	Additional landward area	The proposed margin includes a large area of National Trust land. See map CPH 5h for details.
CPH 5h (and CPH 5j)	*CPH-5-S030	Other existing walked route	Yes - See table 5.3.3	Yes - dune			The proposed margin includes the dune and the landward area of Cabin Hill NNR dunes coinciding with the fenced boundary.

5.3.2 Other options considered: Maps CPH 5a to CPH 5h - Southport beach car park to Cabin Hill NNR

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
CPH 5a	CPH-5-S001 and CPH-5-S002	We considered the paths seaward of the pavement / promenade on Marine Drive.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It would be available at all states of the tide (although prevailing winds can occasionally bring waves onto the pavement); and ■ The higher pavements maintain better views of the sea. <p>We therefore concluded that, overall, the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.</p>
CPH 5a to 5d	CPH-5-S003 to CPH-5-S008	We considered the alignment of the Sefton Coastal Path* on the landward side of the Coastal Road.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It follows a well-used path (the Velvet Trail) through the dunes seaward of the road; and ■ It is closer to the sea. <p>We therefore concluded that, overall, the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme.</p>
CPH 5f and 5g	CPH-5-S017 to CPH-5-S022	We considered the latest agreed route alignment of the Sefton Coastal Path* from Fisherman's Path to near Lifeboat Road.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It follows a well-used, compacted path through the dunes on a similar alignment; but ■ In places, the proposal takes a more landward route for short distances where a more sustainable route was available, avoiding areas of more mobile dunes. <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 5g and 5h	CPH-5-S022 to CPH-5-S030	We considered the other paths through Lifeboat Road car park, Ravenmeols Hills LNR and Cabin Hills NNR as far as Altcar Rifle Range.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It follows a well-used compacted path through the dunes on a similar alignment; and ■ It provides a more sustainable route in the short and medium term than other existing walked routes in areas of more mobile dunes.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			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.

* Elsewhere on the length of this report, the Sefton Coastal Path was not considered due to its distance from the sea.

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.

5.3.3 Roll-back implementation – more complex situations: Maps CPH 5a to CPH 5h - Southport beach car park to Cabin Hill NNR

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
CPH 5a	CPH-5-S003 to CPH-5-S006	<ul style="list-style-type: none"> ■ Sefton Coast Special Area of Conservation (SAC) ■ Ribble & Alt Estuaries Special Protection Area (SPA) ■ Ribble & Alt Estuaries Ramsar site ■ Sefton Coast Site of Special Scientific Interest (SSSI) for its wildlife interest 	<p>If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC, SPA, NNR) whose designated features are sensitive to public access, or where the existing route already passing through such a site must be altered, we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers, which will either (a) [continue to] pass adjacent or through the site, if appropriate or (b) if necessary, be routed landward of it.</p> <p>In reaching this judgement we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public.</p>
CPH 5a to 5d	CPH-5-S006 and CPH-5-S008	<ul style="list-style-type: none"> ■ Sefton Coast SAC ■ Ribble & Alt Estuaries Ramsar site ■ Sefton Coast SSSI for its wildlife interest 	See above
CPH 5d to 5h	CPH-5-S013 and CPH-5-S017 to CPH-5-S029	<ul style="list-style-type: none"> ■ Sefton Coast SAC ■ Ribble & Alt Estuaries Ramsar site ■ Sefton Coast SSSI for its wildlife interest 	<p>If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC, SPA, NNR) whose designated features are sensitive to public access, or where the existing route already passing through such a site must be altered, we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers, which will either (a) [continue to] pass adjacent or through the site, if appropriate or (b) if necessary, be routed landward of it.</p> <p>In reaching this judgement we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public.</p>
CPH 5e	CPH-5-S014 and CPH-5-S016	<ul style="list-style-type: none"> ■ Sefton Coast SAC ■ Ribble & Alt Estuaries Ramsar site ■ Sefton Coast SSSI for its wildlife interest 	See above

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
		<ul style="list-style-type: none"> ■ Ainsdale Sand Dunes NNR 	
CPH 5h	CPH-5-S030	<ul style="list-style-type: none"> ■ Sefton Coast SAC ■ Ribble & Alt Estuaries Ramsar site ■ Sefton Coast SSSI for its wildlife interest ■ Cabin Hill NNR 	See above

In relation to all other sections where roll-back has been proposed, any later adjustment of the trail is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.

Part 5.4: Proposals Maps

5.4.1 Map Index

Map reference	Map title
CPH 5a	Southport beach car park to Weld Road, Birkdale
CPH 5b	Weld Road, Birkdale to Birkdale Hills Dunes
CPH 5c	Birkdale Hills Dunes to Ainsdale and Birkdale Hills Local Nature Reserve
CPH 5d	Ainsdale and Birkdale Hills Local Nature Reserve to Ainsdale Sand Dunes NNR
CPH 5e	Ainsdale Sand Dunes NNR to Fisherman's Path, Ainsdale
CPH 5f	Fisherman's Path, Ainsdale to Victoria Road, Formby
CPH 5g	Victoria Road, Formby to Lifeboat Road, Formby
CPH 5h	Lifeboat Road, Formby to Cabin Hill NNR, Formby.
CPH 5i	Ainsdale Sand Dunes NNR area: Coastal Margin
CPH 5j	Raven Meols Hills LNR area: Coastal Margin
Directions Map CPH 5A	Ainsdale Sand Dunes NNR: Proposed direction under s24 CROW
Directions Map CPH 5B	Cabin Hill NNR: Proposed direction under s24 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

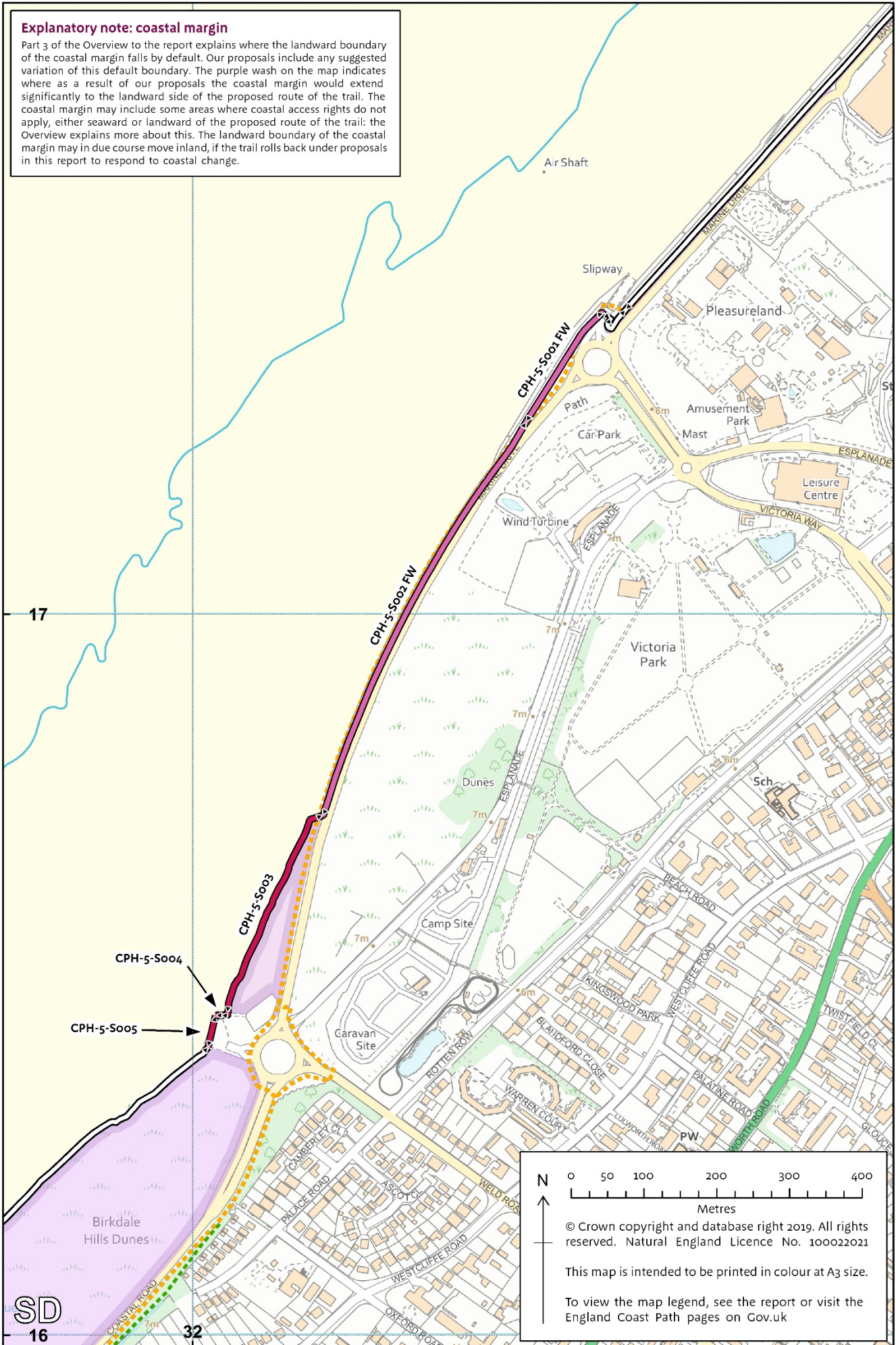
* Please note that the items in this legend may not all be present on an individual map or report.

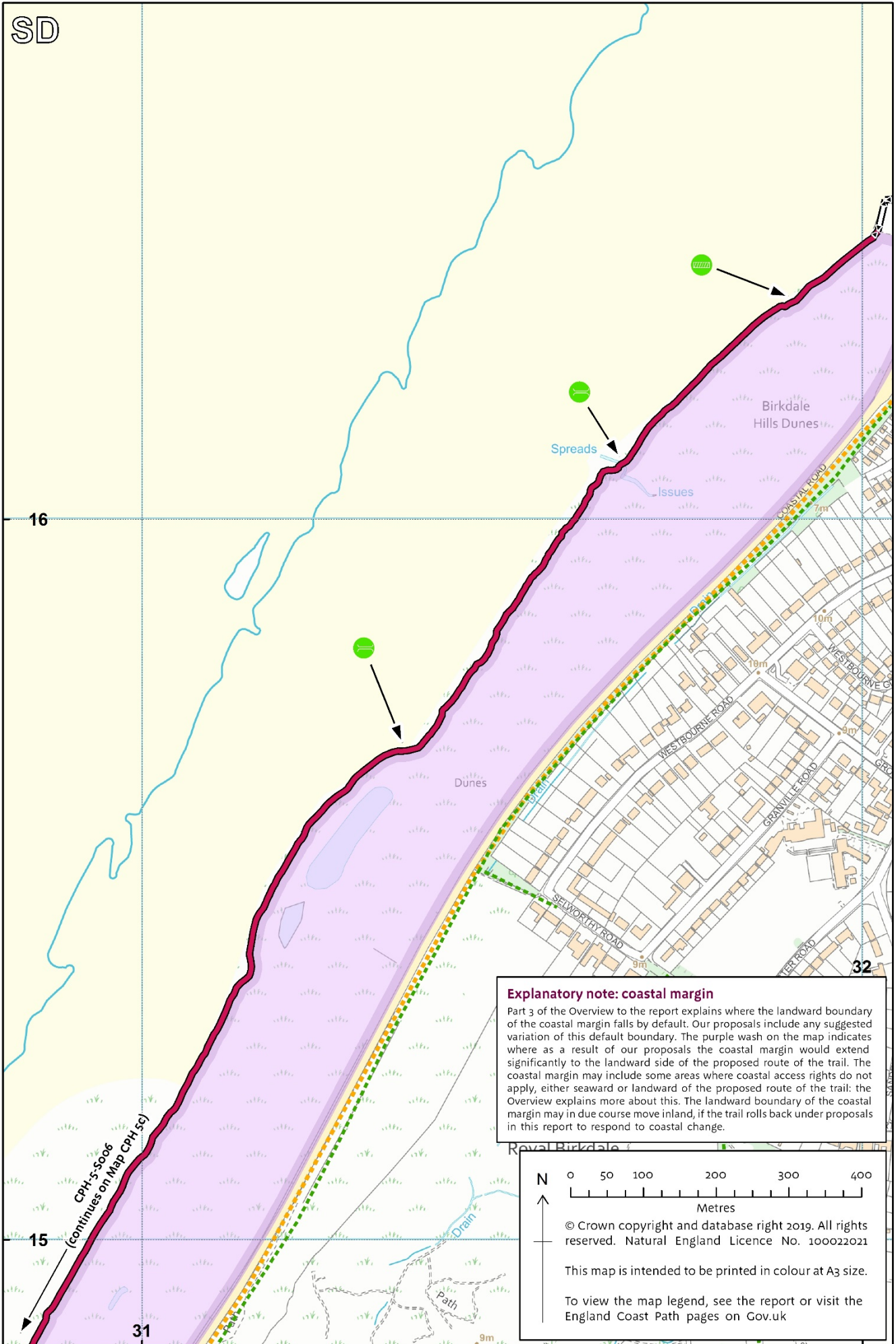
Map CPH 5a: Southport beach car park to Weld Road, Birkdale

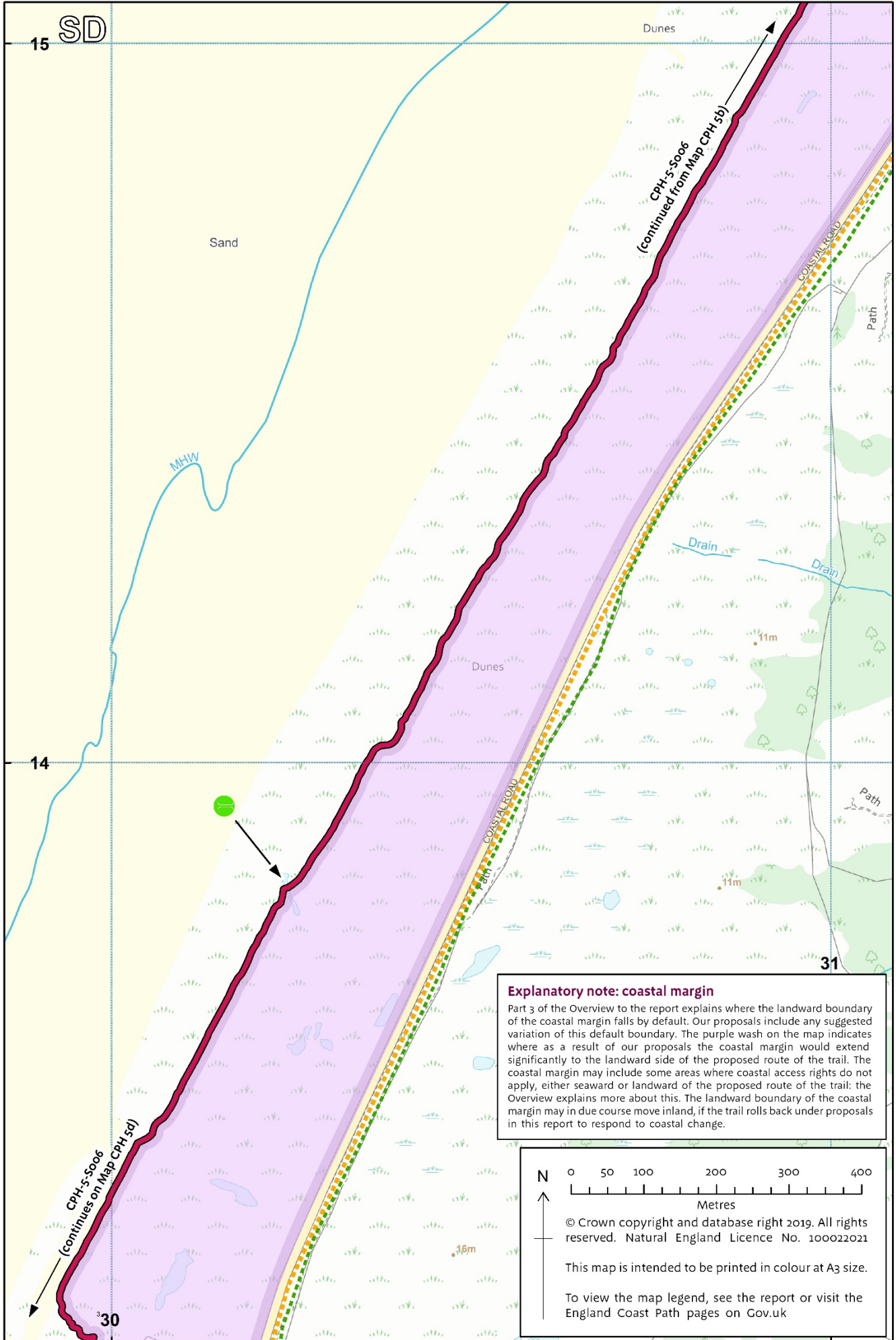
Map CPH 5a: Southport beach car park to Weld Road, Birkdale

Explanatory note: coastal margin

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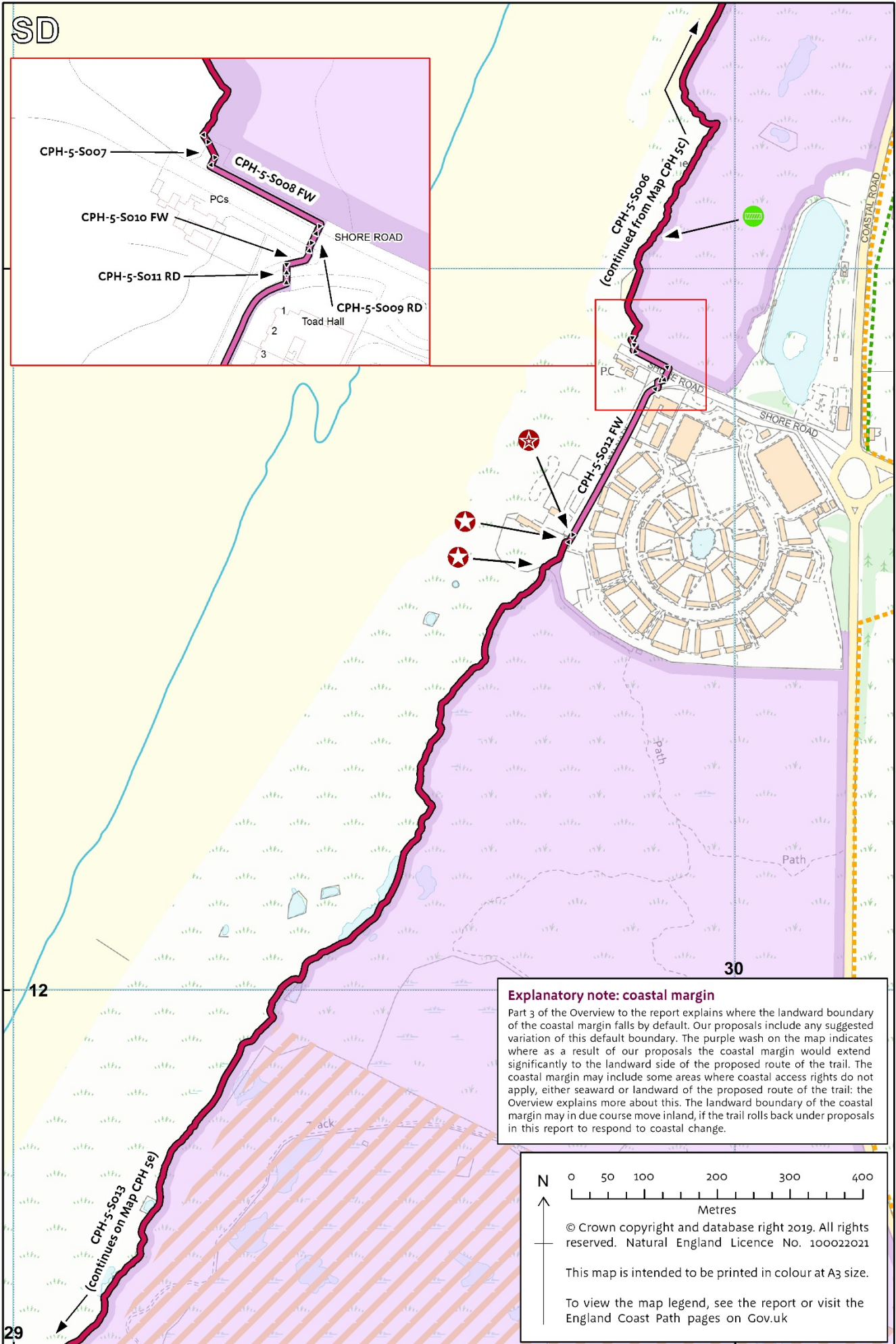
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0 50 100 200 300 400
 Metres

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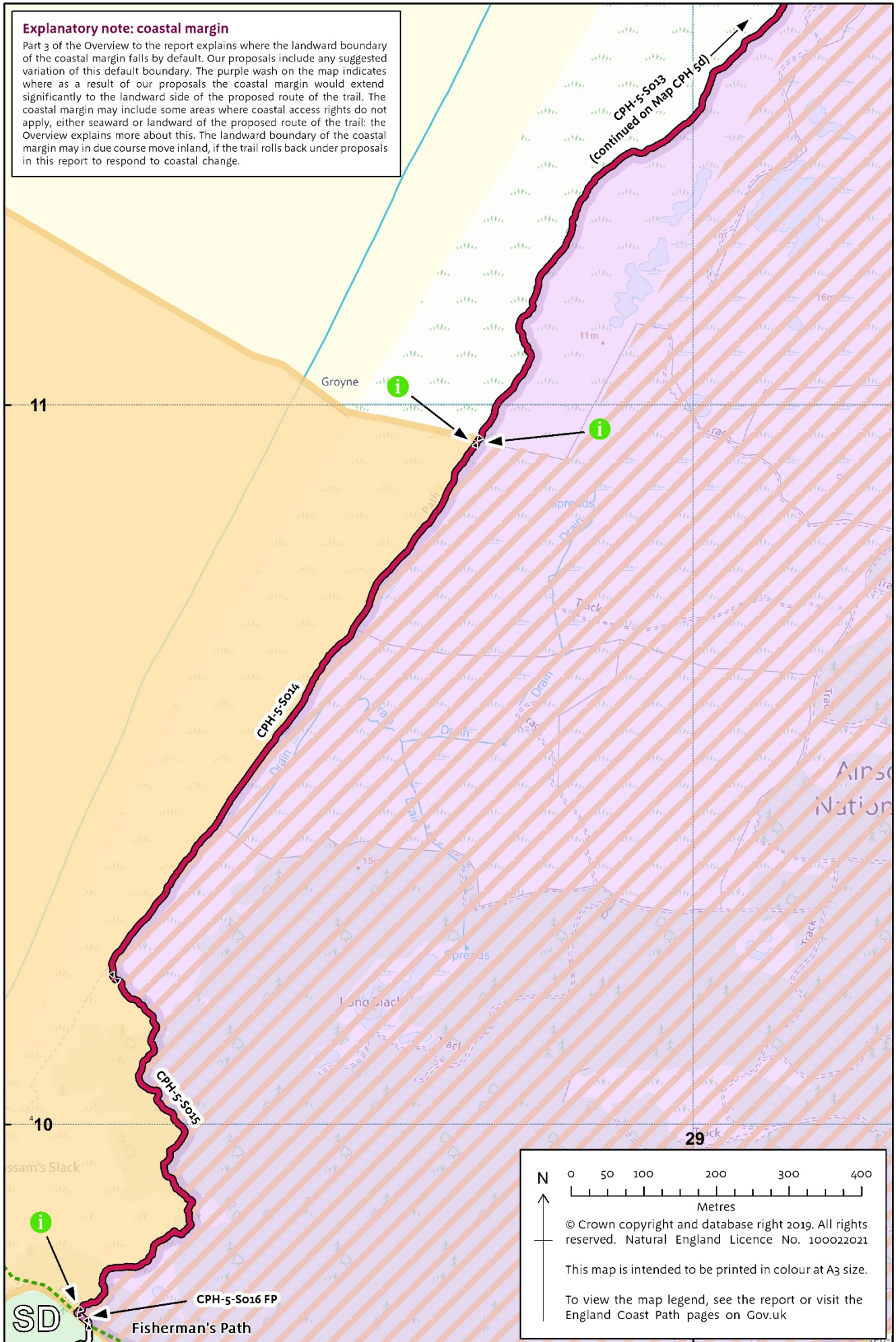
This map is intended to be printed in colour at A3 size.

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



Explanatory note: coastal margin

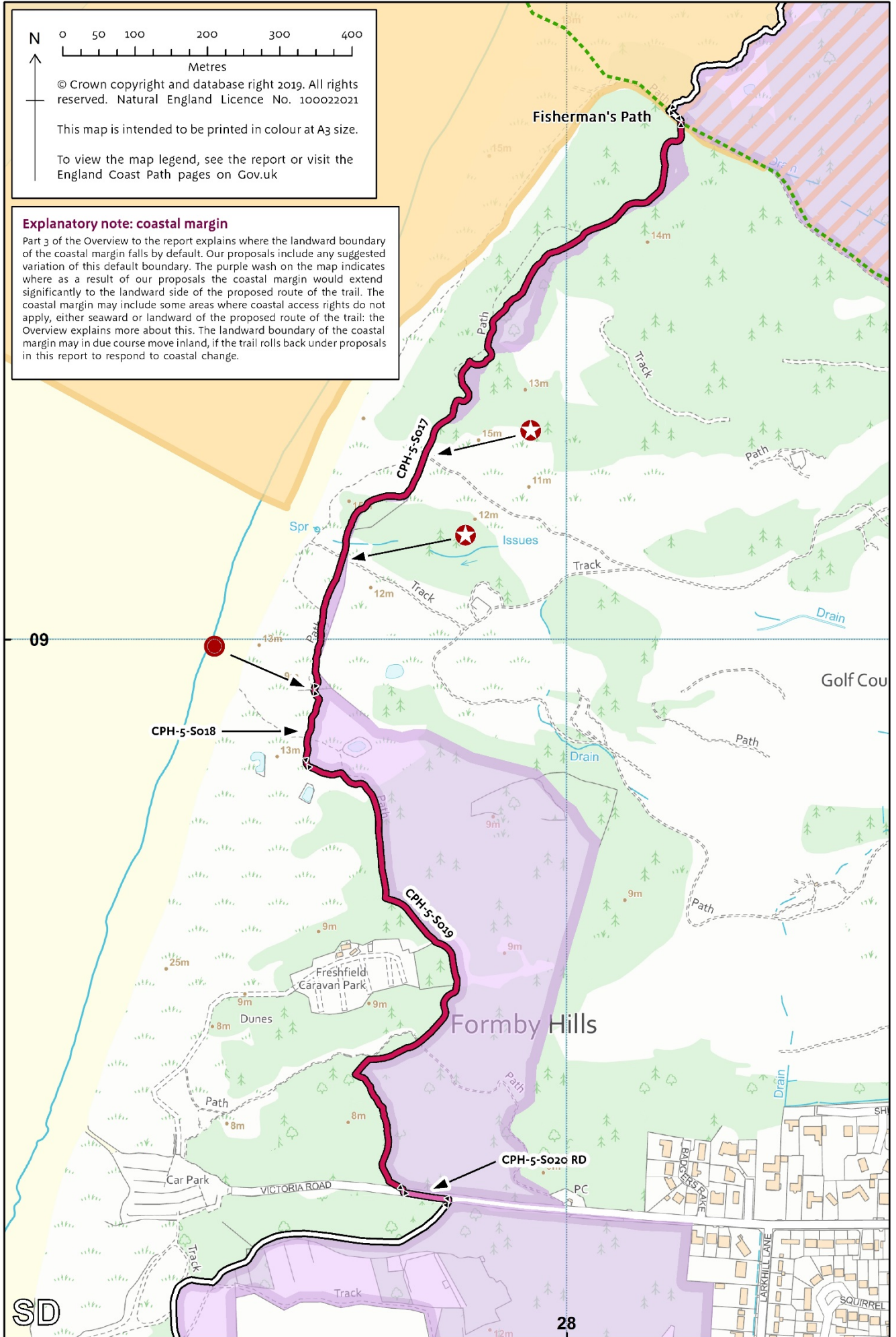
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly 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 5f: Fisherman's Path, Ainsdale to Victoria Road, Formby

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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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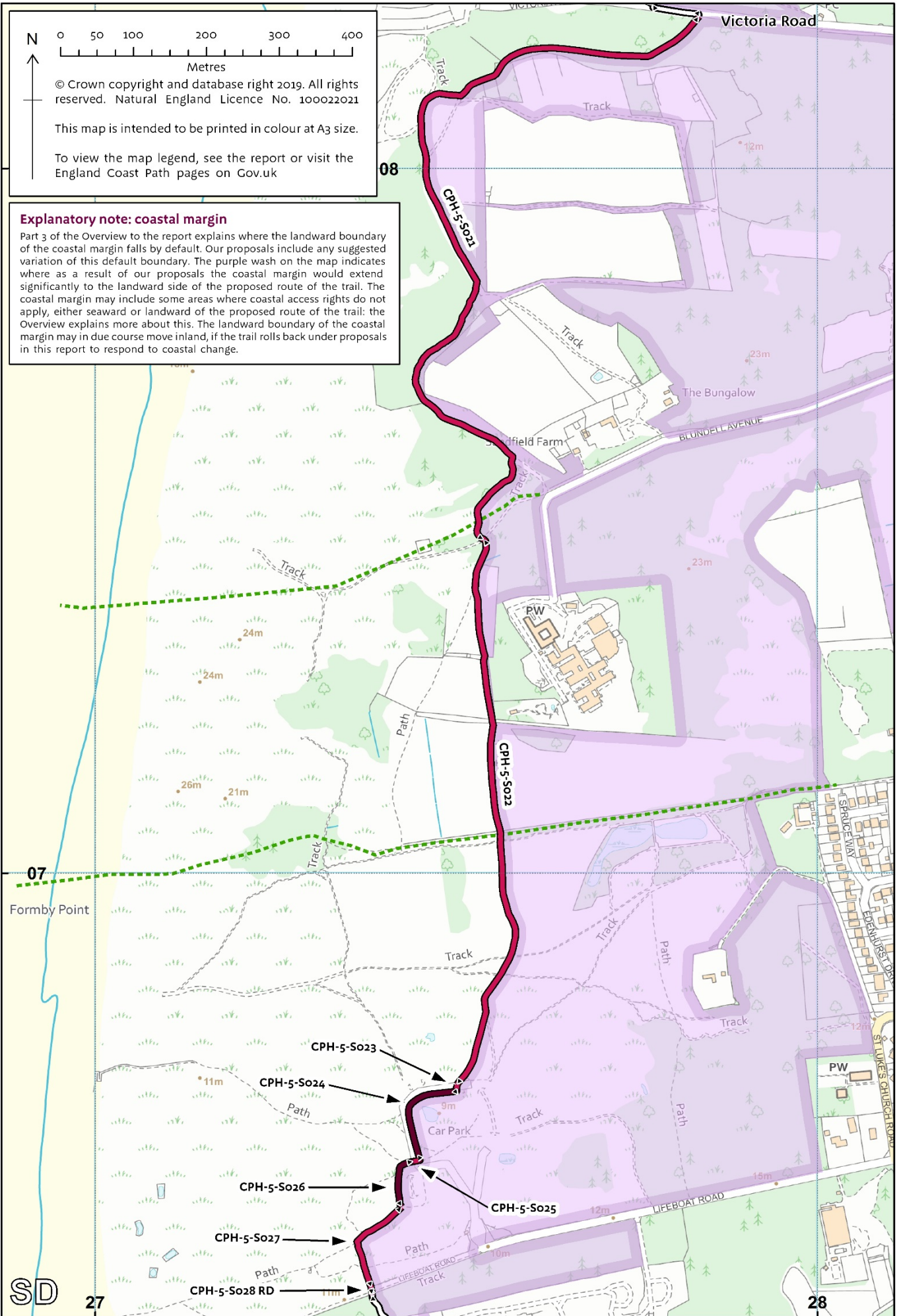
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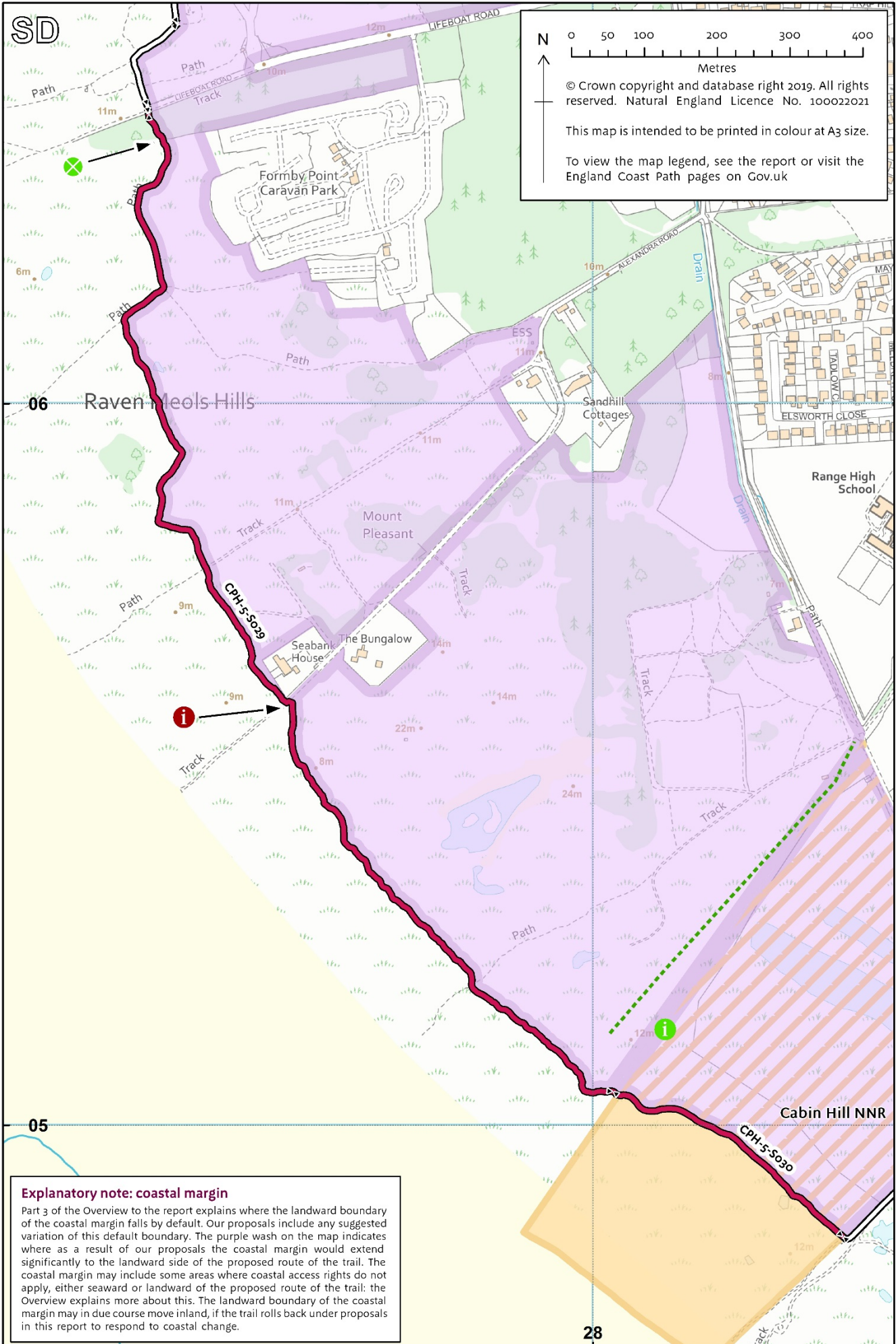
28

Map CPH 5g: Victoria Road, Formby to Lifeboat Road, Formby

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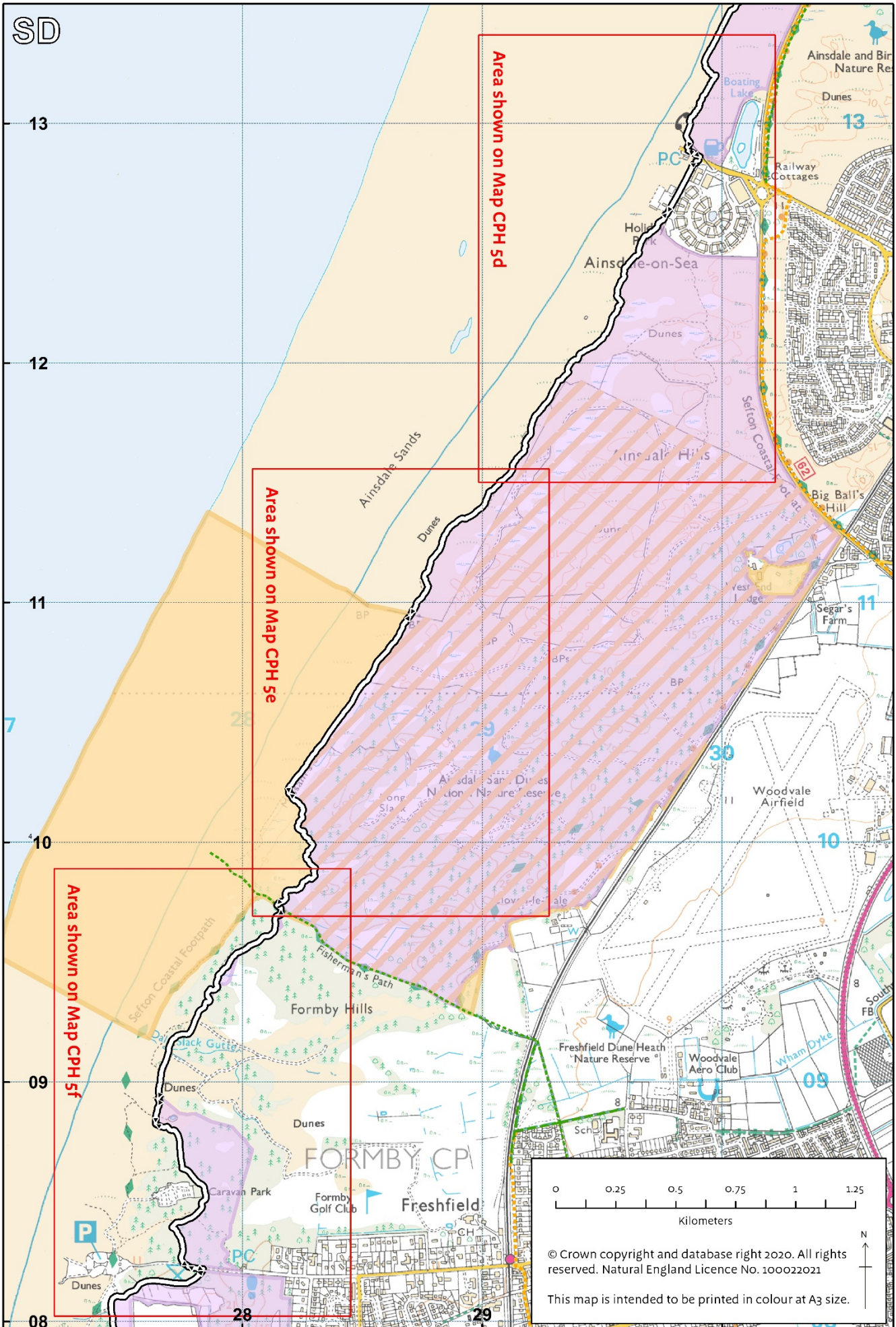
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

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Map CPH 5h: Lifeboat Road, Formby to Cabin Hill NNR, Formby

Map CPH 5i: Ainsdale Sand Dunes NNR Area: Coastal Margin

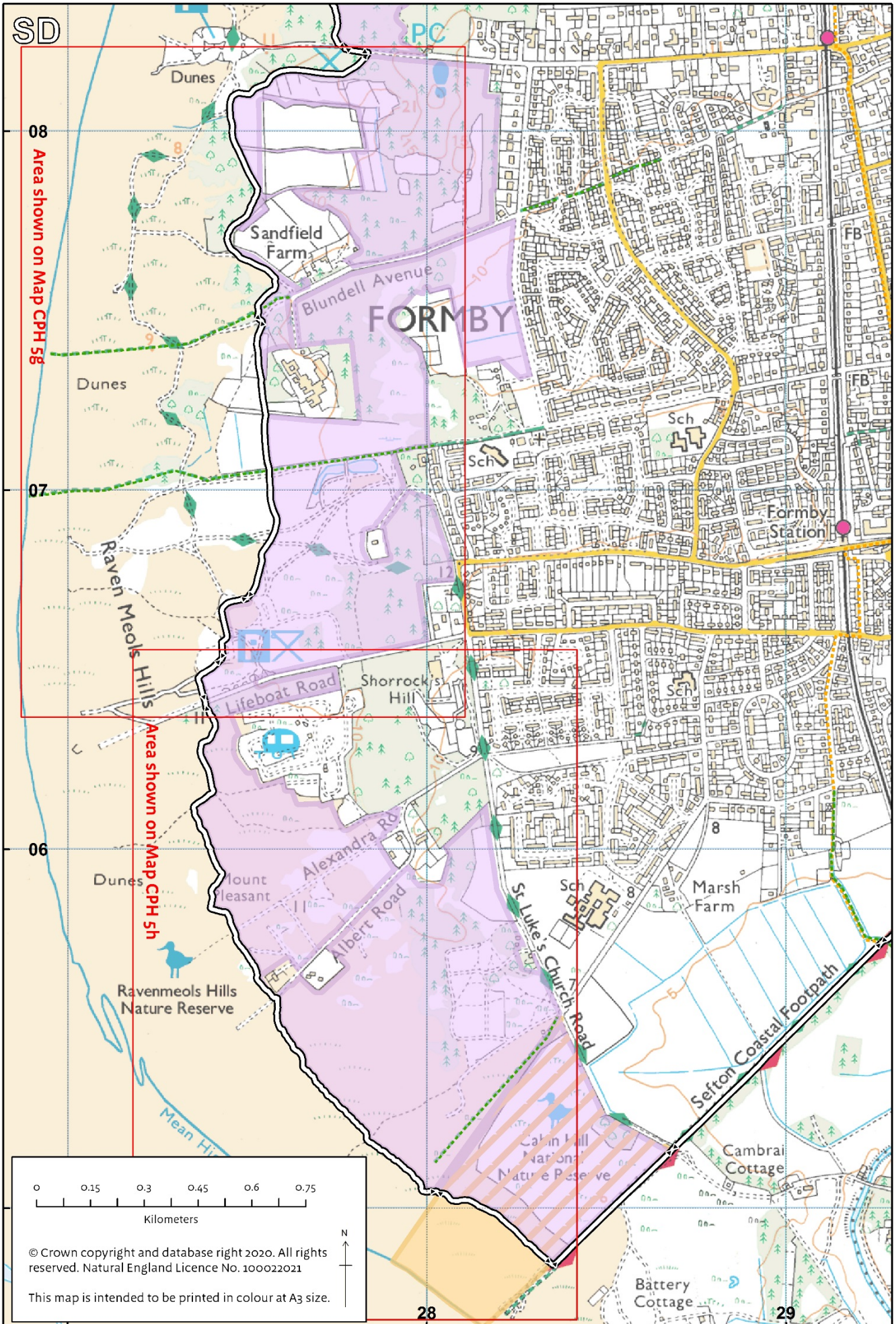


Map CPH 5i: Ainsdale Sand Dunes NNR Area: Coastal Margin

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

Map CPH 5j: Raven Meols Hills LNR area: Coastal Margin

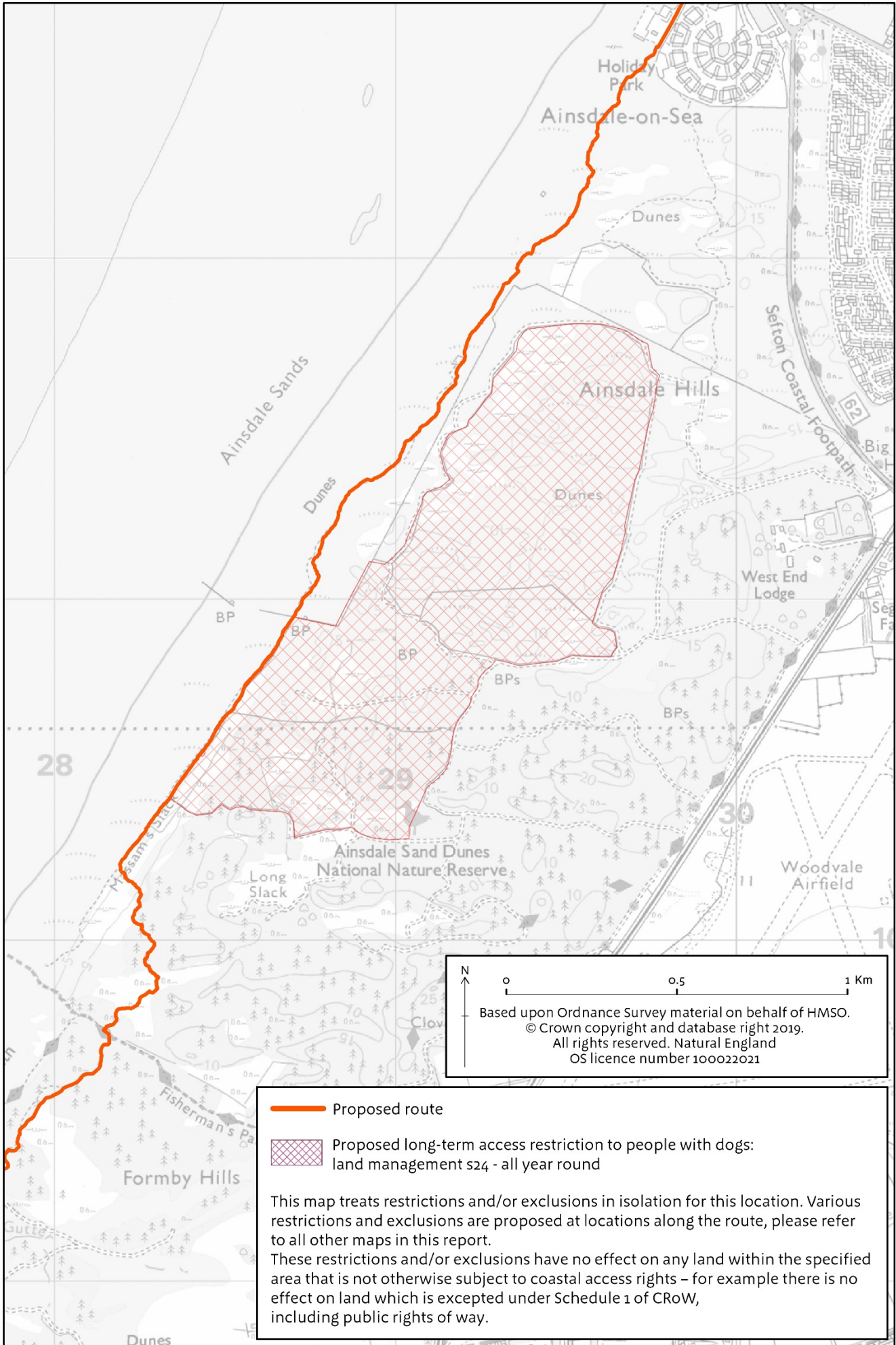
Map CPH 5j: Raven Meols Hills LNR area: Coastal Margin



0 0.15 0.3 0.45 0.6 0.75
 Kilometers

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



- Proposed route
- Proposed long-term access restriction to people with dogs: land management s24 - 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.

Directions Map CPH 5B: Cabin Hill NNR

