

England Coast Path Stretch: Birkenhead to the Welsh border

Report BHW 1: Seacombe Ferry Terminal, Birkenhead to Red Rocks Slipway, Stanley Road, Hoylake

Part 1.1: Introduction

Start Point: Seacombe Ferry Terminal, Birkenhead (grid reference: SD 3254 9082)

End Point: Red Rocks Slipway, Stanley Road, Hoylake (grid reference: SD 2036 8833)

Relevant Maps: BHW 1a to BHW 1j

1.1.1 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 Birkenhead and the Welsh border.

1.1.2 This report covers length BHW 1 of the stretch, which is the coast between Seacombe Ferry Terminal, Birkenhead and Red Rocks Slipway, Stanley Road, Hoylake. 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.

1.1.3 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.

1.1.4 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 1.2: Proposals Narrative

The trail:

1.2.1 Follows existing walked routes, including promenades and pavements along the whole of this length of coastline.

1.2.2 Mainly follows the coastline quite closely and maintains good views of the sea.

1.2.3 Follows a route similar to the existing Wirral Circular Trail.

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.

1.2.4 The following designated sites affect this length of coast:

- Dee Estuary Special Area of Conservation (SAC)
- Liverpool Bay Special Protection Area (SPA)
- Mersey Narrows and North Wirral Foreshore SPA
- Mersey Narrows and North Wirral Foreshore Ramsar site
- The Dee Estuary Ramsar site
- Dee Estuary SPA
- North Wirral Foreshore Site of Special Scientific Interest (SSSI) for its geological and wildlife interest

Map C in the Overview shows the extent of key statutory designations along the stretch of coast between Birkenhead and Welsh Border.

1.2.5 Disturbance from recreational activities to waterbirds that overwinter in the area is a key conservation concern along this length of coast, and whilst the access proposals described in this report will not add to this pressure, there is an opportunity as part of establishing the trail to help address current impacts. For this reason, new signage and information will be installed at several locations on the Wallasey Embankment and on the promenade in Hoylake, explaining how people can help protect birds in these areas, and particularly at high tide when birds are unable to feed and need undisturbed locations to roost.

1.2.6 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. In respect of cultural heritage, we have taken advice from Historic England and others before confirming this conclusion. For more information about how we came to this conclusion in respect of the natural environment; see the following assessments of the access proposals that we have published separately:

- A Habitats Regulations Assessment relating to any potential impact on the conservation objectives of European sites; and
- 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.

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Accessibility:

1.2.7 There are few artificial barriers to accessibility on the proposed route, which makes use of the existing surfaced coastal promenade and pavements wherever these meet the criteria in the Coastal Access Scheme. The entire length of the proposed trail covered by this report will provide a pleasant and accessible route close to the sea, especially suited for those with reduced mobility.

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

Where we have proposed exercising statutory discretions:

1.2.8 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Mersey 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 the ferry terminal at Seacombe, as indicated by the extent of the trail shown on map BHW 1a.

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

1.2.9 **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 section 1.3.1 below.

1.2.10 In some places, 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 owner of this land is content for us to propose this. See section 1.3.1 and relevant maps for details.

1.2.11 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 2. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 5b & 5c [above Table 2] 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.

1.2.12 **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:

1.2.13 The mudflats at Egremont are soft and sinking, which is not readily apparent to walkers and can pose a significant risk. We have held discussions with Wirral MBC, the RNLI and the H.M. Coastguard, and all have indicated that the flats in this area do not provide a safe walking surface. Therefore the following exclusion is proposed:

1.2.14 Access to the land in the coastal margin seaward of route sections BHW-1-S004 to BHW -1-S008 is to be excluded all year round, by direction under section 25A of the Countryside and Rights of Way Act (2000), as it is unsuitable for public access. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Map BHW 1.

1.2.15 The directions we give are intended to avoid any new public rights being created over the area in question in view of the hidden dangers to which new users of the land would be subject because of the local patterns of tidal inundation.

These directions will not prevent or affect:

- any use of the land by existing right (e.g. horse riders, cyclists etc.): such use is not covered by coastal access rights;
- use of any registered rights of common or of any individual or local rights that operate at common law or by Royal Charter etc; or
- any use that people already make of the land with the express permission of the landowner, or where such permission is implied by existing signage, site management arrangements etc.

Any such use that already takes place locally is not prohibited or limited by these arrangements - though it remains open to the landowner, as now, to vary any existing permissions.

Where there is a clear and significant pattern of use of an area of land or a coastal route by local people or the wider public for open-air recreation, without any recognised legal right or express or implied permission for them to do so, we have scrutinised particularly carefully any suggestion that such use should be ended or limited under the new arrangements. CROW exclusions of or restrictions on such use are imposed only as a last resort, if the need is pressing and there is clear evidence that the situation cannot be sufficiently improved through improved access management measures on the ground. See section 6.5 of the Coastal Access Scheme for more information on such management measures. See part 8 of the Overview - 'Restrictions and exclusions' - for a summary for the entire stretch.

1.2.16 **Optional alternative routes:** An optional alternative route is to operate as a diversion from the ordinary route between BHW-1-S040 and BHW-1-S046 when part of the route covered by this report and report BHW 2, south of Red Rocks, is subject to exceptionally high tides. The optional alternative route is to be at the centre of the line shown as route sections BHW-1-OA001 to BHW-1-OA007 on map BHW 1j (this being a continuation of the optional alternative route detailed in the corresponding report BHW 2 and on map BHW 2a). It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

1.2.17 By default, an optional alternative route covers the land two metres either side of the approved line. However, by virtue of s55D(2) of the National Parks and Access to the Countryside Act 1949, where the optional alternative route follows an existing path corridor, we may propose that the trail should adopt a variable width as dictated by the existing physical features on either side. Columns 5a and 5b of table 1.3.2 describe the boundaries of the alternative route strips on any route sections where we have proposed use of this discretion in order to clarify the extent of the access strip.

1.2.18 **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.

1.2.19 We have chosen not to make any such proposal in this report. Accordingly the route is to be at the centre of the line shown on maps BHW 1a to BHW 1j as the proposed route of the trail.

Other future change:

1.2.20 The route of the trail in this report incorporates the use of a ferry, across the River Mersey from Pier Head, Liverpool to Seacombe ferry terminal. Should this existing service cease altogether in the future or become less suitable for the purpose, Natural England will review its trail alignment and, if appropriate, will prepare a separate variation report to the Secretary of State to ensure an uninterrupted journey for this part of the coast.

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

Establishment of the trail:

1.2.21 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.

1.2.22 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £13,346 and is informed by:

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

1.2.23 The main element to the overall cost includes:

New signs and information boards would be needed on the trail, in particular on route sections close to sensitive features and where the proposed route slightly differs from that of the existing Wirral Circular 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
Signage and interpretation	£ 12,133
Project management	£ 1,213
Total	£13,346 (Exclusive of any VAT payable)

1.2.24 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, Wirral MBC 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:

1.2.25 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).

1.2.26 We estimate that the annual cost to maintain the trail will be £ 2,210 (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 1.3: Proposals Tables

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

1.3.1 Section details: Maps BHW 1a to BHW 1j - Seacombe Ferry Terminal, Birkenhead to Red Rocks Slipway, Hoylake

Key notes on Table 2:

1. Column 2 – an asterisk (*) against the route section number means see also Table 4: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section.
3. Column 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate. “No” means none present on this route section.
4. Columns 5b and 5c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 5a, that would be its landward boundary instead.

Table 2: Section details

1 Map(s)	2 Route section number(s)	3 Current status of route section(s)	4 Roll-back proposed? (See Part 7 of Overview)	5 Landward margin contains coastal land type?	5b Proposal to specify landward boundary of margin (See maps)	5c Reason for landward boundary proposal	6 Explanatory notes
BHW 1a	BHW-1-S001	Public footway (pavement)	No	No	Edge of pavement	Clarity and cohesion	
BHW 1a	BHW-1-S002 to BHW-1-S005	Cycle track (pedestrian)	No	No	Edge of promenade	Clarity and cohesion	
BHW 1a	BHW-1-S006	Public footway (pavement)	No	No	Edge of promenade	Clarity and cohesion	
BHW 1a	BHW-1-S007	Public highway	No	No			
BHW 1a to 1b	BHW-1-S008	Cycle track (pedestrian)	No	No	Edge of promenade	Clarity and cohesion	

1 Map(s)	2 Route section number(s)	3 Current status of route section(s)	4 Roll-back proposed? (See Part 7 of Overview)	5 Landward margin contains coastal land type?	5b Proposal to specify landward boundary of margin (See maps)	5c Reason for landward boundary proposal	6 Explanatory notes
BHW 1c	BHW-1-S009 and BHW-1-S010	Public footway (pavement)	No	No	Edge of pavement	Clarity and cohesion	
BHW 1c	BHW-1-S011	Cycle track (pedestrian)	No	No	Edge of promenade	Clarity and cohesion	
BHW 1c	BHW-1-S012	Public highway	No	No	Edge of promenade	Clarity and cohesion	
BHW 1c	BHW-1-S013	Cycle track (pedestrian)	No	No	Various	Clarity and cohesion	Boundary features include fence and wall
BHW 1d	BHW-1-S014	Cycle track (pedestrian)	No	No	Edge of pavement	Clarity and cohesion	
BHW 1d	BHW-1-S015	Other existing walked route	No	No			
BHW 1d	BHW-1-S016	Other existing walked route	No	No	Various	Clarity and cohesion	Boundary features include bank and edge of track
BHW 1e	BHW-1-S017	Cycle track (pedestrian)	No	No	Various	Clarity and cohesion	Boundary features include fence, edge of pavement and wall
BHW 1e	BHW-1-S018	Other existing walked route	No	No	Various	Clarity and cohesion	Boundary features include fence, edge of pavement and wall

1 Map(s)	2 Route section number(s)	3 Current status of route section(s)	4 Roll-back proposed? (See Part 7 of Overview)	5 Landward margin contains coastal land type?	5b Proposal to specify landward boundary of margin (See maps)	5c Reason for landward boundary proposal	6 Explanatory notes
BHW 1e & 1f	BHW-1-S019 and BHW-1-S020	Other existing walked route	No	No	Edge of path	Clarity and cohesion	
BHW 1f	BHW-1-S021	Other existing walked route	No	No	Fence line	Clarity and cohesion	
BHW 1f to 1h	BHW-1-S022	Other existing walked route	No	No	Various	Additional landward area	Boundary features of the common include edge of track, seaward edge of pavement, seaward edge of track; hedge, bank and fences
BHW 1h	BHW-1-S023	Public highway	No	No	Various	Clarity and cohesion	Boundary features include wall then 2m default
BHW 1h	BHW-1-S024	Public footway (pavement)	No	No	Edge of pavement	Clarity and cohesion	
BHW 1h	BHW-1-S025 to BHW-1-S028	Cycle track (pedestrian)	No	No	Edge of pavement	Clarity and cohesion	
BHW 1h	BHW-1-S029	Public highway	No	No			
BHW 1i	BHW-1-S030	Cycle track (pedestrian)	No	No	Various	Clarity and cohesion	Boundary features include wall and edge of cycle track

1 Map(s)	2 Route section number(s)	3 Current status of route section(s)	4 Roll-back proposed? (See Part 7 of Overview)	5 Landward margin contains coastal land type?	5b Proposal to specify landward boundary of margin (See maps)	5c Reason for landward boundary proposal	6 Explanatory notes
BHW 1i	BHW-1-S031 and BHW-1-S032	Public highway	No	No			
BHW 1i	BHW-1-S033	Cycle track (pedestrian)	No	No	Edge of pavement	Clarity and cohesion	
BHW 1i	BHW-1-S034	Public highway	No	No			
BHW 1i	BHW-1-S035	Cycle track (pedestrian)	No	No	Edge of pavement	Clarity and cohesion	
BHW 1i	BHW-1-S036	Public highway	No	No			
BHW 1i	BHW-1-S037	Cycle track (pedestrian)	No	No	Edge of pavement	Clarity and cohesion	
BHW 1i	*BHW-1-S038	Public highway	No	No			
BHW 1j	*BHW-1-S039 to BHW-1-S041	Public footway (pavement)	No	No	Edge of pavement	Clarity and cohesion	
BHW 1j	*BHW-1-S042	Public highway	No	No			
BHW 1j	*BHW-1-S043 to BHW-1-S046	Public footway (pavement)	No	No	Edge of pavement	Clarity and cohesion	

1.3.2 Optional alternative route details: Maps BHW 1a to BHW 1j - Seacombe Ferry Terminal, Birkenhead to Red Rocks Slipway, Hoylake

Key notes on Table 3:

1. Column 2 – an asterisk (*) against the route section number means see also Table 4: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section.
3. Columns 5a and 5b – An entry in either or both of these columns denotes a proposal to align the seaward or landward boundary (as the case may be) of this section of the alternative route strip with the physical feature(s) shown. No text in the column means no such proposal, meaning that the edge of the alternative route strip would be at the default width of 2 metres on the relevant side of the route’s centre line.

Table 3: Optional alternative route section details

1 Map(s)	2 Route section number(s)	3 Current status of route section(s)	4 Roll-back proposed? (See Part 7 of Overview)	5a Proposal to specify seaward boundary of alternative route strip	5b Proposal to specify landward boundary of alternative route strip	6 Explanatory notes
BHW 1j	BHW-1-OA001	Public footway (pavement)	No	Wall	Edge of pavement	
BHW 1j	BHW-1-OA002	Public highway	No			
BHW 1j	BHW-1-OA003	Public footway (pavement)	No	Pavement edge	Edge of pavement	
BHW 1j	BHW-1-OA004	Public highway	No			
BHW 1j	BHW-1-OA005 to BHW-1-OA007	Public footway (pavement)	No	Wall	Edge of pavement	

1.3.3 Other options considered: Maps BHW 1a to BHW 1j - Seacombe Ferry Terminal, Birkenhead to Red Rocks Slipway, Hoylake

Table 4: Other options considered

Map(s)	Route section number(s)	Other option(s) considered	Reasons for not proposing this option
BHW 1j	BHW-1-S038 to BHW-1-S046	We considered aligning the trail along the foreshore between the end of the promenade at The King's Gap and the Red Rocks slipway	We opted for the proposed route because: it is available all year round and is not affected by high tides; 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.

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 1.4: Proposals Maps

Table 5: Map index

Map reference	Map title
BHW 1a	Seacombe Ferry Terminal, Birkenhead to Trafalgar Avenue, Egremont Promenade
BHW 1b	Trafalgar Avenue, Egremont Promenade to Tower Grounds Park, New Brighton
BHW 1c	Tower Grounds Park, New Brighton to 'Pierrot' Roundabout, New Brighton
BHW 1d	Pierrot Roundabout, New Brighton to West Cheshire Sailing Club, Off Coastal Drive
BHW 1e	West Cheshire Sailing Club, Off Coastal Drive to North Wirral Coastal Park (The Gunsite)
BHW 1f	North Wirral Coastal Park (The Gunsite) to North Wirral Coastal Park (Leasowe Common)
BHW 1g	North Wirral Coastal Park (Leasowe Common) to Wirral Beach Caravan Park, Meols
BHW 1h	Wirral Beach Caravan Park, Meols to Sandhey Slipway, Meols Parade
BHW 1i	Sandhey Slipway, Meols Parade to The King's Gap, Hoylake
BHW 1j	The King's Gap, Hoylake to Red Rocks Slipway, Stanley Road, Hoylake
Directions Map BHW 1	Seacombe Mudflats: Proposed direction under s25A CROW

PROPOSALS

Trail Sections

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

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

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

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

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

Coastal Margin

Explanatory note

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

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

Other Information

Other access rights and routes

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

Infrastructure types

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

Bridges:

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

Stiles:

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

Gates:

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

Miscellaneous:

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

Infrastructure status

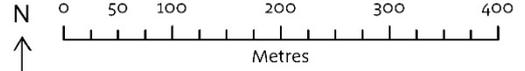
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

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

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

Explanatory note: coastal margin

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.

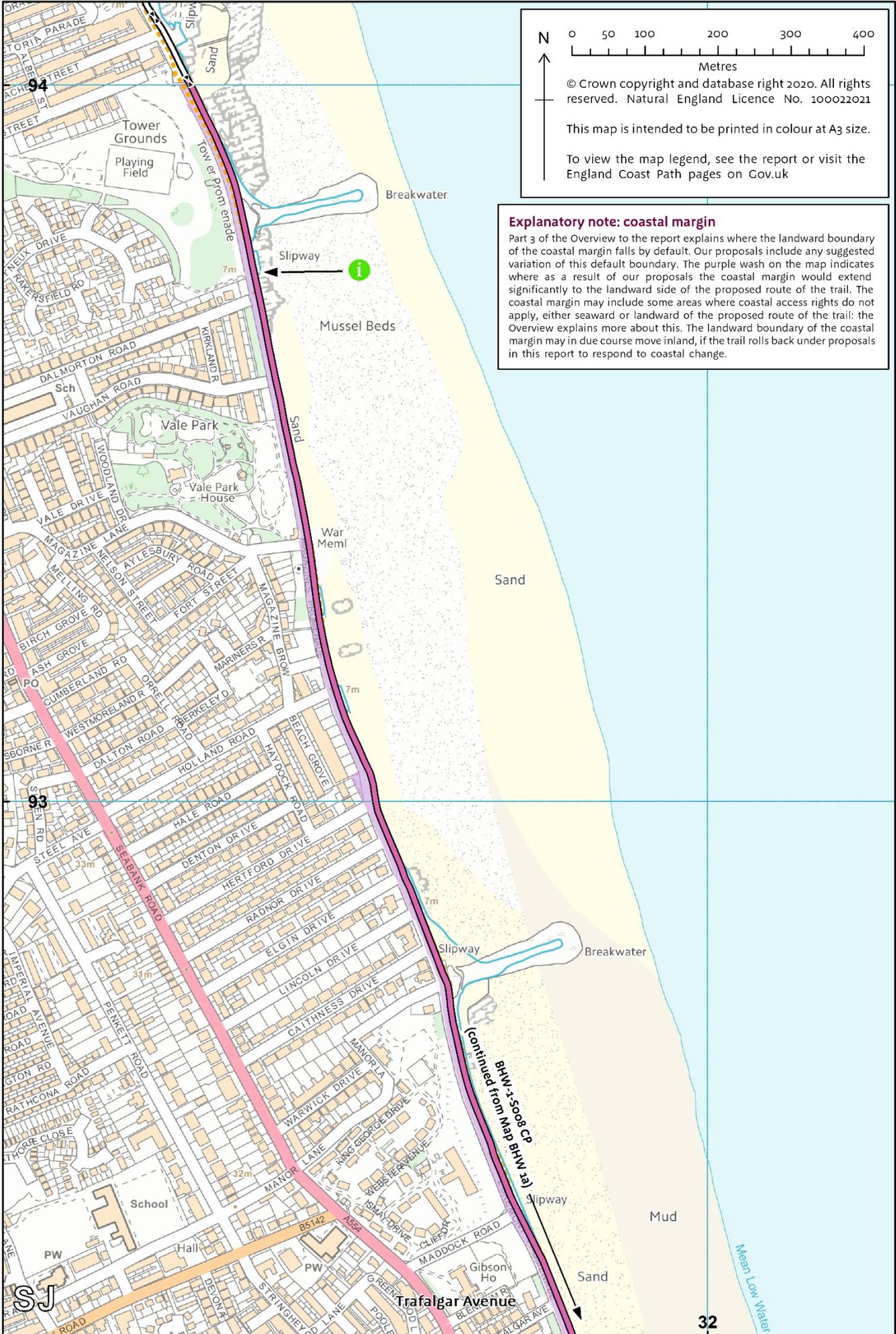


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Metres

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Explanatory note: coastal margin

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Map BHW 1b: Trafalgar Avenue, Egremont Promenade to Tower Grounds Park, New Brighton

SJ

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Map BHW 1c: Tower Grounds Park, New Brighton to 'Pierrot' Roundabout, New Brighton

Explanatory note: coastal margin

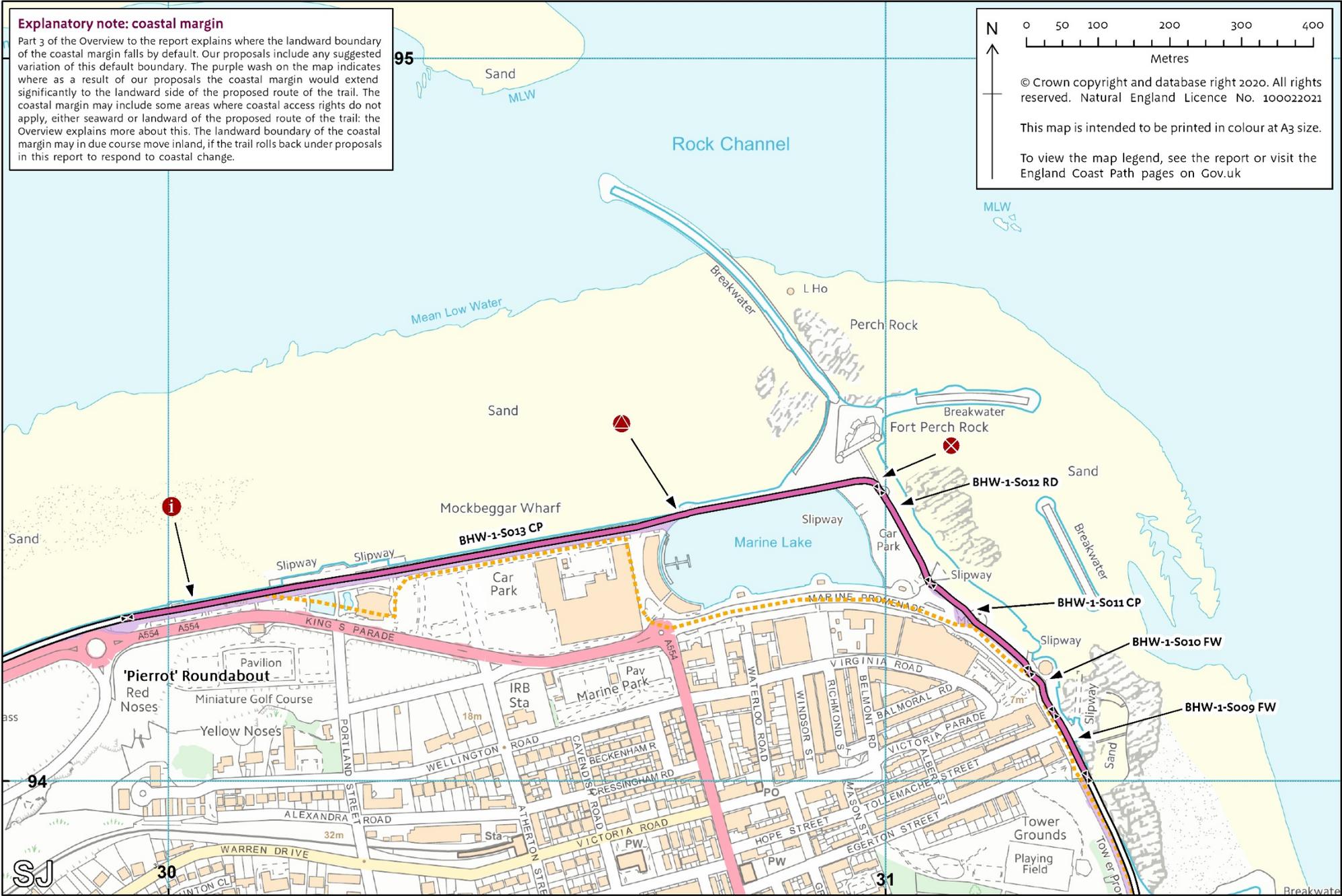
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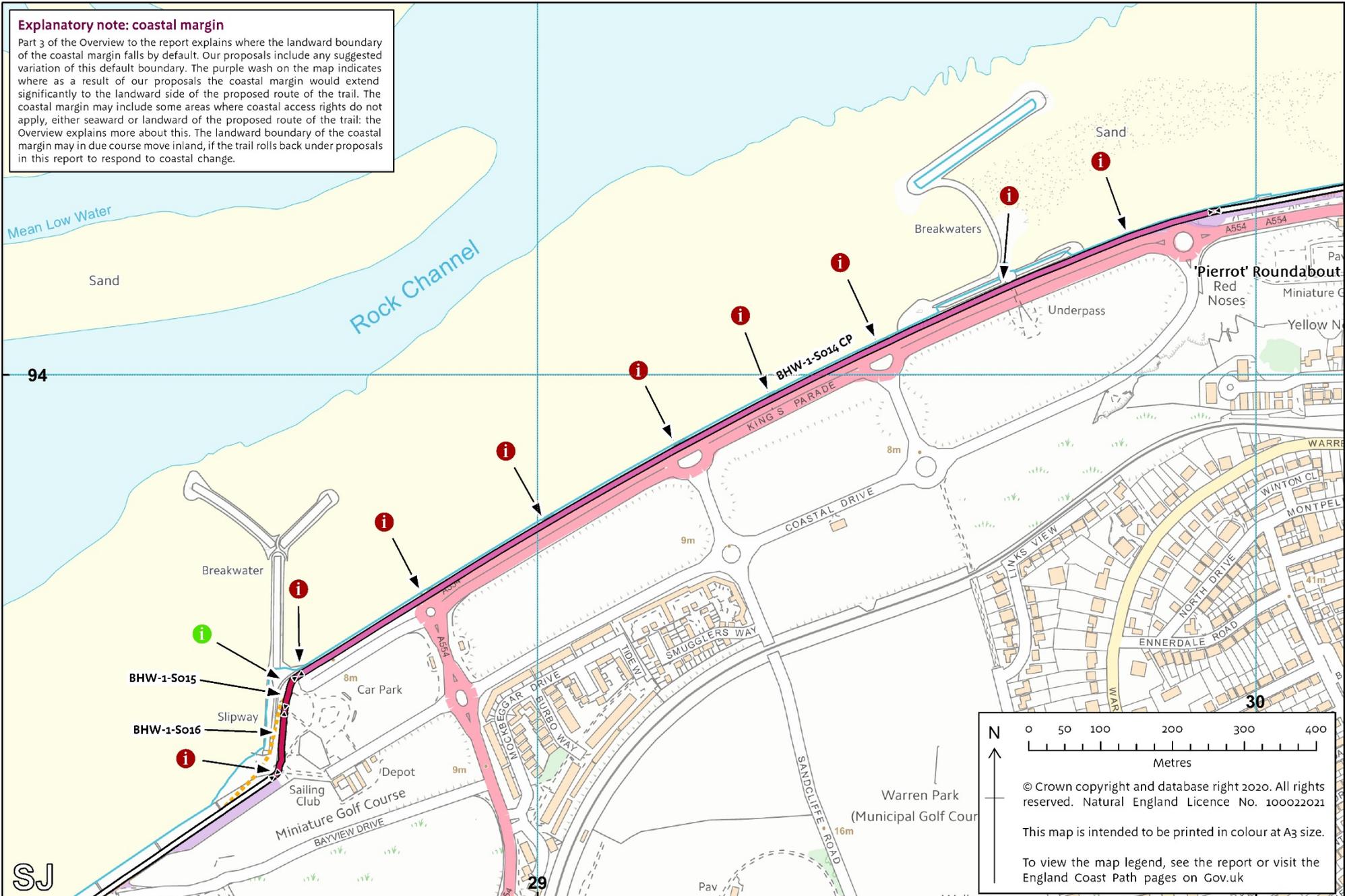
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk



Map BHW 1c: Tower Grounds Park, New Brighton to 'Pierrot' Roundabout, New Brighton

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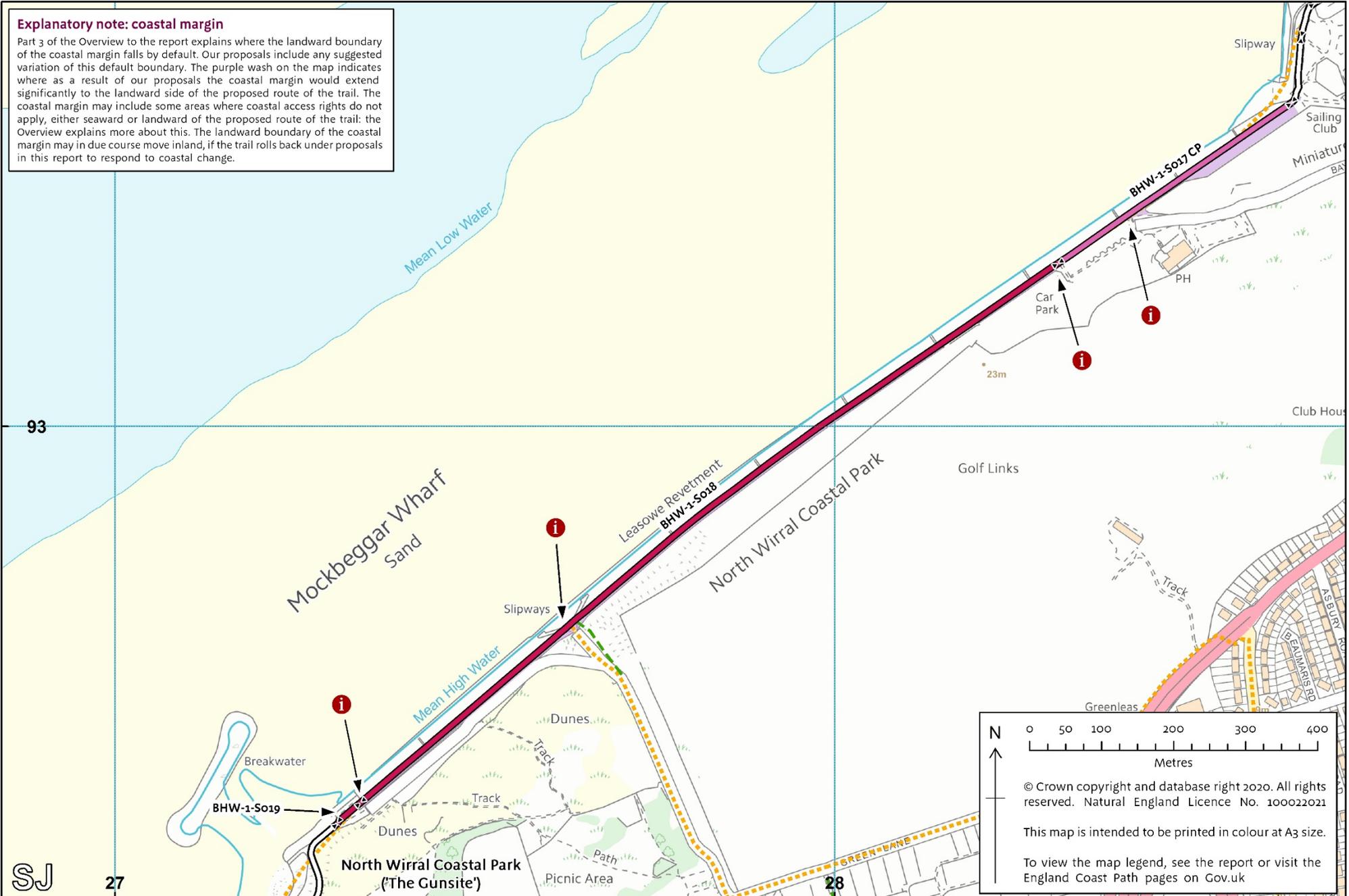
This map is intended to be printed in colour at A3 size.

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

Map BHW 1e: West Cheshire Sailing Club, Off Coastal Drive to North Wirral Coastal Park ('The Gunsite')

Explanatory note: coastal margin

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Map BHW 1e: West Cheshire Sailing Club, Off Coastal Drive to North Wirral Coastal Park ('The Gunsite')

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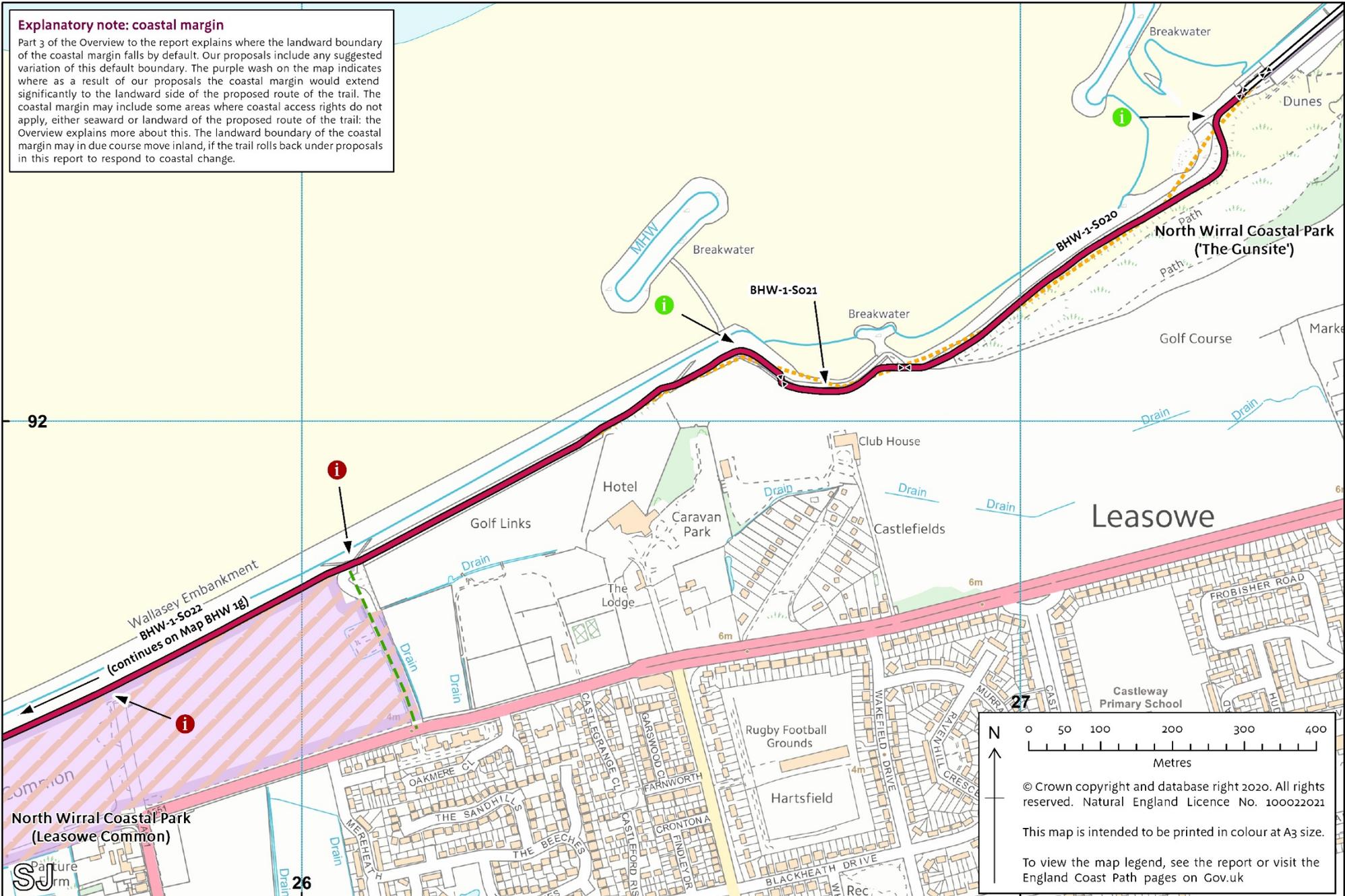
This map is intended to be printed in colour at A3 size.

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

Map BHW 1f: North Wirral Coastal Park ('The Gunsite') to North Wirral Coastal Park (Leasowe Common)

Explanatory note: coastal margin

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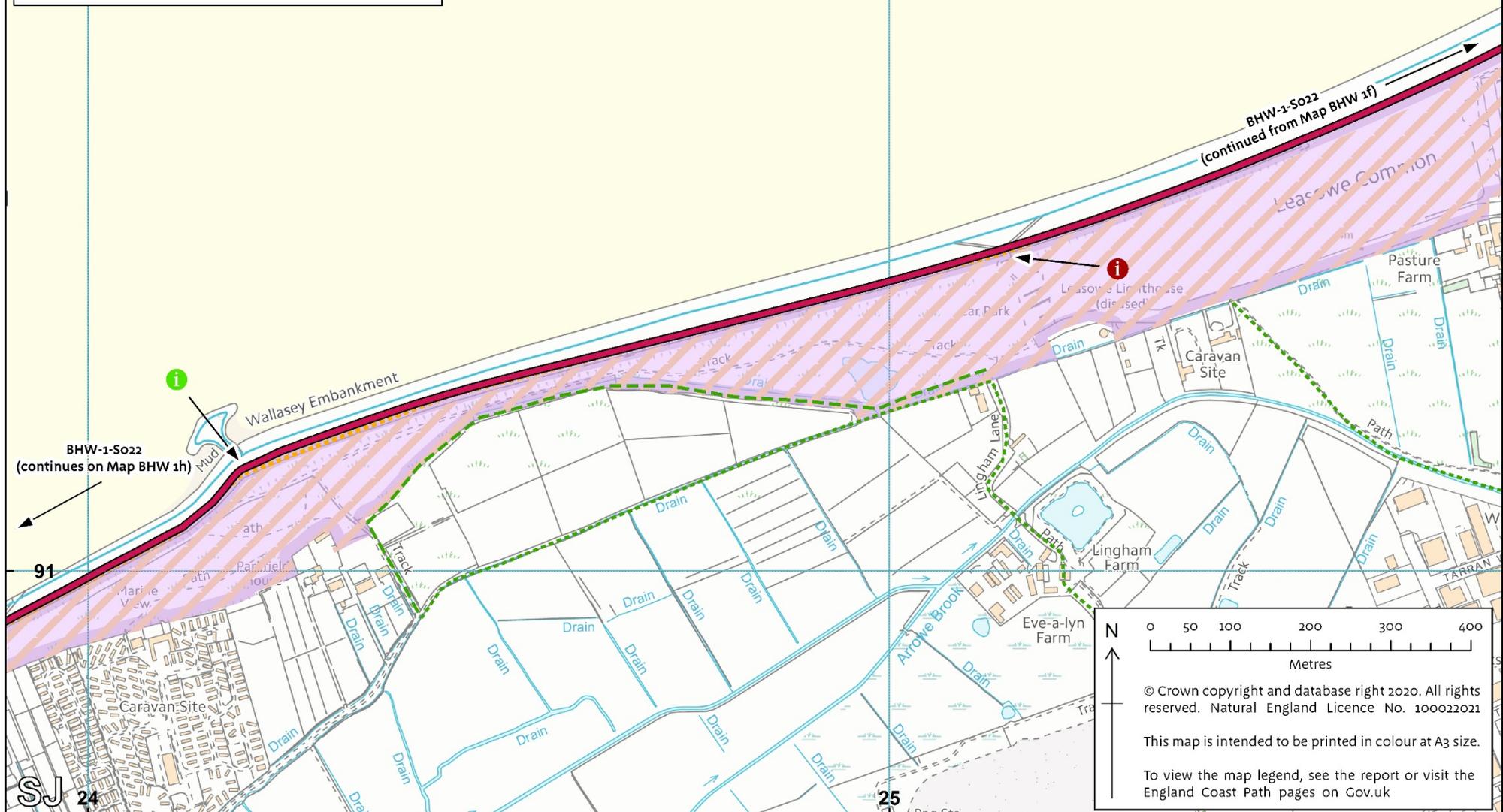
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To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

Map BHW 1f: North Wirral Coastal Park ('The Gunsite') to North Wirral Coastal Park (Leasowe Common)

Explanatory note: coastal margin

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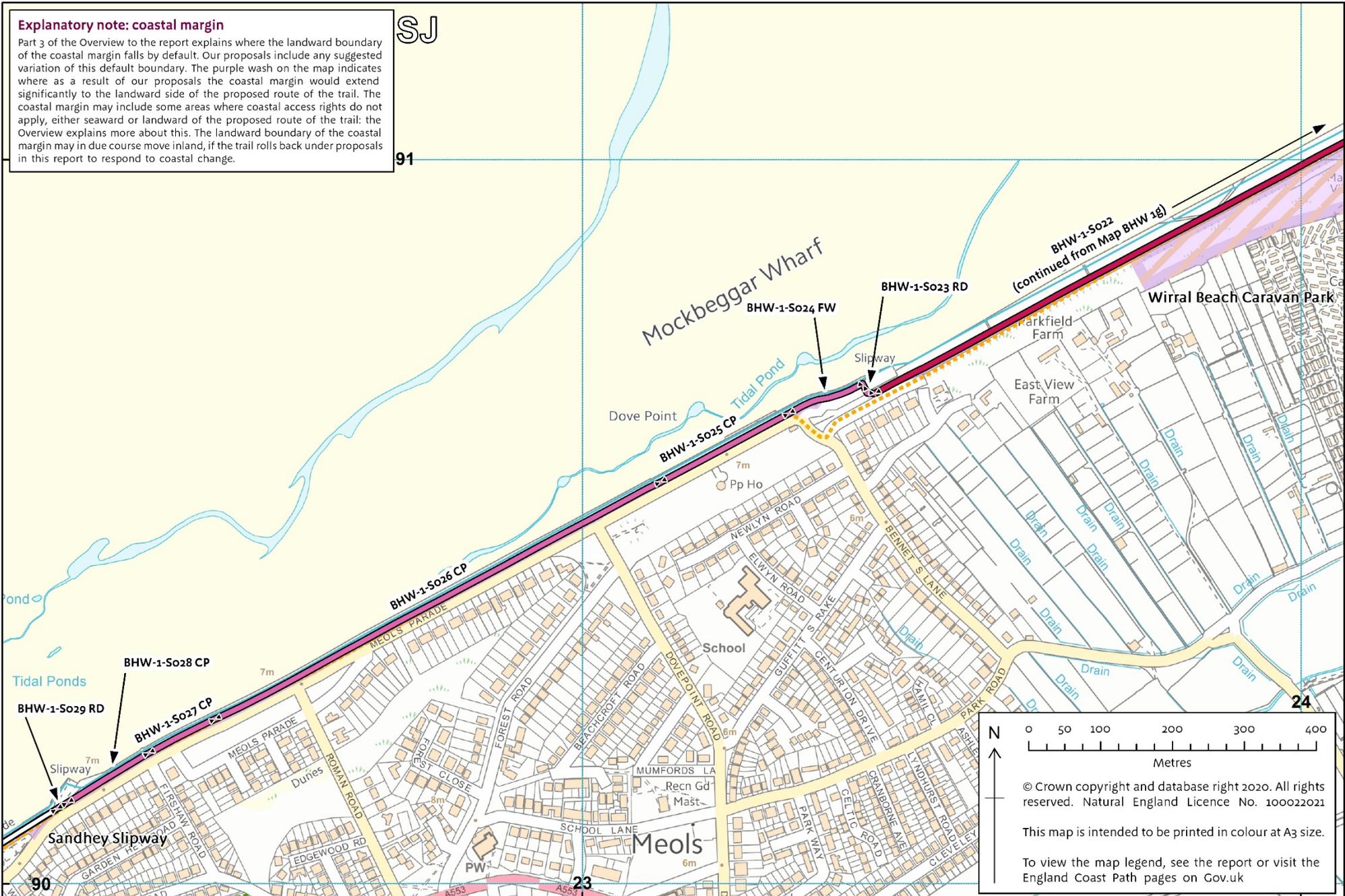


Map BHW 1g: North Wirral Coastal Park (Leasowe Common) to Wirral Beach Caravan Park, Meols

Map BHW 1h: Wirral Beach Caravan Park, Meols to Sandhey Slipway, Meols Parade

Explanatory note: coastal margin

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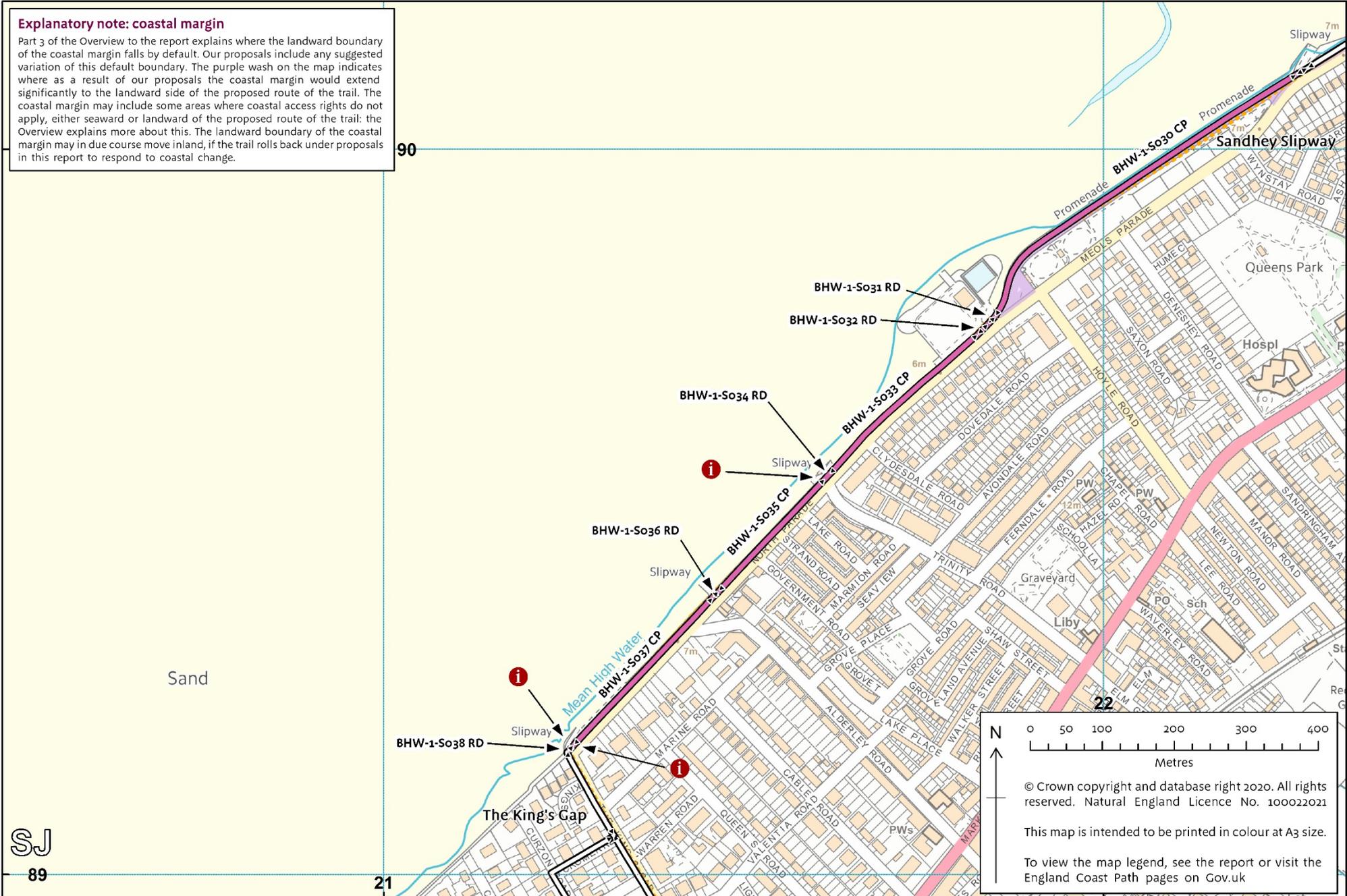
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Map BHW 1i: Sandhey Slipway, Meols Parade to The King's Gap, Hoylake

Explanatory note: coastal margin

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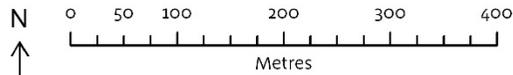
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Map BHW 1j: The King's Gap, Hoylake to Red Rocks Slipway, Stanley Road, Hoylake



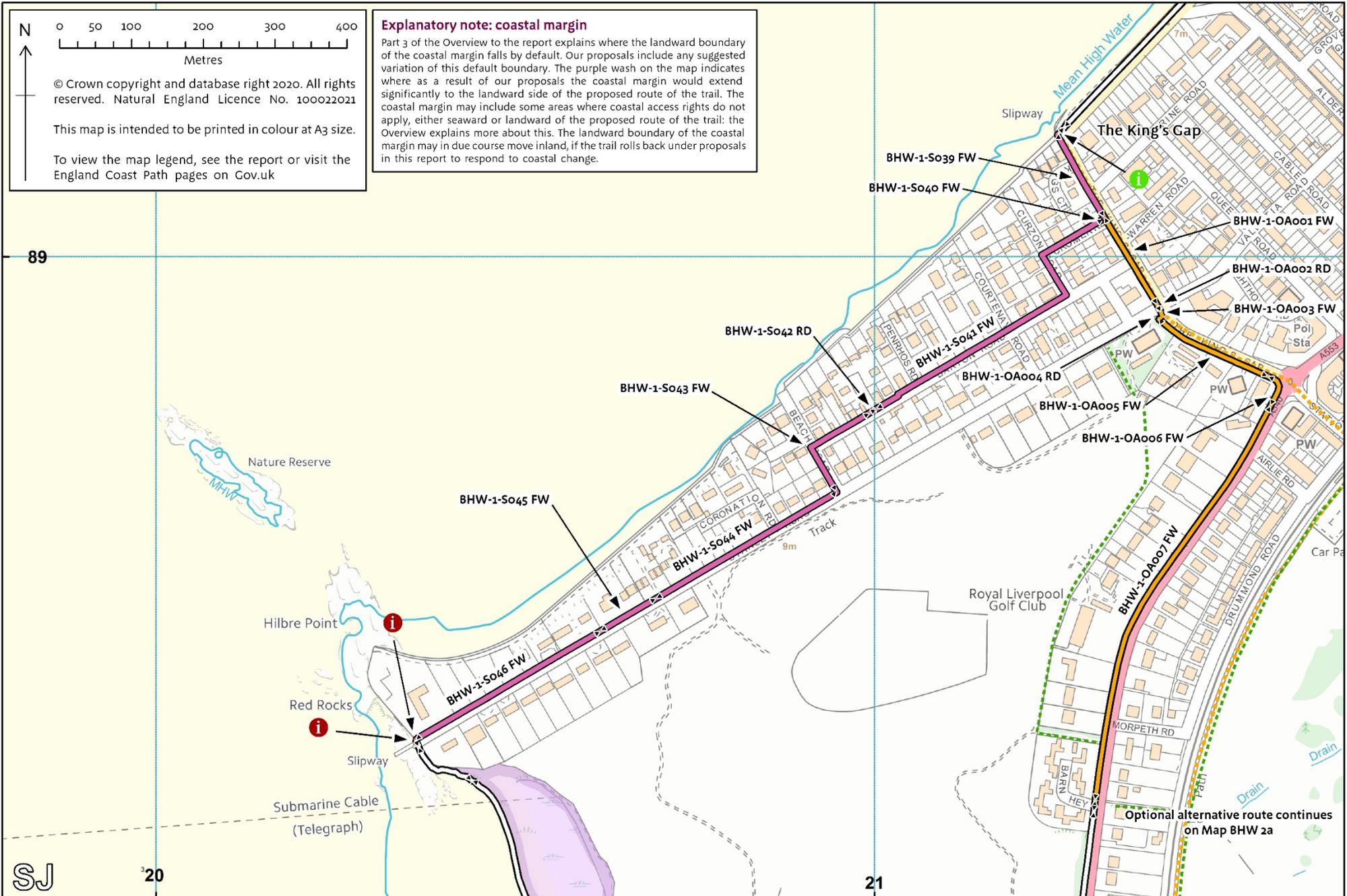
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Explanatory note: coastal margin

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Directions Map BHW 1: Seacombe Mudflats

