

LANCASHIRE

Coastal Way

The Coastal way is a 137 mile footpath following the coastline between Merseyside and Cumbria. The Lancashire coastline, much of which is of international ornithological interest comprises a variety of landscapes from the distinctive limestone scenery of Arnsdale / Silverdale Area of Outstanding Natural Beauty, through grazed saltmarshes and agricultural land, the seaside resorts of Morecambe and Blackpool and the Fylde coast, as well as the major river estuaries of the Lune, Wyre and Ribble.



Walking the Coastal Way will enable you to relive history as well as observe today's coastal activities. See the small creeks home to early inhabitants and the relics of coastal fortifications and early Christianity. Witness the evidence of early industries based on iron, salt and limestone, alongside the modern businesses of British Aerospace, Nuclear Electric, British Gas and ICI. The busy harbours at Fleetwood, Heysham and Glasson Dock contrast sharply with the holiday atmosphere of the seaside resorts.

Above all the coastal way provides spectacular views of Morecambe Bay, the Bowland Fells and the Lake District, and the opportunity, particularly in spring and autumn, to observe the large variety of waders and seabirds for which the Lancashire coast and estuaries are internationally important.



ENJOY YOUR WALK:

But please remember to follow these simple requests:

- KEEP TO THE COASTAL WAY PATH.
- FASTEN ALL GATES BEHIND YOU.
- KEEP YOUR DOG ON A LEAD.
- TAKE YOUR LITTER HOME WITH YOU.

HORSES AND BIKES ARE ONLY ALLOWED ON BRIDLEWAYS. THESE ARE MARKED BY BLUE ARROWS.

BIRD SPOTTING

Birds that you might see from the path include:

oystercatcher	pink-footed goose	redshank	eider
grey plover	curlew	pintail	dunlin
golden plover	lapwing	goldeneye	red-breasted merganser
turnstone	shelduck	cormorant	
knot	bar-tailed godwit		

SILVERDALE

Silverdale's charms were first made public by Elizabeth Gaskell, the Victorian novelist who has since had the main hall in the village named after her. Mrs. Gaskell was a frequent visitor to Lindeth Tower near to Wolf house. This house is now been converted into a craft centre selling high quality crafts, glass and knitwear.

ARNSIDE/SILVERDALE AONB (Area of Outstanding Natural Beauty)

The Arnside/Silverdale AONB is characterised by low limestone hills, deciduous woodlands and valleys that form sheltered agricultural land. This landscape has led to the formation of several types of valuable habitat including saltmarshes, limestone cliffs, reclaimed mosses, reedbed and limestone pasture. These support many rare species of plants and animals. The area is especially notable for its extensive areas of limestone pavement which have formed over thousands of years. The pavements form a unique and irreplaceable landscape and are of considerable biological and geological interest. In the past many pavements have been damaged, but they are now protected by Limestone Pavement Orders which makes the removal or damage of stone illegal.

WARTON VILLAGE

Warton Village has a long history with a church in the village dating from the 14th Century. There are strong American connections, with a house in Warton believed to have been home to the Washington family for a time. St. Oswald's church in the village has the Washington coat of arms decorating its walls, from which the Stars and Stripes flag is presumed to have evolved. The celebration of American links takes place with the hoisting of the Stars and Stripes every 4th July in the village.

WARTON CRAG

Warton Crag is a prominent limestone hill located on the southern edge of the Arnside/Silverdale AONB. It has a wide diversity of natural habitat and is rich in wildlife including nationally rare species of plants and animals. Much of the site is a Site of Special Scientific Interest (SSSI) and Local Nature Reserve (LNR). The Crag offers extensive views over Morecambe Bay and the Lake District.

CARNFORTH

Carnforth has a long association with the railways dating back to 1846, when the first station opened. The town further expanded when it formed the junction of 3 railway lines. Later, Carnforth was also linked to the coalfields of Durham by the South Durham and Lancashire railway. Carnforth's rich tradition of railways is now commemorated at the Steamtown Railway Museum, which houses many locomotives.

MORECAMBE BAY

The walk overlooks Morecambe Bay which, together with the Lune Estuary, has one of the biggest over-wintering and passage populations of wading birds in Britain. It forms part of a network of estuaries where migrating birds can feed and roost before continuing on with their long journeys. The extensive inter-tidal mud flats and fringing marshes of Morecambe Bay are part of the Lune Estuary/Morecambe Bay Site of Special Scientific Interest and the Wyre/Lune Wildlife Sanctuary. The mussel beds off Knot Endon Sea support large numbers of oystercatcher and turnstone. The mud flats in the Bay may look uninviting, but they attract great numbers of waders and shelduck at low tide. Several species roost on the salt marshes in winter. At high tide this can mean that they are close to the route of the Coastal Way so please keep to the path and have your dog on a lead. Flocks of lapwing, golden plover and over-wintering pink-footed geese use the inland fields.

MORECAMBE

Morecambe's popularity as a holiday resort dates from the 1850s when the railways arrived, connecting the town to the industrial centres of northern England. Many visitors were drawn to Morecambe because of the clean air, beautiful scenery and the sea. Morecambe is still a popular resort and has many attractions for visitors.

A phased programme of regeneration is currently taking place within Morecambe which focuses on the ecological status of the Bay. This is represented by the Tern Project which is an imaginative public art scheme. It is well worth a small detour from the Coastal Way to look at the stone jetty where sculptures, a bird horoscope and other features are located. There are also metal birds perched on new roundabouts within the town. These form part of the first stage of the Tern Project which is being incorporated into redevelopment work in Morecambe.

MORECAMBE BAY FISHING

A fishing industry has existed in Morecambe Bay for over 100 years. Several types of fishing occur including shrimping for both pink and brown shrimp. Locally the shrimping boats are known as

'nobbies'. Cockles and mussels are also found in the Bay, cockles being harvested on the foreshore using an iron fork called a *craam*. The sands of the Bay are sometimes said to be 'singing' when the wind blows through massed banks of cockles. In addition to shellfish; bass, flounders, codling, rays and mullets are also caught in the Bay. At its peak, the fishing industry in Morecambe Bay supported over 150 boats.

CROSSING THE SANDS

The route across the sands of Morecambe Bay has long been used by travellers to Furness and the Cartmel peninsula. There are many dangers such as quick sand to avoid and the journey can only be undertaken at certain times during low tide. Guides have been employed by the Duchy of Lancaster since 1536 to lead people across the sands in safety. A horse drawn coach service operated between Hest Bank and Ulverston across the sands until 1857. Wordsworth described this as being the only acceptable route into the Lake District.

GLASSON DOCK

As the ships grew bigger the port of Lancaster was no longer able to accommodate them due to navigation problems caused by silting up of the River Lune. This led to the development of Glasson Dock. Financed by Lancaster merchants it needed two Acts of Parliament in 1738 and 1749 to allow the construction of walls and quays. The Lancaster Canal was extended to Glasson in 1826 making it one of the few locked docks in the country. From Glasson goods could move along the canal network to Lancaster, Kendal, Preston and beyond.

THE LANCASTER-GLASSON DOCK RAILWAY

Built by the London and North Western Railway Company, c.1887, the Lancaster to Glasson Dock Railway was the last major attempt to prevent the decline of Glasson and Lancaster as ports. By 1899, a station had been opened at Conder Green on the site now occupied by the car park and picnic site. Due to the declining use the passenger service was withdrawn in 1930, although the daily goods train continued until 1947. The line was finally closed in 1964. The Station Master's House in Glasson and the Crossing Keeper's Cottage at Conder Green are the only railway buildings that remain. The original level crossing posts which mark the entrance to the car park at Conder Green are also indications of the path's railway origins. The Lune Estuary Path was created in the early 1970s by Lancashire County Council using the railway track bed. The Coastal Way follows this path from Glasson to Railway Crossing Lane.

ALDCLIFFE MARSH

Together with Morecambe Bay the Lune Estuary attracts a very large population of overwintering and passage birds. The wide saltmarshes of Aldcliffe Marsh are visited by large flocks of mute swan in winter, frequently with small numbers of wild swan and pink-footed geese. Curlew, redshank, mallard and shelduck are fairly numerous in winter. Please keep your dog on a lead on this section to minimise disturbance to the wildlife.

LANCASTER

Lancaster is an historic city well worth a detour. It has good public transport links and is close to the M6 motorway. On the hill above the city stands the Ashton Memorial that is clearly visible from the Coastal Way.

ST. GEORGE'S QUAY

From about 1680 Lancaster gained momentum as a thriving trading port. Its heyday was the latter part of the eighteenth century when it was second only to Liverpool in both coastal and overseas trade. The tall warehouses and the fine Customs House of 1795 (now the Maritime Museum) are reminders of this golden age.

COCKERSAND ABBEY

Hugh the Hermit chose this lonely and often bleak spot to establish a monastic cell. At that time it would have been cut off from the outside world by marsh land which was later drained. Used for a time as a leper hospital, a Premonstratensian abbey was founded on this site in 1190. Called St. Mary's of the Marsh the abbey grew and became one of the richest houses in Lancashire. In 1539 the abbey was closed by Henry VIII and its land sold as part of the dissolution of the monasteries. The Chapel House built in about 1230, was used as a burial place which explains why it is the only part of the abbey to survive apart from a few walls. The rest of the abbey was dismantled and some of its stone used for local farm buildings and sea defence works.

COCKERHAM

This small village just off the route is served by bus and has parking facilities, a pub and a restaurant.

PILLING EMBANKMENT

Constructed in 1981 by the North West Water Authority, the embankment was designed to protect Pilling and the surrounding prime agricultural land from flooding by the sea. It is now managed and maintained by the National Rivers Authority. Public access is allowed on part of the embankment west of Lane Ends Amenity Area marked on the map. You cannot use this section between 26 December and Good Friday of each year as it is closed to the public. This is to protect over-wintering birds and also not to disturb sheep during lambing season. Please follow the alternative route through Pilling during this period. Dogs are not allowed on the embankment at any time so please use the alternative route if you have a dog with you.

FLUKE HALL

The name fluke is a local name for flatfish and five fish are carved in stone above the entrance to Fluke Hall. The building is now used as a retirement home.

PILLING

Until the 1830's when the surrounding marsh land was reclaimed, Pilling was a virtually isolated community. Today it is a tranquil village that caters increasingly for the tourist trade with tea shops, antique shops and a pottery. The tall spire of St. John the Baptist church in Pilling is a distinctive landmark for miles around in this flat landscape. Now redundant it boasts a sundial above the door in memory of the Rev George Holden, a former vicar, who devised the modern tide tables.

KNOTT END-ON-SEA

Knott End is a quiet seaside town with fine views of Morecambe Bay. It can be reached by bus or ferry from Fleetwood on the opposite bank of the River Wyre.

FERRY ACROSS THE RIVER WYRE

The Coastal Way uses the ferry crossing between Fleetwood and Knott End-On-Sea during the spring and summer months, so relax and enjoy the trip. Be sure to check that the ferry is running on the day of your walk by contacting Fleetwood Tourist Information Centre. If it is cancelled because of bad weather or tides, you can reach Knott End by walking the Wyre Way. You can walk the Wyre Way at any time of the year, but parts of the route are effected by tides, so check with Tourist Information.

FLEETWOOD

The History of Fleetwood's development from a small community of whitewashed cottages into a fashionable seaside resort is linked to the activities and ambitions of one man, Peter Hesketh-Fleetwood, Lord of a vast Fylde estate, he designed a town plan that was to transform the area. After the railway link to Fleetwood was constructed in 1840, the town's port became the most convenient gateway to Scotland, Ireland and the Isle of Man.

FLEETWOOD DOCKS

Fleetwood commenced as a port with its own customs in 1839. Schooners, barques, stoops, barquentines, full rigged ships and abrigantes brought grain, timber, iron ore, beans, Indian corn, oranges, manganese and Chinese clay. Fleetwood was also the most important fishing port on the west coast with loads of over a million cubic weight caught in 1925.

MORECAMBE BAY AT ROSSALL POINT

This stretch of the coast forms the southern boundary of Morecambe Bay. Large flocks of birds feed offshore and at high tide they roost off the narrow beach often providing good opportunities for birdwatchers. The main species include ringed plover, knot, sanderling and turnstone. Up to 150 mute swans winter on the Fleetwood boating lakes, sometimes joined by a few goldeneye or red-breasted merganser. In recent winters over 1,000 eider have been seen feeding just offshore between Anchorsholme and Rossall Point.

ROSSALL SCHOOL

Rossall School was adapted in 1884 from one of the Fylde's most famous houses, for the education of the sons of Anglican clergy and gentry. Formerly the home of the Hesketh-Fleetwoods, little of the original house remains.

BLACKPOOL TOWER

Blackpool Tower is one of the most famous landmarks in the country standing at 518 feet at the top of the flagstaff. The Tower took nearly 3 years to build and opened on Whit Monday 1894. Many of the original attractions are as popular today as they ever were, such as the ballroom and the lift to the top.

BLACKPOOL BEACH

From the early days of the tourist industry in Blackpool when sea bathing was all the rage, and the railways brought fun seekers in their thousands, Blackpool beach was the number one destination. Its popularity grew as entertainers and entrepreneurs provided a variety of attractions for visitors. The first stretch of Promenade, a pathway from Talbot Square to Church Street lined with a post and rail fence, was opened in 1856. Many additions and improvements were made until the final sections of the south Promenade were completed in 1905. North Pier, Central Pier and South Pier opened in 1863, 1868 and 1893 and capture, in their own particular ways, the visitor's fascination with being close to the sea.

BLACKPOOL TRAMS AND ILLUMINATIONS

The trams were the first objects in Blackpool to be illuminated in celebration of the Diamond Jubilee of Queen Victoria. The coloured lights and slogans must have been a strange sight, for the trams were usually only lit with paraffin lamps. The next illumination did not take place until 1912 when the promenade in front of The Metropole was lit for the hotel's ceremonial opening. Shortly after, the "Blackpool illuminations" became an annual event.

BLACKPOOL PLEASURE BEACH

The Old Pleasure Beach began its life literally as a fairground on the shore, with the sea at high tide only a few yards away from some of the rides. The place was ramshackled, disreputable and highly unpopular with the local residents. However, John Outhwaite, one of the ride owners and William Bean, an amusement park engineer from America were well aware of the immense possibilities of the site. Together they acquired 40 acres of sands in the immediate area and the fairground quickly took off with Sir Hiram Maxim's Flying Machine, River Caves of the World (1905) and the Helter Skelter (1905). Today the Pleasure Beach is one of Britain's premier attractions with the fastest "White Knuckle" rides in the Country.

ST. ANNES

Until the late 19th Century St. Annes was a tiny hamlet consisting of little more than a few farmhouses and fishermen's cottages. However the landowning Clifton family saw great potential for the development of a seaside resort, but one which was to be more exclusive than the neighbouring Blackpool.

LYTHAM

A settlement at Lytham was established a thousand years ago by a Benedictine Monastic Cell. The monks controlled the town's commerce and agriculture until the dissolution when Lytham lands were eventually purchased by the Clifton family in 1606. The family were responsible for much of what can be seen today: the draining of the moss, the first lifeboat house and the "green sward" on the estuary.

LYTHAM LIFEBOAT AND WINDMILL

There has been a lifeboat at Lytham since 1851. The present lifeboat house, next to the fisherman's jetty was built in 1961 and contains the inshore lifeboat and the boarding boat for the main lifeboat. The old lifeboat house adjacent to the windmill was built in 1860 and is now a museum open from the end of May until the end of September on Saturdays, Tuesdays, Wednesday and Thursday. Admission is free.

LYTHAM ST. ANNES NATURE RESERVE

Established in 1968 as a Local Nature Reserve, and as a Site of Special Scientific Interest in 1991 the area is the best surviving sand dune system on the Fylde Coast. The reserve is completely open and you may walk where you like, although take care not to damage anything. Further information is available from the site information centre and Fylde Borough Council (Tel: 01253 725610).

LYTHAM DOCKS

Lytham docks was constructed over the period 1840-42 and was prosperous until the new Preston dock diverted trade further up the River Ribble. Some of the dock's original features can still be seen including the remains of a railway branch line, wooden wharves and a large iron sluice gate.

FRECKLETON

Freckleton is one of the oldest Fylde villages recorded in the Domesday Book as FRECHELTUN, an Anglo-Saxon name meaning 'enclosed space'. For most of its history, Freckleton's main industry was agriculture but many of the houses in the village bear testament to the time when Freckleton was a thriving sea port.

FRECKLETON MARSH

The Ribble Estuary here is flanked by broad saltmarshes and reclaimed marshes. Large flocks of lapwing and golden plover winter in the area. In the summer you should look out for yellow wagtails; now a fairly scarce breeding bird, it favours the marshes at Warton and Freckleton.

THE RIBBLE ESTUARY

The Ribble Estuary is Britain's third most important for waders, and is designated as a National Nature Reserve. Here on the north side large flocks of waders can be seen along the shore including oystercatchers, grey plover, knot, sanderling, dunlin and black-tailed godwit. The sea wall at Fairhaven Lake provides a good viewpoint at high tide.

WARTON

Warton is famous throughout the Country for its association with British Aerospace. During the Second World War Warton was active as Base Air Depot No.2 whose principal function was to receive new aircraft from the USA and modify them for operational use. Between 2,000 and 3,000 aircraft would be continuously on site. Warton was closed as an American air base at the end of the war. Today the Warton BAE complex is recognised as a centre of excellence for the design and manufacture of military aircraft including the 'Eurofighter 2000,' 'Hawk' and 'Tornado'.

FURTHER INFORMATION

Certain sections of the route are liable to tidal flooding.

Please Telephone: (01524) 582601 before setting out on your journey to make sure the route is still passable.

MORECAMBE TIC, Station Buildings, Central Promenade Morecambe LA4 4DB

Tel: (01524) 582808 email: jriley@Lancaster.gov.uk

LYTHAM CIC, 4 Clifton Square Lytham FY8 5JP

Tel: (01253) 794405 Email: Lytham.CIC@lcl.lancscc.gov.uk

Open Mon - Fri: 9.00am - 5.30pm. Sat: 9.00am - 5.00pm

FLEETWOOD CIC, 15 North Albert Street, Fleetwood FY7 6AJ

Tel: (01253) 772704 Email: FleetwoodCIC@lcl.lancscc.gov.uk

Open Mon - Sat: 9.00am - 5.00pm

PRESTON CIC, The Bus Station, Preston PR1 1YT

Tel: (01772) 556618 Email: Preston.CIC@lcl.lancscc.gov.uk

Open Mon - Sat: 9.00am - 5.00pm

Information on Train times can be obtained from:

Lancaster, Tel: (01524) 32333. Preston, Tel: (01772) 59439

FERRY SAILINGS

Ferry sailing times are available from:-

Fleetwood CIC. Tel (01253) 772704.

LANCASHIRE COUNTRYSIDE SERVICE

You can write to us at;

Lancashire Countryside Service Environment Directorate

Guild House PO Box 9

Cross Street Preston

PR1 8RD

Telephone: (01772) 534709. Fax: (01772) 533732.

Or Email: CountrysideServices@env.lancscc.gov.uk

You can also e-mail us via our website

www.lancashire.gov.uk/environment/countryside

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Lancashire Coastal Way

Map 1

WARNING
Public Rights of Way across Morcambe Bay can be dangerous. Seek local guidance.

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Key

-  Information Centre
-  Information Centre (Summer)
-  Parking
-  Picnic
-  Ferry
-  Lancashire Coastal Way
-  Seasonal Concessionary Path
-  Wyre Way
-  Road
-  Railway

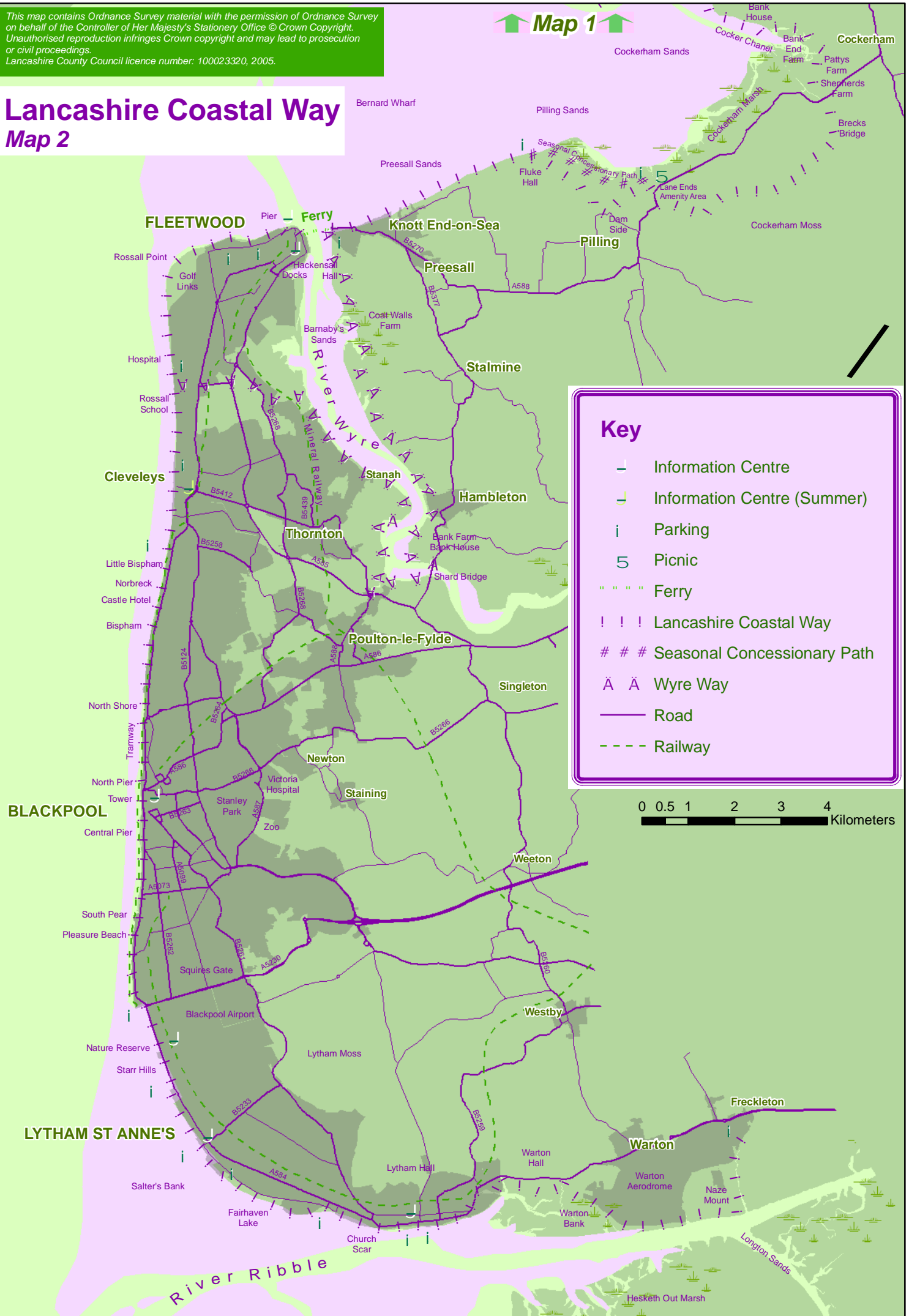
0 0.5 1 2 3 4 Kilometers

 **Map 2**

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Map 2



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- Road
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