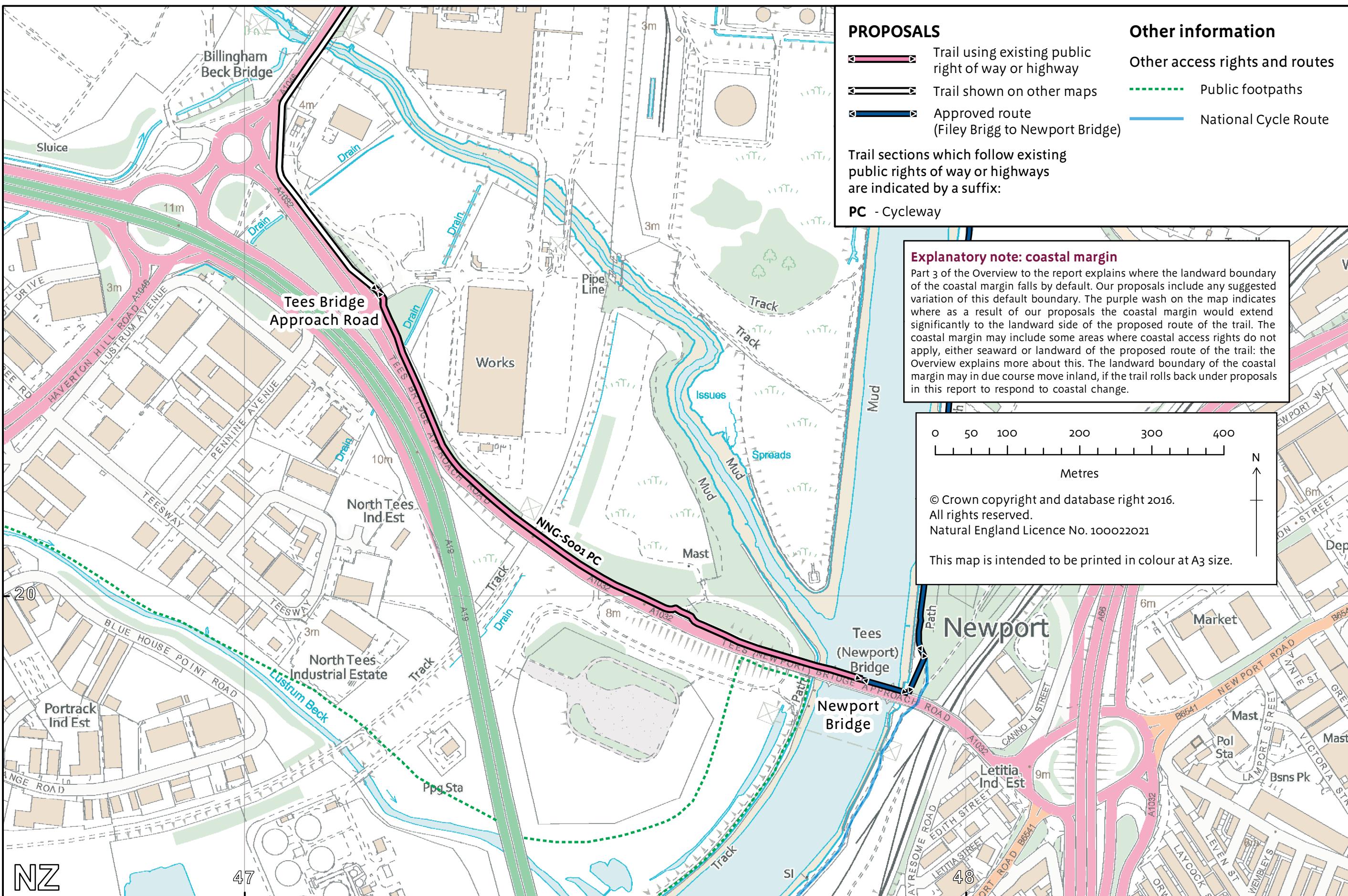


**Map 1a Newport Bridge to Tees Bridge Approach Road**

## **Map 1b Tees Bridge Approach Road to Bamlett's Wharf**

Map 1 of 2

## **Map 1b Tees Bridge Approach Road to Bamburgh's Wharf**

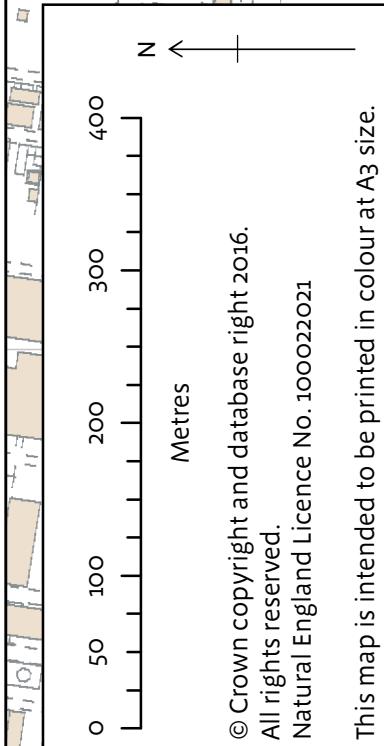
## PROPOSALS

- Trail using existing public right of way or highway
  - Trail shown on other maps
  - Trail sections which follow existing public rights of way or highways are indicated by a suffix:
    - PC - Cycloway

Trail sections which follow existing public rights of way or highways

## **Explanatory note: coastal margin**

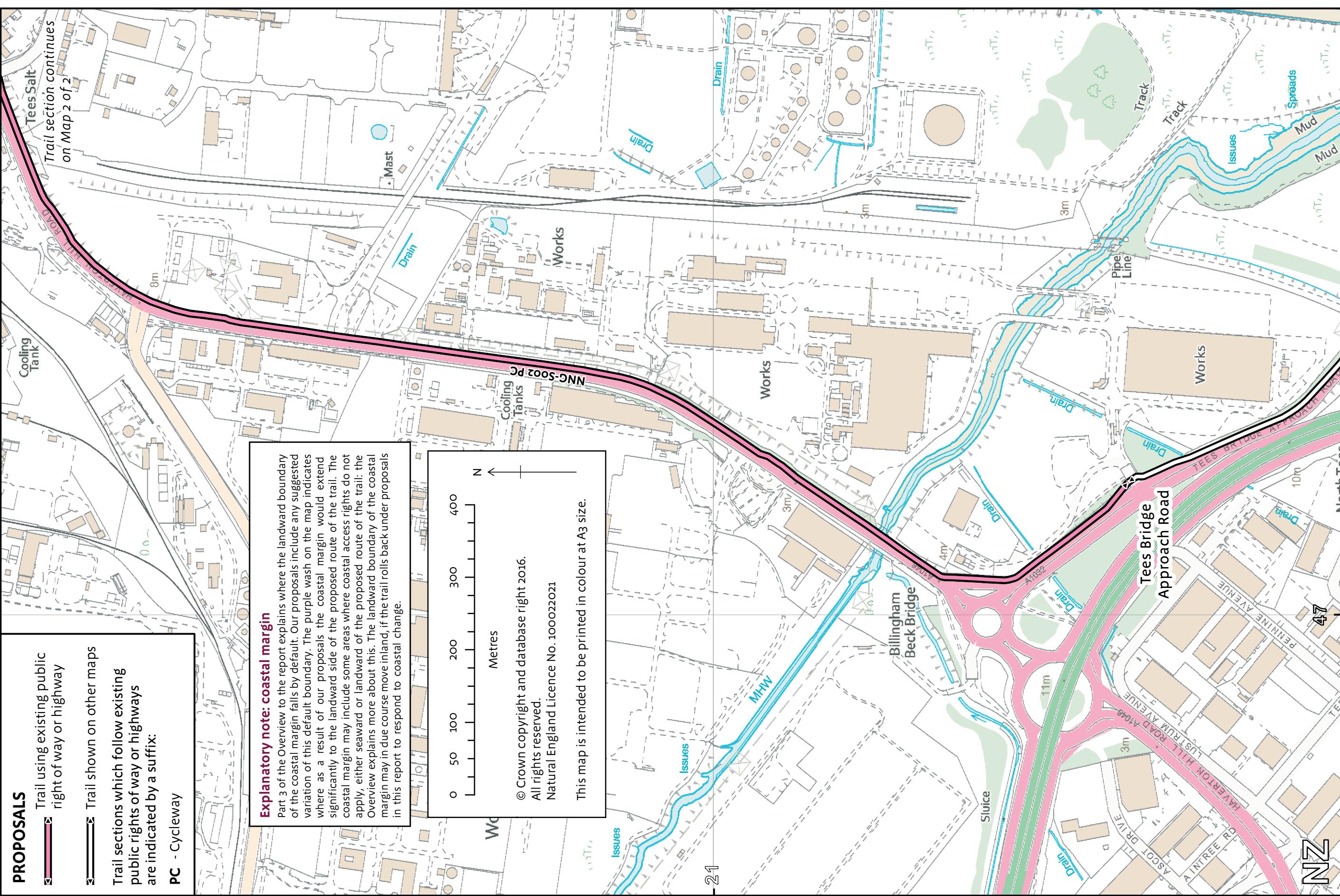
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly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



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**Map 1b Tees Bridge Approach Road to Bamburgh's Wharf**

PROPOSALS

- Trail using existing public right of way or highway
  - Trail shown on other maps
  - Trail sections which follow existing public rights of way or highways are indicated by a suffix:

**PC** - Cycleway

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

**PC** - Cycleway

**Explanatory note: coastal margin**

**Explanatory note: Coastal margin**

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

N ↑

Metres

Metres
0
50
100
150
200
250
300
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400

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This map illustrates the industrial landscape of Teesside, specifically around the Tees River. Key features include:

- River Tees**: The main river flowing through the area.
- Barnett's Wharf**: Located on the north bank of the river.
- Ayresome Wharf**: Located on the south bank of the river.
- Mean Low Water** and **Mean High Water**: Indicated by blue lines along the riverbank.
- Wharf**: Several wharf areas are shown along the river.
- Works**: Industrial buildings and structures, including FISK and Cooling Towers.
- Cycle Track**: A path for cyclists running parallel to the river.
- Tees Salt Bridge**: A bridge crossing the river.
- NING-S002 PC**: A pink shaded area representing a proposed trail or path.
- Drain**: A blue line indicating a drainage system.
- 8m** and **4m**: Elevation markers indicating height differences.
- Park**: A green space or park area.
- Path**: A walking path indicated by a dashed line.
- Bartram Road**: A road running through the area.
- Industrial Areas**: Various buildings and structures representing industrial complexes like FISK and cooling tanks.

A vertical text box on the right side states: "Trail section continues from Map 1 of 2".

## **Map 1b Tees Bridge Approach Road to Bamlett's Wharf**

Map 2 of 2

## **Map 1c Bamlett's Wharf to Haverton Hill**

**Belasis Hall**  
**Technology Park**

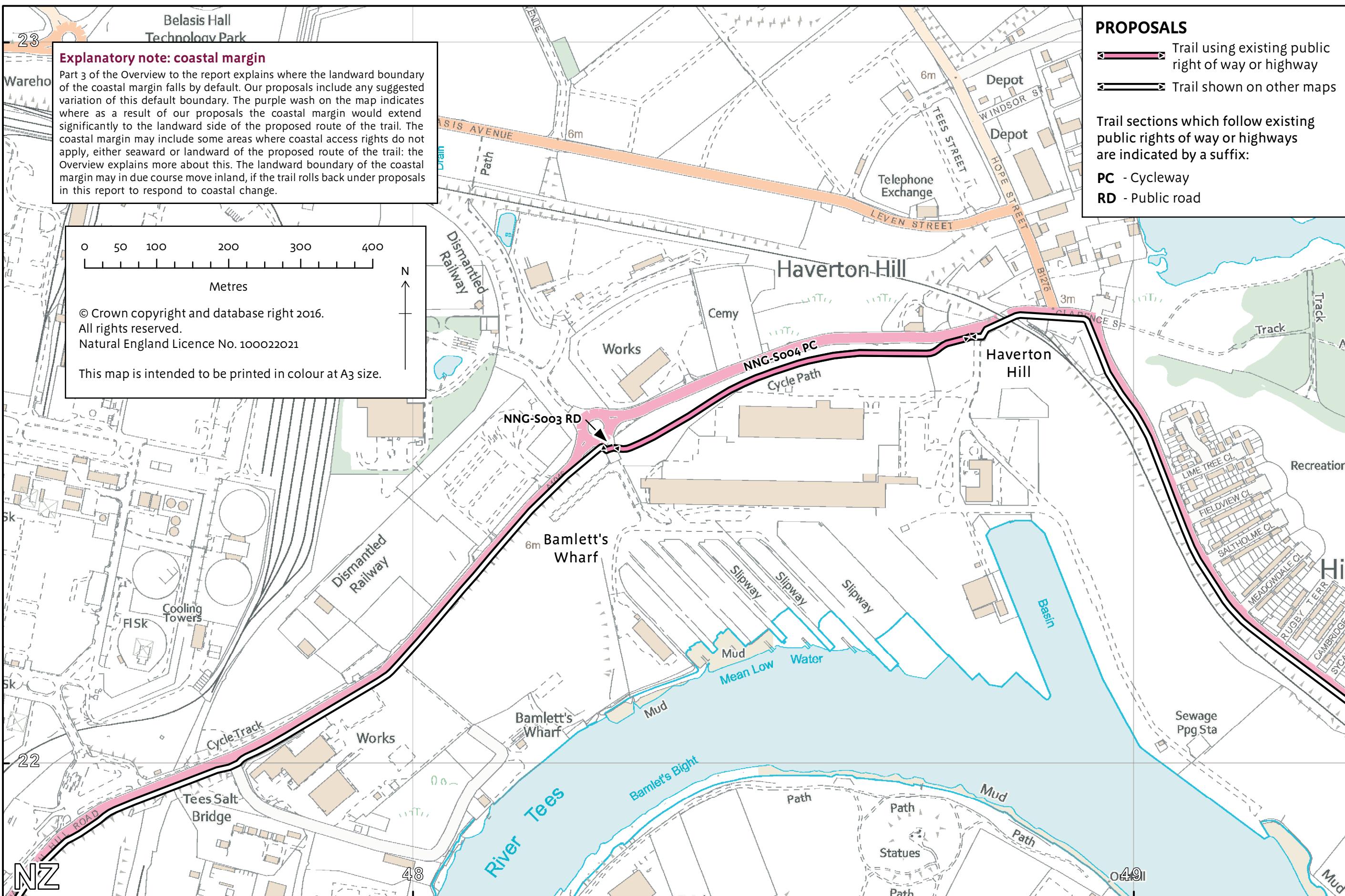
**Explanatory note: coastal margin**

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Metres

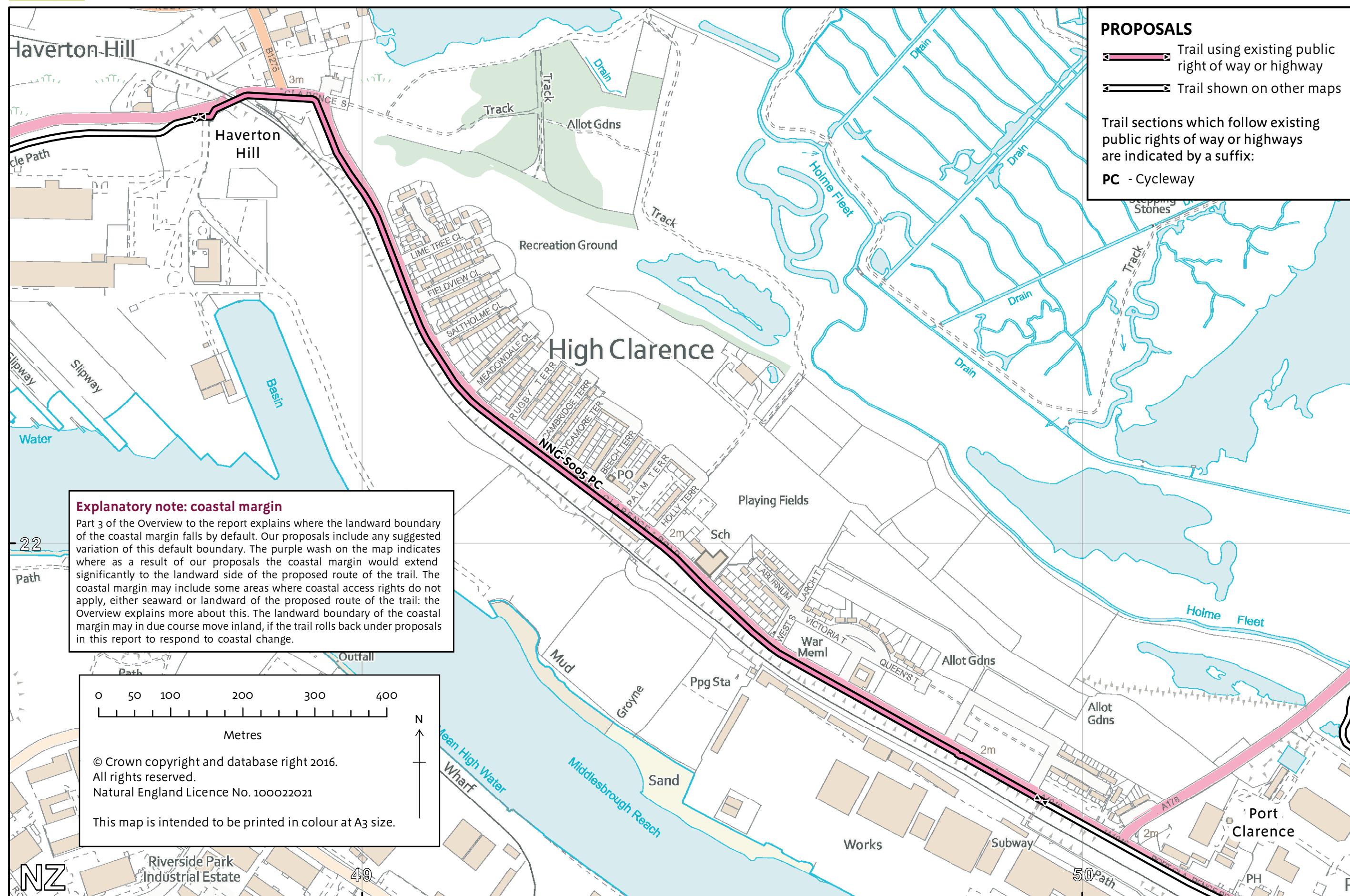
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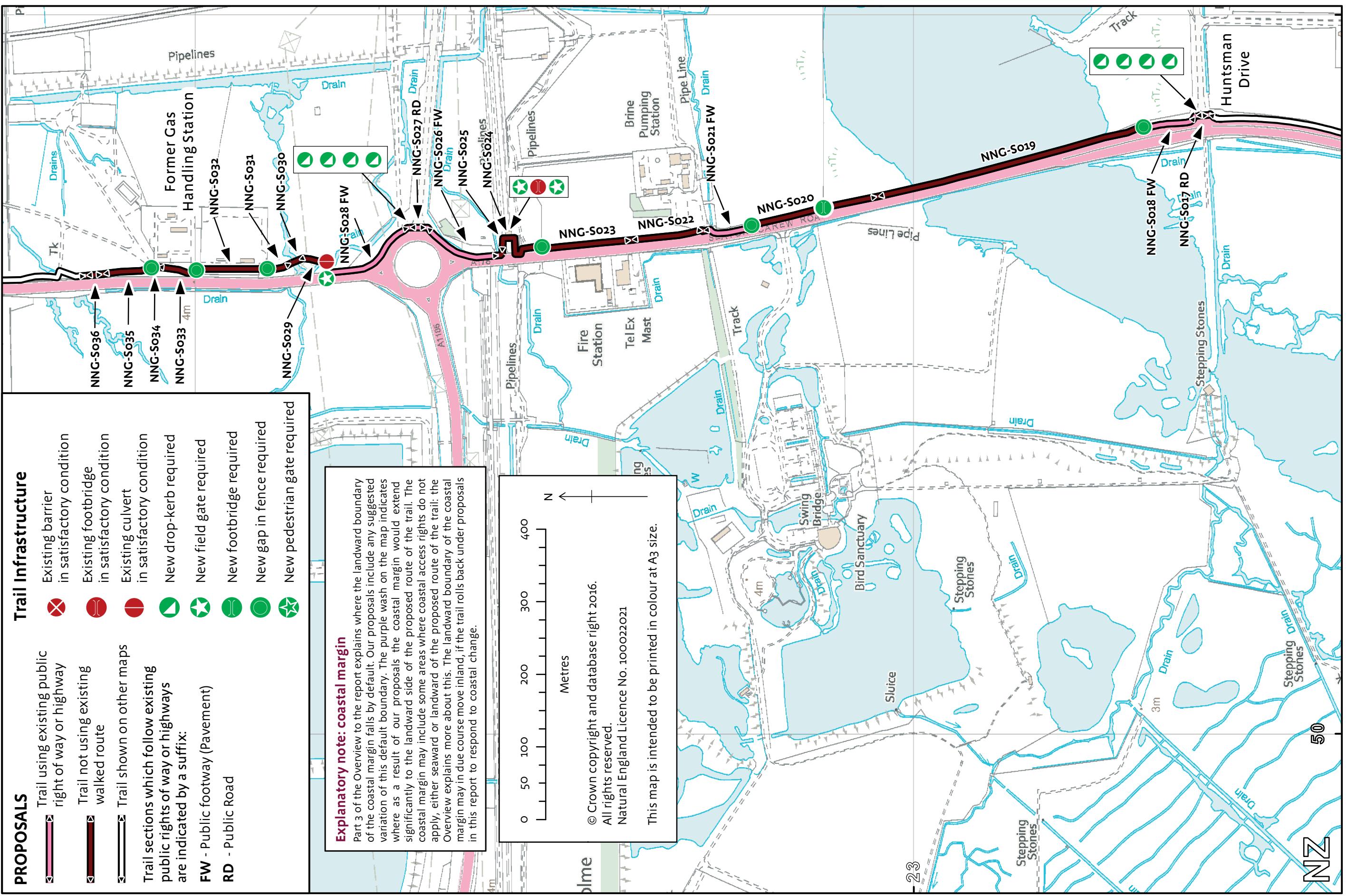
## Map 1c Bamflett's Wharf to Haverton Hill

## Map 1d Haverton Hill to Port Clarence



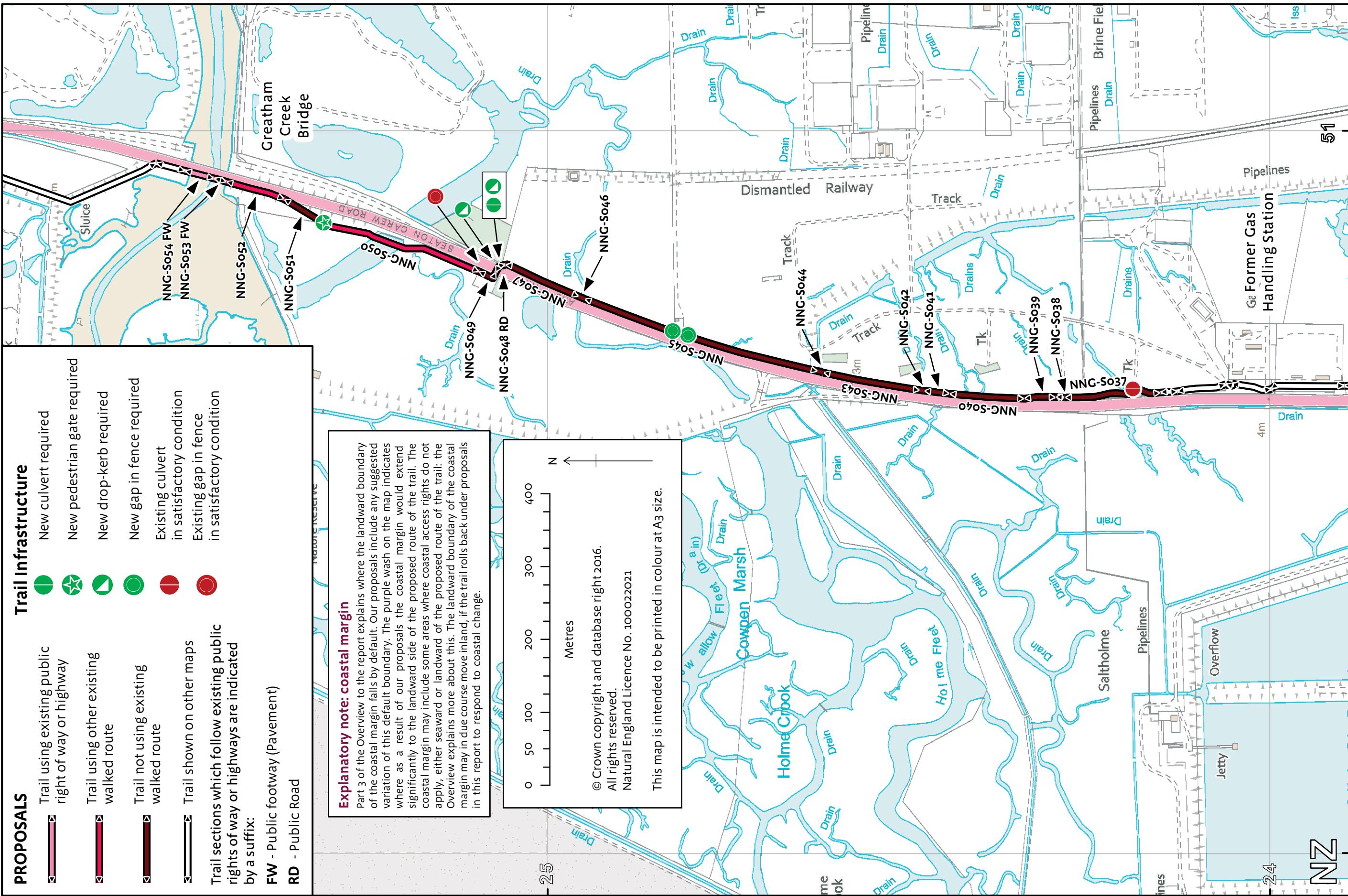
Map 1d Haverton Hill to Port Clarence



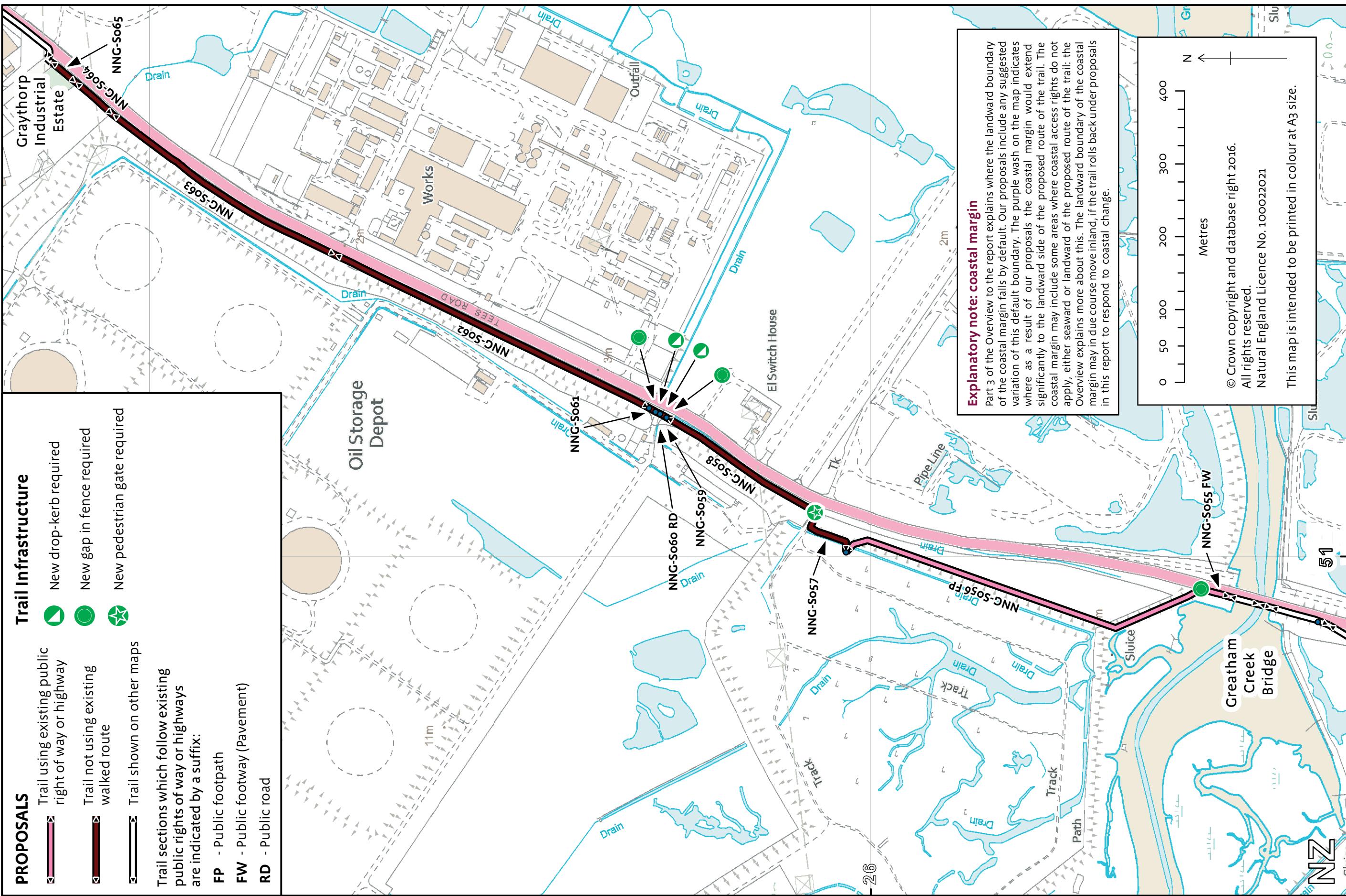
**Map 1f Huntsman Drive to Former Gas Handling Station****Map 1f Huntsman Drive to Former Gas Handling Station**

**Map 1g Former Gas Handling Station to Greatham Creek Bridge**

## Map 1g Former Gas Handling Station to Greatham Creek Bridge



## Map 1h Greatham Creek Bridge to Graythorpe Industrial Estate



## **Map 1i Graythorp Industrial Estate to North Gare**

## PROPOSALS

-  Trail using existing public right of way or highway
  -  Trail using other existing walked route
  -  Trail shown on other maps
  -  Trail not using existing walked route
  -  Approved route  
(North Gare to South Bents)

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

**BY** - Public byway

**FW** - Public footway (Pavement)

**RB** - Restricted byway

**RD** - Public road

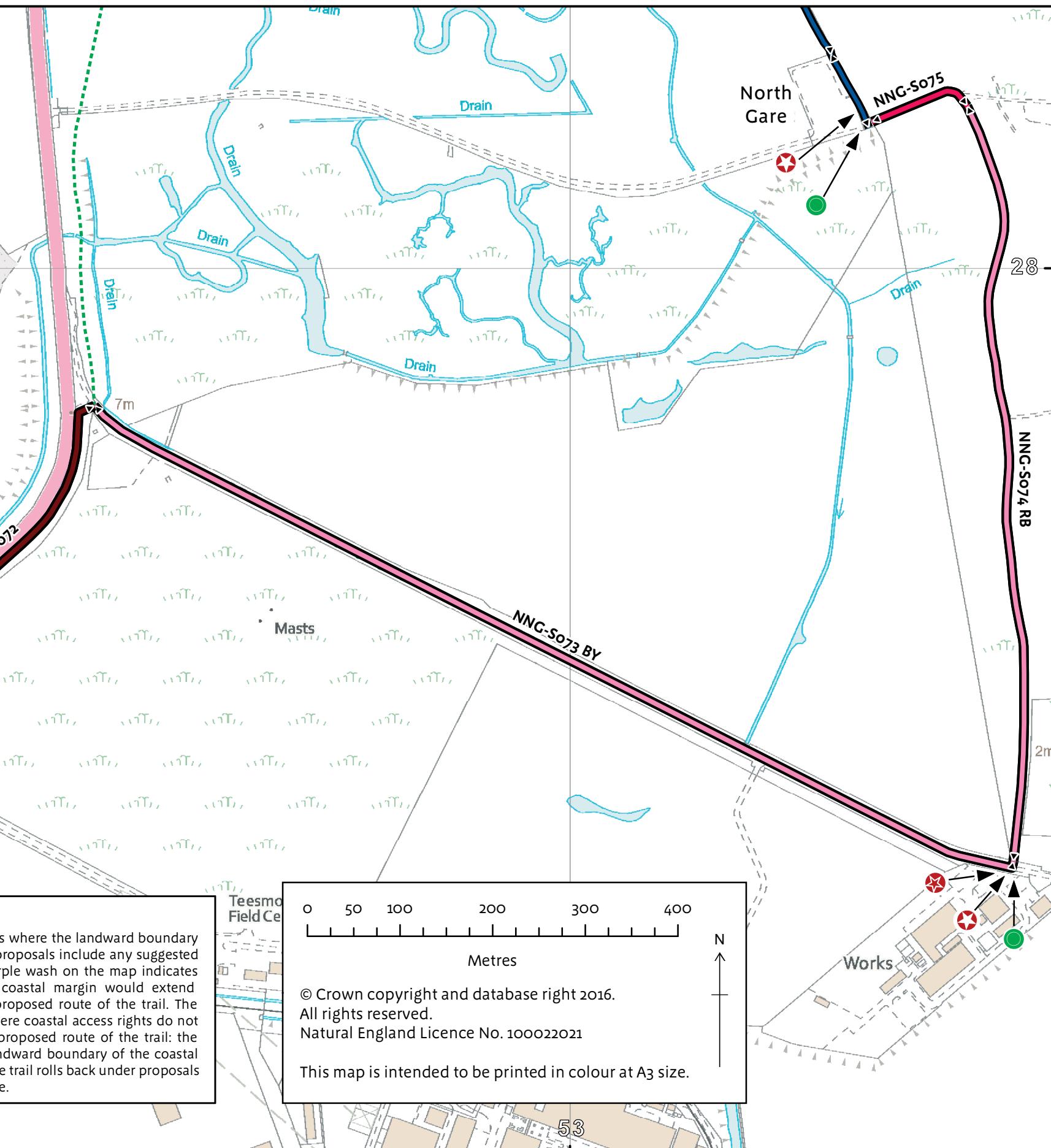
## Other information

## Other access rights and routes

----- Public footpaths

## Trail Infrastructure

-  New gap in fence required
  -  Existing field gate  
in satisfactory condition
  -  Existing pedestrian gate  
in satisfactory condition



Map 1ij Graythorpe Industrial Estate to North Gare

## **Explanatory note: coastal margin**

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