



England Coast Path Stretch: Amble to Bamburgh

Report ABB 1: Amble to Alnmouth

Part 1.1: Introduction

Start Point:	Leazes Street, Amble (Grid reference NU2669 0471)
End Point:	The Duchess' Bridge, Alnmouth (Grid reference NU2422 1084)
Relevant Maps:	ABB 1a to ABB 1e

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 Amble and Bamburgh.

1.1.2 This report covers length ABB 1 of the stretch, which is the coast between Amble and Alnmouth. 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 Generally follows existing walked routes, including public rights of way, along most of this length.

1.2.2 Mainly follows the coastline quite closely and maintains a good mix of coastal views, habitat and settlements.

1.2.3 Includes one section of new path at Warkworth Golf Course, ABB-1-S023. See map 1c and associated tables below for details.

1.2.4 In sections ABB-1-S001 to ABB-1-S006 an inland diversion is necessary to take the trail past Amble Marina and Amble Boat Yard. This is because the area is currently being re-developed and the route is obstructed by two boat lifts. When both are operating a section of trail will be isolated. Our proposal follows the route of the existing Northumberland Coast Path through Amble Town Centre.

1.2.5 Follows a route similar to the existing Northumberland Coast Path, St Oswald's Way and National Cycle Network Route 1, but departs from these in places in order to comply with the scheme.

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.

1.2.6 The following designated sites affect this length of coast:

- Northumbria Coast Special Protection Area (SPA)
- Northumberland Marine SPA
- Berwickshire & North Northumberland Coast Special Area of Conservation (SAC)
- North Northumberland Dunes SAC
- Aln Estuary Marine Conservation Zone (MCZ)
- Berwick to St Mary's Marine Conservation Zone (MCZ)
- Coquet to St Mary's MCZ
- Northumbria Coast Ramsar
- Northumberland Shore Special Site of Scientific Interest (SSSI)
- Alnmouth Saltmarsh and Dunes SSSI
- Warkworth Dunes and Saltmarsh SSSI
- River Coquet & Coquet Valley Woods SSSI

Maps ABB C and ABB D in the Overview shows the extent of designated areas listed.

The following table brings together design features of our access proposals that will help to protect the environment along this length of the coast.

1.2.7 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
ABB 1b	ABB-1-S017 BW and ABB-1-S018 BW	Restriction S26 - exclude access by direction during the period 1 st August to 31 st May annually.	Disturbance of over-wintering and passage birds named in the Northumberland Marine Special Protection Area.

1.2.8 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:

1.2.9 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 follows uneven terrain from Warkworth Dunes to Buston Links and close to the Aln Estuary at section ABB-1-S033;
- Between sections, ABB-1-S033 and ABB-1-S038 the path’s surface is in need of repair and it will be improved as part of the work undertaken to establish the trail before it opens – see point 1.2.10 below.

1.2.10 Between sections, ABB-1-S033 and ABB-1-S038 the existing surface will be improved to make it easier to use. We envisage this happening, as part of the physical establishment work described below.

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

Where we have proposed exercising statutory discretions:

1.2.11 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Coquet and River Aln, 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 Bridge Street (A1068), as indicated by the extent of the trail shown on map ABB 1b.

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

1.2.12 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 1.3.1 below.

1.2.13 At ABB-1-S019 to ABB-1-S023 we have used this discretion to limit the landward extent of the coastal margin to the edge of the trail. 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:

- The landward edge of the trail provides an easily identifiable boundary for access users.
- There is no clear boundary feature between the dune and golf course that could mark the boundary of the coastal margin.

1.2.14 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 1.3.1. 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 1.3.1 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.

1.2.15 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.

- Access to the land in the coastal margin at the area known as Castles Dike at sections ABB-3-S017 BW and ABB-3-S018 BW is to be excluded from 31st August to 31st May each year under section 26(3)(a) of the Countryside and Rights of Way Act 2000 to protect passage and overwintering bird species from disturbance. This does not apply to the route itself and will have no legal effect on land where coastal access rights do not apply.
- The saltmarsh and mud at this point is within the Northumberland Shore SSSI which is used by bird species in winter for roosting and feeding. The details of which are covered in the Nature Conservation Assessment that accompanies this report. Sections ABB-1-S001 to ABB-1-S018 BW apply.

See part 8 of the Overview - 'Restrictions and exclusions' - for a summary for the entire stretch.

1.2.16 Other factors affecting access: At route sections ABB-1-S008 and ABB-1-S009, public access may be interrupted from time to time for short periods to allow for boats to be moved ashore. This arrangement would continue without any local restriction on the new access rights to give effect to it formally.

1.2.17 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.

1.2.18 Column 4 of Tables 1.3.1 and 1.3.2 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 ABB 1a to ABB 1e as the proposed route of the trail.

1.2.19 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 Tables 1.3.1 or 1.3.2, the route is to be at the centre of the line shown on maps ABB 1a to ABB 1b as the proposed route of the trail.

Other future change:

1.2.20 At this point we do not foresee any other need for future changes to the access provisions that we have proposed within this report.

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 £35,822.50 and is informed by:

- information already held by the access authority, Northumberland County Council, in relation to the management of the existing Northumberland Coast Path;
- 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 There are two main elements to the overall cost:

- A significant number of new signs would be needed to ensure the trail is clearly marked for users.
- The surfaces and access furniture of the existing paths and footways on the proposed route are generally of a suitable standard for the trail, but there are some places where new steps, graded paths, surfaces, footbridges and kissing gates would enhance the convenience of the trail. More significant items of establishment works are shown on the relevant maps accompanying this report.

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
Signs & interpretation	£ 9,100.00
Surfacing	£22,050.00
Project management	£ 4,672.50
Total	£35,822.50 (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, Northumberland County 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:

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 £3,970.00 (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 ABB 1a to ABB 1e: Amble to Alnmouth

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also Table 1.3.2: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
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.

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
ABB 1a	ABB-1-S001 FW *	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 1a	ABB-1-S002 FW *	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 1a	ABB-1-S003 RD *	Public highway	No	No			Detail of any roll back subject to HRA
ABB 1a	ABB-1-S004 FP *	Public footpath	No	No			Detail of any roll back subject to HRA
ABB 1a	ABB-1-S005 FP *	Public footpath	No	No	Path	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 1a	ABB-1-S006 FP *	Public footpath	No	No	Path	Clarity and cohesion	Detail of any roll back

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
							subject to HRA
ABB 1a	ABB-1-S007 FP	Public footpath	No	No			Detail of any roll back subject to HRA
ABB 1a	ABB-1-S008 FP	Public footpath	Yes - Normal	No	Path	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 1a	ABB-1-S009 FP	Public footpath	Yes - Normal	No			Detail of any roll back subject to HRA
ABB 1b	ABB-1-S010 FW	Public footway (pavement)	Yes - Normal	No	Pavement edge	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 1b	ABB-1-S011 FW *	Public footway (pavement)	Yes - Normal	No	Pavement edge	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 1b	ABB-1-S012 BW*	Public bridleway	No	No	Path	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 1b	ABB-1-S013 *	Other existing walked route	No	No			Detail of any roll back subject to HRA
ABB 1b	ABB-1-S014*	Other existing walked route	No	No			Detail of any roll back subject to HRA
ABB 1b	ABB-1-S015*	Other existing walked route	No	No			Detail of any roll back subject to HRA
ABB 1b	ABB-1-S016 BW*	Public bridleway	Yes - Normal	No	Path	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 1b	ABB-1-S017 BW*	Public bridleway	Yes - Normal	No	Path	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 1b	ABB-1-S018 BW*	Public bridleway	Yes - Normal	No	Path	Clarity and cohesion	Detail of any roll back

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
							subject to HRA
ABB 1c	ABB-1-S019 FP	Public footpath	Yes – Normal	Yes – dune	Path	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 1c	ABB-1-S020	Other existing walked route	Yes – Normal	Yes – dune	Path	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 1c	ABB-1-S021 FP	Public footpath	Yes – Normal	Yes – dune	Path	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 1c	ABB-1-S022 BW	Public bridleway	Yes – Normal	Yes – dune	Path	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 1c	ABB-1-S023 *	Not an existing walked route	Yes – Normal	Yes – dune	Path	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 1c	ABB-1-S024	Other existing walked route	Yes – Normal	No	Path	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 1c	ABB-1-S025	Other existing walked route	Yes – Normal	No	Path	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 1c	ABB-1-S026 BW	Public bridleway	Yes – Normal	No	Path	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 1d	ABB-1-S027 BW	Public bridleway	Yes – Normal	Yes – dune			Detail of any roll back subject to HRA
ABB 1d	ABB-1-S028 BW	Public bridleway	Yes – Normal	Yes – dune			Detail of any roll back subject to HRA
ABB 1d	ABB-1-S029 BW	Public bridleway	Yes – Normal	Yes – dune			Detail of any roll back subject to HRA
ABB 1d	ABB-1-S030	Other existing walked route	Yes – Normal	Yes – dune			Detail of any roll back

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
							subject to HRA
ABB 1d	ABB-1-S031 BW	Public bridleway	Yes – Normal	Yes – bank			Detail of any roll back subject to HRA
ABB 1d	ABB-1-S032	Other existing walked route	Yes – Normal	No			Detail of any roll back subject to HRA
ABB 1e	ABB-1-S033	Other existing walked route	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 1e	ABB-1-S034	Other existing walked route	Yes - Normal	No	Fence line	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 1e	ABB-1-S035	Other existing walked route	Yes - Normal	No	Track	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 1e	ABB-1-S036 BY *	Byway open to all traffic	Yes - Normal	No	Road	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 1e	ABB-1-S037 CP *	Cycle track (pedestrian)	Yes - Normal	No	Track	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 1e	ABB-1-S038 CP	Cycle track (pedestrian)	Yes - Normal	No	Track	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 1e	ABB-1-S039 CP	Cycle track (pedestrian)	Yes - Normal	No	Track	Clarity and cohesion	Detail of any roll back subject to HRA
ABB 1e	ABB-1-S040 CP	Cycle track (pedestrian)	Yes - Normal	No	Various	Clarity and cohesion	Detail of any roll back subject to HRA

1.3.2 Other options considered: Maps ABB 1a to ABB 1e: Amble to Alnmouth

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
ABB 1a	ABB-1-S001 to ABB-1-S006	We considered aligning the trail along the Radcliffe Quay and around Amble Marina and Amble Boat Yard	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ this proposal is made with the support of Amble Town Council & Northumberland Coast AONB Partnership ■ 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 ■ under our proposals, the public footways would remain available for people to use as part of the spreading room, but would not form part of the designated trail
ABB 1b	ABB-1-S011	We considered aligning the trail along the existing Northumberland Coast Path and St Oswald's Way, which mainly follows the line of the River Coquet, through Warkworth	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to the sea and maintains views of the sea ■ the existing PRoW that runs closer to the estuary is prone to tidal activity, so is not available at all times ■ the other existing PRoW that runs to the east through 'The Butts' is less direct and doesn't give the same views of the estuary that the proposed route does ■ 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

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
ABB 1b	ABB-1-S012 to ABB-1-S018	We considered aligning the trail alongside the northern bank of the Coquet estuary	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is a more direct route ■ it avoids the saltmarsh/wetland areas at Castles Dike, which are important for wildlife and are subject to restrictions – see 1.2.15 ■ it makes use of existing access that is already well used ■ 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
ABB 1b	ABB-1-S013	We considered aligning the trail along the existing public bridleway that runs along the road to Warkworth Dunes picnic area, as shown on the map	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ 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 ■ we also felt that the proposed route is safer for users, with it being further away from the road
ABB 1c	ABB-1-S023	We considered aligning the trail along the existing public bridleway and Northumberland Coast Path where it turns inland and runs landward of Warkworth Golf Course, as shown on the map	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to the sea and maintains views of the sea ■ this proposal is made with the support of the land occupier ■ it improves safety for walkers from golf balls. ■ 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

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
ABB 1e	ABB-1-S036 and ABB-1-S037	We considered aligning the trail along new access at Waterside House and the Aln estuary	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the existing multi-user route maintains views of the sea ■ this proposal is made with the support of the land owner and land occupier. ■ 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

1.4.1 Map Index

Map reference	Map title
ABB 1a	Leazes Street to Rotary Way, Amble
ABB 1b	Rotary Way, Amble to Warkworth Dunes
ABB 1c	Warkworth Dunes to Salter's Burn
ABB 1d	Salter's Burn to Buston Links
ABB 1e	Buston Links to The Duchess' Bridge, Alnmouth
ABB 1A	Warkworth Harbour proposed direction under s26(3)(a) CRow – sensitive wildlife

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

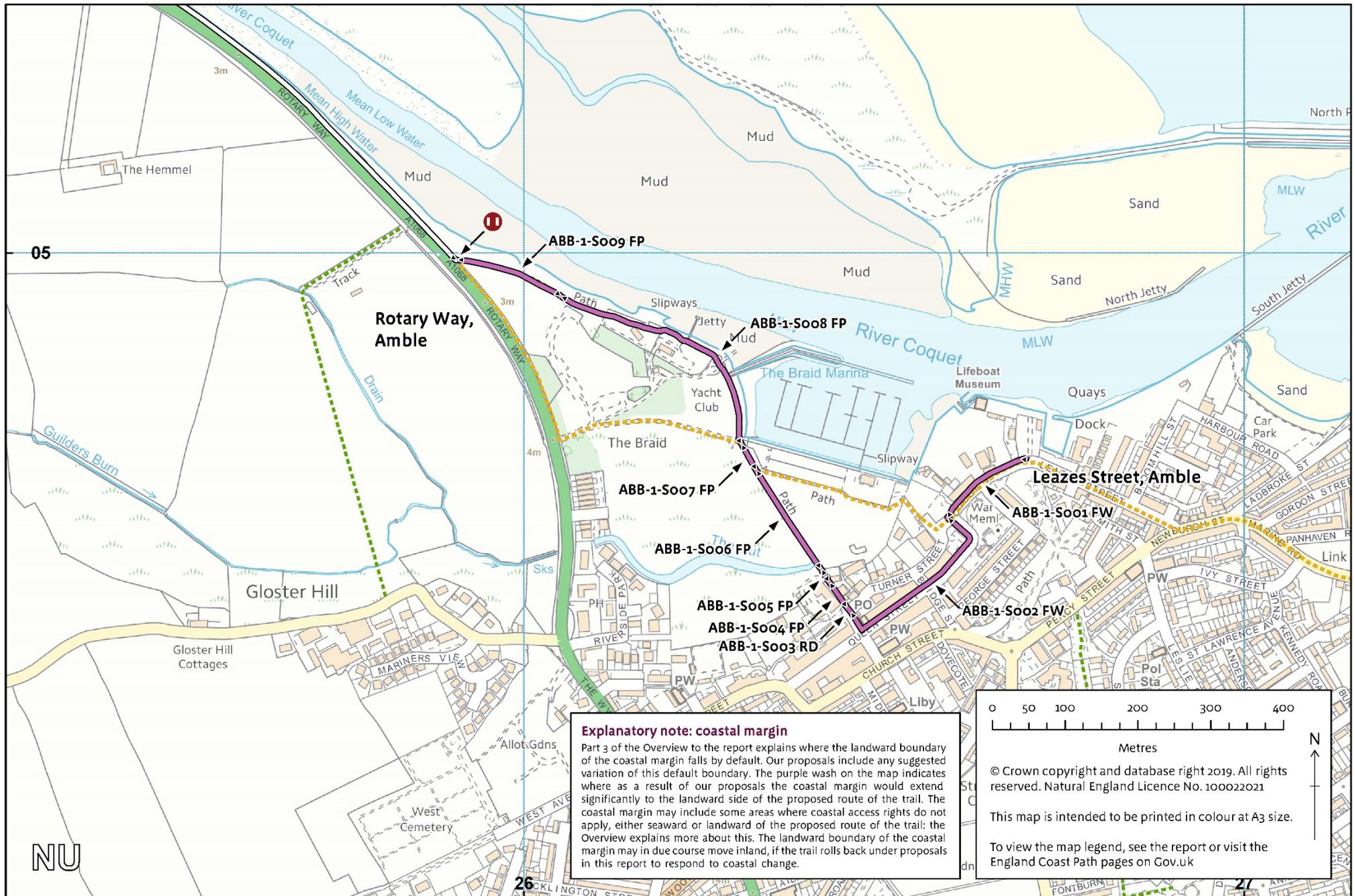
Miscellaneous:

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

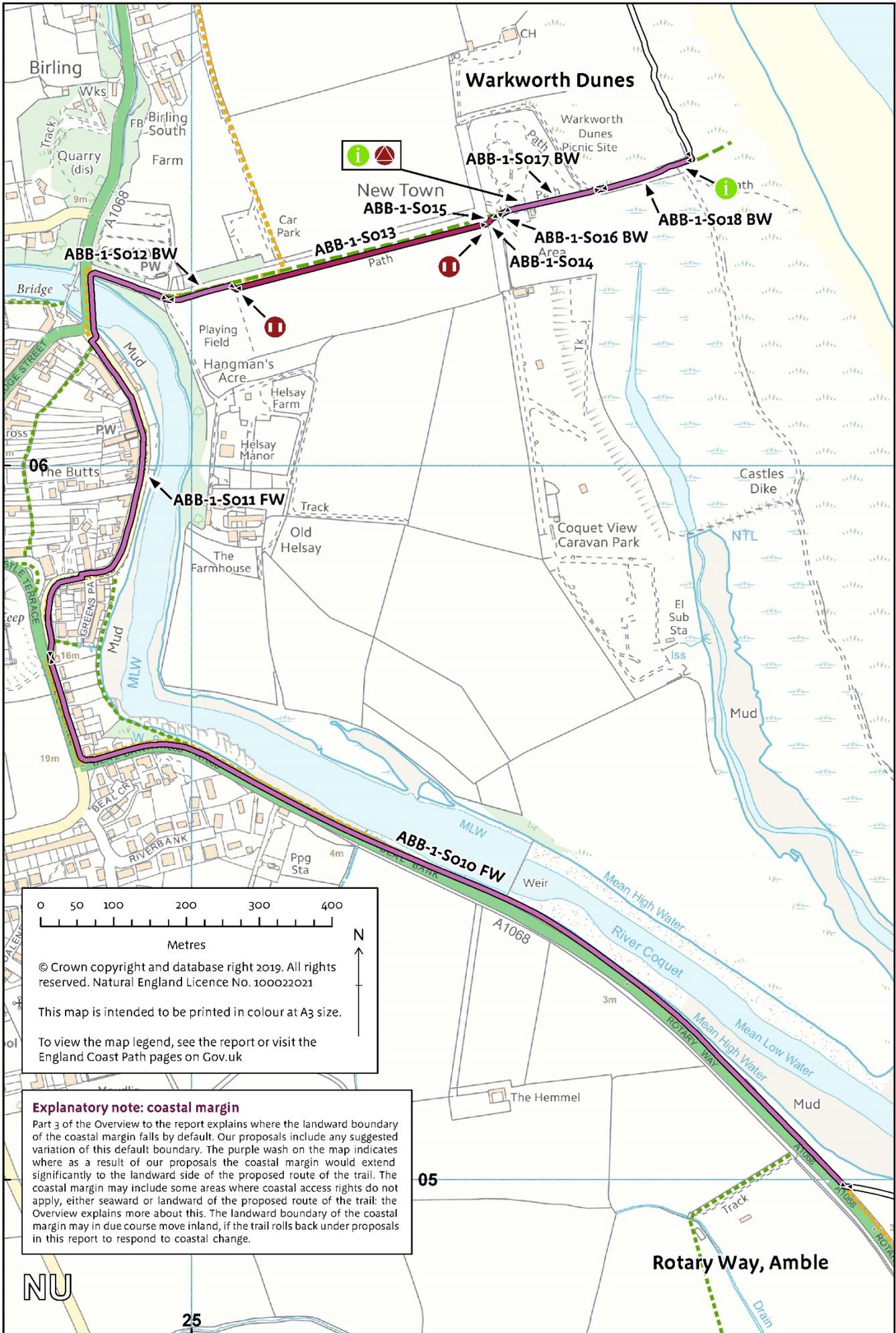
Infrastructure status

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

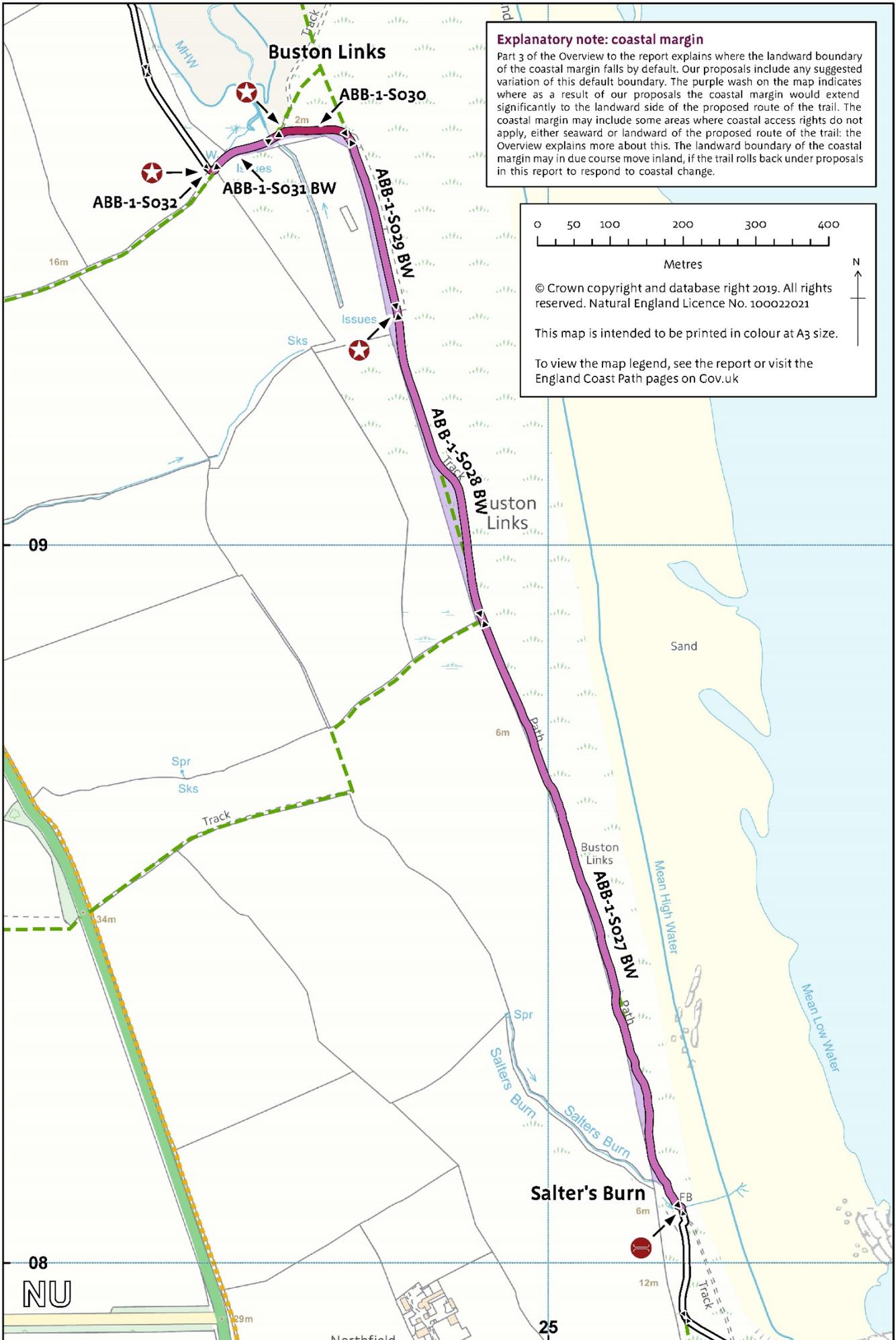


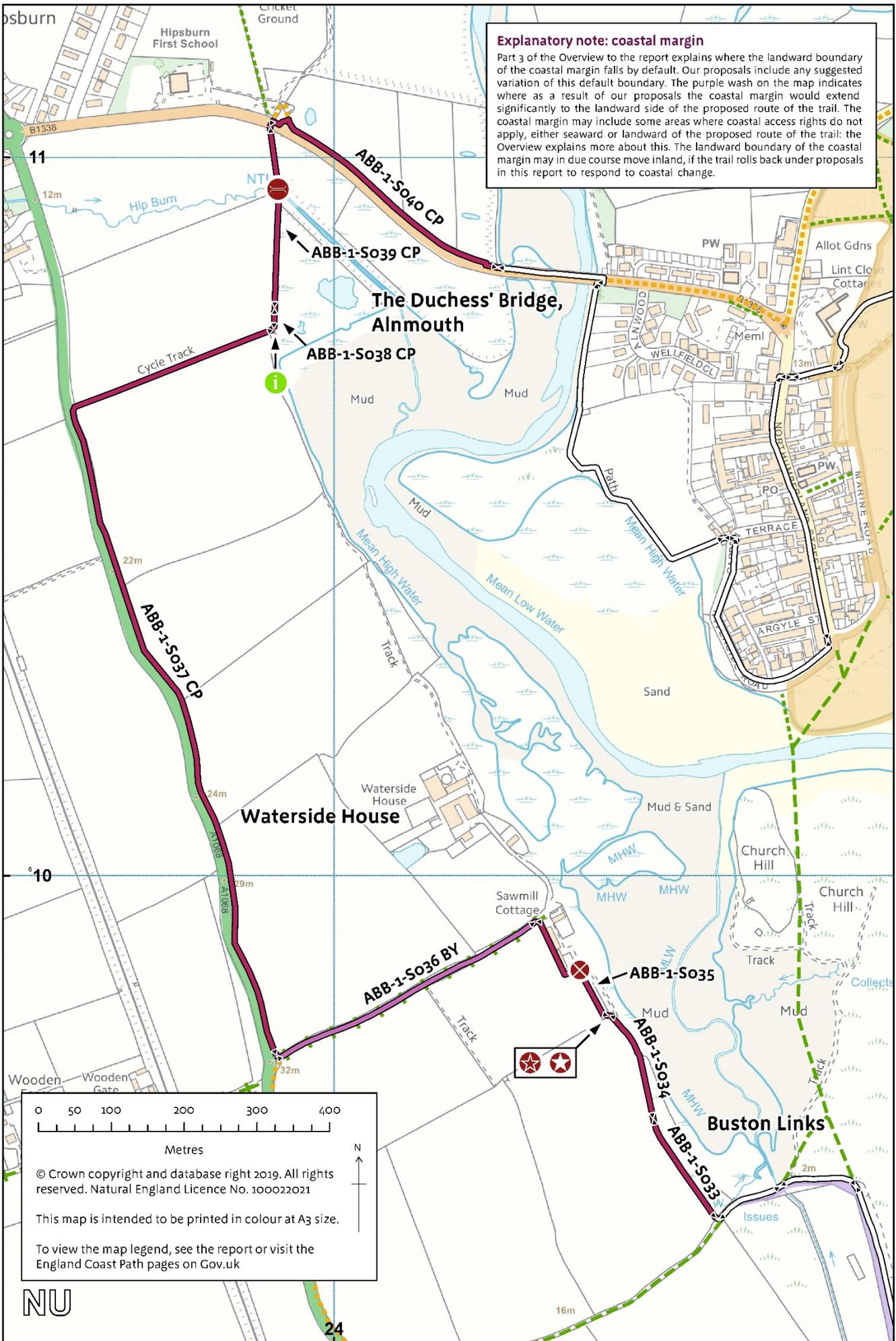
Map ABB 1a: Leazes Street to Rotary Way, Amble





Map ABB 1d: Salter's Burn to Buston Links





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.

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

