



# England Coast Path Stretch: Mablethorpe to Humber Bridge

## Report MHB 3: Humberston to Immingham Docks

### Part 3.1: Introduction

Start Point:	Humberston (grid reference: TA33718 05046)
End Point:	Immingham Docks (grid reference: TA17672 16208)
Relevant Maps:	MHB 3a to MHB 3n

3.1.1 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 Mablethorpe and the Humber Bridge.

3.1.2 This report covers length MHB 3 of the stretch, which is the coast between Humberston and Immingham Docks. 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.

3.1.3 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.

3.1.4 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 3.2: Proposals Narrative

### The trail:

3.2.1 Generally follows existing walked routes, including public rights of way, along most of this length.

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

3.2.3 Includes five sections of new path at MHB-3-S098, MHB-3-S100, MHB-3-S102, MHB-3-S104, and MHB-3-S121. See map MHB 3l North Beck Drain to Queens Road, map MHB 3n Manby Road to Houlton's Covert and associated tables below for details.

3.2.4 At sections MHB-3-S022 to MHB-3-S070, and MHB-3-S096 BW to MHB-3-S121 a significant inland diversion is necessary to take the trail past Grimsby Dock and Immingham Dock which are currently inaccessible because they are excepted land (See Future Change, below and Part 7 of the Overview).

### 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.

3.2.5 The following designated sites affect this length of coast:

- Humber Estuary SPA
- Humber Estuary SAC
- Humber Estuary Ramsar site
- Humber Estuary SSSI

Map C in the Overview shows the extent of designated areas listed.

3.2.6 We consider that the coastal environment, including features of the sites listed above, along this length of coast is unlikely to be sensitive to the improvements to coastal access envisaged and that no special measures are needed in respect of our proposals.

3.2.7 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. For more information about how we came to this conclusion 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.
- Our Nature Conservation Assessment, in which we document our conclusions in relation to other potential impacts on nature conservation.

3.2.8 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; 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:**

3.2.9 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 would follow an uneven grass path at MHB-3-S003 to MHB-3-S013
- It would be necessary to ascend/descend steps at MHB-3-S023
- It would be necessary to ascend/descend a ramp at MHB-3-S055
- The trail would follow a bare compacted soil path at MHB-3-S096 BW to MHB-3-S097 BW

3.2.10 At sections MHB-3-S022, MHB-3-S062, MHB-3-S098, MHB-3-S100, MHB-3-S102, MHB-3-S104 and MHB-3-S121 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:**

3.2.11 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Humber, 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 Humber Bridge, as indicated by the extent of the trail shown on map A2 of the Overview.

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

3.2.12 **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 3.3.1 below.

3.2.13 At MHB-3-S014 CP to MHB-3-S020, MHB-3-S076 BW to MHB-3-S077 BW, MHB-3-S082 BW, MHB-3-S087 BW, and MHB-3-S089 BW to MHB-3-S090 BW, we have used this discretion to limit the landward extent of the coastal margin. This has had the effect of reducing the amount of coastal margin that would otherwise been available by default. This option provides the most clarity because:

- The features identified in column 5b of table 3.3.1 provide an easily identifiable boundary for access users.

3.2.14 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 3.3.1. 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.**

**3.2.15 Restrictions and/or exclusions:** We have proposed to exclude and/or restrict 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 from Grimsby to South Killingholme Haven

3.2.16 Access to the mudflat and saltmarsh in the coastal margin seaward of route sections MHB-3-S022 to MHB-3-S121 is to be excluded all year-round by direction under s25A 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 where coastal access rights do not apply.

3.2.17 The mudflat and saltmarsh in this area is soft and sinking. It does not provide a safe walking surface and is subject to frequent tidal inundation.

3.2.18 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 extensive mudflats and areas of soft mud.

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

3.2.19 **Coastal erosion:** Column 4 of Table 3.3.1 indicates where roll-back has been proposed in relation to a route section. Where this is the case, the route, as initially determined at the time the report was prepared, is to be at the centre of the line shown on map MHB 3a as the proposed route of the trail.

3.2.20 If at any time in the future any part of a route section upon which roll-back has been specified needs, in Natural England’s view, to change in order for the overall route to remain viable, the new route for the part in question will be determined by Natural England without further reference to the Secretary of State. This will be done in accordance with the criteria and procedures described under the title ‘Roll-back’ in part 7 of the Overview and section 4.10 of the Coastal Access Scheme. If this happens, the new route will become the approved route for that section for the purposes of the Order which determines where coastal access rights apply.

On sections for which roll-back is not proposed in Tables 3.3.1, the route is to be at the centre of the line shown on maps MHB 3a to MHB 3n as the proposed route of the trail.

### Other future change:

3.2.21

- The Able Marine Energy Park has an existing planning consent that includes the diversion of the public footpaths affected by the proposals onto an agreed inland alignment. When implemented the trail will divert along this newly created inland public footpath.

**See parts 7 - ‘Future changes’ of the Overview for more information.**



## Establishment of the trail:

3.2.22 Below we summarise how our proposed route for the trail would be physically established to make it ready for public use before any new rights come into force.

Establishment works will only start on this length of coast once these proposals have been approved by the Secretary of State. The works may therefore either precede or follow the start of establishment works on other lengths of coast within the stretch, and detailed in their separate reports.

3.2.23 Our estimate of the capital costs for physical establishment of the trail on the proposed route is **£636,900** and is informed by:

- information already held by the access authority, North East Lincolnshire Council in relation to the management of the existing Public Rights of Way;
- 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.

3.2.24 There are two main elements to the overall cost:

- A significant number of new signs would be needed on the trail.
- The surfaces of the existing paths and footways on the proposed route are generally of a suitable standard for the trail, but new surfaces at MHB-3-S062, MHB-3-S098, MHB-3-S100, MHB-3-S102, MHB-3-S104, and MHB-3-S121 would enhance the convenience of the 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**

<b>Item</b>	<b>Cost</b>
Signs & interpretation	6,900
Resurfacing works near Grimsby Docks	250,000
Resurfacing works near Immingham Docks	380,000
<b>Total</b>	<b>£636,900 (Exclusive of any VAT payable)</b>

3.2.25 Once the Secretary of State's decision on our report has been notified, and further to our conversations with land managers during the route planning stage, there will be suitable liaison 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:

3.2.26 Because the trail on this length of coast will form part of the National Trail being created around the whole coast of England called the England Coast Path, we envisage that it will be maintained to the same high quality standards as other National Trails in England (see The New Deal; Management of National Trails in England from April 2013: details at Annex A of the Overview).

3.2.27 We estimate that the annual cost to maintain the trail will be £3,839.15 (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 3.3: Proposals Tables

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

### 3.3.1 Section Details – Maps MHB 3a to MHB 3n: Humberston to Immingham Docks

Key notes on table:

1. 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.
2. 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.
3. 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
MHB 3a	MHB-3-S001	Other existing walked route	Yes - Normal	No	Road	Clarity and cohesion	Detail of any roll-back subject to HRA
MHB 3a	MHB-3-S002	Other existing walked route	Yes - Normal	No	Track	Clarity and cohesion	Detail of any roll-back subject to HRA
MHB 3a	MHB-3-S003 to MHB-3-S013	Other existing walked route	Yes - Normal	Yes - dune			Detail of any roll-back subject to HRA
MHB 3a to MHB 3c	MHB-3-S014 CP to MHB-3-S016 CP	Cycleway (pedestrian)	No	Yes - bank	Path	Clarity and cohesion	
MHB 3c	MHB-3-S017 CP to MHB-3-S018 CP	Cycleway (pedestrian)	No	Yes - barrier	Path	Clarity and cohesion	
MHB 3d	MHB-3-S019 FW	Public footway (pavement)	No	Yes - barrier	Pavement edge	Clarity and cohesion	

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
MHB 3d	MHB-3-S020	Other existing walked route	No	Yes - barrier	Promenade edge	Clarity and cohesion	
MHB 3e	MHB-3-S021	Other existing walked route	No	No	Path	Clarity and cohesion	
MHB 3e	MHB-3-S022	Other existing walked route	No	No	Fence line	Clarity and cohesion	
MHB 3e	MHB-3-S023	Other existing walked route	No	No	Path	Clarity and cohesion	
MHB 3e	MHB-3-S024 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
MHB 3e	MHB-3-S025 RD	Public highway	No	No			
MHB 3e	MHB-3-S026 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
MHB 3e	MHB-3-S027 RD	Public highway	No	No			
MHB 3e	MHB-3-S028 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
MHB 3e	MHB-3-S029 RD	Public highway	No	No			
MHB 3e	MHB-3-S030 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
MHB 3e	MHB-3-S031 RD	Public highway	No	No			
MHB 3e	MHB-3-S032 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
MHB 3e	MHB-3-S033 RD	Public highway	No	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
MHB 3e	MHB-3-S034 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
MHB 3e	MHB-3-S035 RD	Public highway	No	No			
MHB 3e	MHB-3-S036 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
MHB 3e	MHB-3-S037 RD	Public highway	No	No			
MHB 3e	MHB-3-S038 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
MHB 3e	MHB-3-S039 RD	Public highway	No	No			
MHB 3e	MHB-3-S040 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
MHB 3e	MHB-3-S041 RD	Public highway	No	No			
MHB 3f	MHB-3-S042 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
MHB 3f	MHB-3-S043 RD	Public highway	No	No			
MHB 3f	MHB-3-S044 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
MHB 3f	MHB-3-S045 RD	Public highway	No	No			
MHB 3f	MHB-3-S046 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
MHB 3f	MHB-3-S047 RD	Public highway	No	No			
MHB 3f	MHB-3-S048 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
MHB 3f	MHB-3-S049 RD	Public highway	No	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
MHB 3f	MHB-3-S050 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
MHB 3f	MHB-3-S051 RD	Public highway	No	No			
MHB 3f	MHB-3-S052 FW	Public footway (pavement)	No	No	Various	Clarity and cohesion	
MHB 3f	MHB-3-S053 RD	Public highway	No	No			
MHB 3f	MHB-3-S054 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
MHB 3f	MHB-3-S055 FW	Public footway (pavement)	No	No	Various	Clarity and cohesion	
MHB 3f	MHB-3-S056	Other existing walked route	No	No	Path		
MHB 3f	MHB-3-S057 FW	Public footway (pavement)	No	No	Wall	Clarity and cohesion	
MHB 3f	MHB-3-S058 RD	Public highway	No	No			
MHB 3f	MHB-3-S059 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
MHB 3f	MHB-3-S060 RD	Public highway	No	No	Path	Clarity and cohesion	
MHB 3f	MHB-3-S061 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
MHB 3g	MHB-3-S062	Other existing walked route	No	No	Road	Clarity and cohesion	
MHB 3g	MHB-3-S063 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
MHB 3g	MHB-3-S064 RD	Public highway	No	No	Path	Clarity and cohesion	

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
MHB 3g	MHB-3-S065 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
MHB 3g	MHB-3-S066 RD	Public highway	No	No	Path	Clarity and cohesion	
MHB 3g	MHB-3-S067 FW to MHB-3-S068 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
MHB 3g	MHB-3-S069 BW to MHB-3-S070 BW	Public Bridleway	No	No	Path	Clarity and cohesion	
MHB 3g to MHB 3i	MHB-3-S071 BW to MHB-3-S075 BW	Public bridleway	No	Yes - barrier			
MHB 3i	MHB-3-S076 BW to MHB-3-S077 BW	Public bridleway	No	Yes - barrier	Fence line	Clarity and cohesion	
MHB 3i to MHB 3j	MHB-3-S078 BW to MHB-3-S081 BW	Public bridleway	No	Yes - barrier			
MHB 3j	MHB-3-S082 BW	Public bridleway	No	Yes - barrier	Path	Clarity and cohesion	
MHB 3j	MHB-3-S083 BW to MHB-3-S086 BW	Public bridleway	No	Yes - barrier			
MHB 3j	MHB-3-S087 BW	Public bridleway	No	Yes - barrier	Fence line	Clarity and cohesion	
MHB 3k	MHB-3-S088 BW	Public bridleway	No	Yes - barrier			
MHB 3k	MHB-3-S089 BW to MHB-3-S090 BW	Public bridleway	No	Yes - barrier	Fence line	Clarity and cohesion	
MHB 3l	MHB-3-S091 BW to MHB-3-S095 BW	Public bridleway	No	Yes - barrier			



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
MHB 3l	MHB-3-S096 BW	Public bridleway	No	No	Path	Clarity and cohesion	
MHB 3l	MHB-3-S097	Other existing walked route	No	No	Path	Clarity and cohesion	
MHB 3l	MHB-3-S098	Not an existing walked route	No	No	Path	Clarity and cohesion	
MHB 3l	MHB-3-S099 RD	Public highway	No	No			
MHB 3l	MHB-3-S100	Not an existing walked route	No	No	Path	Clarity and cohesion	
MHB 3l	MHB-3-S101 RD	Public highway	No	No			
MHB 3l	MHB-3-S102	Not an existing walked route	No	No	Path	Clarity and cohesion	
MHB 3l	MHB-3-S103 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
MHB 3l	MHB-3-S104	Not an existing walked route	No	No	Path	Clarity and cohesion	
MHB 3m	MHB-3-S105 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
MHB 3m	MHB-3-S106 RD	Public highway	No	No			
MHB 3m	MHB-3-S107 FW	Public footway (pavement)	No	No	Path	Clarity and cohesion	
MHB 3m	MHB-3-S108 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
MHB 3m	MHB-3-S109 RD	Public highway	No	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
MHB 3m	MHB-3-S110 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
MHB 3m	MHB-3-S111 RD	Public highway	No	No			
MHB 3m	MHB-3-S112 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
MHB 3m	MHB-3-S113 RD	Public highway	No	No			
MHB 3m	MHB-3-S114 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
MHB 3m	MHB-3-S115 RD	Public highway	No	No			
MHB 3m	MHB-3-S116 FW to MHB-3-S117 FW	Public footway (pavement)	No	No	Path	Clarity and cohesion	
MHB 3n	MHB-3-S118 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
MHB 3n	MHB-3-S119 RD	Public highway	No	No			
MHB 3n	MHB-3-S120 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
MHB 3n	MHB-3-S121	Not an existing walked route	No	No	Path	Clarity and cohesion	

## Part 3.4: Maps

### 3.4.1 Map Index

Map reference	Map title
MHB 3a	Humber Mouth Yacht Club to North Sea Lane
MHB 3b	North Sea Lane to Lakeside Central
MHB 3c	Lakeside Central to Central Promenade
MHB 3d	Central Promenade to Wonderland
MHB 3e	Wonderland to New Clee Station
MHB 3f	New Clee Station to Corporation Bridge
MHB 3g	Corporation Bridge to Moody Lane
MHB 3h	Moody Lane to Novartis
MHB 3i	Novartis to Old Fleet Drain
MHB 3j	Old Fleet Drain to Middle Drain
MHB 3k	Middle Drain to North Beck Drain
MHB 3l	North Beck Drain to Queens Road
MHB 3m	Queens Road to Manby Road
MHB 3n	Manby Road to Houlton's Covert
Direction Map MHB 3A	Humber South mudflats

## 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

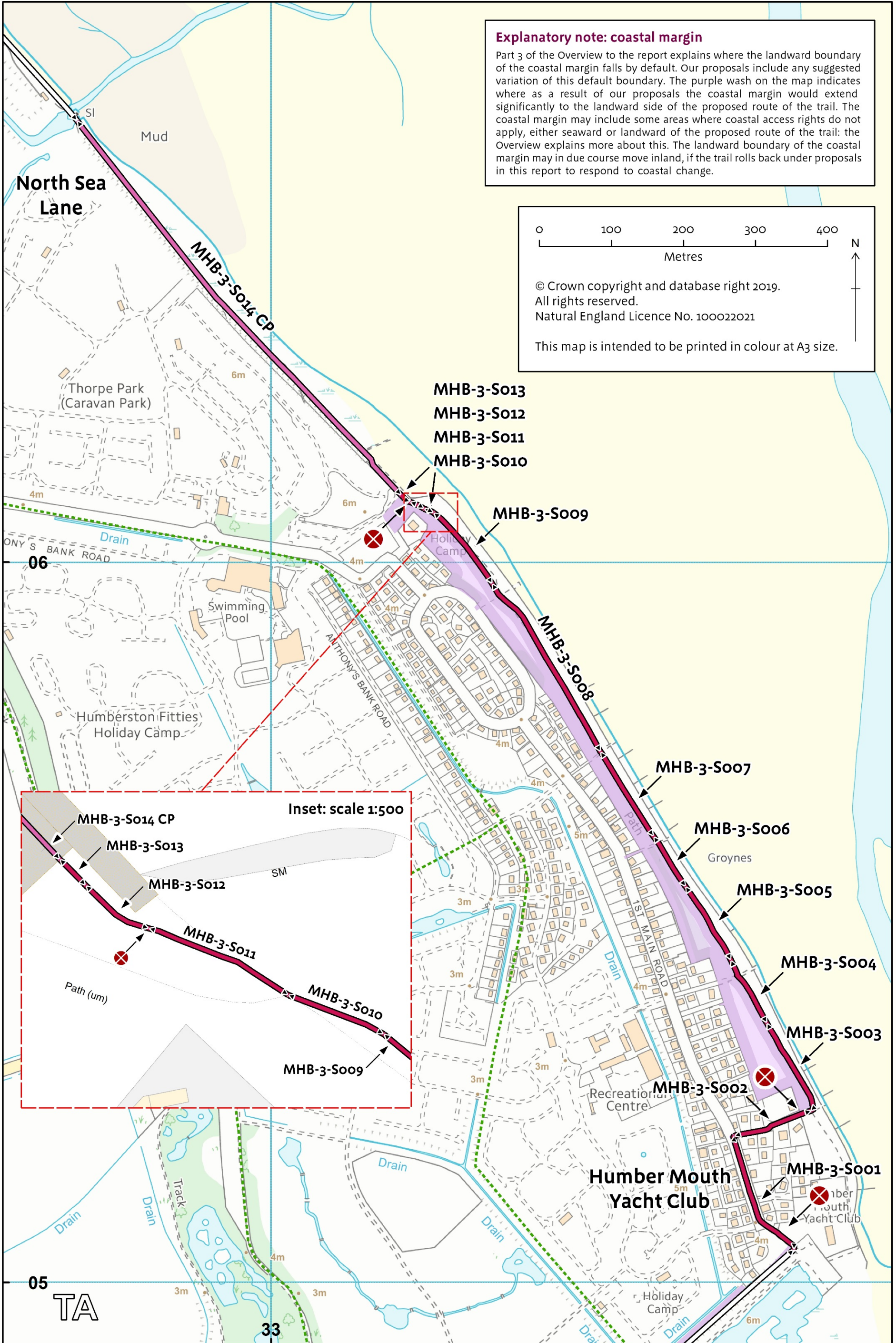
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

- 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.

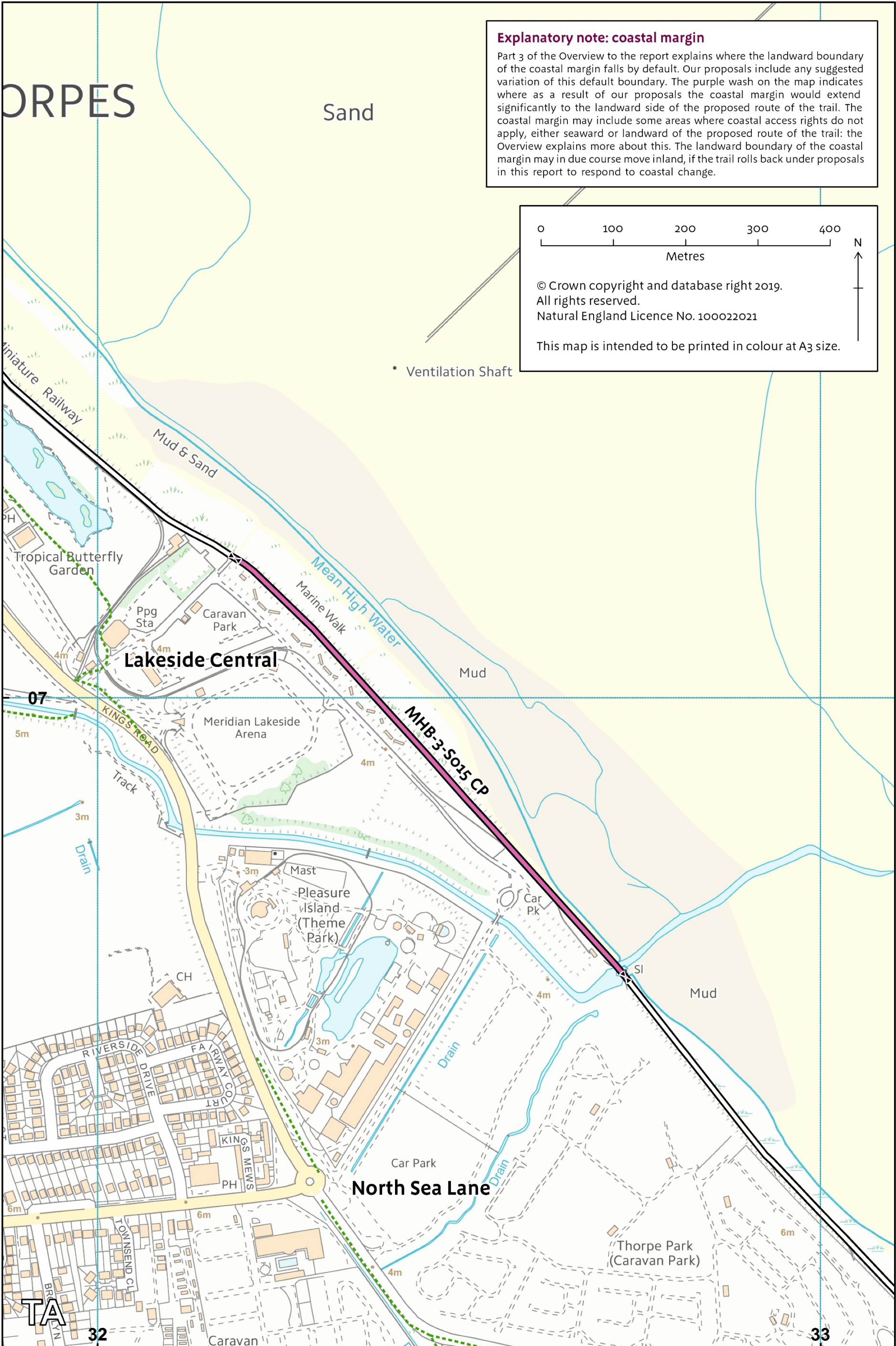


**Map MHB 3a: Humber Mouth Yacht Club to North Sea Lane**



Map MHB 3a: Humber Mouth Yacht Club to North Sea Lane





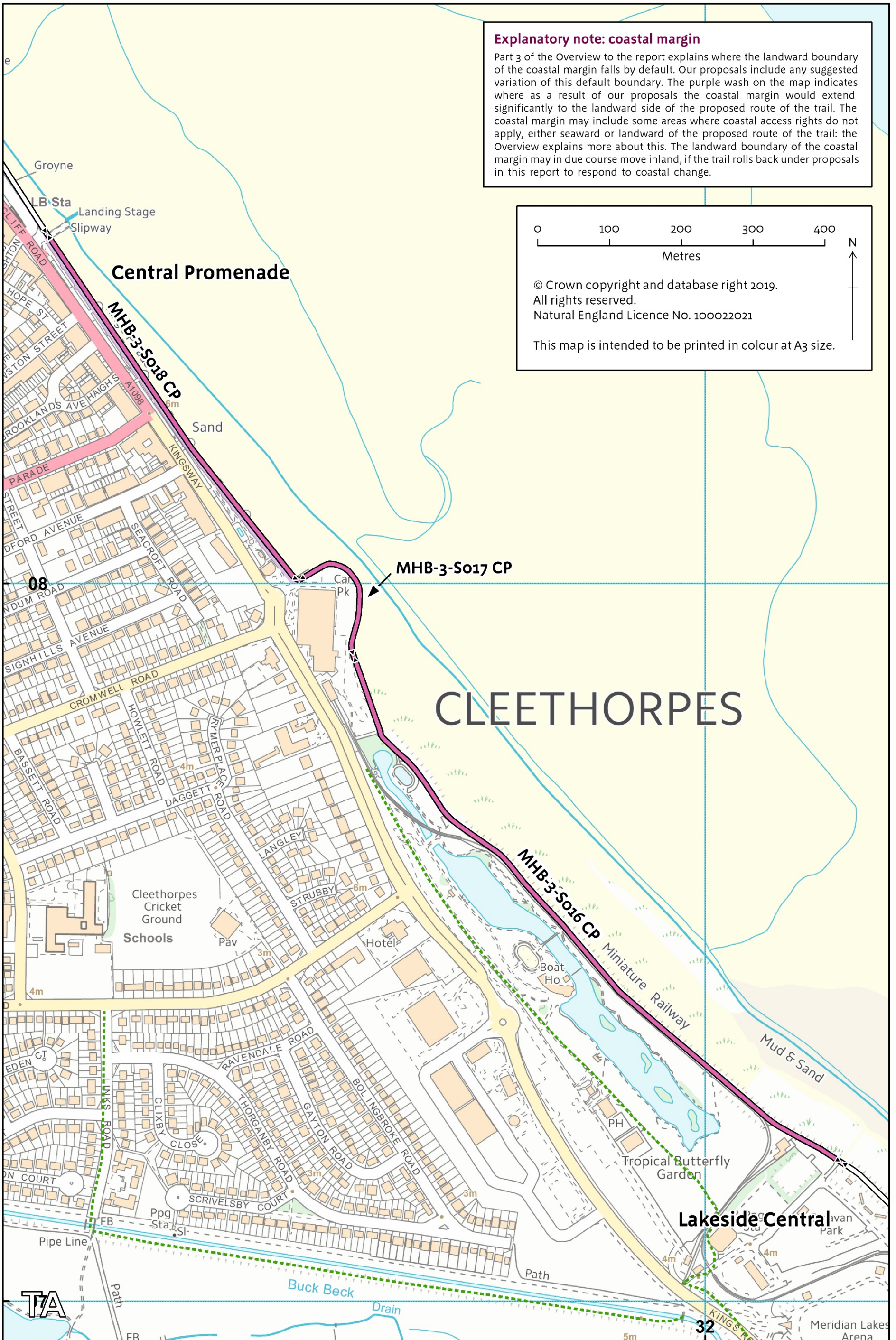


**Explanatory note: coastal margin**  
 Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the 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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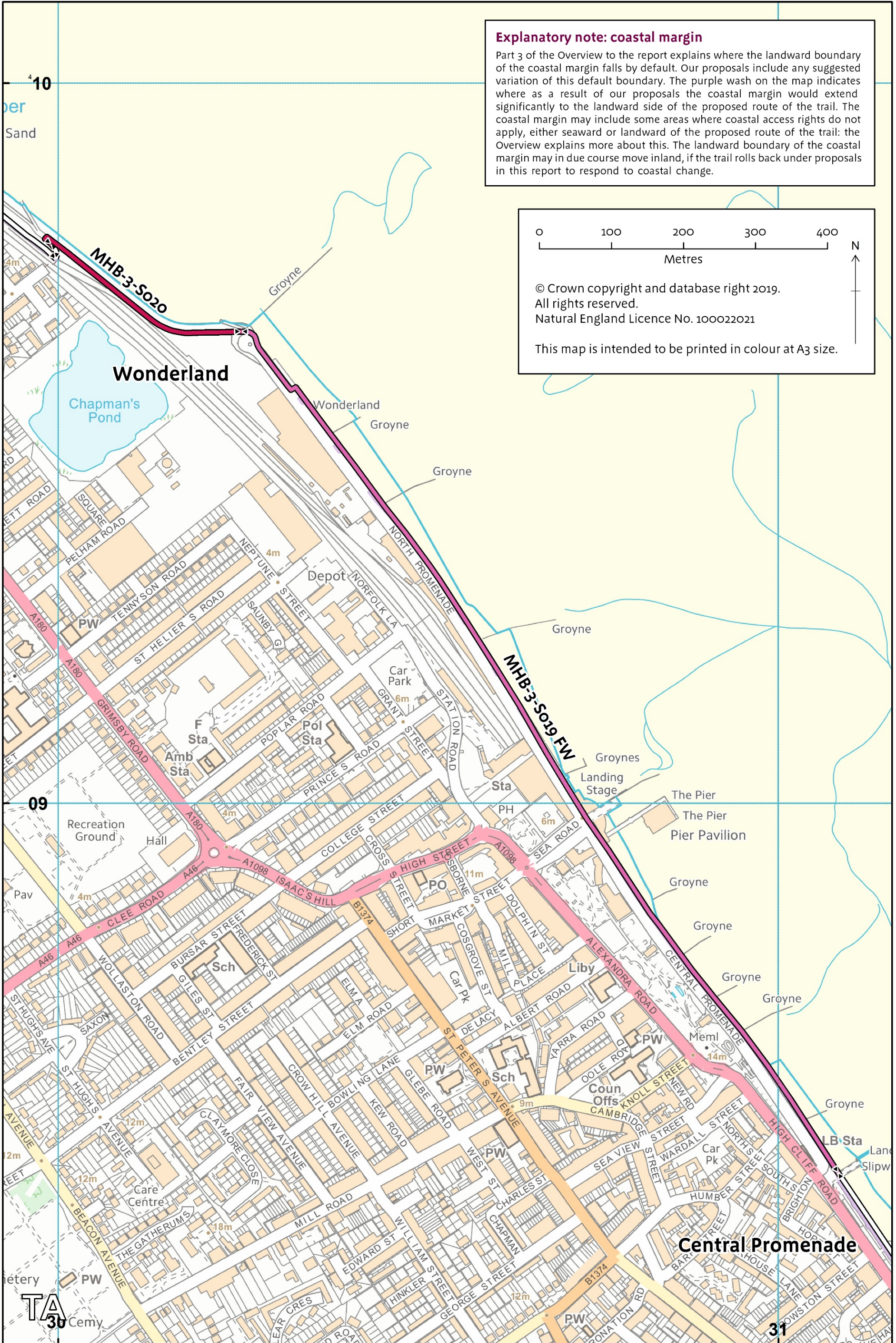


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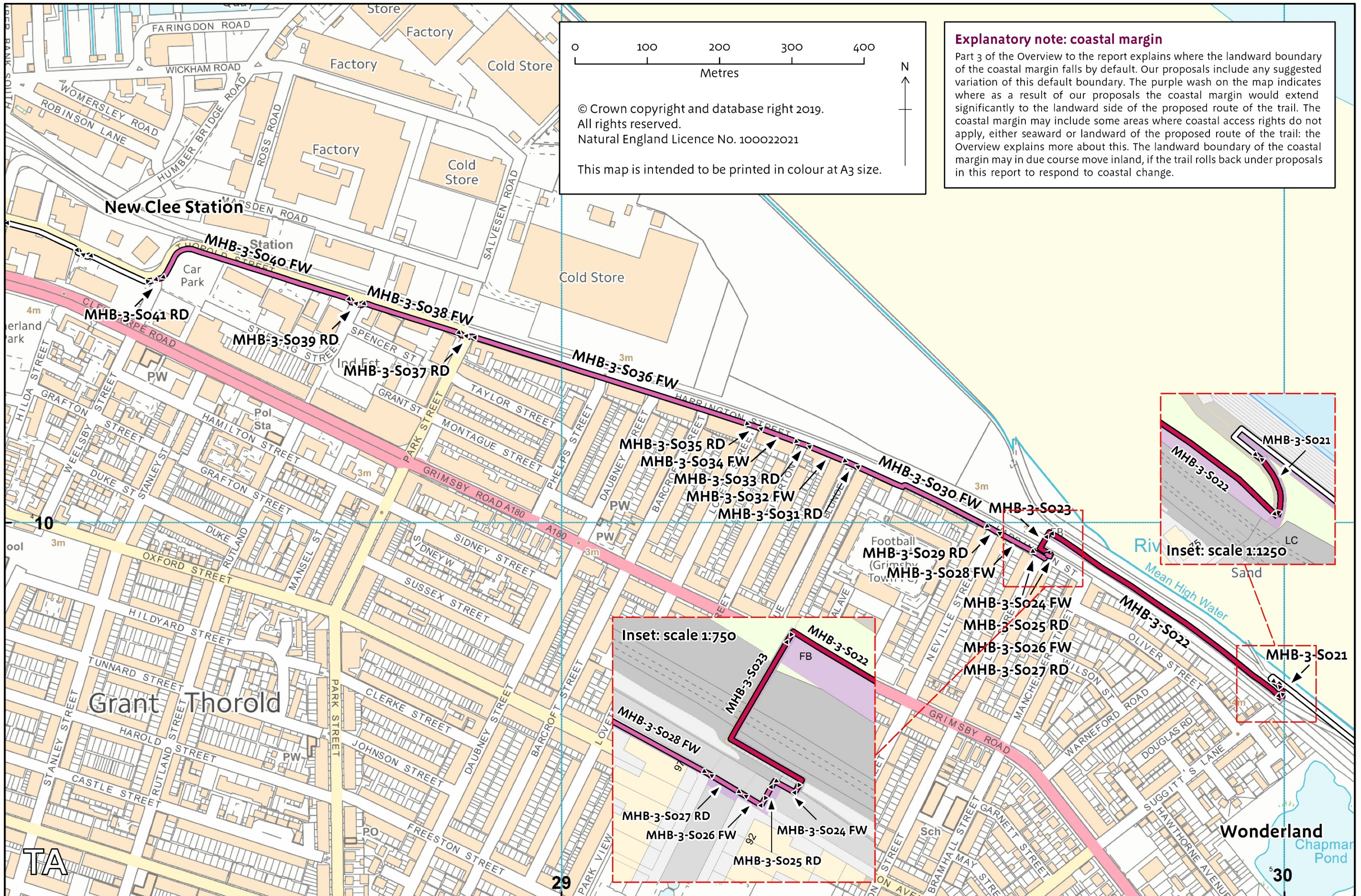
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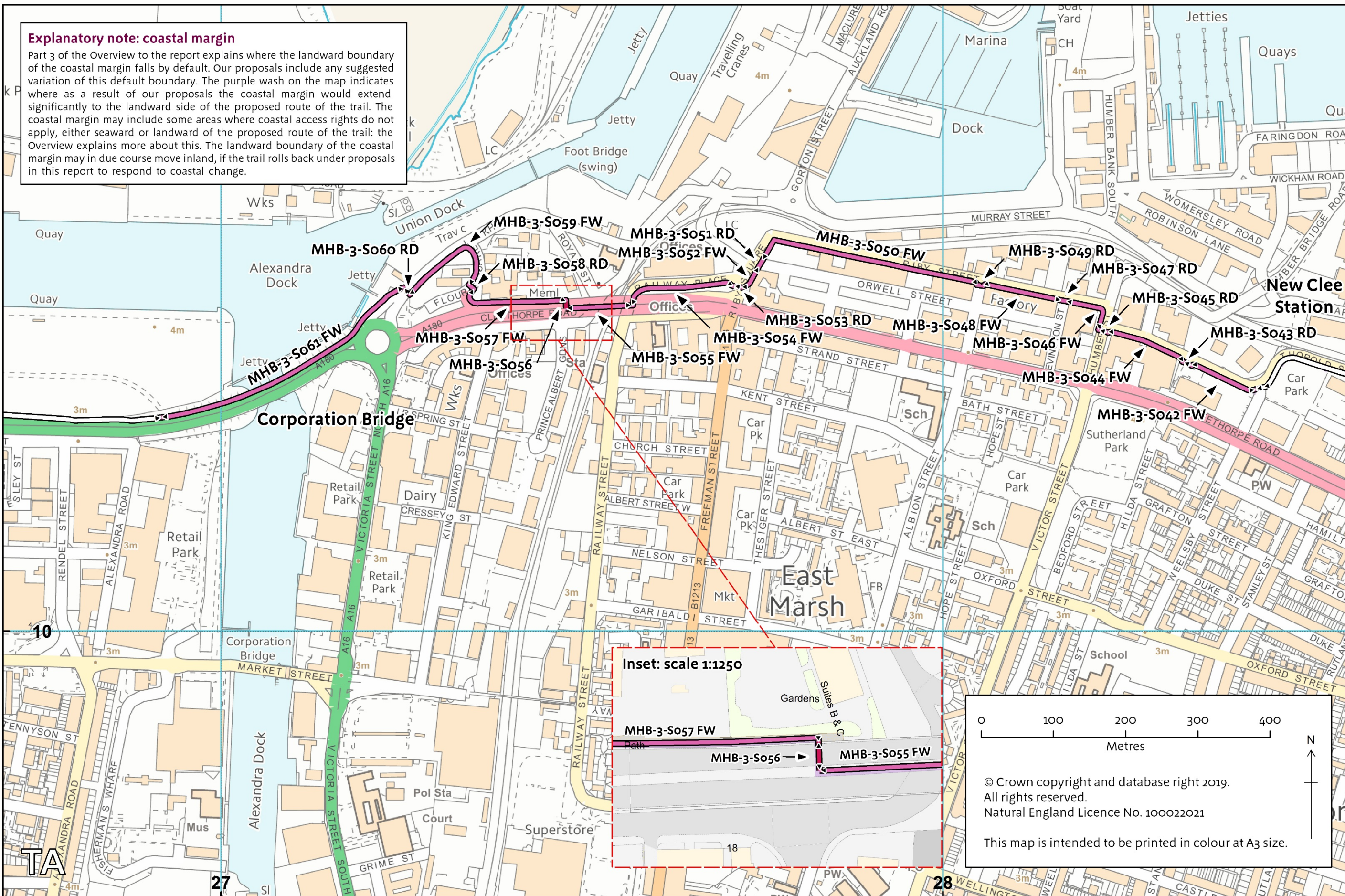
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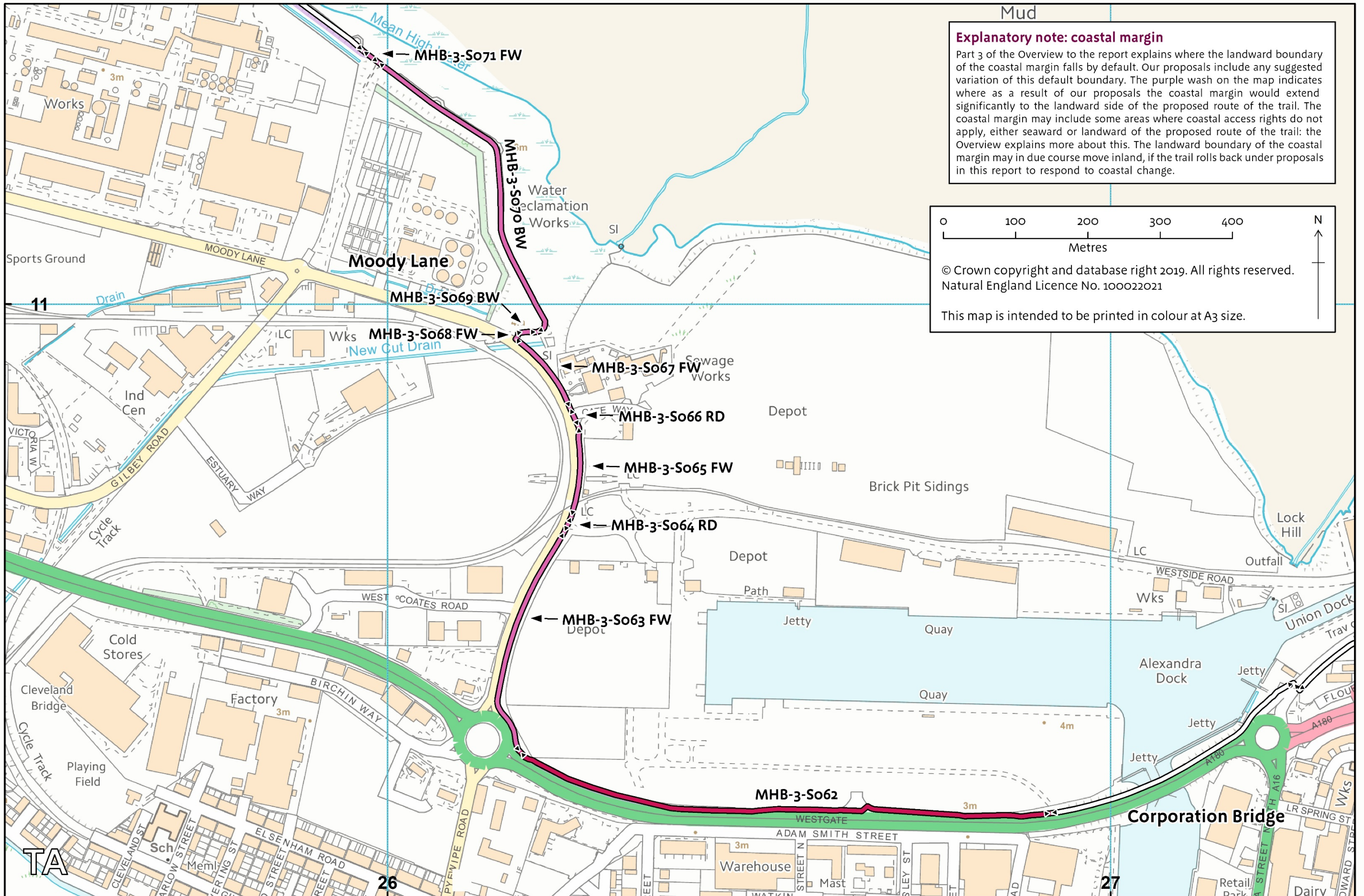
Map MHB 3f: New Clee Station to Corporation Bridge

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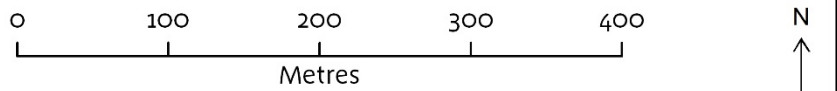
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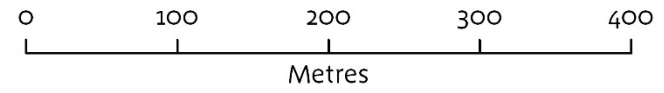
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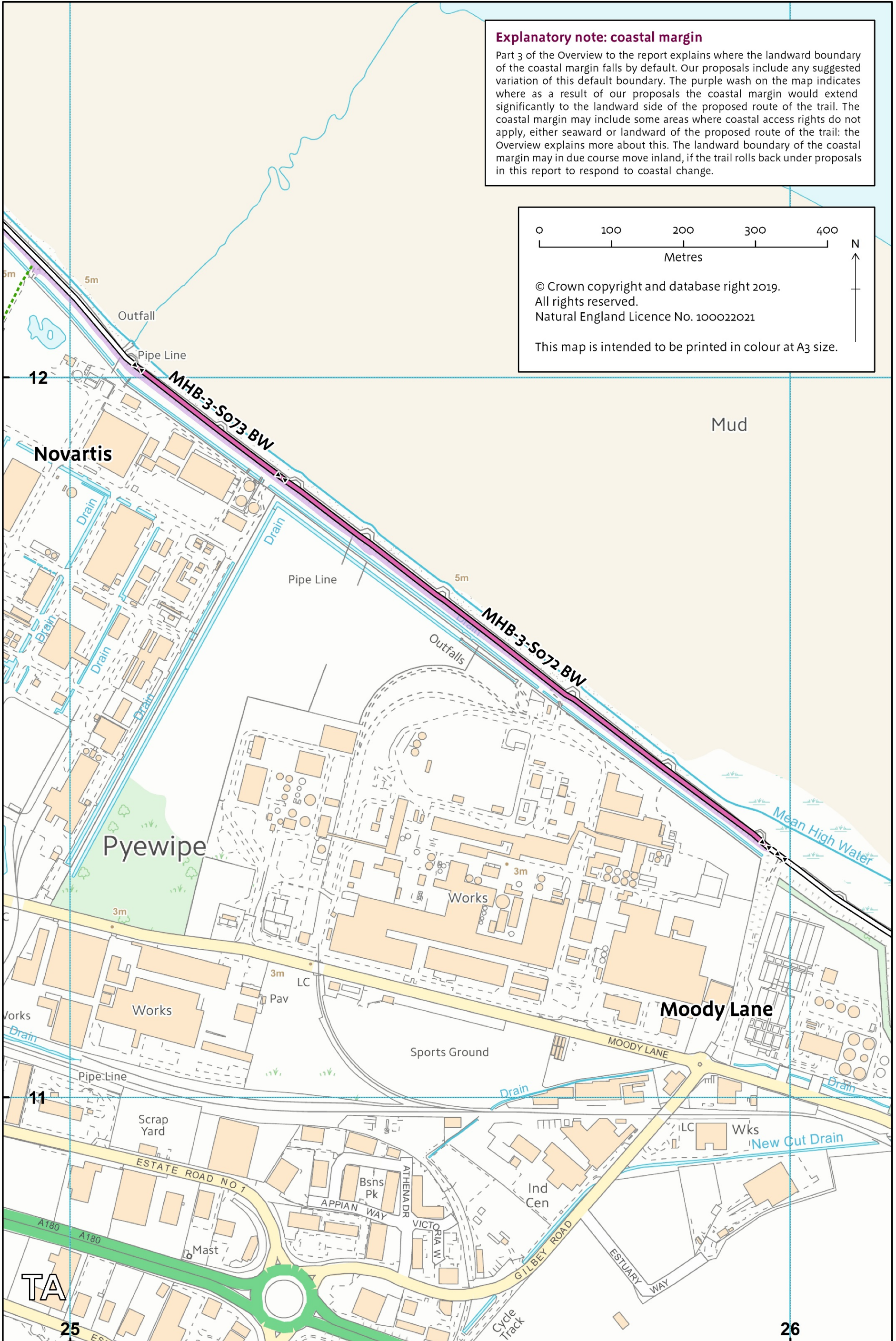
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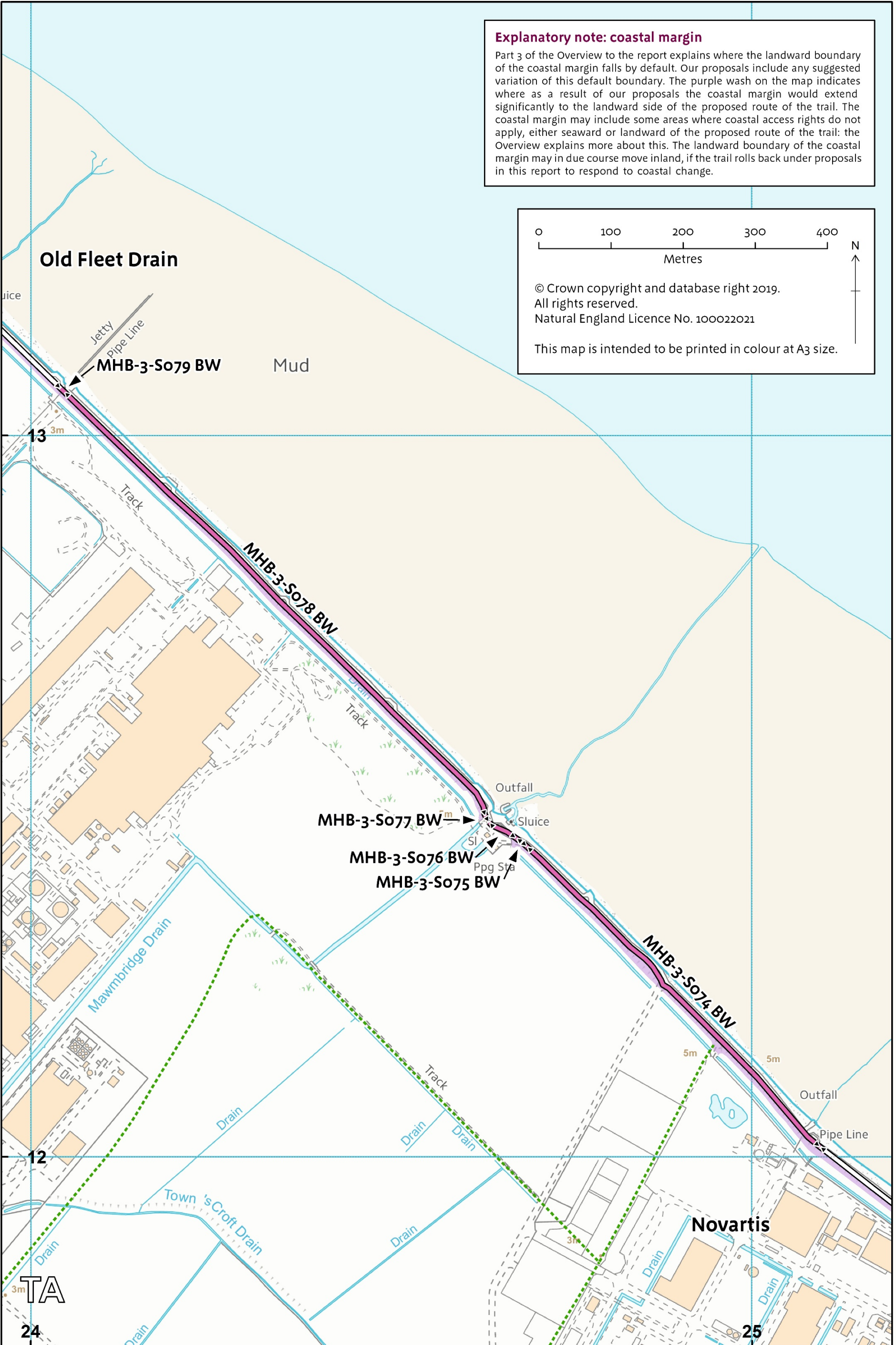


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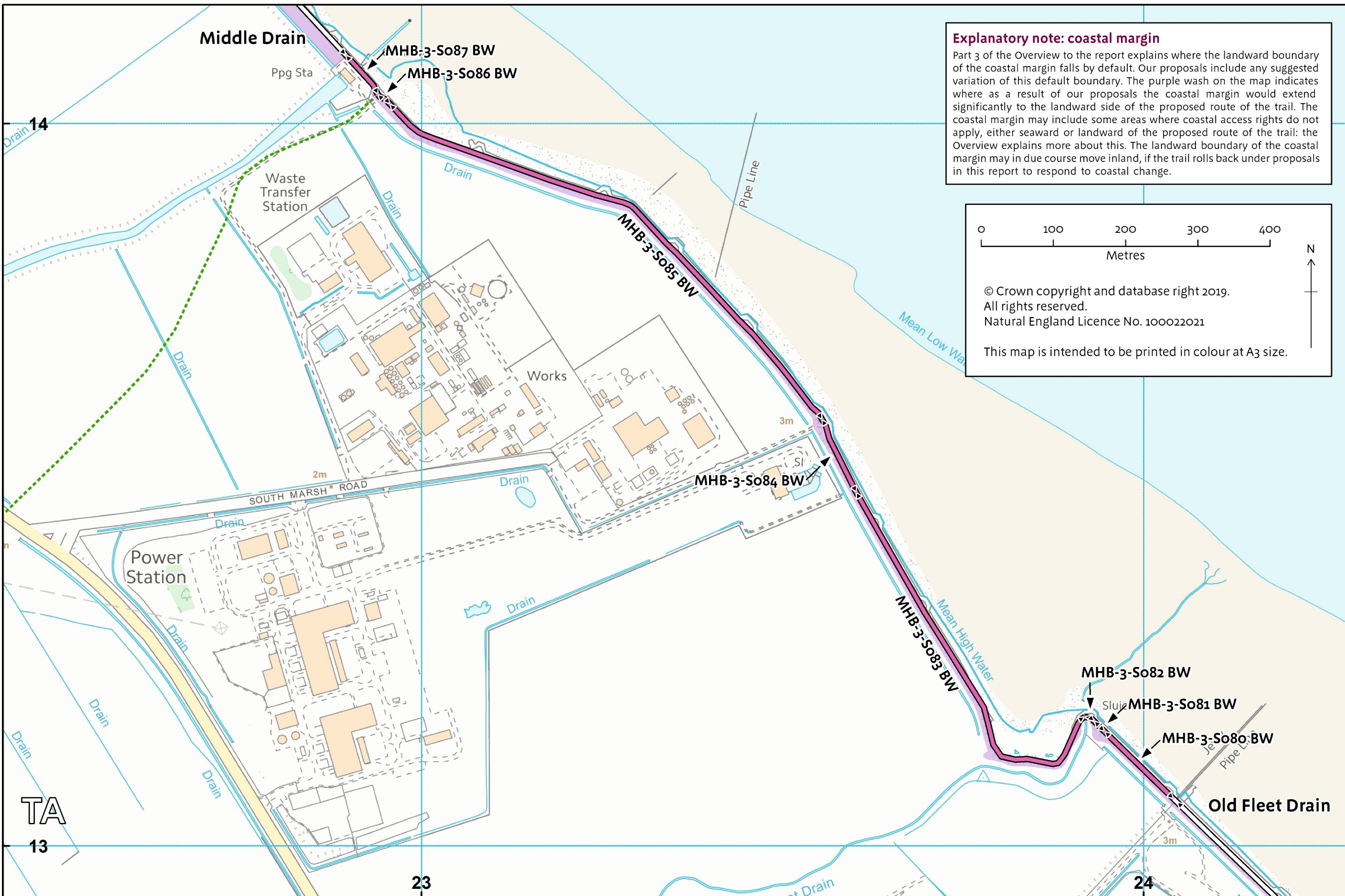
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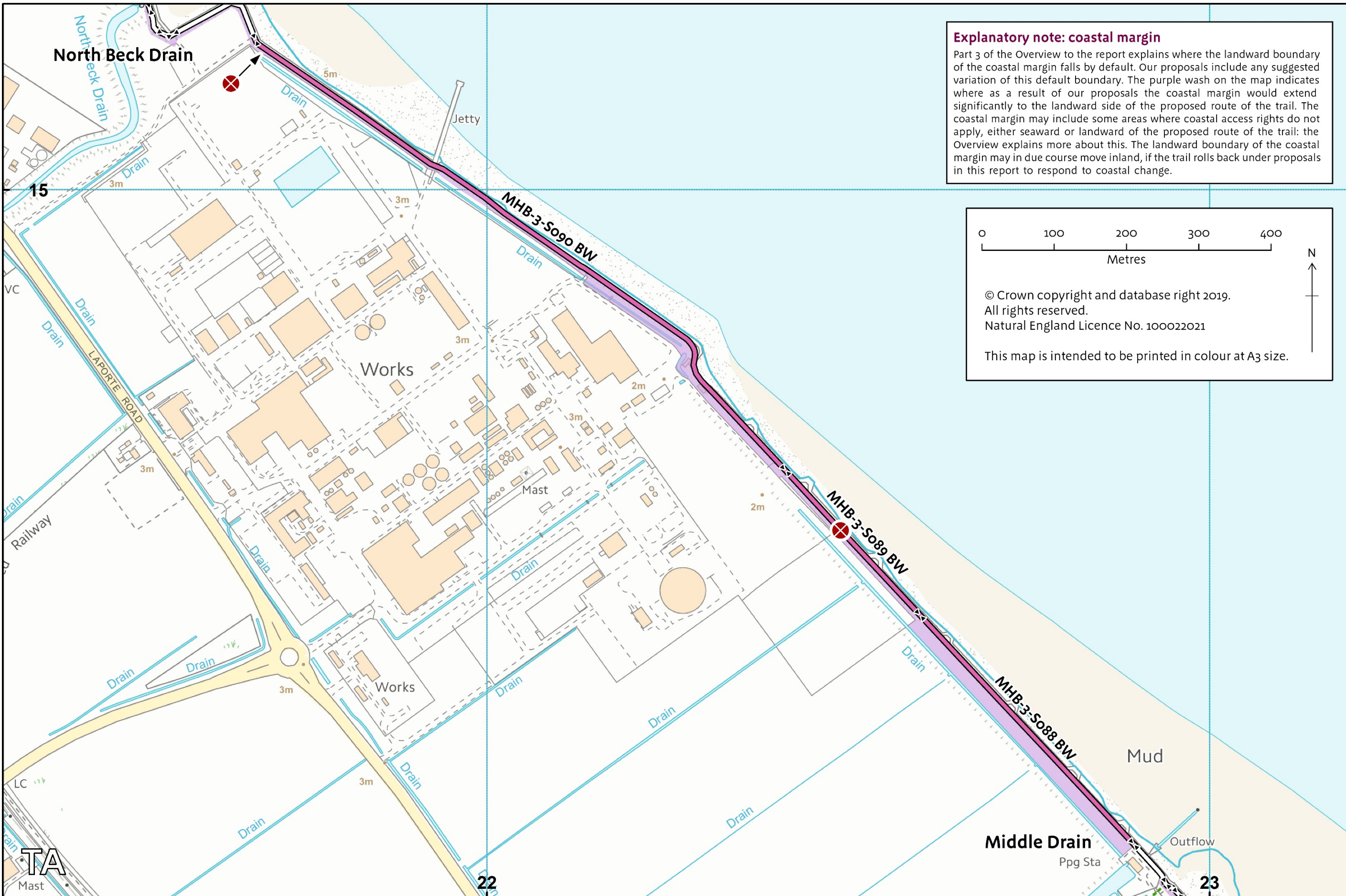
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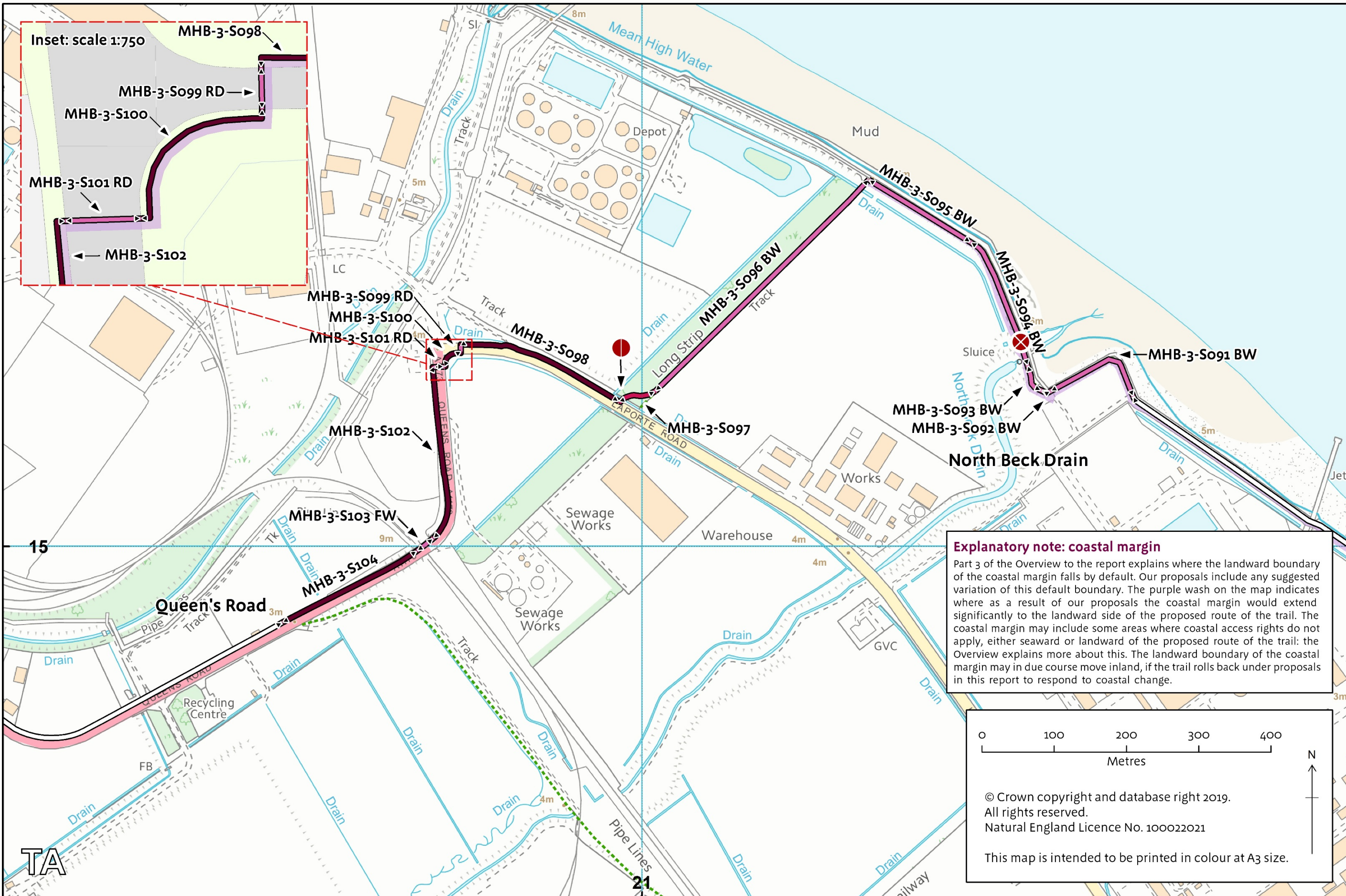




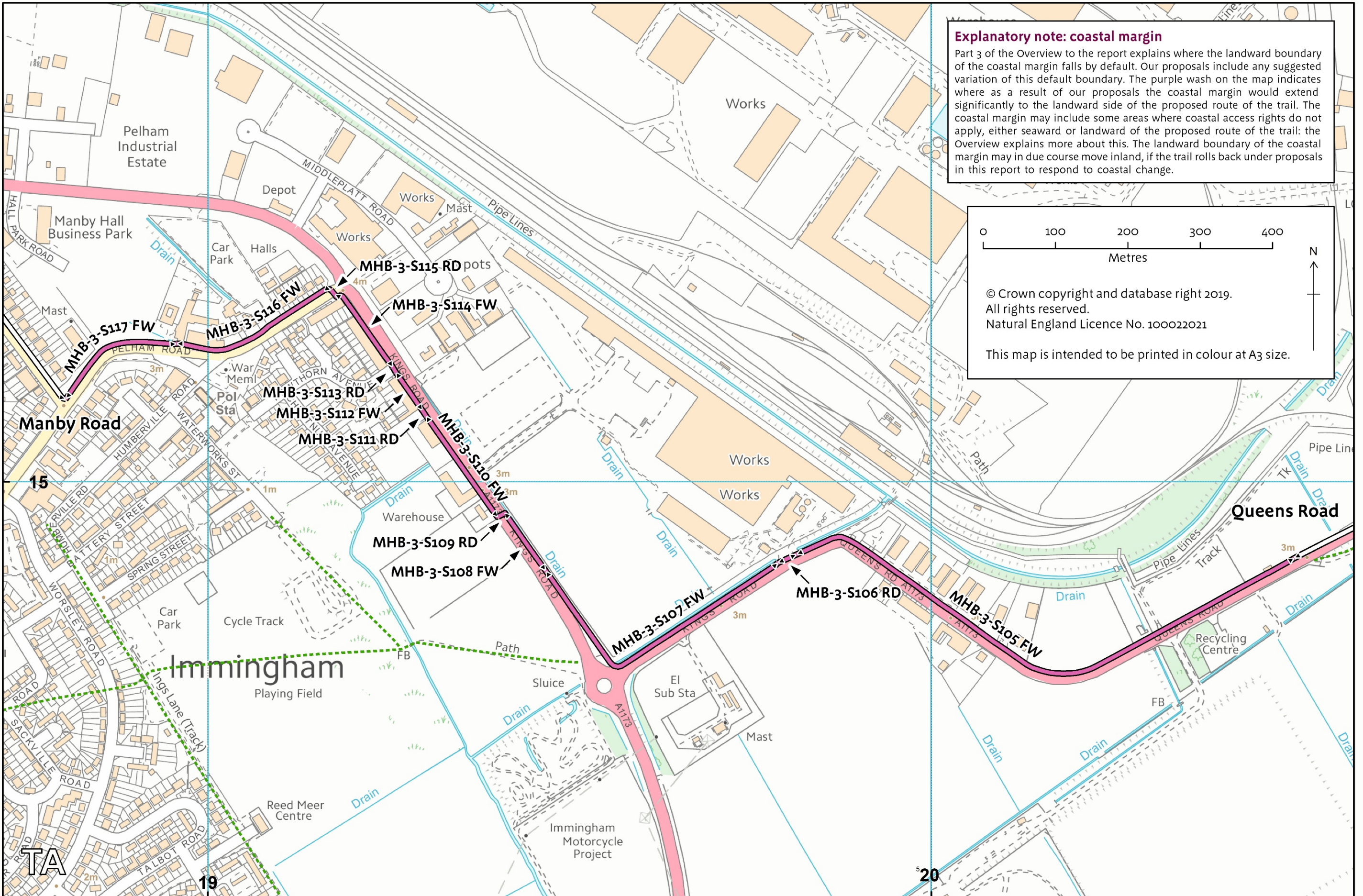






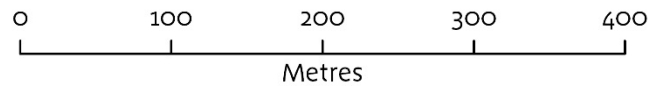






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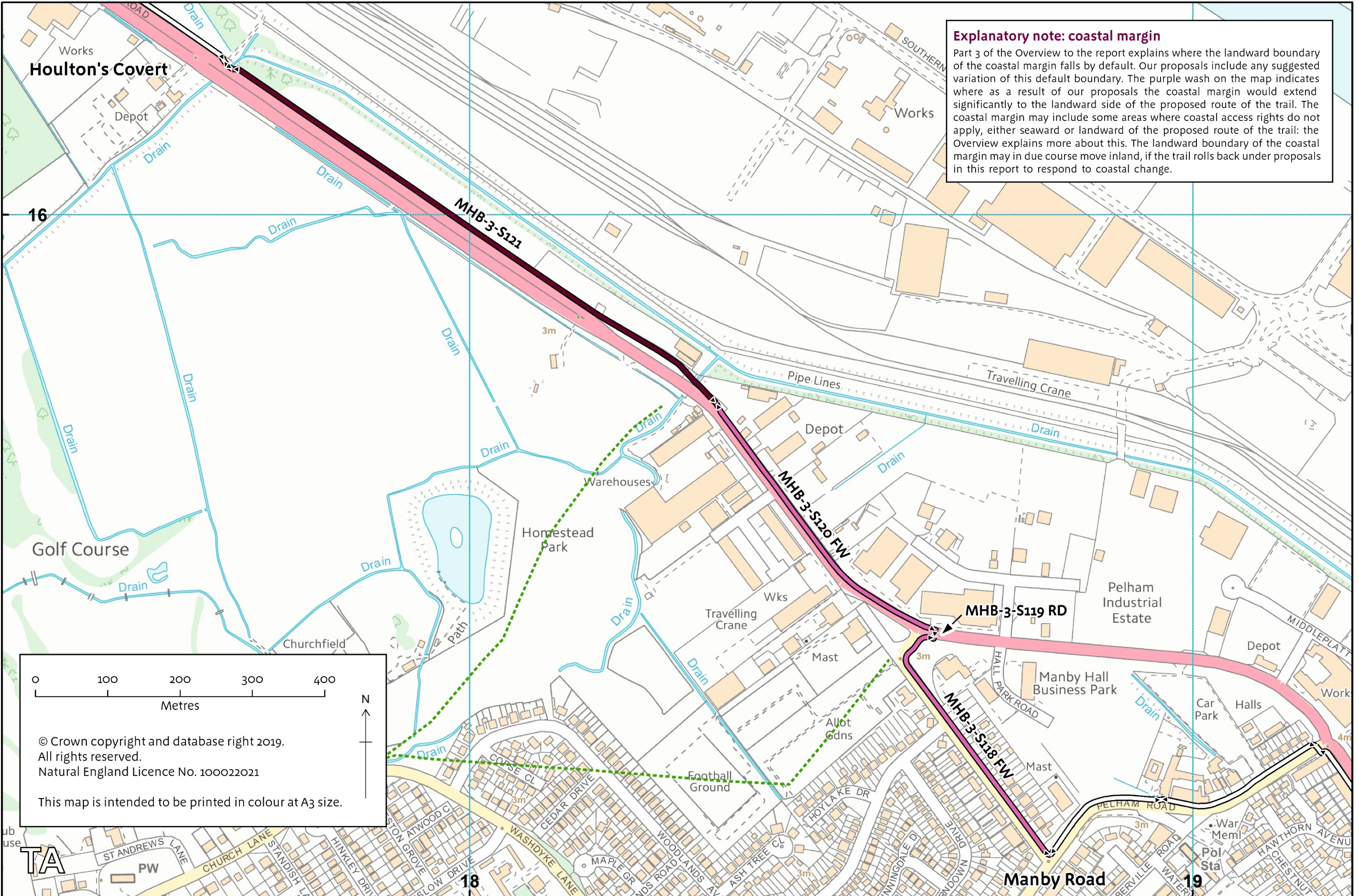
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**Directions Map MHB 3A: Humber South mudflats**

