



# England Coast Path Stretch: Humber Bridge to Easington

## Report HBE 1: Humber Bridge to River Hull

### Part 1.1: Introduction

Start Point:	Humber Bridge (Grid reference TA02430 24588)
End Point:	River Hull (Grid reference TA10214 28307)
Relevant Maps:	HBE 1a to HBE 1f

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 Humber Bridge and Easington.

1.1.2 This report covers length HBE 1 of the stretch, which is the coast between Humber Bridge and the River Hull. 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:

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

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

1.2.2 Includes 2 sections of new path, in St Andrew's Dock HBE-1-S049 and HBE-1-S051. See map 1e and associated tables below for details.

1.2.3 In some areas HBE-1-S025 FW to HBE-1-S034 FP a significant inland diversion is necessary to take the trail past Hedon Haven and the adjacent shipyard which is currently inaccessible because it is excepted land (see Future Change, below and Part 7 of the Overview).

1.2.4 Follows a route similar to the Trans Pennine Trail; HBE-1-S016 FW to HBE-1-S084.

1.2.5 We propose to adopt the walked line of the existing Yorkshire Wolds National Trail between HBE-1-S016 FW and HBE-1-S023 FP.

### 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:

- 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.

1.2.7 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.

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 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.

**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:

- There are steps in places at the intersection of HBE-1-S034 FP and HBE-1-S035 FP, several flights between HBE-1-S060 FP and HBE-1-S066 FP, at the intersection of HBE-1-S073 FW and HBE-1-S074 FP and within HBE-1-S078 FW, where it would be necessary to ascend/descend steps.
- The trail would follow a stone aggregate path at HBE-1-S005 FP and HBE-1-S007 FP.
- The trail would follow a gravel path at HBE-1-S012 FP and HBE-1-S066 FP.
- The trail would follow a grass path at HBE-1-S035 FP to HBE-1-S037 FP and HBE-1-S039 FP.
- The trail would follow a compacted bare earth path at HBE-1-S013.

1.2.10 At HBE-1-S040 FP to HBE-1-S045 FP and HBE-1-S049 the existing surface will be improved, so as 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 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 in the Overview.

**See part 5 of the Overview for a detailed analysis of the options considered for this estuary 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 HBE-1-S019 FP to HBE-1-S024 FP, HBE-1-S046 FP to HBE-1-S047 FP, HBE-1-S049 to HBE-1-S050, HBE-1-S054 FP to HBE-1-S058 FP to HBE-1-S059 FP and HBE-1-S077 FP to HBE-1-S083 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 have otherwise been available by default. This option provides the most clarity because:

- The features identified in column 5b of table 1.3.1 provide an easily identifiable boundary for access users.

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 places along this section of coast.

*Exclusion of access to the saltmarsh/flat from the Humber Bridge to River Hull*

1.2.16 Access to the mudflat in the coastal margin seaward of route sections HBE-1-S028 to HBE-1-S083 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.

1.2.17 The mudflat in this area is soft and sinking. It does not provide a safe walking surface and is subject to frequent tidal inundation. Local data indicates incidents of people being rescued from the mud.

1.2.18 These directions will not prevent or affect:

- any existing local use of the land by right, such use is not covered by coastal access rights;
- any other use people already make of the land locally by formal agreement with the landowner, or by informal permission or traditional toleration; or
- use of any registered rights of common or any rights at common law or by Royal Charter etc.

Any such use is not prohibited or limited by these arrangements.

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

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

1.2.20 **Alternative routes:** An alternative route is to operate as diversion from the ordinary route HBE-1-S001 CP when it is closed by operational requirements of the Humber Bridge. The optional alternative route is to be at the centre of the line shown as HBE-1-OA001 CP on map HBE 1a. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

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

1.2.22 **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.

1.2.23 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 HBE 1a to HBE 1c as the proposed route of the trail.

1.2.24 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 HBE 1d to HBE 1f as the proposed route of the trail.

### Other future change:

1.2.25 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:

1.2.26 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.

1.2.27 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £280,000 and is informed by:

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

1.2.28 There is one main element to the overall cost:

- At HBE-1-S040 FP to HBE-1-S045 FP and HBE-1-S049 the existing surface will be improved, so as to make it easier to use. This has been estimated at £250,000.

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	£5,000
Project management	£25,000
Surfacing works	£250,000
<b>Total</b>	<b>£280,000 (Exclusive of any VAT payable)</b>

1.2.29 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, East Riding of Yorkshire Council and Hull City 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:**

1.2.30 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).

1.2.31 We estimate that the annual cost to maintain the trail will be £2,367.72 (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: Map(s) HBE 1a to HBE 1f – Humber Bridge to River Hull

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
HBE 1a	HBE-1-S001 CP	Cycleway	No	No	Path	Clarity and cohesion	
HBE 1a	HBE-1-S002 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
HBE 1a	HBE-1-S003 RD	Public highway	No	No			
HBE 1a	HBE-1-S004 FP	Public footpath	No	No			
HBE 1a	HBE-1-S005 FP	Public footpath	No	No	Track	Clarity and cohesion	
HBE 1a	HBE-1-S006 FP to HBE-1-S012 FP	Public footpath	No	No	Path	Clarity and cohesion	
HBE 1a	HBE-1-S013 to HBE-1-S014	Other existing walked route	No	No			
HBE 1a	HBE-1-S015 RD	Public highway	No	No			
HBE 1a	HBE-1-S016 FW to HBE-1-S018 FW	Public footway (pavement)	No	No	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
HBE 1a	HBE-1-S019 FP to HBE-1-S021 FP	Public footpath	No	Yes - barrier	Pavement edge	Clarity and cohesion	
HBE 1a	HBE-1-S022 FP	Public footpath	No	Yes - barrier			
HBE 1a	HBE-1-S023 FP	Public footpath	No	Yes - barrier	Pavement edge	Clarity and cohesion	
HBE 1b	HBE-1-S024 FP	Public footpath	Yes - Normal	Yes - barrier	Path	Clarity and cohesion	
HBE 1b	HBE-1-S025 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
HBE 1b	HBE-1-S026 RD	Public highway	No	No			
HBE 1b	HBE-1-S027 FW to HBE-1-S028 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
HBE 1b	HBE-1-S029 RD	Public highway	No	No			
HBE 1b	HBE-1-S030 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
HBE 1b	HBE-1-S031 RD	Public highway	No	No			
HBE 1b	HBE-1-S032 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
HBE 1b	HBE-1-S033 FP to HBE-1-S034 FP	Public footpath	No	No	Path	Clarity and cohesion	
HBE 1b	HBE-1-S035 FP to HBE-1-S041 FP	Public footpath	Yes - Normal	No	Path	Clarity and cohesion	
HBE 1c	HBE-1-S042 FP	Public footpath	Yes - Normal	No	Path	Clarity and cohesion	
HBE 1c	HBE-1-S043 to HBE-1-S044	Other existing walked route	Yes - Normal	No	Path	Clarity and cohesion	
HBE 1c	HBE-1-S045 FP	Public footpath	Yes - Normal	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
HBE 1d	HBE-1-S046 FP to HBE-1-S047 FP	Public footpath	No	Yes - barrier	Path	Clarity and cohesion	
HBE 1e	HBE-1-S048 FP	Public footpath	No	No	Path	Clarity and cohesion	
HBE 1e	HBE-1-S049	Not an existing walked route	No	Yes - barrier	Path	Clarity and cohesion	
HBE 1e	HBE-1-S050	Other existing walked route	No	Yes - barrier	Pavement edge	Clarity and cohesion	
HBE 1e	HBE-1-S051	Not an existing walked route	No	Yes - barrier			
HBE 1e	HBE-1-S052 FP to HBE-1-S053 FP	Public footpath	No	Yes - barrier			
HBE 1e	HBE-1-S054 FP	Public footpath	No	Yes - barrier	Wall	Clarity and cohesion	
HBE 1e	HBE-1-S055 FP	Public footpath	No	Yes - barrier	Fence line	Clarity and cohesion	
HBE 1e	HBE-1-S056 FP	Public footpath	No	Yes - barrier	Wall	Clarity and cohesion	
HBE 1e	HBE-1-S057 FP	Public footpath	No	Yes - barrier	Fence line	Clarity and cohesion	
HBE 1e and HBE1f	HBE-1-S058 FP to HBE-1-S059 FP	Public footpath	No	Yes - barrier	Wall	Clarity and cohesion	
HBE 1f	HBE-1-S060 FP to HBE-1-S066 FP	Public footpath	No	No	Path	Clarity and cohesion	
HBE 1f	HBE-1-S067 FP to HBE-1-S069 FP	Public footpath	No	No	Path	Clarity and cohesion	
HBE 1f	HBE-1-S070 FP	Public footpath	No	No	Path	Clarity and cohesion	
HBE 1f	HBE-1-S071 RD	Public highway	No	No			
HBE 1f	HBE-1-S072 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
HBE 1f	HBE-1-S073 FW	Public footway (pavement)	No	No	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
HBE 1f	HBE-1-S074 FP to HBE-1-S076 FP	Pubic Footpath	No	No	Path	Clarity and cohesion	
HBE 1f	HBE-1-S077 FP	Public footpath	No	Yes - barrier	Pavement edge	Clarity and cohesion	
HBE 1f	HBE-1-S078 FW	Public footway (pavement)	No	Yes - barrier	Pavement edge	Clarity and cohesion	
HBE 1f	HBE-1-S079 RD	Public highway	No	Yes - barrier			
HBE 1f	HBE-1-S080 FW	Public footway (pavement)	No	Yes - barrier	Path	Clarity and cohesion	
HBE 1f	HBE-1-S081 to HBE-1-S083	Other existing walked route	No	Yes - barrier	Path	Clarity and cohesion	
HBE 1f	HBE-1-S084	Other existing walked route	No	No	Path	Clarity and cohesion	

### 1.3.2 Alternative routes and optional alternative route details: Map HBE 1a – Humber Bridge to River Hull

Notes on table:

- 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.
- Columns 5a and 5b – An entry in either or both of these columns denotes a proposal to align the seaward or landward boundary (as the case may be) of this section of the alternative route strip with the physical feature(s) shown. No text in the column means no such proposal, meaning that the edge of the alternative route strip would be at the default width of 2 metres on the relevant side of the route’s centre line.

1	2	3	4	5a	5b	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Proposal to specify seaward boundary of alternative route strip	Proposal to specify landward boundary of alternative route strip	Explanatory notes
HBE 1a	HBE-1-A001 CP	Cycleway	No	Path	Path	

## Part 1.4: Proposals Maps

### 1.4.1 Map Index

Map reference	Map title
HBE 1a	Humber Bridge to Hessle Cliff
HBE 1b	Hessle Cliff to Waterside Business Park
HBE 1c	Waterside Business Park to New Clough
HBE 1d	New Clough to St Andrews Quay
HBE 1e	St Andrews Quay to Albert Dock
HBE 1f	Albert Dock to Old Harbour, River Hull
Direction Map HBE 1A	North Humber 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

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
- Sustrans national routes
- Existing access land

### Infrastructure types

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

Bridges:

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

Stiles:

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

Gates:

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

Miscellaneous:

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

### Infrastructure status

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

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

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



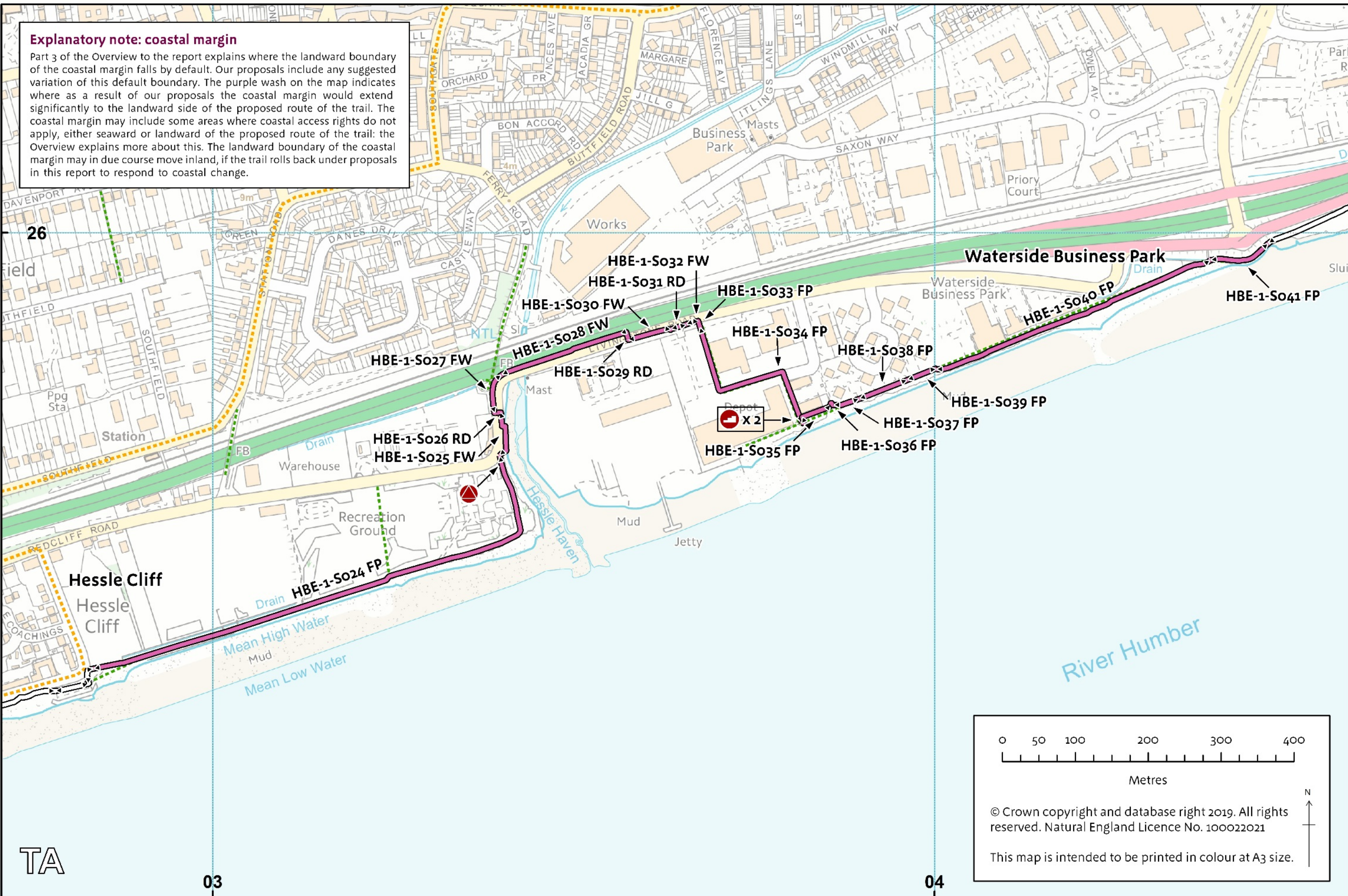
**Explanatory note: coastal margin**  
 Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the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

0 50 100 200 300 400  
 Metres

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

**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.



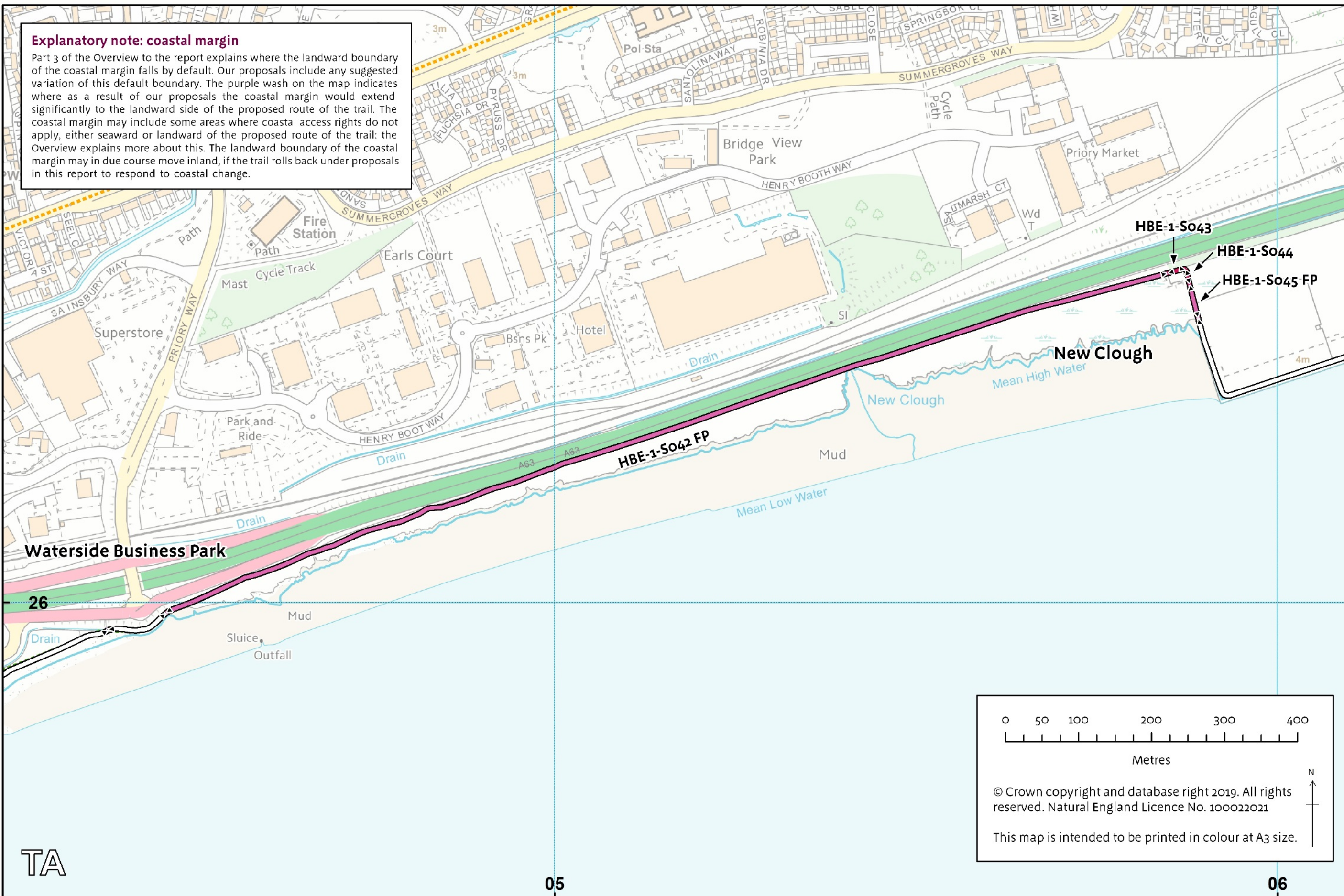
0 50 100 200 300 400  
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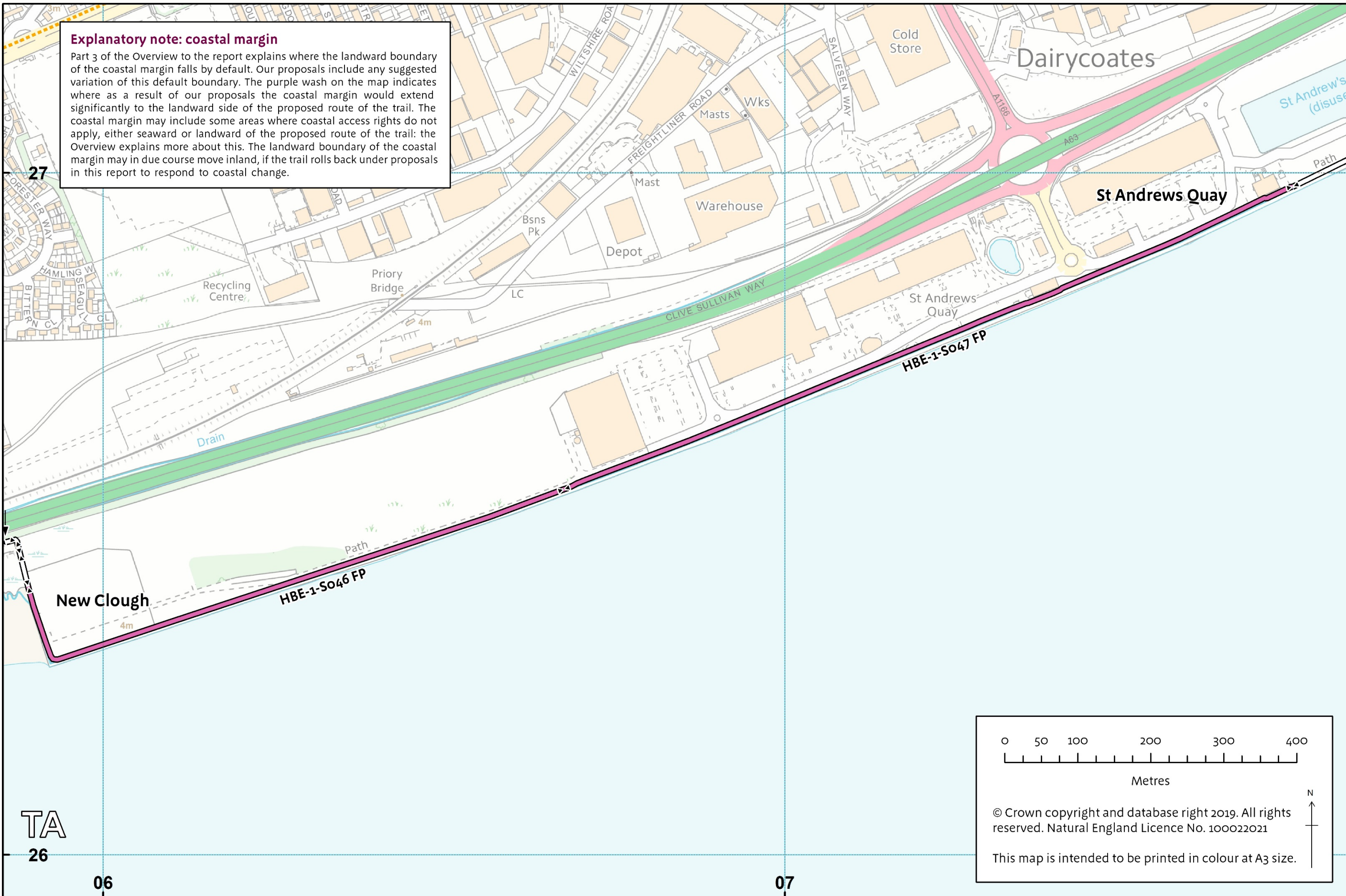
**Explanatory note: coastal margin**

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**Explanatory note: coastal margin**

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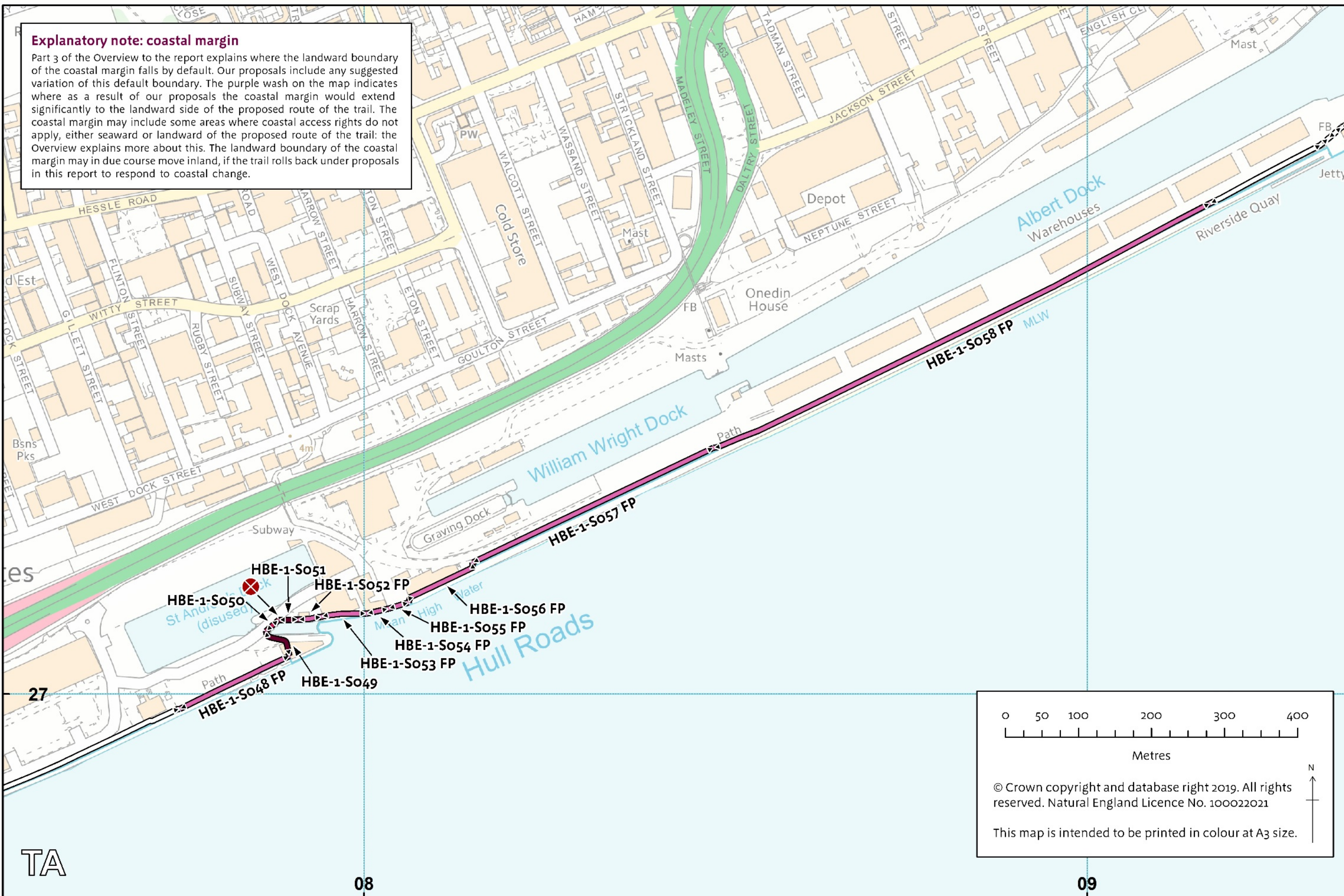
06

07



**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.



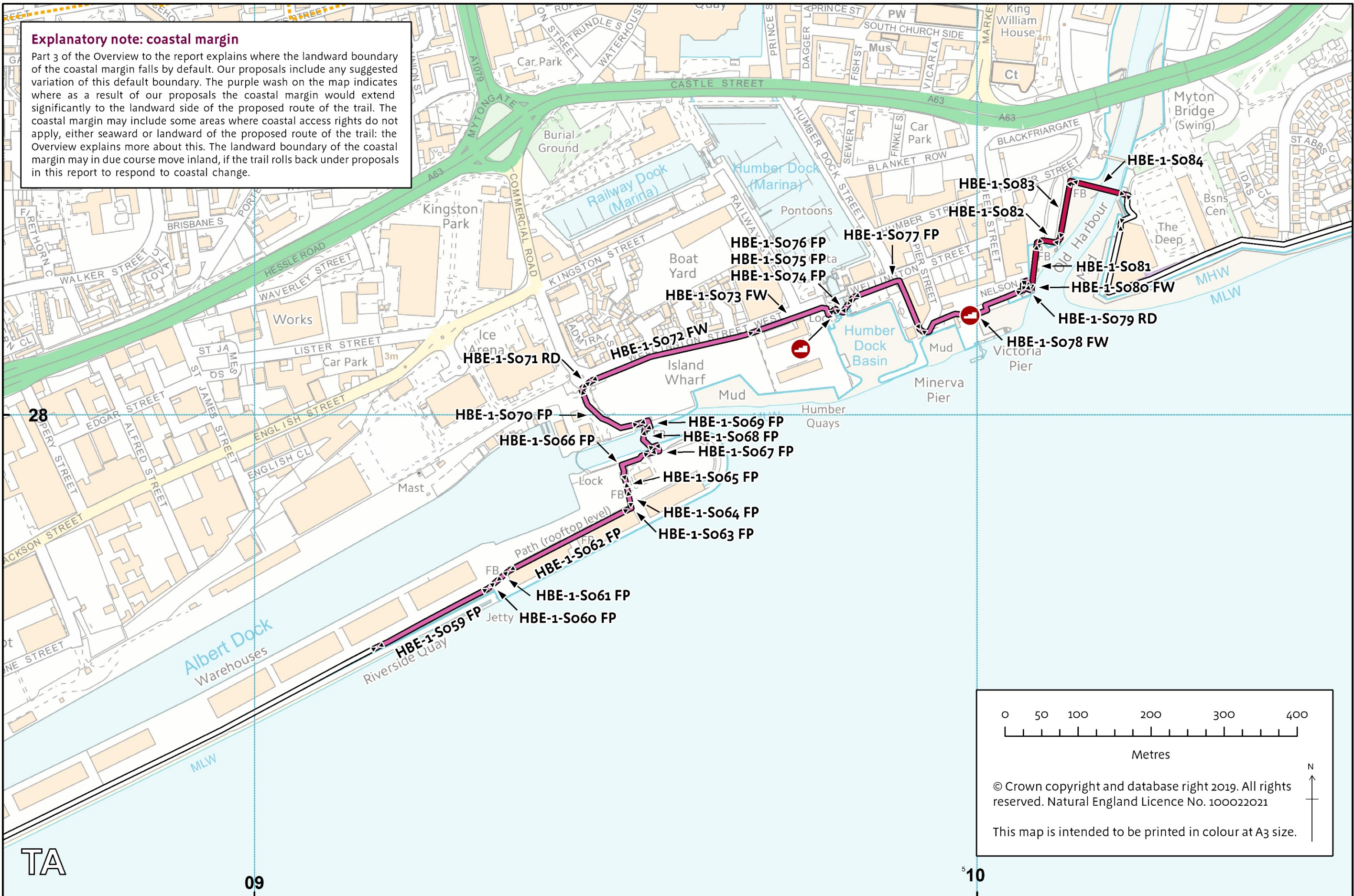
0 50 100 200 300 400  
Metres

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

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Map HBE 1f: Albert Dock to Old Harbour, River Hull

