



England Coast Path Stretch: Humber Bridge to Easington

Report HBE 2: River Hull to Hedon Haven

Part 2.1: Introduction

Start Point:	River Hull (Grid reference TA 10214 28307)
End Point:	Hedon Haven (Grid reference TA 17146 27952)
Relevant Maps:	HBE 2a to HBE 2e

2.1.1 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.

2.1.2 This report covers length HBE 2 of the stretch, which is the coast between River Hull and Hedon Haven. 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.

2.1.3 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.

2.1.4 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 2.2: Proposals Narrative

The trail:

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

2.2.2 Includes 7 sections of new path in 1 location at HBE-2-S048 to HBE-2-S054. See map HBE 2e and associated tables below for details.

2.2.3 In some areas HBE-2-S007 CP to HBE-2-S057 RD a significant inland diversion is necessary to take the trail past Green Port Hull, King George Dock and Saltend Chemical Works which is currently inaccessible (see Other Future Change, below and Part 7 of the Overview).

2.2.4 Follows a route similar to the existing Trans Pennine Trail between HBE-2-S001 and HBE-S008 CP.

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.

2.2.5 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.

2.2.6 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.

2.2.7 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.

Part 6b of the Overview includes some contextual information about protecting the environment along this length of coast.

Accessibility:

2.2.8 There are few artificial barriers to accessibility on the proposed route.

2.2.9 At Saltend to Hedon Haven HBE-2-S048 to HBE-2-S054, a new path including 2 footbridges will be created 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:

2.2.10 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.

2.2.11 **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 2.3.1 below.

2.2.12 At HBE-2-S001 to HBE-2-S002 and HBE-2-S003 FP to HBE-2-S006 FP we have used this discretion to limit the landward extent of the coastal margin. This has had the effect of limiting 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 2.3.1 provide an easily identifiable boundary for access users.

2.2.13 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 2.3.1. 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 2.3.1] 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.

2.2.14 **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 mudflat and saltmarsh in the coastal margin seaward of route sections HBE-2-S001 to HBE-2-S057 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.
- 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.

2.2.15 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.

2.2.16 The directions we give are intended to avoid any new public rights being created over the area in question in view of the local patterns of tidal inundation.

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

2.2.17 **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.

2.2.18 We have chosen not to make any such proposal in this report. Accordingly the route is to be at the centre of the line shown on maps HBE 2a to HBE 2e as the proposed route of the trail.

Other future change:

2.2.19 There are places described in this report (HBE-2-S048 to HBE-2-S054) where we foresee the need for future changes to the proposed access provisions due to land development. These are summarised at part 7 of the Overview.

See parts 7 - 'Future changes' of the Overview for more information.

Establishment of the trail:

2.2.20 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.

2.2.21 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £289,275 and is informed by:

- information already held by the access authorities Hull City Council and East Riding of Yorkshire Council;
- 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.

2.2.22 There is one main elements to the overall cost:

- The construction of the trail between Saltend roundabout and Hedon Haven adjacent to Paull Road HBE-2-S048 to HBE-2-S054. 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

Item	Cost
Signs & interpretation	5,175
Bridges	9,000
Boundary crossing	300
Project management	25,000
Surfacing works	250,000
Total	289,275 (Exclusive of any VAT payable)

2.2.23 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, Hull City Council and East Riding of Yorkshire 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:

2.2.24 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).

2.2.25 We estimate that the annual cost to maintain the trail will be £1,397.67 (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 2.3: Proposals Tables

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

2.3.1 Section Details: Map(s) HBE 2a to HBE 2e – River Hull to Hedon Haven

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 2.3.1: 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
HBE 2a	HBE-2-S001	Other existing walked route	No	Yes - barrier	Path	Clarity and cohesion	
HBE 2a	HBE-2-S002	Other existing walked route	No	Yes - barrier	Promenade edge	Clarity and cohesion	
HBE 2a	HBE-2-S003 FP	Public footpath	No	Yes - barrier	Promenade edge	Clarity and cohesion	
HBE 2a	HBE-2-S004 FP	Public footpath	No	Yes - barrier	Promenade edge	Clarity and cohesion	
HBE 2a	HBE-2-S005 FP	Public footpath	No	Yes - barrier	Promenade edge	Clarity and cohesion	
HBE 2a	HBE-2-S006 FP	Public footpath	No	Yes - barrier	Promenade edge	Clarity and cohesion	
HBE 2a and HBE2b	HBE-2-S007 CP to HBE-2-S008 CP	Cycle Path	No	No	Path	Clarity and cohesion	
HBE 2b	HBE-2-S009 CP	Cycle Path	No	No	Pavement edge	Clarity and cohesion	
HBE 2b	HBE-2-S010 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
HBE 2b	HBE-2-S011 RD	Public highway	No	No	Pavement edge	Clarity and cohesion	
HBE 2b	HBE-2-S012 RD	Public highway	No	No			
HBE 2b	HBE-2-S013 CP	Cycle Path	No	No	Pavement edge	Clarity and cohesion	
HBE 2b	HBE-2-S014 RD	Public highway	No	No			
HBE 2b	HBE-2-S015 CP	Cycle Path	No	No	Pavement edge	Clarity and cohesion	
HBE 2b	HBE-2-S016 RD	Public highway	No	No			
HBE 2c	HBE-2-S017 CP	Cycle Path	No	No	Pavement edge	Clarity and cohesion	
HBE 2c	HBE-2-S018 RD	Public highway	No	No			
HBE 2c	HBE-2-S019 CP	Cycle Path	No	No	Pavement edge	Clarity and cohesion	
HBE 2c	HBE-2-S020 RD	Public highway	No	No			
HBE 2c	HBE-2-S021 RD	Public highway	No	No	Pavement edge	Clarity and cohesion	
HBE 2c	HBE-2-S022 RD	Public highway	No	No			
HBE 2c	HBE-2-S023 CP to HBE-2-S024 CP	Cycle Path	No	No			
HBE 2c	HBE-2-S025 CP	Cycle Path	No	No	Pavement edge	Clarity and cohesion	
HBE 2c	HBE-2-S026 RD	Public highway	No	No			
HBE 2c	HBE-2-S027 CP	Cycle Path	No	No	Pavement edge	Clarity and cohesion	
HBE 2c	HBE-2-S028 RD	Public highway	No	No			
HBE 2c	HBE-2-S029 CP	Cycle Path	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 2c	HBE-2-S030 RD	Public highway	No	No			
HBE 2c	HBE-2-S031 CP	Cycle Path	No	No	Pavement edge	Clarity and cohesion	
HBE 2c	HBE-2-S032 RD	Public highway	No	No			
HBE 2d	HBE-2-S033 CP	Cycle Path	No	No	Pavement edge	Clarity and cohesion	
HBE 2d	HBE-2-S034 RD	Public highway	No	No			
HBE 2d	HBE-2-S035 RD	Public highway	No	No	Pavement edge	Clarity and cohesion	
HBE 2d	HBE-2-S036 RD	Public highway	No	No			
HBE 2d	HBE-2-S037 CP	Cycle Path	No	No	Pavement edge	Clarity and cohesion	
HBE 2d	HBE-2-S038 RD	Public highway	No	No			
HBE 2d	HBE-2-S039 CP	Cycle Path	No	No	Pavement edge	Clarity and cohesion	
HBE 2d	HBE-2-S040 RD	Public highway	No	No			
HBE 2d	HBE-2-S041 CP	Cycle Path	No	No	Pavement edge	Clarity and cohesion	
HBE 2d	HBE-2-S042 RD	Public highway	No	No			
HBE 2d and HBE 2e	HBE-2-S043 CP to HBE-2-S045 CP	Cycle Path	No	No	Pavement edge	Clarity and cohesion	
HBE 2e	HBE-2-S046 RD	Cycle Path	No	No			
HBE 2e	HBE-2-S047 CP	Cycle Path	No	No	Pavement edge	Clarity and cohesion	
HBE 2e	HBE-2-S048*	Not an existing walked route	No	No	Path	Clarity and cohesion	
HBE 2e	HBE-2-S054*	Not an existing walked route	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
HBE 2e	HBE-2-S055 RD	Public highway	No	No			
HBE 2e	HBE-2-S056 RD to HBE-2-057 RD	Public highway	No	No			

2.3.2 Other options considered: Map HBE 2e – Saltend Roundabout to Hedon Haven

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
HBE 2e	HBE-2-S048 to HBE-2-S054	We considered aligning the trail by constructing a new footway adjacent to Paull Road.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it was deemed not feasible due to the lack of space. ■ this proposal is made with the support of the landowner. ■ 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 2.4: Proposals Maps

2.4.1 Map Index

Map reference	Map title
HBE 2a	River Hull to Green Port Hull
HBE 2b	Green Port Hull to Littlefair Road
HBE 2c	Littlefair Road to Valetta Street, Marfleet
HBE 2d	Valetta Street to Saltend Roundabout
HBE 2e	Saltend Roundabout to Hedon Haven
Directions Map HBE 2A	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: | Stiles: | Gates: |
| Clapper bridge | Ladder stile | Bristol gate |
| Footbridge | Lift-up stile | Field gate |
| Quad bike bridge | Squeeze stile | Gateway with no gate |
| Sleeper bridge | Step stile | Kissing gate |
| Vehicle bridge | Stone stile | Pedestrian gate |
| | | Wheelchair gate |
| Miscellaneous: | | |
| Barrier | Cycle chicane | Interpretation panel |
| Boardwalk | Drainage | Ramp |
| Bollard | Drop-kerb | Revetment |
| Cattle grid | Gap in fence | Stepping stones |
| Culvert | Hurdle | Steps |

Infrastructure status

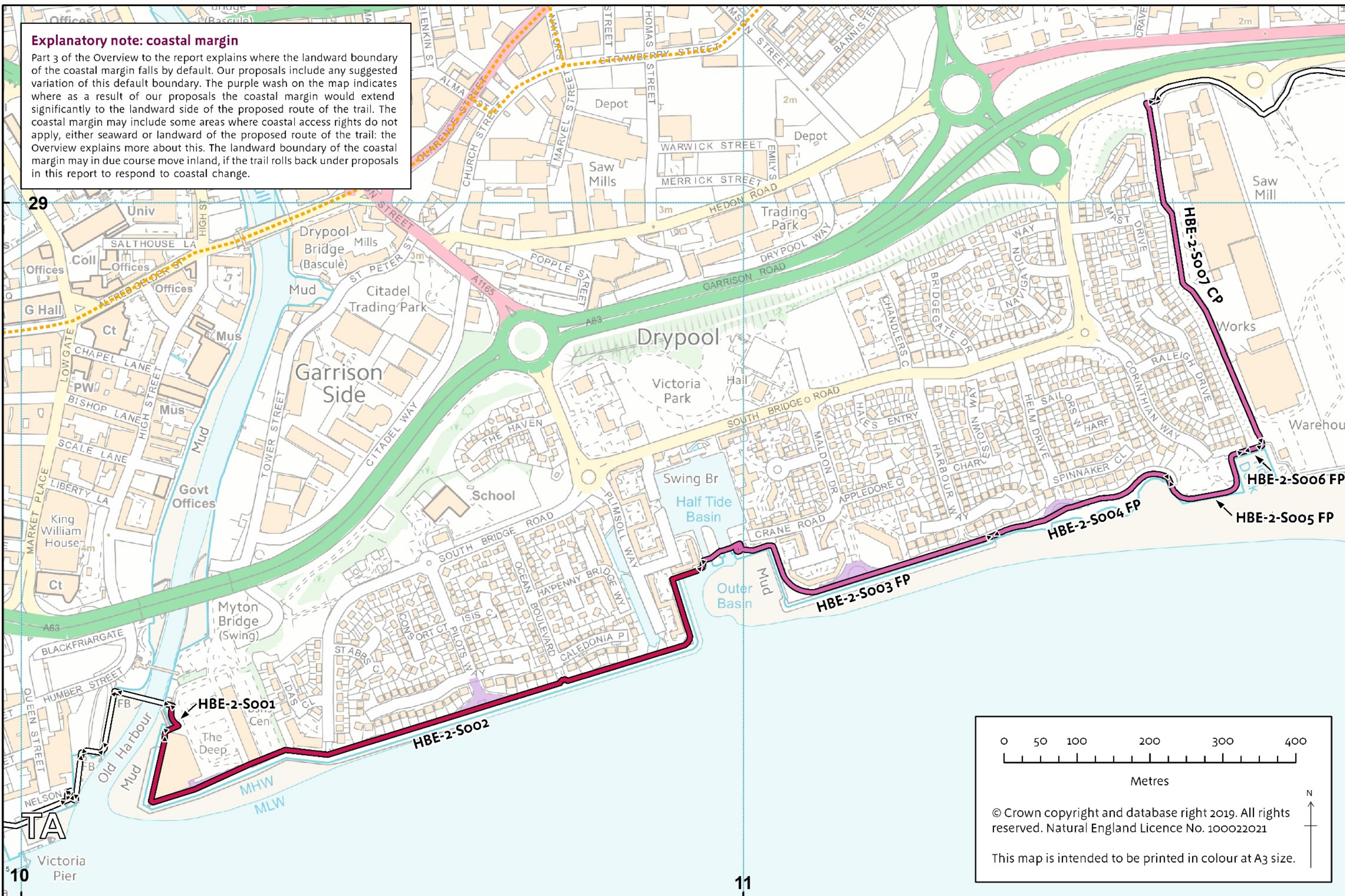
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

- 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.



Map HBE 2a: River Hull to Green Port Hull

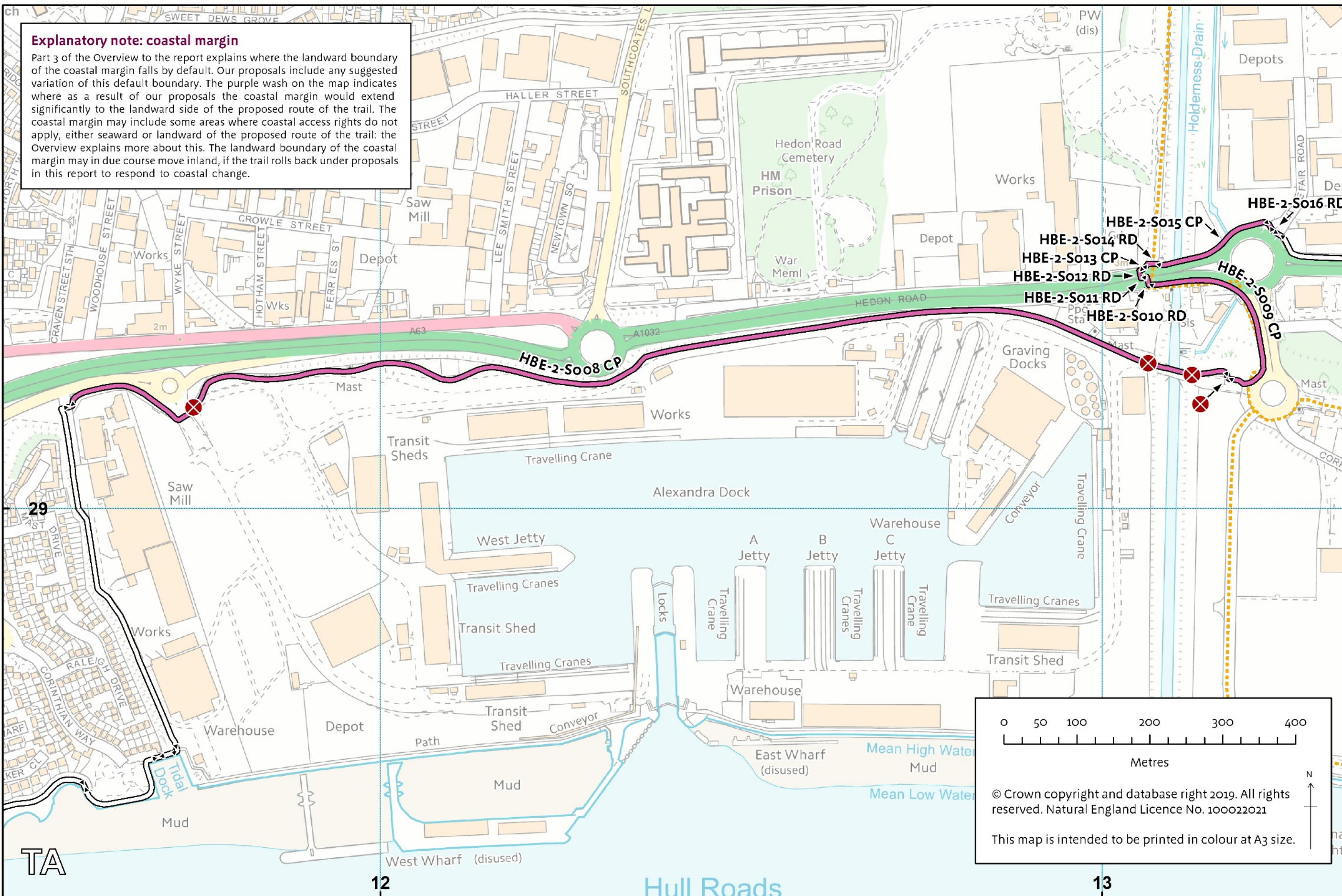
0 50 100 200 300 400
Metres

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

Explanatory note: coastal margin

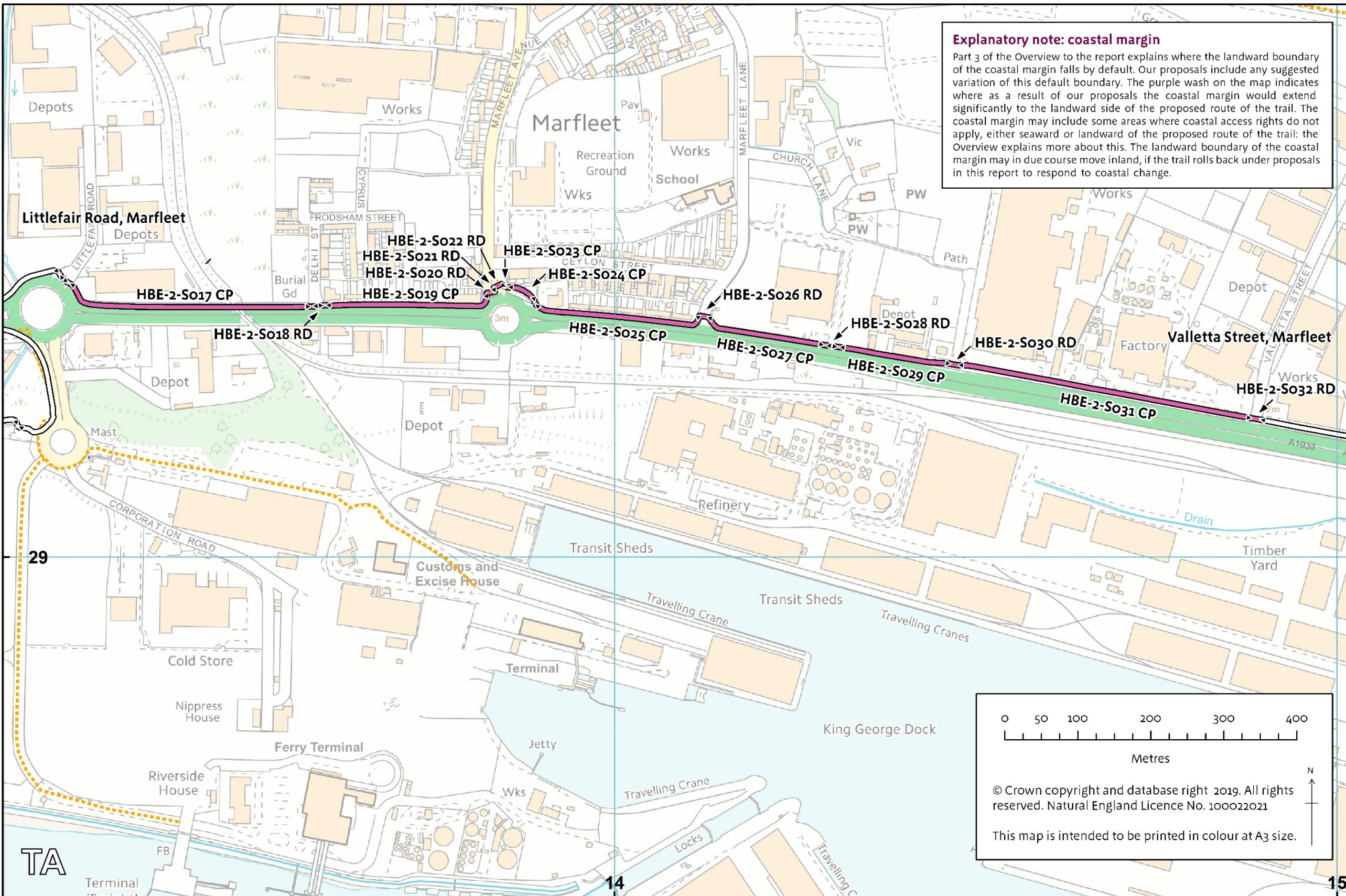
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly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



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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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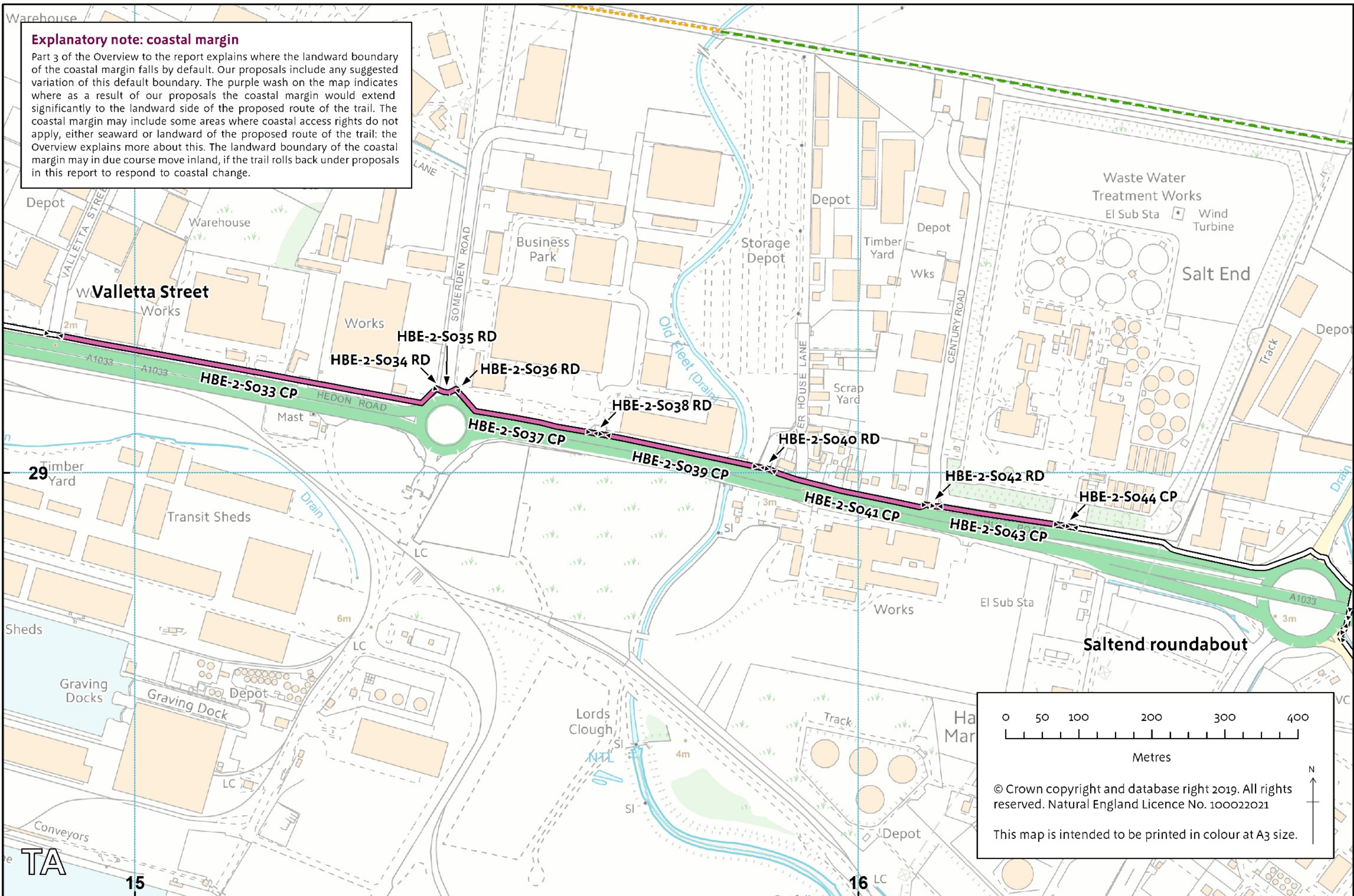
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Map HBE 2c: Littlefair Road to Valletta Street, Marfleet

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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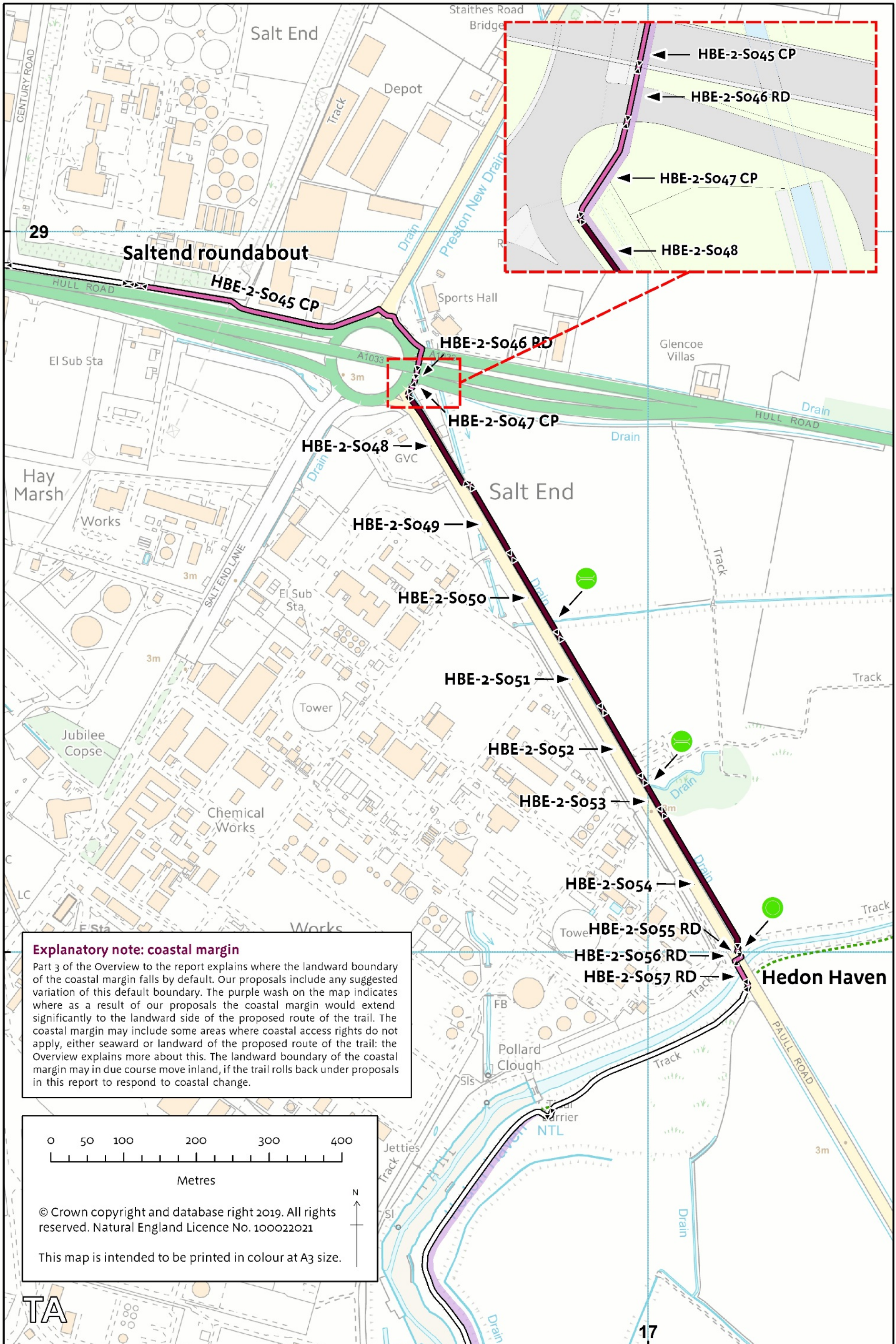
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Directions Map HBE 2A: North Humber mudflats

