



England Coast Path Stretch: Humber Bridge to Easington

Report HBE 4: East Clough to Easington

Part 4.1: Introduction

Start Point:	East Clough (Grid reference TA 32243 19520)
End Point:	Easington (Grid reference TA 40599 18842)
Relevant Maps:	HBE 4a to HBE 4j

4.1.1 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.

4.1.2 This report covers length HBE 4 of the stretch, which is the coast between East Clough and Easington. 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.

4.1.3 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.

4.1.4 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 4.2: Proposals Narrative

The trail:

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

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

4.2.2 Includes 5 sections of new path, at East Clough HBE-4-S001 and HBE-4-S002 and Beacon Lagoons HBE-4-S024 to HBE-4-S026. See maps HBE 4a, HBE 4h and HBE 4i and associated tables below for details.

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.

4.2.3 The following designated sites affect this length of coast:

- Humber Estuary SAC
- Humber Estuary SPA
- Humber Estuary Ramsar Site
- Humber Estuary SSSI
- Greater Wash SPA
- Holderness Inshore MCZ
- Lagoons SSSI
- Spurn NNR

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

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

4.2.4 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
HBE 4b	HBE-4-S004	The following design features are described elsewhere in this report: <ul style="list-style-type: none">■ Coastal access rights to be excluded on the relic dune reed and wetland area at Welwick. See the restrictions and exclusions section below.	To avoid disturbance to protected bird species including breeding marsh harrier.

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
HBE 4c	HBE-4-S005 to HBE-4-S006	The following design features are described elsewhere in this report: <ul style="list-style-type: none"> Coastal access rights to be excluded on the flood bank at Welwick. See the restrictions and exclusions section below. 	To avoid disturbance to feeding and/or roosting populations of wintering, passage and breeding birds.
HBE 4d	HBE-4-S019 to HBE-4-S022	The following design features are described elsewhere in this report: <ul style="list-style-type: none"> Coastal access rights to be excluded on the triangle fields (between Canal Bank, Kilnsea and Spurn Road). See the restrictions and exclusions section below. 	To avoid disturbance to feeding and/or roosting populations of wintering, passage and breeding birds.
HBE 4e	HBE-4-S019 to HBE-4-S022	The following design features are described elsewhere in this report: <p>Dogs to be kept on a lead on marked routes at How Hill. See the restrictions and exclusions section below.</p>	To avoid disturbance to feeding and/or roosting populations of wintering, passage and breeding birds.
HBE 4f	HBE-4-S019 to HBE-4-S022	The following design features are described elsewhere in this report: <ul style="list-style-type: none"> Dogs to be excluded at Spurn NNR from the gated road to Spurn Point. See the restrictions and exclusions section below. 	To avoid disturbance to feeding and/or roosting populations of wintering, passage and breeding birds.
HBE 4f	HBE-4-S019 to HBE-4-S022	The following design features are described elsewhere in this report: <ul style="list-style-type: none"> Coastal access rights to be excluded at Spurn NNR from fenced areas around breeding little tern habitat .See the restrictions and exclusions section below. 	To prevent disturbance to a potential little tern nesting site.

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
HBE 4g	HBE-4-S023 to HBE-4-S026	The following design features are described elsewhere in this report: <ul style="list-style-type: none"> Coastal access rights to be excluded at Beacon Lagoons. See the restrictions and exclusions section below. 	To avoid disturbance to significant populations of wintering, passage and breeding birds including avocet and little tern.
HBE 4g	HBE-4-S023 to HBE-4-S026	The following design features are described elsewhere in this report: <ul style="list-style-type: none"> There will be a year-round restriction requiring that dogs are kept on leads on the line of the trail. See the restrictions and exclusions section below. 	To avoid disturbance to significant populations wintering, passage and breeding birds including avocet and little tern.

4.2.5 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:

4.2.6 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 or bare soil path along the flood banks and arable margins from HBE-4-S001 to HBE-4-S002.

4.2.7 Within HBE-4-S004, at the intersections of HBE-4-S010 FP and HBE-4-S011 FP, HBE-4-S011 FP and HBE-4-S012 FP, the existing stiles will be replaced with pedestrian gates, so as to make them easier to use.

Gaps will be created at either end of HBE-4-S024 and within HBE-4-S024.

A new path and surface will be established at HBE-4-S024 to HBE-4-S026.

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:

4.2.8 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.

4.2.9 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 4.3.1 below.

4.2.10 At HBE-4-S013 to HBE-4-S014 we have used this discretion to limit the extent of the coastal margin that would otherwise have been available by default. This option provides the most clarity because:

- The features identified in column 5b of table 4.3.1 provide an easily identifiable boundary for access users.

4.2.11 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 4.3.1. 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 4.3.1] 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.

4.2.12 Restrictions and/or exclusions: We have proposed to exclude and 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 East Clough to Spurn Point.

- **4.2.13** Access to the mudflat and saltmarsh in the coastal margin seaward of route sections HBE-4-S001 to HBE-4-S019 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.
- **4.2.14** The mudflat in this area is soft and sinking. It does not provide a safe walking surface and is subject to frequent tidal inundation. The saltmarsh at this location is uneven and wet underfoot and contains many creeks and channels.

Exclusion of access at Welwick (Relic Dune)

- **4.2.15** Access is to be excluded to the relic dune reed and wetland area, at route section HBE-4-S004 by direction under s26(3)(a) of the Countryside and Rights of Way Act (2000) all year to avoid disturbance to protected bird species including breeding marsh harrier. The exclusion

does not affect the route itself and will have no legal effect on land where coastal access rights do not apply.

- 4.2.16 Protected bird species including marsh harrier use the relic dune, reed and wetland and are present year-round. The Appropriate Assessment for the site concluded that allowing access would cause a significant effect by disturbing the internationally-protected bird species using the site. The Assessment will be published alongside this report.

Exclusion of access at Welwick (Flood bank)

4.2.17 Access is to be excluded on the flood bank at Welwick, between route sections HBE-4-S005 to HBE-4-S006 by direction under s26(3)(a) of the Countryside and Rights of Way Act (2000) all year to avoid disturbance to significant populations wintering, passage and breeding birds. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply.

- 4.2.18 Protected bird species use the mud/saltmarsh adjacent to the flood bank and are present year-round. The Appropriate Assessment for the site concluded that allowing access would cause a significant effect by disturbing the internationally-protected bird species including avocet, merlin, dunlin, redshank, bar-tailed godwit and golden plover using the site. The Assessment will be published alongside this report.

Exclusion of access at the triangle fields (between Canal Bank, Kilnsea and Spurn Road)

- 4.2.19 Access is to be excluded at the triangle fields (between Canal Bank, Kilnsea and Spurn Road), between route sections HBE-4-S019 to HBE-4-S022 by direction under s26(3)(a) of the Countryside and Rights of Way Act (2000) all year to avoid disturbance to significant populations of birds including curlew and whimbrel. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply.
- 4.2.20 Protected bird species, including curlew and whimbrel, use the wetland area for feeding and roosting and are present year-round. The Appropriate Assessment for the site concluded that allowing access would cause a significant effect by disturbing the internationally-protected bird species using the site. The Assessment will be published alongside this report.

Exclusion of access at Spurn NNR from the gated road to Spurn Point

- 4.2.21 Dogs to be excluded at Spurn NNR from the gated road to Spurn Point, between route sections HBE-4-S019 to HBE-4-S022 by direction under s26(3)(a) of the Countryside and Rights of Way Act (2000) all year to avoid disturbance to significant populations wintering, passage and breeding birds. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply.
- 4.2.22 Protected bird species, use Spurn NNR are and are present year-round. The Appropriate Assessment for the site concluded that allowing access by visitors with dogs would cause a significant effect by disturbing the internationally-protected bird species using the site. The Assessment will be published alongside this report.
- 4.2.23 Access to the margin at Spurn NNR from the gated road to Spurn Point, between route sections HBE-4-S019 to HBE-4-S022, will be excluded from fenced areas around breeding bird habitat from 1 April to 31 August each year. This is proposed under Section 26(3)(a) of the Countryside and Rights of Way Act (2000) to protect potential ground nesting bird sites from trampling and disturbance.

- 4.2.24 Little terns use the shingle beach to breed in colonies. The breeding colonies are fenced each year to avoid walkers and dogs entering the potential colony nest sites and the seasonal exclusion supports this management. Access users can walk around the outside of the fenced areas when the seasonal exclusion is in place. This is explained further in the Appropriate Assessment for this site which will be published alongside this report.

Exclusion of access at How Hill.

- 4.2.25 Dogs to be kept on a lead on marked routes at How Hill, between route HBE-4-S019 to HBE-4-S022 by direction under s26(3)(a) of the Countryside and Rights of Way Act (2000) all year to avoid disturbance to significant populations of birds including curlew and whimbrel. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply.
- 4.2.26 Protected bird species, including curlew and whimbrel, use the wetland and are present year-round. The Appropriate Assessment for the site concluded that allowing access would cause a significant effect by disturbing the internationally-protected bird species using the site. The Assessment will be published alongside this report.

Exclusion of access at Beacon Lagoons

- 4.2.27 Access is to be excluded at Beacon Lagoons, between route section HBE-4-S023 to HBE-4-S026 by direction under s26(3)(a) of the Countryside and Rights of Way Act (2000) all year to avoid disturbance to significant populations of internationally-protected bird species. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply.
- 4.2.28 Protected bird species including avocet, little tern, dunlin, knot and redshank use the lagoons and are present year-round. The Appropriate Assessment for the site concluded that allowing access would cause a significant effect by disturbing the internationally-protected bird species using the site. The Assessment will be published alongside this report
- 4.2.29 Dogs to be kept on a lead on the route of the trail at Beacon Lagoons, between route section HBE-4-S023 to HBE-4-S026 by direction under s26(3)(a) of the Countryside and Rights of Way Act (2000) all year to avoid disturbance to significant populations of internationally-protected bird species.
- 4.2.30 Protected bird species including avocet, little tern, dunlin, knot and redshank use the lagoons and are present year-round. The Appropriate Assessment for the site concluded that allowing access would cause a significant effect by disturbing the internationally-protected bird species using the site. The Assessment will be published alongside this report.

4.2.31 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.

4.2.32 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.

4.2.33 **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.

4.2.34 Column 4 of tables 4.3.1 and 4.3.2 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 4a to HBE 4c and HBE 4h to HBE 4j.

4.2.35 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 4.3.1 or 4.3.2, the route is to be at the centre of the line shown on maps HBE 4d to HBE 4h as the proposed route of the trail.

Other future change:

4.2.36 At this point we do not foresee any 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:

4.2.37 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.

4.2.38 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £173,170 and is informed by:

- information already held by the access authority, 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.

4.2.39 There is one main elements to the overall cost:

- The construction of a trail at the base of the flood bank at Beacon Lagoons HBE-4-S024, HBE-4-S025 and HBE-4-S026 is estimated to cost £150,000.

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	£4,470
Boundary crossing	£3,700
Project management	£15,000
Surfacing works	£150,000
Total	£173,170 (Exclusive of any VAT payable)

4.2.40 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 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:

4.2.41 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).

4.2.42 We estimate that the annual cost to maintain the trail will be £12,678.10 (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 4.3: Proposals Tables

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

4.3.1 Section Details: Maps HBE 4a to HBE 4j – East Clough to Easington

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 4.3.2: 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 4 – ‘Yes – see table 4.3.3’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists in this case and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. 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.
5. 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 4a	HBE-4-S001	Not an existing walked route	Yes - See table 4.3.3	No	Track	Clarity and cohesion	
HBE 4a	HBE-4-S002	Not an existing walked route	Yes - See table 4.3.3	No			
HBE 4a	HBE-4-S003	Other existing walked route	Yes - See table 4.3.3	No	Track	Clarity and cohesion	
HBE 4b	HBE-4-S004	Other existing walked route	Yes - See table 4.3.3	No	Track	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 4b	HBE-4-S005 to HBE-4-S007	Other existing walked route	Yes - See table 4.3.3	Yes - bank			
HBE 4b and HBE 4c	HBE-4-S008 FP -HBE-4-S009 FP	Public footpath	Yes - See table 4.3.3	Yes - bank			
HBE 4d	HBE-4-S010 FP	Public footpath	No	Yes - bank			
HBE 4e and HBE 4f	HBE-4-S011 FP	Public footpath	No	Yes - bank			
HBE 4f	HBE-4-S012	Other existing walked route	No	Yes - bank			
HBE 4f and HBE 4g	HBE-4-S013 to HBE-4-S014	Other existing walked route	No	Yes - bank	Fence line	Clarity and cohesion	
HBE 4g	HBE-4-S015	Other existing walked route	No	Yes - bank			
HBE 4g	HBE-4-S016 to HBE-4-S017	Other existing walked route	No	No			
HBE 4g	HBE-4-S018 RD	Public highway	No	No			
HBE 4h	HBE-4-S019 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
HBE 4h	HBE-4-S020 to HBE-4-S021	Other existing walked route	Yes - Normal	No			detail of any roll back subject to HRA
HBE 4h	HBE-4-S022 to HBE-4-S023*	Other existing walked route	Yes - Normal	No			detail of any roll back subject to HRA

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 4h and HBE 4i	HBE-4-S024 to HBE-4-S027*	Not an existing walked route	Yes - Normal	Yes - bank			detail of any roll back subject to HRA
HBE 4j	HBE-4-S028 to HBE-4-S031*	Other existing walked route	Yes - Normal	No			
HBE 4j	HBE-4-S032 RD	Public highway	Yes - Normal	No	Road	Clarity and cohesion	
HBE 4j	HBE-4-S033 FW	Public footway (pavement)	Yes - Normal	No	Pavement edge	Clarity and cohesion	

4.3.2 Other options considered: Maps HBE 4h to HBE 4j -

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
HBE 4h to HBE 4j	HBE-4-S023 to HBE-4-S031	We considered a beach alignment for this section.	We opted for the proposed route because 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.

4.3.3 Roll-back implementation – more complex situations: Maps HBE 4a to HBE 4d- East Clough to Skeffling Clough

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
HBE 4a to HBE 4d	HBE-4-S001 to HBE-4-S009 FP	Outstray to Skeffling managed re-alignment.	The Outstray to Skeffling managed re-alignment proposal is currently under construction. When the works are completed the trail will align on the access routes adjacent to the new flood banks.

In relation to all other sections where roll-back has been proposed, any later adjustment of the trail is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.

Part 4.4: Proposals Maps

4.4.1 Map Index

Map reference	Map title
HBE 4a	East Clough to Oxlands Hill
HBE 4b	Oxlands Hill to Humber Side Lane
HBE 4c	Humber Side Lane to Weeton Clough
HBE 4d	Weeton Clough to Skeffling Clough
HBE 4e	Skeffling Clough to Winsetts Clough
HBE 4f	Winsetts Clough to Firtholme Clough
HBE 4g	Firtholme Clough to Easington Road, Kilnsea
HBE 4h	Easington Road Kilnsea to Beacon Lagoons Nature Reserve
HBE 4i	Beacon Lagoons Nature Reserve
HBE 4j	Beacon Lagoons Nature Reserve to Easington
Directions Map HBE 4A	North Humber mudflats
Directions Map HBE 4B	Skeffling
Directions Map HBE 4C	Welwick Old Bank
Directions Map HBE 4D	Triangle Fields
Directions Map HBE 4E	How Hill
Directions Map HBE 4F	Spurn Point NNR
Directions Map HBE 4G	Beacon Lagoons

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

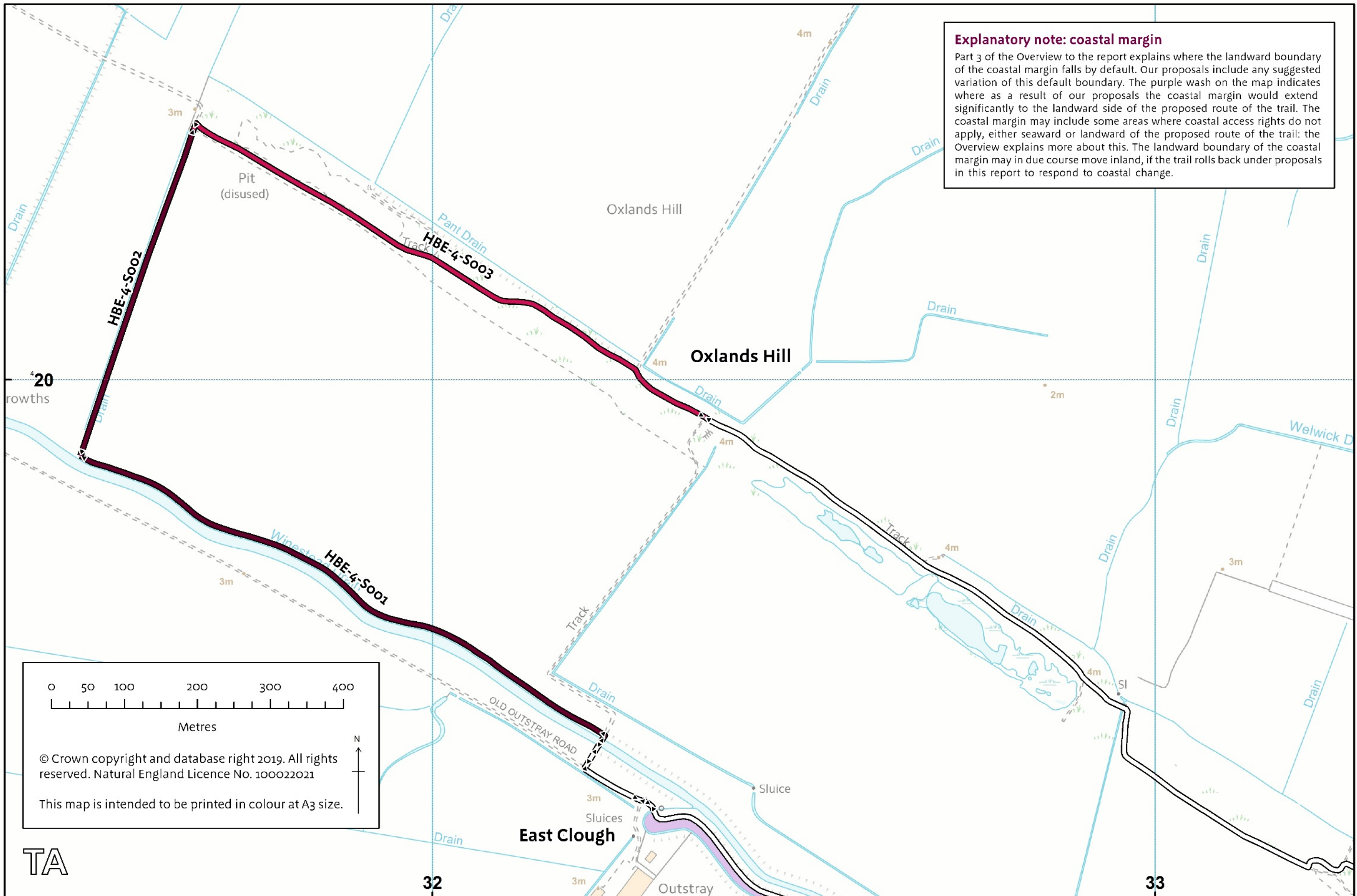
- | | | |
|-----------------------|----------------|----------------------|
| Bridges: | Stiles: | Gates: |
| Clapper bridge | Ladder stile | Bristol gate |
| Footbridge | Lift-up stile | Field gate |
| Quad bike bridge | Squeeze stile | Gateway with no gate |
| Sleeper bridge | Step stile | Kissing 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.



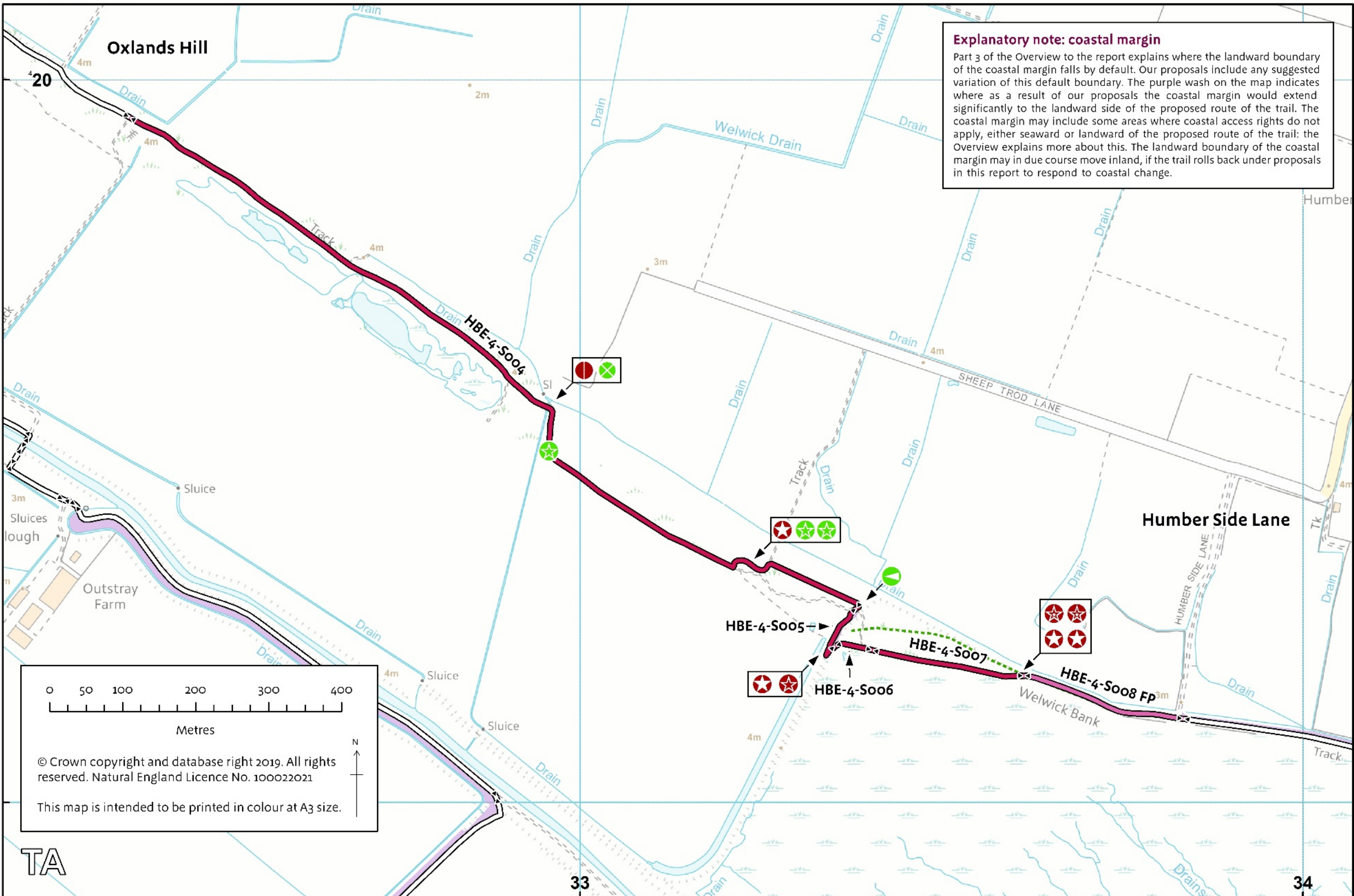
Explanatory note: coastal margin
 Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal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

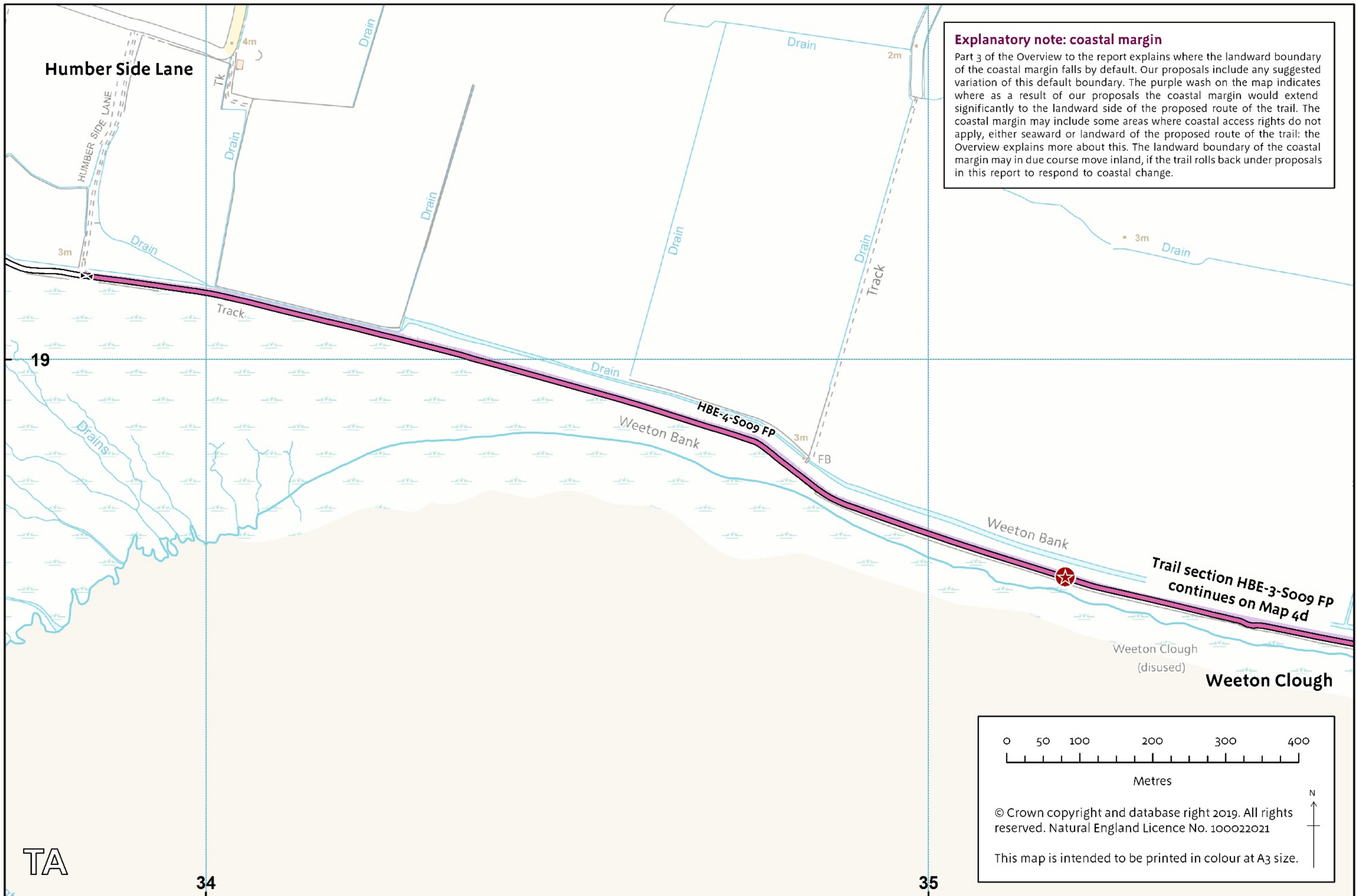
0 50 100 200 300 400
 Metres

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

TA

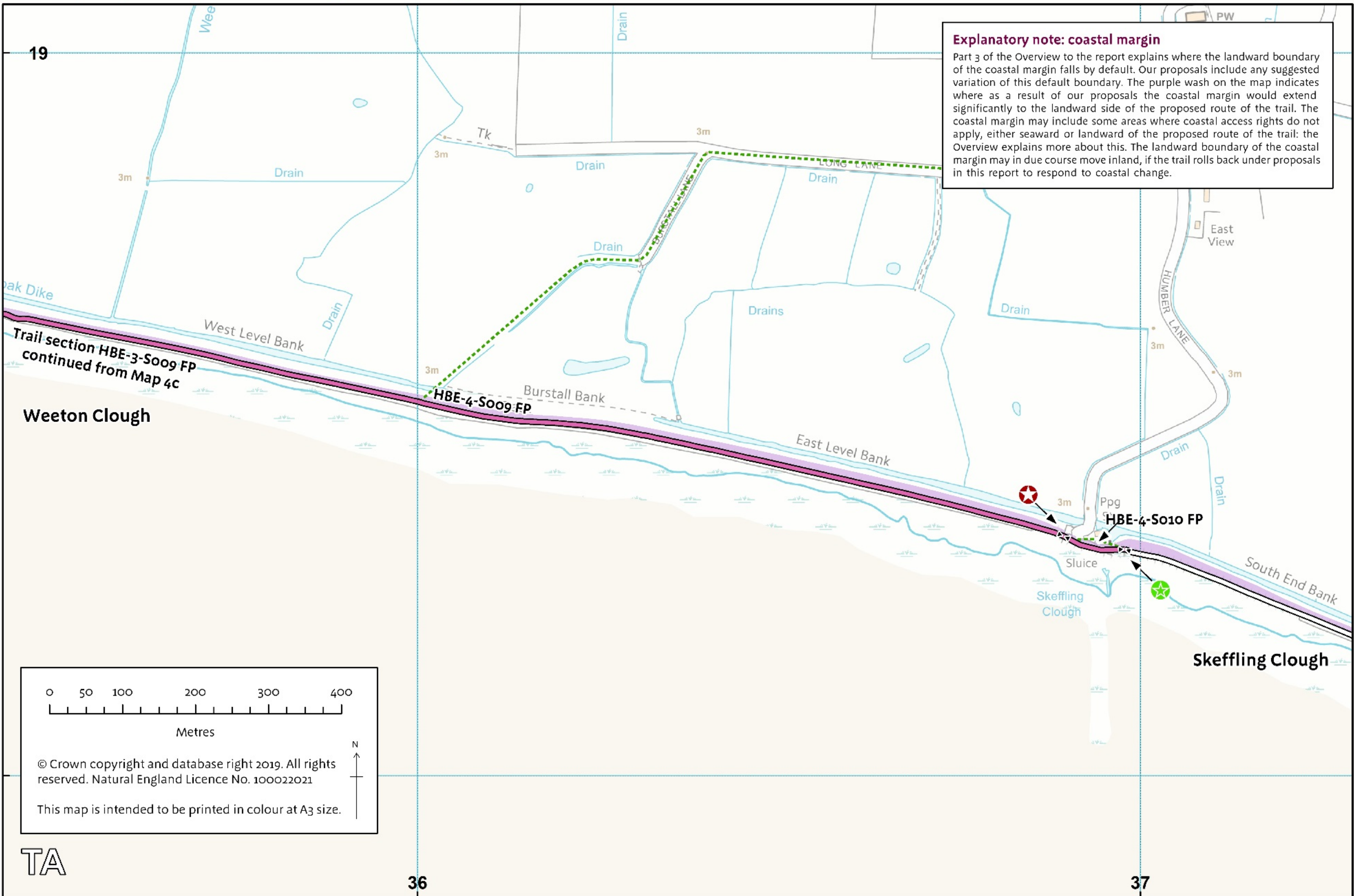




Explanatory note: coastal margin

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 4c: Humber Side Lane to Weeton Clough

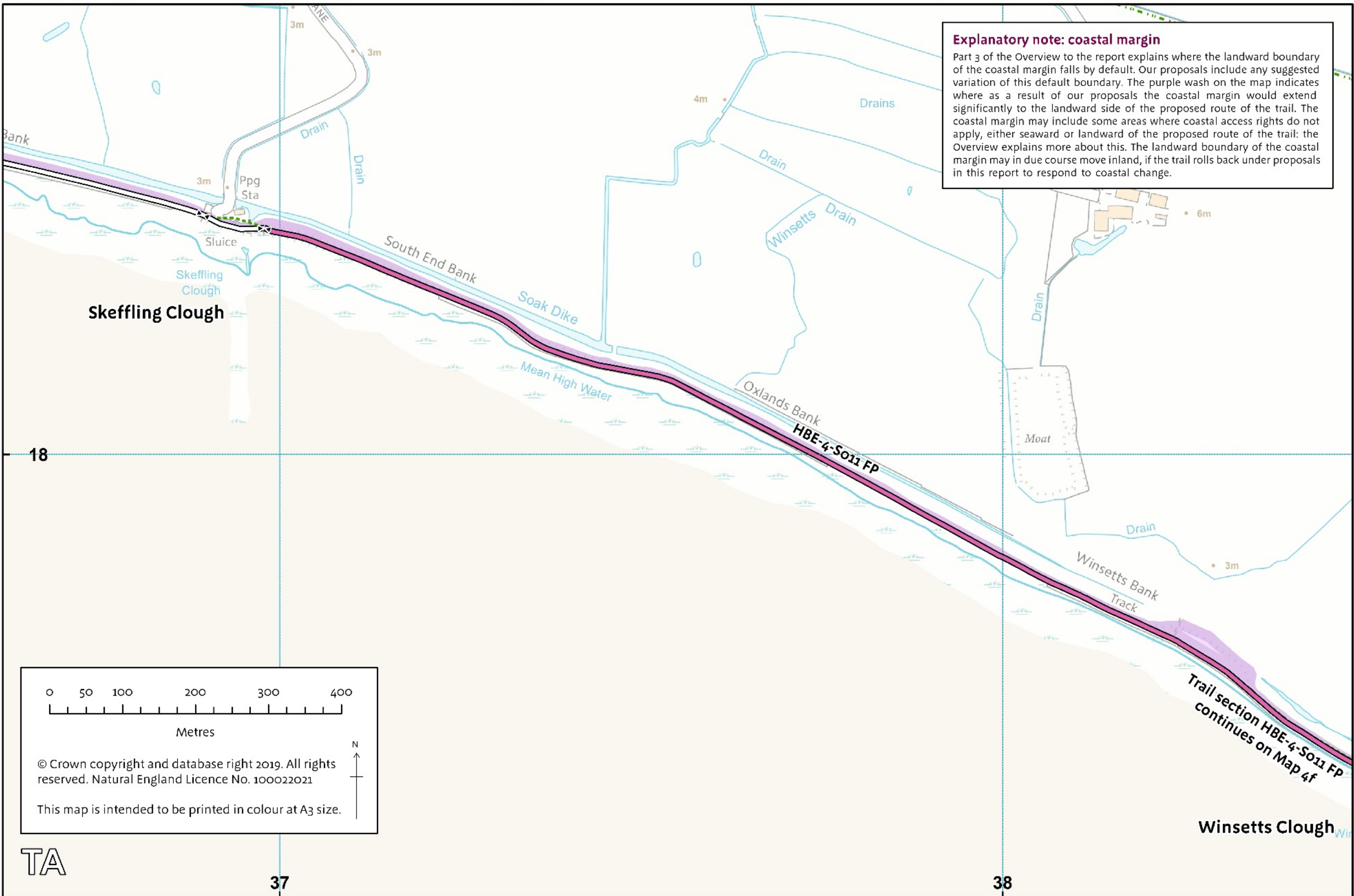


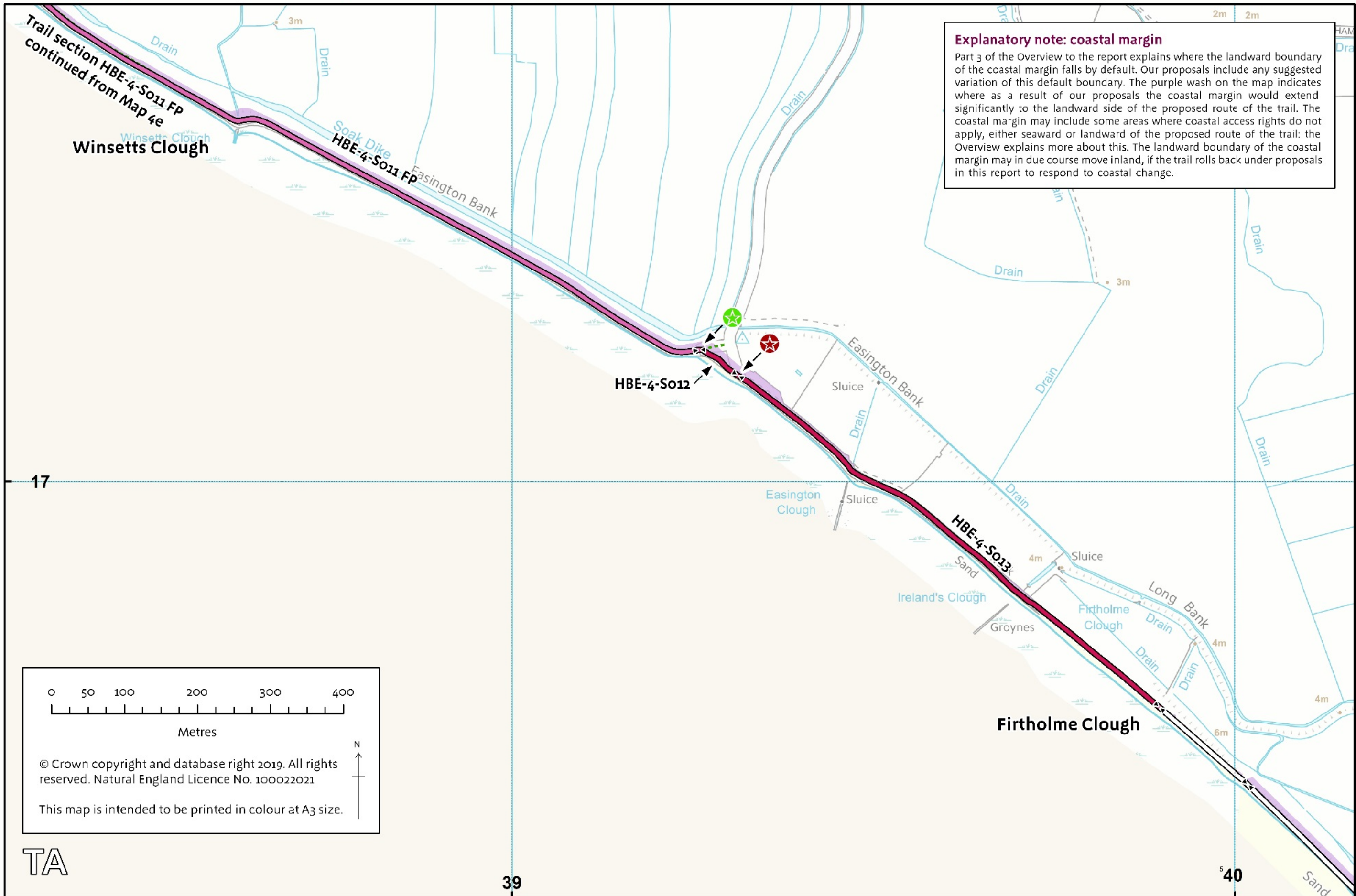
Explanatory note: coastal margin
 Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal 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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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 4f: Winsetts Clough to Firtholme Clough

0 50 100 200 300 400
Metres

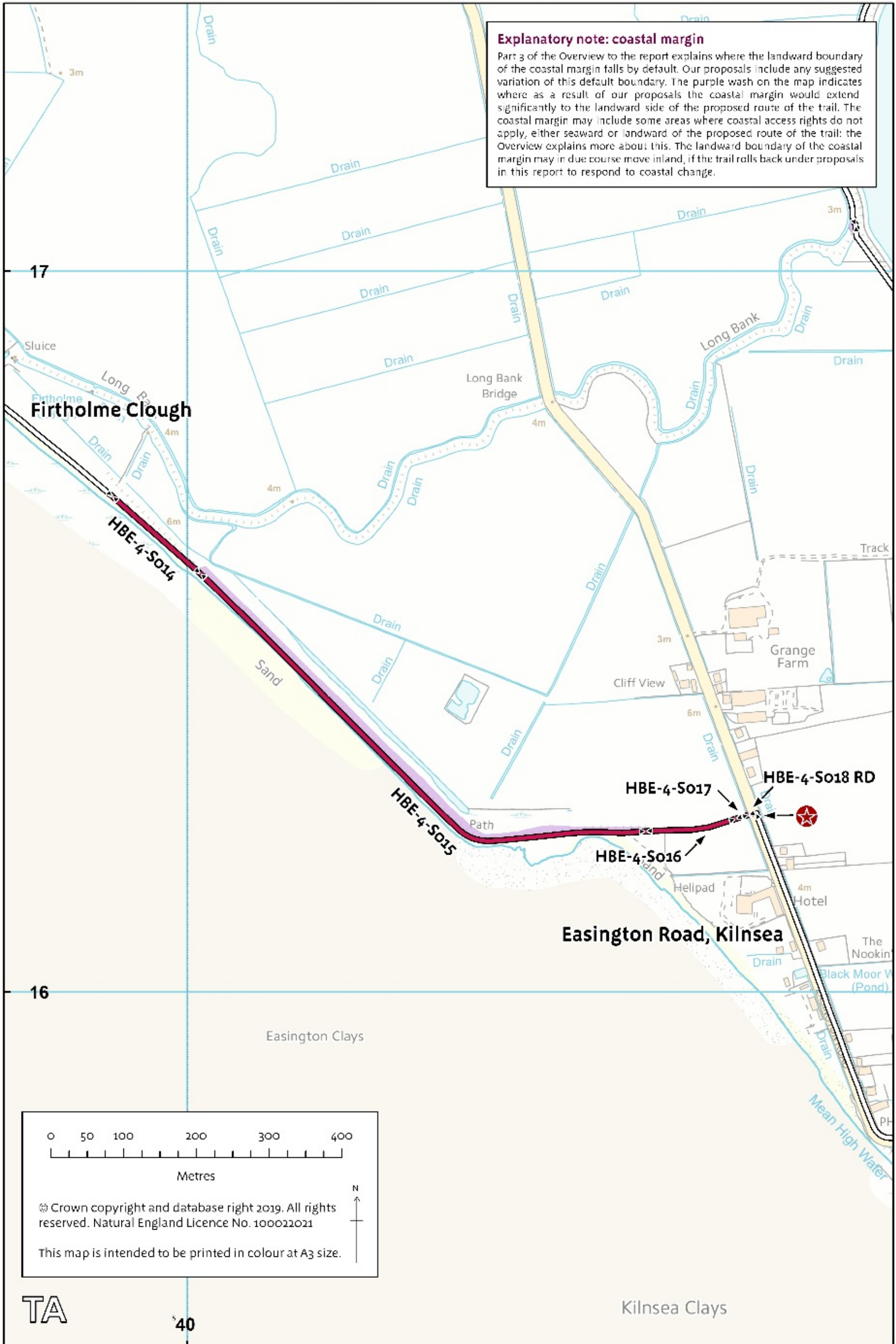
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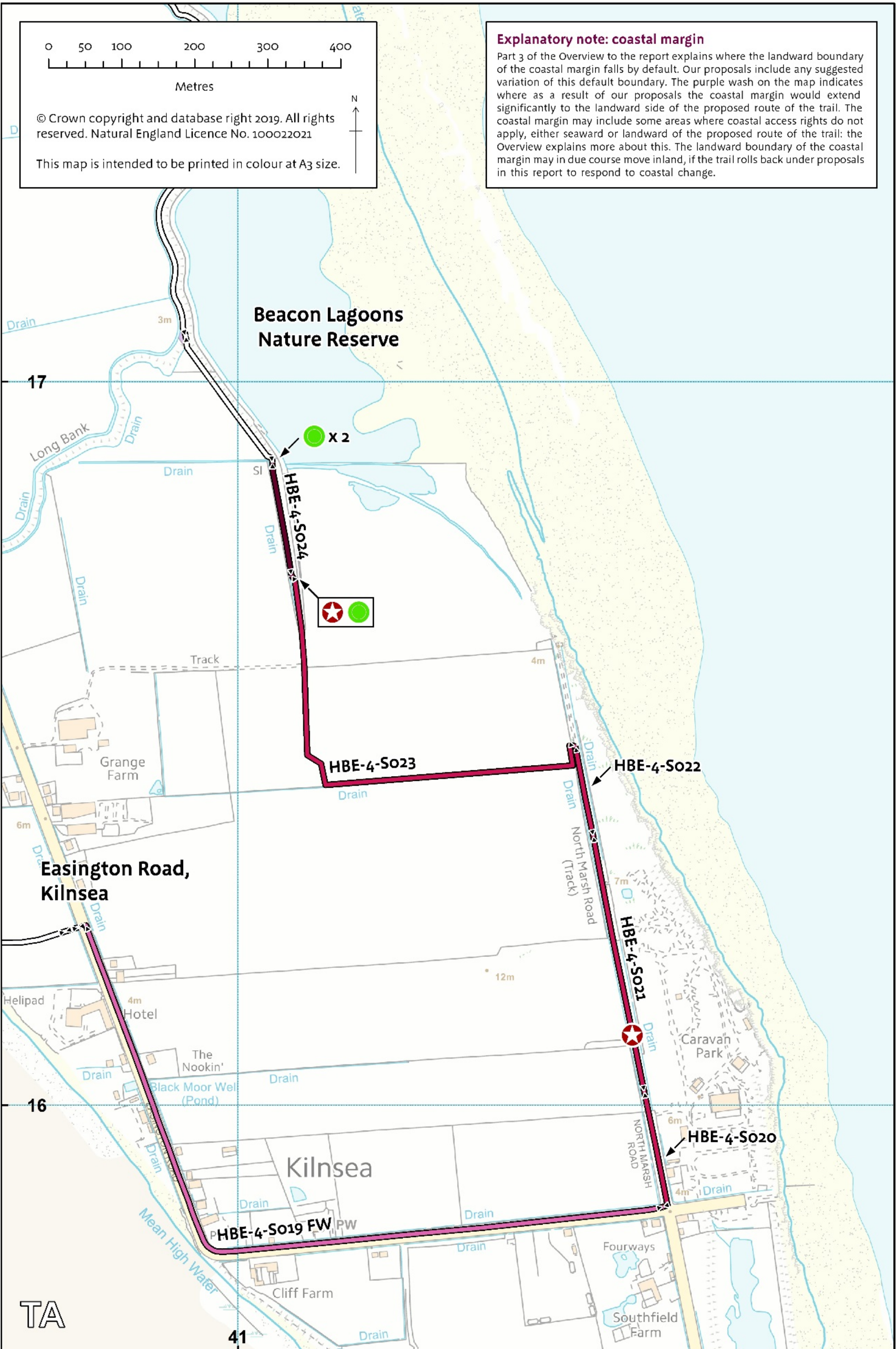
This map is intended to be printed in colour at A3 size.

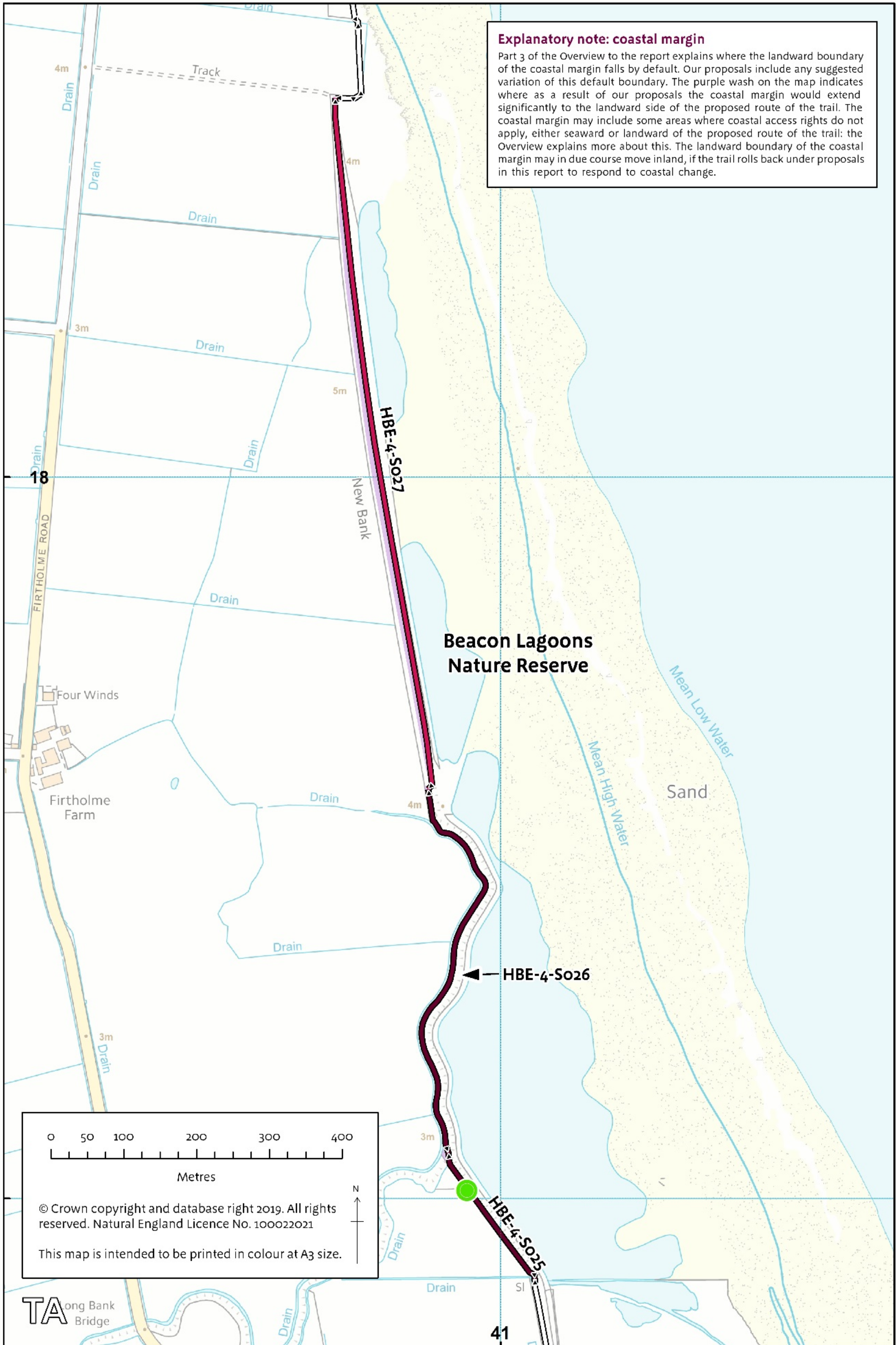
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39

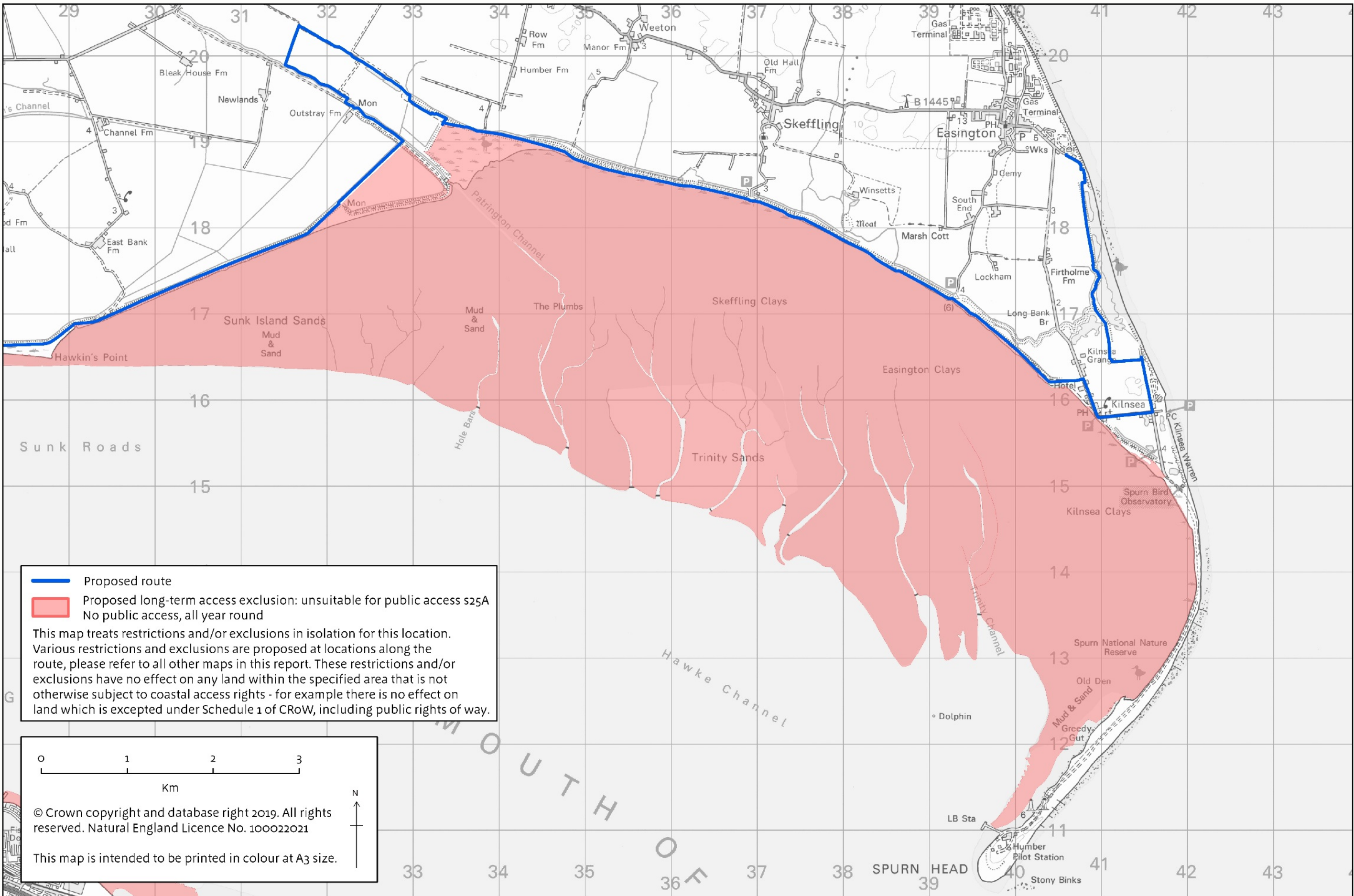
40











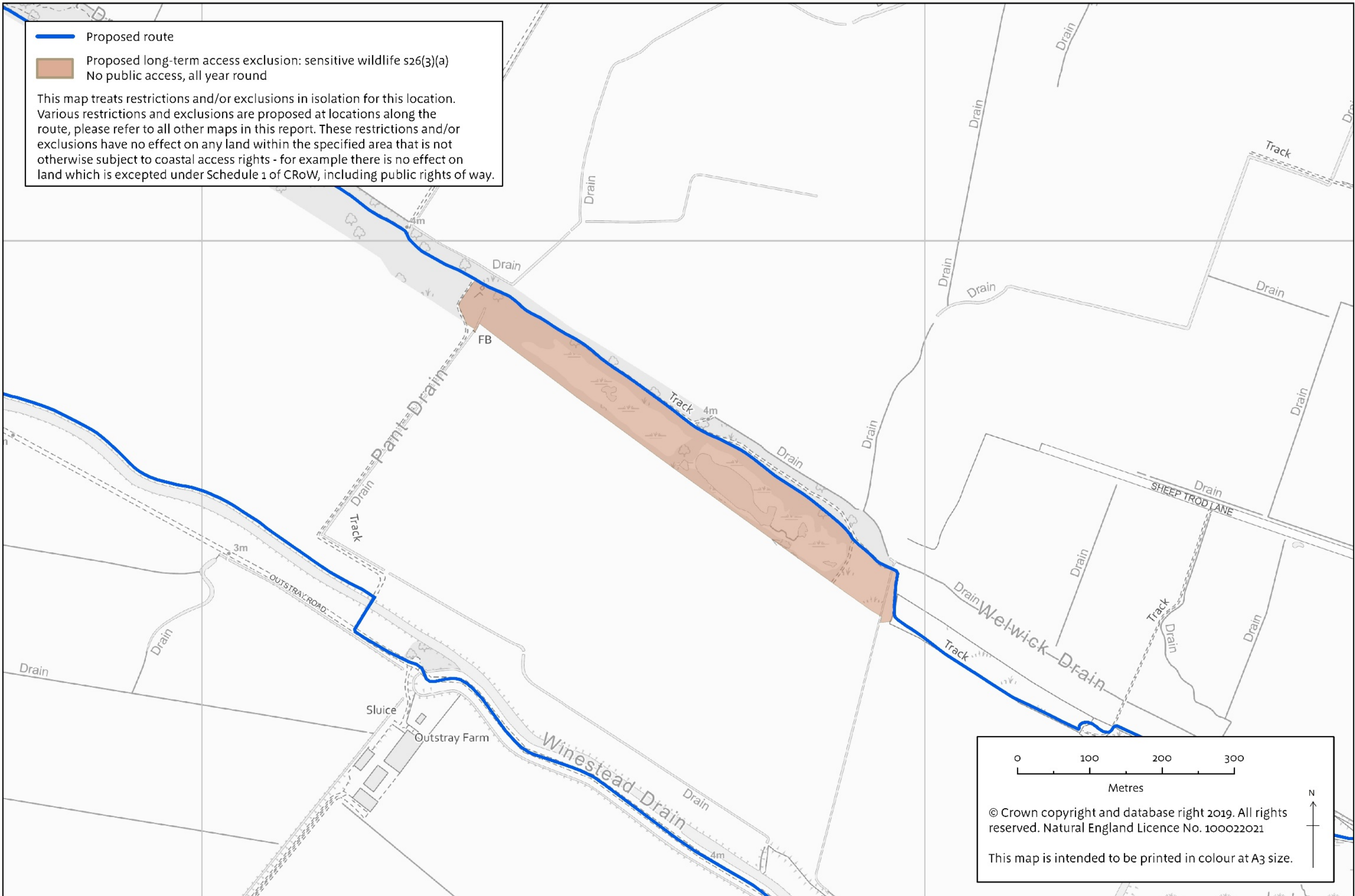
Proposed route
Proposed long-term access exclusion: unsuitable for public access s25A
 No public access, all year round

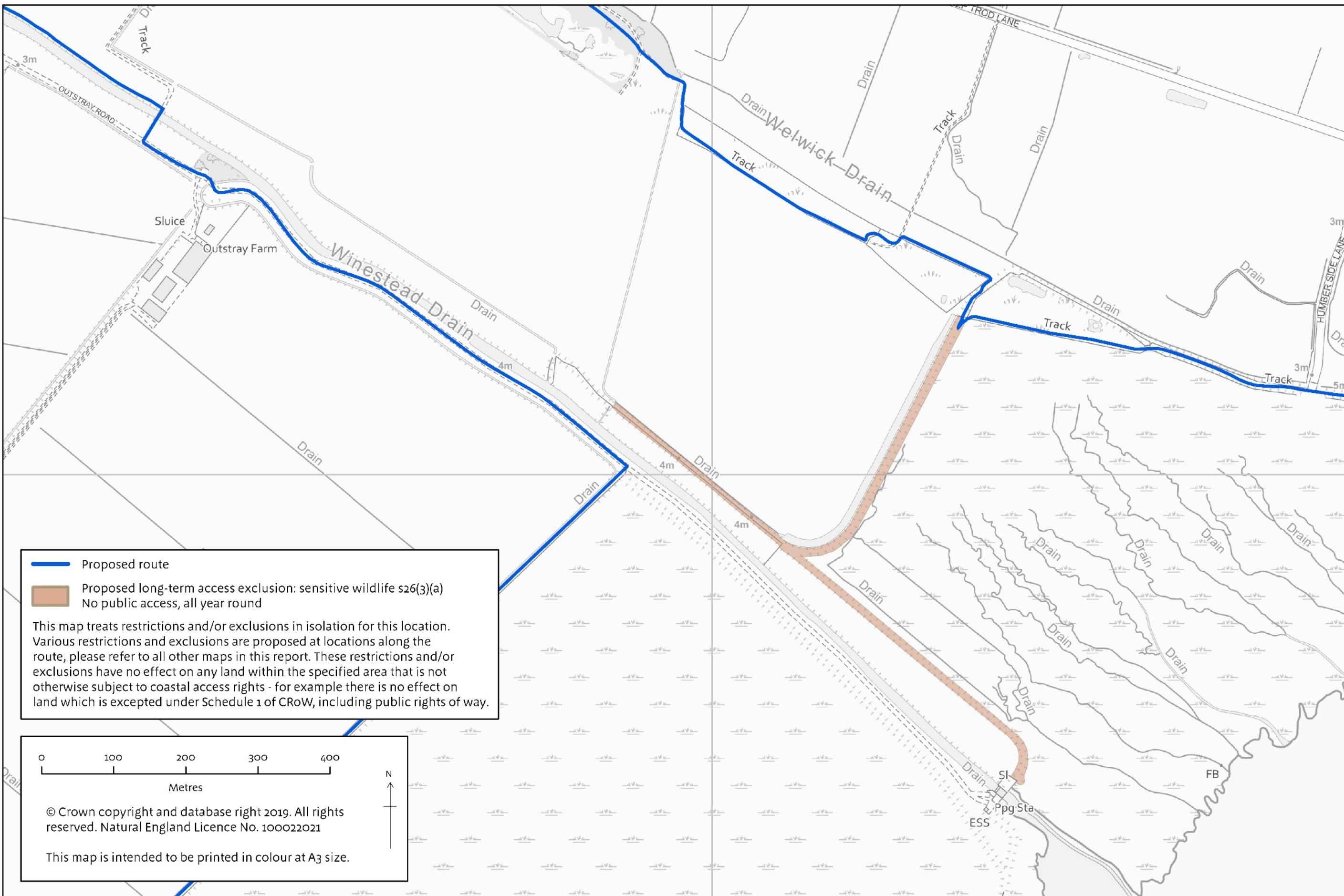
This map treats restrictions and/or exclusions in isolation for this location. Various restrictions and exclusions are proposed at locations along the route, please refer to all other maps in this report. These restrictions and/or exclusions have no effect on any land within the specified area that is not otherwise subject to coastal access rights - for example there is no effect on land which is excepted under Schedule 1 of CRow, including public rights of way.

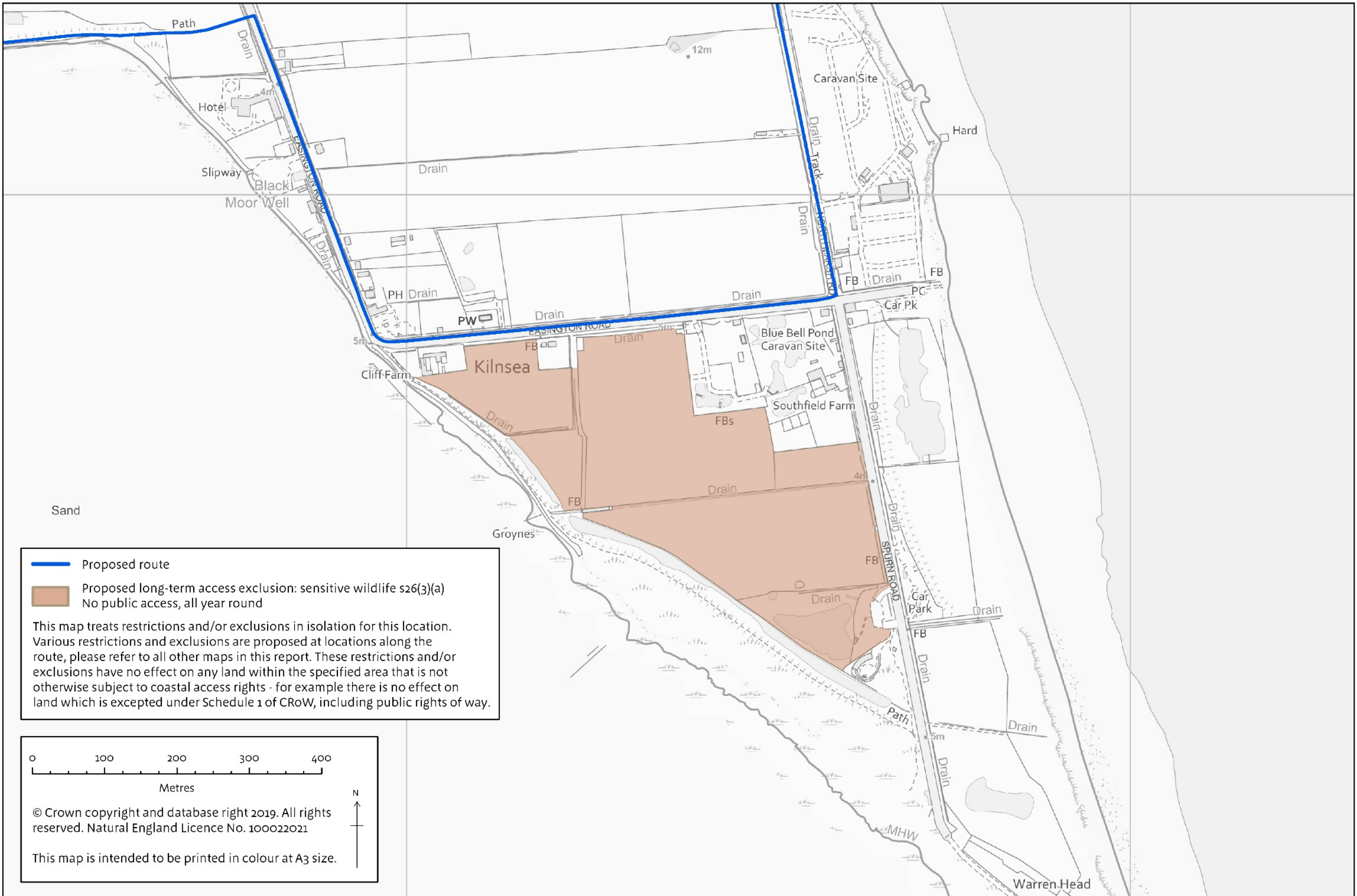
0 1 2 3
 Km

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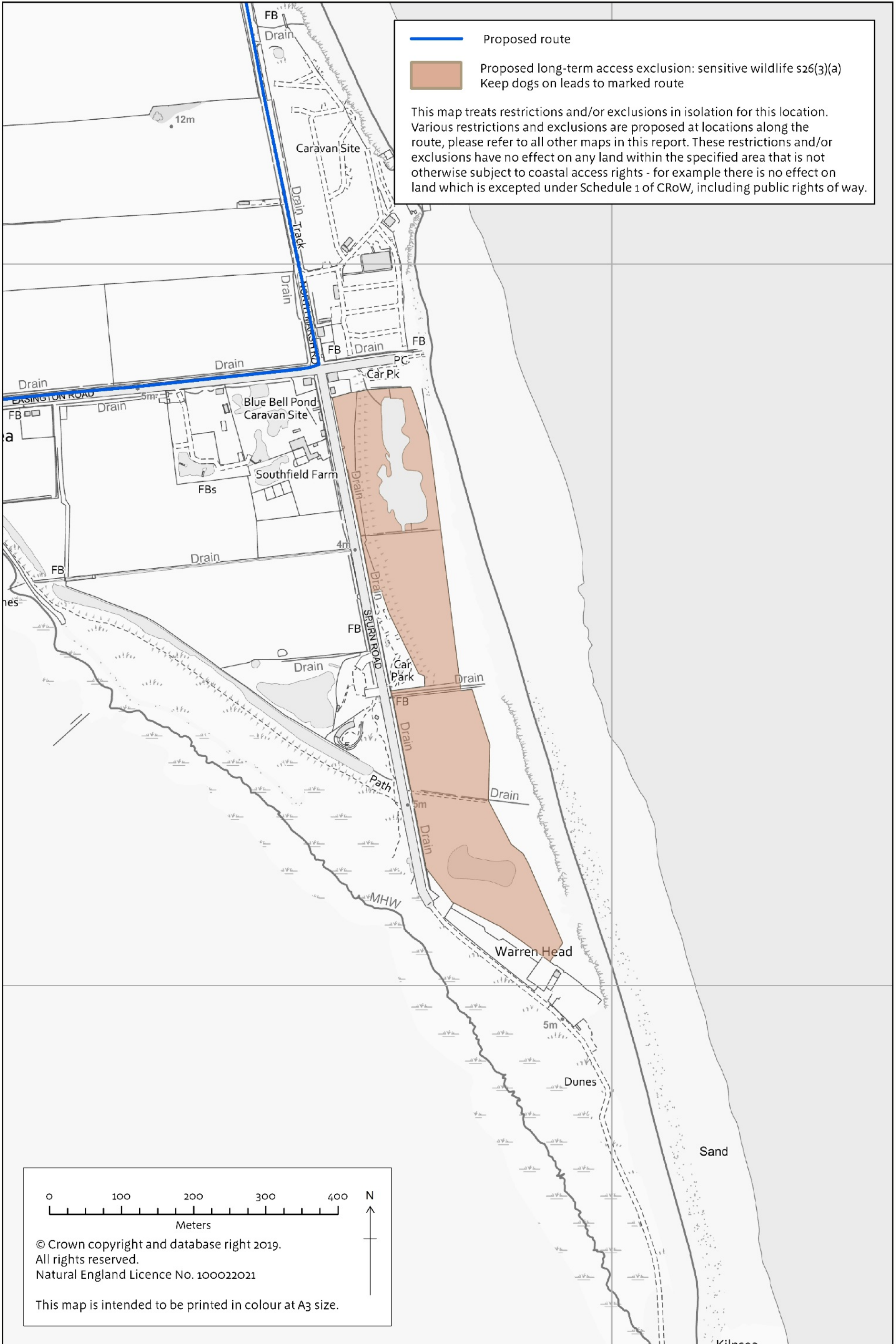
This map is intended to be printed in colour at A3 size.

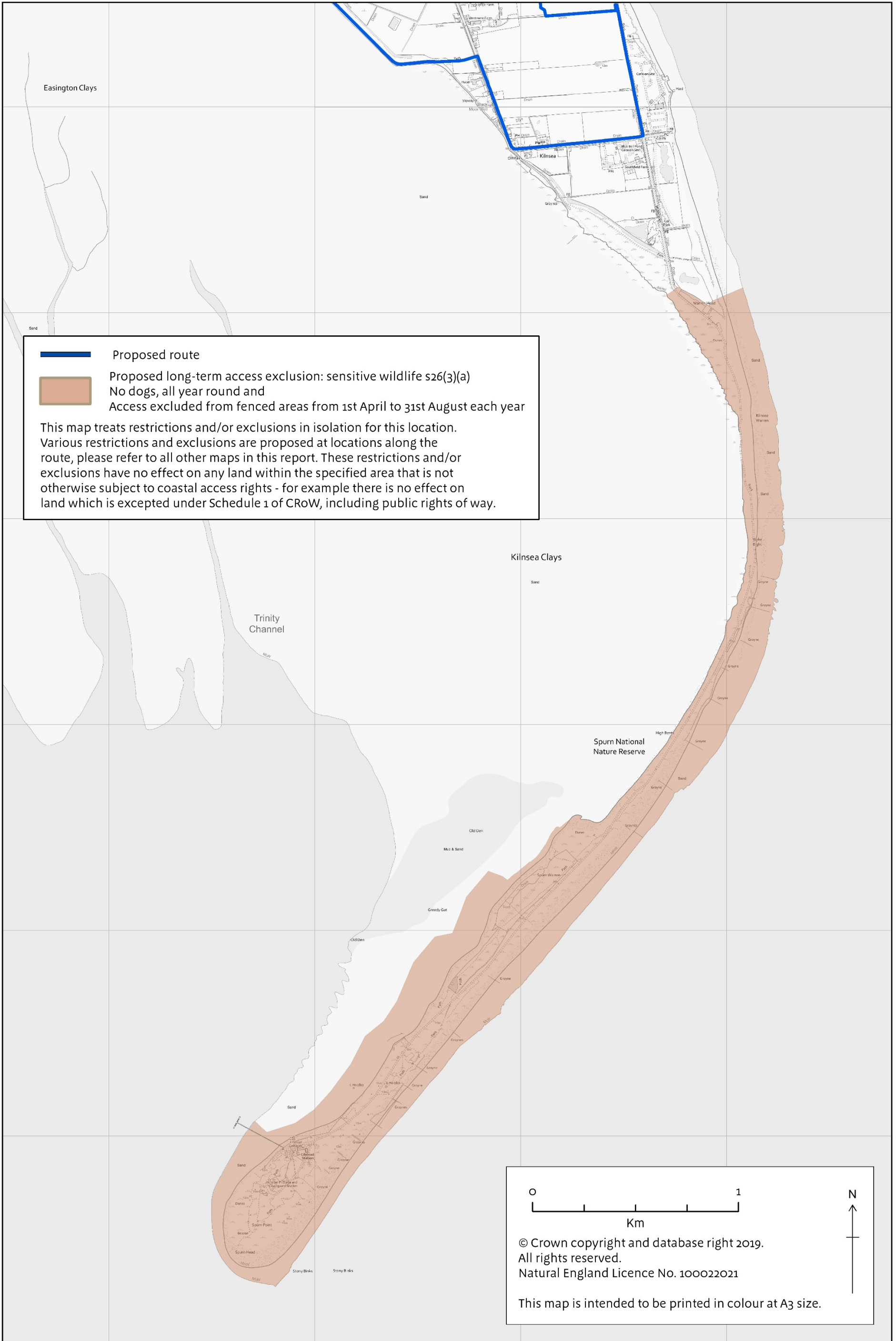






Directions Map HBE 4E: How Hill





Directions Map HBE 4G: Beacon Lagoons

