

England Coast Path Stretch: Mablethorpe to Humber Bridge

Report MHB 4: Immingham Docks to Humber Bridge

Part 4.1: Introduction

Start Point:	Immingham Docks (grid reference: TA17672 16208)
End Point:	Humber Bridge (grid reference: TA02418 24577)
Relevant Maps:	MHB 4a to MHB 4o

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 Mablethorpe and the Humber Bridge.

4.1.2 This report covers length MHB 4 of the stretch, which is the coast between Immingham Docks and the Humber Bridge. 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:

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

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

4.2.3 Includes five sections of new path at MHB-4-S001 to MHB-4-S006. See map MHB 4a Houlton's Covert to Marsh Lane and associated tables below for details.

4.2.4 At section MHB-4-S001 to MHB-4-S021 FP a significant inland diversion is necessary to take the trail past Immingham Docks which is currently inaccessible because it is excepted land (See Future Change, below and Part 7 of the Overview).

Protection of the environment:

In this part of the report, we explain how we have taken account of environmental protection objectives in developing our proposals for improved coastal access.

4.2.5 The following designated sites affect this length of coast:

- Humber Estuary SAC
- Humber Estuary SPA
- Humber Estuary Ramsar Site
- Humber Estuary SSSI
- North Killingholme Haven Pits SSSI

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

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

4.2.6 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
MHB 4C	MHB-4-S053	■ Coastal access rights to be excluded on the grazing marsh north of East Halton Skitter. See the restrictions and exclusions section below.	To avoid disturbance to feeding and/or roosting populations of wintering, passage and breeding birds.
MHB 4D	MHB-4-S089 and	■ Coastal access rights to be excluded on the saltmarsh and reed beds at Barton foreshore.	To avoid disturbance to feeding and/or roosting populations of

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
	MHB-4-S099	See the restrictions and exclusions section below.	wintering, passage and breeding birds.

4.2.7 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. In respect of cultural heritage, we have taken advice from Historic England and others before confirming this conclusion. For more information about how we came to this conclusion; see the following assessments of the access proposals that we have published separately:

- A Habitats Regulations Assessment relating to any potential impact on the conservation objectives of European sites.
- Our Nature Conservation Assessment, in which we document our conclusions in relation to other potential impacts on nature conservation.

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

Accessibility:

4.2.8 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 a compacted bare soil path at MHB-4-S106.
- The trail would follow an uneven grass path at MHB-4-S046 FP to MHB-4-S068 FP, MHB-4-S088 FP to MHB-4-S097 FP, and MHB-4-S107.
- The trail would follow a gravel path at MHB-4-S019 FP, MHB-4-S043 FP, MHB-4-S073 FP to MHB-4-S075 FP, MHB-4-S081 FP to MHB-4-S085 FP, and MHB-4-S087.
- The trail would follow a stone aggregate path at MHB-4-S076 FP to MHB-4-S080 FP and MHB-4-S098 FP to MHB-4-S099 FP.
- It would be necessary to ascend/descend steps at MHB-4-S021 FP.

4.2.9 Between sections MHB-4-S001 and MHB-4-S006 the existing surface will be improved to make it easier to use. We envisage this happening as part of the physical establishment work described below.

4.2.10 At the intersection of MHB-4-S019 FP and MHB-4-S020 FP the existing stile will be replaced, with a gate. 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:

4.2.11 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Humber, extending upstream from the open coast. Natural England proposes to exercise its

functions as if the sea included the estuarial waters of that river as far as the Humber Bridge, as indicated by the extent of the trail shown on map A2 of the overview.

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

4.2.12 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 4.3.1 below.

4.2.13 At MHB-4-S027 FP to MHB-4-S030 FP, MHB-4-S037 FP, MHB-4-S039 FP, MHB-4-S057 FP to MHB-4-S059, MHB-4-S074 FP to MHB-4-S075 FP, and MHB-4-S100 FP to MHB-4-S101 we have used this discretion to limit the landward extent of the coastal margin. This has had the effect of reducing the amount of coastal margin that would otherwise been available by default. This option provides the most clarity because:

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

4.2.14 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 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 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.

4.2.15 Restrictions and/or exclusions: We have proposed to exclude and/or restrict access by direction under the Countryside and Rights of Way Act (2000) in certain places along this section of coast.

Exclusion of access to the saltmarsh/flat from South Killingholme Haven to Humber Bridge

4.2.16 Access to the mudflat and saltmarsh in the coastal margin seaward of route sections (MHB-4-S022 to MHB-4-S0111) 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.

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

Exclusion of access at Phillips 66

4.2.18 Access to the coastal margin is to be excluded all year-round, seaward of route sections MHB-4-S015 to MHB-4-S020. This exclusion is proposed under Section 24 (land management) and Section 25(1)(b) (public safety) of the CROW Act to prevent of disruption to ongoing commercial activity and to protect public safety. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply.

4.2.19 Commercial activity takes place in the compound throughout the year. On the site there are pipelines, a waste pond and machinery associated with the chemical industry. Operations have a

significant public safety risk and access would disrupt this activity. The direction ensures the existing management arrangements continue to be effective across the site.

Exclusion of access to the grazing marsh north of East Halton Skitter.

4.2.20 Access is to be excluded on the grazing marsh at East Halton Skitter, at MHB-4-S053 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.

4.2.21 Protected bird species use the grazing marsh at East Halton Skitter 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 to the saltmarsh and reed beds at Barton Foreshore

4.2.22 Access is to be excluded on the saltmarsh and reed beds at Barton foreshore, between route section MHB-4-S089 and MHB-4-S099 by direction under s26(3)(a) of the Countryside and Rights of Way Act (2000) all year-round 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.

4.2.23 Protected bird species including redshank, dunlin, curlew, bar-tailed godwit, black-tailed godwit, lapwing and marsh harrier use the saltmarsh and reed beds at Barton 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.

4.2.24 The directions we give are intended to avoid any new public rights being created over the area in question in view of the hidden dangers to which new users of the land would be subject because of the local patterns of tidal inundation extensive mudflats and areas of soft mud.

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

4.2.25 **Alternative routes:** An alternative route is to operate as an diversion from the ordinary route at MHB-4-S111 CP on the Humber Bridge when it is subject to any closure. The alternative route is to be at the centre of the line shown as route section MHB-4-A001 to MHB-4-A002 on map MHB 4o. It would not have the effect of creating any additional spreading room on either the seaward or the landward side.

4.2.26 By default, an 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 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.

4.2.27 **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.

4.2.28 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 MHB 4a to MHB 4d, MHB 4f and MHB 4k as the proposed route of the trail.

4.2.29 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 MHB 4a, and MHB 4e to MHB 4o as the proposed route of the trail.

Other future change:

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

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

Establishment of the trail:

4.2.31 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.

4.2.32 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £10,125 and is informed by:

- information already held by the access authority, North Lincolnshire Council, in relation to the management of the existing public rights of way and other walked routes;
- 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.

4.2.33 There are three main elements to the overall cost:

- A significant number of new signs would be needed on the trail.
- The surfaces of the existing paths and footways on the proposed route are generally of a suitable standard for the trail, but a new surface between MHB-4-S001 and MHB-4-S006 would enhance the convenience of the trail.

- The access furniture of the existing paths and footways on the proposed route are generally of a suitable standard for the trail, but there is one place at the intersection of MHB-4-S019 FP and MHB-4-S020 FP where a new gate would enhance the convenience of the trail.

Table 1 shows our estimate of the capital cost for each of the main elements of physical establishment described above.

Table 1: Estimate of capital costs

Item	Cost
Signs & interpretation	£9,625
Access furniture	£500
Total	£10,125 (Exclusive of any VAT payable)

4.2.34 Once the Secretary of State's decision on our report has been notified, and further to our conversations with land managers during the route planning stage, there will be suitable liaison with affected land owners and occupiers about relevant aspects of the design, installation and maintenance of the new signs and infrastructure that are needed on their land. Prior to works being carried out on the ground, all necessary permissions, authorisations and consents will be obtained. All such works would conform to the published standards for National Trails and the other criteria described in our Coastal Access Scheme.

Maintenance of the trail:

4.2.35 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).

4.2.36 We estimate that the annual cost to maintain the trail will be £10,269.87 (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 MHB 4a to MHB 4o: Immingham Docks to Humber Bridge 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 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.
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
MHB 4a	MHB-4-S001	Not an existing walked route	No	No	Path	Clarity and cohesion	
MHB 4a	MHB-4-S002 to MHB-4-S006	Not an existing walked route	No	No	Path	Clarity and cohesion	
MHB 4a	MHB-4-S007 RD	Public highway	No	No			
MHB 4a	MHB-4-S008 CP	Cycleway	No	No	Path	Clarity and cohesion	
MHB 4a	MHB-4-S009 RD	Public highway	No	No			
MHB 4a	MHB-4-S010 CP	Cycleway	No	No	Pavement edge	Clarity and cohesion	
MHB 4a	MHB-4-S011 RD	Public highway	No	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
MHB 4a	MHB-4-S012 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
MHB 4a	MHB-4-S013 RD	Public highway	Yes - See table 4.3.3	No	Road	Clarity and cohesion	
MHB 4a	MHB-4-S014 FP and MHB-4-S015 FP	Public footpath	Yes - See table 4.3.3	No	Track	Clarity and cohesion	
MHB 4a	MHB-4-S016 FP	Public footpath	Yes - See table 4.3.3	No			
MHB 4a	MHB-4-S017 FP	Public footpath	Yes - See table 4.3.3	No	Path	Clarity and cohesion	
MHB 4b	MHB-4-S018 FP	Public footpath	Yes - See table 4.3.3	No	Road	Clarity and cohesion	
MHB 4b	MHB-4-S019 FP	Public footpath	Yes - See table 4.3.3	No			
MHB 4b	MHB-4-S020 FP and MHB-4-S021 FP	Public footpath	Yes - See table 4.3.3	No	Path	Clarity and cohesion	
MHB 4b	MHB-4-S022 FP to MHB-4-S026 FP	Public footpath	Yes - See table 4.3.3	Yes - barrier			
MHB 4c	MHB-4-S027 FP	Public footpath	Yes - See table 4.3.3	Yes - barrier	Various	Clarity and cohesion	
MHB 4c	MHB-4-S028 FP and MHB-4-S029 FP	Public footpath	Yes - See table 4.3.3	Yes - barrier	Fence line	Clarity and cohesion	
MHB 4c	MHB-4-S030 FP	Public footpath	Yes - See table 4.3.3	Yes - barrier	Various	Clarity and cohesion	
MHB 4c	MHB-4-S031 RD	Public highway	Yes - See table 4.3.3	No			
MHB 4c to MHB 4d	MHB-4-S032 FP to MHB-4-S034 FP	Public footpath	Yes - See table 4.3.3	No	Path	Clarity and cohesion	
MHB 4d	MHB-4-S035 FP	Public footpath	Yes - See table 4.3.3	No			
MHB 4d	MHB-4-S036 FP	Public footpath	Yes - See table 4.3.3	No	Path	Clarity and cohesion	

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
MHB 4d	MHB-4-S037 FP	Public footpath	Yes - See table 4.3.3	Yes - barrier	Fence line	Clarity and cohesion	
MHB 4d	MHB-4-S038 FP	Public footpath	Yes - See table 4.3.3	Yes - barrier			
MHB 4d	MHB-4-S039 FP	Public footpath	Yes - See table 4.3.3	Yes - barrier	Path	Clarity and cohesion	
MHB 4d to MHB 4e	MHB-4-S040 FP to MHB-4-S042 FP	Public footpath	No	Yes - barrier			
MHB 4f	MHB-4-S043 FP to MHB-4-S045 FP	Public footpath	Yes - See table 4.3.3		Track	Clarity and cohesion	
MHB 4f to MHB 4h	MHB-4-S046 FP to MHB-4-S056 FP	Public footpath	No	Yes - bank			
MHB 4h	MHB-4-S057 FP	Public footpath	No	Yes - bank	Various	Clarity and cohesion	
MHB 4h	MHB-4-S058 FP	Public footpath	No	Yes - bank	Fence line	Clarity and cohesion	
MHB 4h	MHB-4-S059	Other existing walked route	No	Yes - bank	Fence line	Clarity and cohesion	
MHB 4i to MHB 4k	MHB-4-S060 FP to MHB-4-S065 FP	Public footpath	No	Yes - bank			
MHB 4k	MHB-4-S066 FP to MHB-4-S067 FP	Public footpath	Yes - See table 4.3.3	Yes - bank			
MHB 4k	MHB-4-S068 FP	Public footpath	Yes - See table 4.3.3		Fence line	Clarity and cohesion	
MHB 4k	MHB-4-S069 FP	Public footpath	Yes - See table 4.3.3		Path	Clarity and cohesion	
MHB 4k	MHB-4-S070 FP	Public footpath	Yes - See table 4.3.3		Pavement edge	Clarity and cohesion	
MHB 4k	MHB-4-S071 FP	Public footpath	Yes - See table 4.3.3				

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
MHB 4k	MHB-4-S072 FP	Public footpath	Yes - See table 4.3.3		Path	Clarity and cohesion	
MHB 4k	MHB-4-S073 FP	Public footpath	No		Track	Clarity and cohesion	
MHB 4k	MHB-4-S074 FP and MHB-4-S075 FP	Public footpath	No	Yes - bank	Track	Clarity and cohesion	
MHB 4k to MHB 4l	MHB-4-S076 FP to MHB-4-S082 FP	Public footpath	No	Yes - bank			
MHB 4l	MHB-4-S083 FP to MHB-4-S086 FP	Public footpath	No	No			
MHB 4l	MHB-4-S087	Other existing walked route	No	No	Fence line	Clarity and cohesion	
MHB 4l	MHB-4-S088 FP	Public footpath	No	Yes - bank			
MHB 4l to MHB 4m	MHB-4-S089 and MHB-4-S090	Other existing walked route	No	Yes - bank			
MHB 4m to MHB 4n	MHB-4-S091 FP to MHB-4-S099 FP	Public footpath	No	Yes - bank			
MHB 4n	MHB-4-S100 FP	Public footpath	No	Yes - bank	Path	Clarity and cohesion	
MHB 4n	MHB-4-S101	Other existing walked route	No	Yes - bank	Path	Clarity and cohesion	
MHB 4n	MHB-4-S102	Other existing walked route	No	No	Path	Clarity and cohesion	
MHB 4n	MHB-4-S103 RD	Public highway	No	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
MHB 4n	MHB-4-S104 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
MHB 4n	MHB-4-S105	Other existing walked route	No	No	Path	Clarity and cohesion	
MHB 4n to MHB 4o	MHB-4-S106 and MHB-4-S107	Other existing walked route	No	No			
MHB 4o	MHB-4-S108 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
MHB 4o	MHB-4-S109 RD	Public highway	No	No			
MHB 4o	MHB-4-S110 FW	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	
MHB 4o	MHB-4-S111 CP	Cycleway	No	No	Path	Clarity and cohesion	

4.3.2 Alternative routes and route details – Map MHB 4o: Barton Waterside to Humber Bridge

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. 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
MHB 4o	MHB-4-A001 CP	Cycleway	No	No	Path	Clarity and cohesion
MHB 4o	MHB-4-A002 CP	Cycleway	No	No	Path	Clarity and cohesion

4.3.3 Roll-back implementation – more complex situations: Map MHB 4a to MHB 4d, and MHB 4f: Marsh Lane to East Marsh

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
MHB 4a to MHB 4d	MHB-4-S013 RD to MHB-4-S039 FP	Able Marine Energy Park	Development of the Able Marine Energy Park is due to take place in the area. The trail is likely to be adjusted to follow the diverted Public Rights of Way.
MHB 4f	MHB-4-S043 FP to MHB-4-S045 FP	East Halton Skitter	Managed realignment is under consideration in the area. The trail is likely to be adjusted to follow the new coastal defences.
MHB 4k	MHB-4-S066 FP to MHB-4-S072 FP	New Holland Timber Yard	Diversion of the Public Footpath from within the timber yard to an alignment around it is possible in the future. The trail is likely to be adjusted to follow the diverted Public Rights of Way

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: Maps

4.4.1 Map Index

Map reference	Map title
MHB 4a	Houlton's Covert to Marsh Lane
MHB 4b	Marsh Lane to Killingholme Marshes
MHB 4c	Killingholme Marshes to North Killingholme Haven
MHB 4d	North Killingholme Haven to Halton Marshes
MHB 4e	Halton Marshes to East Halton Skitter
MHB 4f	East Halton Skitter to East Marsh
MHB 4g	East Marsh to Skitter Ness
MHB 4h	Skitter Ness to Goxhill Haven
MHB 4i	Goxhill Haven to Goxhill Tileries
MHB 4j	Goxhill Tileries to New Holland Mere
MHB 4k	New Holland Mere to Wilban House
MHB 4l	Wilban House to Barrow Haven Reedbed
MHB 4m	Barrow Haven Reedbed to Pasture Wharf Nature Reserve
MHB 4n	Pasture Wharf Nature Reserve to Barton Waterside
MHB 4o	Barton Waterside to Humber Bridge
Direction Map MHB 4A	Philips 66
Direction Map MHB 4B	Humber South mudflats
Direction Map MHB 4C	East Marsh grazing salt marsh
Direction Map MHB 4D	Humber Bridge to Haven Farm SPA

PROPOSALS

Trail Sections

-  Trail using existing public right of way or highway
-  Trail using other existing walked route
-  Trail not using existing walked route
-  Alternative route
-  Trail shown on other maps
-  Approved or open England Coast Path

Maps that show sections of the trail that follow the existing South West Coast Path as currently walked and managed use the following trail categories. Information on the existing status and infrastructure is not shown.

-  Trail using existing South West Coast Path
-  Alternative or optional alternative route using existing South West Coast Path

Trail sections which follow existing public rights of way or highways are indicated by a suffix:

- BW** - Public bridleway
- BY** - Public byway
- CP** - Cycletrack (pedestrian)
- CT** - Cycletrack (cycles only)
- FP** - Public footpath
- FW** - Public footway (Pavement)
- RB** - Restricted byway
- RD** - Public road

Coastal Margin

Explanatory note

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

-  Coastal margin landward of the trail
-  Coastal margin landward of the trail which is existing access land

Other Information

Other access rights and routes

-  Public bridleways
-  Public byways
-  Public footpaths
-  Restricted byways
-  South West Coast Path
-  Sustrans national routes
-  Existing access land

Infrastructure types

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

Bridges:

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

Stiles:

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

Gates:

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

Miscellaneous:

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

Infrastructure status

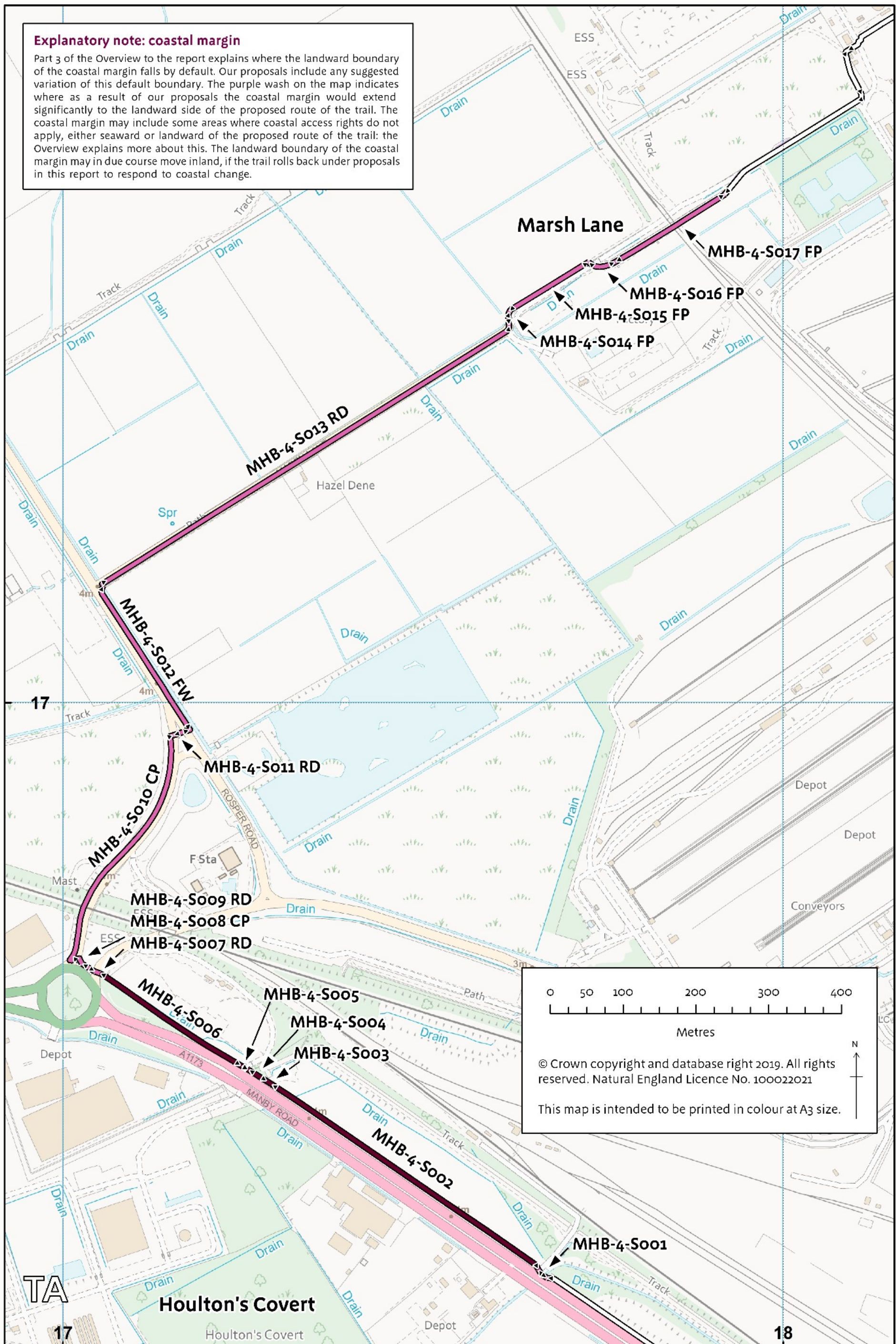
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

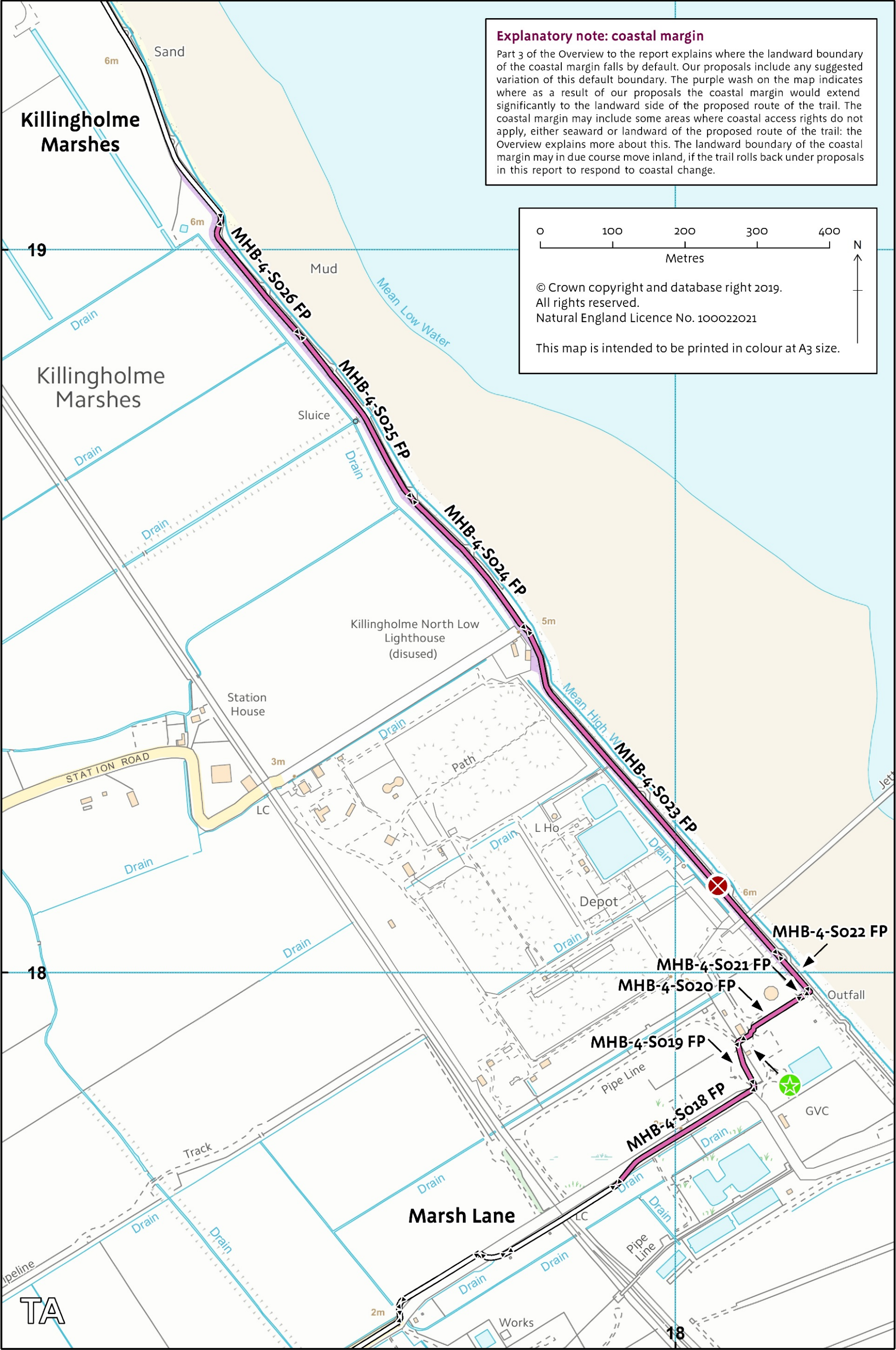
-  Existing steps to be retained
-  New steps required
-  Existing steps to be removed

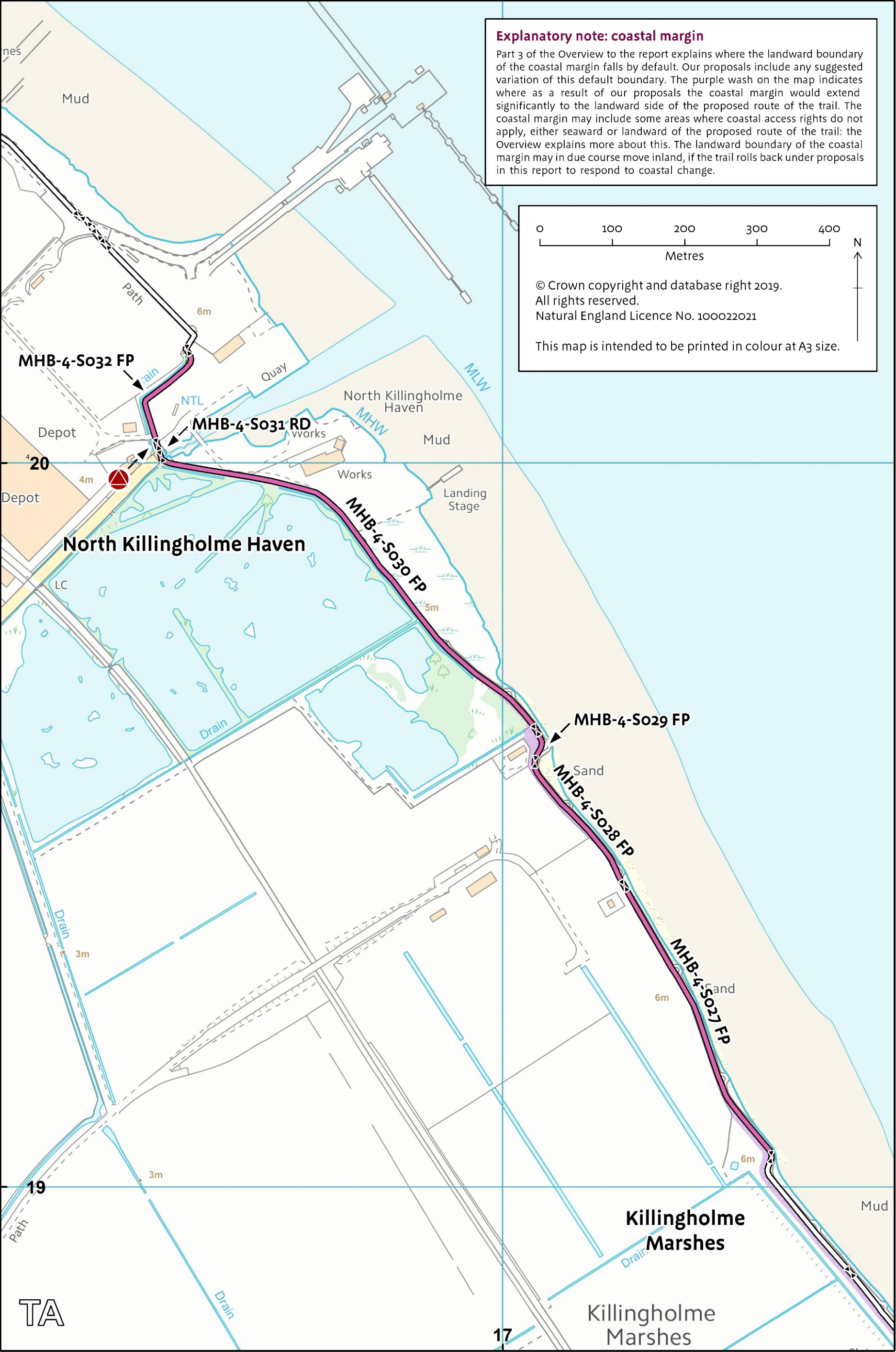
* Please note that the items in this legend may not all be present on an individual map or report.

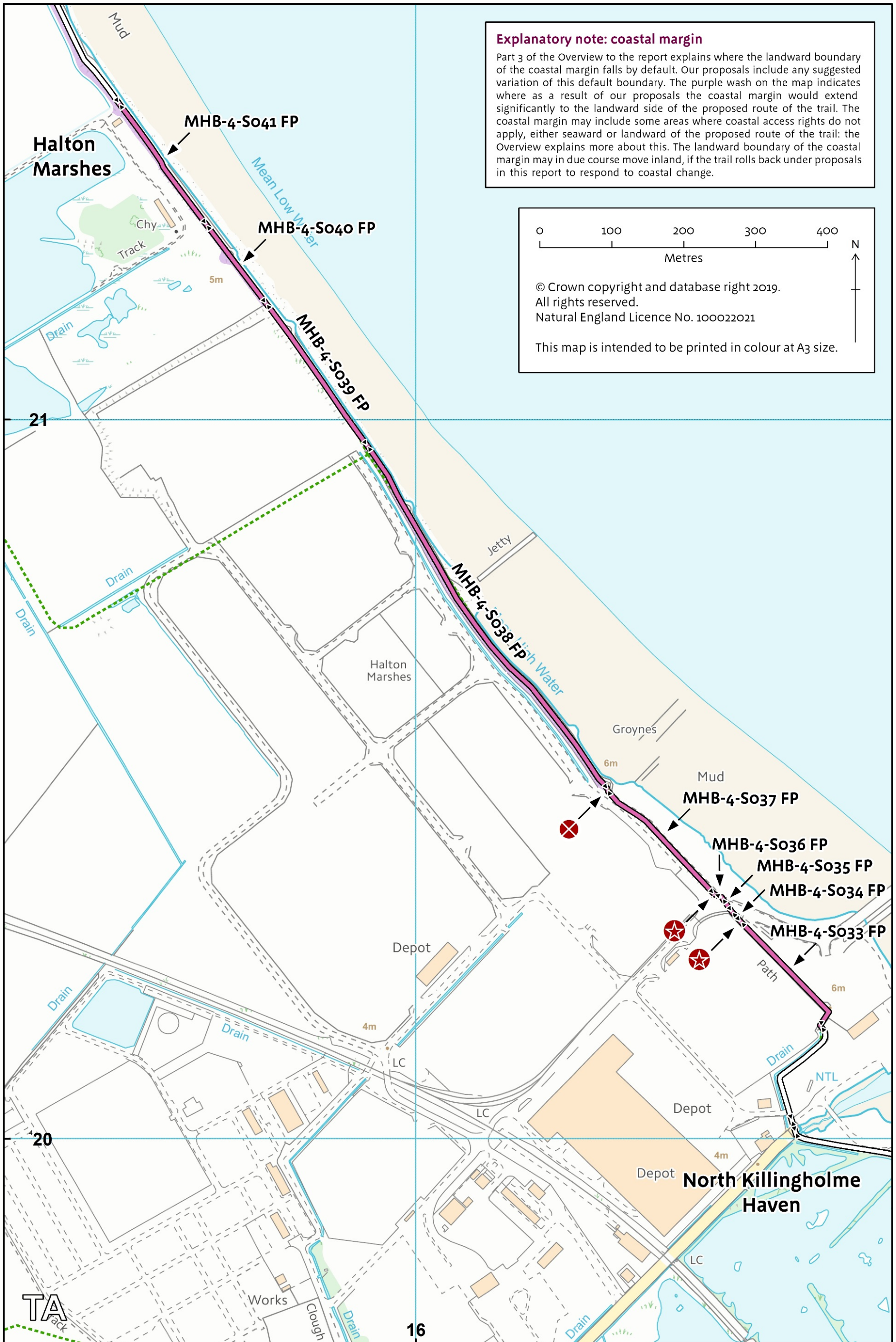
Explanatory note: coastal margin

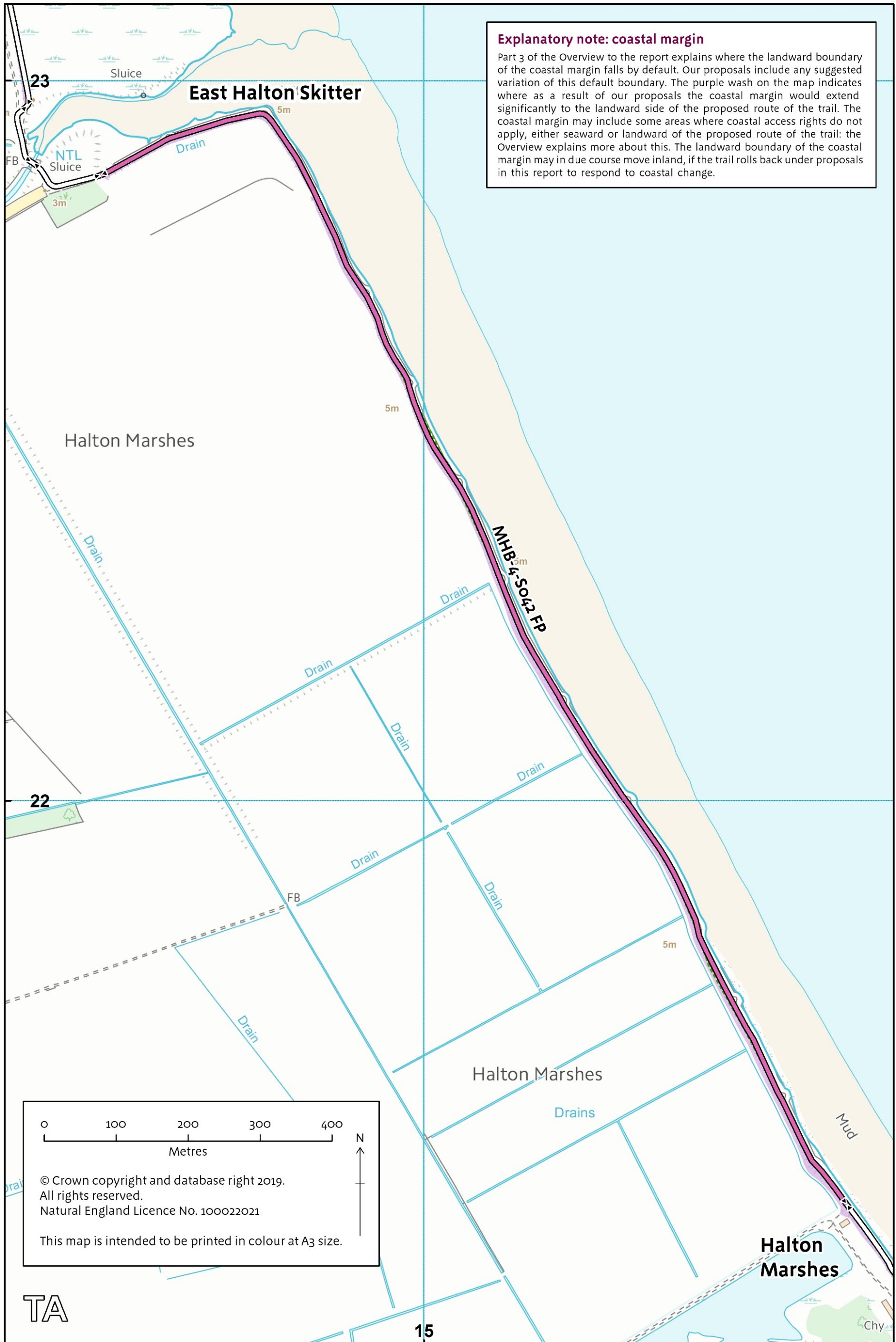
Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly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

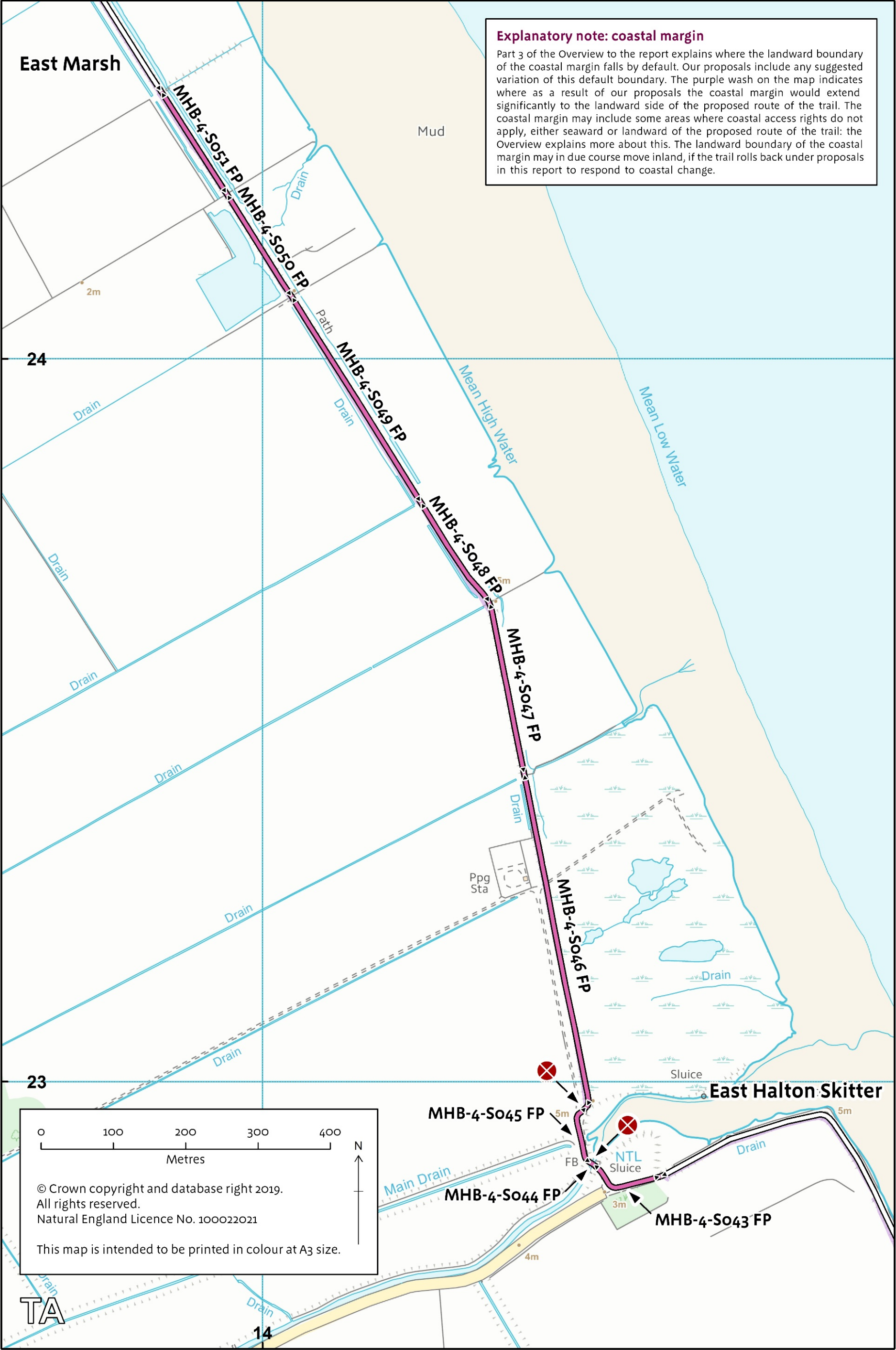












Explanatory note: coastal margin

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0 100 200 300 400
Metres

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East Marsh

TA

13

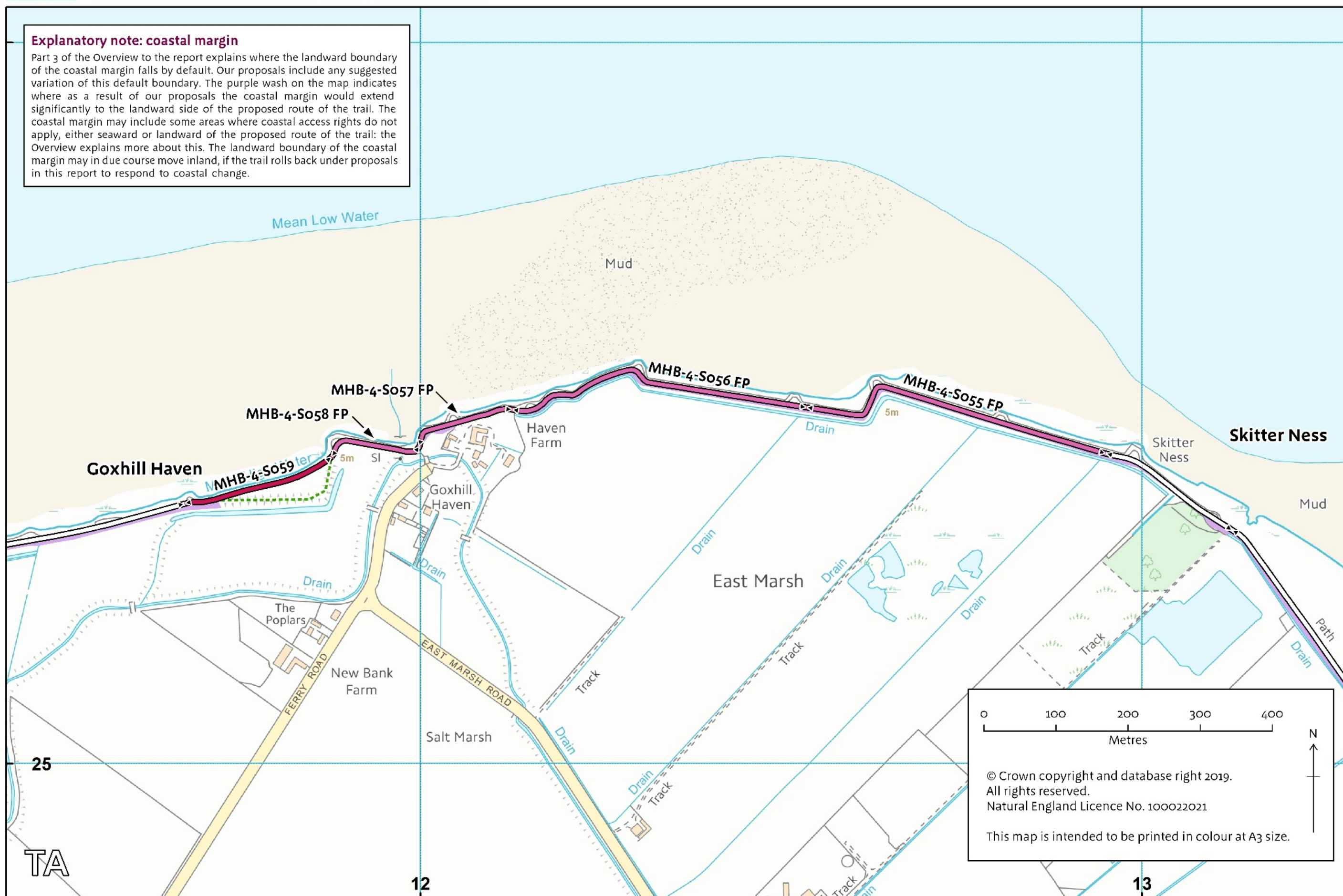
2m

5m

5m

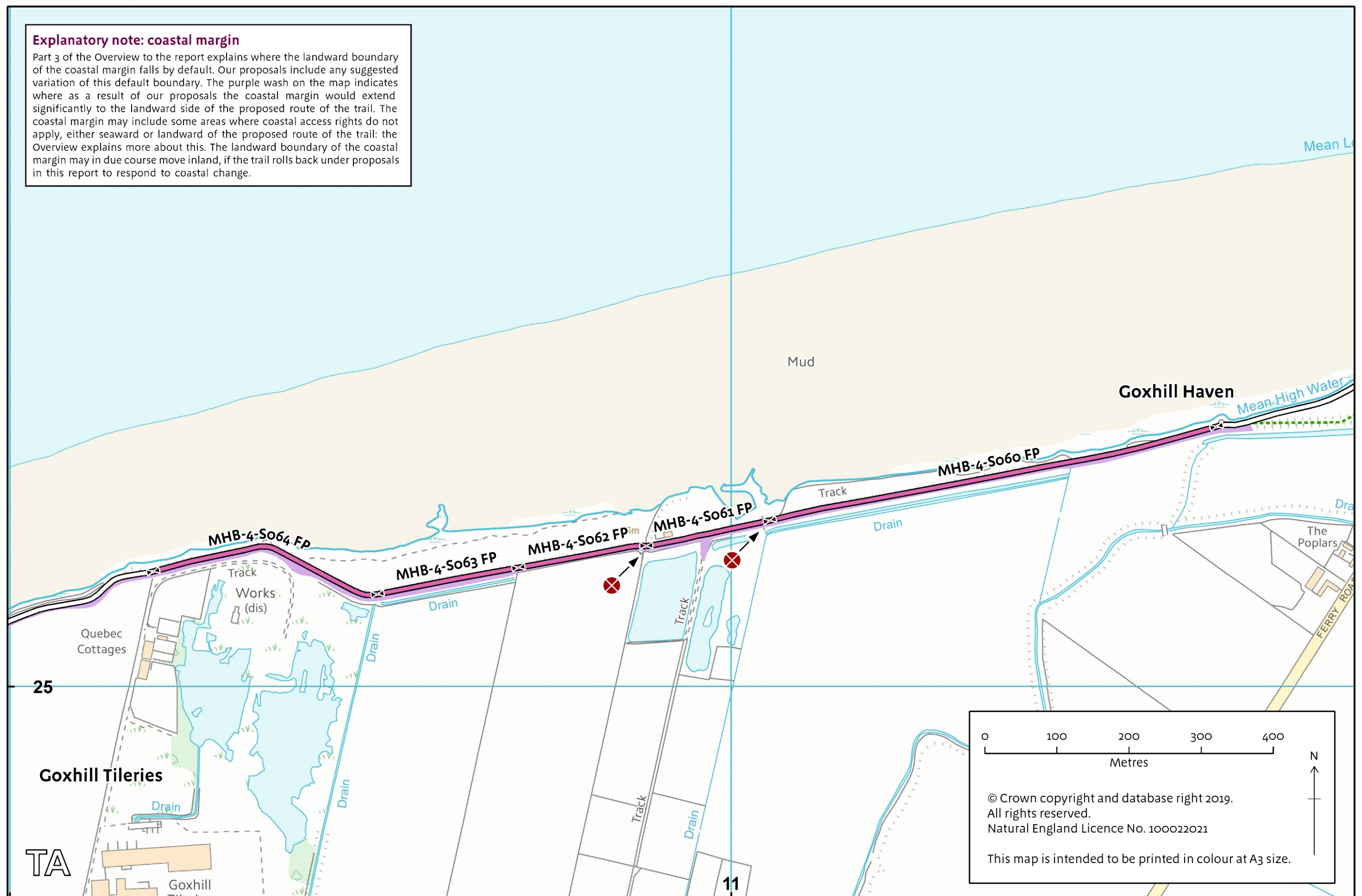
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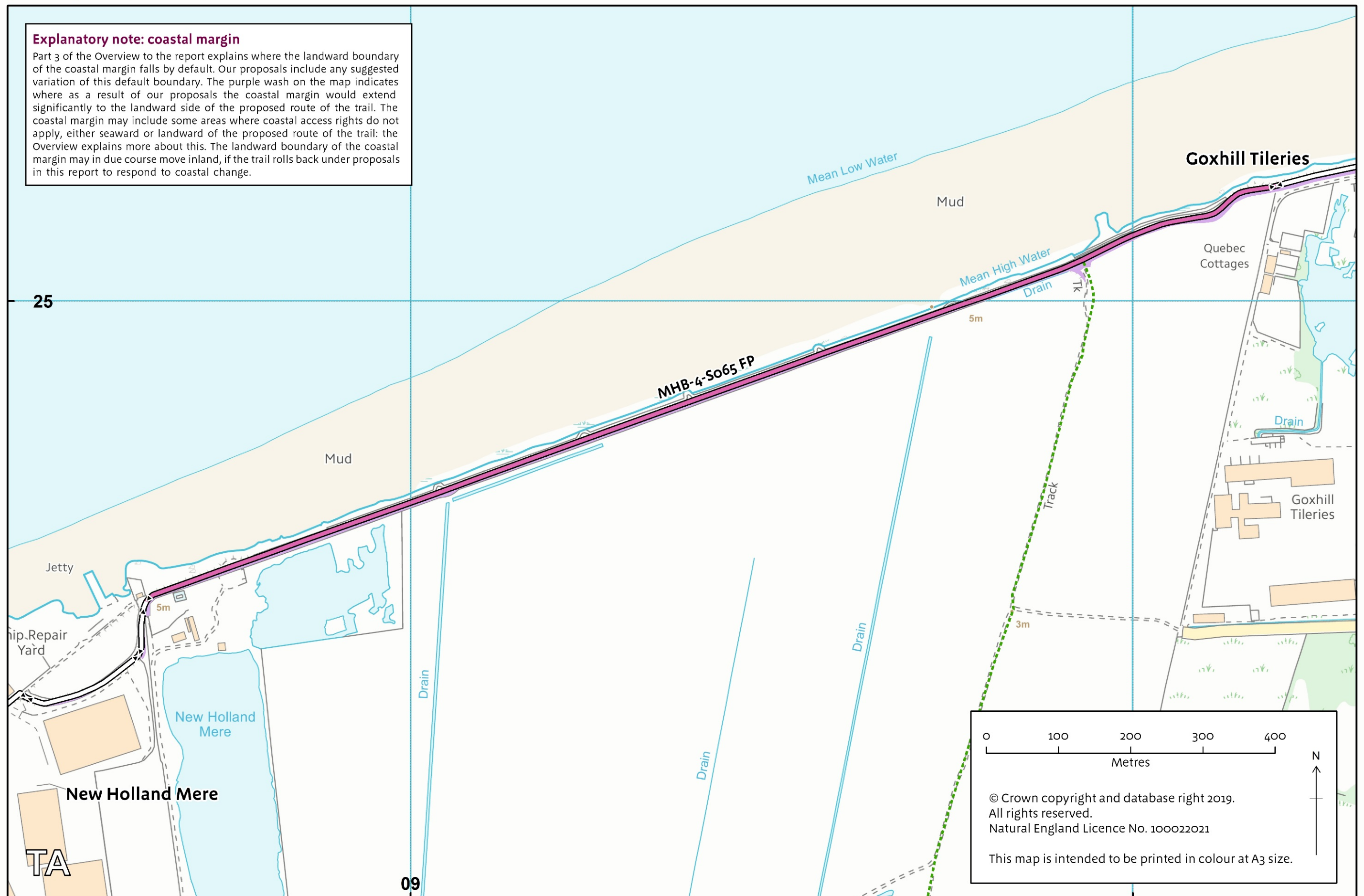
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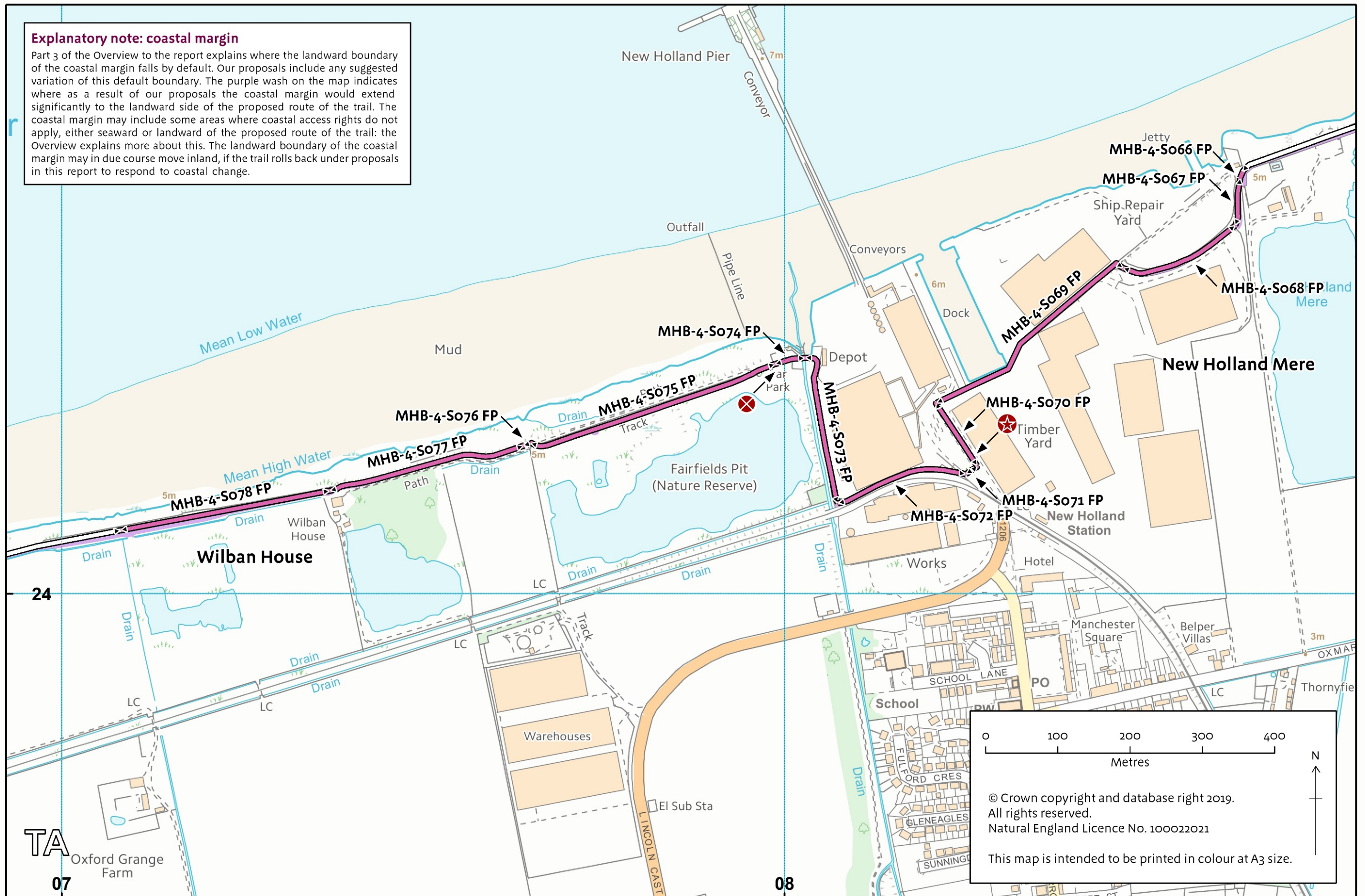
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