Consultation Document for the Proposed Diversion of Footpath 22 – Alexandra Dock
In December 2010 Associated British Ports (ABP) launched the **Green Port Hull** development, in Alexandra Dock, a dedicated facility for the manufacture of wind turbines in order to supply the recently announced “Round 3” offshore wind power zones around the UK. This exciting development will create around 750 jobs in Alexandra Dock Hull, in the manufacture and shipping of wind turbine components. Because of the size of the wind turbines, the installation ships transporting the wind turbines from the Port cannot fit into Alexandra Dock and, instead, will be loaded at a new quay to be constructed in the River Humber to the south of Alexandra Dock. **The Public Right of Way - known as footpath 22 - that runs along the current river bank will need to be diverted if Green Port Hull is to be built.** This is to allow the safe transporting and loading of turbine components between the manufacturing plant and the new quay.

We have consulted extensively with interested parties, including The Ramblers Association, Trans-Pennine Trail, Sustrans, the Local Access Forum and Hull City Council, to identify a diversionary route that balances the need for a high quality footpath / cycleway to replace what will be lost by this development, with the imperative of continued economic development in Hull by creating high-quality jobs in an expanding industrial sector.

**Green Port Hull is a once-in-a-generation opportunity for the City of Hull** - it is also vital that the region’s network of footpaths are maintained and enhanced for the benefit of local people and long-distance walkers. We hope our consultation proposals strike a balance between these 2 objectives, for the overall benefit of the City of Hull and the Yorkshire region.
The current route from Hull railway station and the city centre to the ferry terminals follows the chain of old docklands, now the Marina, to the river frontage and The Deep. From this landmark it runs along the foreshore on the promenade constructed as part of the housing development in this area.

It then continues in front of Alexandra Dock's river wall and across the lock gates to reach the ferry terminals for Rotterdam and Zeebrugge. With the proposed inland diversion, the overall distance from Hull station to the ferry terminals will increase from 3.5 miles to 4.3 miles.

**KEY:**
- Existing public footpath to be diverted.
- Route of diverted public right of way and permissive cycleway.
- Existing footpath & cycle network.
- Existing public footpath.
- Sustrans aspirational cemetery public cycle and footpath route.
- ABP aspirational footpath and cycleway.
Whilst the diversion of this section of the riverside path is not to be taken lightly, particularly as it forms part of the Trans-Pennine Trail from Southport to Hornsea, and also part of European Walking Route E8 which will eventually run from Kerry on the west coast of Ireland across Europe to Istanbul, the proposed diversion does have a number of real advantages and benefits. Although away from the estuary, our proposal will create much more useful local routes for everyday journeys because it will be better connected than the existing riverside route, it will be better surfaced and lit throughout and will not be vulnerable to extreme weather or closed by the lock gates. It will also have a varied range of features including views over the new wind turbine production area, public artworks and information boards.

Overall it will provide a quality addition to the network of footpaths for local people in Hull and will create a memorable approach to the City as the first impression for visitors arriving from Europe. Along the existing path there were once hopes that cyclists could have followed the same riverside route to the ferry, but blind corners, exposed river walls and the lock gate crossing all precluded formalising this route. Instead cyclists have had to use either a long section adjacent to Hedon Road or cut inland to detour via the Withernsea Rail Trail. Neither of these options make for an ideal introduction for a first visit to Hull and England. Our proposals to allow cyclists to use the new path represents a significant improvement over the current situation.
The first part of the proposed diversionary route runs northwards along the side of a high bank constructed to shield Victoria Dock from the adjacent warehouse complex. We propose to improve this part of the route by providing an improved access point that welcomes users, both pedestrians and cyclists, into the new route, enhanced by the focal point. Adjacent to the warehouse complex we will provide a new raised 3m wide path, adequately lit along its length. The lower part of the original privacy bank will be kept mown to give good views along the path, whilst the upper part will be thickly planted to prevent trespass and overlooking of the adjacent housing. This work will make a real improvement to the route with high quality surfacing, enhanced lighting and new landscaping. At the Hedon Road end, the path meets an existing shared use path leading to the entrance of Green Port Hull.
Although this next section of the proposed footpath diversion runs parallel with Hedon Road, for approximately 250m, there is space to shield the path from Hedon Road with a 3m high “noise bank”. This area will be planted with trees arranged as open woodland on either side of the path.

Supplementary lighting will be provided where required. Over this section the path will slope gradually up to a look out platform from where users will be able to look over the full length of the wind turbine facility and vessels being loaded to take the finished turbines out to their destinations in the North Sea.
Although the High Level Section runs parallel to Hedon Road, the path will be above and set back from the road, separated by a bank of vegetation.

Throughout this section the path will be fenced off from the Port by a **new fence of coloured mesh**, which will allow users to glimpse port activity as well as the historic listed buildings in Alexandra Dock. The existing palisade fencing will also be removed allowing views northwards across towards Hedon Road Cemetery with its mature trees and southwards over the dry dock with its succession of ships undergoing refit and repair.

It is hoped that in time a ramped connection could be cut down the side of the bank to reach the existing pedestrian crossing on Hedon Road. This would allow access to the Hedon Road Cemetery and open up the possibility of a “quiet route” through to the Withernsea Rail Trail.

Towards the eastern end of this section the path will widen to a grassed area with a maritime focal point.
We propose to retain the existing bridge over the Holderness Drain, even though it is slightly narrower than the remainder of the proposed route, because it is in excellent condition and with its good sight lines there is very little likelihood of conflict in everyday use. We intend to provide the existing bridge with a new safety balustrade. At the eastern end of the footbridge the path will be set back slightly from the road next to the existing woodland area.

The section of footpath along Northern Gateway will be improved under our proposals. We propose to move the fence back so as to allow a 3m wide path to be constructed. The existing tarmac path next to the road will be removed and replaced with grass and low planting. New points of interest, such as specially commissioned artwork, will be added to break up the fence lines. At the estuary end, the fence will be straightened to give a view of the estuary and maritime focal point to provide a focus for the whole journey and to mark the path re-joining the river front.
The new footpath will be enhanced along its length using **focal points** drawn from themes such as wind and maritime landscape.

**BITMAC WEARING COURSE – 60mm THICK MACHINE LAID**

**50mm BASE COURSE: 38mm TYPE 1. IF NEEDED TO LEVEL OFF THE SUB-BASE**

**100mm – 200mm SUB-BASE: BALLAST.**

**TYPICAL CROSS SECTION THROUGH PATH WITH ALL WEATHER SURFACE**

**25mm CENTRAL CAMBER OR 40mm CROSS FALL**

**3.5m**