

# England Coast Path Stretch: Eastbourne to Camber

## Report EBC 5: Tackleway, Hastings to Cliff End, Pett Level

### Part 5.1: Introduction

Start Point:	Tackleway, Hastings (Grid reference 582677 109543)
End Point:	Cliff End, Pett Level (Grid reference 588652 112860)
Relevant Maps:	EBC 5a to EBC 5f

5.1.1 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 Eastbourne and Camber.

5.1.2 This report covers length EBC 5 of the stretch, which is the coast between Tackleway, Hastings and Cliff End, Pett Level. 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.

5.1.3 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.

5.1.4 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 5.2: Proposals Narrative

### The trail:

5.2.1 Follows existing walked routes, including public rights of way, along all of this length.

5.2.2 Mainly follows the coastline quite closely and maintains good views of the sea in many places along its length.

5.2.3 Follows a route similar to part of the existing Saxon Shore Way, a long distance footpath, but departs from this in places in order to improve the trail route.

### 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.

5.2.5 The following designated sites affect this length of coast:

- Hastings Cliffs SAC
- Dungeness, Romney Marsh and Rye Bay SPA
- Hastings Cliffs to Pett Beach SSSI
- Iron Age cliff castle and site of St George's churchyard on East Hill Scheduled Monument
- High Weald Area Of Outstanding Natural Beauty
- Hastings Country Park Local Wildlife Site
- Hasting Country Park Local Nature Reserve

Maps C and D in the Overview shows the extent of designated areas listed.

5.2.6 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.

5.2.7 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 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:

5.2.8 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 an uneven grass or bare soil path along the cliff top;

- There are undulating, narrow and steep slopes in places which can become slippery during wet weather;
- The trail would follow short sections that become muddy in the winter.
- There are steps in places where it would be necessary to traverse a number of steep sided slopes. We have investigated whether there are any more accessible options available, however they are not practicable for these locations.

5.2.9 At Hastings Country Park, the existing steps and hand rail will be replaced at EBC-5-S029 so as to make them easier to use. We envisage this happening before the new access rights come into force as part of the physical establishment work described below. We have investigated whether there are any more accessible options available, however they are not practicable for this location.

5.2.10 At a recently reopened public footpath on the western side of Ecclesbourne Glen, a new set of steps will be installed at section EBC-5-S006, to make the path easier to use. We envisage this happening before the new access rights come into force as part of the physical establishment works described below.

5.2.11 At Ecclesbourne Glen, between section EBC-5-S013 and EBC-5-S014, the path descends the coastal undercliff, through a steep section of coastal woodland. We will signpost an informal alternative route that allows walkers to join the formal route part way along section EBC-5-S021, without having to descend rock steps.

**See part 6a of the Overview - ‘Recreational issues’ - for more information.**

### Where we have proposed exercising statutory discretions:

5.2.12 **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 5.3.1 below.

5.2.13 In some places we have used our discretion to propose the inclusion of additional, more extensive landward areas within the coastal margin, to secure or enhance public enjoyment of this part of the coast. The owner of this land is content for us to propose this.

5.2.14 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 5.3.1. 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 5.3.1] 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.**

5.2.15 **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.

5.2.16 Column 4 of tables 5.3.1 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 EBC 5a to EBC 5e as the proposed route of the trail.

5.2.17 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.

5.2.18 On sections for which roll-back is not proposed in table 5.3.1 the route is to be at the centre of the line shown on maps EBC 5a to EBC 5e as the proposed route of the trail.

### Other future change:

5.2.19 At this point we do not foresee any other need for future changes to the access provisions that we have proposed within this report.

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

## Establishment of the trail:

5.2.20 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.

5.2.21 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £18,515.00 and is informed by:

- information already held by the access authority in relation to the management of existing rights of way.
- 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.

5.2.22 There are two main elements to the overall cost:

- A significant number of new signs would be needed on the trail, in particular on route sections where the proposed route differs from that of the existing Saxon Shore Way.
- The surfaces and access furniture of the existing paths and footways on the proposed route are generally of a suitable standard for the trail, but there are some places where new or replacement steps and hand rails would enhance the convenience of the trail (see 5.2.9 & 5.2.10). More significant items of establishment works are shown on the relevant maps accompanying this report.

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	£6,100.00
Steps and hand rail	£10,000.00
Project management	£2,415.00
<b>Total</b>	<b>£18,515.00 (Exclusive of any VAT payable)</b>

5.2.23 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, East Sussex County 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:

5.2.24 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).

5.2.25 We estimate that the annual cost to maintain the trail will be £4,812.83 (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 5.3: Proposals Tables

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

### 5.3.1 Section Details: Maps EBC 5a to EBC 5e – Tackleway, Hastings to Cliff End, Pett Level

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 5.3.2: 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 5.3.3’ 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	Reason for landward boundary proposal	Explanatory notes
EBC 5a	EBC-5-S001 to S002	Public footpath	No	No	Wall	Additional landward area	
EBC 5a	EBC-5-S003 to EBC-5-S004	Public footpath	Yes - See table 5.3.3	No	Various	Additional landward area	Various means wall, grassland edge & woodland edge
EBC 5a	EBC-5-S005*	Public footpath	Yes - See table 5.3.3	No	Various	Additional landward area	Various means grassland edge &

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	Reason for landward boundary proposal	Explanatory notes
							woodland edge
EBC 5a	EBC-5-S006 to EBC-5-S010*	Public footpath	Yes - See table 5.3.3	No	Road	Additional landward area	
EBC 5a	EBC-5-S011 to EBC-5-S017*	Public footpath	Yes - See table 5.3.3	No	Various	Additional landward area	Various means road, fence line and woodland edge
EBC 5a	EBC-5-S018 and EBC-5-S020*	Public footpath	Yes - See table 5.3.3	No	Various	Additional landward area	Various means fence line and woodland edge
EBC 5b	EBC-5-S021*	Public footpath	Yes - See table 5.3.3	No	Various	Additional landward area	Various means fence line and woodland edge
EBC 5b	EBC-5-S022 to EBC-5-S024*	Public footpath	Yes - See table 5.3.3	No	Various	Additional landward area	Various means fence line and woodland edge
EBC 5b to EBC 5c	EBC-5-S025 to EBC-5-S029*	Public footpath	Yes - See table 5.3.3	No	Fence line	Additional landward area	
EBC 5c	EBC-5-S030*	Public footpath	Yes - See table 5.3.3	No	Fence line	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	Reason for landward boundary proposal	Explanatory notes
EBC 5c	EBC-5-S031 to EBC-5-S037*	Public footpath	Yes - See table 5.3.3	No	Fence line	Additional landward area	
EBC 5c	EBC-5-S038 to EBC-5-S041*	Public footpath	Yes - See table 5.3.3	No	Fence line	Additional landward area	
EBC 5d	EBC-5-S042 and EBC-5-S043	Public footpath	Yes - See table 5.3.3	No	Fence line	Additional landward area	
EBC 5d	EBC-5-S044*	Public footpath	Yes - See table 5.3.3	No	Fence line	Clarity and cohesion	
EBC 5d	EBC-5-S045*	Public highway	Yes - See table 5.3.3	No	Edge of track	Clarity and cohesion	
EBC 5d	EBC-5-S046 to EBC-5-S050	Public footway (pavement)	Yes - See table 5.3.3	No	Pavement edge	Clarity and cohesion	
EBC 5e	EBC-5-S051	Other existing walked route	Yes - See table 5.3.3	No	Edge of track	Clarity and cohesion	
EBC 5e	EBC-5-S052 to EBC-5-S056	Public footpath	Yes - See table 5.3.3	No	Fence line	Clarity and cohesion	
EBC 5e	EBC-5-S057	Other existing walked route	Yes - See table 5.3.3	No	Edge of track	Clarity and cohesion	
EBC 5e	EBC-5-S058	Other existing walked route	Yes - See table 5.3.3	No	Landward edge of road	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	Reason for landward boundary proposal	Explanatory notes
EBC 5e	EBC-5-S059	Other existing walked route	Yes - See table 5.3.3	No	Edge of path	Clarity and cohesion	
EBC 5e	EBC-5-S060 to EBC-5-S063	Public footpath	Yes - Normal	No	Fence line	Clarity and cohesion	

### 5.3.2 Other options considered: Maps EBC 5a to EBC 5e – Tackleway, Hastings to Cliff End, Pett Level

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
Map 5a	EBC-5-S006 to EBC-5-S019	We considered aligning the trail along a path seaward of our proposed trail through Ecclesbourne Glen.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>the path is currently closed for safety reasons due to recent landslips</li> <li>this proposal is made with the support of the landowner and East Sussex County Council.</li> <li>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.</li> </ul>
EBC 5a	EBC-5-S005 to EBC-5-S010	We considered aligning the trail landward of our proposed route on East Hill to Rocklands Lane, landward of Rocklands Holiday Park, before entering the Country Park and re-joining the proposed route at the junction of EBC-5-S009 with EBC-5-S010.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>it is closer to the sea and affords good views of it in places.</li> <li>it is entirely off-road and has a coastal feel.</li> <li>this proposal is made with the support of the landowner and East Sussex County Council.</li> <li>we concluded that overall the proposed route struck the best balance in terms of</li> </ul>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			the criteria described in chapter 4 of the Coastal Access Scheme
EBC 5a	EBC-5-S013 to EBC-5-S021	At Ecclesbourne Glen, section EBC-5-S013, we considered following a path that takes a more direct course along the coastal undercliff, joining the proposed route part way along section EBC-5-S021. This would avoid having to descend rock steps.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it passes through a really attractive area of coastal woodland, which is a highlight of the Country Park.</li> <li>■ this proposal is made with the support of the landowner and East Sussex County Council.</li> <li>■ the direct route will be signed as an informal alternative route that walkers can use if they wish to avoid a section of rock steps.</li> <li>■ 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.</li> </ul>
EBC 5b	EBC-5-S022 to EBC-5-S026	Between Ecclesbourne Glen and Fairlight Glen we considered following the public footpath seaward of the chosen trail line.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ The public footpath shown seaward of the trail route has in places ceased to exist on the ground or is fragmented, due to ongoing slumping and coastal erosion.</li> <li>■ this proposal is made with the support of the landowner and East Sussex County Council.</li> <li>■ 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.</li> <li>■ If the public right of way was reinstated then we could consider whether it was appropriate to submit a variation report to realign the ECP on to that route.</li> </ul>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
EBC 5c	EBC-5-S027 to EBC-5-S038	Between Fairlight Glen and Firehills Cottages we considered following the public footpath seaward of the chosen trail line.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ the public footpath shown seaward of the trail route has in places ceased to exist on the ground or is fragmented, due to ongoing slumping and coastal erosion.</li> <li>■ this proposal is made with the support of the landowner and East Sussex County Council.</li> <li>■ 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.</li> </ul>
EBC 5d	EBC-5-S044 to EBC-5-S045	We considered aligning the trail along a public footpath seaward of Channel Way at Fairlight.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ the path is currently not used and overgrown and even if it were repaired it would not offer a significantly better walking experience than our proposed trail.</li> <li>■ the costs of repairing the trail outweigh the benefits.</li> <li>■ Channel Way is already being used by the Saxon Shore Way.</li> <li>■ it is made with the support of East Sussex County Council.</li> <li>■ 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.</li> </ul>

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.

### 5.3.3 Roll-back implementation – more complex situations: Maps EBC 5a to EBC 5e – Tackleway, Hastings to Cliff End, Pett Level

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
EBC 5a	EBC-5-S003 to EBC-5-S005	Iron Age cliff castle and site of St George's churchyard on East Hill Scheduled Monument	If it is no longer possible to find a viable route seaward of the Scheduled Monument whose designated features are sensitive to public access, or where the existing route already passing through such a site must be altered, we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners or occupiers, which will either (a) continue to pass through the site, if appropriate or (b) if necessary be routed landward of it.
EBC 5a	EBC-5-S005 to EBC-5-S009	Rocklands Holiday Park	If it is no longer possible to find a viable route seaward of the holiday park, we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the site, or (b) if this is not practicable, to pass somewhere on the landward side of it. In reaching this judgement we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public.
EBC 5c	EBC-5-S038 to EBC-5-S041	Lookout Station and Coastguard Cottages	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, gardens etc), we will choose a route landward of it, following discussions with owners and occupiers.
EBC 5d to 5e	EBC-5-S044 to EBC-5-S059	Properties at Fairlight	If it is no longer possible to find a viable route seaward of the specified excepted land (e.g. buildings, curtilage, gardens etc), we will choose a route landward of it, following discussions with owners and occupiers.
EBC 5a to 5d	EBC-5-S007 to EBC-5-S043	Designated sites	If it is no longer possible to find a viable route seaward of a designated site (e.g. SSSI, SAC, SPA, SAM) whose designated features are sensitive to public access, or where the existing route already passing through such a site must be altered, we will choose a new route after detailed discussions with the relevant experts and with any potentially affected owners and occupiers, which will either (a) pass through the site, if appropriate or (b) if necessary, be routed landward of it.

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 5.4: Proposals Maps

## 5.4.1 Map Index



Map reference	Map title
EBC 5a	Tackleway, Hastings to Ecclesbourne Glen (East)
EBC 5b	Ecclesbourne Glen (East) to Fairlight Glen
EBC 5c	Fairlight Glen to Firehills
EBC 5d	Firehills to Bramble Way, Fairlight
EBC 5e	Bramble Way, Fairlight to Cliff End, Pett Level (West)
EBC 5f	Hastings Country Park Coastal Margin

### 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:                                                                                                | 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      |
| <b>Miscellaneous:</b>                                                                                   |                                                                                                     |                                                                                                          |
|  Barrier             |  Cycle chicane   |  Interpretation panel |
|  Boardwalk           |  Drainage        |  Ramp                 |
|  Bollard             |  Drop-kerb       |  Revetment            |
|  Cattle grid        |  Gap in fence   |  Stepping stones     |
|  Culvert           |  Hurdle        |  Steps              |
|  Motorbike barrier |  Roadside sign |  Advisory sign      |

#### 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.



