

England Coast Path Stretch: Eastbourne to Camber

Report EBC 7: Winchelsea Beach to Camber Sands

Part 7.1: Introduction

Start Point:	Winchelsea Beach (Grid reference 591846 116111)
End Point:	Camber Sands (Grid reference 596518 118552)
Relevant Maps:	EBC 7a to EBC 7d

7.1.1 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.

7.1.2 This report covers length EBC 7 of the stretch, which is the coast between Winchelsea Beach and Camber Sands. 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.

7.1.3 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.

7.1.4 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 7.2: Proposals Narrative

The trail:

7.2.1 Follows existing walked routes along all of this length.

7.2.2 Follows the coastline quite closely and maintains good views of the sea.

7.2.3 Is aligned along a flood bank at EBC-7-S001, but then follows the access track that runs through Rye Harbour Nature Reserve. In the north eastern section of the Nature Reserve it re-joins a flood bank along the River Rother at the start of EBC-7-S005.

7.2.4 Is aligned on the sandy beach at Camber Sands between EBC-7-S012 and EBC-7-S025.

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.

7.2.5 The following designated sites affect this length of coast:

- Dungeness, Romney Marsh and Rye Bay SPA
- Dungeness, Romney Marsh and Rye Bay Ramsar
- Dungeness SAC
- Dungeness, Romney Marsh and Rye Bay SSSI
- Rye Harbour Local Nature Reserve
- Camber Sands Local Wildlife Site

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.

7.2.6 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
EBC 7a, EBC 7b	EBC-7-S002 to EBC-7-S003	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none">■ Coastal access rights would be excluded between the trail and mean high water on the shingle beach at Rye Harbour Nature Reserve (see paragraphs 7.2.16 to 7.2.17 and Directions Map 7A).	<ul style="list-style-type: none">■ To aid in managing the existing risk of the plants growing in shingle banks being trampled by people walking along the shore.

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
EBC 7d	EBC-7-S015, EBC-7-S025	<p>We will install:</p> <ul style="list-style-type: none"> ■ Two advisory signs will be installed where people enter the beach from the central and western car parks to provide information fauna and flora sensitivities and to ask people to keep dogs under close control. 	<ul style="list-style-type: none"> ■ To aid in managing the existing risk of the vegetation growing on dunes and its associated fauna being trampled by people walking off of the existing tracks. ■ To aid in managing the existing risk of disturbance to feeding and roosting birds by recreational users.

7.2.7 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. For more information about how we came to this conclusion; 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:

7.2.8 There are few artificial barriers to accessibility on the proposed route. However, the coastal terrain is often challenging for people with reduced mobility and this is the case on sections of our proposed route because:

- It is aligned on top of a flood bank at Rye Harbour which has a corrugated concrete surface in places.
- It is necessary to ascend/descend steps to reach the top of this flood bank.
- There is a section of trail that would be aligned over a sandy beach at Camber Sands.

See part 6a of the Overview - 'Recreational issues' - for more information.

Where we have proposed exercising statutory discretions:

7.2.9 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Rother, 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 west bank of the River Rother at Rye Harbour near the lifeboat station, as indicated by the extent of the trail shown on map EBC 7c. We do not propose to use our functions as if the sea included the estuarial waters of that river on the east bank of the River Rother.

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

7.2.10 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 7.3.1 below.

7.2.11 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 7.3.1. 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 7.3.1] 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.

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

7.2.13 Natural England proposes to exclude access relevant to this length of coast, as follows:

Exclusion of access to the saltmarsh/flat on the west bank of the River Rother at Rye

7.2.14 Access to the land in the coastal margin covered by route sections EBC-7-S004 to EBC-7-S011 is to be excluded all year-round by direction under Section 25A the Countryside and Rights of Way Act (2000) as it is mudflat and saltmarsh that is unsuitable for public access. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Map 7A.

7.2.15 The mudflat in these sections is soft and sinking. It does not provide a safe walking surface and is subject to frequent tidal inundation. Areas of saltmarsh have deep channels and creeks, some of which would not be readily apparent to walkers and can pose a significant risk.

Exclusion of access to the coastal margin at Rye Harbour Nature Reserve

7.2.16 Access is to be excluded on this area of coastal margin between the trail and mean high water adjacent to sections EBC-7-S002 and EBC-7-S003, by direction under Section 26(3)(a) of the Countryside and Rights of Way Act (2000), all year-round to protect sensitive coastal flora. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Map 7A.

7.2.17 The vegetated shingle at Rye Harbour Nature Reserve contains rare coastal plant assemblages that are sensitive to trampling. Walkers will be permitted to access the foreshore at certain points, which include the Mary Stanford Lifeboat House, an existing board walk and the Environment Agency works area to the east of the exclusion. See Directions Map 7A for further details. The Habitats Regulation Assessment and the Nature Conservation Assessment for the site concluded that allowing access would cause a significant effect by disturbing the protected plant species which are among the listed features for the site. These assessments will be published alongside this report. If, following the commencement of access rights we receive new information regarding any changes in circumstance we will reassess this direction.

7.2.18 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.

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

7.2.19 Other factors affecting access: At route sections EBC-7-S012 to EBC-7-S025 along the beach at Camber Sands, public access on the trail itself may be interrupted from time to time for short periods due to exceptionally high tides that occur on approximately 6 days a year. During this period walkers would be able to utilise the existing tracks and public rights of way that are present in the landward coastal margin. This arrangement would continue without an optional alternative route to give effect to it formally.

7.2.20 At route sections EBC-7-S015 and EBC-7-S025 on the beach at Camber Sands, public access will be interrupted for those walking with dogs from the 1st of May to the 30th of September, as there is an existing dog control zone in place. Dog walkers are currently encouraged to use a route north of the beach during this period and existing signage on the ground lets them know where they are not allowed to access. We propose adding some additional signage to let people using the coast path know where they can walk with their dog during the restricted months.

7.2.21 Seaward of route section EBC-7-S003, we will provide an access point through the S26(3)(a) direction to exclude access (see 7.2.17). From time to time the Environment Agency undertake beach regeneration works in this area and manage access to the area using informal management techniques. This arrangement would continue without any local restriction on the new rights to give effect to it formally.

7.2.22 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.

7.2.23 Column 4 of table 7.3.1 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 7a to EBC 7d as the proposed route of the trail.

7.2.24 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.

Other future change:

7.2.25 As explained in part 5 of the Overview, because of a dangerous junction at Harbour Road, near Brede Sluice, at the junction with the A259 Winchelsea Road, we have not been able to find a safe route around the River Rother. It remains our aspiration to create an uninterrupted route for this stretch of

coast that would include parts of the River Rother. We are aware that there are currently ongoing discussions regarding the creation of a footbridge across the river. If such a development were to come to pass, or if the junction was made safe for pedestrians, we would investigate whether an estuary route is viable and, if appropriate, would prepare a separate variation report to the Secretary of State.

Establishment of the trail:

7.2.26 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.

7.2.27 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £3,680.00 and is informed by:

- information already held by the access authority, East Sussex County Council, in relation to the management of existing public 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.

7.2.28 There are five main elements to the overall cost:

- A significant number of new signs would be needed on the trail to waymark the route.
- New advisory signs would be installed at two locations at Camber Sands to provide information about sensitive features.
- New advisory signs will be installed in specific locations to inform people of the route to be used by dog walkers, when the no dog zone is active on part of Camber Beach.
- Two new trail information signs will be installed where the trail ends on the west and east banks of the River Rother to let people know where the trail starts again on the other side and direct them towards public transport to take them between these locations.
- Two new advisory signs will be installed where people access the beach at Camber from the central and western car parks to let people know the trail will end when they get to the east bank of the River Rother and direct them towards public transport to take them to the point where it resumes on the west bank.

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	£3,200.00
Project management	£480.00
Total	£3,680.00 (Exclusive of any VAT payable)

7.2.29 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:

7.2.30 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).

7.2.31 We estimate that the annual cost to maintain the trail will be £1,798.89 (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 7.3: Proposals Tables

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

7.3.1 Section Details: Maps EBC 7a to EBC 7d – Winchelsea Beach to Camber Sands.

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 7.3.1: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 4 – ‘Yes – see table 7.3.3’ 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
EBC 7a	EBC-7-S001	Other existing walked route	Yes - See table 7.3.3	Yes - bank			
EBC 7a	EBC-7-S002 and EBC-7-S003*	Other existing walked route	Yes - See table 7.3.3	No	Edge of track	Clarity and Cohesion	
EBC 7c	EBC-7-S004*	Public footpath	Yes - See table 7.3.3	No	Edge of 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
EBC 7c	EBC-7-S005 and EBC-7-S006*	Other existing walked route	Yes - See table 7.3.3	Yes - bank			
EBC 7c	EBC-7-S007*	Other existing walked route	Yes - See table 7.3.3	Yes - bank			
EBC 7c	EBC-7-S008*	Other existing walked route	Yes - See table 7.3.3	Yes - bank			
EBC 7c	EBC-7-S009*	Other existing walked route	Yes - See table 7.3.3	No			
EBC 7c	EBC-7-S010 and EBC-7-S011*	Other existing walked route	Yes - See table 7.3.3	Yes - bank			
EBC 7d	EBC-7-S012 to EBC-7-S014*	Other existing walked route	Yes - See table 7.3.3	Yes - dune	Various	Clarity and cohesion	Various means edge of path and fence line
EBC 7d	EBC-7-S015 to EBC-7-S018	Other existing walked route	Yes - See table 7.3.3	Yes – dune			
EBC 7d	EBC-7-S019 to EBC-7-S025	Other existing walked route	Yes - See table 7.3.3	Yes- beach	Fence line	Clarity and cohesion	Fence provides a clearer boundary

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
							than the edge of the beach.

7.3.2 Other options considered: Maps EBC 7a to EBC 7d - Winchelsea Beach to Camber Sands

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
EBC 7a, 7b and 7c	EBC-7-S002 to EBC-7-S008	We considered aligning the trail along the public rights of way that run landward of our proposed route through the Rye Harbour Nature Reserve before joining with EBC-7-S008 north of Rye Harbour Village.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to the sea and maintains views of the sea. ■ it avoids bringing in a large portion of the Reserve into the coastal margin.
EBC 7b and 7c	EBC-7-S003 to EBC-7-S005	We considered aligning the trail north through Rye Harbour Nature Reserve along the public right of way that runs from the boardwalk (see Directions Map 7A) and then east along the track that forks off this just before Rye Harbour Holiday Park.	

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
EBC 7c	EBC-7-S007 and EBC-7-S008	We considered aligning along the Public Right of Way which runs directly adjacent to EBC-7-S007 behind the flood defence bank and then landward of EBC-7-S008 before joining the road.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to the estuary and maintains views of the estuary and the sea. ■ it avoids the entrance to the car park which is used by a significant number of vehicles.
EBC 7c and 7d	EBC-7-S009 to EBC-7-S014	<p>In order to create a continuous route, we considered aligning the trail around the River Rother. The following were amongst the options considered for the trail:</p> <ul style="list-style-type: none"> ■ From Rye Harbour to Harbour Road via part of the flood defence bank alongside the west side of the River Rother. ■ Part of the way along Rye Harbour Road then along a footpath to the west of it, until it re-joins the road before Brede Sluice. ■ Along Harbour Road to the first crossing point of the River Rother in Rye. ■ Across the River over Brede Sluice. ■ Along the existing public footpath and permissive path that runs alongside the east bank of the River Rother from Monk Bretton Bridge, through the golf club to the beach at Camber Sands. 	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ we were unable to identify a safe existing crossing or to establish safe new access infrastructure at Harbour Road, near Brede Sluice, at the junction with the A259 Winchelsea Road. In order to provide a continuous route around the estuary it is currently impossible to avoid this junction. ■ in our opinion, in the absence of a continuous route around the estuary, and the benefits of aligning the trail along both sides of the estuary as far as Rye do not outweigh the potential impacts of the new access rights on land owners. ■ we concluded that currently the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme. ■ See Part 5 of the Overview and paragraph 7.2.25 of this report for further explanation.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
		<ul style="list-style-type: none"> Through an area of salt marsh adjacent to the golf club. To use the access track between Camber Road and the Harbour Master's Office to join the Sustrans route near the northern end of the golf course. Along part of the existing Sustrans route that runs from Rye Town to Camber Beach. Along the public rights of way running east to west across the golf course, including using the public footpath across the golf course between the Club House and the Harbour Master's Office. 	

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.

7.3.3 Roll-back implementation – more complex situations: Maps EBC 7a to EBC 7d - Winchelsea Beach to Camber Sands

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
7a	EBC-7-S001 to EBC-7-S003	Buildings	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.
7a, 7b, 7c	EBC-7-S001 to EBC-7-S006	SPA, Ramsar, SSSI	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 or occupiers, which will either (a) continue to pass
	EBC-7-S002 to	SAC	

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
	EBC-7-S004		through the site, if appropriate or (b) if necessary, be routed landward of it.
7c	EBC-7-S006 to EBC-7-S007	Rye Harbour Holiday Park	If it is no longer possible to find a viable route seaward of the specified caravan site, we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the site / course, 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
7c,7d	EBC-7-S008 to EBC-7-S011	Buildings	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.
7d	EBC-7-S012 to EBC-7-S014	SPA, Ramsar, SSSI	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 or occupiers, which will either (a) continue to pass through the site, if appropriate or (b) if necessary, be routed landward of it.
	EBC-7-S016 to EBC-7-S017		
7d	EBC-7-S015	Buildings, SPA, Ramsar, SSSI	<p>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.</p> <p>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 or occupiers, which will either (a) [continue to] pass through the site, if appropriate or (b) if necessary, be routed landward of it.</p>
	EBC-7-S018-EBC-7-S025		

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 7.4: Proposals Maps

7.4.1 Map Index



Map reference	Map title
EBC 7a	Winchelsea Beach to Rye Harbour Nature Reserve
EBC 7b	Rye Harbour Nature Reserve
EBC 7c	Rye Harbour Nature Reserve to West Bank of the River Rother, Rye Harbour Village
EBC 7d	Camber Sands
Directions Map EBC 7A	S25A and S26(3)(a) directions – Rye Harbour Nature Reserve to Camber.

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 |
| Miscellaneous: | | |
|  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.

