

England Coast Path Stretch: Felixstowe Ferry to Bawdsey

Report FFB 2: Sandy Lane, Waldringfield to Kyson Point

Part 2.1: Introduction

Start Point:	Sandy Lane, Waldringfield (grid reference: TM2804 4517)
End Point:	Kyson Point (grid reference: TM TM2697 4742)
Relevant Maps:	FFB 2a to FFB 2b

2.1.1 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 Felixstowe Ferry and Bawdsey.

2.1.2 This report covers length FFB 2 of the stretch, which is the coast between Sandy Lane, Waldringfield and Kyson Point. 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.

2.1.3 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.

2.1.4 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 2.2: Proposals Narrative

The trail:

2.2.1 Follows existing walked routes, including public rights of way, around Martlesham Creek and also includes 16 new sections of path running for approximately 3 km between Sandy Lane, Waldringfield and Hill Farm, Martlesham (sections FFB-2-S001 to FFB-2-S016).

2.2.2 Is set back from the shoreline between Sandy Lane, Waldringfield and Martlesham Creek but still offers views of the estuary in places. Follows the shoreline closely round Martlesham Creek and offers good views of the estuary here.

2.2.3 At Hill Farm, Martlesham (maps FFB 2a and 2b sections FFB-2-S001 to FFB-2-S016), an inland diversion is necessary to prevent the disturbance of birds on the salt marsh and grazing marsh, including black-tailed godwit, lapwing, curlew and redshank.

2.2.4 Near Cross Farm, Martlesham (map FFB 2a and 2b sections FFB-2-S001 to FFB-2-S022), an inland diversion is necessary to take the trail past a historic breach in the seawall and the severed public right of way aligned along it.

2.2.5 Follows a route similar to the existing public rights of way around Martlesham Creek but departs from this in places in order to follow the existing walked route (map FFB 2b sections FFB-2-S017, FFB-2-S023 to FFB-2-S025, FFB-2-S028 to FFB-2-S034 and FFB-2-S037).

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.

2.2.6 The following designated sites affect this length of coast:

- Deben Estuary SPA
- Deben Estuary SSSI
- Deben Estuary RAMSAR
- Sluice Wood and Martlesham Creek County Wildlife Site

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

2.2.7 Measures to protect the environment

Maps	Route section numbers	Design features of the access proposals	Reason included
FFB 2a – 2b	FFB-2-S001 to FFB-2-S022	<p>The following design features are described elsewhere in this report:</p> <ul style="list-style-type: none"> ■ The trail near Cross Farm, near Waldringfield and at Hill Farm, Martlesham is aligned inland. ■ A 70m long, 2.5m high willow screen at section FFB-2-S010 at Howe’s Farm, Martlesham close to the shoreline. ■ An interpretation panel at section FFB-2-S011 will be installed. ■ A nature conservation restriction under a Section 26(3)(a) will be implemented at section FFB-2-S010 with a requirement that dogs are kept on leads. See map FFB E7 for further detail. Two advisory signs will be installed at this location to inform walkers of this restrictions and the reasons for it. ■ A nature conservation restriction under a Section 26(3)(a) will be implemented on the grazing marshes at Hill Farm, seaward of sections FFB-2-S011 and FFB-2-S019. See map FFB E2 for further detail. 	<p>To prevent disturbance of birds in the upper saltmarsh and grazing marsh by recreational users.</p> <p>To prevent disturbance of birds in the adjacent saltmarsh by recreational users.</p> <p>To inform recreational users of the conservation sensitivities of the adjacent salt marsh and grazing marsh, and asking people to keep to the path.</p> <p>To prevent disturbance to birds on the adjacent saltmarsh by recreational users.</p> <p>To prevent disturbance to birds on the grazing marshes by recreational users.</p>

2.2.8 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 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:

2.2.9 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 arable field margins (maps 2a and 2b) sections FFB-2-S001 to FFB-2-S009 and FFB-2-S011 to FFB-2-S015;
- the trail surface can become muddy in places along the southern shore of Martlesham Creek (map 2b sections FFB-2-S028 and FFB-2-S033).

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

Where we have proposed exercising statutory discretions:

2.2.10 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Deben, 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 Melton near Woodbridge, where the A1152 crosses the estuary at Wilford Bridge (see report FFB3).

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

2.2.11 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 2.3.1 below.

2.2.12 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 2.3.1. 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 2.3.1] 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.

2.2.13 **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.

Exclusion of access to the saltmarsh and mudflat on the Deben Estuary

2.2.14 Access to the saltmarsh and mudflat in the coastal margin will be excluded all year round, seaward of route sections FFB-2-S001 to FFB-2-S038 (maps FFB 2a to FFB 2b). This is proposed under section 25A of the Countryside and Rights of Way Act (2000) because the land is unsuitable for public access. This exclusion does not apply to the route itself and will have no legal effect on land where coastal access rights do not apply. See map FFB E2 for further detail.

2.2.15 The section 25A restriction is proposed where it is considered that saltmarsh and flats are unsuitable for public access, notwithstanding any locally tolerated access. Safety is considered as part of the assessment along with the nature of the terrain and any natural risks that exist such as soft mud, hidden channels, potential to be trapped by rising tides, and suitability for walking. The intention is to prevent those who may be unfamiliar with the risks from using such areas.

- The areas of saltmarsh on the river Deben are subject to regular tidal inundation, and are generally uneven and wet underfoot, incised with creeks and channels, some of which would not be readily apparent to walkers.
- The areas of flat on the river Deben are predominantly soft mud at low tide that is difficult to walk on, which becomes inundated when the tide rises.

2.2.16 The directions we give are intended to avoid any new public rights being created over the area in question in view of the difficult terrain of mudflats and saltmarsh.

2.2.17 Because this area of the margin will have coastal access rights excluded from it under section 25A of the CROW Act, we do not expect there to be any impact on nature conservation features from new coastal access rights. Should the exclusion under section 25A become unnecessary at any time in the future we will consider the need for further measures to protect the designated features of interest, which may include restrictions or exclusions on coastal access rights under section 26(3)(a) to protect sensitive wildlife.

2.2.18 This direction 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.

2.2.19 Access to the margin will be restricted by direction all year as follows:

- Accompanied dogs must be kept on a short lead on the trail near Howe's Farm all year round, on route section FFB-2-S010.
- Access to the grazing marsh in the margin at Hill Farm will be excluded all year round, seaward of sections FFB-2-S011 and FFB-2-S019.

This is proposed under Section 26(3)(a) of the Countryside and Rights of Way Act (2000) to protect birds using the adjacent saltmarsh and grazing marshes from disturbance. See maps E2 and E7 in the Overview and the Nature Conservation Assessment accompanying this report for further detail.

Nationally protected bird species, notably black tailed godwit use the intertidal area and adjacent saltmarsh on the River Deben for feeding and roosting, with significant numbers present during passage and wintering periods. The grazing marsh in the margin at Hill Farm is used by lapwing, curlew, redshank, and black-tailed godwits.

The Nature Conservation Assessment concluded that allowing dogs off lead could cause a significant effect by disturbing the nationally protected bird species using the site.

As there is seasonal variation on the winter and passage periods which cover most of the year, and to provide clarity to the public, we are proposing to restrict dogs to short leads all year round.

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

2.2.20 **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.

1.2.21 Column 4 of table 2.3.1 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 FFB 2a to FFB 2b as the proposed route of the trail.

1.2.22 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 table 2.3.1, the route is to be at the centre of the line shown on maps FFB 2a to FFB 2b as the proposed route of the trail.

Other future change:

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

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

Establishment of the trail:

2.2.24 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.

2.2.25 Our estimate of the capital costs for physical establishment of the trail on the proposed route between Sandy Lane, Waldringfield and Kyson Point is £19,560 and is informed by:

- information already held by the access authority, Suffolk 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.

2.2.26 There are six main elements to the overall cost:

- A number of new waymarking signs would be needed, in particular on route sections where other public rights of way intersect the trail.
- 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 infrastructure would enhance the convenience of the trail. More significant items of establishment works are shown on the relevant maps accompanying this report.
- A screen is to be installed at Howe's Farm, Martlesham to prevent disturbance of birds in the upper saltmarsh by recreational users.
- Some interpretation signage will be installed to inform recreational users of the features of the area.
- On some new sections of trail on arable field margins, some grass margin creation will be required.

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	£ 1,450
Bridges	£ 1,300
Fences and screen	£ 1,000
Interpretation	£ 8,400
Gap creation	£ 700
Gates	£ 1,200
Headland Creation	£ 5,510
Project management	£ 2,000
Total	£21,560 (Exclusive of any VAT payable)

2.2.27 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, Suffolk 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:

2.2.28 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).

2.2.29 We estimate that the annual cost to maintain the trail between Sandy Lane, Waldringfield and Kyson Point will be £4,500 (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 2.3: Proposals Tables

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

2.3.1 Section Details: Maps FFB 2a to FFB 2b - Sandy Lane, Waldringfield to Kyson Point

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 2.3.2: 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 2.3.3’ 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
Maps	Route section numbers	Current status of route sections	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
2a	FFB-2-S001*	Not an existing walked route	No	No	Hedgerow	Clarity and cohesion	
2a	FFB-2-S002*	Not an existing walked route	No	No			
2a	FFB-2-S003*	Not an existing walked route	No	No			
2a	FFB-2-S004*	Not an existing walked route	No	No			
2a	FFB-2-S005*	Not an existing walked route	No	No			
2a	FFB-2-S006*	Not an existing walked route	No	No			
2a	FFB-2-S007*	Not an existing walked route	No	No			
2a	FFB-2-S008*	Not an existing walked route	Yes - normal	No			

1	2	3	4	5a	5b	5c	6
Maps	Route section numbers	Current status of route sections	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
2a	FFB-2-S009*	Not an existing walked route	Yes - normal	No			
2a	FFB-2-S010*	Not an existing walked route	Yes - normal	No			
2a	FFB-2-S011*	Not an existing walked route	Yes - normal	No	Hedgerow	Clarity and cohesion	
2a	FFB-2-S012*	Not an existing walked route	No	No			
2a	FFB-2-S013*	Not an existing walked route	No	No	Hedgerow	Clarity and cohesion	
2a	FFB-2-S014*	Not an existing walked route	No	No	Ditch	Clarity and cohesion	
2b	FFB-2-S015*	Not an existing walked route	Yes - normal	No			
2b	FFB-2-S016*	Not an existing walked route	Yes - normal	No	Landward edge of path	Clarity and cohesion	
2b	FFB-2-S017*	Other existing walked route	Yes- normal	No	Ditch	Clarity and cohesion	
2b	FFB-2-S018*	Public footpath	Yes- normal	Yes - bank			The margin extends to the toe of the landward slope, by default.
2b	FFB-2-S019*	Public footpath	Yes- normal	No			
2b	FFB-2-S020*	Other existing walked route	Yes - normal	No	Landward edge of path	Clarity and cohesion	
2b	FFB-2-S021*	Other existing walked route	Yes - normal	No			
2b	FFB-2-S022	Other existing walked route	Yes - normal	Yes- bank			The margin extends to the toe of the landward slope, by default.
2b	FFB-2-S023	Other existing walked route	Yes - normal	Yes - bank			The margin extends to the toe of the landward slope, by default.
2b	FFB-2-S024	Other existing walked route	Yes - normal	No			
2b	FFB-2-S025	Other existing walked route	Yes - normal	No			

1	2	3	4	5a	5b	5c	6
Maps	Route section numbers	Current status of route sections	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
2b	FFB-2-S026	Public footpath	Yes - normal	No			
2b	FFB-2-S027	Public footpath	Yes - normal	No			
2b	FFB-2-S028	Other existing walked route	Yes - normal	No			
2b	FFB-2-S029	Other existing walked route	Yes - normal	No			
2b	FFB-2-S030	Other existing walked route	Yes - normal	No			
2b	FFB-2-S031	Other existing walked route	Yes - normal	No			
2b	FFB-2-S032	Other existing walked route	Yes - normal	No	Fence line	Clarity and cohesion	
2b	FFB-2-S033	Other existing walked route	Yes - normal	No	Fence line	Clarity and cohesion	
2b	FFB-2-S034	Other existing walked route	Yes - normal	No	Landward edge of path	Clarity and cohesion	
2b	FFB-2-S035	Public footpath	Yes - see table 2.3.3	Yes - bank			The margin extends to the toe of the landward slope, by default.
2b	FFB-2-S036	Public footpath	Yes - see table 2.3.3	Yes - bank			The margin extends to the toe of the landward slope, by default.
2b	FFB-2-S037	Other existing walked route	Yes - see table 2.3.3	Yes - bank			The margin extends to the toe of the landward slope, by default.
2b	FFB-2-S038	Public footpath	Yes - see table 2.3.3	Yes - bank			The margin extends to the toe of the landward slope, by default.

2.3.2 Other options considered: Maps FFB 2a to FFB 2b - Sandy Lane, Waldringfield to Kyson Point

Maps	Route section numbers	Other options considered	Reasons for not proposing this option
2a and 2b	FFB-2-S001 to FFB-2-S022	<p>We considered aligning the trail along Fishpond Road, Waldringfield and then along the Woodbridge Road to a public footpath near Lumber wood leading back to the shore.</p> <p>Various combinations of other field edge routes were considered seaward of Woodbridge Road.</p> <p>We considered aligning the trail on the sea wall at Hill Farm, Martlesham (public footpath 15) south of the intersection of Martlesham public footpaths 53 and 15.</p>	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ Woodbridge Road is less convenient and direct for walkers as it requires them to divert away from the shoreline. It is narrow, with many blind bends and can be busy with motor traffic particularly during holiday season. It is bound by hedges or steep banks in places making it hard for walkers to step out the way of traffic. The Suffolk County Council Highways Engineer advised that it would not be a suitable route for the England Coast Path on safety grounds. ■ We concluded that overall the proposed route provides good views of the estuary and struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme. ■ Our Nature Conservation Assessment concluded that such an alignment could have a significant adverse effect on bird species on the salt marsh and grazing marsh, including black-tailed godwit, lapwing, curlew and redshank. In addition, the sea wall has a limited lifespan and is likely to be breached in the short to medium term. We concluded that the proposed route provides a more permanent alignment which would also be safer and more accessible to walkers.

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.

2.3.3 Roll-back implementation – more complex situations: Map 2b Martlesham Creek to Kyson Point

Map	Route section numbers	Features or sites potentially affected	Our likely approach to roll-back
2b	FFB-2-S0035 to FFB-2-S0038	Buildings, curtilage, gardens, sewage works landward of the trail.	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.

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 2.4: Proposals Maps

2.4.1 Map Index

Map reference	Map title
FFB 2a	Sandy Lane Waldringfield to Hill Farm
FFB 2b	Hill Farm to Martlesham Creek
FFB 2c	Martlesham Creek to Kyson Point (NB: this map has been removed. It was an early draft of map FFB 2b - Hill Farm to Kyson and uploaded in error.)
FFB E2	Proposed directions under S25A CROW and Section 26(3)(a) CROW
FFB E7	Proposed direction under Section 26(3)(a) CROW

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:

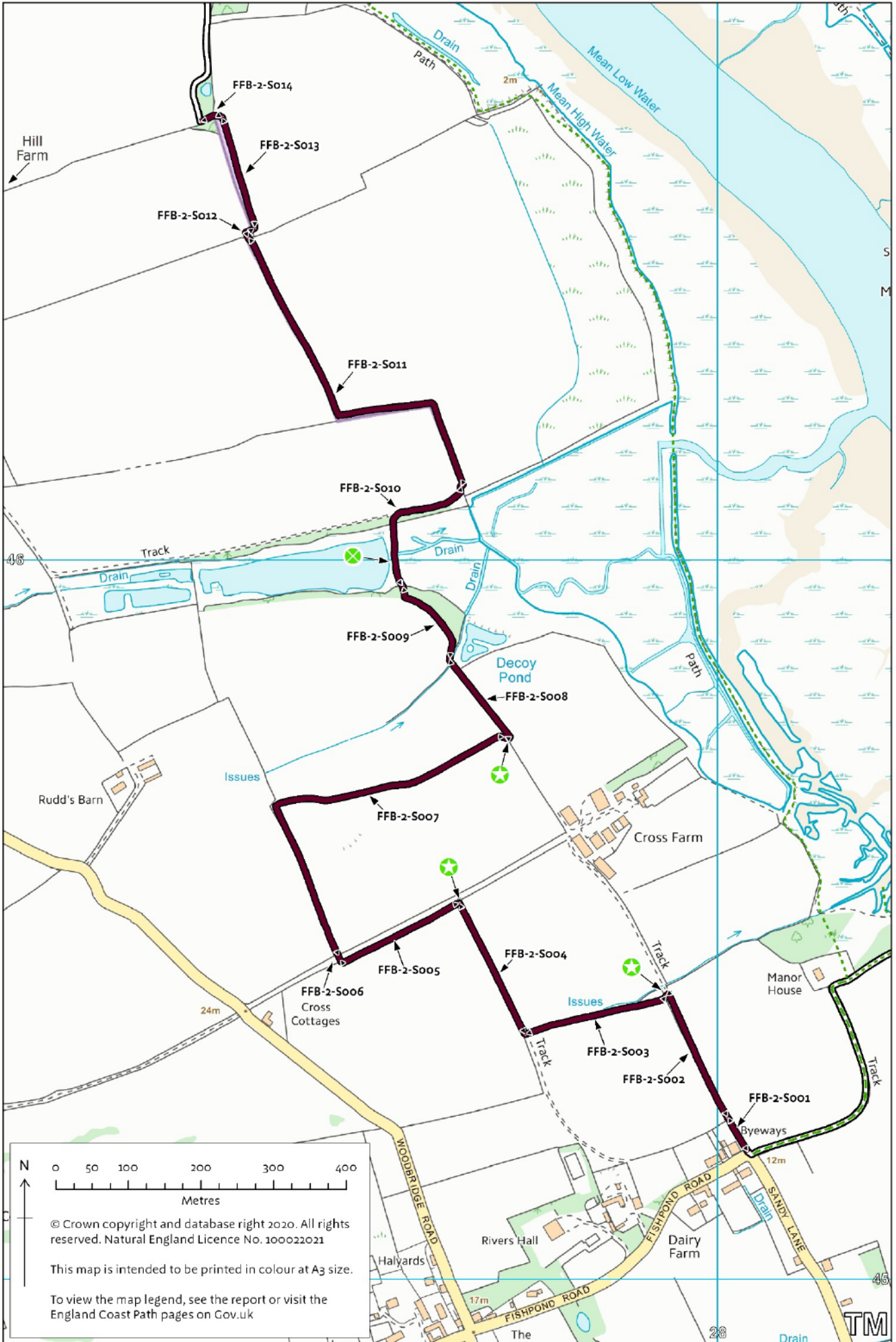
- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps

Infrastructure status

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

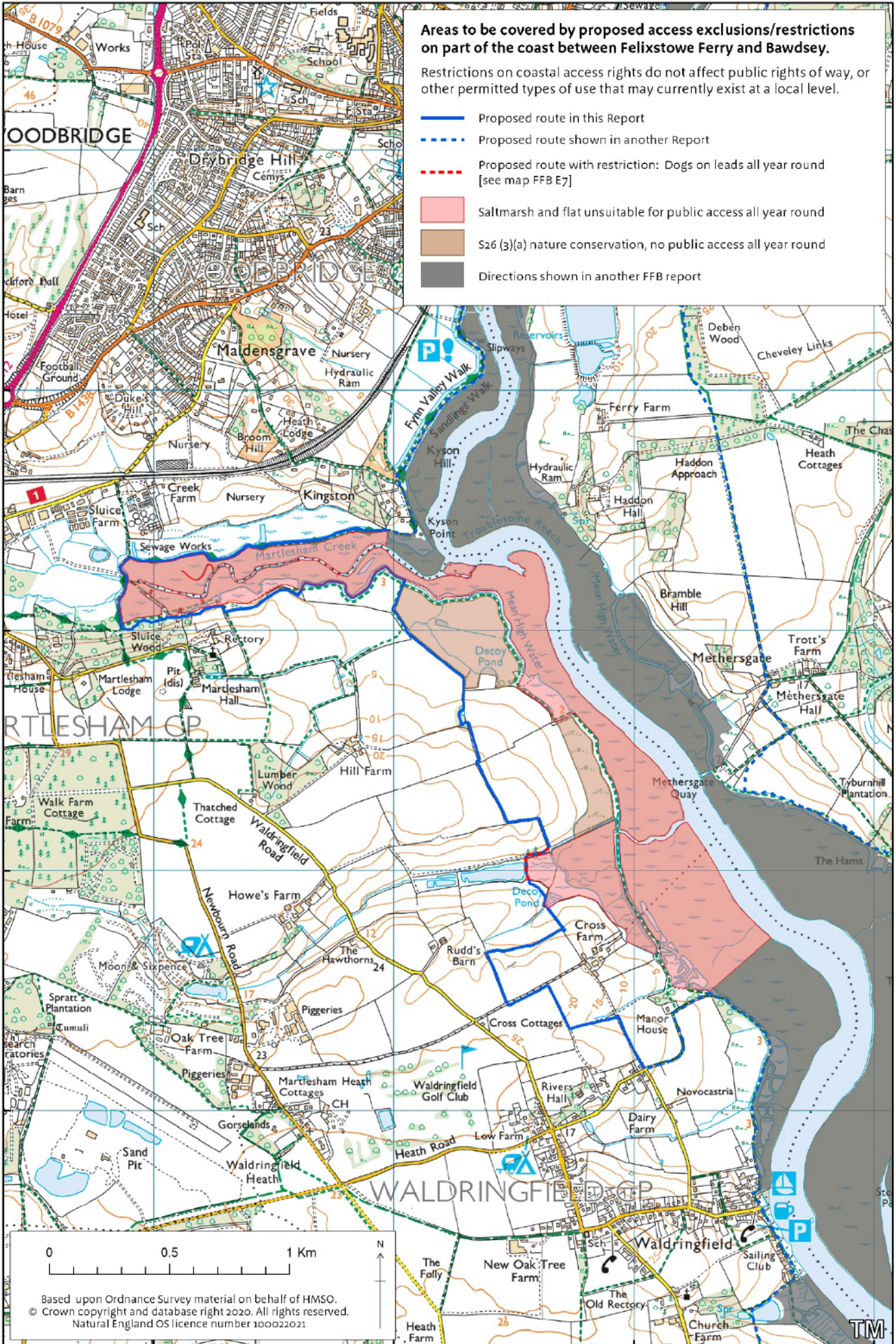
- Existing steps to be retained
- New steps required
- Existing steps to be removed

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



Map FFB E2:

Directions to exclude/restrict access - as proposed for area covered by Report FFB2






Map FFB E2: Directions to exclude/restrict access - as proposed for area covered by Report FFB2

Map FFB E7: Directions to exclude/restrict access - as proposed for area covered by Report FFB2

Areas to be covered by proposed access exclusions/restrictions on part of the coast between Felixstowe Ferry and Bawdsey.

Restrictions on coastal access rights do not affect public rights of way, or other permitted types of use that may currently exist at a local level.

-  Proposed route
-  Proposed route (and margin) with restriction: Dogs on leads all year round to protect sensitive wildlife
-  Saltmarsh and flat unsuitable for public access all year round

