



Kent Coastal Access

A survey of the Folkestone to Ramsgate stretch of coastline, reporting on the status and condition of the existing route, coastal access issues and making recommendations as to the Ramblers' Preferred Route.

The report should be read as a whole and no section should be read, interpreted or quoted except in the context of the whole report.

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This survey has been produced during January & April 2011 from field observations, maps and other resources and is intended to inform on the current state of access as found to the Kent coast.

The observations were taken from Public Rights of Way, public access land or other land which at the time was not indicated as being private land or land from which the public were specifically excluded.

If any landowners, members of the public or any other persons have comments regarding the observations made within the survey they can be made to info@kentramblers.org.uk.

At no time should this survey be used or understood to indicate areas of public access or be used as a walking guide.

This document is for presentation to officers of Natural England, Ramblers (GB) & Kent County Council.

13 April 2011

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1.0 Summary

The Folkestone to Ramsgate stretch is approximately 42km long as a seagull would fly. Because it is interrupted by the River Stour, the shortest route for a walker is nearer 47km. This involves a detour inland away from the coast to Sandwich which is the first crossing point. Following the coast inland along the banks of the Stour to Sandwich and back to the coast the distance is about 56km.

Of the route walked (47km), 47% was on PRowS and 53% had de facto access.

However, the coastline including the banks of the river is 33% PRow, 40% de facto access, 4% appears to be excepted land and 23% inaccessible or the right of access in doubt.

The 2 km that would appear to be excepted land is the main Pfizer site where it abuts the west bank of the Stour and the village of Pegwell.

The lengths that were inaccessible or where the right of access was in doubt are:

- South Foreland
- Ness Point, St Margaret's Bay
- East bank of the Stour - Shell Ness to Broad Salts
- Stonar
- Back Sand Point
- Richborough Port
- Pegwell Bay and Pegwell Village

2.0 Conclusions

Access along this coastline is relatively straight forward except for the barrier created by the River Stour. The detour from the coast to Sandwich along the nearest PRow is not unpleasant but does cut out 3 km of attractive coast. The walk back from Sandwich along the Ramsgate Road to Pegwell Bay is arguably one of the worst lengths around the Kent coast.

The ideal solution would be to bridge the mouth of the Stour but this is unrealistic given the current economic climate and its importance for wildlife.

The promoted route from Folkestone to Dover is the Saxon Shore Way/North Downs Way along the top of the cliff. However, there is an alternative route, from the Warren to Samphire Hoe, along the bottom on the sea defences with a length of beach at the end. This is quite a well used route though it is not passable at high tide. It is also possible to walk along the beach from Samphire Hoe around Shakespeare Cliff to Dover at low tide.

We have suggested a number of variations, Ramblers Preferred Routes, to the current route. We believe they would improve coastal access and make walking this stretch of the coast more pleasant. We accept that some may not be deliverable as they may prove to be over excepted land. However, we do ask that Natural England give them detailed consideration.

The existing spreading room is self evident and adequate along the accessible sections of this stretch.

We appreciate the Act gives Natural England discretion as to where the coast ends. We believe it would be a lost opportunity if access along the river was not improved. This provides the greatest scope for improving this stretch of the Kent coastline.

3.0 Terms of reference and scope

Natural England announced that one of the five stretches of the English coastline that they will start to deliver from April 2011 would be from Dover to Ramsgate - some 31km. In March this was amended to include Folkestone to Dover increasing it to 42km.

This survey sets out to assess the status and condition of the existing coastal route and identify the lengths of coastline that are currently inaccessible to walkers either because they are excepted land or because access is discouraged or blocked. It makes suggestions as to the Ramblers Preferred Route for those lengths where it does appear that there is scope for creating a new route closer to the coast.

It is a commentary and snapshot record of a walk in an anti clockwise direction around the coastline in early 2011. It starts at Folkestone Harbour TR232358 and ends at Ramsgate Harbour TR383647.

The aim was to take account of the overriding principles of Coastal Access and keep as close to the coast as possible using Public Rights of Way (PRoWs) and other de facto access. Where access was not possible, images from Google Earth and photographs have been included to support our suggestions as to the Ramblers Preferred Route.

This report should be read in conjunction with the Kent Area Ramblers Survey of the Kent Coastline dated 31 December 2010. It supersedes this survey, is more detailed and provides a different perspective as it is in an anti clockwise direction.

Grid references have been used extensively and ideally the report needs to be followed using Memory-Map or similar.

4.0 Description of the stretch

The stretch starts at the entrance to Folkestone Port, opposite the Hotel Burstin. It goes around the inner and outer harbour before joining the promenade along the top of Folkestone's sandy beach. It goes over Copt Point and along the sea defences below the Warren to Samphire Hoe. It would be possible to continue along the beach to Dover at low tide but, as the tide window is limited, it ascends from Samphire Hoe through the road tunnel to join the Saxon Shore Way/North Downs Way along the top of Shakespeare Cliff. It then descends, crossing the railway footbridge, to the beach and along to Dover's Admiralty Pier.

It follows roads around the marina to the promenade at Dover Harbour. It ascends to the "Gateway to the White Cliffs" which is a National Trust Park with the ferry terminal below. The path follows the top across iconic chalk cliff on Open Access Land to South Foreland. Here it deviates inland around a number of properties before regaining the coast again on Open Access Land. The route is blocked at Ness Point and it descends by road to St Margaret's Bay. After a short distance along the promenade it ascends the cliff again and continues along the top on Open Access Land to Kingsdown where the cliff ends.

There is a short length of road before a separate footpath/cycle way along the broad shingle beach to Deal. There is no sea wall. The route follows the pavement/promenade to the site of Sandown Castle.

From here to the Sandwich Bay Estate the route is along the top of a wide shingle bank with golf courses on the landward side. There is no sea wall. There is a tarmac road with pavement across the front of the Estate leading to a narrower road to the Golf Club. There is the alternative of walking along the bank which is closer to the sea. Again there is no sea wall. The road ends but paths continue to the mouth of the Stour at Shell Ness.

The river cannot be crossed so it is necessary to backtrack 3km to a PRow across Prince's Golf Links. This path leads to a farm road and then metalled path along the river to public gardens and the Quay at Sandwich. The Old Toll Bridge is the first crossing of the Stour.

From here the route follows the Ramsgate Road for 4km through the Pfizers site, past industrial/storage units and the old Richborough Power Station. It is industrial and not a pleasant walk.

At Pegwell Bay the route is through nature reserves. There is extensive salt marsh between the route and the sea. It rejoins the road for a short length before a path along the top of the relatively low chalk and sediment cliff towards Pegwell village. Here it deviates inland before descending to the bottom of the cliff and following the road to the end of the stretch at Ramsgate Harbour. The last section is industrial without sea views.

The Sandwich and Pegwell Bay NNR, which covers the north section of this stretch, is managed by the Kent Wildlife Trust. The Warren is a local nature reserves.

Most of the cliff top at the start of the section is Open Access Land. There are three coastal parks.

There are a number of promoted routes, most notably the Saxon Shore Way but also the North Downs Way, Thanet Coastal Path/Viking Way, Stour Valley Walk and White Cliffs Country Trail.

5.0 The Route

5.1 Folkestone to Dover



The start is at the entrance to Folkestone Port, opposite the Hotel Burstin.



It is along pavement that goes around Folkestone's inner harbour



It goes under the old railway bridge.



Then along the edge of the outer harbour.



The route then follows the raised promenade above the beach.



There are steps at TR238363 leading up to Copt Point.



It is not possible to follow the coast around the Point.



At the top there is a grassed area before an old surfaced path.



Then more grass leading up to the Martello Tower and Coastwatch Station.



There are a number of paths down to the beach and numerous “Land Slip Area” signs.



At TR242368 there is a public footpath and steps down to the beach.



There is a short length of sand beach before the sea defences begin at TR 243372.



Then a concrete path along the top of the sea defences



It broadens to a wide apron at TR246377.



It narrows then broadens again.

At TR258383 there are steps ascending to Footpath ER221



There is a railway bridge then ER251 which leads to steps up to the cliff top and the Saxon Shore Way/North Down Way.



This would be the route at high tide (It is described in the Kent Area Ramblers' Survey of the Kent Coast dated 31 December 2010).

The route continues along the bottom of the cliff along the sea defence where there are indications of relatively minor chalk falls.



At TR271385 there is a scramble down to the shingle beach.



It is relatively easy to walk along the beach for about 1.2 km to the start of the sea defence at Samphire Hoe TR283387.



A short length of beach is not passable at TR277386 at high tide.



Samphire Hoe has been created from the spoil from the Channel Tunnel and has been landscaped into a nature reserve/recreation area. There is a broad apron around the edge and permissive paths across the top.



At the far end there is access down to the beach below Shakespeare Cliff but onward access to Dover is only possible at low tide. The beach is Open Access Land.



The alternative is to ascend the cliff through the access tunnel that has a path for pedestrians and dismounted cyclists.



Turning right at the top, after about 100m there is a footpath back to the Saxon Shore Way/North Downs Way EB1 along the top of the cliff on Open Access Land.



At TR306397 the route becomes EBX20, narrows and is fenced.



Here the route turns inland and there is no option but to follow roads.



There are steps down to a bridge across the railway to the beach of fine shingle.

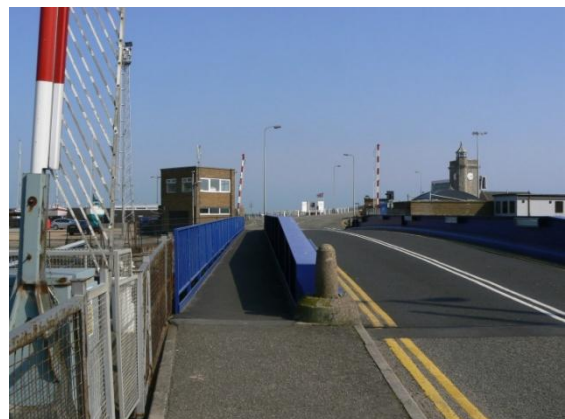


This includes the busy A20.



The SSW deviates inland from the coast. It is about 0.5 km of beach before a promenade to Dover's Admiralty Pier.

The route goes around the marina to the road across the lock gates to the Prince of Wales Pier.



There is then broad promenade along Dover Harbour beach to TR321411.



5.1 Dover to Deal Section



This section starts at TR321411 by the shelter on Dover's promenade opposite the Royal Cinque Ports Yacht Club.



The promenade is broad at this point with shingle beach to seaward and road, Marine Parade, on the landward side. Proceeding northeast towards the car ferry terminal the prom narrows and the beach partially disappears. There is a pelican crossing at TR326414 though the prom continues further towards the ferry terminal roundabout.



However, there is no option but to use the crossing as the road is extremely busy and there are barriers to prevent people crossing at the roundabout. The SSW goes up East Cliff road and then narrows to a surfaced path EB8.



This goes under the A2 and up steps to the "Gateway to the White Cliffs" and Langdon Cliffs which is a National Trust park.



There are a profusion of paths across the park with views of the sea. The PRoW is ER38. Although the route is obvious the actual SSW is poorly way marked. This is a popular area and the paths are eroded, slippery when wet and steep in places.

The path nearest to the coast started at TR332419.



There is a lower path which anyone approaching from the other direction might take as it is wider and looks easier.



Unfortunately it is a dead end. There is an old footpath stone at TR336421 to indicate the correct path.



The SSW continues along ER38 around the back of Langdon Hole.



This is still National Trust and is Open Access Land. There is another footpath ER269 which is closer to the cliff edge which does actually go down the cliff at TR345425 to the shingle beach below. The SSW becomes ER78 and continues around the back of Fan Point which is still National Trust with Open Access Land on the seaward side.



At TR360432 there is an old fortification and on the other side the cliff top is fenced off.



The SSW turns inland beside the South Foreland Lighthouse.



It joins an unmade road. It is still ER78.



This deviation inland is around a number of large private residences. As this land is clearly private, access was not possible but it did appear that the cliff edge was loosely wooded. The land around the first houses was pasture.

Past the far house, The Windmill, there are two PRowWs across a short strip of Open Access Land, ER38 and ER37.



This is Lighthouse Down, which is again National Trust.

The cliff path is again fenced off at TR367440.



The path goes through a gate to an unmade road which joins Beach Road. This goes past the Museum and Pines Garden. ER38 ends where it joins the main road down to St Margaret's Bay.

It does not have a pavement and is quite busy.



There is a footpath off to the right ER37 at TR367440 which is narrow but leads to very steep steps down to the promenade past an old pill box. Some of the steps are missing. Most people would continue along the road.



According to the Definitive Map ER37 should be along the cliff top from TR367440 to TR367444. This would avoid the detour inland. There has been a recent cliff fall along this stretch at Ness Point TR368442.

The SSW continues for a short distance along the promenade at St Margaret's Bay.



It ascends the cliff by steps at TR369446.



The promenade extends for a distance beyond the steps. There are 140 steps in total and then the hedged path continues to ascend to The Leas which is again National Trust and Open Access Land.



The SSW is again a PRoW - ER9. The Leas is open grassland but sea views are restricted in places by vegetation. This leads to Rockhill Farm NT and then on to Kingsdown Leas.



There is a thin strip of Open Access Land on the landward side of the footpath to Hope Point and then it switches to the seaward side.



The path narrows past the Golf Club.



It then descends through bushes to steps at TR380478 to join Undercliff Road. This is the end of ER37.



At the bottom of the cliff there is another footpath ER10 back in a SW direction.



It is on the landward side of a disused rifle range, Kingsdown Butts, which is fenced off with danger keep out notices. However, one set of gates was unlocked and there was a hole in the fence at the end TR380465.

The SSW continues along the road to TR379484 where there is a path off to the right past Violet Cottage to a short shingle road to the Zetland Arms.



There is a wide shingle beach between the sea and the road that provides a more direct route. There are signs at TR379484 indicating the land is private and that it is an SSSI but there do not appear to be any access restrictions.

Past the pub the SSW becomes the ER292.



This ends at TR379488 and the SSW becomes ED26. It is surfaced to start with a broad shingle beach to seaward and houses on the landward side.

It broadens to a surfaced cycle path along an unmade road.



It becomes a separate footpath and cycle path at TR379497



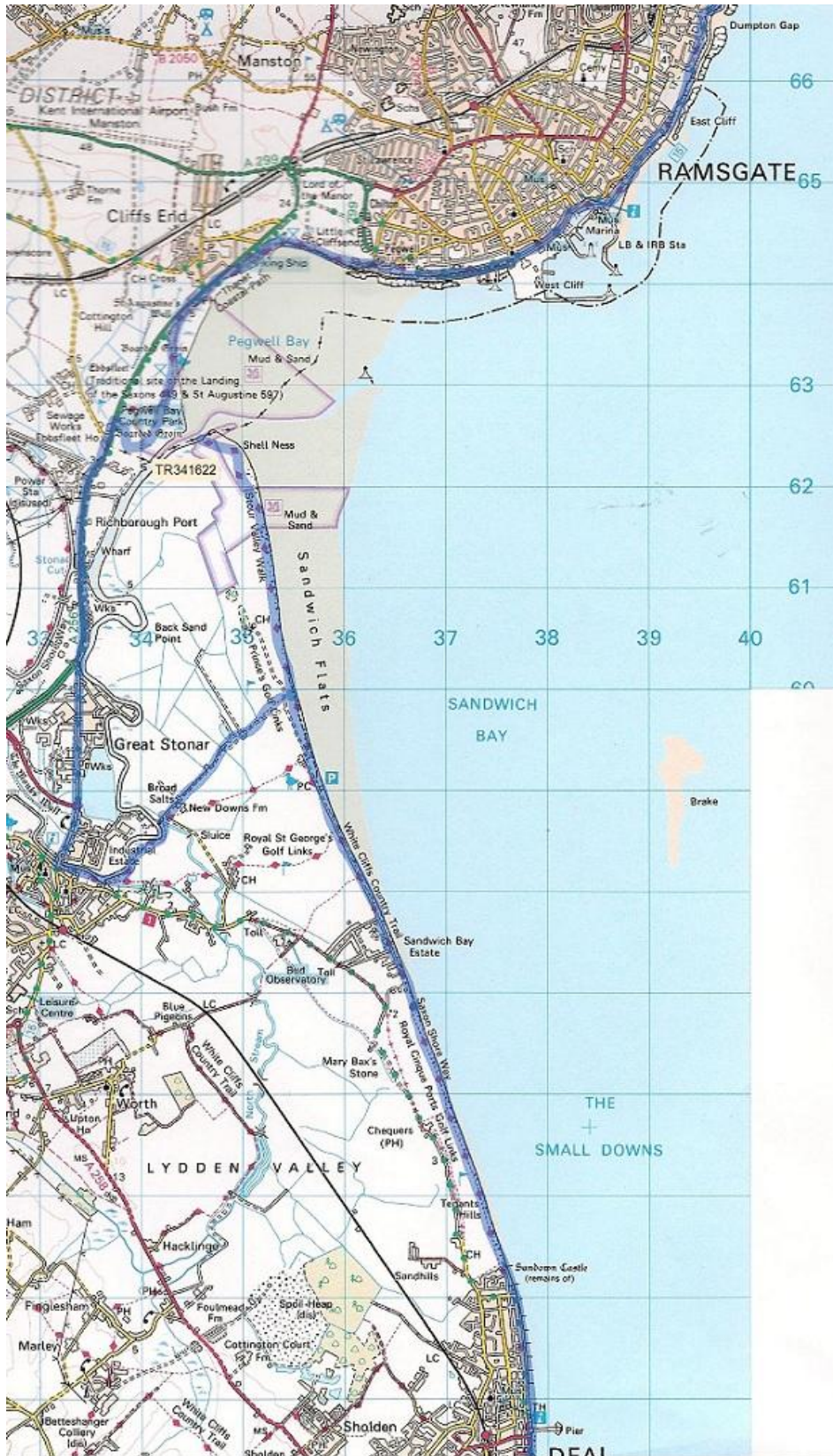
It continues along Walmer Beach past the Sailing Club to Walmer Castle where ED26 ends.



The foot/cycle path continues along the pavement of Prince of Wales Terrace to Deal Pier.



5.2 Deal to Ramsgate Section



This section starts at Deal Pier TR378527. The promenade here is the pavement to Beach Street. It narrows past The Royal Hotel before broadening again.



It narrows at TR377536 and there is a sea wall between it and the road, The Marina.



The promenade splits on to two levels at TR377540 where ED2 starts. It continues to the site of Sandown Castle at TR376543.



The path then follows a broad track on the top of the large shingle sea defence bank. The SSW (EE246) is actually along the

bottom of the landward side of the bank where there is plenty of grassland for spreading room before the Royal Cinque Ports Golf Club.



It continues like this for 3 km to the Sailing Club ramp at TR366570. This is the start of the Sandwich Bay Estate which is private.



The SSW which is still EE246 continues along the broad tarmac road with pavements to TR366573 where the PRow ends.



The SSW continues along the road to the north end of the estate at TR363578.

The SSW which is no longer a PRow continues along the road which is fenced on the landward side.



There is an area of grassed dunes with paths between the road and the shingle beach.



The SSW turns inland at TR359586 along EE231 across the Royal St George's Golf Course towards Sandwich.



There is no trail or route shown on the map between TR 359586 and TR357591

which is where EE230, part of the Stour Valley Walk, joins the coast.

In practice the path continues along the road to this point where the road is closed to the public. There is a car park here and it is the start of the Sandwich and Pegwell Bay National Nature Reserve.

The Stour Valley Walk continues northwards along a track with a fence and the Prince's Golf Links on the landward side and grassed dunes on the seaward side.



The sea view is obstructed by the dunes but there are other paths closer to the beach. At TR355600 the EE229 joins the coast from Sandwich. This is the nearest PRow to the mouth of the Stour which is still some 3km north.

At TR354606 there is as a golf club sign indicating that there is no unauthorised access even though it is part of the Stour Valley Walk.



At TR352616 there is a fence and sign on the beach banning entry because of breeding and wintering birds.



However it is possible to continue to the mouth of the Stour at TR350626 along a slightly inland path to the end of the Stour Valley Walk at TR347625.



This area, Shell Ness, is significantly different to that shown on the map.

It is an area of saltmarsh and although the paths are as shown on the map the high tide line is about 100m further out. In other words the Ness has built up.



There is no PRoW or route shown on the map from Shell Ness along the east bank of the Stour back towards Sandwich which is the first crossing point of the river. Currently there is no alternative but to backtrack 3 km to TR355600 and EE229.



The path, which is poorly way marked, crosses the Prince's Golf Course to a kissing gate at TR348594. This leads to an unmade road past New Downs Farm.

The path goes beside a pumping station.



It then becomes surfaced and follows the top of the grassed sea defence bank.



It joins the SSW at TR356581 where it crosses a bridge.



It then goes through public gardens, The Haven, as a separate cycle path and footpath, ES3 and ESX10.



They come out at the Sandwich Town Quay.



The route crosses the river Stour at the old Toll Bridge.



It then follows Ramsgate Road



It passes housing and industrial estates and Stonar Lake to a roundabout.



Keeping straight ahead, the road bisects the Pfizers complex which starts at TR334593. It is a very secure site and there was no question of gaining access.



At the next roundabout where Ramsgate Road becomes the A256 and a dual carriageway, there is a short length of footpath/cycle way.



This is the start of the Viking Coastal Trail which is a cycle way around the Thanet Coast. The main Pfizers complex ends at TR334607 at the Back Sand Point landfill site. It appears to have been at least partially restored by Pfizers.

At TR334620, by the old Richborough Power Station, there is major road construction underway as part of the East Kent Access Phase 2 which is due to complete in 2012.



It is possible to regain the coast through the Kent Wildlife Trusts Stonelees Nature Reserve at TR337625.



The 4 km walk from Sandwich to here is one of the least inspiring sections of the route around the Kent coast.

There are a number of paths through the reserve and views out across saltmarsh to the river and sea.



The reserve joins the Pegwell Bay Country Park which is part of the Sandwich and Pegwell Bay National Nature Reserve at TR340628.



This is the start of the Thanet Coastal Path and where the SSW is rejoined. It is not a PRow at this point. Here there is a well surfaced path along the coast.



At TR344636 it rejoins the road. There is the option of taking an unofficial path below the road to the petrol station at TR345638.



Here the route follows the pavement of the A256 to steps at the Viking Ship down a path TR33 to the old site of the hovercraft terminal.



At the end of the old terminal there is a path up to TR15 which progresses along the top of the relatively low chalk cliff towards Ramsgate.



The sea view is blocked by vegetation in places. At TR360642 it veers inland around an old chalk pit and cottages.



TR15 ends where it joins Pegwell Road at TR360642 at The Pegwell Bay Hotel. There are two pubs, The Sir Stanley Gray and Belle View, and the Pegwell Bay Caravan Park between the road and the coast.



The coast is rejoined at Court Stairs Park where there is an ornate path down to the Western Undercliff.



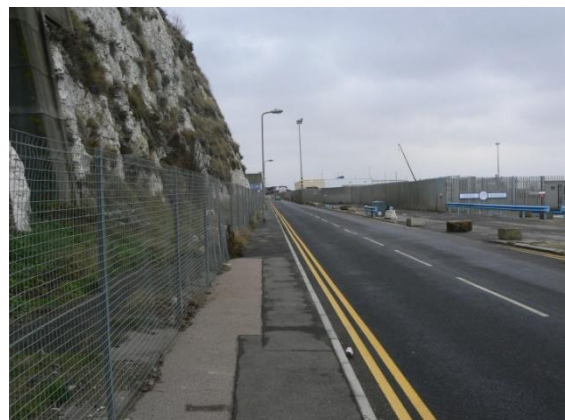
The SSW, Thanet Coastal Path and Viking Coastal Trail continue along the top of the cliff.



At the bottom, the road is the A253 to Ramsgate Harbour. There is a wide pavement/promenade.



The road has to be crossed at TR375642, near the entrance to the port, and Royal Harbour Approach continues to the marina.



It is not an attractive part of the route but it is closest to the sea and there are several opportunities to take steps up to the top of

the cliff. The latter would afford better views.

It runs past the marina.



This section ends half way along the harbour at the mini roundabout at TR383647.



6.0 Ramblers Preferred Routes

This chapter details the lengths of coast where currently there is no PRow or defacto access. These lengths are either inaccessible or the right of access is in doubt.

With the exception of 6.3 , the East bank of the Stour from Shell Ness to Broad Salts, and 6.7, Pegweel Bay and Pegwell Village, it has not been possible to gain access.

The Ramblers Preferred Routes for the remaining lengths are based on what appears on the ground from observations from Google Earth and from the closest PRow or defacto access. It may prove, in practice, that some of the preferred routes are not deliverable because they are across excepted land. However, this is not obvious which is why we would hope our suggestions will receive detailed consideration.

The Ramblers Preferred Routes are shown in red on the following maps. The existing route on PRow or defacto access in blue.



6.1 South Foreland



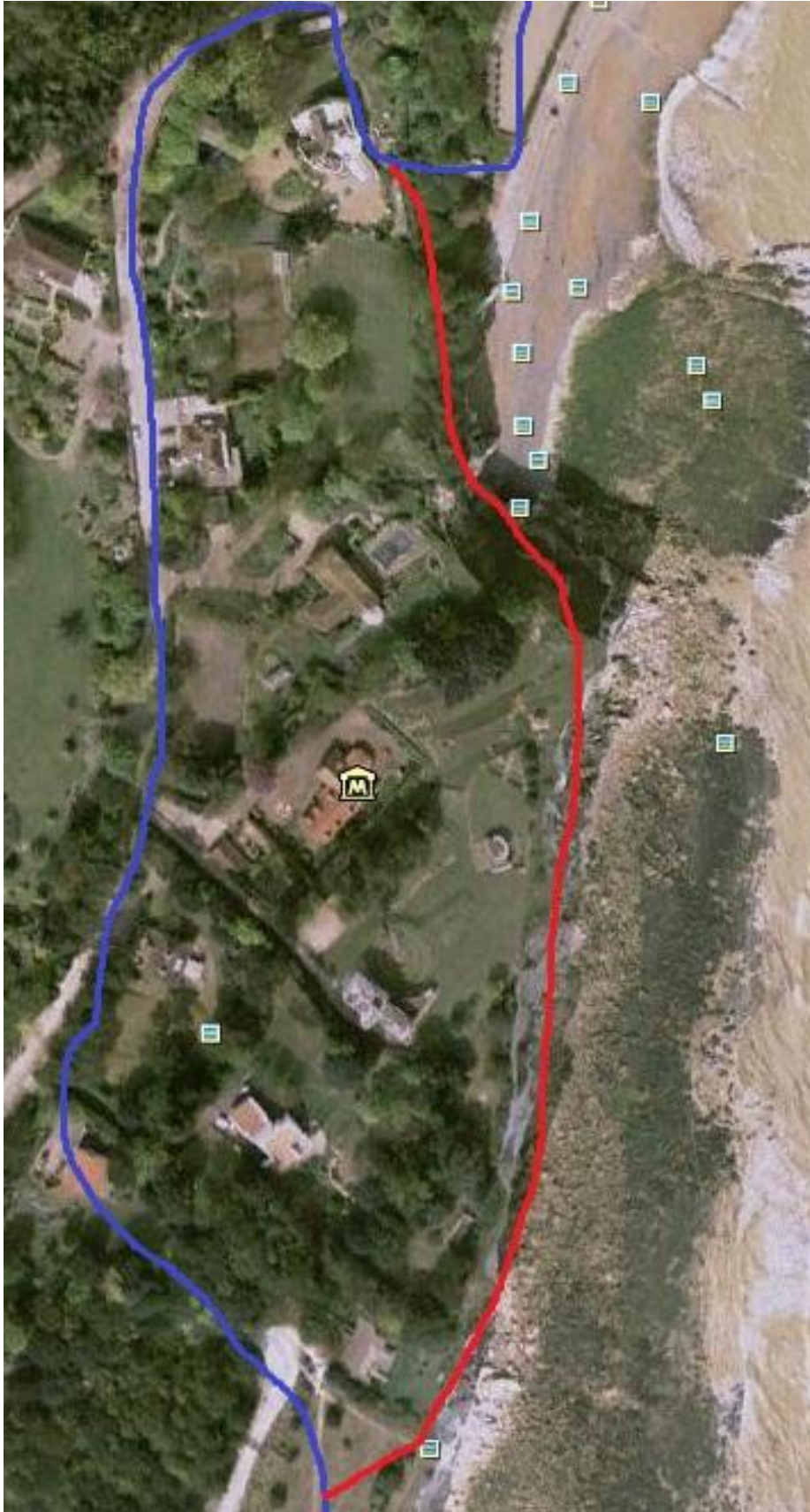
The route here deviates inland at TR360432 beside the South Foreland Lighthouse around properties with extensive grounds. These grounds are clearly private so no attempt was made to

gain access. However, there does appear to be woodland along the top of the cliff and much of the land would appear to be pasture rather than garden.



The Ramblers Preferred Route would be along the cliff top from TR360432 to TR364435.

6.2 Ness Point, St Margaret' Bay



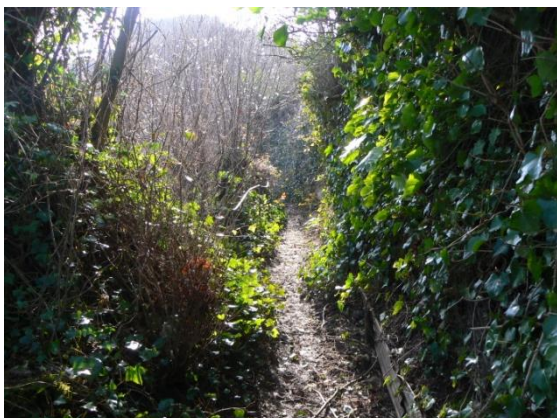
The cliff top path is fenced off at TR367440.



The route turns inland and follows roads to foot path ER37 at TR367444 which turns back south.



After a short distance it comes to a dead end and descends to the bottom of the cliff beside an old pill box.



The Ramblers Preferred Route would be along a realigned ER37 along the cliff top from TR367440 to TR367444.

The descent is steps which are steep, in poor condition and some are missing.



The current OS Explorer Map and the KCC Definitive Map show ER37 continuing along the cliff top between the above grid references. This path does not appear to exist anymore. There have been recent chalk falls from the cliff.



6.3 East bank of Stour - Shell Ness to Broad Salts



The Stour Valley Walk comes to a dead end at Shell Ness TR 347625 which is the mouth of the Stour.



Currently the only option for anyone walking the coast is to backtrack some 3km to TR359586 and follow footpath EE231 to Sandwich.



The ideal solution would be a footbridge across the mouth of the Stour but as there is saltmarsh on both sides, the river has to be navigable by yachts, and it is a nature reserve this is unlikely to ever happen.

There is an old boardwalk at TR348622 across the saltmarsh to the sea defence bank.



It is possible to follow this bank back for 5km as it meanders beside the river to TR342587.



Here it rejoins the Stour Valley Walk ES1 at Broad Salts.



It is almost certain that there would have been at least a footpath here in the past. It has been fenced in places and it has been used for cattle grazing at the Sandwich end.



It would not be a major task to reinstate this path and it would significantly improve the experience of walking the coast. Together with EE231 it would provide an interesting and pleasant circular walk from Sandwich

The Ramblers Preferred Route would be across the saltmarsh at Shell Ness TR349622 and along the line of the old sea defence bank to Broad Salts TR342658.

6.4 Stonar



Currently the route follows the Ramsgate Road from Sandwich.



There is an unmarked path along the north bank of the river out to the Sandwich Marina.



There are unmetalled roads through the marina.

The Ramblers Preferred Route would be a continuous path along the river bank from the Toll Bridge TR332583 to the start of the Pfizers site TR334 591.



They stop at TR339585 where a gate prevents further access along the river bank.



However it does appear that access to the bank can be regained through the Industrial Park. There also appears to be a path along the top of Stonar Lake. The lake is private fishing so access was not possible.

6.5 Back Sand Point



This appears to be an old landfill site that has been at least partly restored by Pfizers. It is still part of the Pfizers site and access was not possible.

The Ramblers Preferred Route would be along the bank of the river from the end of the main Pfizers site TR334607 to the Oil Storage Depot at Stonar Cut TR334610.

6.6 Richborough Port



Currently the route is along the A256 which is a busy dual carriageway.



There are a number of Industrial units/storage depots between the road and the river.



It is not an inspiring walk.

The Richborough Port quay still exists and appears to be in reasonable condition.



It is broad and there is a line of trees screening the industrial/storage units.



It would be a much better route. Access is not currently possible from the Stonar Cut end.



It is possible to get access from the Stonelees Nature Reserve around the outside of the Pfizers Sports Ground.



The start of the quay is at TR338619. This is an area of considerable historic interest and would be a far pleasanter route.



The Ramblers Preferred Route would be along the Quay from Stonar Cut TR334610 around the outside of the Pfizers Sports Ground to join up with Stonelees Nature Reserve TR340623.

6.7 Pegwell Bay and Pegwell Village



The route currently enters the Kent Wildlife Trusts' Stonelees Nature Reserve at TR337625. It joins the Pegwell Bay Country Park at TR340628.



This is the start of the Thanet Coastal Trail and where the SSW rejoins the coast. It is not a PRow at this point. There is a surfaced coastal path with open sea views to the gate at TR344636 where it rejoins the road.



There is a lower path across the reserve parallel to the road which passes behind the petrol station.



The existing route joins the road here and continues along the pavement to a grassed area and Viking Ship where there are steps down to the site of the old hovercraft terminal.



Rather than walk along the road, there is an unmarked path along the bottom beside the sea defence.



It leads across the saltmarsh, through reeds. This path is water logged



It comes out at the old hover port apron.



The hover port site has been cleared and is open.



The coast can be followed around the edge of the old terminal, across a short length of beach to the start of the cliff where there is a short ascent to the PRow TR15.



At Pegwell Village the path deviates inland around an old chalk pit and cottages before joining the road.



There are two pubs and a caravan park between the road and the sea.



While the Act does make provision for the route to pass through caravan parks this one is quite small, the mobile homes are static and parked close to the cliff top. Given that the route has to deviate around the pubs, little benefit would be gained by asking for it to be rerouted closer to the coast.

The Ramblers' preferred route is from the gate to the Country Park TR344636 along the path across the reserve, through the reeds and then across the old hover port site to TR355644. This would need a boardwalk across the reed bed and improved access up to TR15.

7.0 Glossary

De facto access: Access over land that is tolerated by the owner where a PRoW does not exist. In practice, most coastal land in this category in Kent is in public ownership.

Excepted land: Categories of land which will have no right of access, for example, land covered by buildings.

Length of coast: Smaller part of a Section.

Open Access Land: Land which is normally available for access on foot.

PRoW: Public Right of Way, that is, footpath, bridleway or byway open to everyone over private land.

Ramblers Preferred Route: Suggested deviations from the route which were inaccessible or the right of access were in doubt. (shown in red on the maps)

Route: The route walked along PRoWs and de facto access (shown in blue on the maps)

Saltmarsh: Land regularly flooded by the tide.

Section of coast: Part of a Stretch.

Spreading room: Public access land for quiet recreation on either side of the trail. Land on the seaward side of the trail will be spreading room.

SSW: The Saxon Shore Way

Stretch of coast: The Dover to Ramsgate coastline.

8.0 Acknowledgements

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