



# England Coast Path Stretch: Iwade to Grain

## Report IGR 1: Ridham Dock (Iwade) to Kingsferry Bridge

### Part 1.1: Introduction

Start Point:	Ridham Dock, Iwade (Grid reference 592121 167788)
End Point:	Kingsferry Bridge, Iwade (Grid reference 591302 169239)
Relevant Maps:	IGR 1a

1.1.1 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 Iwade in Kent, and Grain in Medway.

1.1.2 This report covers length IGR 1 of the stretch, which is the coast between Ridham Dock and Kingsferry Bridge, in Kent. 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.

1.1.3 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.

1.1.4 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 1.2: Proposals Narrative

### The trail:

1.2.1 Generally follows existing walked routes, including public rights of way, along most of this length.

1.2.2 Follows the coastline closely with views of The Swale estuary, along sections IGR-1-S001 and between IGR-1-S013 and IGR-1-S018 (map IGR 1a).

1.2.3 From section IGR-1-S002 to IGR-1-S012 (map IGR 1a) a significant inland diversion is necessary to take the trail past Ridham Dock industrial estate, which occupies the coastal frontage here.

1.2.4 Follows a route similar to the promoted Saxon Shore Way long distance walking route.

### Protection of the environment:

In this part of the report, we explain how we have taken account of environmental protection objectives in developing our proposals for improved coastal access.

1.2.5 The following designated sites affect this length of coast (See Overview Map C):

- The Swale Special Protection Area (SPA)
- The Swale Ramsar site
- The Swale Site of Special Scientific Interest (SSSI)
- The Swale Estuary Marine Conservation Zone (MCZ)

1.2.6 We consider that the coastal environment, including features of the sites listed above, along this length of coast is unlikely to be sensitive to the improvements to coastal access envisaged and that no special measures are needed in respect of our proposals.

1.2.7 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 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:

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

- The trail would follow an uneven grass or bare soil path along the top of seawalls and a bank. There are also some places where the seawall is a little muddy, due to poaching by grazing animals, which may make the trail difficult to traverse.

- There are steps along the proposed route where it would be necessary to ascend/descend a bank or seawall. In these locations, there are physical constraints to proposing a ramp or step-free route.
- The existing kissing gates and chicane access barriers in this location may not provide enough space for those with larger mobility scooters or pushchairs, however there are constraints to replacing these kissing gates with larger alternatives.

1.2.9 At Ridham Dock roundabout (see inset, map IGR 1a), an existing concrete barrier will be removed to improve visibility and safety at this road crossing with new dropped kerbs installed to enhance the convenience of the trail. We envisage this happening as part of the physical establishment work described below.

1.2.10 At various locations, existing steps and some path surfaces will be improved to make them easier to use. For example, vegetation will be cleared to create a level path near Kingsferry Bridge (IGR-1-S017, map IGR 1a). We envisage this happening as part of the physical establishment work described below.

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

### Where we have proposed exercising statutory discretions:

1.2.11 Estuary: This report proposes that the trail should contain sections aligned on The Swale Estuary and its tributary Milton Creek. Natural England proposes to exercise its functions as if the sea included the estuarial waters of The Swale between Deadmans Island, Queenborough and Ridham Dock, Iwade, as indicated by the extent of the trail shown on Overview Map A2.

1.2.12 The Swale Estuary connects the open coast, near Seasalter, with the Medway Estuary to the west. Our proposed alignment along the eastern section of The Swale Estuary formed part of the adjacent Whitstable to Iwade proposals, submitted to the Secretary of State in June 2017.

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

1.2.13 **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, path or track to make the extent of the new access rights clearer. See Table 1.3.1 below.

1.2.14 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 5b and 5c of table 1.3.1. 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 1.3.1] 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.**

1.2.15 **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/flat at Ridham Dock (The Swale)*

1.2.16 Access to the mudflat and saltmarsh in the coastal margin seaward of route sections IGR-1-S001 to IGR-1-S018 is to be excluded all year round by direction under Section 25A of the Countryside and

Rights of Way Act (2000) as it 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 IGR 1A.

1.2.17 The mudflat in this location is soft and sinking. It does not provide a safe walking surface and is subject to frequent tidal inundation. RNLI and Coastguard data indicates incidents of people being rescued from the mud in the Swale Estuary. Areas of saltmarsh have deep channels and creeks, some of which would not be readily apparent to walkers and can pose a significant risk.

1.2.18 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.

1.2.19 The directions we give under section 25A are intended to avoid any new public rights being created over the area in question in view of the hidden dangers of mudflats and salt marsh.

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

1.2.20 **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 We have chosen not to make any such proposal in this report. Accordingly the route is to be at the centre of the line shown on map IGR 1a as the proposed route of the trail.

### Other future change:

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

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

### Establishment of the trail:

1.2.23 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, as detailed in their separate reports.

1.2.24 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £26,586 and is informed by:

- information already held by the access authority, Kent 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.

1.2.25 There are five main elements to the overall cost:

- A number of new signs would be needed on the trail, including new road safety signs to alert motorists to pedestrians at Ridham Dock roundabout (map IGR 1a inset) and where the trail passes under the Kingsferry Bridge (IGR-1-S018).
- Dropped kerbs would enhance the convenience of the trail at the Ridham Dock roundabout and guide walkers to use the safest route.
- A concrete barrier will be removed to improve visibility for pedestrians crossing at the Ridham Dock roundabout.
- Some new steps will be installed to improve access to the seawall / bank.
- The surfaces of the existing paths and footways on the proposed route are generally of a suitable standard for the trail, but there are some locations where we will need to clear vegetation or carry out surfacing works where the path is unsatisfactory at the moment.

Significant items of establishment works are shown on the relevant maps accompanying this report. Table 1 shows our estimate of the capital cost for each of the main elements of physical establishment described above.

**Table 1: Estimate of capital costs**

<b>Item</b>	<b>Cost</b>
Signs	£1,868
Dropped kerbs	£1,250
Removal of concrete barrier	£9,000
Steps	£2,600
Path works (surfacing and vegetation removal)	£8,400
Project management	£3,468
<b>Total</b>	<b>£26,586 (Exclusive of any VAT payable)</b>

1.2.26 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, Kent 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:**

1.2.27 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).

1.2.28 We estimate that the annual cost to maintain the trail will be £1,689 (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 1.3: Proposals Tables

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

### 1.3.1 Section Details: Map IGR 1a – Ridham Dock (Iwade) to Kingsferry Bridge

Key notes on table:

1. Column 2 – an asterisk (\*) against the route section number means see also table 1.3.2: 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 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.
4. 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
IGR 1a	IGR-1-S001*	Public footpath	No	Yes - bank			
IGR 1a	IGR-1-S002* and IGR-1-S003*	Public footpath	No	Yes - bank			
IGR 1a	IGR-1-S004* and IGR-1-S005*	Public footpath	No	No			
IGR 1a	IGR-1-S006*	Public footpath	No	No			
IGR 1a	IGR-1-S007*	Public footpath	No	Yes - barrier			

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
IGR 1a	IGR-1-S008*	Public footpath	No	Yes - bank			
IGR 1a	IGR-1-S009*	Public footpath	No	No			
IGR 1a	IGR-1-S010	Public footpath	No	Yes - bank			
IGR 1a	IGR-1-S011	Public footpath	No	No	Fence line	Clarity and cohesion	
IGR 1a	IGR-1-S012 and IGR-1-S013	Public footpath	No	Yes - bank			
IGR 1a	IGR-1-S014*	Other existing walked route	No	No	Fence line	Clarity and cohesion	
IGR 1a	IGR-1-S015*	Other existing walked route	No	No	Landward edge of track	Clarity and cohesion	
IGR 1a	IGR-1-S016	Public footpath	No	No			
IGR 1a	IGR-1-S017	Public footpath	No	No	Landward edge of path	Clarity and cohesion	
IGR 1a	IGR-1-S018	Public highway	No	No			

### 1.3.2 Other options considered: Map IGR 1a – Ridham Dock (Iwade) to Kingsferry Bridge

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
IGR 1a	IGR-1-S001 to IGR-1-S009	We considered aligning the trail away from the Ridham Dock access roads: along the public footpath that runs north-west from the start of IGR-1-S001, to re-join the proposed trail at IGR-1-S010. This would involve crossing some ditches via a disused railway line.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it follows the seawall and maintains views of the estuary for longer.</li> <li>■ it is closer to the coast</li> <li>■ the disused railway bridge over the ditches was deemed too unsafe to use or improve as a crossing point and any new bridge in this area was unfeasible due to the terrain and high costs required to make it a viable option.</li> <li>■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme</li> </ul>
IGR 1a	IGR-1-S001 to IGR-1-S007	We considered aligning the trail along the public footpath that runs north-west from the start of IGR-1-S001 to the Ridham Dock access road. From there we considered crossing the road and aligning the trail north along the west side of the road to connect with IGR-1-S007.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it follows the seawall and maintains views of the estuary for longer.</li> <li>■ it is closer to the coast</li> <li>■ improvements to the Ridham Dock roundabout will create a safer route than walking alongside this road, which is frequently used by HGVs and other traffic</li> <li>■ Kent County Council advised that creating a safe road-side route would also prove technically difficult, given the constraints regarding existing terrain</li> <li>■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme</li> </ul>

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
IGR 1a	IGR-1-S004 to IGR-1-S007	We considered aligning across the road south of the Ridham Dock roundabout, on a new traffic island.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ a concrete barrier on the Ridham Dock roundabout will be removed as part of our proposals, improving visibility and providing a safer crossing point for pedestrians</li> <li>■ constructing a new traffic island would incur high costs. In addition, walkers are likely to continue to use the existing and shortest route across this roundabout, rather than the traffic island</li> <li>■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme</li> </ul>
IGR 1a	IGR-1-S014 to IGR-1-S015	We considered extending the trail another 60m towards the Kingsferry Bridge along an existing public footpath.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> <li>■ it provides a gentler gradient and a more direct route to ascend/descend the seawall</li> <li>■ the proposed route follows the most popular existing walked route in the area</li> <li>■ the existing footpath remains available for people to use</li> <li>■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme</li> </ul>

Note: Any public rights of way not forming part of the proposed trail would remain available for people to use under their pre-existing rights.

## Part 1.4: Proposals Maps

### 1.4.1 Map Index

Map reference	Map title
IGR 1a	Ridham Dock (Iwade) to Kingsferry Bridge
Directions Map IGR 1A	Directions for Report IGR 1: Ridham Dock (Iwade) to Kingsferry Bridge

### 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:

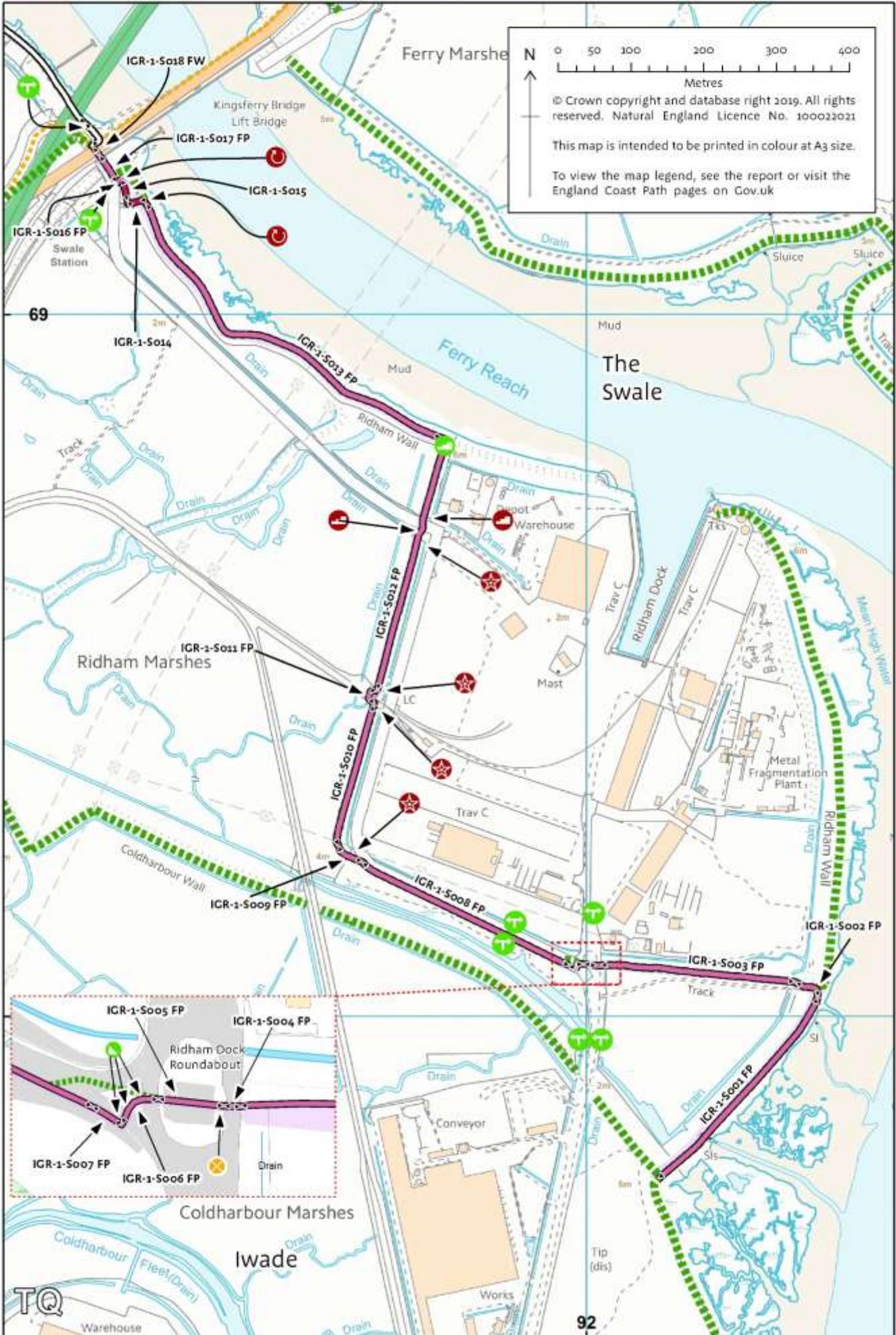
- Barrier
- Boardwalk
- Bollard
- Cattle grid
- Culvert
- Motorbike barrier
- Cycle chicane
- Drainage
- Drop-kerb
- Gap in fence
- Hurdle
- Roadside sign
- Interpretation panel
- Ramp
- Revetment
- Stepping stones
- Steps
- Advisory sign

#### 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.



Map IGR 1a: Ridham Dock (Iwade) to Kingsferry Bridge

**Directions Map IGR 1A**

These directions only affect land where coastal access rights apply and will not affect existing rights of access, such as on public rights of way.

