

England Coast Path Stretch: Wallasea Island to Burnham-on-Crouch

Report WIB 1: Wallasea Island to Ferry Road, Hullbridge

Part 1.1: Introduction

Start Point:	Wallasea Island (Grid reference TQ 9233 9467)
End Point:	Ferry Road, Hullbridge (Grid reference TQ 8098 9554)
Relevant Maps:	WIB 1a to WIB 1h

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 Wallasea Island and Burnham-on-Crouch.

1.1.2 This report covers length WIB 1 of the stretch, which is the coast between Wallasea Island and Ferry Road, Hullbridge. 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 Follows existing walked routes, including public rights of way, along most of this length.

1.2.2 Mainly follows the coastline quite closely and maintains good views of the estuary.

1.2.3 Includes one significant length of new path at Brandy Hole. See map 1g and 1f and associated tables below for details.

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.

1.2.4 The following designated sites affect this length of coast:

- Crouch and Roach Estuaries SPA
- Crouch and Roach Estuaries Ramsar
- Essex Estuaries SAC
- Blackwater, Crouch, Roach and Colne Estuaries MCZ
- Crouch and Roach Estuaries SSSI

1.2.5 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:

1.2.6 There are few artificial barriers to accessibility on the proposed route. However, the natural coastal terrain is often challenging and this is the case on sections of our proposed route because:

- The trail would follow an uneven grass path, including a strip along an arable field around the perimeter of Brandy Hole

1.2.7 There are also artificial barriers in places along the route, notably:

- There are steps in places where it would be necessary to cross coastal defence structures and sluices in the area of WIB-1-S011 (map WIB 1f).
- At the junction between WIB-1-S021 and WIB-1-S020 it is anticipated that a flight of steps will need to be installed to facilitate access over the seawall at this location. Land uses and

constraints may prevent a more readily accessible structure being installed, but this will be investigated at establishment stage.

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

Where we have proposed exercising statutory discretions:

1.2.8 Estuary: This report proposes that the trail should contain sections aligned on the estuary of the River Crouch, 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 Hawk Hill Bridge (see report WIB 2 for river crossing), as indicated by the extent of the trail shown on maps WIB 1a to WIB 1h and map A2 of the Overview.

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

1.2.9 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 1.3.1 below.

1.2.10 In places we have used this discretion to limit the landward extent of the coastal margin to the landward top edge of the seawall. This has had the effect of reducing the amount of coastal margin that would have otherwise been available by default. This option provides the most clarity because:

- There is no clear boundary feature at the bottom of the seawall that could mark the boundary of the coastal margin.
- The top of the bank is clearly defined with a concrete or paving slab pathway, and/or a fence line, even on sections that currently have no right of way. The edge of the path and fence line is clearly defined and is an easily identifiable boundary for access users.

1.2.11 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 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.

1.2.12 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.

Exclusion of access to the saltmarsh/flat on the River Crouch Estuary.

1.2.13 Access to the land in the coastal margin adjacent to route sections WIB-1-S001 to WIB-1-S036 (Map E1 a and b) is to be excluded all year-round by direction under section 25A of 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.

The mudflat along the stretch 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. Areas of saltmarsh are often extensive and have deep channels and creeks, some of which would not be readily apparent to walkers and can pose a significant risk.

1.2.14 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.

1.2.15 The directions we give are intended to avoid any new public rights being created over the area in question in view of the *hidden dangers to which new users of the land would be subject because of the local patterns of tidal inundation, the extensive creek systems and soft flats.*

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

1.2.16 **Other factors affecting access:** Public access may be interrupted from time to time for short periods to allow vehicles and machinery to pass along existing slipways that cross the proposed route to access the water, see maps WIB 1g and WIB 1h. This arrangement would continue without any local restriction on the new access rights to give effect to it formally.

1.2.17 **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.

1.2.18 Column 4 of tables 1.3.1 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 WIB 1a to WIB 1c, map WIB 1g and WIB 1h as the proposed route of the trail.

1.2.19 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.

1.2.20 On sections for which roll-back is not proposed in tables 1.3.1 or 1.3.2, the route is to be at the centre of the line shown on maps WIB 1c to WIB 1h as the proposed route of the trail.

Other future change:

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

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

Establishment of the trail:

1.2.22 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.

1.2.23 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £10156.79 and is informed by:

- information already held by the access authority (Essex County Council) in relation to the management of the existing rights of way;
- the conclusions of our deliberations in relation to potential impacts on the environment; and
- information gathered while visiting affected land and talking to the people who own and manage it about the options for the route.

1.2.24 Table 1 shows there are a number of main elements to the overall cost:

- The surfaces and access furniture of the existing paths on the proposed route are generally of a suitable standard for the trail, but there are some places where new steps will be needed to enhance the convenience of the trail. More significant items of establishment works are shown on the relevant maps accompanying this report.

Table 1 shows our estimate of the capital cost for each of the main elements of physical establishment described above.

Table 1: Estimate of capital costs

Item	Cost
Signs & interpretation	£6020.50
Pedestrian Gates	£2411.49
Environment Agency Consent	£400
Project management	£1324.80
Total	£10156.79 (Exclusive of any VAT payable)

1.2.25 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, Essex 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:

1.2.26 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).

1.2.27 We estimate that the annual cost to maintain the trail will be £8918 (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: Maps WIB 1a to WIB 1h – Wallasea Island to Ferry Road, Hullbridge

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 4 – ‘Yes – see table 1.3.3’ 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
WIB 1a	WIB-1-S001FP	Public Footpath	Yes – see table 1.3.3	Yes – bank	Path	Clarity and cohesion	See 1.2.10
WIB 1a	WIB-1-S002*	Other existing walked route	Yes – see table 1.3.3	Yes – bank	Path	Clarity and cohesion	See 1.2.10
WIB 1b	WIB-1-S003FP	Public Footpath	Yes – see table 1.3.3	Yes – bank	Path	Clarity and cohesion	See 1.2.10
WIB 1b	WIB-1-S004	Other existing walker route	Yes – see table 1.3.3	Yes – bank	Path	Clarity and cohesion	See 1.2.10

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
WIB 1b	WIB-1-S005*	Other existing walked route	Yes – see table 1.3.3	Yes – bank	Path	Clarity and cohesion	See 1.2.10
WIB 1b & 1c	WIB-1-S006FP	Public Footpath	Yes – see table 1.3.3	Yes – bank	Path	Clarity and cohesion	See 1.2.10
WIB 1d	WIB-1-S007FP	Public Footpath	No	Yes – bank	Path	Clarity and cohesion	See 1.2.10
WIB 1d & 1e	WIB-1-S008FP	Public Footpath	No	Yes – bank	Path	Clarity and cohesion	See 1.2.10
WIB 1f	WIB-1-S009FP	Public Footpath	No	Yes – bank	Path	Clarity and cohesion	See 1.2.10
WIB 1f	WIB-1-S010FP	Public Footpath	No	Yes – bank	Path	Clarity and cohesion	See 1.2.10
WIB 1f	WIB-1-S011FP	Public Footpath	No	Yes – bank	Path	Clarity and cohesion	See 1.2.10
WIB 1f	WIB-1-S012FP*	Public Footpath	No	Yes – bank	Path	Clarity and cohesion	See 1.2.10
WIB 1f	WIB-1-S013*	Other existing walked route	No	Yes – bank	Path	Clarity and cohesion	See 1.2.10
WIB 1f	WIB-1-S014*	Not an existing walked route	No	Yes – bank	Path	Clarity and cohesion	See 1.2.10
WIB 1g	WIB-1-S015*	Not an existing walked route	No	Yes – bank	Path	Clarity and cohesion	See 1.2.10

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
WIB 1g	WIB-1-S016*	Not an existing walked route	No	Yes – bank	Path	Clarity and cohesion	See 1.2.10
WIB 1g	WIB-1-S017*	Not an existing walked route	No	Yes – bank	Path	Clarity and cohesion	See 1.2.10
WIB 1g	WIB-1-S018FP*	Public Footpath	No	Yes – bank	Path	Clarity and cohesion	See 1.2.10
WIB 1g	WIB-1-S019*	Not an existing walked route	Yes – see table 1.3.3	No			
WIB 1g	WIB-1-S020*	Not an existing walked route	Yes – see table 1.3.3	No	Ploughed land	Clarity and cohesion	A 1.5metre wide access strip to be instated in the arable field.
WIB 1g	WIB-1-S021*	Not an existing walked route	No	Yes – bank	Path	Clarity and cohesion	See 1.2.10
WIB 1g	WIB-1-S022FP*	Public Footpath	No	Yes – bank	Path	Clarity and cohesion	
WIB 1g	WIB-1-S023FP	Public Footpath	No	Yes – bank	Path	Clarity and cohesion	
WIB 1g	WIB-1-S024FP	Public Footpath	No	Yes - bank	Path	Clarity and cohesion	
WIB 1h	WIB-1-S025FP	Public Footpath	No	Yes – bank	Fence line	Clarity and cohesion	
WIB 1h	WIB-1-S026FP	Public Footpath	No	Yes – bank	Fence line	Clarity and cohesion	

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
WIB 1h	WIB-1-S027FP	Public Footpath	No	Yes – bank	Fence line	Clarity and cohesion	
WIB 1h	WIB-1-S028FP	Public Footpath	No	Yes – bank	Fence line	Clarity and cohesion	
WIB 1h	WIB-1-S029FP	Public Footpath	No	Yes – bank	Fence line	Clarity and cohesion	
WIB 1h	WIB-1-S030FP	Public Footpath	No	Yes – bank	Fence line	Clarity and cohesion	
WIB 1h	WIB-1-S031FP	Public Footpath	No	Yes – bank			
WIB 1h	WIB-1-S032FP	Public Footpath	Yes – see table 1.3.3	No	Various	Clarity and cohesion	Various means fence line & gardens
WIB 1h	WIB-1-S033FP	Public Footpath	Yes – see table 1.3.3	No	Various	Clarity and cohesion	Various means fence line & gardens
WIB 1h	WIB-1-S034FP	Public Footpath	Yes – see table 1.3.3	No	Various	Clarity and cohesion	Various means fence line & gardens
WIB 1h	WIB-1-S035FP	Public Footpath	Yes – see table 1.3.3	No	Various	Clarity and cohesion	Various means fence line & gardens
WIB 1h	WIB-1-S036RD	Public Highway (road)	Yes – see table 1.3.3	No			

1.3.2 Other options considered: Map WIB 1b - Lower Raypits Nature Reserve to Easter Reach

Maps	Route section numbers(s)	Other options considered	Reasons for not proposing this option
WIB 1a	WIB-1-S002	We considered aligning the trail along the existing public footpath that runs on top of the seawall and seaward of the proposed alignment as shown on the map	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ the seawall is breached and therefore the mapped public footpath is not accessible at any state of the tide ■ The proposed route is available at all states of the tide and is the walked route. ■ 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.
WIB 1b	WIB-1-S005	We considered aligning the trail along the existing public footpath that runs on top of the seawall and seaward of the proposed alignment as shown on the map	<ul style="list-style-type: none"> ■ Neither the seaward seawall nor the public right of way is maintained. Users follow the landward sea wall that sits higher affording better views. The walked line is maintained by the local authority. ■ 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
WIB1f to WIB 1g	WIB-1-S012 to WIB-1-S022	We considered aligning the trail along the existing public footpath that runs seaward of the proposed alignment as shown on the map	<ul style="list-style-type: none"> ■ the seawall is breached at various locations along these sections resulting in the mapped right of way not being accessible at any state of the tide ■ The proposed route provides a safe route during all states of the tide ■ 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

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.

1.3.3 Roll-back implementation – more complex situations: Maps WIB 1a to WIB 1h – Wallasea Island to Ferry Road Hullbridge

Maps	Route section numbers	Features or sites potentially affected	Our likely approach to roll-back
WIB 1a to WIB 1c	WIB-1-S001FP to WIB-1-S006FP	Mainly low lying arable and pasture land, with some dwellings on slightly higher ground.	Managed realignment is under consideration in the area. The trail is likely to be adjusted to follow the new coastal defences. 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. We will also give full regard to any designated features that are sensitive to public access that might use the newly created habitat.
WIB 1g	WIB-1-S019 to WIB-1-S020	Mainly low lying arable and pasture land.	<p>A policy of no active intervention is in place for the low banks that form the trail alignment along the eastern end of WIB-1-S020. The trail is likely to be adjusted to follow any new coastal defences or the edge of the high ground which may be in arable cultivation. The extent of any new tidal reach is unknown as are land use types this may affect.</p> <p>In reaching any 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. We will also give full regard to any designated features that are sensitive to public access that might use the newly created habitat.</p>
WIB 1h	WIB-1-S032FP to WIB-1-S036RD	Residential and commercial properties and caravan park	<p>A policy of no active intervention is in place for the banks that form the trail alignment along the public right of way at this location.</p> <p>If it is no longer possible to find a viable route seaward of the 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 the mobile home/caravan park we will choose a new route after detailed discussions with all relevant interests, either (a) to pass through the site, or (b) if this is not practicable, to pass somewhere on the landward side of it. In reaching this judgement we will have full regard to the need to seek a fair balance between the interests of potentially affected owners and occupiers and those of the public</p>

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 1.4: Proposals Maps

1.4.1 Map Index

Map reference	Map title
WIB 1a	Wallasea Island to Lower Raypits Nature Reserve
WIB 1b	Lower Raypits Nature Reserve to Easter Reach
WIB 1c	Easter Reach to Raypits Reach
WIB 1d	Raypits Reach to Shortpole Reach
WIB 1e	Longpole Reach to South Fambridge
WIB 1f	South Fambridge to Beckney Farm
WIB 1g	Beckney Farm to Yacht Station west of Brandy Hole
WIB 1h	Brandy Hole Yacht Station to Ferry Road, Hullbridge
Directions Map E1a & E1b	Directions to exclude/restrict access - as proposed for area covered by Report WIB 1

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

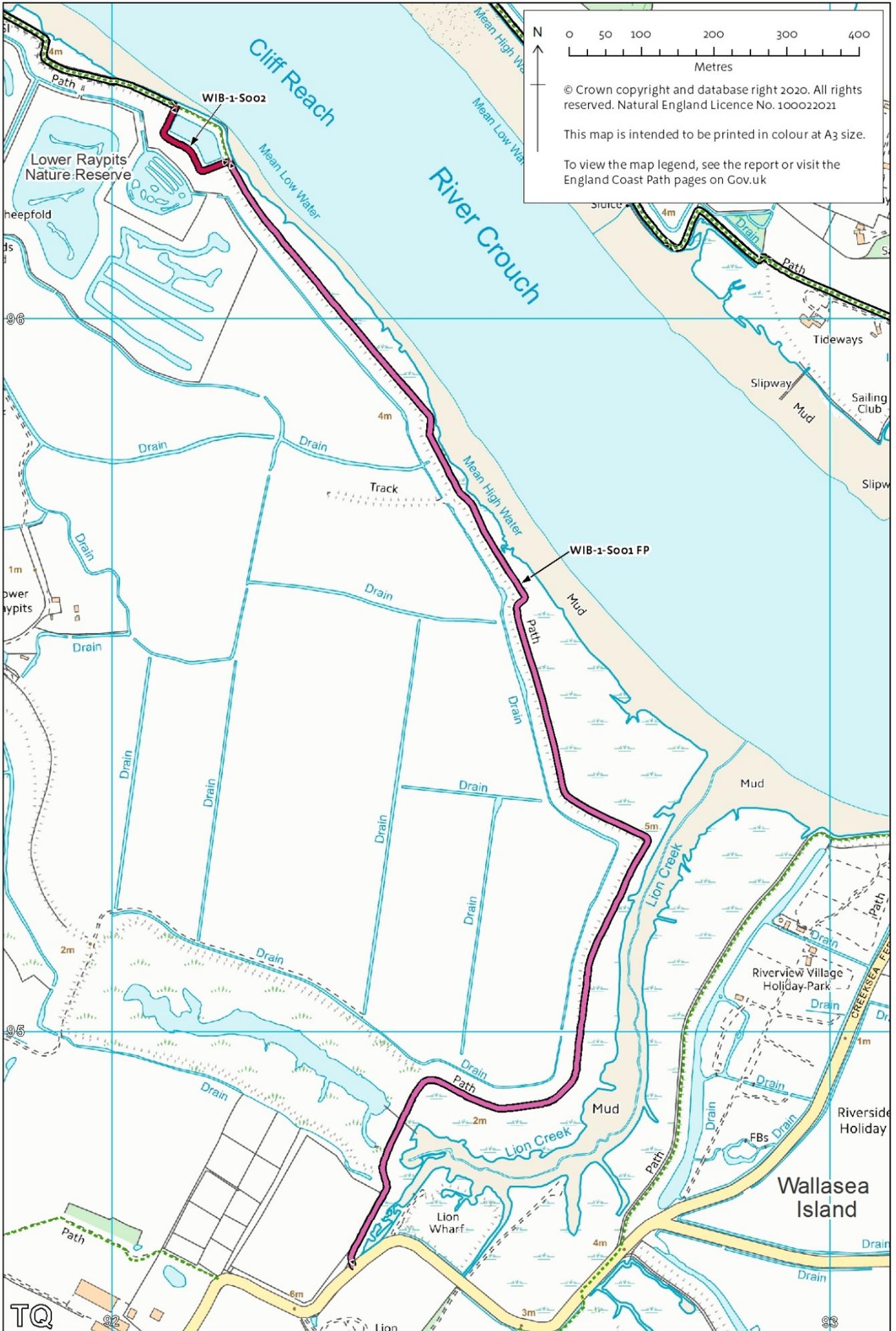
Infrastructure status

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

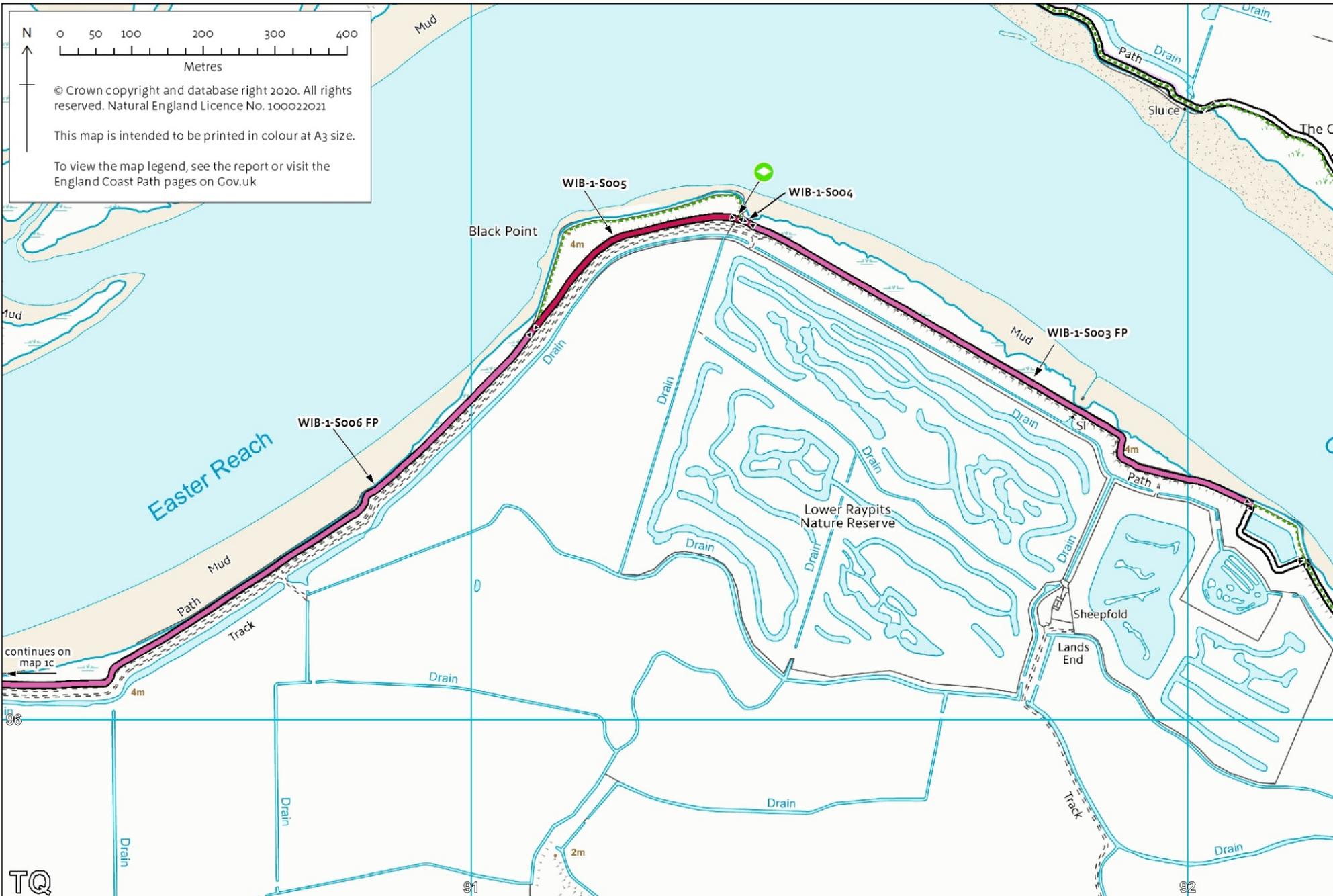
- Existing steps to be retained
- New steps required
- Existing steps to be removed

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

Map WIB 1a - Wallasea Island to Lower Raypits Nature Reserve

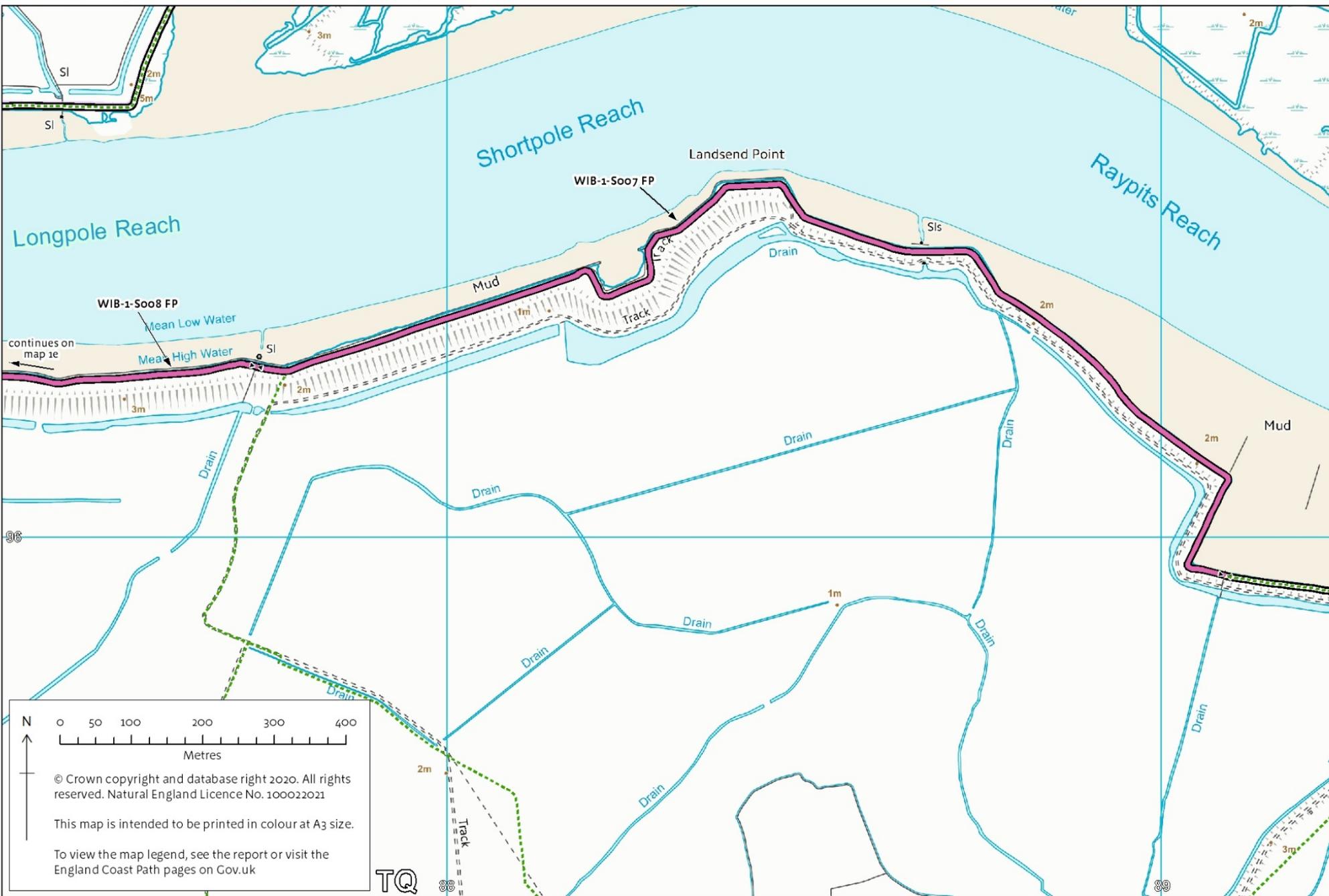


Map WIB 1b - Lower Raypits Nature Reserve to Easter Reach





Map WIB 1c - Easter Reach to Raypits Reach



Map WIB 1d - Raypits Reach to Longpole Reach

N
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0 50 100 200 300 400
 Metres

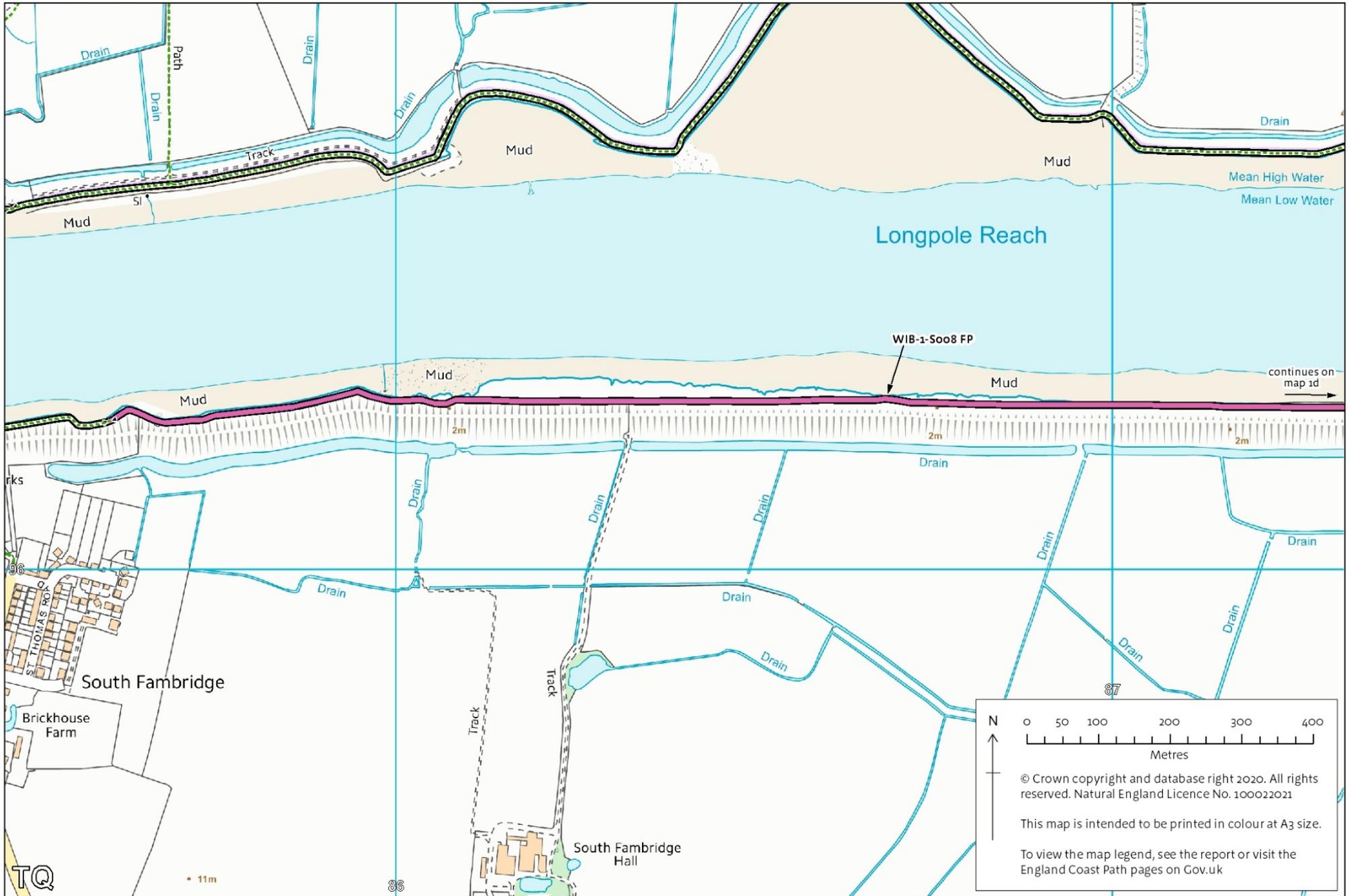
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This map is intended to be printed in colour at A3 size.

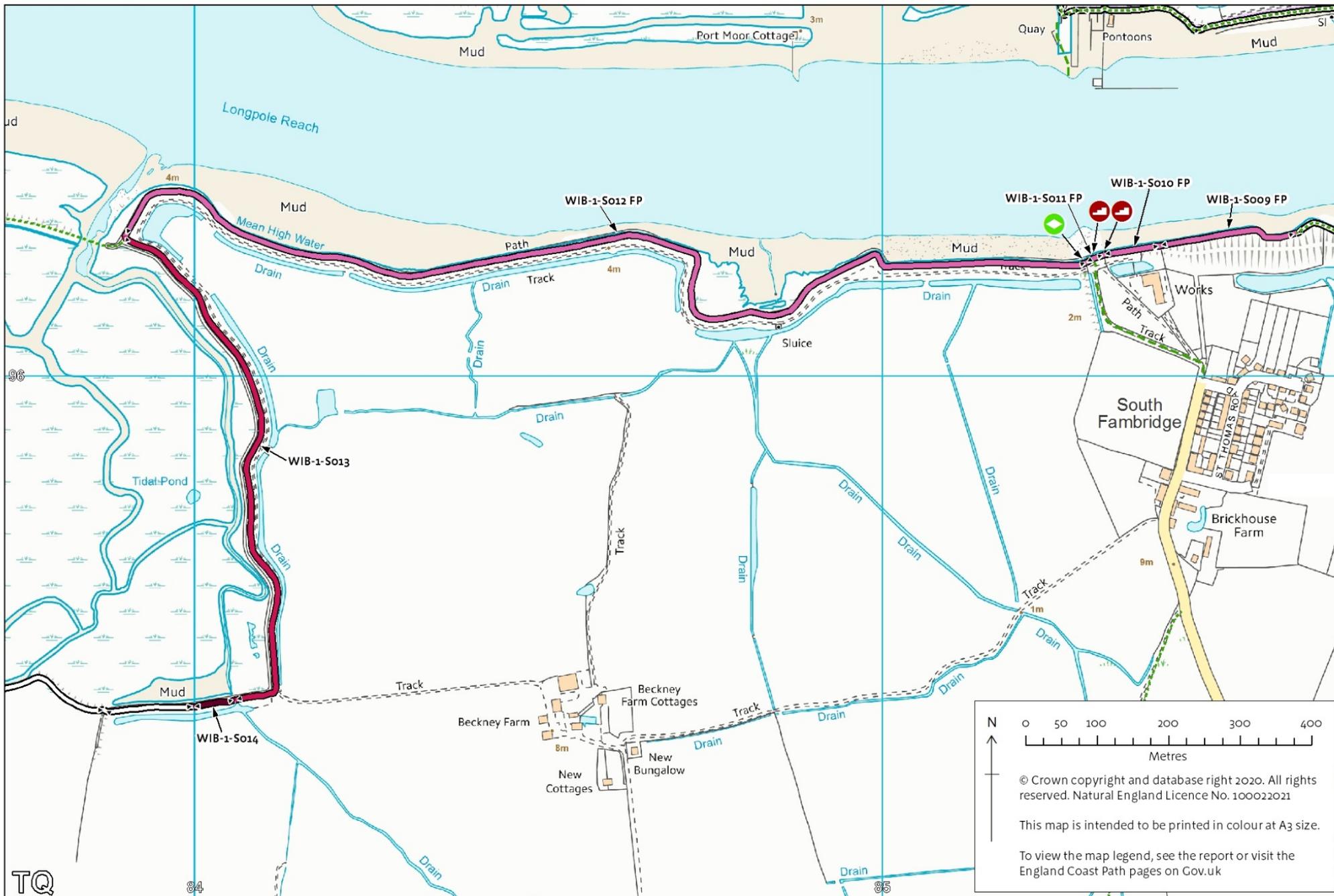
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

TQ

Map WIB 1e - Longpole Reach to South Fambridge



Map WIB 1f - South Fambridge to Beckney Farm

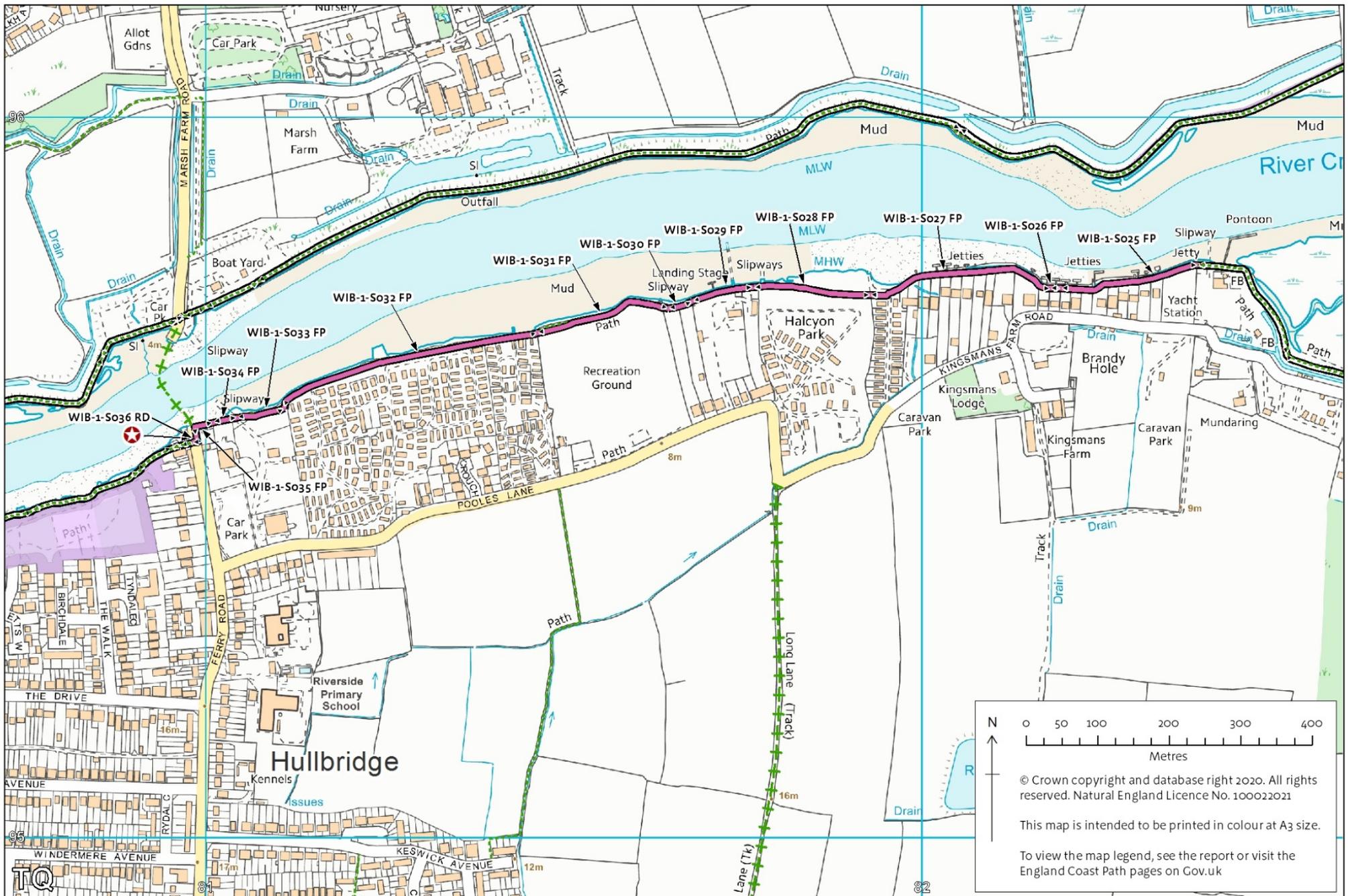


Map WIB 1f - South Fambridge to Beckney Farm

Map WIB 1g - Beckney Farm to Yacht Station west of Brandy Hole

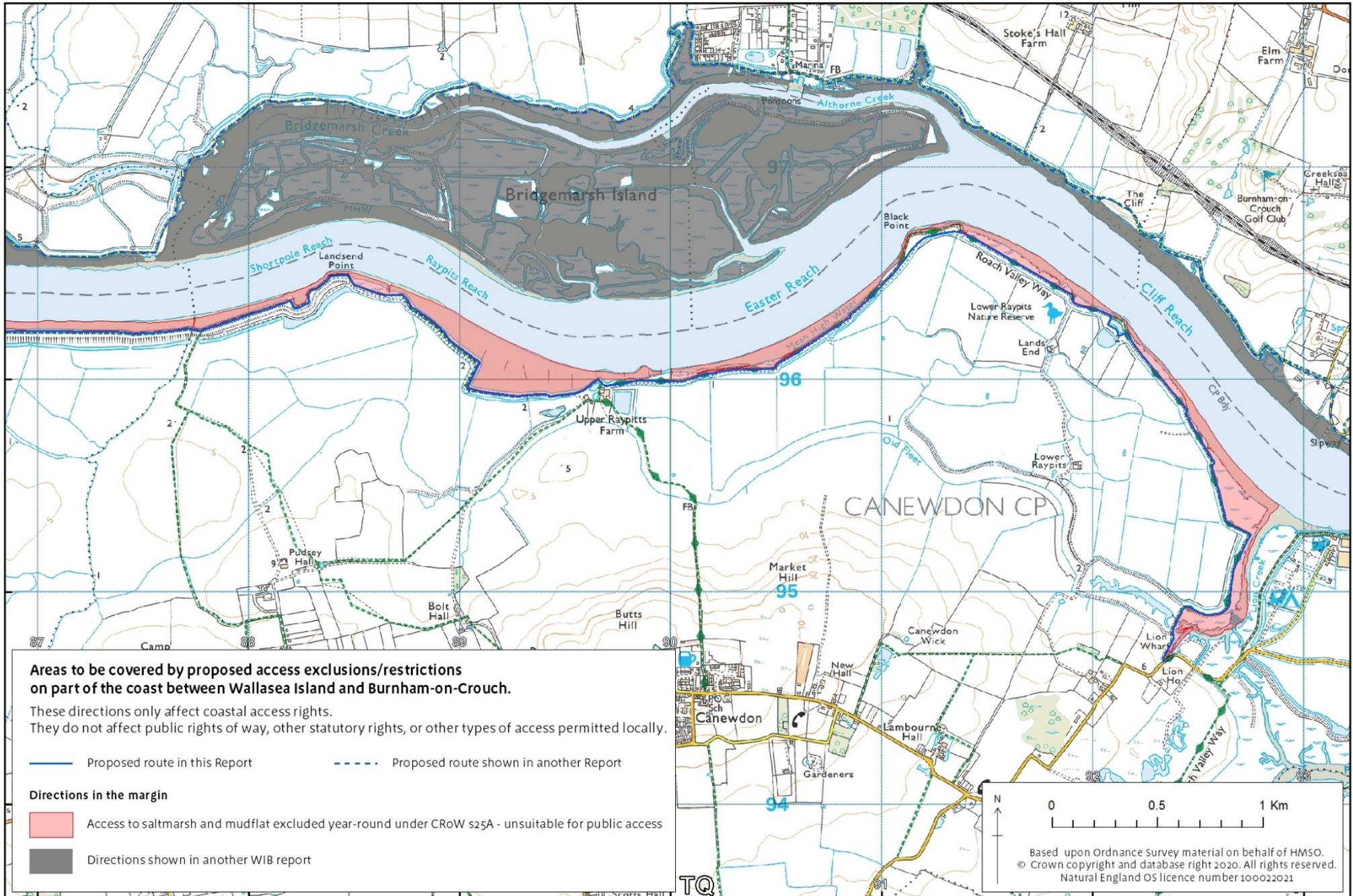


Map WIB 1g - Beckney Farm to Yacht Station west of Brandy Hole



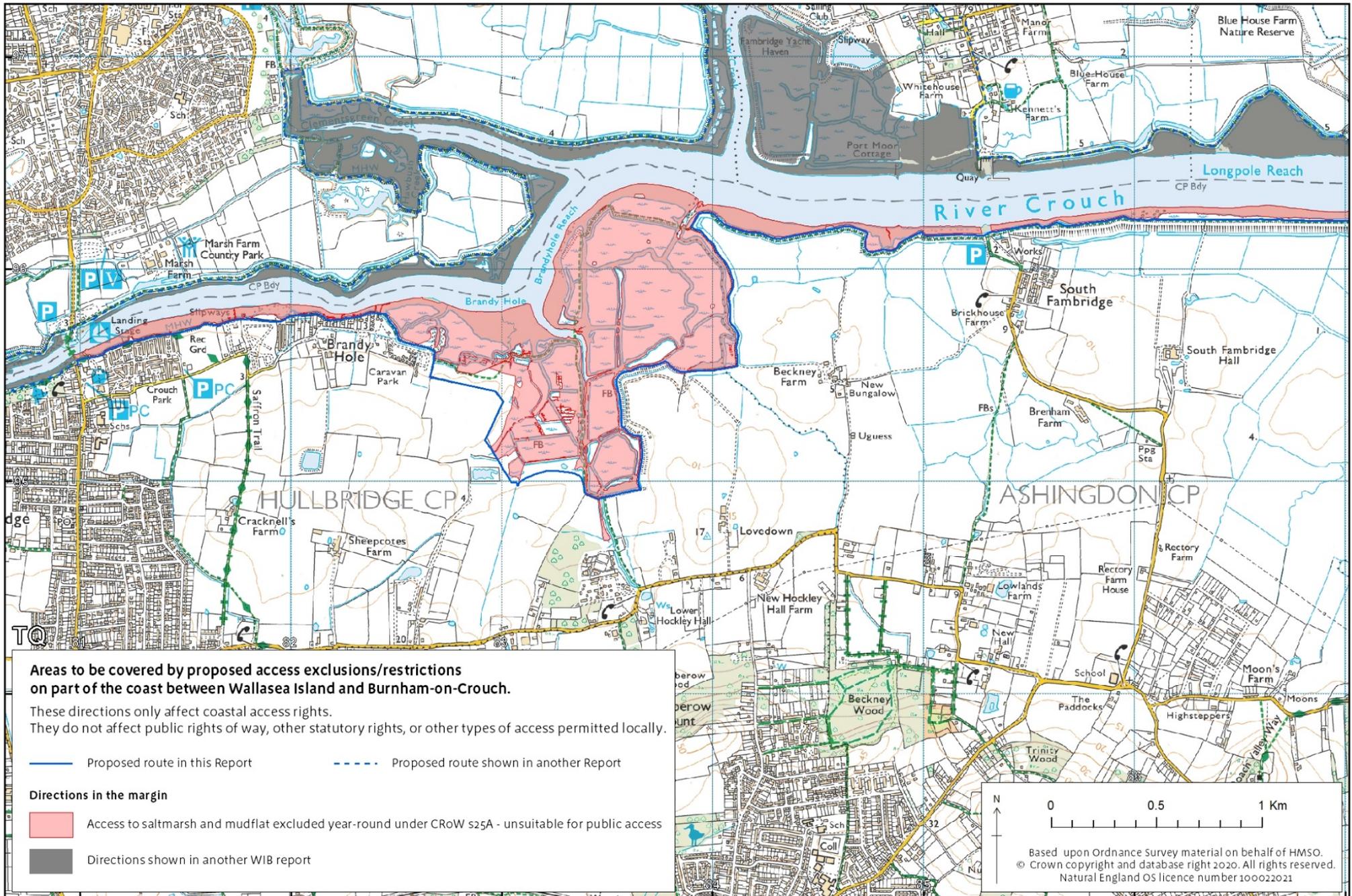
Map WIB 1h - Yacht Station west of Brandy Hole to Ferry Road, Hullbridge

Map WIB E1a: Directions to exclude/restrict access - as proposed for area covered by Report WIB 1



Map WIB E1a: Directions to exclude/restrict access - as proposed for area covered by Report WIB 1

Map WIB E1b: Directions to exclude/restrict access - as proposed for area covered by Report WIB 1



Map WIB E1b: Directions to exclude/restrict access - as proposed for area covered by Report WIB 1