



England Coast Path Stretch: Felixstowe Ferry to Bawdsey

Report FFB 3: Kyson Point to Wilford Bridge

Part 3.1: Introduction

Start Point:	Kyson Point (grid reference: TM2697 4742)
End Point:	Wilford Bridge (grid reference: TM2915 5012)
Relevant Maps:	FFB 3a to FFB 3c

3.1.1 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.

3.1.2 This report covers length FFB 3 of the stretch, which is the coast between Kyson Point and Wilford Bridge. 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.

3.1.3 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.

3.1.4 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 3.2: Proposals Narrative

The trail:

- 3.2.1 Generally follows existing walked routes, including public rights of way, along most of this length.
- 3.2.2 Mainly follows the shoreline quite closely and maintains good views of the estuary.
- 3.2.3 Is aligned on the foreshore at Kyson Point (map FFB3a section FFB-3-S002). See part 3.3 for details.
- 3.2.4 Follows a route similar to the existing public right of way but departs from this in places in order to follow the existing walked route (map FFB3c sections FFB-3-S059, FFB-3-S060 and FFB-3-S063).

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.

3.2.5 The following designated sites affect this length of coast:

- Deben Estuary SPA
- Deben Estuary SSSI
- Deben Estuary RAMSAR
- Kyson Meadows County Wildlife Site
- Melton Picnic Site County Wildlife Site

3.2.6 We consider that the coastal environment 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.

3.2.7 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:

3.2.8 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 be subject to tidal flooding at times at Kyson Point (map 3a section FFB-3-S002);
- The trail would follow an uneven gravel path in places along the seawall such as near to Kyson Hill (map 3a sections FFB-3-S005 and FFB-3-S006).

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

Where we have proposed exercising statutory discretions:

3.2.9 **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 as indicated by the extent of the trail shown on map FFB 3c.

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

3.2.10 Landward boundary of the coastal margin: We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 3.3.1 below.

3.2.11 At Woodbridge we have used this discretion to limit the landward extent of the coastal margin to banks. 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:

- It provides an easily identifiable boundary for access users.

3.2.12 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 3.3.1. 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 3.3.1] 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.

3.2.13 **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

3.2.14 Access to the saltmarsh and mudflat in the coastal margin will be excluded all year round, seaward of route sections FFB-3-S001 to FFB-3-S068. This is proposed under section 25A of the Countryside and Rights of Way Act (2000) because we are satisfied that 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 E3 for further detail.

3.2.15 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.
- Firmer areas along the shoreline that are traditionally used as beaches, including the beach area at Kyson Point, are not excluded under Section 25A.

3.2.16 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.

3.2.17 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.

3.2.18 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.

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

3.2.19 **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

3.2.20 Column 4 of table 3.3.1 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 3a to FFB 3c as the proposed route of the trail.

3.2.21 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 3.3.1, the route is to be at the centre of the line shown on maps FFB 3a to FFB 3c as the proposed route of the trail.

Other future change:

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

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

Establishment of the trail:

3.2.23 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, and detailed in their separate reports.

3.2.24 Our estimate of the capital costs for physical establishment of the trail on the proposed route between Kyson Point and Wilford Bridge is £700 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.

3.2.25 There is one main element 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.

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	£700
Project management	£100
Total	£800 (Exclusive of any VAT payable)

3.2.26 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, 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:

3.2.27 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).

3.2.28 We estimate that the annual cost to maintain the trail between Kyson Point and Wilford Bridge will be £2,000 (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 3.3: Proposals Tables

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

3.3.1 Section Details: Maps FFB 3a to FFB3c - Kyson Point to Wilford Bridge

Key notes on table:

1. 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.
2. Column 4 – ‘Yes – see table 3.3.2’ 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.
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
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
FFB 3a	FFB-3-S001	Public footpath	Yes – see table 3.3.2	No	Wall	Clarity and cohesion	
FFB 3a	FFB-3-S002	Public footpath	Yes –see table 3.3.2	Foreshore	Wall	Clarity and cohesion	
FFB 3a	FFB-3-S003	Public footpath	Yes –see table 3.3.2	No	Landward edge of path	Clarity and cohesion	
FFB 3a	FFB-3-S004	Public footpath	Yes –see table 3.3.2	Yes - bank	Landward edge of path	Clarity and cohesion	
FFB 3a	FFB-3-S005	Public footpath	Yes –see table 3.3.2	Yes - bank			The margin extends to the toe of the landward slope, by default.
FFB 3a	FFB-3-S006	Public footpath	Yes –see table 3.3.2	Yes - bank			The margin extends to the toe of the landward slope, by default.

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
FFB 3a	FFB-3-S007	Public footpath	Yes –see table 3.3.2	Yes - bank	Fence line	Clarity and cohesion	See Paragraph 3.2.12
FFB 3a	FFB-3-S008	Public footpath	Yes –see table 3.3.2	Yes - bank	Fence line	Clarity and cohesion	See Paragraph 3.2.12
FFB 3a	FFB-3-S009	Public footpath	Yes –see table 3.3.2	Yes - bank			The margin extends to the toe of the landward slope, by default.
FFB 3a	FFB-3-S010	Public footway (pavement)	Yes –see table 3.3.2	No	Pavement edge	Clarity and cohesion	See Paragraph 3.2.12
FFB 3b	FFB-3-S011	Public footpath	No	No	Wall	Clarity and cohesion	See Paragraph 3.2.12
FFB 3b	FFB-3-S012	Public footpath	No	No	Wall	Clarity and cohesion	See Paragraph 3.2.12
FFB 3b	FFB-3-S013	Public footpath	No	No	Wall	Clarity and cohesion	See Paragraph 3.2.12
FFB 3b	FFB-3-S014	Public footpath	No	No	Wall	Clarity and cohesion	See Paragraph 3.2.12
FFB 3b	FFB-3-S015	Public footpath	No	No			
FFB 3b	FFB-3-S016	Public footpath	No	No	Wall	Clarity and cohesion	See Paragraph 3.2.12
FFB 3b	FFB-3-S017	Public footpath	No	No	Wall	Clarity and cohesion	See Paragraph 3.2.12
FFB 3b	FFB-3-S018	Public footpath	No	No	Wall	Clarity and cohesion	See Paragraph 3.2.12
FFB 3b	FFB-3-S019	Public footpath	No	No	Wall	Clarity and cohesion	See Paragraph 3.2.12
FFB 3b	FFB-3-S020	Public footpath	No	No	Wall	Clarity and cohesion	See Paragraph 3.2.12

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
FFB 3b	FFB-3-S021	Public footpath	No	No			
FFB 3b	FFB-3-S022	Public footpath	No	No	Wall	Clarity and cohesion	See Paragraph 3.2.12
FFB 3b	FFB-3-S023	Public footpath	No	No	Wall	Clarity and cohesion	See Paragraph 3.2.12
FFB 3b	FFB-3-S024	Public footpath	No	No	Fence line	Clarity and cohesion	See Paragraph 3.2.12
FFB 3b	FFB-3-S025	Public footpath	No	No	Fence line	Clarity and cohesion	See Paragraph 3.2.12
FFB 3b	FFB-3-S026	Public footpath	No	No	Landward edge of path	Clarity and cohesion	See Paragraph 3.2.12
FFB 3b	FFB-3-S027	Public footpath	No	No	Hedgerow	Clarity and cohesion	See Paragraph 3.2.12
FFB 3b	FFB-3-S028	Public footpath	No	No	Hedgerow	Clarity and cohesion	See Paragraph 3.2.12
FFB 3b	FFB-3-S029	Public footpath	No	No	Hedgerow	Clarity and cohesion	See Paragraph 3.2.12
FFB 3b	FFB-3-S030	Public footpath	No	No			
FFB 3b	FFB-3-S031	Public footpath	No	No			
FFB 3b	FFB-3-S032	Public footpath	No	No			
FFB 3b	FFB-3-S033	Public footpath	No	No	Fence line	Clarity and cohesion	See Paragraph 3.2.12
FFB 3b	FFB-3-S034	Public footpath	No	No	Fence line	Clarity and cohesion	See Paragraph 3.2.12
FFB 3b	FFB-3-S035	Public footpath	No	No	Fence line	Clarity and cohesion	See Paragraph 3.2.12
FFB 3b	FFB-3-S036	Public footpath	No	No			
FFB 3b	FFB-3-S037	Public footpath	No	No	Landward edge of path	Clarity and cohesion	See Paragraph 3.2.12

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
FFB 3b	FFB-3-S038	Public footpath	No	Yes - bank			The margin extends to the toe of the landward slope, by default.
FFB 3b	FFB-3-S039	Public footpath	No	Yes - bank	Fence line	Clarity and cohesion	See Paragraph 3.2.12
FFB 3b	FFB-3-S040	Public footpath	No	Yes - bank	Wall	Clarity and cohesion	See Paragraph 3.2.12
FFB 3b	FFB-3-S041	Public footpath	No	Yes - bank	Fence line	Clarity and cohesion	See Paragraph 3.2.12
FFB 3b	FFB-3-S042	Public footpath	No	Yes - bank	Fence line	Clarity and cohesion	See Paragraph 3.2.12
FFB 3b	FFB-3-S043	Public footpath	No	Yes - bank	Fence line	Clarity and cohesion	See Paragraph 3.2.12
FFB 3b	FFB-3-S044	Public footpath	No	Yes - bank	Fence line	Clarity and cohesion	See Paragraph 3.2.12
FFB 3b	FFB-3-S045	Public footpath	No	Yes - bank	Fence line	Clarity and cohesion	See Paragraph 3.2.12
FFB 3b	FFB-3-S046	Public footpath	No	Yes - bank	Fence line	Clarity and cohesion	See Paragraph 3.2.12
FFB 3b	FFB-3-S047	Public footpath	No	Yes - bank	Fence line	Clarity and cohesion	See Paragraph 3.2.12
FFB 3b	FFB-3-S048	Public footpath	No	Yes- bank	Fence line	Clarity and cohesion	See Paragraph 3.2.12
FFB 3b	FFB-3-S049	Public footpath	No	Yes - bank	Fence line	Clarity and cohesion	See Paragraph 3.2.12
FFB 3b	FFB-3-S050	Public footpath	No	Yes - bank	Fence line	Clarity and cohesion	See Paragraph 3.2.12
FFB 3b	FFB-3-S051	Public footpath	No	Yes - bank	Fence line	Clarity and cohesion	See Paragraph 3.2.12

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
FFB 3b	FFB-3-S052	Public footpath	No	Yes - bank			The margin extends to the toe of the landward slope, by default.
FFB 3c	FFB-3-S053	Public footpath	No	Yes - bank			The margin extends to the toe of the landward slope, by default.
FFB 3c	FFB-3-S054	Public footpath	No	Yes - bank			The margin extends to the toe of the landward slope, by default.
FFB 3c	FFB-3-S055	Public footpath	No	No			
FFB 3c	FFB-3-S056	Public footpath	No	No	Wall	Clarity and cohesion	See Paragraph 3.2.12
FFB 3c	FFB-3-S057	Public footpath	No	No			
FFB 3c	FFB-3-S058	Public footpath	No	No			
FFB 3c	FFB-3-S059	Other existing walked route	No	No	Fence line	Clarity and cohesion	See Paragraph 3.2.12
FFB 3c	FFB-3-S060	Other existing walked route	No	No	Fence line	Clarity and cohesion	See Paragraph 3.2.12
FFB 3c	FFB-3-S061	Public footpath	No	Yes - bank			The margin extends to the toe of the landward slope, by default.
FFB 3c	FFB-3-S062	Public footpath	No	Yes - bank			The margin extends to the toe of the landward slope, by default.
FFB 3c	FFB-3-S063	Other existing walked route	No	Yes - bank			The margin extends to the toe of the

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
							landward slope, by default.
FFB 3c	FFB-3-S064	Public footpath	No	Yes - bank			The margin extends to the toe of the landward slope, by default.
FFB 3c	FFB-3-S065	Public footpath	No	Yes - bank			The margin extends to the toe of the landward slope, by default.
FFB 3c	FFB-3-S066	Public footpath	Yes –see table 3.3.2	Yes - bank			The margin extends to the toe of the landward slope, by default.
FFB 3c	FFB-3-S067	Public footpath	Yes –see table 3.3.2	No	Path	Clarity and cohesion	See Paragraph 3.2.12
FFB 3c	FFB-3-S068	Public footway (pavement)	No	No	Pavement edge	Clarity and cohesion	See Paragraph 3.2.12

3.3.2 Roll-back implementation – more complex situations: Map 3a to 3c Kyson Point to Wilford Bridge

Maps	Route section numbers	Features or sites potentially affected	Our likely approach to roll-back
FFB 3a to FFB 3c	FFB-3-S001 to FFB-2-S010 FFB-3-S066 to FFB-2-S067	Buildings, curtilage, gardens, railway line, road.	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.

Part 3.4: Proposals Maps

3.4.1 Map Index

Map reference	Map title
FFB 3a	Kyson Point to The Avenue, Woodbridge
FFB 3b	The Avenue, Woodbridge to Spring Farm Sewage Works
FFB 3c	Spring Farm Sewage Works to Wilford Bridge
FFB E3	Proposed direction under S25A 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

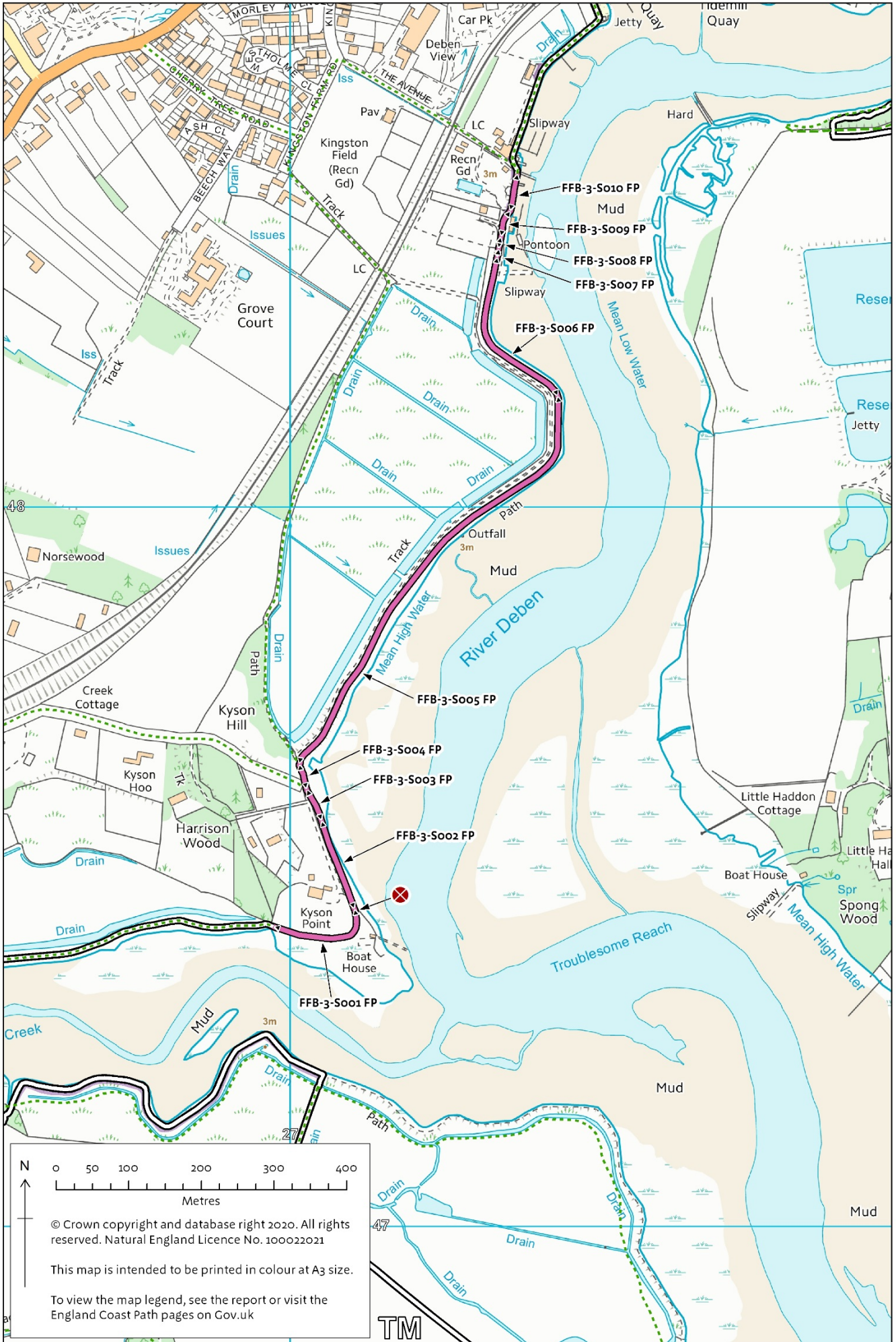
Infrastructure status

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 3a - Kyson Point to The Avenue, Woodbridge



N
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



Map FFB 3b - The Avenue, Woodbridge to Spring Farm Sewage Works

Map FFB 3b - The Avenue, Woodbridge to Spring Farm Sewage Works

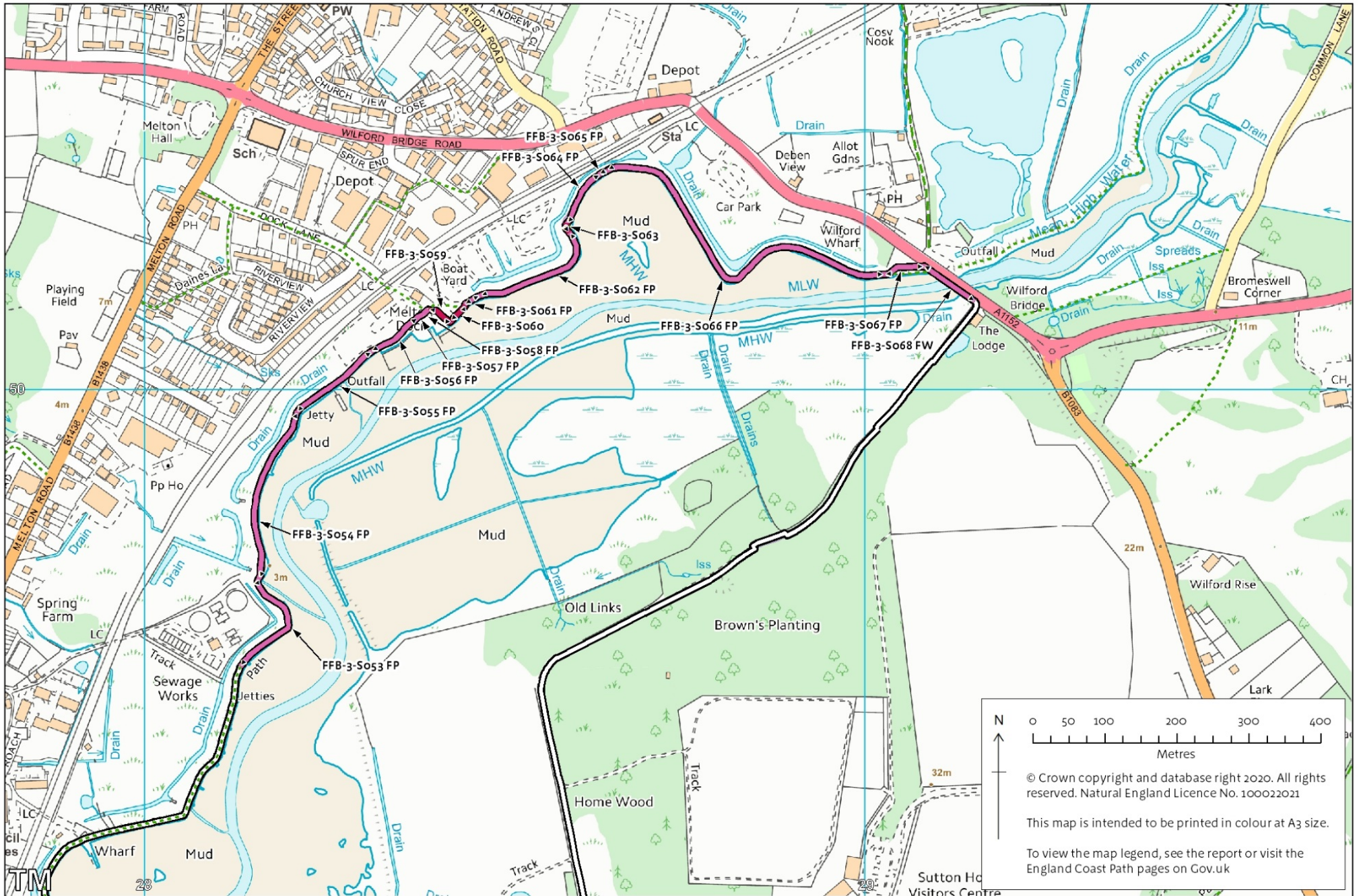


N
0 50 100 200 300 400
Metres

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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



Map FFB 3c - Spring Farm Sewage Works to Wilford Bridge

N
 0 50 100 200 300 400
 Metres
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Map FFB E3:

Directions to exclude/restrict access - as proposed for area covered by Report FFB3

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 in this Report
- Proposed route shown in another Report
- Saltmarsh and flat unsuitable for public access all year round
- Directions shown in another FFB report



Map FFB E3: Directions to exclude/restrict access - as proposed for area covered by Report FFB3

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