

Railway days out from Liverpool Street and Fenchurch Street



The text in this book is merely an indication of what might be possible ... or what might have been possible at the time of researching or later revision.

Each reader must assess whether each part of the route qualifies as suitable or safe for public access. The author does not warrant any point of legality or safety in any part of the description of the route.

Thanks are due to many people who have helped me with route-finding and with intelligence local to a number of areas traversed by the route. Their contributions enrich the route and the stories along it. Clearly, any mistakes and misinterpretations remain with the author.

© 2026 I G Liddell

Front cover photograph:
Fobbing church in the landscape
(Stanford-le-Hope to Pitsea walk)

The days out

Introduction

This document contains details of some walks which may be reached from the London termini of Liverpool Street and Fenchurch Street (the latter for the Laindon and Stanford-le-Hope walks).

Routes which are presented without photographs require a further visit to confirm updated details, so be cautious on those routes.

The routes are

- **Bishop's Stortford and Hazel End (circuit)**
14.6km; 3hr 11min (see page 15)
- **Chelmsford and Broomfield (circuit)**
13.4km; 2hr 45min (see page 21)
- **Elsenham and Widdington (circuit)**
13.2km; 2hr 46min (see page 25)
- **Hockley and Hullbridge (circuit)**
13.4km; 2hr 56min (see page 29)
- **Laindon and Langdon Hills (circuit)**
13.0km; 2hr 54min (see page 35)
- **Stanford-le-Hope to Pitsea (linear)**
14.6km; 3hr 01min (see page 39)
- **Temple Bar and Turkey Brook (circuit)**
12.9km; 2hr 44min (see page 45)
- **White Notley and Cressing (circuit)**
11.9km; 2hr 28min (see page 51)
- **Wickham Market to Woodbridge (linear)**
13.0km; 2hr 46min (see page 55)



General information

Planning your days

Getting to and from the routes

First of all, I intended to reach the start of each route as early in the day as possible. I did this by catching (generally) the first bus of the day from my nearest stop in the outermost fringe of London. This demonstrated the great difference between Sunday walking and the rest of the week: the first Sunday bus (at about 0740, as opposed to 0610 on other days) meant that the day's walk might not be started before 1000, and sometimes even later. I aim to finish the day's walk by 1400 if at all possible, because that's when the heat is switched off by the sun in winter (and the switch-off time comes even earlier if you are to the north of higher ground).

In the route guides, useful bus stops and stations are noted, with link routes described if they are not adjacent to the route itself. You will need both the TfL journey planner (<https://tfl.gov.uk/>) and the National Public Transport Information site (which has superseded and consolidated the various regional Traveline offerings and is at <https://www.nationalpti.co.uk/>) to plan your days. Once you know the routes you will need to research, <https://bustimes.org/> comes into its own, providing information about every bus and every stop — to give you shorter options and emergency exits.

You may note that I have tried to ensure that linear walks are chosen to be walking northwards or westwards as much as possible (unless the opposite direction makes significantly greater sense). This minimises staring into the sun, particularly in the morning when it is low in the sky. On circular walks, of course, the direction is all but immaterial, for you will be pointing south at some point in the circuit.

Finding the way

Map

Of course, the first step in finding the route is to read and to follow the detailed route-notes in the guide! But a map is still a very helpful aid, especially to find context, exit routes and alternatives, and the very best published maps for walkers are the Ordnance Survey Explorer series at a scale of 1:25000.

Assuming that you have access to a computer and printer, though, there is a far better option open to you than buying large fold-out paper maps which go out of date with every by-pass, brownfield

conversion, or cliff collapse. A subscription to the Ordnance Survey's online map service is one of the best investments any walker in Great Britain can make. For less than £40 per year (at 2026 prices), this will give unlimited online access to Ordnance Survey cartography stretching from Shetland to Scilly: you will note that they have a range of subscription plans available. See

<https://www.ordnancesurvey.co.uk/osmaps/>)

for details of the subscription service.

With this subscription, you may import GPX routes and create your own routes: these may be stored in the cloud, accessible only to you with your account or, if you so desire, made available to other users of the app. Also, you may export basic GPX data for any route to a file, and the software is able to calculate optimal directions for road trips too. You may then print maps and route-plans, using your own decisions as to paper size (A4 or A3), scale, and orientation, without limit) for your personal use. The map quality is second to none, just as one would expect from the Ordnance Survey.

The A-Z atlases and maps (and similar publications) are also useful for street names, etc., and show some of the paths, particularly in the built-up areas, but the limitations of scale are greater with a mapset which prioritises roads and streets, so the precision is diluted.

Needless to say, Google Maps (and other online services) can show the route of an imported GPX file on top of their base maps. However, the quality of the map, and of the resultant print, will suffer badly in comparison with the Ordnance Survey app's offering of crisp, clear, high-quality cartography.

Never rely solely on a map on your smartphone: the drain on the battery as the phone polls for your location is significant, and the consequences of losing navigability because of battery drainage, while perhaps not quite as life-threatening as it was for the idiots who tried to navigate across the Lakeland Fells with a phone, are still serious. Also, when all is said and done, the places where you are need navigational assistance are precisely those with extremely limited signal quality.

To return to the Lake District for an example of the vagaries of signal strength, I pulled out my phone at Hardknott Roman camp (but only to check for a text), and there was only a very weak signal ... from Manx Telecom. To cap it all, I had a text from Manx Telecom two days later, asking for my views on having experienced their service in using my phone while abroad.

Compass

Within the narrative, the sixteen main compass directions are used for most instances of orientation where the bearing is close enough. However, sometimes more accuracy is required, and a numerical

compass bearing has to be given (clockwise from north). It should be stressed that a compass is a very useful piece of equipment, even on suburban streets, but it becomes essential when crossing areas of heath or woodland where there is a multitude of paths (or none at all).

Nowadays, many of our mobile phones have compass apps, and for those whose phones are missing the app ... well, a basic Silva or Suunto (or similar) compass will be fine for these walks. Just keep yourself clear of danger by using your phone (and its battery) sparingly.

Of course, if you can see the sun, you can gauge directions pretty easily: it is in the east at 6am, in the south-east at 9am, south at noon, south-west at 3pm and west at 6pm (an hour later during British Summer Time, of course). The pedants may raise the question of longitude, but even at Wickham Market station, the clock lags the sun by less than six minutes.

Logistics

Start and finish

You should note the restricted nature of much Sunday travel (and also on Saturdays, in some cases), and this may inform your choice of the day of the week for a particular route. The National Rail status page

<https://www.nationalrail.co.uk/disruptions/>

should warn you of planned and *ad hoc* disruptions to rail services, as will the TfL site for disruptions within London. Be sure to check <https://bustimes.org/> for bus availability, particularly at weekends.

Food and drink

It might seem, at first glance, unnecessary to carry provisions while walking in a well-populated area, but needing to hunt down victuals can be distracting and dispiriting. If a café or pub is not reached at the right time of day (or is found to be closed when you arrive), a period of gloom may set in; at the wrong point of the natural cycle of walking spirit, the need for a formal stop can disrupt the flow of the walk.

Each of these eventualities may lead to a mental off-switch being thrown, when you will be walking *through* an area without the experience of being *in* the area. Indeed, if you stick rigidly to the routes as given in the notes, there will often be long stretches along which you will not encounter a shop on the route itself. In areas of dearth, off-route facilities are indicated.

Of course, this applies more stringently in the rural areas, where you know that there could be long distances between refreshment facilities. You should always carry a small water bottle and some emergency nibbles; on some stretches, it can be handy to have a sandwich or similar in reserve. You are encouraged to make use of local facilities in the areas passed through, but you should also make sure that you have a Plan B tucked away in your pocket or backpack — whether for yourself, or for someone you might meet who is in greater distress.

First aid

The above advice applies equally to the carrying of a simple first aid kit of sticking plaster, antiseptic cream, antiseptic wet wipes (for disposal other than by flushing), tissues and sunscreen, plus zipped polythene bags for the sterile collection and subsequent disposal of any contaminated material. The small barrel of brandy which is stereotypically to be found round the neck of a St Bernard is optional.

Directions

I try to keep out of the trap of “cross the stile, and make for invisible barn over the skyline”, a direction which I discovered (and revised) within a set of route-notes to a long-distance path more than forty years ago.

You will see that these directions are sufficient to follow the route if you have a capable map in your hand ... and a capable map-reader in your party.

Times and distances

Each route is headed by details of the distance, ascent and duration. For the purposes of the calculation, standard walking pace is set at 5 kilometres per hour: individual readers may adjust expected timings according to their natural speed.

Distances are given in kilometres (after all, that's how the grid squares are constructed on the map, and we should really have ditched the awkward multiples of 12, 3, 220, and 8 several generations ago); the duration is based on Naismith's Rule at a flat-ground pace of 5 kilometres per hour, and accounting for slope. If your natural walking speed is at 4 kilometres per hour, you will need to adjust the duration by a factor of 1.25 to obtain an approximate duration for your own needs.

Do not assume, though, that you can manage a faster gait, especially in towns and cities: that will just put you under the cosh on expectations, and will leave no time to stand and stare. Urban

walking has its own accelerations and decelerations, separate from its rural counterpart — even waiting at traffic lights will change your overall speed. Key access points to public transport within routes are given at the appropriate points in the narrative of the route directions.

Background information

Throughout the text, I have attempted to give historical and other context to the areas through which you are passing. This may discuss a physical aspect of the route, such as the geology or architecture. Alternatively, it may point out something which might be interesting in social terms — a famous resident, perhaps, or a link with another route. These discursive alerts will be in [blue](#).

While each reader may have a favourite topic for such background information, it is hoped that there will be some interest for all in each of these inserts into the route-text.

Another form of insert alerts the reader to the various logistical matters which you will encounter — either for good (the presence of opportunities for refreshment or for the replenishment of supplies, and transport opportunities), or for the not so good (having to travel along a busy road or cross a busy railway, or the presence of other poor or dangerous walking conditions). In addition, this covers any points where an apparently obvious next step is the wrong answer. These logistical alerts will be in [red](#).

Respecting the route

Responsible walkers will always obey the Countryside Code when in the country, but respect for the route does not stop at the 30mph signs.

Whether you are on a street, a towpath, a footpath, or any other part of the route, you are only a guest passing through the community of others. The residents and other users have every right to expect that you do not abuse their environment while you borrow it for your transient use.

- Parking in residential roads, in front of gates or other field access, and beside farm driveways at the start or end of your walk is dissuaded most strongly — use local car parks if you really must arrive by car (though using public transport is a far better option, especially in walking linear routes). After all, these routes are described as *railway* days out.
- Do not make excessive noise as you go along — play no music, and quiet conversation barely above a whisper is loud enough. Let the surroundings do the talking.

- Do not block the way for other users by walking in large groups or more than two abreast (this is, of course, the most civilised way to act wherever you walk, be that along Oxford Street or in the Outer Hebrides).
- Be extremely careful not to leave litter anywhere — it is always an eyesore and may be dangerous (*e.g.*, in starting a wildfire). Always try to replenish your supplies at local shops, cafés, and so on: this helps to pay back the community for your use as you pass through.
- Finally, be sure to enjoy your passage through the areas borrowed by the routes — and show it by smiling to the locals you meet.

Conventions used in this guide

Measurement

One convention will already have been noted — the consistent use of metric measurements. This is the logical choice to correspond with map scales, and avoids the need for mental arithmetic in scales of three or of 22. Most people can be happy to consider their natural walking pace at 6kph, 5kph, or 4kph: that translates to one kilometre per 10, 12, or 15 minutes respectively. Even an ambling 3kph comes out at a nice round 20 minutes per kilometre.

However, there are other conventions to give you, the reader, help in reading the text.

Colour

Within the route sections of the guide (that is, excluding these preamble pages), black text is used to denote the detailed route descriptions, while coloured text is used for other types of information.

- Text in black is used for detailed route description.
- Text in maroon is used for logistical information, such as access to public transport or the whereabouts of cafés, restaurants, pubs or shops. It is also used to warn of dangers or “wrong-route” options
- Text in blue is used for historical and other background information, and for descriptive discussion text.
- Text in green is used to describe alternative routes.

Clearly, these classes of information may overlap in places to a greater or lesser degree, and inevitably there will be some leakage of text into what some readers may consider the ‘wrong’ colour.

Words

Within the text I use the word *refuge* in two ways to describe specific aspects of the route.

- A *refuge path* is a path provided (usually as a permissive route by the landowner, and often by agreement with the local highway authority) along the edge of a field, etc. This typically separates the walker from a roadway which would be dangerous owing to the lack of a verge. Some refuge paths are also used as off-road equestrian refuges.
- In crossing a road where there is no pedestrian crossing (whether light-controlled or a plain zebra crossing), a small island between the two directions of road travel is described as a *refuge*.

I use the word *triangle* to describe a refuge of that shape, usually as a means of separating the traffic at the approach to a junction or roundabout. The word *footway* is preferred to *pavement*, and *underpass* to *subway* to avoid ambiguity with road surfaces and underground railways respectively.

Maps of the route

The routes are mapped and are available to view on the *OS Maps Online* website and app (see the appropriate link at the end of this introduction) — *OS Maps Online* subscribers have access to the 1:25000 and 1:50000 maps, the latter really only useful for broad planning. You should note that the online access to the mapping will give you automatic updates to roads, paths and other features in the landscape (such as cliff erosion and rewilding projects) as they appear. This very useful feature is, of course, not covered by using paper maps, unless you keep purchasing replacements every time they are updated.

To find a particular route, you should home in on the area of interest (making sure that the start of the route is covered by the displayed area of the on-screen map).

- Select *Routes*, then *Discover routes*, and untick the *Premium routes* constraint (which restricts the search to some commercial providers).
- You should then be able to find the required route (whose name will begin with “Railway days out”, followed by the starting point, by scrolling through the list of routes alphabetically).

Alternatively, you may find it easier to paste the URL from the introduction to the route as given in the appropriate section of this document.

Online resources — transport and logistics

There are some very useful resources from the major transport players, and from others. A few of the most notable resources are listed below.

- **Transport for London**

<https://tfl.gov.uk/>

Full details of all TfL services, including timetables, bus route maps, status reports, live arrival data, journey planning, and more. Third-party connections such as National Rail and non-TfL bus services are included. The website also contains resources for walking routes in London.

- **National Public Transport Information**

<https://www.nationalpti.co.uk/>

Journey planning for public transport across the country. TfL is generally more detailed and more accurate within London, but NPTI is needed when you stray beyond the TfL area. This website/app supersedes and consolidates the former regional Traveline offerings.

- **National Rail**

<http://www.nationalrail.co.uk/>

Journey planning for rail services. Note that the TfL journey planner includes rail services within London. There is coverage of some rail services beyond London (there are inexplicable gaps) — however, since fares, disruptions and many other details may be found on the National Rail website, it is to be preferred for travel beyond London.

- **Bustimes**

<http://www.bustimes.org/>

Timetables (and maps of bus stops) for just about every bus route in Britain and Ireland. The compact format is kinder to smartphone usage than the apps from some transport organisations, and of course it consolidates data from all such organisations.

- **Ordnance Survey**

<https://explore.osmaps.com/>

Access to Ordnance Survey maps online, for desktop, laptop, tablet and smartphone. Printing maps is possible. Walkers are urged to take out a subscription: the cost will be repaid countless times over.

- **Bikehike**

<http://www.bikehike.co.uk/mapview.php>

Using OpenStreetMap, footpaths and cycle paths are overlaid on the base map. Useful for viewing link paths

to and from the route.

- **National Library of Scotland**

<http://maps.nls.uk/>

It may seem curious to reference a library in Edinburgh for information about the topography of London and elsewhere, but NLS carries an extensive collection of digitised historic maps covering the whole of Great Britain. These may be searched from an overlay on the modern map. Within the narrative text, if a reference is made to “old maps”, then NLS will be your source.



Bishop's Stortford and Hazel End

BIS

Start	Bishop's Stortford station (BIS) — CM23 3BL
Finish	Bishop's Stortford station (BIS) — CM23 3BL
Distance	15.12km
Duration	3 hours 22 minutes
Ascent	204m
Transport and ticketing	Train from Liverpool Street; bus to Bishop's Stortford at Stansted Mountfitchet; day return to Bishop's Stortford
Facilities	Convenience shop at Manston Drive; restaurant at Stansted Mountfitchet; pub at Hazel End; café at Wickham Hall; all facilities in Bishop's Stortford
Map	https://explore.osmaps.com/route/12641129/

Introduction

The walk begins and ends at Bishop's Stortford station, on the line between Liverpool Street and Cambridge/Stansted. Journey times on the fast trains are less than forty minutes with stopping trains taking only ten minutes longer.

The railway arrived in 1842, and was linked with Norwich in 1845. The town has Roman origins, and is mentioned in the Domesday Book of 1086. The population was reduced by 60% as a result of plagues between 1660 and 1700. The railway brought a big increase in population as the town became a major centre of malting and brewing. Today, it is largely a commuter town for London and Stansted Airport.

The bus station is adjacent, on the west side of the railway; the town centre lies to the north-west.

Route

2 Leave Bishop's Stortford station using the footbridge to the east of the tracks to reach London Road, where turn left and follow the road to the junction (with traffic lights) at Dunmow Road.

If you find yourself outside the station, but at the building with the ticket office and shop, turn right out of the station and keep to the footway on the right, up against the railway fence and on the higher

road. Turn right to cross the railway, and turn left onto London Road to reach Dunmow Road.

Using the traffic-light sequence to time your crossing (since there is no pedestrian control at this junction, cross Dunmow Road, and turn right to follow its left-hand footway. Cross over the end of Manor Road, then take a lane to the left, signposted as a public footpath. The lane passes a stub end of Manor Road on the left, then executes a quick right-and-left zigzag to pass an artificial hockey pitch on the right. Continue ahead to cross a stream and come out onto Stortford Park Road.

Cross the road and turn left along the right-hand footway. At the fork, keep to the right-hand footway and follow Church Manor (road) round to the right. Cross a concrete bridge to reach a park on the left.

The bridge carried the road over the railway line which connected Bishop's Stortford with Braintree. the line was closed to passenger traffic in 1952, and was closed completely in 1972. Trains still run between Braintree and Witham.

After passing the park on your left, turn left before the first of the boxy modern houses, and follow the right-hand edge of the park, passing a children's playground on your left, to come out onto Parsonage Lane. Take the road almost opposite, called Heath Row (but I thought the local airport was Stansted!). Follow the right-hand footway, and cross over the end of Goldings, to reach and cross Manston Drive, where turn right along the left-hand footway.

On the left, there is a typical suburban parade of local shops, containing a baker as well as newsagents, convenience shops, takeaways, and (as far apart as possible) hairdressers for men and women.

3 Cross over the end of Prestwick Drive, and take the next street on the left, Rochford Road. Follow the left-hand footway across the other end of Prestwick Drive. After passing 47 Rochford Road (and an electrical substation), turn left onto a narrow path.

Cross Heath Row, and follow the path ahead to pass to the right of a water tower. The path bears slightly right to pass through a wood and come out onto the busy A120.

Cross the road with care, and enter the woodland on the far side. Continue ahead on a path, branching half-left at a fork. The path becomes enclosed, and comes out onto Birchanger Lane, with a fine barn conversion on the left.

4 Cross the road to take the right-hand footway of the street called Birchwood opposite, with a sports club on the right. Ignore the first exit to the right, but take the second: the road surface becomes concrete here. At a road sign indicating the route to the primary school, turn left, then immediately turn right. At the stub end, bear right, then left between the houses. A quick left-and-right zigzag and

the path continues away from the housing in a north-north-easterly direction. The path stretches out in front, trending slightly left as it goes. Pass a wood on your right, and descend to Foresthall Road.

The modern housing opposite has been shoe-horned into the space vacated by a nursery business.

5 Turn left along the road, crossing to its right-hand footway at a refuge. After the last house, turn right onto a lane. Almost immediately, the path eases off the metalled road to follow a parallel track with the road on the right. Follow the path all the way to Stoney Common Road, where turn left to cross Stansted Brook. Cross over the railway, and out to the junction with Silver Street.

There is a steakhouse on the right.

Turn right onto Silver Street, and cross to the left-hand footway at the first refuge. Continue along Silver Street to reach a path on the left, just before the junction with Blythwood Gardens.

The centre of Stansted Mountfitchet (including the railway station) may be reached by taking the next road on the right, Mill Hill (signposted to the windmill). Bear left onto Mill Side, with the windmill on your left. Keep ahead on Mill Side, the street name changing to Woodfields part-way along. When you reach Chapel Hill, descend to your right to the major junction, with the station off to your right. The distance from Blythwood Gardens is 600m.

6 Turn left onto the path, which starts as a driveway but continues between houses, out to the corner of a field. Bear slightly left to keep a hedge on your left. Cross Limekiln Lane and pass beneath medium-voltage power lines. Continue ahead along a clear path which eases to the right of the power lines to reach Watermill Lane.

Turn left onto Watermill Lane, passing to the right of a house, and follow it through a bend to the right. Where the lane bends to the left, continue straight ahead on a signposted public footpath. When the field on your left comes to an end, enter a cricket ground. Divert round the right-hand boundary of the pitch, passing the pavilion, to reach the road at Hazel End.

7 Take Farnham Road opposite, and follow it through its many twists and turns for about 1.1km, where the road bends left into a ford. Just before the ford, take a path on the right.

Ascend, aiming slightly north of west. Cross over another path (which makes for the church on your right), and continue out onto a road at Globe Cottage.

8 Continue ahead, with Globe Cottage on your left. Follow the field path to the next road, where turn left to reach the hamlet of Level's Green. Bear right at the fork to keep a little triangle of grass on your left.

Take a grass path ahead, with a pond on your left and a house over to your right. Continue southwards across the field, passing through

the hedge at the end and turning left on a track. After 200m, do not take the path sharp right, but ease to the left and take the next path on the right, setting off southwards.

This path rises to pass the woodland of Bailey Hills on your right. Beyond the woods, pass through a gap in the hedge ahead, and turn right to keep the hedge on your right. Follow the path out past a house on the right to a road. Continue ahead on the road for 100m to a house on the left, with Wickham Hall business park ahead.

9 Turn right to take a track away from the house; after 130m, turn left to follow a path south. Dip beneath the A120, and cross Newland Avenue. Pass a water tower and covered reservoir on the left and cross a stream on a footbridge to reach Thurgood Drive ahead. Do not step up to the road, but turn left to follow a path with the stream on your left. Where Thurgood Drive bends to the right, turn left then take the right-hand option from the available paths ahead to reach Dane o'Coys Road

10 Continue in a south-easterly direction for 350m, passing a pond on your right, to reach a T-junction of paths. Turn right to continue southwards between cricket pitches to reach Cricketfield Lane.

Cross the road and turn right along the left-hand footway for 30m, then turn left onto a tarmac path which leads past house-backs to left and right to Chantry Close, where turn left. Where the road turns left, turn right onto another tarmac footpath which leads out onto Thornfield Road. Follow the right-hand footway of Thornfield Road to reach the junction with Hadham Road, where turn right along the right-hand footway to reach a mini-roundabout.

Cross to the left-hand footway using the refuge, and turn right to follow the left-hand footway round to the left onto Bells Hill. Follow the left-hand footway, crossing over the end of Regency Close, to reach a small roundabout at the junction with Windhill.

Cross Windhill using the triangle as a refuge with the roundabout on your right. Turn left along the right-hand footway to follow Windhill past two churches, almost next door to each other.

If you are hurrying to the station and have no need of the facilities on offer in the town centre, you may save a few metres and some shoppers by entering the churchyard and turning right then bearing left to keep the church on your left. Turn right at the opposite corner of the churchyard onto Church Street to follow its right-hand footway round to the left to reach the junction with Potter Street at waypoint **12** below.

Continue along what is now High Street to reach the junction with Market Street.

You are now entering the commercial centre of Bishop's Stortford, where all facilities may be found as you make your way towards the station.

Turn right onto Market Street, passing the former Corn Exchange building on your right, then pass the modern Jackson Square shopping centre on your left. to reach the junction with Church Street.

12 Continue ahead onto Potter Street and follow the left-hand footway to the junction, on the right, with Apton Road. Continue ahead onto the left-hand footway of South Street and follow it past the southern part of the town centre to reach the junction with Station Road, where cross Station Road using the light-controlled pedestrian crossing and turn left along the right-hand footway. Cross the River Stort, and advance to Dane Street. Turn right to reach, on your left, the station.

There is a coffee point at the Dane Street entrance. Beyond the ticketing gates, there are toilets and a café on each platform.



Start	Chelmsford station (CHM) — CM1 1HT
Finish	Chelmsford station (CHM) — CM1 1HT
Distance	13.4km
Duration	2 hours 46 minutes
Ascent	49m
Transport and ticketing	Train from Liverpool Street; buses to Chelmsford at Roxwell Road and Broomfield; day return to Chelmsford
Facilities	Pub, café and convenience shop in Broomfield; all facilities in Chelmsford
Map	https://explore.osmaps.com/route/9317787/

Introduction

The walk begins and ends at Chelmsford station, on the line between Liverpool Street and Ipswich. The fastest trains manage the journey in under thirty minutes, with stopping trains taking just a few minutes longer.

Chelmsford was known as Caesaromagus: it is thought by some that it was a planned city filling a gap between London and Colchester, a first-century Milton Keynes. The railway arrived in 1842, and the current station dates from 1885. The parish church became a cathedral in 1914, when the Diocese of St Albans was split. The town was upgraded to city status in 2012.

The bus station is adjacent, on the north side of the railway; the city centre lies to the south.

Route

2 Leave the station by its main entrance on the south side of the tracks. Bear left to cross Duke Street using the pedestrian crossing, then turn right to return towards the railway on Duke Street's left-hand footway.

Immediately before the railway bridge, turn left onto Park Road; continue as it becomes a path, eventually reaching a patch of green on the right. Bear right to pass beneath Parkway. Beyond the road, keep the lake (in Central Park) close on your right. At the end of the lake, turn right and pass beneath the railway, here held aloft on its eighteen-arch viaduct.

Continue ahead on a path through Central Park to Rainsford Lane, which you cross by means of an underpass into West Park.

Forge ahead with the River Can on your left; cross the river at a bridge to follow it upstream, the water now on your right. Ignore a footbridge off to the right; take a path half-left from the bridge. After 250m, take a path on the right which leads over the River Can. Immediately after crossing the river, turn left on a path which soon bends to the right. Where a path emerges from the housing on the right, turn left: there are now sportsfields on the right. Turn right onto Lawford Lane and follow it out to Roxwell Road.

Off to the right, there are bus stops: the one on the far side of the road has services back into Chelmsford. The petrol station to your left has a small supermarket and offers takeaway hot drinks.

3 Turn left on Roxwell Road, and follow it for 200m past the petrol station on your left. Cross the road just before you reach a building on your right, and take the path to the right of the fence into a field.

The building contains a café (0700-1700 daily) which serves breakfasts, lunches and sandwiches. Just beyond, on the south side of the road, there is a chain pub (1100-2200 daily) with a standard menu.

Follow the path ahead through wiggles and turns for 800m to reach and cross a footbridge on the right (having ignored a path which bends south to cross a bridge into a housing area). Turn left after the bridge to continue northwards. with a stream on your left, for another 500m and a bend half-right. Ignore a path which goes off to the left (northbound), and continue out to reach Mashbury Road at Brickbarns Farm.

4 Turn right along the road for 70m, and then turn left onto a path which clips the corner of a field before settling northbound. After 750m, take a path to the right, out onto Woodhall Hill (road), with Beaumont Otes Farm on your left.

5 Turn right onto the road for 30m, then take a path on your left. After about 620m, the path eases right, then bears half-right (so, not sharp right to follow the edge of the field on your right). Cross to the far corner of the next field, where a path crosses.

Here, bear left to follow a path heading east-north-east. This path turns sharp left after 230m, then sharp right after a further 90m, to advance to reach some buildings over on the right. At a T-junction of paths, turn right onto an access road to Stacey's Farm Barn.

6 Turn left onto a footpath which sets off due east across a field, at the end of which it borders some house-backs on your right. When faced with a field straight ahead at a T-junction of paths,, turn right then turn left. Follow the path out to Main Road opposite Mill Lane.

Turn right along the right-hand footway of Main Road, crossing to the left-hand footway at a mini-refuge, to reach Broomfield library on the left.

From here, there are frequent buses to the centre of Chelmsford (in your direction of travel). There is a chain pub just ahead.

7 Continue along the left-hand footway of Main Road for just over 1km, passing a petrol station (with shop) on the way. Cross the end of Valley Bridge (road) using a divided light-controlled pedestrian crossing. Do not turn onto Valley Bridge, but continue for a few paces to reach a public footpath which goes off to the left between houses.

Just before the junction with Valley Bridge, a bus stop is your last chance to curtail the walk and catch a bus into Chelmsford.

The signpost for the public footpath is somewhat obscured by a telegraph pole.

8 Take the path, which turns half-left and comes out at a turning circle at the end of a street (Greenways). Turn right to follow the left-hand footway to the point where the street bends to the right. Take a path on the left between 34 and 32 Greenways. This path passes between houses, then has allotment gardens on the left and houses on the right. Pass beneath Chelmer Valley Road, and after 100m — just before reaching the university buildings — turn left onto a path which crosses the River Chelmer to reach Springfield Hall Park.

9 Turn right to follow the path parallel to the river through woodland and parkland. Pass beneath the railway and keep the river on your right. The path finally arrives at Victoria Road with a large car park on your right.

Across the road, there is a hotel with a bar offering a menu of small plates and pizza.

10 Turn right onto the right-hand footway of Victoria Road, and cross the entrance to the car park, then cross the River Chelmer. Turn left to cross the road using the pedestrian crossing, and take the broad riverside path ahead, the water now on your left. Pass the leisure centre on your right, then leave the riverside on a path which goes off half-right between two car parks. Bear left onto Waterloo Lane; at its end, turn left onto New Street to reach Tindal Square.

The commercial centre of Chelmsford lies off to the left.

Turn right to cross the frontage of Shire Hall, then bear right onto Duke Street, and continue to the station, the end of the circuit.

There are many opportunities for refreshment in the area around the station.



Start	Elsenham station (ESM) — CM22 6HA
Finish	Elsenham station (ESM) — CM22 6HA
Distance	14.04km
Duration	2 hours 58 minutes
Ascent	106m
Transport and ticketing	Train from Liverpool Street; bus for Elsenham at Henham; day return to Elsenham
Facilities	Convenience shop and (Wed-Sun) pub at Henham
Map	https://explore.osmaps.com/route/15431252/

Introduction

The walk begins and ends at Elsenham station, on the line between Liverpool Street and Cambridge. Journey times between Liverpool Street and Elsenham are a little under an hour.

The railway arrived in 1845. The platforms are staggered, with the north bound platform to the north of the level crossing and the southbound to the south. There is a footbridge which allows pedestrians to cross the lines when the level crossing is closed to road traffic.

The village, with a convenience shop, pub, and fish-and-chip shop, lies to the south of the station on the west side of the tracks.

Route

2 Leave Elsenham station by taking the road westwards, signposted to Ugley Green. The footway peters out at the M11 crossing. Continue beneath the motorway to reach a junction at a small triangle with a solo tree.

Turn to the right to pick up the narrow Field Gate Lane, and follow it past Hudsons Farm on the right. Beyond Maughans and Spurgate (also on the right), take the lane to the left of Fieldgate Farm.

3 Continue ahead, ignoring the path which branches off to the left at a transmitter mast: the lane is now a fieldside track. Continue ahead, slipping to the right-hand side of the fence where it bends slightly left then right, to reach Ugley Hall Farm.

4 Beyond the pear-shaped green, turn left to reach the churchyard. Pass to the left of the church to exit at the south-western

corner of the churchyard. Follow the lane westwards, then follow it through a right-hand bend. At a junction at The Lodge, swing left (westwards) to reach the first house in Ugley village.

Note that the pub at the junction with the main road is now closed.

5 Turn right before you reach the first house on the right, and continue in a straight line across a large field to reach its far right-hand corner. Take the fieldpath ahead, with woodland to your left.

Beneath high-voltage power lines, ease to the right of a pond, and keep the woodland on the left. Take a right-and-left zigzag to maintain direction, and follow the side of the wood (on your left) to its northern end, passing beneath another set of high-voltage power lines.

Here, a path leads out to the left into Quendon. This may be used as an emergency exit from the route via the hourly bus service (neither on Sundays nor on public holidays) to Bishop's Stortford (not via Elsenham).

6 Continue ahead (northbound) for 150m, then turn right onto a track. This track turns to the right; 80m farther on, turn left to reach the motorway, where turn right to reach the access road for North Hall Farm, over to your right.

This route deliberately avoids the farm: do not walk through the farmyard.

Turn left and pass beneath the motorway to reach North Hall Road, where turn right. Follow the road for 220m to reach a lane on your left, with a miniature triangle. Turn left along the track to pass beneath the railway.

7 Follow the lane for 1.6km as it twists and turns to reach a small triangle at a T-junction.

The route joins the Saffron Trail (a route stretching for 110km between Southend-on-Sea and Saffron Walden) as far as Henham. The Saffron Trail starts at the top of the lift at Southend pier and wends its way through a wide variety of Essex scenery to Saffron Walden, a distance of about 114km. Full details of the Saffron Trail may be found at

<https://www.saffrontrail.co.uk/>

However, it should be noted that the standard of waymarking on the Saffron Trail is poor in many places — the original waymarkers were not adept in playing Devil's Advocate and kept forgetting that they already knew the route without waymarks (unlike other walkers, in particular, those visitors to the area).

In addition, the line of the route itself could be improved in places (Saffron Trail 2.0), following changes in practice and maintenance, and changing some frankly baffling choices of path for more sensible options. Such a re-drafting would ideally be led by walkers

independent of the organisation which set the trail up in the first place.

Turn left and follow the lane to reach Little Henham Lodge on your left.

The trickle of water flowing on your right is the infant River Cam: there are no punts here.

8 Continue ahead on a track for 150m, then turn right (with the Saffron Trail). Cross a field, then turn left and right to keep to the right-hand side of the next field (passing under two sets of power lines). Turn right and left at the end of the field to follow the left-hand side of the next field and reach a small reservoir.

Pass to the left of the reservoir, then bear right with the track to come out to a path junction. Bear right (southwards) to follow the path out onto Hall Road, at the north-western tip of Henham. Turn left and follow the road to the church and pub.

The pub is closed on Mondays and Tuesdays, opening at noon on other days. It closes between 1500 and 1700 on Wednesdays and Thursdays.

9 Follow the road round to the left to reach a little triangle with the village war memorial set in its centre.

Here, the present route leaves the Saffron Trail, which follows High Street eastbound *en route* (via trials and tribulations of waymarking and path quality) for Southend-on-Sea.

The village shop is just ahead on the right-hand side of High Street. It is open between 0900 and 1630, with a break between 1300 and 1400. It is closed on weekend afternoons.

Continue south on Crow Street. Bear left on Carters Lane (just at the road sign which indicates a school nearby). Pass tennis courts on your right, then pass the school on your right, the route now continuing as a fieldpath.

Barely 400m after the tarmac of Carters Lane ends, turn right and follow the right-hand edge of a field, out to a road. Turn left along the road for 150m to pass the Mill House at Hill Top.

10 Turn right just beyond Mill House, at first keeping a band of woodland on your left, and follow a straight-line track out to a road.

This track is, in fact, the line of the Elsenham and Thaxted Light Railway (1913-1952).

Turn left along the road, and follow it for 150m to reach Elsenham station.

The village, with a convenience shop, pub, and fish-and-chip shop, lies to the south of the station on the west side of the tracks.



Start	Hockley station (HOC) — SS5 4BG
Finish	Hockley station (HOC) — SS5 4BG
Distance	13.22km
Duration	2 hours 58 minutes
Ascent	165m
Transport and ticketing	Train from Liverpool Street; bus at Hullbridge to Rayleigh station; day return to Hockley
Facilities	Convenience shop and pub at Hullbridge; café and pub at Bull Lane; all facilities in Hockley
Map	https://explore.osmaps.com/route/12640609/

Introduction

The walk begins and ends at Hockley station, on the Southend Victoria line from Liverpool Street. If you are arriving from London, cross the line by the footbridge to exit the station. Journey times between Liverpool Street and Hockley are in the region of 45 minutes.

The modern housing, and the industrial units behind, cover a space formerly occupied by a brickworks. Until the middle of the twentieth century, Hockley was just a ribbon development along the High Road, with some more buildings on Spa Road. By the late 1960s, the town was essentially the shape we see today, barring the new build on the brickworks site.

The Pump Room for Hockley Spa operated for just a few years during the 1840s, after which it cascaded through many uses — Baptist chapel and billiard hall among them, though not at the same time, of course — and is now a private residence.

Route

2 Make your way out from the station forecourt onto Spa Road by bearing left at the little roundabout, and turn right, keeping to the right-hand footway of Spa Road. Pass the Spa building on your left, then the Co-operative Society shop on your right.

3 Just beyond the prominent bus shelter, turn right to pick up a path: the buildings which replaced the brickworks are on your right. Continue straight ahead to reach and cross the railway tracks.



*Unmetalled and muddy
Blountswood Road*

continue ahead in the same direction for a further 700m to reach a T-junction of paths.

Turn left, then follow the path through a right turn, then through a left turn. Bear left to enter the north-eastern section of Hockleyhall Woods.

4 Once through the short section of woodland, you will emerge to follow a field path ahead, with woodland on your left. Plunge through the

main section of the wood, at the end of which, take a path to the left, arriving at Mill Hill nursery — that is, for growing plants rather than taming children.

Take a path on your right (westwards); after a right turn, follow the path through the churchyard and descend to reach and cross Church Road.

5 Turn right along the left-hand footway of Church Road and descend to the first junction on the left — the access for Wadham Park Farm. Here, do not approach the farm but take a path half-left (between signboards on the corner) across fields.

After about 400m, take a path on the left to reach Blountswood Road (which is little more than a track).

Turn right along the track, which becomes quite muddy — the going is just as tough in dry weather as you negotiate the hard ruts and humps. Eventually, you will come out onto a road. Turn left to reach the end of Pevensey Gardens.

Cross the road and take the path opposite, which leads out into an open field at a stile. Cross the field diagonally half-left to another stile, where continue ahead to come out onto Long Lane at a crossing-point of paths.

*Diagonal field path
leading to Long Lane*



6 Turn right, and follow Long Lane to its end, coming out onto a road at a 90° turn. Do not turn right, but cross carefully to take the right-hand side of the road ahead (there is no footway). Take the left-hand bend, and pass some houses on the right (there is still no footway).

A few metres beyond the last house, escape the roadside by going through a hole in the hedge on the right (using a kissing-gate). Bear half-left to cross the recreation ground,



*East of Hullbridge, low tide
on the River Crouch*

then turn half-left onto the path which runs along the sea wall, with the tidal estuary of the River Crouch on your right.

Follow the sea wall past an encampment of park homes and the extensive garden of the Anchor Inn on to reach the end of Ferry Lane, at the Hullbridge public slipway. Turn left for 20m towards the Anchor Inn.

The encampment of park homes covers the site of another brickworks. As noted with regard to Hockley, Hullbridge expanded to its current size during the 1960s, though there has also been minor expansion in more recent years. Mesolithic artefacts have been found nearby.

The bridge hinted at in the village's name only lasted from the sixteenth to the eighteenth century. The passenger ferry is marked on maps of the 1960s.

Today there is no ferry, and the alleged ford is of no use to pedestrians, but there is a frequent bus service (even half-hourly on a Sunday) via Rayleigh station to Southend from Ferry Road.

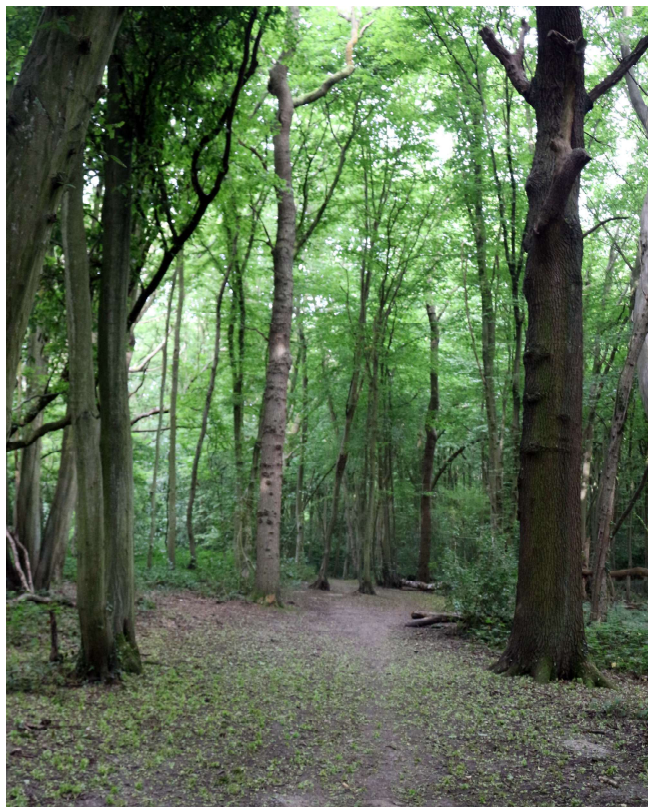
The Anchor Inn is an obvious source of refreshment: other options lie ahead on Ferry Road.

7 Turn left to follow the left-hand footway of Ferry Road past the bus terminus on your left, then pass a row of shops on your right. Pass the school (on your left), then cross over the end of Keswick Avenue and turn left along the right-hand footway. Just before the road runs into a dead end, turn right onto Burnham Road and cross the street to follow the left-hand footway.

At 118 Burnham Road, take a path between the houses on the left. Behind the houses, bear right to follow the right-hand edge of a field. Follow the path to reach Long Lane.

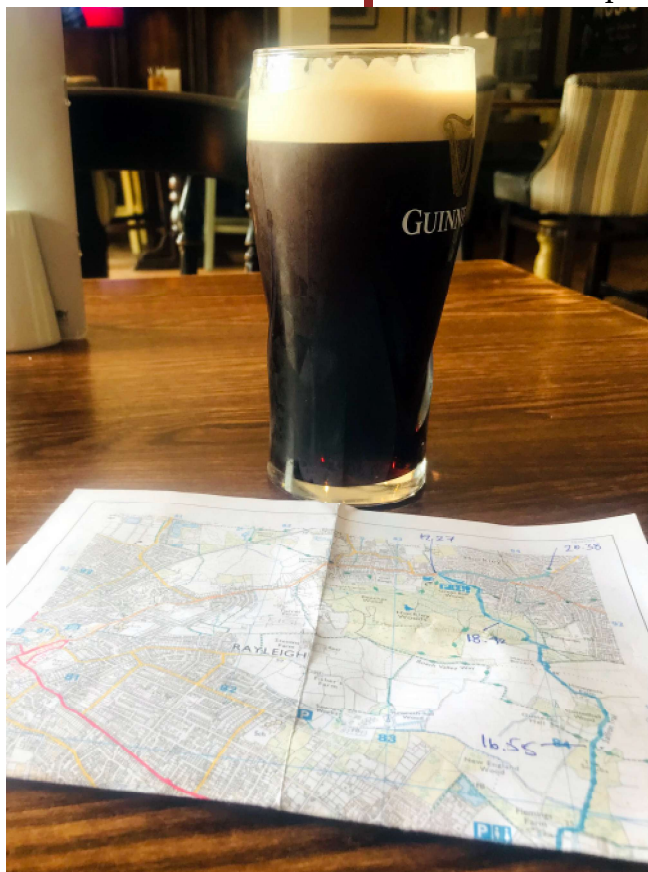
8 Turn right onto Long Lane, and follow it out to the main road. Here, turn left and take the first road on your right, Central Avenue.

9 Follow Central Avenue southwards. When the bungalows on your left come to an end, continue on the narrower lane ahead. Do not veer off the lane. You will pass through a gate, and when the buildings peter out, you will pass between horse pastures — you



Great Bullwood, in Hockley Woods

Refuelling at the Bull Inn before the final push to Hockley station



will note the old-fashioned lighting (1950s?) on the lane.

You will eventually reach a path junction at the corner of a wood: there is now a golf course immediately on your right. Turn left and immediately turn right to take up a path within the wood and parallel to its edge. At a path junction (where the route to the right returns to the golf course), turn left to follow the path out to a level crossing over the railway.

10 Cross the railway with care, and ascend the left-hand side of the field ahead, with the fence immediately on your left. Continue for 400m, and make a left-and-right adjustment so that the hedge is now on your right.

Follow the field edge until it runs into a lane: this leads out onto High Road through a noisy and energy-sapping covering of shingle.

Cross High Road, and turn left along its right-hand footway. When you reach the bus stop, turn right along a narrow path which gives out onto Woodside Road. Follow the left-hand footway and take Hillside Road on your left, and follow it to its end.

11 Turn right onto Bullwood Approach. After passing the lodge on your right, descend the path ahead to cross a stream. Take the forest path on your left until it meets a major cross-path.

Turn left onto this path, and follow it up to a car park. Exit the car park with the row of toilets immediately on your left, and regain High Road via Bull Lane.

The car park is the main access point for Hockley Woods, an important natural habitat for local exploration. The Saffron Trail (which links Southend-on-Sea and Saffron Walden if you can find your way through the briars and brambles, and if you can cope with inadequate waymarking) and the more local Roach Valley Way make their separate ways through the woods, and there are many other paths to discover.

There is a café in the car park, as well as the aforementioned toilets. To the left at the end of Bull Lane is the Bull Inn, which has been on this spot for many years: it was recently restored after a fire, and serves drinks from 1100 until 2300, and standard pub fare throughout until mid-evening.

12 Turn right along High Road, following the left-hand footway all the way to the junction with Spa Road in the middle of Hockley. Turn left onto Spa Road and follow the left-hand footway to reach the bus shelter where you turned off at the start of the walk.

The area around the junction of High Road and Spa Road is the commercial hub of Hockley. There are several options for refreshment or replenishment.

13 Continue along the left-hand footway of Spa Road. Just before the railway bridge, turn left onto Station Approach. Ascend slightly to the little roundabout and bear right to reach the station.

If you are travelling to London, your train will depart from Platform 1 — you will be glad that there is no need to haul yourself over the footbridge at the end of the walk.



Laindon and Langdon Hills

LAI

Start	Laindon station (LAI) — SS16 6AB
Finish	Laindon station (LAI) — SS16 6AB
Distance	12.98km
Duration	2 hours 57 minutes
Ascent	211m
Transport and ticketing	Train from Fenchurch Street; day return to Laindon
Facilities	Pub at Westley Heights; supermarket at Highview Avenue
Map	https://explore.osmaps.com/route/12740826/

Introduction

This walk begins and ends at Laindon station, on the line between Fenchurch Street and Shoeburyness via Basildon (*not* via Tilbury). Journey times between Fenchurch Street and Laindon are around 30 minutes.

Laindon station was opened in 1888, when the direct line from Barking to Pitsea was built.

Route

2 From the station entrance on Platform 3 (the platform for trains running from London to Shoeburyness), turn left. Take the footbridge on your left which crosses the railway and comes out onto the High Road bridge. Cross the dual carriageway, then at a pedestrian crossing, turn left down a flight of stairs to follow an eastbound path parallel to the dual carriageway, which roars its presence off to your left.

At first, there are houses on the right, but soon the path enters woodland. It bears left as it climbs, coming out at a five-way path junction. Turn sharp right here to take the path to the west. It curls to the right, losing height as it does so. When it is aligning itself straight downhill, take a path off to the left, ascending to a T-junction of paths, where turn left.

Follow the path to a point where it splits, with one option going off to the right into a housing estate. Here, take the path which bends slightly left ahead, and follow it up to its summit (there is a covered reservoir on the left) and down the other side to meet and cross Staneway.

3 Turn right to follow Staneway's left-hand footway as far as the first road on the left, Victoria Drive. Climb the road and turn left onto Lee Chapel Lane. Advance to the first road on the right, Beeleigh Avenue, where turn right. Turn left into Homestead Drive (if you carry on ahead, you will be at waypoint 7 below in a couple of minutes).

Follow Homestead Drive past Westley Hall on your left, where the lane becomes Kingston Hill. Ease to the right, passing a house on the left, then descends to pass a larger house on the right. Keep going ahead; when houses appear on the right, the lane changes its name again to Southway. Keep the house frontages on your right round a right-hand bend to reach Dry Street.

4 Turn right on Dry Street. Opposite the first bungalow on the right, turn left onto a track. Go through a wooden gate and follow the track ahead. When you reach some trees, bear off slightly right to keep the trees on your left.

5 Follow the track to the far end of the wood, where a track crosses. Here, continue ahead on a path across a field to meet another track, where there is a pond ahead.

Turn right on the track, which soon enters a field. Cross the field; at the far end, take the path ahead with a hedge on your left to the corner of a wood on your left. Here, turn right to cross the field, ascending to South Avenue, where go through a gap in the hedge and turn right.

When you reach a gate, keep to the left of the fence. Take a path which swings back to the left, then swing back to the right on a track. Follow this track until it swings to the right, then take a track on the left. After about 30m, take a path on the right which leads you to the edge of the wood. Follow the edge of the wood through a left turn, then a right turn, to pass through the gap ahead to a T-junction of paths at the north-eastern corner of Great Sutton Wood.

6 Turn left and follow the path past the end of Blackheath Chase on your left, then through the farmyard of Northlands Farm, to reach (once again) Dry Street.

Turn left onto Dry Street for 60m, then just after passing Well Green Cottage (and a *Road narrows* sign), take a lane on the right. After 150m, turn left onto a path which sweeps round the left-hand edge of a field and comes out at a wooden statue of William Langdon Woodward (who he? — apparently, with a nice piece of nominative determinism a custodian of the woodland).

7 Bear left to keep the car park and toilets on your right, and follow the road westwards to come out on a road, with a large chain steakhouse on your right.

The steakhouse is open from noon daily.

Cross the road and take a path across the field opposite The path bears right in woodland, then crosses a field. On entering more

woodland, take the left-fork option to take a path through the wood (rather than the bridleway on its right-hand edge). Rise to the summit of the wood and begin to descend the other side, as far as the first path which goes off at right angles to the left, into the Lincewood nature reserve.

8 Take the path to the left. At a bridleway, take a right-and-left zigzag to continue on the footpath, twice making a left turn where houses loom up ahead and maintaining a generally westbound direction. You will come out to a crossing of paths inside the Dunton Plotlands estate. Head straight over Hillcrest Avenue onto Third Avenue to reach a small museum cottage on the right.

Dunton Plotlands (now a nature reserve) came about when tiny plots were sold from the 1930s onward so that people (in the main, Londoners) could have a plot just big enough for a weekend cottage or smallholding. The population was boosted while owners moved permanently to avoid the Blitz in London. By the 1980s, almost all the area was abandoned. The museum cottage aims to reconstruct a slice of plotlands life.

9 Continue past the museum on Third Avenue, then take the next track on the right. Again, take the next track on the right (Second Avenue), then turn left onto Hillcrest Avenue. At the next junction (where First Avenue is on your left), turn right and follow a path out, passing a pond on your left, to reach Highview Avenue. Cross the road ahead and turn left along the right-hand footway almost as far as a major roundabout, with Mandeville Way ahead.

The supermarket on your left can cater for any necessities.

10 Turn right and follow the right-hand footway of Mandeville Way (generally shielded from the road) over one roundabout and on to a second roundabout at Florence Way. Cross Florence Way using the divided pedestrian crossing and bear left to return to the Mandeville Way footway.

Take the flight of stairs up ahead to reach High Road. Cross the road at the pedestrian crossing, and turn left to cross Mandeville Way beneath you. Bear right onto the footbridge over the railway to reach Laindon station.

If you are returning to London, take the stairs on the right half-way across the bridge to reach Platform 3, from which the London-bound trains depart.



Stanford-le-Hope to Pitsea

SFO–PSE

Start	Stanford-le-Hope station (SFO) — SS17 0JX
Finish	Pitsea station (PSE) — SS16 4UD
Distance	14.6km
Duration	3 hours 05 minutes
Ascent	97m
Transport and ticketing	Train from Fenchurch Street; buses at Corringham; day return to Pitsea
Facilities	All facilities in Stanford-le-Hope; pubs at Corringham and Fobbing; supermarket at Pitsea
Map	https://explore.osmaps.com/route/33464276/

Introduction

This walk begins at Stanford-le-Hope station, at the exit on London Road next to the level crossing. Journey times from Fenchurch Street are between 45 and 55 minutes. The fast trains from Pitsea to Fenchurch Street (from Platform 2) take about 40 minutes for the journey, while the slower trains (from Platform 4) take almost an hour.

Stanford-le-Hope has been a settlement for many centuries, clustered around the 800-year-old church. Joseph Conrad lived in the town while writing *Heart of Darkness*.

This walk has a long section without facilities (the full route beyond the pubs at Corringham and Fobbing): essentially, the only easy breakpoint is at Corringham. The turn-back-or-go-on breakpoint between Corringham and Pitsea is Parting Gut. Stanford-le-Hope has some shops, but you should really carry in all provisions, plus some for emergencies.

In poor weather, the marshes may be very morale-sapping; if the forecast is wet or foggy, put the outing off to another day. Choose a good day for this walk and you will be rewarded with huge skies, plentiful wildlife, and hours of silence — it is likely that you will not meet anyone else.

Route

2 From the station entrance, turn right onto London Road. This flows seamlessly into Church Hill. Just beyond the church, bear

right at a roundabout onto The Green, then turn left to cross over the end of Wharf Road using the refuge and follow the right-hand footway of Corringham Road.

There is a convenience shop on the right on Corringham Road.

At the fork in the road, bear right onto Billet Lane, crossing to the left-hand footway just beyond the mini-roundabout to keep the recreation ground immediately on your right. Follow Billet Lane to its end at Rainbow Lane.

3 Turn right onto Rainbow Lane, and pass through a gate. Follow the lane talmost as far as an electricity station where two sets of high-voltage power lines converge. Do not pass beneath the power lines ahead, but turn left beneath the second set, with a pylon immediately on your right, to follow Rainbow Lane across the modern footbridge, picking up the Thames Estuary Path route (and its occasional signage). Cross the main port access road by the bridge, and come down on the other side.

Here, the “official” Thames Estuary Path route runs north-west alongside the road to High Road, where it turns right; after turning left onto Springhouse Lane and crossing the Manorway, it turns to the right to take the quieter Thames Haven Road, rejoining the Manorway briefly before turning left on Rookery Hill to reach Corringham. There is a signed alternative to the closed route which may well establish itself as the main Thames Estuary Path route, and this is the route which is described below.

4 From the bottom of the exit ramp off the bridge, turn left and follow the signage: there are Thames Estuary Path signs, and there are yellow signs from DP World (the company which operates the port) hectoring walkers to keep to the bridleway. The latter will help you through the twists and turns, since they are so obtrusively visible from far away.

Pick up a path along the right-hand edge of a field, taking you in a generally northerly direction. The path, as signposted, takes you round the field edges. On two occasions, you will reach a point where there seems to be an option to approach a building up on your left, but in each case, the path avoids that option. You will be travelling generally in a north-easterly direction (but with many twists and turns), and will come out onto Manorway just to the left of a road junction opposite.

Cross the road and turn right, then left at the junction, to take a road with a timber business on your left: this comes out onto Rookery Lane.

*Path from Corringham
to Fobbing*



Turn right here, and take a path through the churchyard on the right, at the other side of which is the Bull Inn at Corringham.

The inn is open from 1130 (from 1200 on Sundays) and serves fairly standard pub food during normal hours.

Off to the left, you may follow Church Road to its junction with Gifford's Cross Road (passing bus stops for local routes). Continue ahead to the

bus stop at the Social Club for the frequent bus service (number 100). This runs between Chelmsford and Lakeside, calling at railway stations at Billericay, Basildon, Stanford-le-Hope and Grays (amongst other connection points).

5 Take the narrow footpath which runs down the right-hand side of the inn. This passes two schools, one on either side of a crossing road. The path continues in the same direction, then descends to cross a field: Fobbing Church is visible ahead. The path then turns left to come out onto a road.

Turn right onto the road, and climb the hill to a road junction in Fobbing, with the White Horse Inn on your left.

You will see the date of 1381 on the pub sign: a plaque explains the connection to the Peasants' Revolt of that year.

The church dates from the fourteenth century, largely unaltered, and is said to have had close links to the smuggling trade, especially when the sea came right up to the village.

The pub serves food and drink during normal opening hours.

There are bus stops nearby, with local services. However, a breakpoint at Corringham is generally to be preferred (*see above*).

Warning — walkers should note that there are no facilities whatsoever for refreshment between Fobbing and Pitsea station, and only the most basic options when you reach the station. The distance is almost 8.5km. However, there is a large supermarket



Pasture on exit from Fobbing



East of Marsh Lane



Parting Gut

600m distant from the end of the section.

6 Turn right at the junction and walk past the church. Follow the street round three bends, right to its end, ignoring footpaths which go off to the right.

At the end of the street, go through a gate and cross the pasture. Beyond the gate on the far side of the pasture, follow a path ahead across a field, making for a stile on the

left into the next field, where turn right along its right-hand edge, through a slight left bend.

Where the hedge on the right bends slightly to the right, strike out diagonally left across the field. At the far side, follow a path to the end of Marsh Lane where it comes in from the left.

Do not follow Marsh Lane, but keep ahead for a few metres, until the Thames Estuary Path signpost directs you off to the right.

7 Follow the path ahead, round the left side of the field, until another signpost directs you to the left. Take the path, now bearing in an easterly direction, passing beneath one high-voltage power line and reaching a second, where turn left onto the path beneath the power line. This path will lead you to a section of sea-dike, with Parting Gut (inlet) on your right. At the signpost, come down off the dike to your left.

This is the point of no return: up to this point, it is a shorter walk to retrace your steps to Corringham, beyond, it is shorter to press on to Pitsea.

Here, there is a path diversion (and, alas, elongation) from that shown on the maps. The Thames Estuary Path signs will lead you.

8 Turn to the right to follow the sea wall round three sides of a large area for about 1.6km: there is a ditch on your left all the way. Look out for a fingerpost which directs you to the left over the ditch — do not attempt to cross the ditch before you reach the fingerpost.

9 After you have crossed the ditch and gone into the next field, follow the path near the right-hand side of the field, bearing left at the far end to keep the hedge on your right. When you come up to a gravel track, follow it to the right until you reach a crossing track: that track leads to Marsh Farm.

10 Carry on ahead, keeping a hedge on your left, to reach the railway. Turn right to keep the railway on your left; at the end of the second field, turn right, then left, with a hedge on your

left. Pass some farm buildings on the left, then turn left down a narrow path to return to the side of the railway. Turn right to keep between the railway and industrial buildings.

Do not take the level crossing on the left, but at the end of the buildings, turn right to reach the other end of the building on your right.

11 Turn left (as signposted) to follow a path with the sea wall on your right. This leads to a short return to the railway, where turn right to cross a stream, then right and left to keep a field between you and the railway. In the next field, the path gradually returns to the railway at a level crossing, which you will cross.

This is the passenger railway between Tilbury and Pitsea: it also carries freight, so the trains come by at a fairly high frequency, as well as at high speed. If you are in any way tired, take a breather until full focus returns (don't worry about missing a connection, there are plenty of trains stopping at the station ahead). Cross in groups of one or two, having scanned and listened in both directions to ensure that there is no train nearby.

On the other side of the crossing, continue ahead, then turn right just before you reach the main road, and pick up a rough road with industry on your right. At the far end, continue straight ahead through the entrance to the site to reach Pitsea Hall Lane. Turn left: the entrance to Pitsea station is on the right.

Pitsea is served by trains to and from Southend-on-Sea and London Fenchurch Street. Westbound, some trains go via Basildon (the slightly faster route) from platform 2, while others go via Tilbury from platform 4. Check the station displays to make sure that you board the correct train.



Railway crossing near Pitsea



Temple Bar and Turkey Brook

TUR

Start	Turkey Street station (TUR) — EN3 5TT
Finish	Turkey Street station (TUR) — EN3 5TT
Distance	12.90km
Duration	2 hours 47 minutes
Ascent	122m
Transport and ticketing	Overground from Liverpool Street; buses to Edmonton at Strayfield Road; Oyster/contactless ticketing
Facilities	Pubs at Bull's Cross and Hilly Fields Park; convenience shop at Turkey Street
Map	https://explore.osmaps.com/route/12774257/

Introduction

The walk begins and ends at Turkey Street station, served by Overground trains between Liverpool Street and Cheshunt. The standard journey time from Liverpool Street to Turkey Street is 32 minutes — curiously the standard time for the reverse journey is 34 minutes.

The station opened (as Forty Hill) in 1891, but closed in 1909. It was re-opened for use by munitions workers between 1915 and 1919, but closed again, only to re-open (as Turkey Street) in 1960. The former station building (on the west side of the railway bridge) is now a convenience shop.

It is easy to make the leap and associate Turkey Street with the name of the brook, but in fact, the inheritance seems to have come about in the opposite direction. Originally, a family called Toke (two syllables?) had land with a hamlet on the line of Ermine Street (currently, this is Hertford Road at the east end of Turkey Street, but was then the Roman road which linked London, Lincoln and York): the place-name Tokestrete is first recorded in the middle of the fifteenth century. Within two centuries, it was called Tuckey Street (so there may well have been a short *o* in *Toke*), and its present name is only found in the past two centuries. There is no connection with poultry anywhere in the history of the brook. The same personal name occurs at Tokyngton, near Wembley Stadium, but it is improbable that it refers to the same person.

The brook rises near Potters Bar, and still runs through largely uninhabited land until it reaches modern London. Ermine Street would have been the lowest point in its course before it got lost in the Lea floodplain (look at local place-names such as Enfield Wash

and Freezy Water to gauge where the river used to flood), so its name was probably set by cartographers from the most important place on its course.

There is a half-hourly service at the station; across the road, the bus stop is served by buses to Waltham Cross via Bull's Cross.

Route

2 Exit the station and turn right to pass beneath the railway, passing the shop which is the former station building. Follow the right-hand footway of Turkey Street all the way to the A10 (Great Cambridge Road). Cross the road using the underpass on your right, and continue along Turkey Street on the west side of the A10. Cross the bridge over the New River, and turn right to join the riverside path.

The New River was dug between 1608 and 1613 to bring fresh water from the River Lea in Hertfordshire to serve London. The River Lea was tapped at Amwell, near Ware, and flowed for about 60km. Though rather wider than the *levadas* on the island of Madeira, it serves the same function, moving water by gravity to where it is needed. Despite the project's obvious potential and clear public health benefits, its financial position began so shakily that Thomas Myddelton (MP, goldsmith, and creator of the waterway) had to gain assistance from King James (VI and) I to ensure its completion. In places closer to its terminus in Islington, there is little or no flow today.

Follow the path, with the river on your right, to the next bridge at Bullsmoor Lane. Turn left along the road, passing a school on your left and the entrance to Capel Manor College on your right.

This is the home campus of the college (which has grown from a specialist horticultural college to cover a wide range of environmental studies); five other campuses are spread around London — Gunnersbury Park, The Regent's Park, Crystal Palace Park, Mottingham, and a city farm campus in Leyton.

Cross to the right-hand footway at a pedestrian crossing and follow Bullsmoor Lane, with the wall of Capel Manor on your right, out to its end at Bull's Cross.

There is a pub over to the left, which is open from 1130, and which serves a range of food well into the evening.

3 Turn right (northwards) at the mini-roundabout, crossing to the left-hand footway, and take the left-hand bend, where the street-name becomes Whitewebbs Lane. Turn right onto Bull's Cross Ride, signposted to the Western (Jewish) Cemetery. Take Bull's Cross Ride over the M25 to reach a path which doubles back to the right.

The road ahead is on the line of the Roman Ermine Street.

4 Turn sharp right down the path, turning left to follow a path along the left-hand edge of a field, with the old course of the New River on your left. Cross a bridge over the New River's current course, and turn left. Follow the river (on your left) for about 1.1km to reach Theobalds Lane.

Turn left to cross the bridge; continue ahead to reach the entrance to a hotel on your left. This is Theobalds Park, where Temple Bar once stood.

Temple Bar is no longer situated here, but is now in Paternoster Square, north of St Paul's cathedral. But the point of entry into Theobalds Park is still there. The Bar, formerly the western entry into the City of London, was bought by Sir Henry and Lady Meux of the brewing dynasty (Lady Meux is described in some quarters as a banjo-playing barmaid who married well) and was re-erected at the entrance to their country house, Theobalds Park, where it rested for over a century. For a detailed history (and a picture of the banjo being played by Lady Meux), see

<https://www.thetemplebar.info/history.html>.

5 Do not enter the driveway to Theobalds Park, but advance to turn left at the T-junction onto Bury Green Lane, which leads out, bending to the right as it goes, to reach the northern end of Bull's Cross Ride.

Do not turn left onto Bull's Cross Ride, but continue westbound on Oldpark Ride for about 900m, passing Temple Coach House on your right, to reach Theobalds Manor.

6 Take a bend opposite the Manor, passing the house on your right; opposite the western driveway, turn left to take a path southbound. Continue ahead, keeping to the left of a wood, where the main track swings to the right, and cross the M25. Continue ahead at right angles to the motorway, passing beneath high-voltage power lines.

Bear slightly left to follow a hedge-line on your right. When you reach a wall enclosing a vehicle works ahead on your left, do not continue alongside the wall, but turn right to pass round the western side of Guy Lodge Farm and reach Whitewebbs Lane opposite a former chain pub and steakhouse.

The building probably dates from the early years of the seventeenth century, with later additions. It is listed Grade II.

This was the pub where the pub company (Mitchell and Butler) felled a 500-year-old oak tree without permission. It is not known whether the felling of the tree and the subsequent closure of the pub/steakhouse were related.

7 Cross the road and turn right, following the left-hand footway for 130m to reach a car park entrance (Whitewebbs Park) on the left. Immediately after you have turned off Whitewebbs Lane (that is, before you even reach the cattle grid) take a path half-right

into the woodland. Cross a track, then take the left fork (south-west) where the path divides. Follow the path south-west to reach Flash Lane, where turn left, to reach an aqueduct.

The aqueduct was built on the old course of the New River to carry it over the Cuffley Brook.

Continue ahead along Flash Lane to reach a road junction at Clay Hill.

The former pub over to your left is a Grade II listed building, dating from the seventeenth century. No trees were felled in the closure of the pub.

8 Cross the road, then turn right and immediately turn left onto Strayfield Road. Just beyond the first house on the left, turn left onto a path which borders a cricket ground and then descends to cross a bridge over the Turkey Brook.

Turn to your left: the brookside path (the water on your left) may now be followed through the manicured part of Hilly Fields Park, passing a bandstand before reaching the road at Clay Hill.

The Rose and Crown pub is open daily from noon; the food service offers lunches from Thursdays to Sundays, and (relatively early) dinners from Tuesdays to Saturdays.

9 Cross the road to take a path just to the right of the entrance to the pub's car park; if you are leaving the pub after some well-earned refreshment, turn left out of the front door, and left again just beyond the car park entrance.

Keep Turkey Brook on your left from here all the way to Forty Hill (indeed, all the way to the station). First, you cross the foot of a meadow which rises up to your right, then after entering some tree cover, pass over a hump — you will be able to see the former course of the New River as a trough on your right.

Once across the hump, you will see temptation in the form of a path going off to the right, with the trough on its right — ignore this, and carry on straight ahead. Again, the key is that the brook is close by on your left. Bear right to follow the foot of another meadow, then follow the path straight ahead through woodland, passing a fishing lake on your right.

10 Beyond the lakes, the path passes out of the woodland, a meadow now on the right. Cross the foot of the meadow before rising to reach a road (Forty Hill).

Cross the road using the light-controlled pedestrian crossing (note that the traffic lights also regulate traffic on the road bridge (Maiden's Bridge) to your left — wait for the crossing signal rather than be surprised by traffic coming over the bridge).

Continue straight ahead, now with a school on your right. The path, here surfaced with tarmac, crosses the New River, which runs underground beneath a pumping station to your left.

The path continues out to the busy A10, the Great Cambridge Road. Cross the road by the footbridge: there is a good view over Enfield cemetery from the staircase on the far side.

Turn back along the A10 and take the path on the right abutting the cemetery fence to your right: Turkey Brook still flows down to your left. At the far end, the path runs into Winnington Road: turn left here to reach Turkey Street, where the station is over to your left.



White Notley and Cressing

WNY

Start	White Notley station (WNY) — CM8 1RP
Finish	White Notley station (WNY) — CM8 1RP
Distance	13.03km
Duration	2 hours 47 minutes
Ascent	114m
Transport and ticketing	Train from Liverpool Street (<i>change Witham on Sundays</i>); bus to Witham at Tye Green; train (Cressing) near Bulford Mill; day return to Cressing
Facilities	Pub in White Notley
Map	https://explore.osmaps.com/route/12659731/

Introduction

The walk begins and ends at White Notley station, on the line between Liverpool Street and Braintree. Journey times between Liverpool Street and White Notley are 53 minutes or a few minutes more.

Originally, the line through White Notley extended from Witham to Bishop's Stortford via Braintree and Great Dunmow; part of the railbed west of Braintree is now a path called the Flitch Way.

It is possible to curtail the walk at Bulford Mill and reach the railway at Cressing station: this will make a walk of about 8km. If you are entertaining this possibility, buy a day return to Cressing: the minimal extra cost over a day return ticket to White Notley (about a quarter of the single fare between the two stations) is a good insurance premium.

Route

2 Leave White Notley station and turn right to cross the track. Follow Station Road downhill to the River Brain. Just before you reach the ford, turn left and take the right-hand of two paths — the one closer to the metal gantry and to the river.

Follow the riverside path, which is part of the Essex Way. Pass the sewage works on the left, then carry straight ahead where the Essex Way crosses the river on your right. The path takes a left turn and rises, passing beneath medium-voltage power lines and then crossing the railway by means of a pedestrian level crossing. Continue ahead to reach the main road at Cressing Temple.

3 Cross the road and turn right, keeping close to a wooden fence as it eases itself away from the road and bends to the left: this will bring you out onto the left-hand edge of the car park for Cressing Temple Barns on your left.

The barns were built by the Knights Templar in the thirteenth century and are Grade I listed; there is also a former Court Room and a walled Tudor knot garden. Information displays outline the history of the site. Admission is free.

The building to the left of the car park houses a café.

Follow the exit route away from the car park (or step inside to explore the complex and leave by its north-eastern corner). Follow the exit road out to Temple Lane. Turn right and follow Temple Lane to its junction with Church Road, where turn left to reach New House Barn on the right.

4 Continue along Church Road. Just before you reach the church. The Essex Way crosses the road. Keep to the left on the main road where another road forks right at a motor repair facility. Bear left at the Cressing village sign in the middle of a triangle of grass.

5 Turn left onto Polecat Road. About 100m after passing the village sign, turn right to keep a hedge on your right. At the end of the field, turn left in front of the gap ahead into a field; keep the hedge on your right. At the end of this field, pass through a gap on your right, and turn left to keep the hedge on your left. Continue along the path, ignoring two gaps on the left. Where the hedge turns left, turn with it.

Turn right to keep the hedge on the left, and just before you reach a wood ahead, turn left to follow a path out to Braintree Road in the village of Tye Green.

6 Turn right along Braintree Road, and advance along the right-hand footway to its junction with Mill Lane on the left.

A little way along Mill Lane, the bus stop on the left has services to Witham.

Continue along Braintree Road, crossing to the left-hand footway at a suitable location. Opposite a squat bungalow, take an enclosed path to the left, passing to the left of the park house (with surrounding industrial premises) at the very end. Continue in the same direction across a field. Bend half-left at a pylon, keeping it on your right, and follow the path to a hedge. Bend half-right to reach the railway; cross it by means of a pedestrian level crossing.

Press ahead with a hedge on your left: the path bends slightly left with the hedge. At a T-junction of paths, turn left and follow the path out onto a driveway, where turn right to reach Bulford Lane, with Bulford Mill on your right.

If you follow Bulford Lane to the left, in 350m you will reach Cressing station at a level crossing. Access to the platform is beyond

the crossing. Trains towards White Notley and London arrive at the station over the level crossing, travelling from right to left.

7 Turn right on Bulford Lane past the mill. After a couple of bends, cross the River Brain at a ford. The road acquires a right-hand footway on entering Black Notley: follow it ahead to reach Witham Road.

8 Turn left on Witham Road. Cross to the right-hand footway using the refuge just beyond the mini-roundabout, and continue to Oak Lodge on the right, just before the speed limit signs.

Bear off to the right to take an enclosed track as signposted, with Oak Lodge on your right: this is Snakey Lane. After 500m, you will come to a crossing path with a small footbridge on the right (and housing beyond).

Turn left here to take a path across a field, making for a little corner on the right; follow the path along the right-hand side of the rest of the field. In the next field, continue ahead to a hedge, and keep it on your left as you follow the field-edge.

At a T-junction of paths, turn left, the hedge still on the left for another 170m, where a path goes off to the left. Continue ahead, travelling in a south-easterly direction, to join a concreted track and come out onto Pole Lane.

9 Turn right onto Pole Lane for 150m, by which point there is a high hedge on the left. Take a track through the first gap in this hedge, on a track which meanders as it makes its way roughly southwards past a pond to reach Hill Farm on the right.

10 Just beyond the farm, turn left and pass beneath the power lines. Continue in a roughly eastern direction for about 1.1km to reach a patch of woodland on the left. Follow the track ahead, bending with it to the left and then to the right to come out onto Witham Road opposite White Notley's village hall. Cross the road, and turn right to follow the left-hand footway of The Street to the centre of White Notley.

There is a pub on the right which opens at noon seven days a week, and serves "pub favourite" food. Time your departure for 10-15 minutes (depending on your walking speed) to reach the station in time for your train.

11 Turn left opposite the pub on Station Road. Cross the River Brain at the ford, and ascend Station Road to the railway. Cross the track and turn left onto the platform.

As you stand on the platform, trains to Witham and London will arrive from your right.



Woodbridge to Wickham Market

WDB–WCM

Start	Woodbridge station (WDB) — IP12 4AU
Finish	Wickham Market station (WCM) — IP13 0PT
Distance	12.2km
Duration	2 hours 33 minutes
Ascent	67m
Transport and ticketing	Train from Liverpool Street (<i>change Ipswich</i>); train at Melton; day return to Wickham Market
Facilities	All facilities in Woodbridge; deli at Melton station; café at Wickham Market station; pubs at Wilford Bridge, Ufford Bridge and Campsea Ashe
Map	https://explore.osmaps.com/route/12627952/

Introduction

The walk begins at Woodbridge station, on the line between Ipswich and Lowestoft. With a change of trains at Ipswich, the journey time from Liverpool Street to Woodbridge are about 1 hour 30 minutes. The return trip from Wickham Market to Liverpool Street takes 1 hour 45 minutes, again with a change of trains at Ipswich.

Woodbridge station opened in 1859 when the line between Ipswich and Halesworth came into service.

There is an hourly service on the line seven days a week.

Route

2 Exit Woodbridge station from Platform 2, the platform for trains towards Ipswich, using the footbridge if you are arriving from Ipswich. On the platform, turn right to pass beneath the footbridge and take the exit on the right which turns right, parallel to the platform.

Turn left through 180° and pass an inlet on your right. Turn right, then turn left to pass a café on your left. Pass through a row of traffic bollards and turn right onto the quay. Turn left at the end and follow the quay to Tide Mill Way.

The Tide Mill (which may be visited off to the right), which has been working since the twelfth century, still produces flour, the

mill-wheels driven by water trapped on the rising tide, and then released as the tide falls. The mill's opening times are available at

<https://woodbridgetidemill.org.uk/the-mill/>

A calendar of wheel-turning times is also posted there.

Turn left and pass through the tide-gate. Turn right onto a path which squeezes between the marina and the railway (with the railway on your left). Pass two level crossings on your left, then turn half-right to keep a building on your right. At the end of the building, turn half-left and follow the path along the tidal River Deben with the water on your right to reach a sewage works on your left.

3 Pass the sewage works, rounding a small promontory, and continue along the waterside path. Pass some landing stages with a former Swedish Navy gunboat (with a café on board) to emerge onto Wilford Bridge Road.

There is a pub across the road which is open daily from 1100 and offers “pub favourites plus”, including sandwiches (the latter except on Sundays). On the far side of the railway to the left is Melton station. There is a deli in the station building and a café across the road from the station.

Turn right to follow the right-hand footway of Wilford Bridge Road across the River Deben.

4 On reaching a lay-by on the far side of Wilford Bridge Road, cross over to the left-hand footway and take a public footpath off to the left. After a little over 300m, the path bends to the right and emerges onto Common Lane. Turn left to follow the lane for almost 1km to reach the junction with School Lane and Summer Lane in Bromeswell at a triangle.

5 Take the left-hand side of the triangle onto Summer Lane, then after 170m, turn left onto an enclosed path in front of Summer Lane Farm. Pass all the buildings on your right and take a right-hand bend to reach a hedge separating two fields on the left.

After a further 50m, bear off to the left along a path which enters an orchard. Turn half-right to cross a ditch on a footbridge and continue ahead to a point where you can turn left, cross another ditch on a footbridge, and cross the railway using a pedestrian level crossing.

Once beyond the railway, turn half-right (north) to follow a path to the bank of the River Deben, where bend to the right and follow the path with the water on your left out to Lower Street at Ufford Bridge.

6 Turn left to cross the bridge and follow Lower Street for 200m, passing beneath medium-voltage power lines, to reach a row of cottages on your right. Pass the cottages to reach a pub on your left.

The pub is open daily from noon and offers meals a short menu of pub favourites.

Immediately beyond the entrance to the pub, turn right onto an enclosed public footpath. Turn left to describe three sides of the church and continue past buildings on each side. Cross a footbridge and turn left along the left-hand edge of a field, then turn half-right to cross a kite-shaped field along its long axis to emerge through a gate onto Barrack Lane at the junction with Spring Lane and Loudham Lane.

7 Turn right to follow Loudham Lane for 150m, passing the triangle at East Lane on your right.

8 Take a signposted public footpath which branches off to the right and follow it for 1.3km, where bear right at a fork to reach Horsepond Belt and enter Loudham Park.

If you reach a reservoir on your left, turn right at its far end with Horsepond Belt on your left and regain the route by turning left at the end of the belt.

9 Continue ahead to reach a T-junction of paths, where turn left. Keep two clumps of threes on your left, with Loudham Hall over to your left. At the end of the second clump of trees, turn right to follow the path out to Loudham Hall Road. Turn right and follow the road for 220m to reach Sandpit House on your left.

10 Continue along the road, passing Park Farm and taking a 90° bend to the left. Follow the road through two bends, and where it makes a 90° turn to the right, take the bend and immediately turn left onto a public footpath which crosses a footbridge. Continue ahead for 400m to reach Fowls Watering Bridge on the left at a path crossing, with high-voltage power lines crossing the junction at an angle.

11 Turn right to follow a public footpath through The Oaks for 350m to reach Mill Lane, where turn right. After 150m, turn left onto a public footpath which crosses a field to reach the railway. Turn left to follow the right-hand edge of a field with the railway on your right. Continue ahead with house-backs on your left, then turn left to follow the path out to Ullswater Road. Follow the right-hand footway out to Mill Lane, where turn right, continuing ahead onto Station Road.

There is a pub on the left which opens at noon (but is closed on Tuesdays) and served an eclectic menu which includes some pub favourites such as fish and chips.

Continue ahead to reach, on your right, Wickham Market station.

The station opened in 1859, and the station house now contains a café. The village of Wickham Market is situated 3.6km distant on the far side of the A12 — the station is actually in Campsea Ashe.



