



England Coast Path Stretch: Tilbury to Southend-on-Sea

Report TSE 2: The Manorway, Corringham to Pitsea Hall Lane, Pitsea

Part 2.1: Introduction

Start Point:	The Manorway, Corringham (Grid reference TQ 7100 8290)
End Point:	Pitsea Hall Lane, Pitsea (Grid reference TQ 7372 8756)
Relevant Maps:	TSE 2a to TSE 2f

2.1.1 This is one of a series of linked but legally separate reports published by Natural England under section 51 of the National Parks and Access to the Countryside Act 1949, which make proposals to the Secretary of State for improved public access along and to this stretch of coast between Tilbury and Southend-on-Sea.

2.1.2 This report covers length TSE 2 of the stretch, which is the coast between The Manorway, Corringham and Pitsea Hall Lane, Pitsea. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

2.1.3 The report explains how we propose to implement the England Coast Path (“the trail”) on this part of the stretch, and details the likely consequences in terms of the wider ‘Coastal Margin’ that will be created if our proposals are approved by the Secretary of State. Our report also sets out:

- any proposals we think are necessary for restricting or excluding coastal access rights to address particular issues, in line with the powers in the legislation; and
- any proposed powers for the trail to be capable of being relocated on particular sections (“roll-back”), if this proves necessary in the future because of coastal change.

2.1.4 There is also a single Overview document for the whole of this stretch of coast, explaining common principles and background. **This and the other individual reports relating to the stretch should be read in conjunction with the Overview. The Overview explains, among other things, how we have considered any potential environmental impacts of improving public access to this part of the coast, and this report, and other separately published assessments we refer to, then provides more detail on these aspects where appropriate.**

Part 2.2: Proposals Narrative

The trail:

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

2.2.2 Where land uses allow follows the coastline quite closely and maintains good views of the sea.

2.2.3 Includes 1 section of new path, at Fobbing Marshes. See map TSE 2c and associated tables below for details.

Protection of the environment:

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

2.2.4 The following designated sites affect this length of coast:

- Holehaven Creek Site of Special Scientific Interest (SSSI)
- Vange and Fobbing Marshes Site of Special Scientific Interest (SSSI)

The following table brings together design features of our access proposals that will help to protect the environment along this length of the coast.

2.2.5 Measures to protect the environment

Maps	Route section numbers	Design features of the access proposals	Reason included
TSE 2c and 2d	TSE-2-S021 to TSE-2-S025 FP	<ul style="list-style-type: none"> ■ The trail is aligned along the folding to prevent the silhouette of walkers if the route followed the crest of the seawall. <p>In addition, we will install:</p> <ul style="list-style-type: none"> ■ Signage to request users to keep to the trail and keep dogs under close control from April to September ■ Fencing and gates across culverts to prevent landward access from the trail along S021, 	<p>To prevent disturbance of wintering and breeding birds in the saltmarsh and mud flats by recreational users on the sea wall</p> <p>Fencing the open culverts across the borrow dyke will protect the nesting and feeding sites on the adjacent marshes.</p>
TSE 2e and 2f	TSE-2-S038 to TSE-2-S042	<ul style="list-style-type: none"> ■ Dogs to be kept on leads all year round under 26(3)(a) of the Countryside and Rights of Way Act (2000) 	<p>To prevent disturbance of wintering and breeding birds in the grazing marshes. See para 3.2.17 below.</p>

2.2.6 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. For more information about how we came

to this conclusion; see the following assessments of the access proposals that we have published separately:

- A Habitats Regulations Assessment relating to any potential impact on the conservation objectives of European sites.
- Our Nature Conservation Assessment, in which we document our conclusions in relation to other potential impacts on nature conservation.

Part 6b of the Overview includes some contextual information about protecting the environment along this length of coast.

Accessibility:

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

- The trail would follow an uneven grass path from Oozedam to Pitsea (map 2b to map 2f)
- The trail will cross the railway lines at Pitsea (map 2f)

2.2.8 At Fobbing Marshes (TSE-2-S023) the existing stiles will be replaced, so as to improve accessibility. We envisage this happening as part of the physical establishment work described below.

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

Where we have proposed exercising statutory discretions:

2.2.9 **Estuary:** This report proposes that the trail should contain sections aligned on the estuary of the River Thames, extending upstream from the open coast. Natural England proposes to exercise its functions as if the sea included the estuarial waters of that river as far as the Tilbury to Gravesend ferry as indicated by the extent of the trail shown on map TSE 1a.

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

2.2.10 **Landward boundary of the coastal margin:** We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 2.3.1 below.

2.2.11 At sections TSE-2-S017 and TSE-2-S018 we have used this discretion to limit the landward extent of the coastal margin to the landward top edge of the seawall. This has had the effect of reducing the amount of coastal margin that would have otherwise been available by default. This option provides the most clarity because:

- There is no clear boundary feature at the bottom of the seawall that could mark the boundary of the coastal margin, but the break in slope provides an easily identifiable boundary for access users.

2.2.12 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 5b and 5c of table 2.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 5b & 5c [above Table 2.3.1] explaining what this means in practice.

See also part 3 of the Overview - ‘Understanding the proposals and accompanying maps’, for a more detailed explanation of the default extent of the coastal margin and how we may use our discretion to adjust the margin, either to add land or to provide clarity.

2.2.13 Restrictions and/or exclusions: We have proposed to exclude and restrict access by direction under the Countryside and Rights of Way Act (2000) in certain places along this section of coast.

Exclusion of access to the saltmarsh and mudflats along the extent of this report

2.2.14 Access to the land in the coastal margin adjacent to the route sections TSE-2-S009 to TSE-2-S046 is to be excluded all year round by direction under s25A of the Countryside and Rights of Way Act (2000) as it is mudflat and saltmarsh that is unsuitable for public access. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply.

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

Exclusion of access to Vange Marsh RSPB Reserve

2.2.16 Natural England proposes to restrict access for walkers with dogs relevant to this length of coast as follows:

- Dogs must be kept to a lead on the ECP route and seaward margin that is not PROW between route sections TSE-2-S038 and TSE-2-S042 by direction under section 26(3)(a) of the Countryside and Rights of Way Act (2000) all year round to protect sensitive wildlife (breeding, passage and overwintering birds). The restriction will have no legal effect on land where coastal access rights do not apply.

2.2.17 Protected bird species use the RSPB reserve at Vange Marsh all year round. Counts show the presence of wintering dunlin, redshank, grey plover, lapwing, black-tailed godwit, knot, avocet, brent goose, wigeon, shelduck and teal, and the presence of breeding avocet and common tern. The Reserve already observes a dogs to leads policy. The Nature Conservation Assessment and the Appropriate Assessment for the site concluded that allowing access would cause a significant effect by disturbing the internationally-protected bird species using the site. The Assessments will be published alongside this report.

2.2.18 These directions will not prevent or affect:

- any existing local use of the land by right: such use is not covered by coastal access rights;
- any other use people already make of the land locally by formal agreement with the landowner, or by informal permission or traditional toleration; or
- use of any registered rights of common or any rights at common law or by Royal Charter etc.

Any such use is not prohibited or limited by these arrangements.

2.2.19 The directions we give are intended to avoid any new public rights being created over the area in question in view of the hidden dangers to which new users of the land would be subject because of the local patterns of tidal inundation extensive mudflats and areas of soft mud.

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

2.2.20 Coastal erosion: Natural England is able to propose that the route of the trail would be able to change in the future, without further approval from the Secretary of State, in response to coastal change. This would happen in accordance with the criteria and procedures for 'roll-back' set out in part 7 of the Overview.

Natural England may only propose the use of this roll-back power:

- as a result of coastal erosion or other geomorphological processes or encroachment by the sea, or
- in order to link with other parts of the route that need to roll back in direct
- response to such changes.

2.2.21 We have chosen not to make any such proposal in this report. Accordingly the route is to be at the centre of the line shown on maps TSE 2a to TSE 2f as the proposed route of the trail.

Other future change:

2.2.22 There are also places described in this report where we foresee the need for future changes to the proposed access provisions for particular reasons. These are summarised at part 7 of the Overview.

- At Terminus Drive and Pitsea Hall Lane, (Map 2f, TSE-2-S042 to TSE-2-S046) the end of this section may need to alter if the right of way to the western side of the road is diverted as a result of any closure of the crossing over the railway lines (TSE-2-S042). If this happens the expectation is that the England Coast Path will align on any diversion of the public right of way and continue towards Pitsea Station.
- Fobbing Horse and East Haven barriers may be modified or replaced in the future and this may present new opportunities to review the trail alignment. This could either be as a direct route on to Canvey Island or north towards Pitsea Train Station. Any alignment that utilises these barriers would also need to consider the viability of the land use between them as this is currently a working landfill site. (further details are described within TSE report 3 Pitsea Hall Lane to Benfleet)
- Coryton Oil Refinery and associated hinterland may be redeveloped for industry, housing and amenities and may allow for the trail to be aligned around this area to the south of sections TSE-2-S010 to TSE-2-S016.

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

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

Establishment of the trail:

2.2.24 Below we summarise how our proposed route for the trail would be physically established to make it ready for public use before any new rights come into force.

Establishment works will only start on this length of coast once these proposals have been approved by the Secretary of State. The works may therefore either precede or follow the start of establishment works on other lengths of coast within the stretch, and detailed in their separate reports.

2.2.25 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £20,794 and is informed by:

- information already held by the access authorities, Thurrock Council and Essex County Council.
- the conclusions of our deliberations in relation to potential impacts on the environment; and
- information gathered while visiting affected land and talking to the people who own and manage it about the options for the route.

2.2.26 There are 2 main elements to the overall cost:

- New fencing will be installed alongside the trail at sensitive locations.
- The surfaces and access furniture of the existing paths and footways on the proposed route are generally of a suitable standard for the trail, but there will be the need for new infrastructure to cross the large culvert and dam on Fobbing Marshes where the new access is proposed. This would enhance the convenience of the trail. More significant items of establishment works are shown on the relevant maps accompanying this report.

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

Table 1: Estimate of capital costs

Item	Cost
Signs & interpretation	£14,282
Post and Wire Fencing	£1,700
Field Gates	£2,100
Project management	£2,712
Total	£20,794 (Exclusive of any VAT payable)

2.2.27 Once the Secretary of State's decision on our report has been notified, and further to our conversations with land managers during the route planning stage, there will be suitable liaison with affected land owners and occupiers about relevant aspects of the design, installation and maintenance of the new signs and infrastructure that are needed on their land. Prior to works being carried out on the ground, all necessary permissions, authorisations and consents will be obtained. All such works would conform to the published standards for National Trails and the other criteria described in our Coastal Access Scheme.

Maintenance of the trail:

2.2.28 Because the trail on this length of coast will form part of the National Trail being created around the whole coast of England called the England Coast Path, we envisage that it will be maintained to the same high quality standards as other National Trails in England (see The New Deal; Management of National Trails in England from April 2013: details at Annex A of the Overview).

2.2.29 We estimate that the annual cost to maintain the trail will be £4554.05 (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England's contribution to the maintenance of other National Trails.

Part 2.3: Proposals Tables

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

2.3.1 Section Details – Maps TSE 2a to TSE 2f: The Manorway, Corringham to Pitsea Hall Lane, Pitsea

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 2.3.2: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate. “No” means none present on this route section.
4. Columns 5b and 5c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 5a, that would be its landward boundary instead.

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
TSE 2a	TSE-2-S001	existing walked route	No	No			
TSE 2a	TSE-2-S002RD*	Public highway	No	No			
TSE 2a	TSE-2-S003RD*	Public highway	No	No			
TSE 2a	TSE-2-S004RD*	Public highway	No	No			
TSE 2a	TSE-2-S005CP*	Cycle track (pedestrian)	No	No			
TSE 2a	TSE-2-S006RD*	Public highway	No	No			
TSE 2a	TSE-2-S007CP*	Cycle track (pedestrian)	No	No			
TSE 2a	TSE-2-S008RD*	Public highway	No	No			
TSE 2b	TSE-2-S009CP*	Cycle track (pedestrian)	No	No			
TSE 2b	TSE-2-S010*	existing walked route	No	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
TSE 2b	TSE-2-S011FP*	Public footpath	No	No			
TSE 2b	TSE-2-S012FP*	Public footpath	No	No			
TSE 2b	TSE-2-S013FP*	Public footpath	No	No			
TSE 2c	TSE-2-S014FP*	Public footpath	No	No			
TSE 2c	TSE-2-S015FP*	Public footpath	No	No			
TSE 2c	TSE-2-S016FP*	Public footpath	No	No			
TSE 2c	TSE-2-S017FP*	Public Footpath	No	Yes - bank	landward edge of top of sea wall	Clarity and cohesion	No clear break of slope at lower level and potential rare plants on rear of slope
TSE 2c	TSE-2-S018FP*	Public Footpath	No	Yes - bank	landward edge of top of sea wall	Clarity and cohesion	No clear break of slope at lower level and potential rare plants on rear of slope
TSE 2c	TSE-2-S019*	Public Footpath	No	Yes - bank	landward edge of top of sea wall	Clarity and cohesion	No clear break of slope at lower level
TSE 2c	TSE-2-S020*	Not an existing walked route	No	No	Edge of trail	Clarity and cohesion	A large culvert/dam, with limited available width, the path will be limited to reflect land use at establishment
TSE 2c	TSE-2-S021*	Not an existing walked route	No	No			
TSE 2d	TSE-2-S022FP*	Public footpath	No	Yes - bank			
TSE 2d	TSE-2-S023FP*	Public footpath	No	Yes - bank			
TSE 2d	TSE-2-S024FP*	Public footpath	No	Yes - bank			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
TSE 2d	TSE-2-S025FP*	Public footpath	No	No			
TSE 2d	TSE-2-S026FP	Public footpath	No	No			
TSE 2e	TSE-2-S027FP	Public footpath	No	No			
TSE 2e	TSE-2-S028FP	Public footpath	No	No			
TSE 2e	TSE-2-S029FP	Public footpath	No	No			
TSE 2e	TSE-2-S030FP	Public footpath	No	No			
TSE 2e	TSE-2-S031FP	Public footpath	No	No			
TSE 2e	TSE-2-S032FP	Public footpath	No	No			
TSE 2e	TSE-2-S033FP	Public footpath	No	No			
TSE 2e	TSE-2-S034FP	Public footpath	No	No			
TSE 2e	TSE-2-S035FP	Public footpath	No	No			
TSE 2e	TSE-2-S036FP	Public footpath	No	No			
TSE 2e	TSE-2-S037FP	Public footpath	No	No			
TSE 2e	TSE-2-S038	Other existing walked route	No	No			
TSE 2e	TSE-2-S039FP	Public footpath	No	No			
TSE 2f	TSE-2-S040	Other existing walked route	No	No			
TSE 2f	TSE-2-S041	Other existing walked route	No	No			
TSE 2f	TSE-2-S042FP	Public footpath	No	No			
TSE 2f	TSE-2-S043FP	Public footpath	No	No			

1	2	3	4	5a	5b	5c	6
Map(s)	Route section number(s)	Current status of route section(s)	Roll-back proposed? (See Part 7 of Overview)	Landward margin contains coastal land type?	Proposal to specify landward boundary of margin (See maps)	Reason for landward boundary proposal	Explanatory notes
TSE 2f	TSE-2-S044FP	Public footpath	No	No			
TSE 2f	TSE-2-S045FP	Public footpath	No	No			
TSE 2f	TSE-2-S046RD	Public highway	No	No			

2.3.2 Other options considered: Maps TSE 2a to TSE 2d: Corringham to Fobbing Marshes/Parting Gut

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
TSE 2a to TSE 2d	TSE-2-S002RD to TSE-2-S024FP	We considered aligning the trail along the existing Thames Estuary path through Corringham and Fobbing and on various rights of way through Fobbing Marshes	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ it is closer to the coastline and maintains views of the estuary ■ this proposal is made with the support of the landowner as it creates a significantly smaller area of coastal margin ■ The Thames Estuary path is constrained by following public rights of way and has multiple road crossings and in this area is a long distance from the coastline. ■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme
TSE 2c	TSE-2-S017	We considered using the flood barriers at Fobbing Horse to cross Vange Creek and East Haven Creek. This could take the trail direct on to Canvey Island. It would also remove all sections from TSE-2-S018 to TSE-2-S046 and all of report TSE3.	<ul style="list-style-type: none"> ■ Unless a major engineering operation were undertaken to affix steps and gantries to the outside of Fobbing Horse barrier (across Vange Creek), the only way to utilise the structure as a crossing would be to allow the public access to the internal machinery and workings of the barrier. Use of the current access was ruled out as a health and safety consideration and as a 'building' could be considered excepted land. The cost of attaching steps or slopes and gantries to the outside was expected to be extremely high and could impact adversely on the international wildlife designations of this area. ■ The land between the two barriers over the two creeks is a working landfill site and therefore currently excepted land (see above for consideration of using the landfill site and future change)

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
TSE 2a to 2c	TSE-2-S007 to TSE-2-S020	We considered aligning the trail along the existing public footpaths that criss-cross the southern section of Fobbing Marshes.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ this proposal is made with the support of the landowner in particular as it creates a significantly smaller area of coastal margin ■ it is closer to the estuary than the public footpath ■ we concluded that this proposal would have a lower impact on the nature conservation features of Fobbing Marsh SSSI ■ we concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme
TSE 2c and 2d	TSE-2-S021 to TSE-2-S025	We considered aligning the trail along top of the bank to the west of Fobbing Creek, all of Parting Gut and the south of Vange Creek	<ul style="list-style-type: none"> ■ Section TSE-2-S025 was a permitted route on the folding as the alignment was investigated that has since become an official right of way on this line. Creating a route on the top of the bank would duplicate the route at the rear of the slope ■ The creeks are noted for their wildlife interest and directing users along the folding helps reduce the negative impact from silhouetted figures on the horizon ■ Running the whole length of the new access to link with the new right of way below the rear of the bank on this stretch helps manage visitors, who can become accustomed to the alignment of the trail being on a steady line. ■ The proposal is made with the support of the landowners.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
TSE 2a	TSE-2-S002 to TSE-2-S004	We considered aligning the trail along the southern side of The Manorway, to the light controlled pedestrian crossing at Corringham and returning on the north side of The Manorway	<ul style="list-style-type: none"> ■ This alignment took a long roadside verge deviation away from the obvious crossing point as proposed. ■ The proposed crossing point requires crossing two lanes of traffic that is travelling in the same direction to access a wide grassed central reservation. Users are likely to cross here, even if directed to walk along the road verge to a controlled crossing. ■ A road safety scheme has been reviewed and proposed for further discussion and development with Thurrock District Council at establishment for the proposed alignment crossing point. ■ The considered alignment required crossing more roads and junctions than the proposed alignment.

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

Part 2.4: Maps

2.4.1 Map Index

Map reference	Map title
TSE 2a	The Manorway, Corringham to Electrical Sub Station
TSE 2b	Electrical Sub Station to North of Oozedam
TSE 2c	North of Oozedam to Parting Gut
TSE 2d	Parting Gut to Vange Marshes
TSE 2e	Vange Marshes to North end of Vange Marsh RSPB Reserve
TSE 2f	North end of Vange Marsh RSPB Reserve to Pitsea Hall Lane
Directions Map TSE E2a and E2b	Proposed direction under S25A CROW

PROPOSALS

Trail Sections

- Trail using existing public right of way or highway
- Trail using other existing walked route
- Trail not using existing walked route
- Alternative route
- Trail shown on other maps
- Approved or open England Coast Path

Maps that show sections of the trail that follow the existing South West Coast Path as currently walked and managed use the following trail categories. Information on the existing status and infrastructure is not shown.

- Trail using existing South West Coast Path
- Alternative or optional alternative route using existing South West Coast Path

Trail sections which follow existing public rights of way or highways are indicated by a suffix:

- BW** - Public bridleway
- BY** - Public byway
- CP** - Cycletrack (pedestrian)
- CT** - Cycletrack (cycles only)
- FP** - Public footpath
- FW** - Public footway (Pavement)
- RB** - Restricted byway
- RD** - Public road

Coastal Margin

Explanatory note

Part 3 of the Overview to the report explains where the landward boundary of the coastal margin falls by default. Our proposals include any suggested variation of this default boundary. The purple wash on the map indicates where as a result of our proposals the coastal margin would extend significantly to the landward side of the proposed route of the trail. The coastal margin may include some areas where coastal access rights do not apply, either seaward or landward of the proposed route of the trail: the Overview explains more about this. The landward boundary of the coastal margin may in due course move inland, if the trail rolls back under proposals in this report to respond to coastal change.

- Coastal margin landward of the trail
- Coastal margin landward of the trail which is existing access land

Other Information

Other access rights and routes

- Public bridleways
- Public byways
- Public footpaths
- Restricted byways
- South West Coast Path
- Sustrans national routes
- Existing access land

Infrastructure types

For status of each, where shown on map, see colour codes below

Bridges:

- Clapper bridge
- Footbridge
- Quad bike bridge
- Sleeper bridge
- Vehicle bridge

Stiles:

- Ladder stile
- Lift-up stile
- Squeeze stile
- Step stile
- Stone stile

Gates:

- Bristol gate
- Field gate
- Gateway with no gate
- Kissing gate
- Pedestrian gate
- Wheelchair gate

Miscellaneous:

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

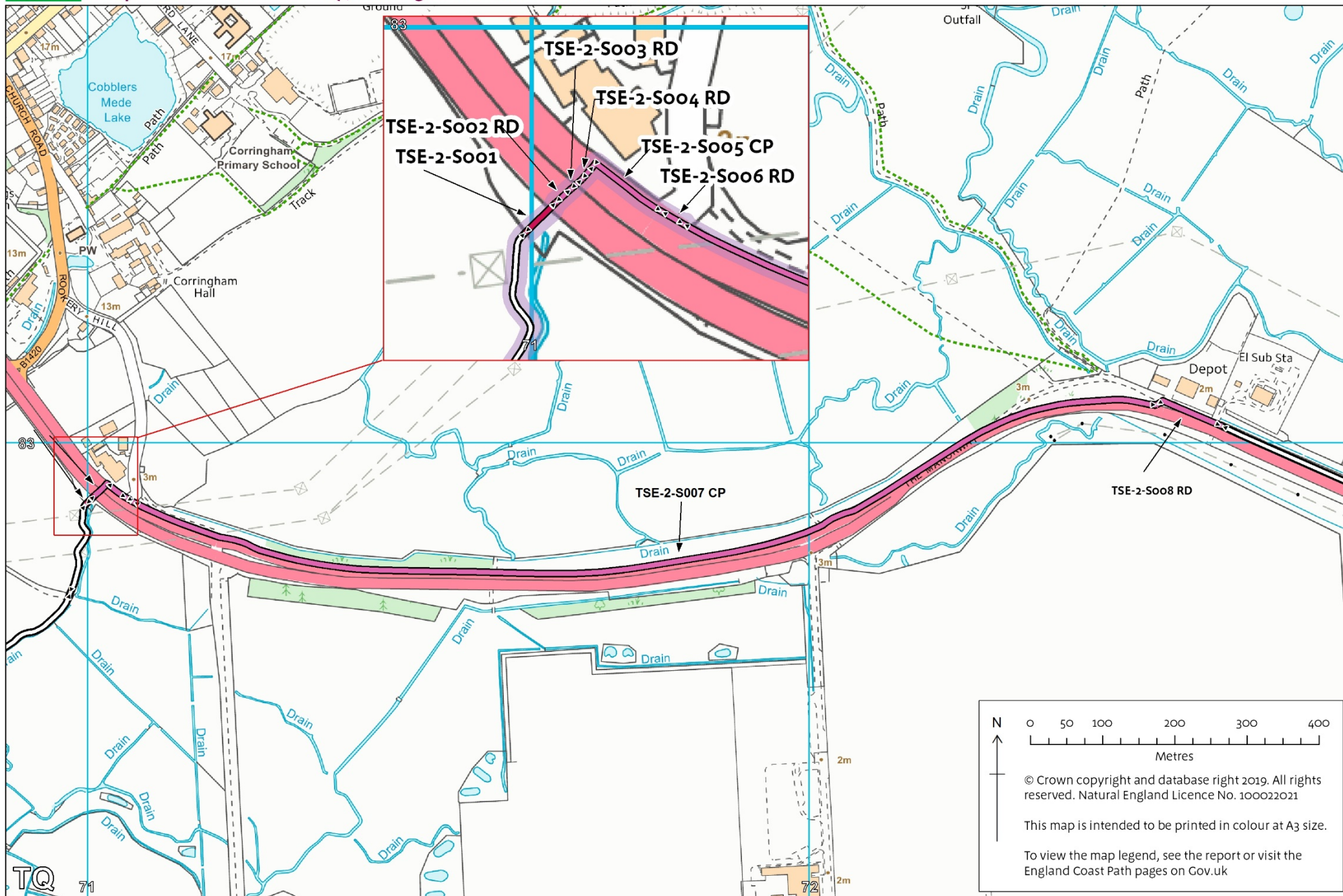
Infrastructure status

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

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

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

Map TSE 2a - The Manorway, Corringham to Electrical Sub Station



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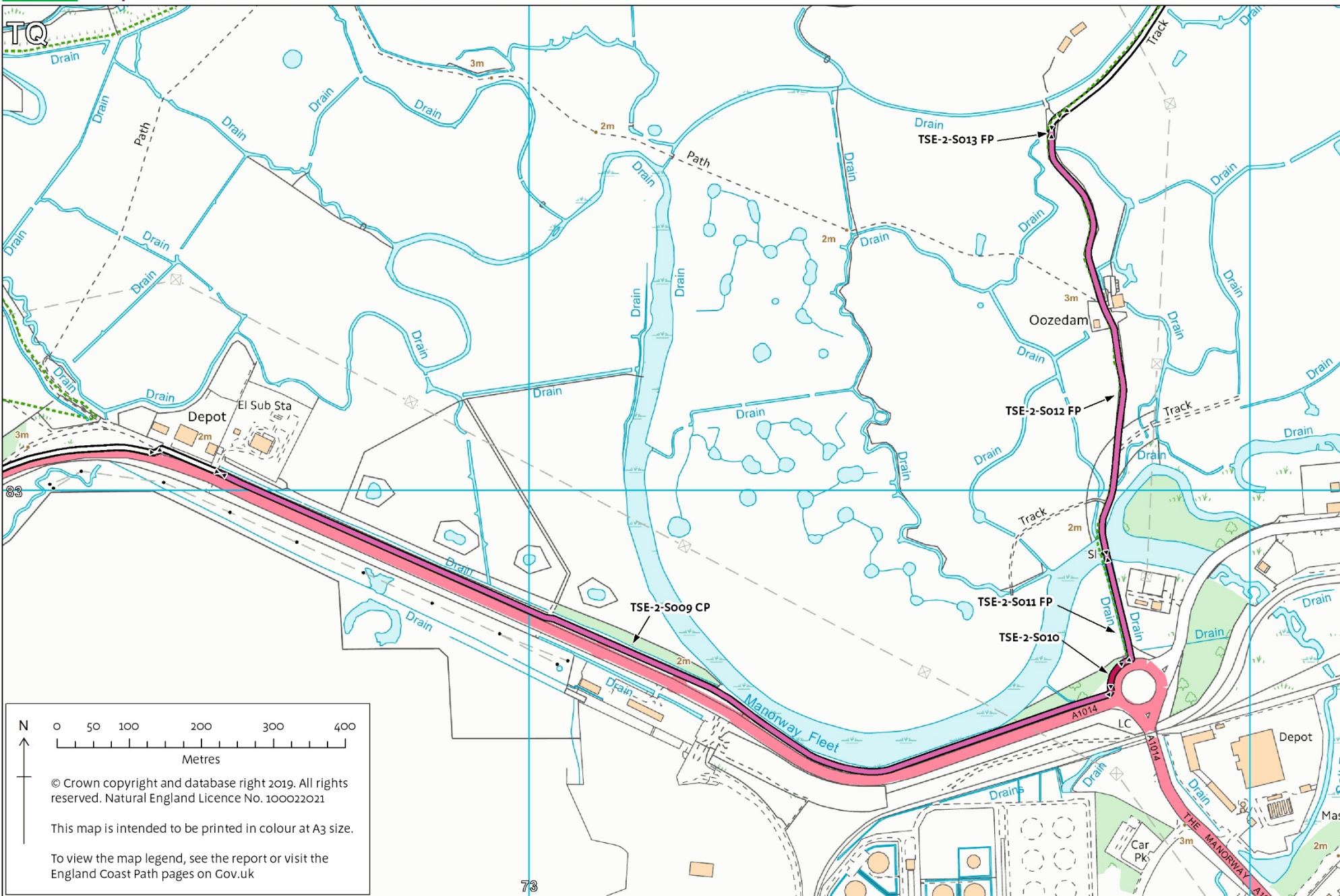
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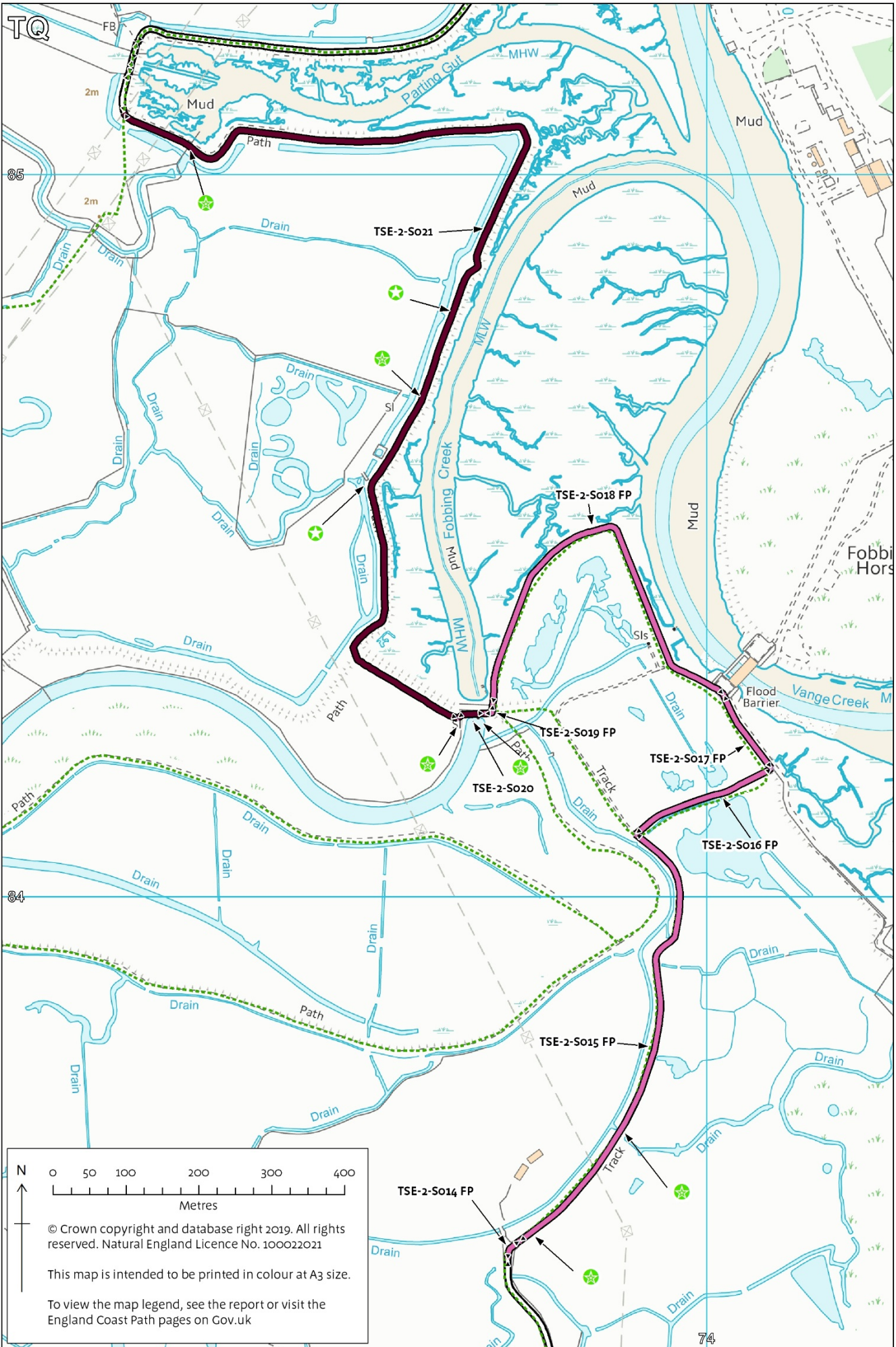
This map is intended to be printed in colour at A3 size.

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

Map TSE 2b - Electrical Sub Station to North of Oozedam



Map TSE 2c - North of Oozedam to Parting Gut



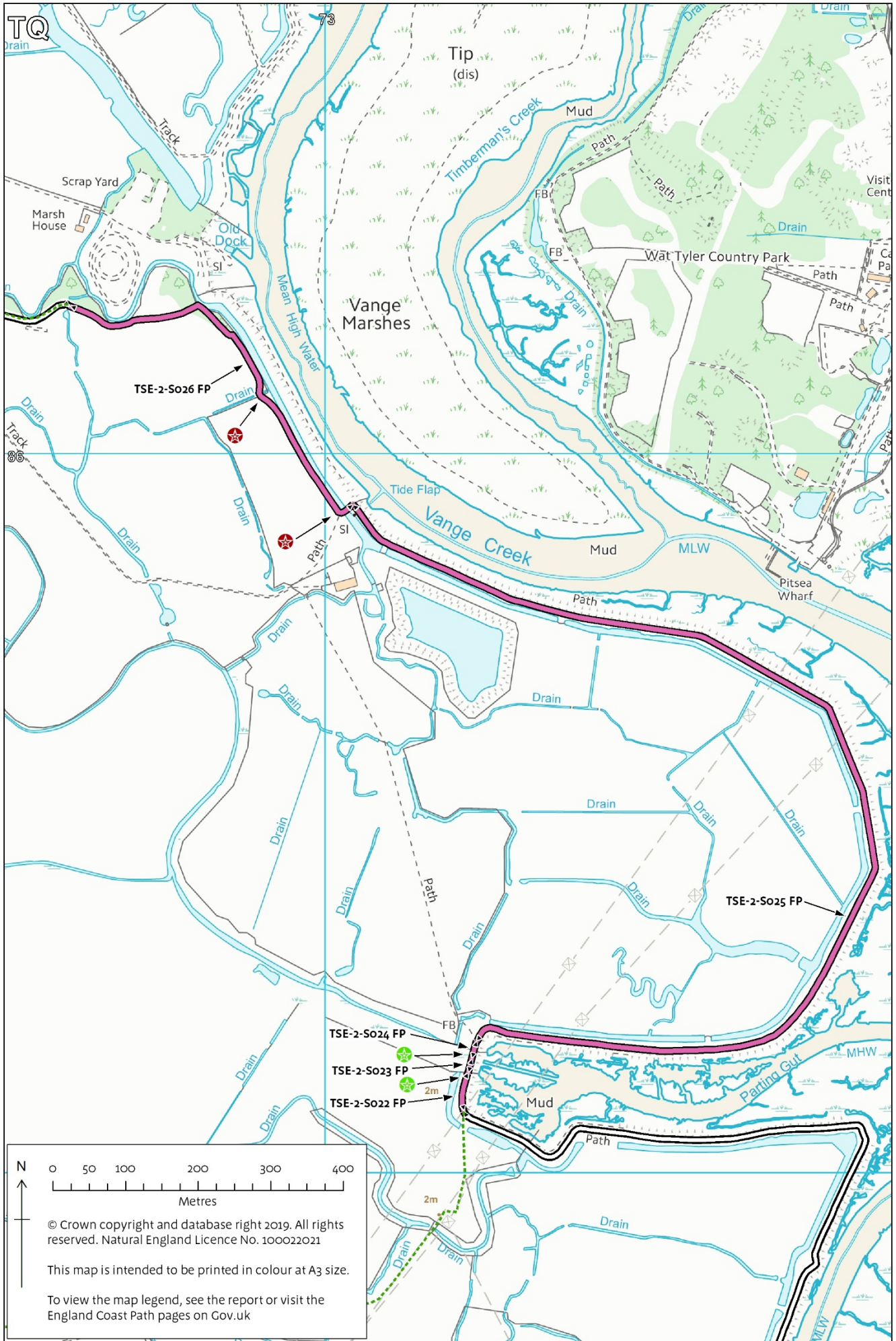
N
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 Metres

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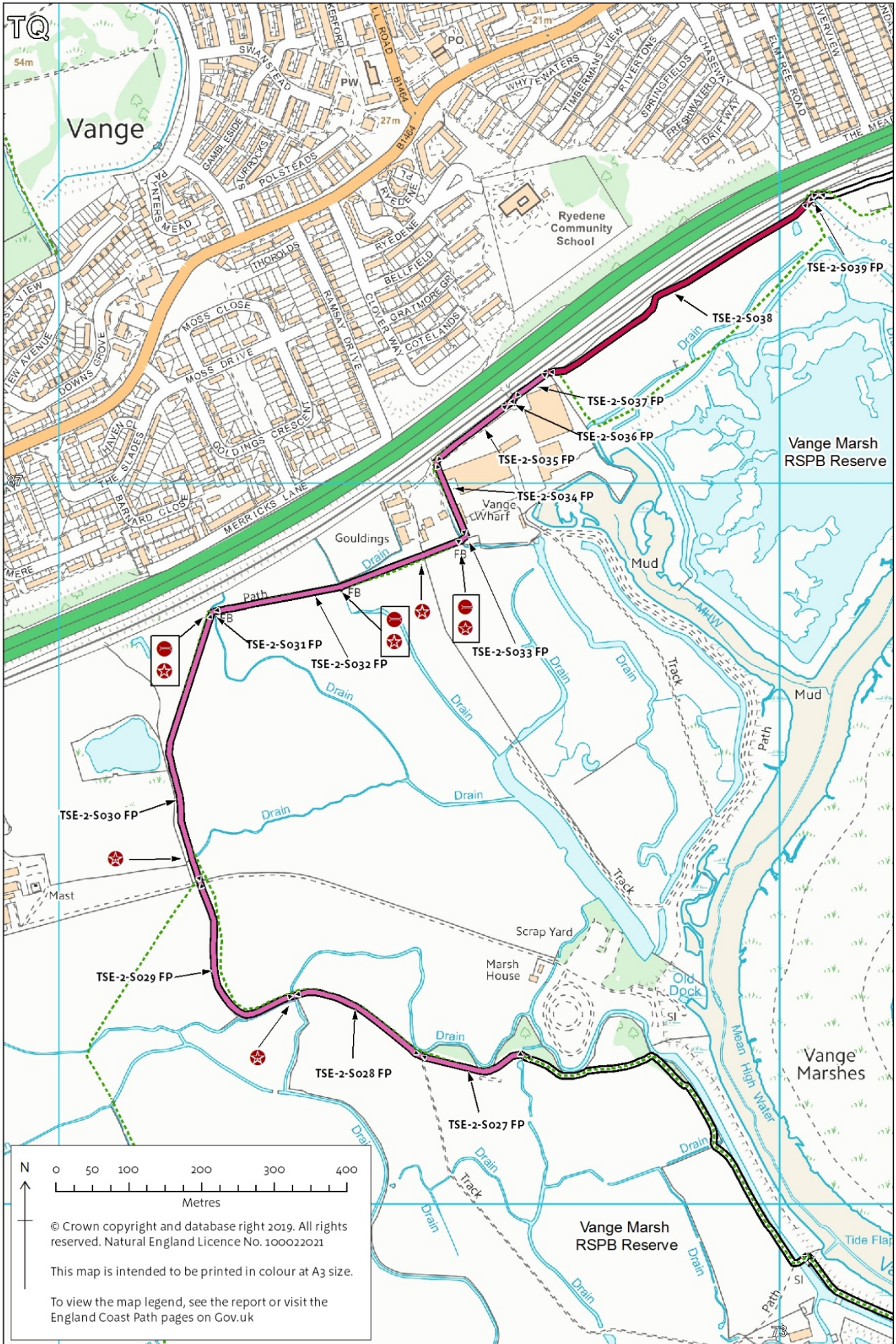
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

Map TSE 2d - Parting Gut to Vange Marshes



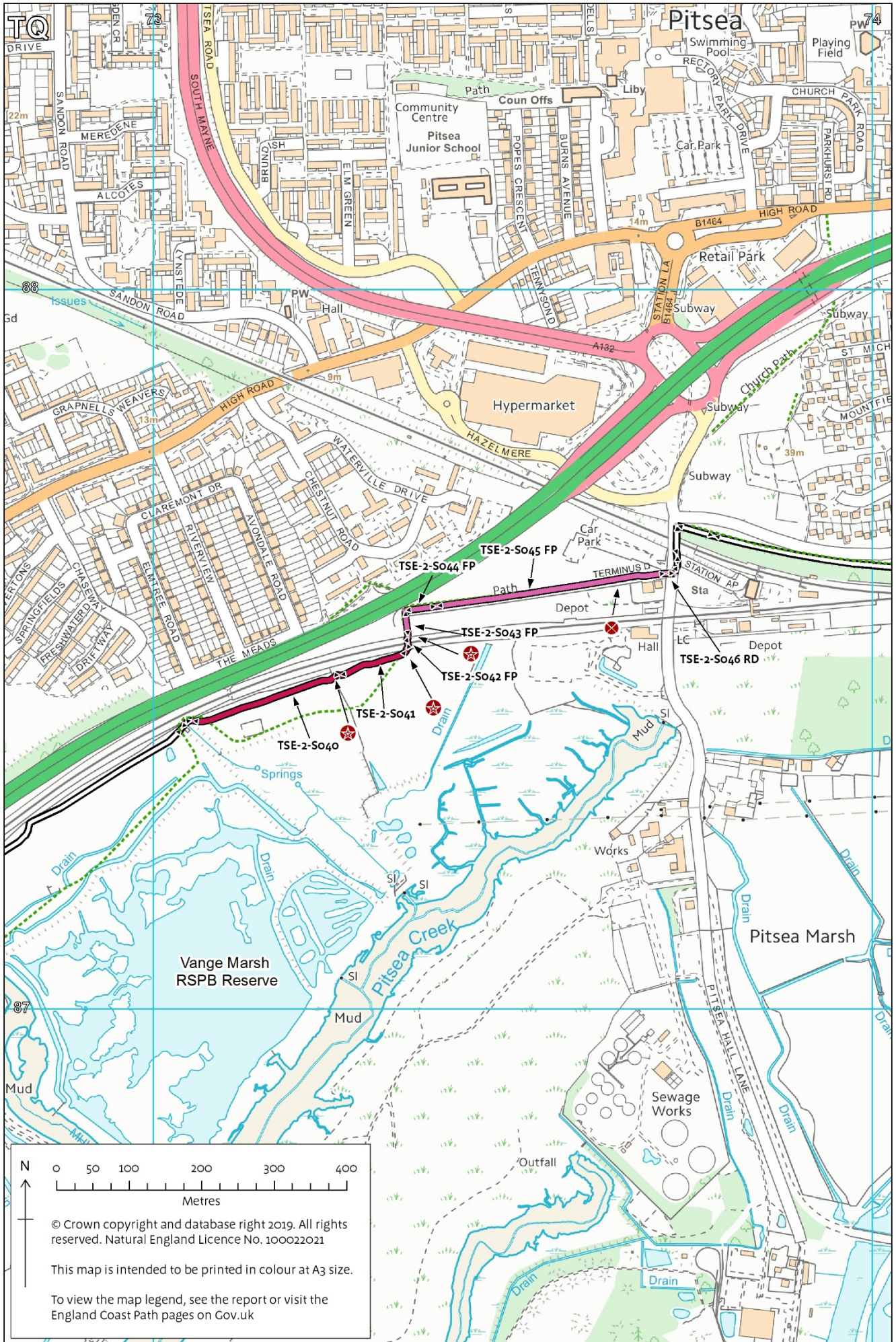
Map TSE 2e - Vange Marshes to North end of Vange Marsh RSPB Reserve

Map TSE 2e - Vange Marshes to North end of Vange Marsh RSPB Reserve



Map TSE 2f - North end of Vange Marsh RSPB Reserve to Pitsea Hall Lane

Map TSE 2f - North end of Vange Marsh RSPB Reserve to Pitsea Hall Lane



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0 50 100 200 300 400
Metres

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