



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

Report TSE 1: Fort Road, Tilbury to The Manorway, Corringham

Part 1.1: Introduction

Start Point:	Fort Road, Tilbury (Grid reference TQ 6450 7520)
End Point:	The Manorway, Corringham (Grid reference TQ 7100 8290)
Relevant Maps:	TSE 1a to TSE 1i

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

1.1.2 This report covers length TSE 1 of the stretch, which is the coast between Fort Road, Tilbury and The Manorway, Corringham. It makes free-standing statutory proposals for this part of the stretch, and seeks approval for them by the Secretary of State in their own right under section 52 of the National Parks and Access to the Countryside Act 1949.

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

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

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

Part 1.2: Proposals Narrative

The trail:

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

1.2.1 Mainly follows the coastline quite closely and maintains good views of the sea.

1.2.2 In one area a significant inland diversion is necessary to take the trail past land at Mucking Marshes which is currently inaccessible because it is a working landfill site. (See Future Change, below and Part 7 of the Overview).

Protection of the environment:

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

1.2.3 The following designated sites affect this length of coast:

- Thames Estuary and Marshes Special Protection Area (SPA)
- Thames Estuary and Marshes Ramsar site
- Mucking Flats and Marshes Site of Special Scientific Interest (SSSI)
- Tilbury Fort Scheduled Ancient Monument (SAM)
- Coalhouse Fort Scheduled Ancient Monument (SAM)

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

1.2.5 Natural England is satisfied that the proposals for coastal access in this report are made in accordance with relevant environmental protection legislation. For more information about how we came to this conclusion; see the following assessments of the access proposals that we have published separately:

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

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

Accessibility:

1.2.6 There are a 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 or bare soil path in places particularly between the former Tilbury power station site and Coalhouse Fort.

- The trail would follow an uneven grass or bare soil path in places which can become waterlogged during wet weather in the area of Mucking Marshes.
- The trail follows the public right of way along the foreshore east of Tilbury Fort, which can be inundated on high tides and covered in tidal debris.
- There are steps over the sea wall 300m east of Tilbury Fort. There are motorbike squeezes along sections of the sea wall between Coalhouse Fort and Mucking Marshes.
- The trail crosses a railway line near Rainbow Lane, Stanford-le-Hope.
- There is a long slope either side of the bridle-bridge that the trail uses to cross the access road that services London Gateway Port and hinterland.

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

Where we have proposed exercising statutory discretions:

1.2.7 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 maps TSE 1a to 1i

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

1.2.8 Landward boundary of the coastal margin: We have used our discretion on some sections of the route to map the landward extent of the coastal margin to an adjacent physical boundary such as a fence line, pavement or track to make the extent of the new access rights clearer. See Table 1.3.1 below.

1.2.9 At various locations 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.
- There are other seawalls that have an added engineered feature of a solid concrete wall that sits on top of the crest, and to the landward side of the trail. There is no ability to climb this concrete wall to access the rear slope, and as such we have defined this concrete wall as the landward boundary.

1.2.10 The Proposals Tables show where we are proposing to alter the default landward boundary of the coastal margin. These proposals are set out in columns 5b and 5c of table 1.3.1. Where these columns are left blank, we are making no such proposals, so the default landward boundary applies. See the note relating to Columns 5b & 5c (above Table 1.3.1) explaining what this means in practice.

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

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

Exclusion of access to the saltmarsh/flat along the extent of this report

1.2.12 Access to the saltmarsh/flat in the coastal margin seaward of route sections TSE-1-S001 to TSE-1-S071 is to be excluded all year-round by direction under s25A of the Countryside and Rights of Way Act (2000) as it is unsuitable for public access. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Direction Maps TSE E1

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

1.2.14 These directions will not prevent or affect:

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

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

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

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

1.2.16 **Other factors affecting access:** At route sections TSE-1-S014 to TSE-1-S020, the path can become inundated at high tide, particularly at the lowest point around TSE-1-S019. Public access may be interrupted from time to time at the highest tides in a month. No alternative route is proposed as the inundation period is short and by using the full 4m width of the trail and a small area of landward spreading room below the jetty it is possible for the public to continue their onward journey. The tidal inundation is a recognised occurrence on the public footpath at this location, including regularly placed escape ladders to allow users to climb the wall. Local signage will be improved informing users of the hazard, to include information on how to obtain tide times and height forecasts.

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

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

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

1.2.18 Column 4 of table 1.3.1 and table 1.3.3 indicates where roll-back has been proposed in relation to a route section. Where this is the case, the route, as initially determined at the time the report was

prepared, is to be at the centre of the line shown on maps TSE 1a to TSE 1d as the proposed route of the trail.

1.2.19 If at any time in the future any part of a route section upon which roll-back has been specified needs, in Natural England's view, to change in order for the overall route to remain viable, the new route for the part in question will be determined by Natural England without further reference to the Secretary of State. This will be done in accordance with the criteria and procedures described under the title 'Roll-back' in part 7 of the Overview and section 4.10 of the Coastal Access Scheme. If this happens, the new route will become the approved route for that section for the purposes of the Order which determines where coastal access rights apply.

On sections for which roll-back is not proposed in column 4 of table 1.3.1, the route is to be at the centre of the line shown on maps TSE 1a to TSE 1i as the proposed route of the trail.

Other future change:

1.2.20 There is one place described in this report where we foresee the need for future changes to the proposed access provisions. Once the landfill has been restored at Mucking Marshes, the route may be able to take a more seaward alignment through this land and on through the Thurrock Thameside Nature Park. Also, and separately the public footpath on the southern element of TSE-1-S040 may be officially diverted due to frequent and sustained flooding along part of it. If the flooding cannot be prevented and subsequently the right of way is diverted, the alignment of the England Coast Path may also move at this location. This need for a diversion of the right of way and associated change in alignment of the ECP depends on the timing of the completion of works to the adjacent landfill that S040 skirts around and will be considered as a package of changes.

This is summarised at part 7 of the Overview.

1.2.21 The route of the trail in this report incorporates the use of a ferry at Tilbury. Should the service cease altogether in the future or become less suitable for the purpose, Natural England will review its trail alignment and, if appropriate, will prepare a separate variation report to the Secretary of State to ensure an uninterrupted journey for this part of the coast.

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

Establishment of the trail:

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

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

1.2.23 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £18,333 and is informed by:

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

1.2.24 There are 3 main elements to the overall cost

- Waymarking of the National Trail, such as posts and interpretation boards.
- Information boards at Tilbury ferry station, advising on the options for crossing the Thames when the ferry isn't running.
- Information boards detailing the occasional tidal inundation on the foreshore route at the old power station between Tilbury and Coalhouse Forts.

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	£12,235
Steps	£1,200
Pedestrian Gates	£1,607
Replace Metal barrier	£900
Project management	£2,391
Total	£18,333 (Exclusive of any VAT payable)

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

Maintenance of the trail:

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

1.2.27 We estimate that the annual cost to maintain the trail will be £6754.75 (exclusive of any VAT payable). In developing this estimate we have taken account of the formula used to calculate Natural England's contribution to the maintenance of other National Trails.

Part 1.3: Proposals Tables

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

1.3.1 Section Details – Maps TSE 1a to TSE 1i Fort Road, Tilbury to The Manorway, Corringham

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 1.3.2: Other options considered.
2. Column 4 – ‘No’ means no roll-back is proposed for this route section. ‘Yes – normal’ means roll-back is proposed and is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.
3. Column 4 – ‘Yes – see table 1.3.3’ means roll-back is proposed, but refer to that table below about our likely approach to implementing it for this route section. This is because a more complex situation exists in this case and consideration must be given to how roll-back may happen in relation to excepted land, a protected site etc.
4. Column 5a - Certain coastal land types are included automatically in the coastal margin where they fall landward of the trail if they touch it at some point. The relevant land type (foreshore, cliff, bank, barrier, dune, beach, flat or section 15 land – see Glossary) is shown in this column where appropriate. “No” means none present on this route section.
5. Columns 5b and 5c – Any entry in these columns means we are proposing to align the landward boundary of the coastal margin on this route section with the physical feature(s) shown in 5b, for the reason in 5c. No text here means that for this route section the landward edge of the margin would be that of the trail itself - or if any default coastal land type is shown in 5a, that would be its landward boundary instead.

1	2	3	4	5a	5b	5c	6
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 1a	TSE-1-S001FW	Public footway (pavement)	No	No			
TSE 1a	TSE-1-S002FW	Public footway (pavement)	No	No			
TSE 1a	TSE-1-S003FW	Public footway (pavement)	No	No			
TSE 1a	TSE-1-S004FW	Public footway (pavement)	No	No			
TSE 1a	TSE-1-S005FW	Public footway (pavement)	No	No			
TSE 1a	TSE-1-S006FW	Public footway (pavement)	No	No			
TSE 1a	TSE-1-S007FW	Public footway (pavement)	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 1a	TSE-1-S008	Other existing walked route	No	Yes – bank	Landward edge of top of seawall	Clarity and cohesion	This is an engineered concrete sea defence, with wide top.
TSE 1a	TSE-1-S009	Other existing walked route	No	Yes – bank	Landward edge of top of seawall	Clarity and cohesion	This is an engineered concrete sea defence, with wide top.
TSE 1a	TSE-1-S010	Other existing walked route	No	Yes – bank	Landward edge of top of seawall	Clarity and cohesion	Wide top, low extensive rear slope with no clear cut off point
TSE 1a	TSE-1-S011	Other existing walked route	Yes – see table 1.3.3	Yes – bank	Landward edge of top of seawall	Clarity and cohesion	Wide top, low extensive rear slope with no clear cut off point
TSE 1a	TSE-1-S012	Other existing walked route	Yes – see table 1.3.3	Yes – bank	Landward edge to top of seawall	Clarity and cohesion	Wide top, low extensive rear slope with no clear cut off point
TSE 1a	TSE-1-S013FP	Public footpath	Yes – see table 1.3.3	No			
TSE 1a	TSE-1-S014FP	Public footpath	Yes – see table 1.3.3	No			
TSE 1a	TSE-1-S015FP	Public footpath	Yes – see table 1.3.3	No			
TSE 1a	TSE-1-S016FP	Public footpath	Yes – see table 1.3.3	No			
TSE 1a	TSE-1-S017FP	Public footpath	Yes – see table 1.3.3	No			
TSE 1a	TSE-1-S018FP	Public footpath	Yes – see table 1.3.3	No	Wall	Clarity and cohesion	

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 1a	TSE-1-S019FP	Public footpath	Yes – see table 1.3.3	No	Wall	Clarity and cohesion	
TSE 1b	TSE-1-S020FP	Public footpath	Yes – see table 1.3.3	No			
TSE 1b	TSE-1-S021	Other existing walked route	Yes – see table 1.3.3	No			
TSE 1b	TSE-1-S022	Other existing walked route	Yes. See table 1.3.3	No			
TSE 1b	TSE-1-S023	Other existing walked route	Yes. See table 1.3.3	No			
TSE 1c	TSE-1-S024	Other existing walked route	Yes. See table 1.3.3	No			
TSE 1c	TSE-1-S025	Other existing walked route	Yes. See table 1.3.3	No			
TSE 1c	TSE-1-S026	Other existing walked route	Yes. See table 1.3.3	No			
TSE 1d	TSE-1-S027*	Not an existed walked route	Yes – see table 1.3.3	No			
TSE 1d	TSE-1-S028*	Not an existed walked route	Yes – see table 1.3.3	No			
TSE 1d	TSE-1-S029*	Other existing walked route	Yes – see table 1.3.3	No			
TSE 1d	TSE-1-S030*	Other existing walked route	Yes – see table 1.3.3	No			
TSE 1d	TSE-1-S031*	Other existing walked route	Yes – see table 1.3.3	No			
TSE 1d	TSE-1-S032*	Public Footpath	Yes – see table 1.3.3	No			
TSE 1d	TSE-1-S033*	Public Footpath	Yes – see table 1.3.3	No			
TSE 1d	TSE-1-S034*	Public Footpath	Yes – see table 1.3.3	No			
TSE 1d	TSE-1-S035*	Public Footpath	Yes – see table 1.3.3	No			
TSE 1d	TSE-1-S036*	Public footway (pavement)	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 1d	TSE-1-S037*	Public footway (pavement)	No				
TSE 1d	TSE-1-S038*	Public footway (pavement)	No				
TSE 1d	TSE-1-S039*	Public highway	No				
TSE 1d	TSE-1-S040*	Other existing walked route	No				
TSE 1d	TSE-1-S041*	Other existing walked route	No				
TSE 1d	TSE-1-S042	Other existing walked route	No				
TSE 1d	TSE-1-S043FP	Public footpath	No	Yes - barrier			
TSE 1e	TSE-1-S044FP	Public footpath	No	Yes - barrier			
TSE 1e	TSE-1-S045FP	Public footpath	No	Yes - barrier			
TSE 1e	TSE-1-S046FP	Public footpath	No	Yes - barrier			
TSE 1e	TSE-1-S047FP	Public footpath	No	Yes - barrier			
TSE 1e	TSE-1-S048*	Other existing walked route	No				
TSE 1e	TSE-1-S049*	Other existing walked route	No				
TSE 1e	TSE-1-S050*	Public footpath	No				
TSE 1f	TSE-1-S051*	Other existing walked route	No				
TSE 1g	TSE-1-S052*	Other existing walked route	No				
TSE 1g	TSE-1-S053*	Other existing walked route	No				
TSE 1g	TSE-1-S054*	Other existing walked route	No				
TSE 1g	TSE-1-S055*	Other existing walked route	No				
TSE 1g	TSE-1-S056*	Other existing walked route	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 1g	TSE-1-S057*	Other existing walked route	No				
TSE 1g	TSE-1-S058*	Other existing walked route	No				
TSE 1g	TSE-1-S059*	Other existing walked route	No				
TSE 1g	TSE-1-S060*	Other existing walked route	No				
TSE 1g	TSE-1-S061	Other existing walked route	No				
TSE 1g	TSE-1-S062	Other existing walked route	No				
TSE 1g	TSE-1-S063	Other existing walked route	No				
TSE 1g	TSE-1-S064	Other existing walked route	No				
TSE 1g	TSE-1-S065	Other existing walked route	No				
TSE 1g	TSE-1-S066	Other existing walked route	No				
TSE 1g	TSE-1-S067	Other existing walked route	No				
TSE 1h	TSE-1-S068BW	Public bridleway	No				
TSE 1h	TSE-1-S069BW	Public bridleway	No				
TSE 1h	TSE-1-S070BW	Public bridleway	No				
TSE 1h	TSE-1-S071BW	Public bridleway	No				
TSE 1h	TSE-1-S072BW	Public bridleway	No				
TSE 1h	TSE-1-S073BW	Public bridleway	No				
TSE 1h	TSE-1-S074BW	Public bridleway	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 1h	TSE-1-S075	Other existing walked route	No				
TSE 1h	TSE-1-S076	Other existing walked route	No				
TSE 1h	TSE-1-S077	Other existing walked route	No				
TSE 1h	TSE-1-S078	Other existing walked route	No				
TSE 1h	TSE-1-S079	Other existing walked route	No				
TSE 1h	TSE-1-S080	Other existing walked route	No				
TSE 1h	TSE-1-S081	Other existing walked route	No				
TSE 1h	TSE-1-S082	Other existing walked route	No				
TSE 1i	TSE-1-S083	Other existing walked route	No				
TSE 1i	TSE-1-S084	Other existing walked route	No				
TSE 1i	TSE-1-S085	Other existing walked route	No				
TSE 1i	TSE-1-S086	Other existing walked route	No				
TSE 1i	TSE-1-S087	Other existing walked route	No				
TSE 1i	TSE-1-S088	Other existing walked route	No				
TSE 1i	TSE-1-S089	Other existing walked route	No				
TSE 1i	TSE-1-S090	Other existing walked route	No				

1.3.2 Other options considered: Maps TSE 1d to TSE 1g: Fort Road Tilbury to The Manorway, Corringham

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
TSE 1d	TSE-1-S027 to TSE-1-S041	We considered aligning the trail along the public right of way that follows the seawall, with a continued coastal side alignment around Coalhouse Fort.	<p>A breach and partial collapse of the seawall in late 2019, due to an extreme high tide event, led to the closure of the public right of way that runs along the top of the ancient sea defence mound. After discussing the long term outlook for this structure and the right of way it was decided that an alignment that did not utilise the right of way would need to be found.</p> <p>In determining the proposed alignment we considered:</p> <ul style="list-style-type: none"> ■ Aligning the trail section TSE-1-S028 further east on the edge of the arable field. We ruled this out to avoid the need to take a strip of land from the arable field, the need for infrastructure such as bridges and boardwalks and the possible near future tidal inundation if the seawall is not repaired. The chosen alignment is on higher grassed ground and has longer term viability. ■ Aligning the trail section TSE-1-S030 to the eastern side of Star dam. We ruled this out as the eastern side could be inundated by the tide if the seawall is not repaired. The chosen alignment is on the landward side of the dam.
TSE 1e to TSE 1g	TSE-1-S048 to TSE-1-S060	We considered aligning the trail along the existing public footpath through the landfill site	The right of way through the Mucking Marshes landfill site is closer to the waterside, but stops short of the boundary with the adjacent publically accessible Thameside Nature Park. At this location there is a working jetty with frequent tipper truck movements importing spoil to complete the restoration of the landfill site. Restoration and future development is subject to planning controls and restrictions on the layout of future paths. This option considered is noted as a possible change once land uses and wildlife impacts are fully considered.

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ We concluded that overall the proposed route struck the best balance in terms of the criteria described in chapter 4 of the Coastal Access Scheme

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

1.3.3 Roll-back implementation – more complex situations: Maps TSE 1a to TSE 1d: Tilbury Sewage Works to Coalhouse Fort

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
TSE 1b to TSE 1d	TSE-1-S021 to TSE-1-S035	Soft coast line with flood defence engineering formed of clay and part of the local landscape, protecting farmed land and former landfill. Area subject to near future developments.	<p>The trail along this section of coast follows existing public rights of way, new access and locally promoted walked routes between the historic Tilbury and Coalhouse forts. The area is subject to development proposals, including a new port and road tunnel under the Thames. Some parts of the land are former landfill, others agricultural, and at the eastern end residential and services.</p> <p>The likely approach to defending this stretch of coast will depend on the developments and the point of weakness. This in turn will determine the landward limitations upon developing new alignment proposals, particularly with a new port complex or major road system to negotiate and the proximity of residential dwellings at the eastern end.</p> <p>The land is generally low lying and the extent of any flooding will determine the route alignments that need to be considered and how far from a coastal edge alignment this needs to be.</p>
TSE 1a to TSE 1d	TSE-1-S011 to TSE-1-S035	A hard engineered coastline to the landward side of the trail, with sewage works, port and industrial usage behind this.	The start of this section of coast from TSE-1-S011 to TSE-1-S013 is to the landward side of the hard engineered sea defence. At S013 the trail alignment passes over the sea defence and is aligned along the right of way that sits on the seaward side of a high wall (with escape ladders, see 1.2.16 above). If the length of trail from TSE-1-S013 to TSE-1-S021 were to become unavailable due to more frequent tidal inundation or unavailable all together (perhaps due to changes in sea level) due to the physical nature of the landward side and the immediate adjacent land uses simple roll back could not be implemented here and more complex roll back would be required to determine a new route affecting the whole length as

Map(s)	Route section number(s)	Feature(s) or site(s) potentially affected	Our likely approach to roll-back
			noted. As it is not known where this route would align, in part due to future developments, there is a possibility the whole stretch from S011 to S035 could be affected.

In relation to all other sections where roll-back has been proposed, any later adjustment of the trail is likely to follow the current feature (e.g. cliff edge/beach) for the foreseeable future as any coastal change occurs.

Part 1.4: Maps

1.4.1 Map Index

Map reference	Map title
TSE 1a	Fort Road, Tilbury to Tilbury Power Station Jetty
TSE 1b	Tilbury Power Station Jetty to East Tilbury Jetty
TSE 1c	East Tilbury Jetty to south west of Coalhouse Fort
TSE 1d	South west of Coalhouse Fort to east of Coalhouse Battery
TSE 1e	East of Coalhouse Battery to North east of East Tilbury
TSE 1f	North east of East Tilbury to Walton's Hall Road
TSE 1g	Walton's Hall Road to Wharf Road
TSE 1h	Wharf Road to London Gateway
TSE 1i	London Gateway to The Manorway Corringham
Directions Map TSE E1	Directions for Report TSE 1 Tilbury to Southend-on-Sea

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 1a - Fort Road, Tilbury to Tilbury Power Station Jetty



Map TSE 1a - Fort Road, Tilbury to Tilbury Power Station Jetty

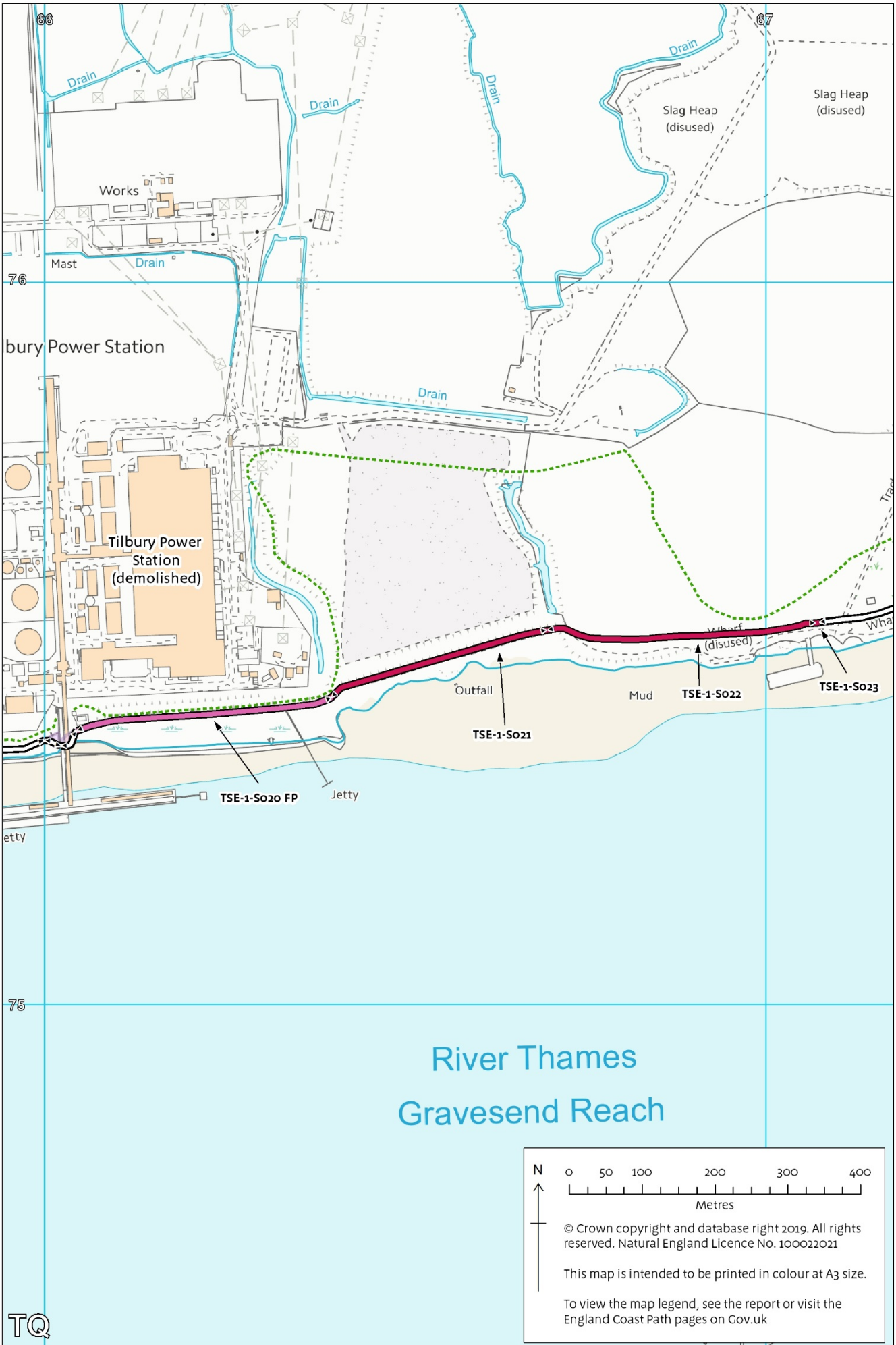
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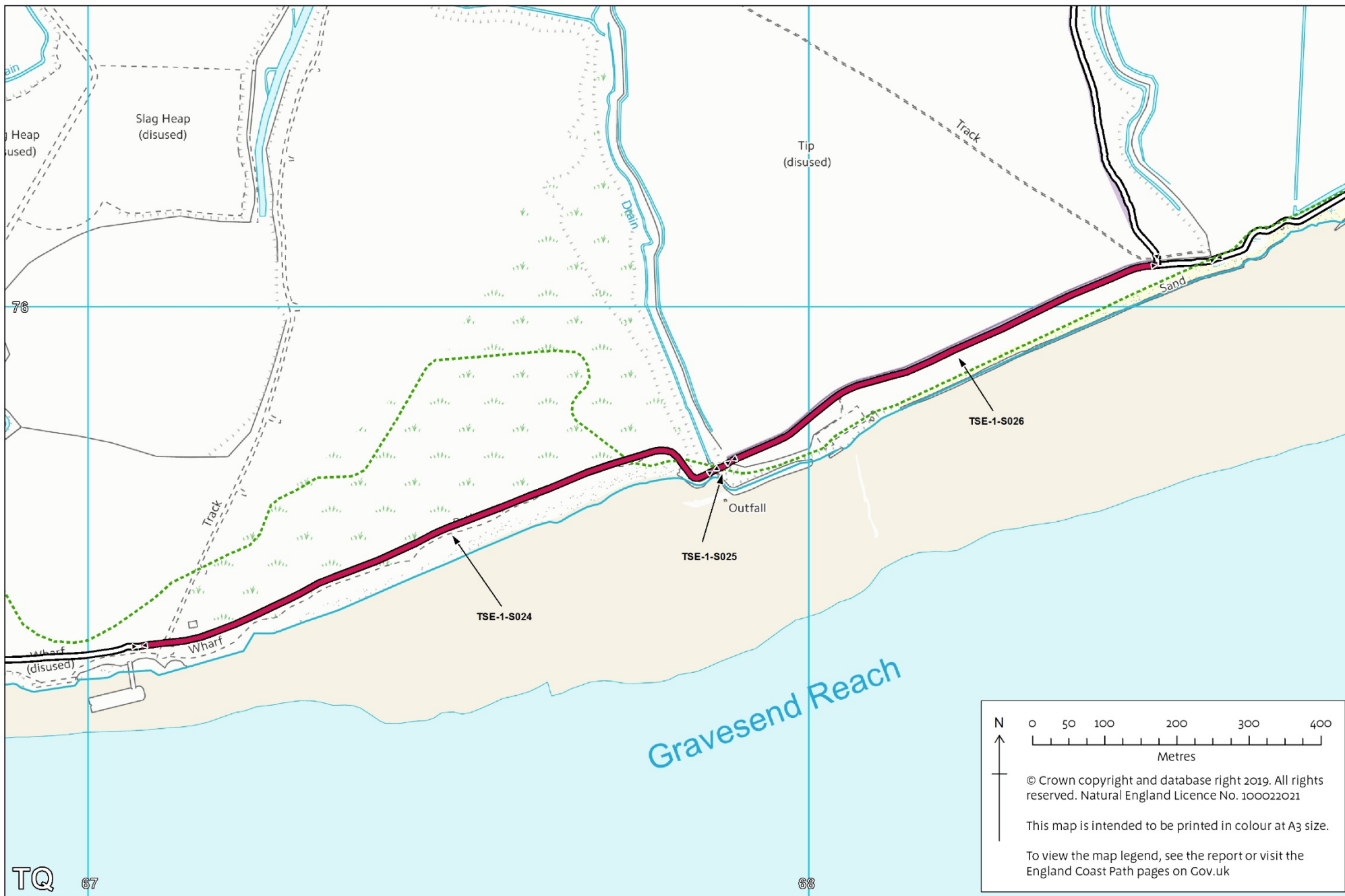
This map is intended to be printed in colour at A3 size.

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

Map TSE 1b - Tilbury Power Station Jetty to East Tilbury Jetty



Map TSE 1c - East Tilbury Jetty to South West of Coalhouse Fort



Map TSE 1c - East Tilbury Jetty to South West of Coalhouse Fort

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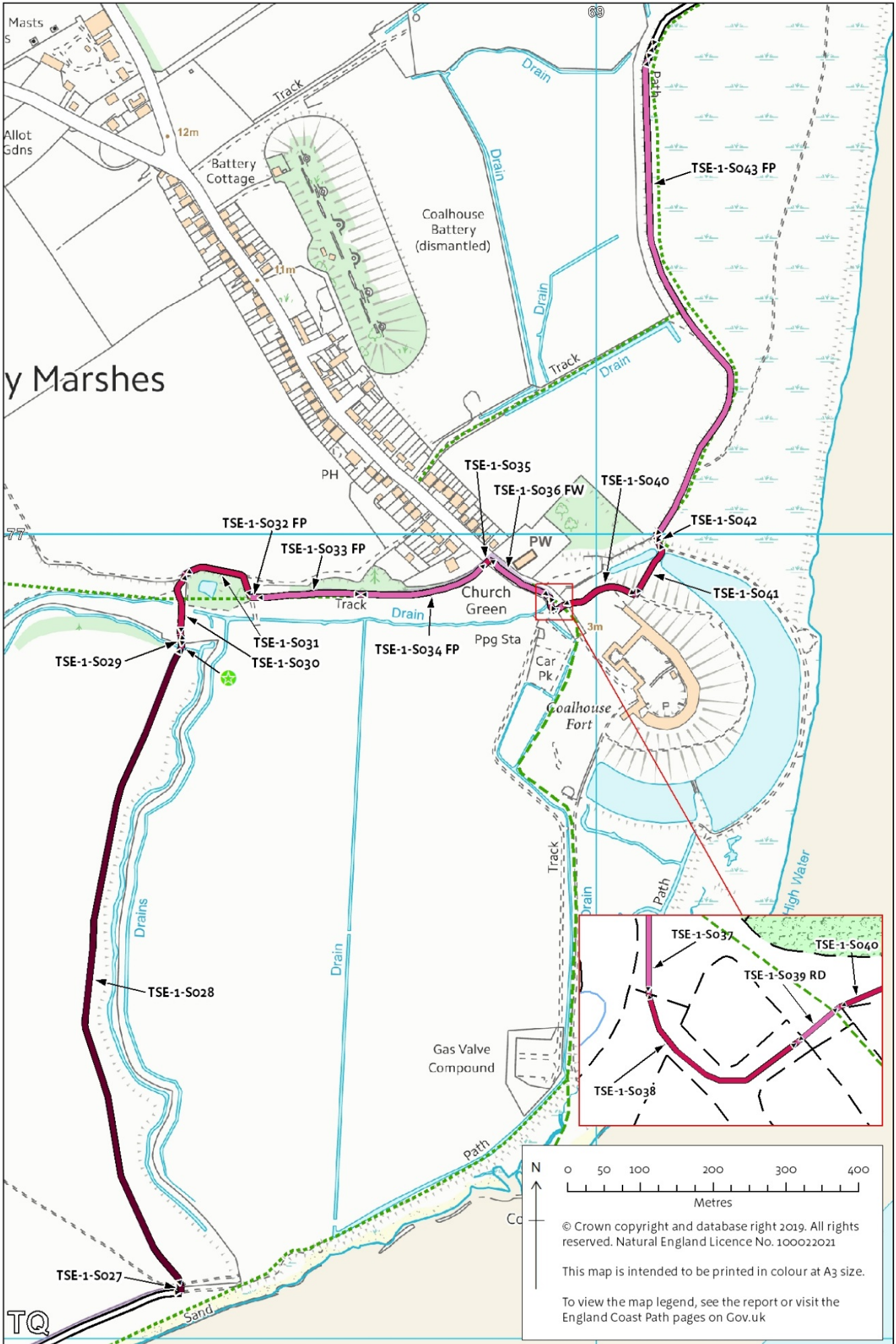
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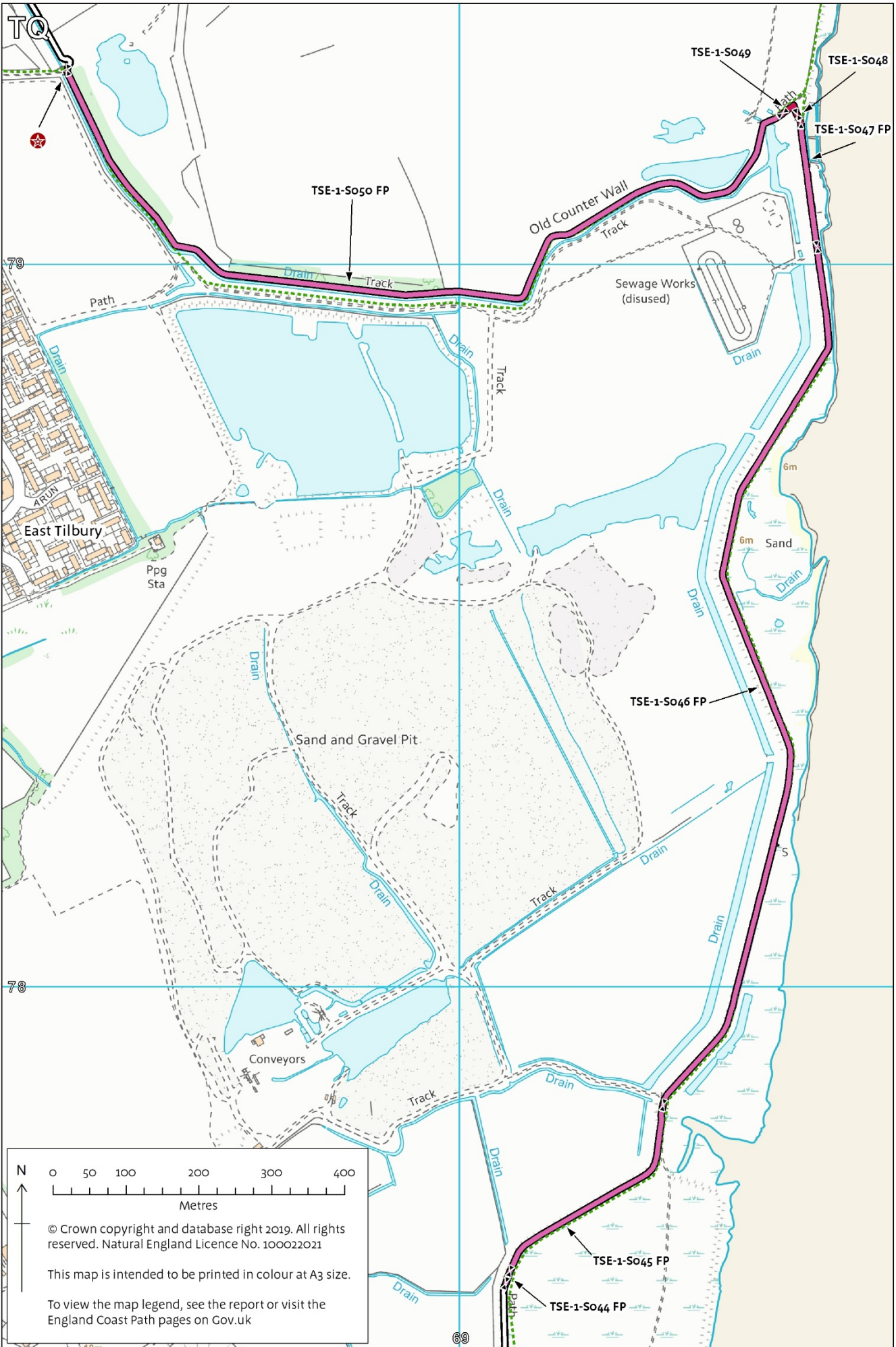
To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

Map TSE 1d - South West of Coalhouse Fort to East of Coalhouse Battery

Map TSE 1d - South West of Coalhouse Fort to East of Coalhouse Battery

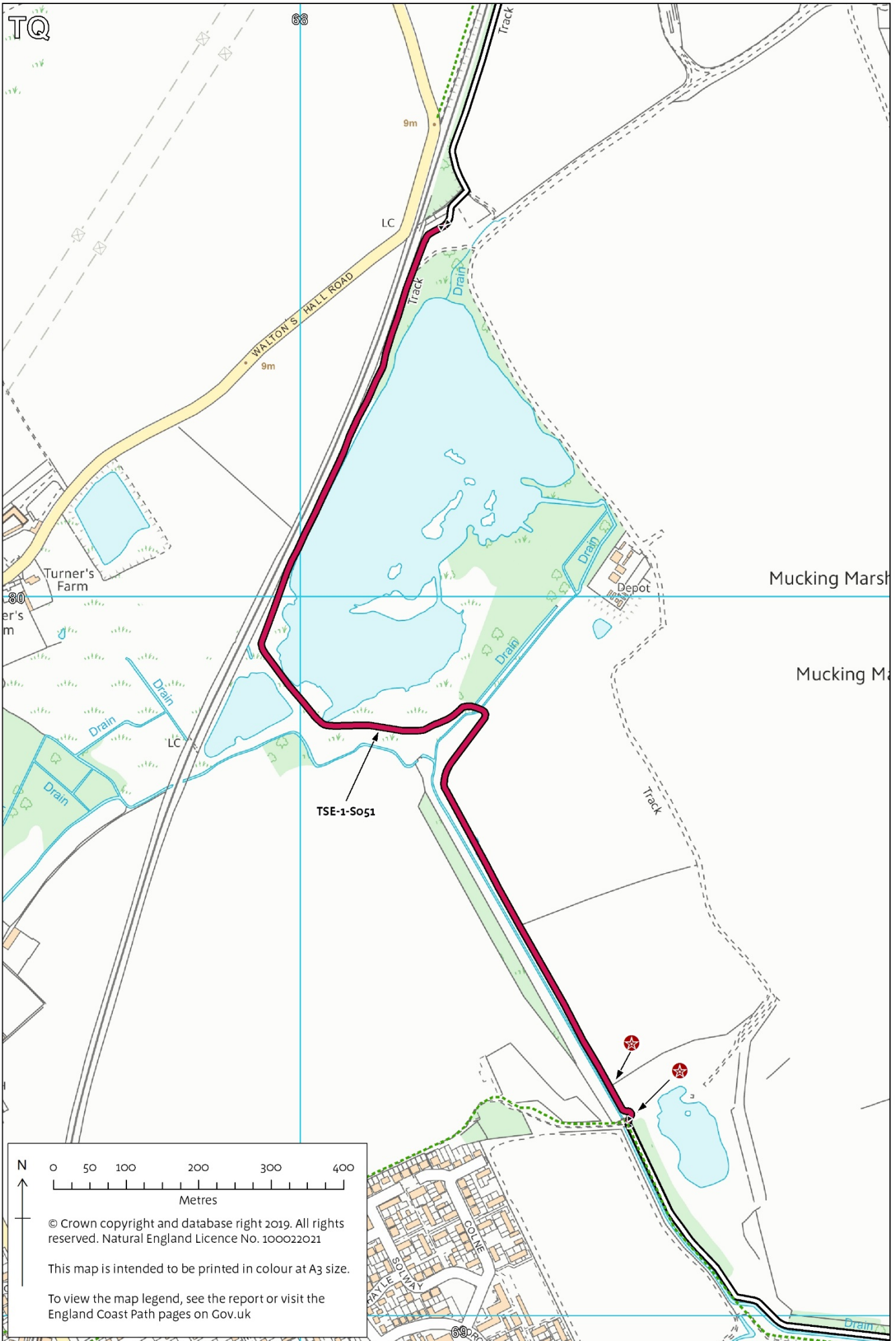


Map TSE 1e - East of Coalhouse Battery to North East of East Tilbury

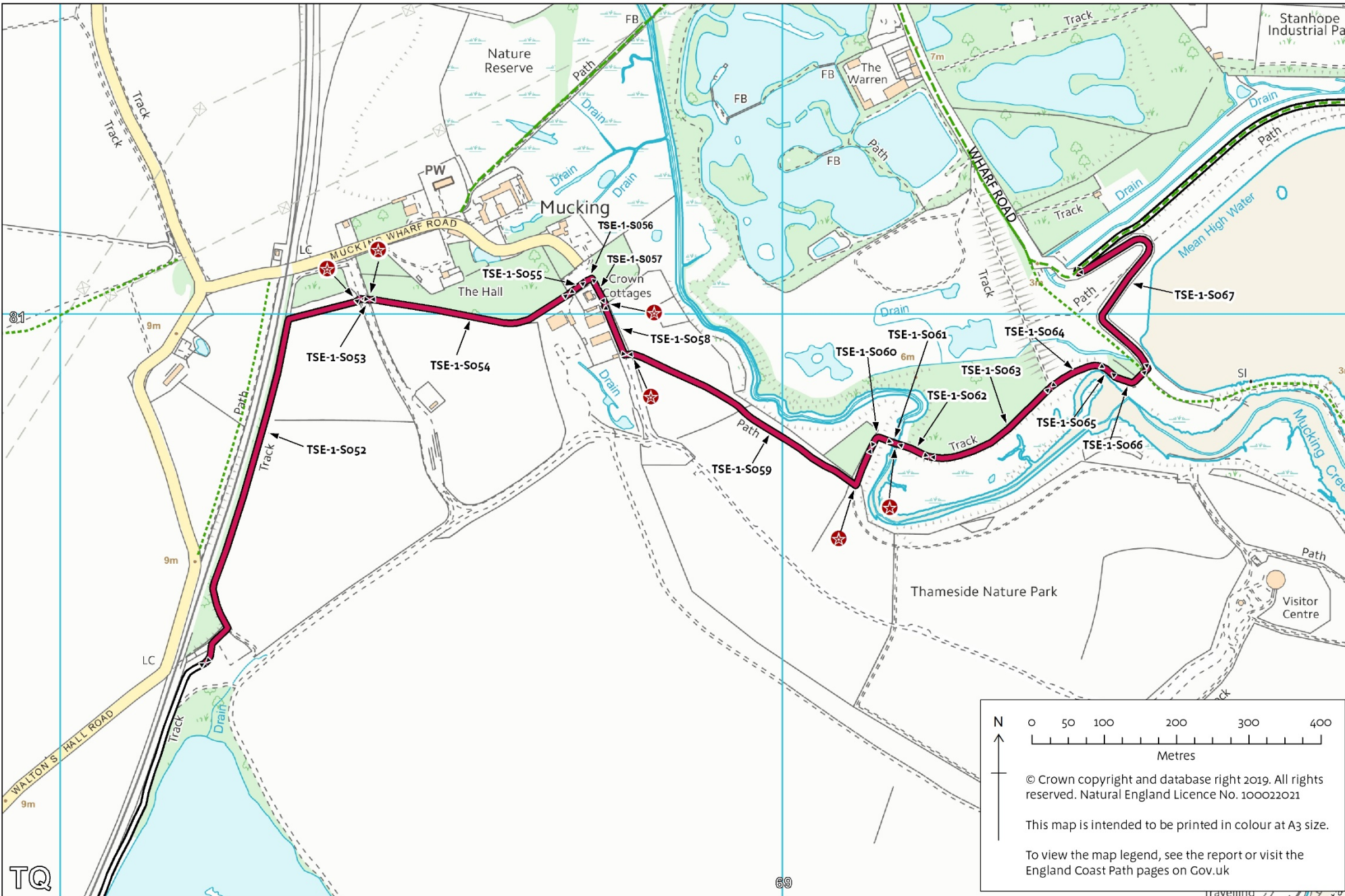


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Map TSE 1f - North East of East Tilbury to Walton's Hall Road



Map TSE 1g - Walton's Hall Road to Wharf Road



Map TSE 1g - Walton's Hall Road to Wharf Road

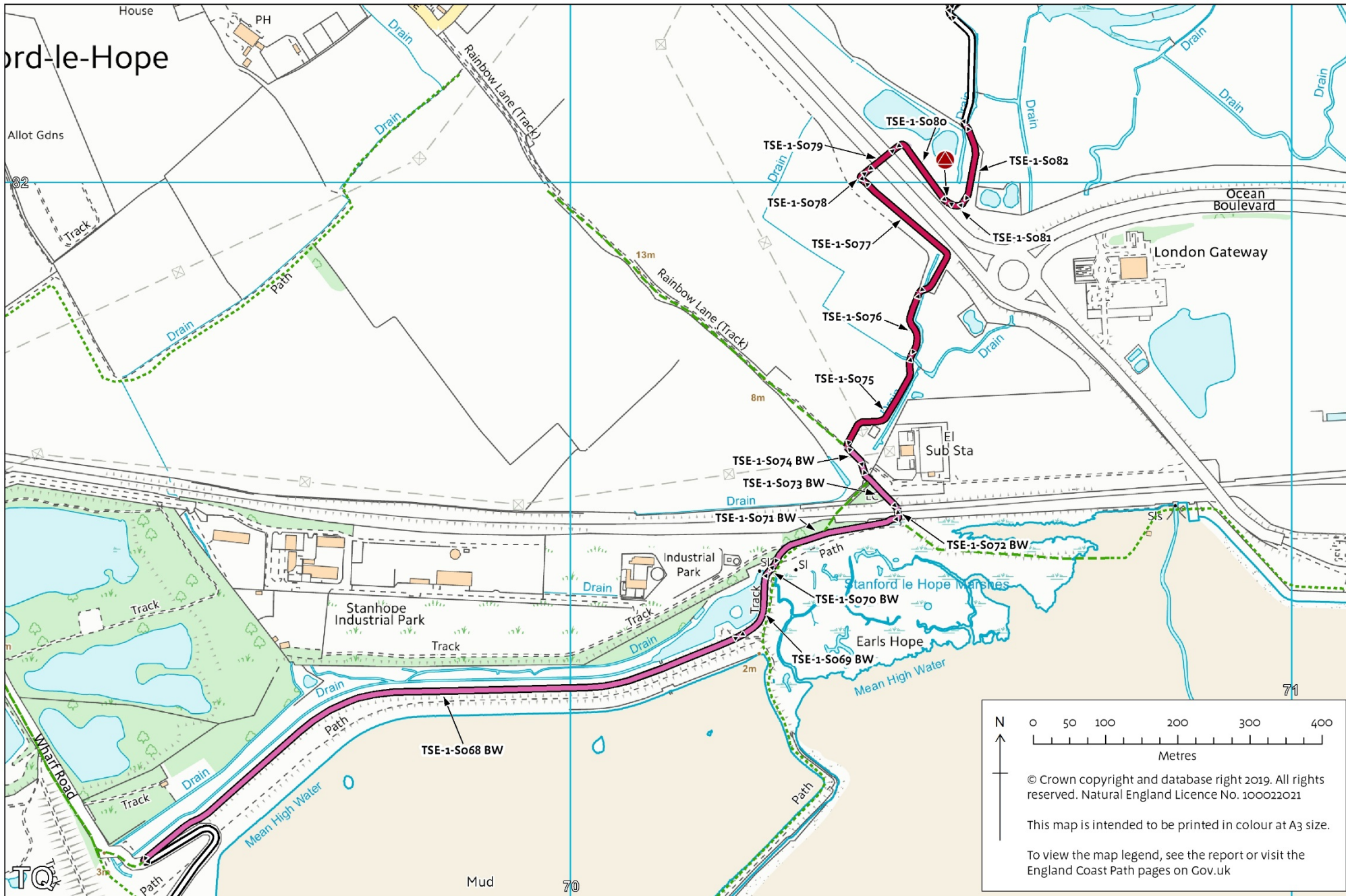
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To view the map legend, see the report or visit the England Coast Path pages on Gov.uk

Map TSE 1h - Wharf Road to London Gateway



Map TSE 1h - Wharf Road to London Gateway

Map TSE 1i - London Gateway to The Manorway, Corringham

