



England Coast Path Stretch: Harwich to Shotley Gate

Report HSG 2: Ray Lane, Ramsey to Stone Point, Wrabness

Part 2.1: Introduction

Start Point:	Adjacent to sewage treatment works, Ray Lane (grid reference: TM 2181 3132)
End Point:	North end of Stone Lane, Wrabness (grid reference: TM 1777 3231)
Relevant Maps:	HSG 2a to HSG 2c

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 Harwich and Shotley Gate.

2.1.2 This report covers length HSG 2 of the stretch, which is the coast between Ray Lane, Ramsey, and Wrabness. 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. This report, together with the other separately published assessments we refer to (see below), then provide more detail on these considerations, as appropriate.**

Part 2.2: Proposals Narrative

The trail:

2.2.1 Follows the Essex Way long distance footpath - an existing public right of way (PRoW) - throughout the western half of this length. The eastern half is partly an existing walked route through woodland (non-PRoW), and partly an entirely new, field-edge route (see below).

2.2.2 Follows the shoreline closely within the western half. In the eastern half it is a short distance inland, but considerably closer to the shore than existing routes and much more direct, with glimpsed, elevated views of the estuary in places.

2.2.3 Includes an entirely new route along field edges to the east of Copperas Wood (HSG-2-S001 to HSG-2-S005), and formalises segments of route currently available to visitors to the Essex Wildlife Trust's Copperas Wood reserve (HSG-2-S006 to HSG-2-S008). Together, these provide a significant enhancement to the local access network, by adding a more direct and attractive east-west link, with some views of the estuary. See maps HSG 2a and HSG 2b 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:

- Stour and Orwell Estuaries Special Protection Area (SPA)
- Stour and Orwell Estuaries Ramsar site
- Stour Estuary Site of Special Scientific Interest (SSSI) for its geological and wildlife interest
- Stour and Copperas Woods SSSI for its wildlife interest
- Local Wildlife Site: Copperas Wood East
- Local Wildlife Site: East Grove
- Monument: Sea mine depot at Copperas Wood

Maps C and E in the Overview show the extent of designated areas listed.

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

2.2.5 Measures to protect the environment

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
HSG 2a and 2b	HSG-2-S001 to HSG-2-S010	The following design features are described elsewhere in this report: We propose that people with dogs be excluded from the margin at Copperas Wood, seaward of the route sections specified and north of	To prevent disturbance, by dogs, of birds feeding or roosting birds on the intertidal mud and saltmarsh near Copperas Wood. <i>Highest level of habitat/ species potentially affected: SPA.</i>

Map(s)	Route section number(s)	Design features of the access proposals	Reason included
		<p>the railway line. This reflects existing management of the site by the RSPB.</p> <p>We propose that signs be installed on the approaches to Copperas Wood (trail sections HSG-2-S010 and HSG-2-S011) to advise trail users of the above restriction, and the area to which it applies. The opportunity to be taken to work with the RSPB to rationalise existing signage to optimise its effectiveness.</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 in respect of the natural environment; see the following assessments of the access proposals that we have published separately:

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

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

Accessibility:

2.2.7 Within this length of trail there are few artificial barriers to access on the proposed route, other than those noted below. However, the natural coastal terrain is often challenging for people with impaired mobility and this is the case on sections of our proposed route because:

- The route is rural/ unsurfaced and much of it adheres to field edges;
- There is a section of relatively narrow/ uneven seawall crest.

However, the terrain is relatively level throughout, with the exception of moderate inclines in two places: at the start of this length, adjacent to the treatment works (HSG-2-S001, map HSG 2a), and at the western end of Copperas Wood, between the bridge over the railway and the shore (HSG-2-S011, map HSG 2b).

2.2.8 At Strandlands, to the NW of Stour Wood (HSG-2-S015, map HSG 2c), there is a pair of existing kissing gates which facilitate the occasional grazing of the fields to either side. However, they are narrow enough to restrict use by some walkers, so we propose that they be replaced with gates which are more accessible. We envisage this happening as part of the physical establishment works. Also, where the

trail enters the southern edge of Copperas Wood, we propose to install a gate in a new fence around the field edge. The fence and gate will be designed to prevent deer and rabbits encroaching from the wood onto adjacent arable fields, so that the need for control by shooting is reduced.

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 Stour, 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 Manningtree and Lawford, where the A137 crosses the estuary at White Bridge, as indicated by the extent of the trail shown on report maps HSG 1a to HSG 6f.

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 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.

2.2.12 **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.

2.2.13 Access rights to spreading room would be subject to the national restrictions on coastal access rights listed in Annex D of the Overview. These restrictions would not apply to public rights of way.

2.2.14 People with dogs will be excluded from the coastal margin at Copperas Wood all year round, seaward of route sections HSG-1-S044 to HSG-2-S010 and north of the railway line. This is proposed under section 26(3)(a) of the Countryside and Rights of Way Act (2000), and supports the current management of the site by the RSPB to protect sensitive wildlife from disturbance by dogs. This is explained in the Habitats Regulations Assessment for the stretch, which will be published alongside this report. The exclusion does not affect the route itself, or any public rights of way. See Directions Map HSG 2, and Part 8 of the Overview, for further details.

Exclusion of access to the saltmarsh and mudflat on The Stour Estuary.

2.2.15 Access to saltmarsh and the majority of mudflat will be excluded all year round seaward of route sections HSG-2-S001 to HSG-2-S022. This is proposed under section 25A of the Countryside and Rights of Way Act (2000) because we are satisfied that the land is unsuitable for public access. The exclusion does not affect the route itself and will have no legal effect on land where coastal access rights do not apply. See Directions Map HSG 2 and Part 8 of the Overview, for further details.

2.2.16 The saltmarsh in this area is fragmented, uneven and wet underfoot, and contains many creeks and channels, some of which would not be readily apparent to walkers and may pose a significant risk.

2.2.17 The intertidal mudflats in this area are similar to those throughout most of the estuary, in that they are extensive and quickly covered by a rising tide. They also contain numerous areas of substantially deeper, softer mud, the locations of which are not visually apparent.

2.2.18 Because this area of the margin will have coastal access rights excluded from it under s25A of the CROW Act, we do not expect there to be any impact on nature conservation features from new coastal access rights. Should the exclusion under s25A become unnecessary at any time in the future we will consider the need for further measures to protect the designated features of interest. These would be likely to included measures to restrict or exclude access under section 26(3)(a) of CROW, which may be used to protect sensitive wildlife.

2.2.19 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.

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

2.2.21 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.

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

2.2.22 **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.

2.2.23 Column 4 of table 2.3.1, and table 2.3.4, indicate 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 HSG 2a to HSG 2c as the proposed route of the trail.

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

On sections for which roll-back is not proposed in table(s) 2.3.1 or 2.3.4, the route is to be at the centre of the line shown on maps HSG 2a to HSG 2c as the proposed route of the trail.

Other future change:

2.2.25 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:

2.2.26 We summarise, below, 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.

2.2.27 Our estimate of the capital costs for physical establishment of the trail on the proposed route is £25,500 and is informed by:

- information already held by the access authority, Essex County Council, in relation to the management of the existing PRow network;
- 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.

2.2.28 There are five main elements to the overall cost:

- A significant number of new signs would be needed on the trail, particularly where new sections of route are created.
- Some physical establishment of the trail would be necessary. This would particularly apply to the approximately 1.5 km of new field-edge route between Ray Lane and Copperas Wood (route sections HSG-2-S001 to HSG-2-S005, map HSG 2a).
- 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 some improvement works may be necessary.
- A new, small bridge will be needed where the trail enters Copperas Wood from the east and crosses a ditch.
- We also propose to make a contribution to the cost of installing a fence along the southern edge of Copperas Wood (together with a gate at the above bridge site), to protect the adjacent landholdings from grazing by rabbits and deer emanating from the wood. In doing so we acknowledge the landowners' concerns that the presence of the trail on the field edge would make it more difficult to control pest species by shooting. We do not propose to contribute to maintenance.

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	£8,200
Gates and barriers	£2,100
Foot bridges	£1,200
Levelling surface	£14,000
Total	£25,500 (Exclusive of any VAT payable)

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

Maintenance of the trail:

2.2.30 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).

2.2.31 We estimate the annual cost of maintaining the trail to be **£2,300** (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 the Overview for guidance on reading and understanding the tables below

2.3.1 Section Details – Maps HSG 2a to HSG 2c: Ray Lane, Ramsey to Stone Point, Wrabness

Key notes on table:

1. Column 2 – an asterisk (*) against the route section number means see also table 2.3.3: 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 2.3.4’ 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
2a	HSG_2_S001*	Not an existing walked route	No	No			
2a	HSG_2_S002*	Not an existing walked route	No	No			
2a	HSG_2_S003*	Not an 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
2a	HSG_2_S004*	Not an existing walked route	No	No			
2a	HSG_2_S005*	Not an existing walked route	No	No			
2a	HSG_2_S006*	Not an existing walked route	No	No			
2a	HSG_2_S007*	Other existing walked route	No	No	Track	Clarity and cohesion	The landward boundary of the coastal margin is to coincide with the landward edge of the track
2b	HSG_2_S008*	Other existing walked route	No	No			
2b	HSG_2_S009*	Public footpath	No	No	Track	Clarity and cohesion	The landward boundary of the coastal margin is to coincide with the landward edge of the track
2b	HSG_2_S010*	Public footpath	Yes - Normal	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
2b	HSG_2_S011	Other existing walked route	Yes - Normal	No			
2b	HSG_2_S012	Public footpath	Yes - Normal	No	Fence	Clarity and cohesion	The landward boundary of the coastal margin is to coincide with the wooden bridge parapet and fence.
2b	HSG_2_S013	Public footpath	Yes - Normal	No			
2c	HSG_2_S014	Public footpath	Yes - Normal	No			
2c	HSG_2_S015	Public footpath	Yes - Normal	No	Various	Clarity and cohesion	The landward boundary of the coastal margin is to coincide with the residential property fence, hedge and gates.
2c	HSG_2_S016	Public footpath	Yes - Normal	No			
2c	HSG_2_S017	Public footpath	Yes - Normal	No			
2c	HSG_2_S018	Public footpath	Yes - Normal	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
2c	HSG_2_S019	Public footpath	Yes - Normal	Yes – Bank			The margin extends to the toe of the landward slope, by default.
2c	HSG_2_S020	Public footpath	Yes - Normal	Yes – Bank			The margin extends to the toe of the landward slope, by default.
2c	HSG_2_S021	Other existing walked route	Yes - Normal	Yes – Bank			The margin extends to the toe of the landward slope, by default.
2c	HSG_2_S022	Public footpath	Yes - Normal	No			

2.3.2 Alternative routes and optional alternative route details – Maps HSG 2a to HSG 2c: Ray Lane, Ramsey, to Stone Point, Wrabness

We do not propose any alternative or optional alternative routes for this part of the coast.

2.3.3 Other options considered - Maps HSG 2a to HSG 2c: Ray Lane, Ramsey, to Stone Point, Wrabness

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
HSG 2a – 2b	HSG-2-S001 to HSG-2-S010	Between the sewage works at Ray Lane (HSG-2-S001) and the bridge over the railway at Copperas Wood (HSG-2-S010) we considered utilising existing footpaths and/ or the B1352.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ It is closer to the estuary and offers occasional elevated views of it. ■ Being on field edge and passing through a SSSI woodland it provides a more pleasant and enjoyable user experience. ■ It avoids a considerable deviation inland as far as Ramsey village, which would have been necessary if adhering to existing footpaths. ■ It avoids all motorised traffic and, in particular, the B1352, which has no footway, poor sight lines and relatively fast traffic. ■ We concluded that the proposed route struck the best overall balance in terms of the criteria described in chapter 4 of the <i>Coastal Access Scheme</i>.
HSG 2a	HSG-2-S004 to HSG-2-S005	At Copperas Wood we considered recommending trail alignment throughout the full east-west width of the wood. This would have included the easternmost 400m, where we ultimately concluded the trail should instead follow the northern edge of the two adjacent arable fields.	<p>We opted for the proposed route because:</p> <ul style="list-style-type: none"> ■ Our preferred alignment already includes the creation of 850m of new access route within Essex Wildlife Trust's Copperas Wood Reserve, which is a SSSI (HSG-2-S006 to HSG-2-S008). Although there is already public access to Copperas Wood, there is currently a very low level of access within the eastern 400m of the wood, which is linear in shape, with the railway cutting to its north. Our conclusion was that the ecological impact of locating the trail within this narrow section of woodland would be disproportionate. ■ There was also a concern that introducing a promoted route to a corner of the wood with currently low levels of activity would introduce a heightened responsibility to manage dead/ dying wood habitat for public safety. This would increase the cost

Map(s)	Route section numbers(s)	Other option(s) considered	Reasons for not proposing this option
			<p>of maintenance and reduce the site's ecological value.</p> <ul style="list-style-type: none"> Overall, we concluded that the proposed route struck the best overall balance in terms of the criteria described in chapter 4 of the <i>Coastal Access Scheme</i>.

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.

2.3.4 Roll-back implementation – more complex situations - Maps HSG 2a to HSG 2c: Ray Lane, Ramsey, to Stone Point, Wrabness

Complex roll-back is not proposed for any sections on this part of the estuary.

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 2.4: Proposals Maps

2.4.1 Map Index

Map reference	Map title
HSG 2a	Ray Lane, Ramsey to Copperas Wood
HSG 2b	Copperas Wood to Strandlands
HSG 2c	Strandlands to Stone Point, Wrabness
HSG 2	Directions Map HSG 2 – Ray Lane, Ramsey to Stone Point, Wrabness

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

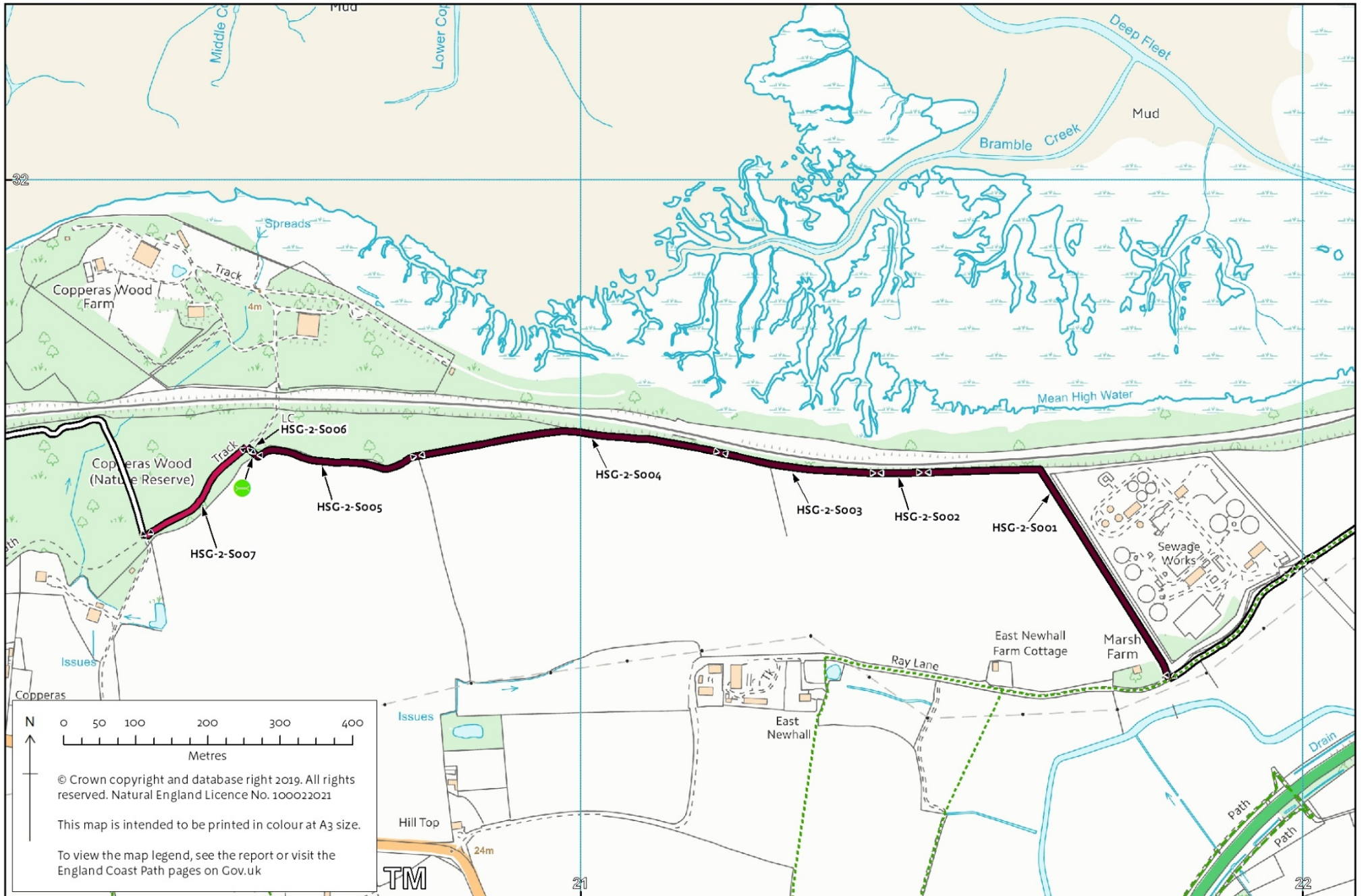
- | Bridges: | Stiles: | Gates: |
|-----------------------|---------------|----------------------|
| Clapper bridge | Ladder stile | Bristol gate |
| Footbridge | Lift-up stile | Field gate |
| Quad bike bridge | Squeeze stile | Gateway with no gate |
| Sleeper bridge | Step stile | Kissing gate |
| Vehicle bridge | Stone stile | Pedestrian gate |
| | | Wheelchair gate |
| Miscellaneous: | | |
| Barrier | Cycle chicane | Interpretation panel |
| Boardwalk | Drainage | Ramp |
| Bollard | Drop-kerb | Revetment |
| Cattle grid | Gap in fence | Stepping stones |
| Culvert | Hurdle | Steps |

Infrastructure status

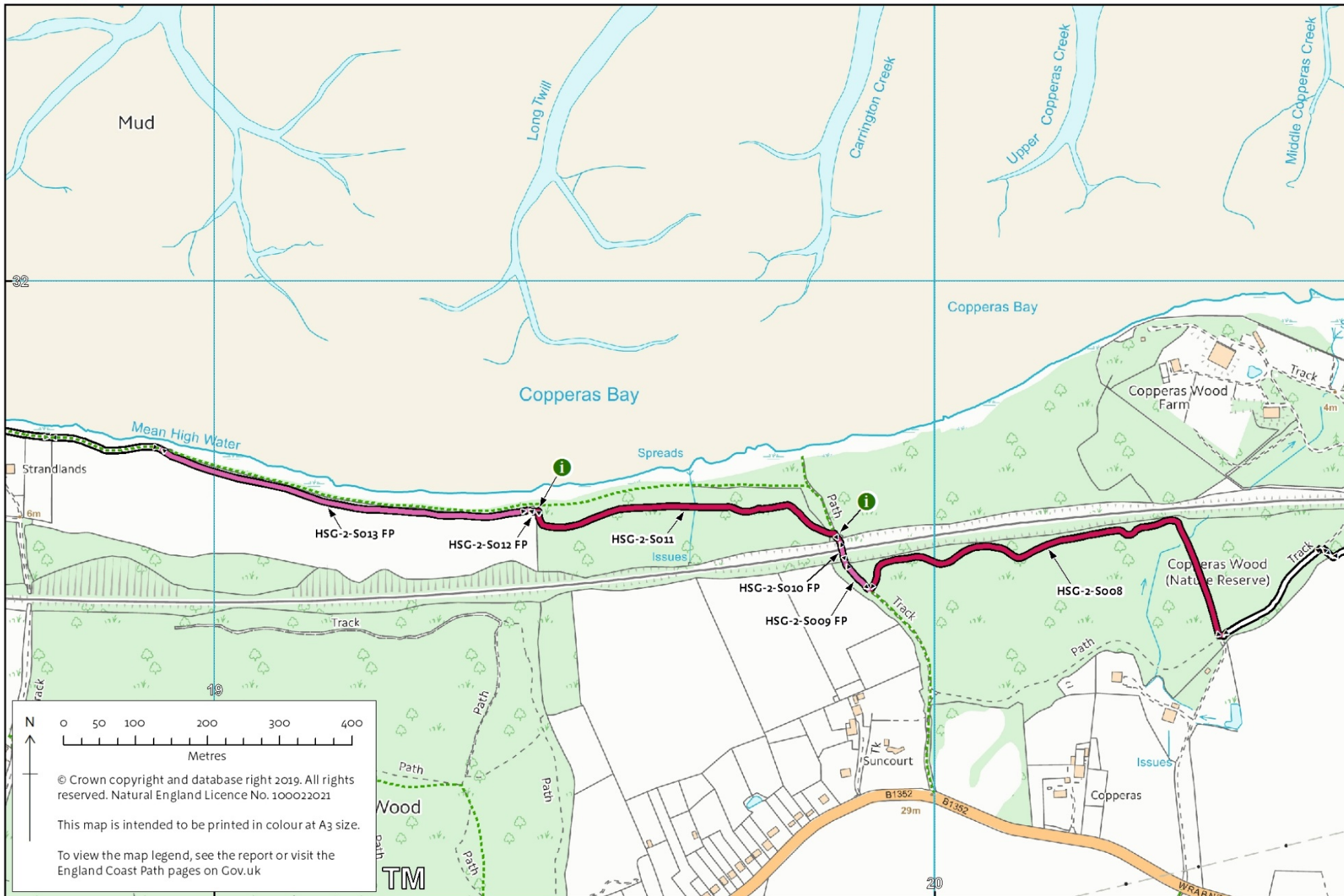
Each symbol shown on the map is colour coded as appropriate, as in this example for a set of steps:

- 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 HSG 2a - Ray Lane, Ramsey to Copperas Wood

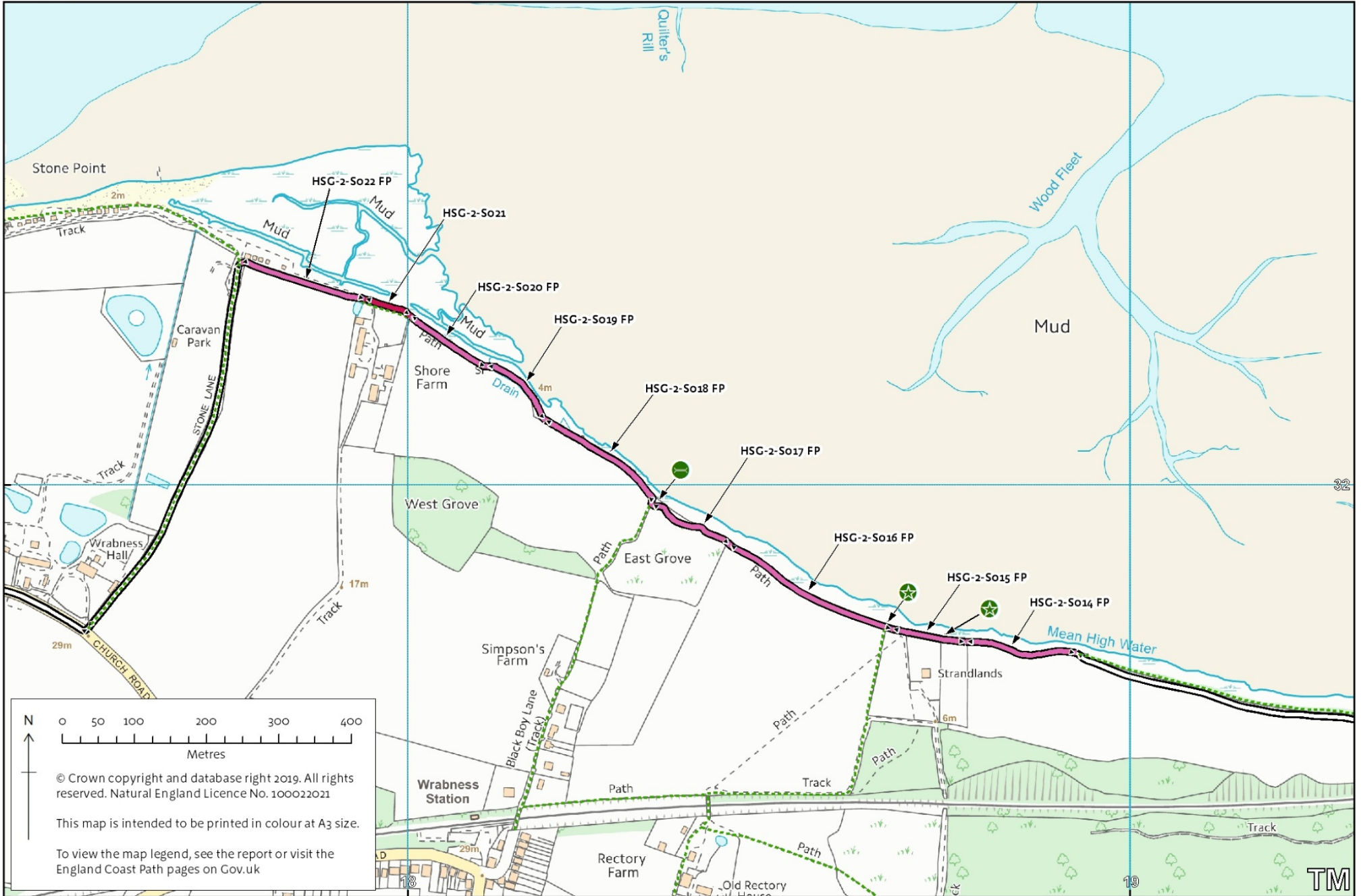


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This map is intended to be printed in colour at A3 size.

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





Directions Map HSG 2

