

EXTRACT FROM THE DEFINITIVE  
MAP OF PUBLIC RIGHTS OF WAY  
Scale 1:10,000  
Relevant Date 1st July 2002  
with any subsequent changes marked

- Footpath ————
- Bridleway - - - - -
- Restricted Byway - - - - -
- Byway ————



CP Note 06/02

**COUNTY OF ESSEX**

**THE WILDLIFE AND COUNTRYSIDE ACT 1981**

**STATEMENT ACCOMPANYING THE DEFINITIVE MAP  
(RELEVANT DATE – 1 JULY 2002)**

**PARISH COUNCIL OF ALPHAMSTONE**

**KEY TO CLASSIFICATIONS**

FP = FOOTPATH  
BR = BRIDLEWAY  
BYW = BYWAY

Braintree District  
Definitive Statement for : **ALPHAMSTONE**

**DEFINITIVE**  
RELEVANT DATE 01/07/02

Map No. & Square	Path No.	Class.	Description	Details of changes since the previous Definitive Map	Remarks*
83NE 8735	30	FP	From the road east of Ansell's Farm in a south-westerly direction to its junction with footpath 12.		
83NE,SE 8835,8834	31	FP	Continuation of footpath 20 from Lamarsh in a south-westerly direction along the parish boundary to its junction with footpath 17.		
83SE 8734,8834	32	BR	From the road north-east of Clamp's Grove leading south-east and north-east past Clees Hall to its junction with footpath 18, continuing south-east to the road near Cook's Green.	Extensive length at south-eastern end, to junction with existing BR32 at Clees Hall, formerly south-easternmost length of FP18, reclassified as Bridleway and renumbered as south-easternmost length of BR32. Public Path Creation Agreement between Essex CC and Lord Abinger of Clees Hall, Alphamstone (HA80 s.25) Made 22/08/91 Operative 21/11/91 (Mod 76 1995)	

\* This column includes limitations or conditions (if any) affecting the right of way, in addition to such stiles, footbridges, field gates, etc., as are indicated on the Map



# Public Rights of Way Improvement Plan





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## **Essex Rights Of Way Improvement Plan objectives**

The objectives for the plan have been derived from two sources - the problems, issues and opportunities identified in the questionnaire and workshop evidence base for the plan, and a review of related policy and strategy documents and their objectives. These were discussed amongst the project Steering Group and public rights of way officers, to develop this agreed list of objectives:

### **Environment**

- 1 To re-use and recycle, where feasible, and promote sustainable measures

### **Improved accessibility**

- 2 To incorporate approved pathways into the public rights of way network
- 3 To better integrate rights of way with other access provision, initiatives and facilities
- 4 To reduce fragmentation in the public rights of way network
- 5 To improve accessibility on the public rights of way network

### **Safety**

- 6 To assist in providing 'safer routes to schools'
- 7 To promote safety

### **Quality of life and good health**

- 8 To promote improved health and quality of life through the use of the public rights of way network

### **Tourism and economy**

- 9 To stimulate tourism and the local economy

### **Communities and partnership**

- 10 To increase community involvement in the management of the public rights of way network

## Theme D: A more continuous network

The interventions in this theme aim to provide continuous, high quality Rights of Way which promote health and social benefits to local communities. A particular focus will be on the provision of bridleways.

### Issues arising from the Assessment

The assessment highlighted the following issues:

- Lack of continuous paths
- Lack of bridleways
- Lack of byways





### Existing schemes

The following interventions relating to improving and increasing the amounts of bridleways and off road cycling are already being implemented or are already in place.

- Upgrade of footpaths to bridleways
- Creation of bridleways
- Cycle route creation
- Horse awareness project
- Cycle forum
- Development and implementation of the Shoreline Management Plan



## Theme D: A more continuous network

Reference	Intervention	Detail	Objectives met	Timeframe	Resources	
					Financial	Staff
D1	Review of network	Review of network to identify discontinuities, especially in bridleways for equestrians and cyclists.	4	Year 0	££	
D2	Network hierarchy	Create network hierarchy. The network hierarchy will consider the category of Public Right of Way, its usage and promotion, its integration with other Rights of Way, special designation such as AONBs, current provision, access provision and recreational facilities. It will have a direct input into a Scheme Prioritisation Framework.	4, 5, 6, 8	Year 0	££	
D3	Scheme Prioritisation	Develop means of determining improvement and maintenance priority.	4, 5	Year 0	££	
D4	Higher rights	<p>Greater amounts of bridleway and cycle path creation, considering the use Section 25, Highways Act 1980 and Compulsory Purchase Orders (Although Compulsory Purchase Orders will be used only as a last resort given the cost and controversy that they can incur).</p> <p>All possible path upgrades to bridleways will give consideration to existing users.</p> <p>Make best use of Section 106 Agreement funding from new developments.</p>	4, 7, 8, 9	Ongoing	£££	





**This booklet is issued by**

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