



Order Decision

Accompanied site visit made on 16 June 2016

by Heidi Cruickshank BSc (Hons), MSc, MIPROW

an Inspector appointed by the Secretary of State for Environment, Food and Rural Affairs

Decision date: 12 July 2016

Order Ref: FPS/U1050/7/96

- This Order is made under Section 53(2)(b) of the Wildlife and Countryside Act 1981 and is known as The Derbyshire County Council (Byway Open to all Traffic from junction with minor road south of White Rake continuing as Restricted Byway to junction with Black Harry Lane – Parishes of Great Longstone and Stoney Middleton) Modification Order, 2014.
- The Order is dated 27 March 2014 and proposes to record a route in the Parishes of Stoney Middleton and Great Longstone as byway open to all traffic in part and a restricted byway in part. Full details of the route are given in the Order map and described in the Order Schedule.
- There were eleven objections and representations outstanding when Derbyshire County Council submitted the Order to the Secretary of State for Environment, Food and Rural Affairs for confirmation.

Summary of Decision: The Order is proposed for confirmation subject to modifications set out in the Formal Decision.

Procedural Matters

1. No-one asked to be heard on this Order. An accompanied site visit was requested and undertaken with some of the objectors and a representative from Derbyshire County Council, the order-making authority ("the OMA"). This decision is made taking account of the written representations.

Main issues

2. The Order is made under section 53(2)(b) of the Wildlife and Countryside Act 1981 ("the 1981 Act") by reference to section 53(3)(c)(i), which states that an Order should be made to modify the Definitive Map and Statement ("DMS") for an area on the discovery of evidence which, when considered with all other relevant evidence available, shows:
"that a right of way which is not shown in the map and statement subsists or is reasonably alleged to subsist over land in the area to which the map relates, being a right of way to which this Part applies."
3. The OMA believed that the documentary evidence demonstrated that the route had historically been a public vehicular highway. They indicated that it should be recorded with an alteration in status along its length due to changes made by the Stopping Up of Highways (County of Derbyshire) (No. 3) Order 1976 ("the 1976 Order") and the Natural Environment and Rural Communities Act 2006 ("the 2006 Act"). A representation was made in support of this.
4. The Trail Riders Fellowship ("the TRF") agreed with the OMA as to the finding of an historic public highway but disagreed as to the effect of the 1976 Order. It

was their contention that their originally claimed route A – U – B – W – X – Y – Z¹ should be recorded with the status byway open to all traffic ("BOAT") throughout. On the other hand, another objector argued that the whole of the Order should be recorded as restricted byway ("RB") due to the 1976 Order. A number of objectors argued that the historic and more recent use of the route, as well as other matters, meant that there should be a through-route as a BOAT on the Order alignment.

5. Most public highways have been accepted by the public since beyond memory. The law presumes that, at some time in the past, the landowner dedicated the way to the public either expressly, with evidence of such dedication now being lost, or impliedly, by making no objection to use of the way by the public. The evidence to show that such dedication has occurred may arise from documentary and/or user evidence.
6. Section 32 of the Highways Act 1980 ("the 1980 Act") requires that I take account of documentary evidence *"...before determining whether a way has or has not been dedicated as a highway, or the date on which such dedication, if any took, place..."*. I am required to give such weight to the document as I consider is *"...justified by the circumstances, including the antiquity of the tendered document, the status of the person by whom and the purpose for which it was made or compiled, and the custody in which it has been kept and from which it was produced."* Documentary evidence will often support other evidence and so should not be considered in isolation.
7. In a claim for dedication at common law, the burden of proving the owner's intentions remains with the claimant. This is a heavy burden and even quite a formidable body of evidence may not suffice. The question of dedication is one of fact to be determined from the evidence.
8. Documentary evidence often will not supply a seamless array of facts and gaps in evidence may be bridged by the use of legal presumptions, such as the maxim: *Once a highway, always a highway*. This presumption must prevail unless some legal event causing the highway to cease can be positively shown to have occurred. The 'presumption of regularity' can be invoked where there is a lack of evidence on whether proper legal procedures were followed. However, this cannot provide a remedy where it is reasonably certain that the legal requirements were not complied with. An omission may not always be fatal to the case and it might be appropriate to consider the possibility that public acceptance of a highway, if supported by the evidence, occurred nevertheless. This is particularly the case where the long-standing situation was not challenged at the time.
9. In relation to *Rights of way and mechanically propelled vehicles* section 67 of the 2006 Act sets out that:
 - (1) *An existing public right of way for mechanically propelled vehicles is extinguished if it is over a way which, immediately before commencement—*
 - (a) *was not shown in a definitive map and statement, or*

¹ To assist in understanding the matters I shall add the points U, V, W, X, Y and Z to the proposed modified Order map

(b) was shown in a definitive map and statement only as a footpath, bridleway or restricted byway.

10. This is subject to certain exceptions as set out in subsections (2) to (8). The relevant date for England is 20 January 2005 whilst the commencement date is 2 May 2006.

(2) Subsection (1) does not apply to an existing public right of way if—

(a) it is over a way whose main lawful use by the public during the period of 5 years ending with commencement was use for mechanically propelled vehicles,

(b) immediately before commencement it was not shown in a definitive map and statement but was shown in a list required to be kept under section 36(6) of the Highways Act 1980 (c. 66) (list of highways maintainable at public expense),

(c) it was created (by an enactment or instrument or otherwise) on terms that expressly provide for it to be a right of way for mechanically propelled vehicles,

(d) it was created by the construction, in exercise of powers conferred by virtue of any enactment, of a road intended to be used by such vehicles, or

(e) it was created by virtue of use by such vehicles during a period ending before 1st December 1930.

(3) Subsection (1) does not apply to an existing public right of way over a way if—

(a) before the relevant date, an application was made under section 53(5) of the Wildlife and Countryside Act 1981 (c. 69) for an order making modifications to the definitive map and statement so as to show the way as a byway open to all traffic...

(6) For the purposes of subsection (3), an application under section 53(5) of the 1981 Act is made when it is made in accordance with paragraph 1 of Schedule 14 to that Act.

11. My decision will be whether or not the Order should be confirmed, or proposed for confirmation, on the balance of probabilities.

Reasons

Background

12. On 6 September 2003 an application was made on behalf of the TRF to record a route in this vicinity on the DMS with the status BOAT. The route claimed included the western part of the Order route A – B with the eastern section being claimed on a southern alignment, B – W – X – Y – Z. Point Z is on the junction of Bridleways ("BR") 26, 43 and 53. BR53 was added to the DMS by way of an Order² confirmed following a public Inquiry and is continuous with BR 43, running generally north/south.

² Planning Inspectorate Order Ref: FPS/U1050/7/79, Decision issued 28 November 2014

13. Following their report to Committee, 22 July 2013, the OMA decided that this Order should be made, recording part of the route, A – B, with the status BOAT and part, B – C, as RB. They decided that no public status should be recorded on the section B – W – X – Y – Z.

Physical characteristics

14. The Order route has a good rough stone metalled surface running between stone wall boundaries. The section diverting north around the tailing lagoon ("the lagoon") has a similar surface and runs between fences, hedges and walls. The section B – W – X – Y – Z continues as a rough stoned route diverging from the Order route with a grass verge, becoming gradually wider to the east, running to a small fenced field at the eastern end. Section X – Y runs downhill and then the route runs east on a generally level route over the old alignment of Mires road³.

Documentary evidence

Pre-1976 Order

15. I consider that the evidence arising prior to the Inclosure processes is suggestive of a pre-existing highway. It seems to have historically been part of a longer through-route between Chesterfield and Tideswell.
16. The "*Act for inclosing Lands in the Townships of Great Longstone, Little Longstone, and Wardlow, in the County of Derby*" was given royal assent on 9 June 1810. The Act provided the Inclosure Commissioners the authorisation to set out and appoint both public and private roads. The subsequent Award of 1824 sets out a "*...Public Carriage Road and Highway called Mires Road Thirty feet wide from the westerly end of a Lane in the Township of Great Longstone in a North Westerly direction...over the Commons and Waste Lands to the Road hereinbefore set out called Foolow Road and from another part of the same road in the same direction over the said Commons to Wardlow Turnpike Road in the village of Wardlow which road we...to be from the Commencement of the said road at the above Lane in the Township of Great Longstone to the Northwesterly corner of a triangular allotment No. 127...".*
17. There appears to be no argument with the OMA view that the Wardlow Turnpike is now the B6465, some distance to the north-west and the Lane in Great Longstone the route now recorded as Great Longstone BR26.
18. The setting out of the route in the Inclosure confirmed and preserved public carriageway rights. The majority of the subsequent documentation confirms and supports the continued status of the route, with the non-supportive documents, such as the Finance (1909 - 1910) Act not being of such weight so as to alter the balance of evidence. Inclusion in the 1929 handover records as '*Other District Roads*' suggests continued public maintenance liability.
19. The 1984 1:50,000 Ordnance Survey ("OS") map was revised in 1975 and shows Mires road on its original alignment, seeming to continue uninterrupted along the route of BR26. There appears to be a gate across the route west of the junction with FP27, south-west of Black Harry House, which provides a reference point just to the north-west of point B. The Order route section B –

³ Referred to in more recent years as Blakedon Hollow Road

C, running on along FP47, has been constructed, as well as the route running north-east from point B, marked on the 1970s survey map referred to below as a 'PRIVATE QUARRY ROAD' ("the PQR"). Another crossing route runs from Mires road, near the gate, to join the Order route a little south-east of point B. Footpath 27 ("FP27") and BR43 were shown as public rights of way.

The Stopping Up of Highways (County of Derbyshire) (No. 3) Order 1976

20. From 1970 there is evidence of an intention to make alterations to the landscape in connection with the mining activities. Surveys of use of various routes were undertaken. The PQR running north-east from point B appears to have been added to this plan and annotated by hand, suggesting it had been constructed relatively recently, with no updated OS mapping then available.
21. There were two notices of proposals by the Secretary of State for the Environment to make Orders in connection with this which were not taken any further than advertisement in the London Gazette, in September 1970 and March 1975. I understand that an inquiry was held into the proposal to build the lagoon in 1975. Subsequently the 1976 Order was advertised and made.
22. The 1976 Order was made on 25 May 1976 under section 209 of the Town and Country Planning Act 1971. This relates to *Highways affected by development: orders by the Secretary of State*, the equivalent provision under the Town and Country Planning Act 1990 being section 247. The 1976 Order stops up part of FP27, providing a new route running generally east – west to the south of the lagoon. It also sought to stop up "a length of the unclassified road from Black Harry Lane to Wardlow starting at its junction with Black Harry Lane and extending generally north-westwards for 1120 yards as shown between the points marked [U – V – Y – Z]." The new route to be provided was to the north of the lagoon, generally on the alignment U – B – C.
23. The 1976 Order did not affect or alter the section A – U. The section U – B was to run on the Order alignment apart from to the east of Black Harry House where instead of running to the edge of the PQR and then south to join the east – west route, it cuts away more gradually towards point B. The intended alignment then runs alongside the southern edge of the existing route to Black Harry gate, point C. The crossing route seen in the 1984 OS map to the south of Black Harry House is unaffected. The route X – Y is not shown and so can reasonably be said not to have existed at the time of the survey. The plan was dated 30 January 1975.

Post-1976 Order

24. The 1989 1:50,000 OS map was revised in 1987 and is the earliest available showing the subsequent changes. The lagoon had been built and the diversion of Mires road implemented. Route A – U can be seen with the turning to the north of the lagoon. From point B there are two routes running parallel, with X – Y shown joining to the old section of Mires road, Y – Z, from where Y – V can be seen running towards the lagoon.
25. An undated OS plan held by the OMA Highways Section is believed to date from around this time and has pencil annotations indicating the old route of Mires road "STOPPED UP 1976 see X 793 footpaths for order". To the north there is annotation of "approximate route new highway" to the west of Black Harry House and this follows the physical alignment seen subsequently in this area.

The pencil line then follows the southern boundary of B – C and drops down on the approximate alignment X – Y to join the old alignment of Mires road. No explanation is given of the annotation 'WC' on this pencilled route.

26. In terms of the weight to be given to this document I would note that it is undated and there is no explanation of who produced it or why. I do not consider it can be relied upon to show that this route was to be provided as an alternative highway, as suggested by the TRF.
27. It appears to have been in the late 1980s/early 1990s that a TRF member organised a set of OS maps which he marked up from the OMA highways records to identify routes in which he might be interested. Regardless of what may be shown, there is agreement between the TRF and the OMA as to the route shown on the List of Streets ("LOS"), which moved to an electronic format in January 2006, as at 2 May 2006 and that is the route A – U – B – W – X – Y – Z. I understand this to also be the route shown by the OS as '*other routes with public access*' since 1997.
28. It is the view of the Green Lane Association Limited ("GLASS") that the Peak District National Park Authority "Black Harry Trails" leaflet shows the Order route A – B – C as one of the "*Routes where you may come across motor vehicles*". They argued that this showed that this was the route onto which the diversion had been made and accepted by the public. I find the route shown ambiguous, and note the alternative argument of the TRF in relation to the hand-annotated map apparently dating from the late 1980s/early 1990s. Presumably both would have taken their information from the LOS in the first instance, as did the OS.

User evidence

29. Two user evidence forms were submitted by statutory objectors in response to the Order notice. One referred to use in a vehicle two or three times a year from 1971 on, following the alignment of Mires road as it altered over time and following both the claimed route X – Y – Z and the Order route B – C. The other referred to use with a vehicle of the Order route B – C, two to three times per week as part of a business. There was also evidence from other objectors of some use of the Order route.
30. The Peak & Derbyshire Vehicle User Group argued that there had been use of the route by vehicles over twenty years or more prior to 2006. I agree with the representation that the use before me is insufficient to raise a presumption of statutory dedication.

Conclusions on each section

Section A - U

31. The 1976 Order did not affect or alter the section A – U. It was accepted as part of the old alignment of Mires road. As such, it was and remains a public highway following the Inclosure processes. In relation to the 2006 Act the existing public right of way for mechanically propelled vehicles would be extinguished. However, I consider that an exception arises under subsection (2)(b) as this part "*...was shown in a list required to be kept under section*

36(6) of the Highways Act 1980 (c. 66) (list of highways maintainable at public expense)...".⁴

32. As a result, this part of the Order should be recorded with the status BOAT.

Section U - B

33. No-one has raised any issue regarding the difference in route north of point B in comparison to what was proposed by the 1976 Order. Taking account of the presumption of regularity it seems that the proposed route may never have been built and the alternative now on the ground has been used and accepted as the alternative to Mires road. I am satisfied that it is reasonable, on the balance of probabilities, for me to accept this as the diverted route and, therefore, a public highway following implementation of the 1976 Order.

34. One objector believed that this section should be recorded with the status RB on the basis that it should not have been recorded as a highway maintainable at public expense in the first instance, by reference to the 1976 Order. I agree with the OMA that the intention of the 1976 Order was to replace the old alignment of the highway with another highway. One of the earlier Orders, which was not implemented, intended to record a bridleway on this alignment and, therefore, on balance, the 'highway' recorded must have had higher rights than bridleway. The concept of RB did not exist at that time.

35. I consider that as Mires road was an historic vehicular highway, the new route was of that status. Accepting it as a public highway, like section A – U, an exception arises under subsection (2)(b) of the 2006 Act as this part was shown on the LOS, regardless of the argument that there had been no subsequent maintenance of the route by the highway authority. Therefore, I am satisfied that this part of the Order should also be recorded as a BOAT.

The eastern end of the route

36. In order for the exceptions arising under the 2006 Act to arise it is first necessary to show that public vehicular rights existed over the route in question. This goes back to the matters of dedication set out in the *Main Issues*. I consider that the evidence shows that a physical route existed on at the alignment B – C from at least the early 1970s. It appears to have been a continuation of the PQR and there is nothing to suggest that public vehicular rights were created over the route at that time. The old alignment of Mires road was still in situ and used during the 1970 census, although apparently not as a through-route. The 1984 OS map, which I understand to have been a 1975 revision, shows both these routes.

37. The January 1975 plan as originally attached to the 1976 Order, Plan No EMRT 35/1/22-75, showed the intention that the new highway should follow the existing route of the PQR to Black Harry Gate. However, the Order as made and signed by Authority of the Secretary of State on 25 May 1976, Plan No EMRT 35/1/22-75A, showed the proposed additional route running immediately to the south of and parallel to the existing alignment of the made surface of the PQR. This may relate to the suggestion in representation of concerns about mixing public and private traffic on a single route. Comparing the two plans it does not appear that there was any intention for the route as a whole to be

⁴ The LOS

- widened significantly, if at all in some places, beyond what already existed on the ground. The 1976 Order gives no information on the widths of the highway or footpaths to be provided.
38. Having taken account of the physical situation, as far as can be derived on the balance of probabilities from the available evidence, I turn to the implications. The evidence of the intention of the owner arises from the 1976 Order. I consider that this clearly intended that the alignment X – Y should be stopped up as a public highway with another highway provided in its place, alongside the existing PQR on the alignment B – C.
39. The TRF argue that the stopping up of the highway cannot have occurred because the requirements of the 1976 Order were not met, as no certification by the highway authority has been found. The 1976 Order sets out that the highways of FP27 and Mires road should be stopped up to enable development to be carried out in accordance with planning permission granted. It goes on to say *"...no highway shall be stopped up in pursuance of this Order earlier than the date on which the Council may certify to the Developer⁵ that the provisions of Article 2 (1) of this Order have been complied with."* This Article set out that *"The Developer shall provide to the reasonable satisfaction of the Council: (a) new highways which shall be footpaths along the routes shown by thick black dashes on the deposited plan, and (b) a new highway along the route shown hatched black on the deposited plan..."*.
40. There is no copy of a certificate but it should be noted that the authority were to provide such certification to the developer. Whilst it might be expected that they would keep a copy of any document, that is not known to exist. The old alignment had to be stopped up to allow the lagoon to be built and it is reasonable to presume that the developer would have been keen to ensure that this was not delayed by any failure to carry out required works. Clearly the section U – V was stopped up as the lagoon now exists on that alignment.
41. Notice of the 1976 Order set out that *"Any person aggrieved by the Order and desiring to question the validity thereof, or of any provision contained therein, on the ground that it is not within the powers of the [Town and Country Planning Act 1971] or of any regulation made thereunder has not been complied with in relation to the Order, may, within 6 weeks of the 17th June 1976 apply to the High Court for the suspension or quashing of the Order or of any provision contained therein."* There is no evidence of any such challenge at that time or in the subsequent 40 years.
42. The 1976 Order indicates only that *"the new footpaths...shall be highways which...are highways maintainable at public expense..."*. There was no requirement arising from the 1976 Order for the other new highway to be recorded as maintainable at public expense on the LOS.

Section B - C

43. It seems that a route physically existed here, as a private road, from at least the early 1970s. The pecked lines on the January 1975 survey suggest that there may have been a difference in surfacing between the central carriageway and the immediately adjacent section of the route. The landowner intended

⁵ Laporte Industries Limited, now understood to be British Fluorspar Limited

through the 1976 Order process to provide a public highway, in replacement of the highway to be stopped up, on part, but not the whole, of this road.

44. Taking that into account I agree with the OMA that reliance by GLASS on section 67 (2)(c) of the 2006 Act is misplaced. The 1976 Order only referred to the route to be created as a 'highway' and did not "*...expressly provide for it to be a right of way for mechanically propelled vehicles...*". It was also not "*...created by the construction, in exercise of powers conferred by virtue of any enactment, of a road intended to be used by such vehicles...*" as it was already in existence prior to the 1976 Order.
45. I also agree with the representation that regardless of what GLASS believe should have been shown on the LOS, the 2006 Act relates to what was shown on the LOS immediately before commencement, 2 May 2006. It seems that even if a mistake was made, such that another route should have been shown, there is no leeway within the 2006 Act on this point.
46. I have given some thought to the argument that the owners threw open the road and did not sign it and, therefore, it became a public highway. I feel there may be some force to this argument although I agree with the representation that the southern section onto which the rights were diverted would have been used 'by right' not 'as of right'. There is acceptance that the public have used the route B – C on and in vehicles, with some evidence of such use directly before me. There appears to have been nothing to tell such users that they were in fact only entitled to use the southern part of the track. On the balance of probabilities, the Order route B – C, across the entire width, became a public vehicular highway as a direct result of the 1976 Order.
47. The TRF argued that point B should be further south-east than shown by the Order, such that the Order should be modified to reflect a different grid reference. The junction of the PQR running north-east - south-west coincides with the alignment of the new highway proposed by the 1976 Order and physically created in this particular area. There is a 'verge' further to the south-east at point W and from here there appears to be a separate route which then runs downhill from X to the old highway, Y – Z.
48. On the balance of probabilities, taking account of the 1976 Order and my observations on the ground, the point at which the two routes diverge is further south-east, at point W. The width of the route between points B and W is more than proposed to be recorded by the Order and I see no significant difference in the width towards point C. As such I intend to propose that the Order be modified in respect of widths.
49. I do not find there to be any 2006 Act exceptions which apply to save the public vehicular rights of the south-eastern most section and, therefore, I consider that the OMA were correct to propose that it should be recorded with the status RB. However, from the existing point B to the newly proposed point W the route is shown on the LOS and, therefore, I consider that the exception under paragraph 67(2)(b) of the 2006 Act applies and this short additional section should also be recorded with the status BOAT.

Section W – X – Y – Z

50. The evidence available to me is of a route probably coming into existence, deliberately or otherwise, in the mid – late 1970s; an undated, unexplained,

hand annotated plan held by the OMA; inclusion of the route on the LOS; and one person claiming use of both that route and the Order route 2 – 3 times per year from the early 1970s. I do not find this evidence to be sufficient, on the balance of probabilities, to show that the landowner intended to dedicate a public highway over the route, and therefore, I do not consider that the TRF, as the applicant, have discharged the burden of proof on them in relation to this point. I also do not consider the evidence of use sufficient to indicate an acceptance of dedication by the public nor to raise a presumption of dedication under the statute.

51. I agree with the representation that there is insufficient evidence to show that an alternative highway to that intended by the 1976 Order was separately agreed and implemented on this alignment. Whilst it may have been open to the developer to remove the old highway once stopped up, I do not agree that failure to remove the eastern section V – Y – Z demonstrates that it was intended to once again be used as a public highway, or used as such.
52. I consider, on the balance of probabilities, that the evidence does not demonstrate that the section W – X – Y – Z should be recorded with any public status.

Modifications

53. The TRF noted that the Order did not include a width in Part I of the Order Schedule and that the width in Part II was '*Approx.*'. I am satisfied that it is appropriate to modify the Order in these respects.
54. I also noted some confusion in the numbering of the routes, due to Parish boundary changes, in the descriptions of BOAT 59 and RB 51. I have proposed modifications to correct these minor topographical errors.

Other matters

55. The law does not allow me to consider such matters as the desirability or otherwise of the route in question; the usefulness or otherwise of a cul-de-sac route; health and safety issues; the reason for objection or representation; or, the potential effect upon business. I have not taken account of these concerns.

Conclusions

56. Considering the evidence as a whole I am satisfied, on the balance of probabilities, that the Order route should be recorded part as BOAT and partly as RB.
57. Having regard to these and all other matters raised in the written representations, I conclude that the Order should be proposed for confirmation subject to modifications.

Formal Decision

58. I propose to confirm the Order subject to the following modifications:

- Within Part I of the Schedule:
 - replace text "...Point B (GR SK 2033 7439)..." with "...Point W (GR SK 2038 7435)..."
 - add text "Width varying between 6 and 12.5 metres."
- Within Part II of the Schedule:
 - In the column heading regarding width remove text "Approx."
 - For 'Path No 59 (Parish of Great Longstone)':
 - replace "...No. 53 (GR SK 2033 7439)..." with "...No. 51 (GR SK 2038 7435)..."
 - replace "...20 metres..." with "...65 metres..."
 - replace "6.7 metres" with "Varying between 6.7 and 12.5 metres"
 - For 'Path No 51 (Parish of Great Longstone)':
 - replace "...No. 51 (GR SK 2033 7439)..." with "...No. 59 (GR SK 2038 7435)..."
 - replace "...415 metres..." with "...370 metres..."
- On the Order plan:
 - add point W and modify the Order line to this point to a solid black line with arrowheads alternatively above and below the line;
 - indicate the width between the PQR and point B as 12.5 metres;
 - alter the key to show the BOAT between points A and W and the RB between points W and C;
 - indicate points U, V, X, Y and Z for information purposes.

59. Since the confirmed Order would affect land not affected by the Order as submitted and show as a highway of one description a way which is shown in the Order as a highway of another description, I am required by virtue of paragraph 8(2) of Schedule 15 to the 1981 Act to give notice of the proposal to modify the Order and to give the opportunity for objections and representations to be made to the proposed modifications. A letter will be sent to interested persons about the advertisement procedure.

Heidi Cruickshank

Inspector



Wildlife and Countryside Act 1981, S.53

The Derbyshire County Council
(Byway Open to All Traffic from
junction with minor road south
of White Rake, continuing as
Restricted Byway to junction
with Black Harry Lane
- Parishes of Great Longstone
and Stoney Middleton)
Modification Order 2014

KEY

Byway Open to All
Traffic to be added
A

Restricted Byway
to be added
B

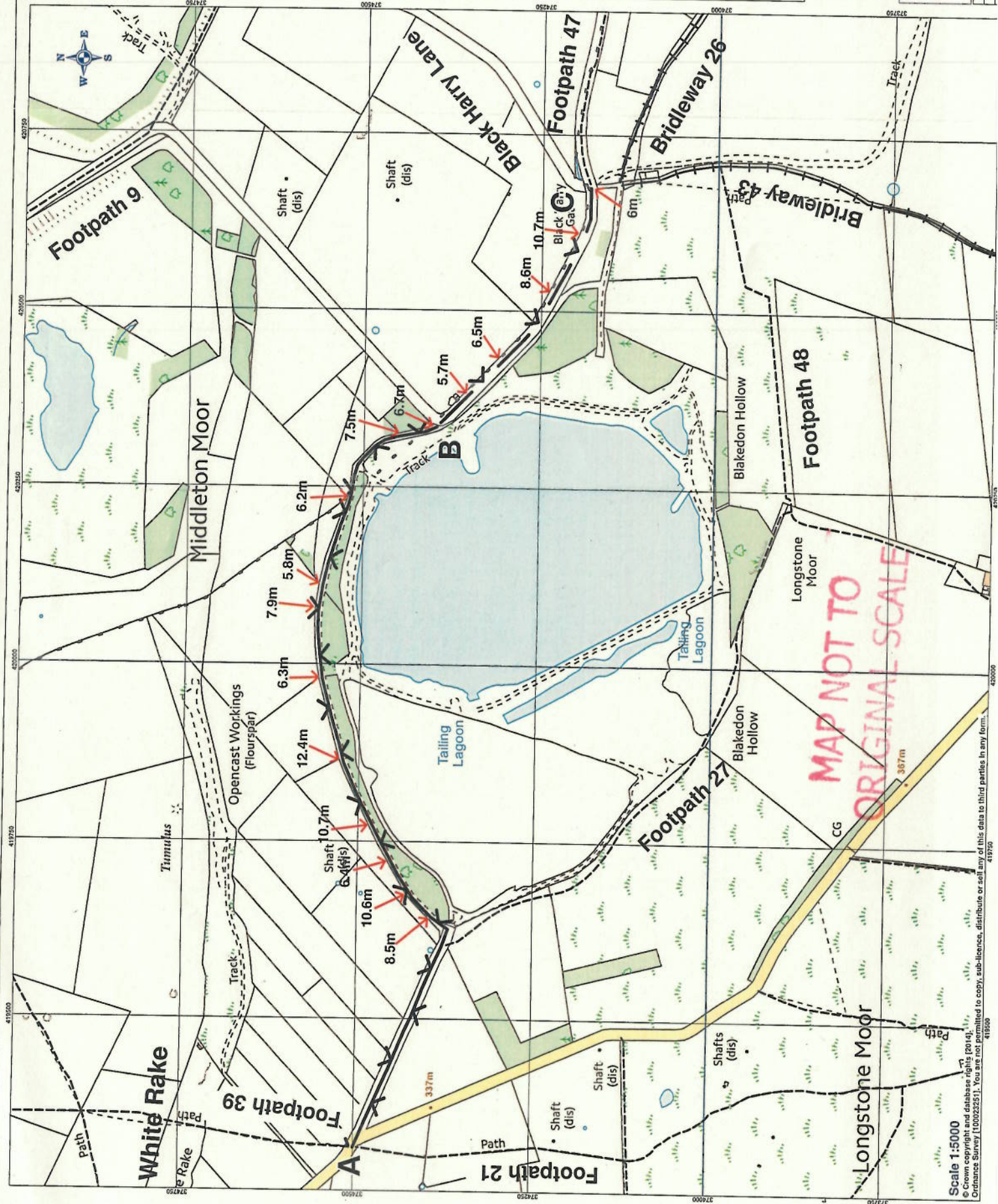
Existing Bridleway

Existing Footpath

DERBYSHIRE
County Council
Improving life for local people

Shand House
Dale Road South
Matlock
Derbyshire
DE4 3RY

Produced by Public Rights of Way on 6 July 2013
Ref: PE/UB/2013/05/01/2013



Scale 1:5000
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