

HERTFORDSHIRE COUNTY COUNCIL



Rights of Way Service

Modification Order Decision Report

The Old Railway Line, Harpenden

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1. Application Details

This application is to record a footpath along the old abandoned railway from Westfield Road, Harpenden to Cooters End Lane. An extract of the 2010 Definitive Map is attached. It shows where the route is and it is labelled point A to point C.

This application was made by Mark Westley of the East Herts Footpath Society on 30th January 1995. It was submitted in the prescribed form with copies of documents referred to attached.

2. Description of Route

The application route is approximately 1,670 metres long and runs out of the north side of Harpenden between the existing railway line and the Lower Luton Road, adjacent to the River Lea. The land is flat and agricultural.

The route is owned by three freeholders. St Albans District Council owns the section that lies immediately adjacent to Roverford Close (points A to B). The National Children's Home owns the middle section between points B and C. The remainder of the route between points C and D is owned by the Cole Family of Russells Farm in Kimpton. Sustrans (the cycling charity) lease that length of the route between points B and D.

The application route has been surfaced in recent years (some time after 2005) along its entire length, to a width of around 3 metres. It commences at Westfield Road at point A on the attached plan, where highway amenity barriers have been erected to prevent vehicular use of the route (see Plate 1). It continues in a north westerly direction along a cutting adjacent to the Riverford Close housing development before levelling out on a slight embankment through open countryside (see Plate 2).



Plate 1



Plate 2

The route is signposted as the Lea Valley Walk at point B (see Plate 2). At Hyde Mill Farm the old railway line again enters woodland and a small cutting before turning a slight corner (see Plate 3)

and turning down towards Cooters End Lane at point C. At this point the application route deviates from the old railway line by a few metres, as it turns a corner and meets Cooters End Lane around 10 metres further south than the old railway line (see Plate 4). A further highway amenity barrier again prevents vehicular access.



Plate 3



The route of the old railway line can be seen to continue beyond points A and C, but whereas it is surfaced and well used south of point A, it has fallen into disuse north of point C and is incorporated into the adjacent scrubland.

3. Documentary Evidence

For each investigation, we check at least 10 primary sources of information. You can view the documents listed below at Hertfordshire Archives and Local Studies (HALS) or at the Rights of Way Service (ROW). These are both at County Hall, Hertford. The documents are listed below with a reference number (if it has one) and where you can find it.

For further information:

Hertfordshire Archive and Local Studies (HALS)

01438 737333 (or 01923 471333 from area codes 01923 and 020)

www.hertsdirect.org/libsl leisure/heritage1/HALS

Rights of Way Service (RoW)

01992 555279 to make an appointment.

If you would like more information about documents and how they are important in investigating public rights of way, please go to the Planning Inspectorate's website and view their Consistency Guidelines. See www.planning-inspectorate.gov.uk. This link also details related articles and case law.

You will find each document listed with the following information:

- Document name
- Document date
- Where it can be found – location and reference
- Why we consider the document important when making our decision
- What it shows
- Investigating Officer's comments

Please note that where there are no records for the document listed, this will just be recorded as "No records found".

1. Pre-1850s documents

As the application route runs along an old railway that was built in 1860 and dismantled 100 years later it is not shown on any documents that pre-date the railway plans (see section 2 below). As a result while Dury and Andrews' county map of 1766, Bryant's county map of 1822 and the 1830s tithe maps for Harpenden and Wheathampstead parishes were considered, they do not show the application route and have not been included in this report.

Decision

HCC decided that there is no documentary evidence to show either physical existence or status of the application route prior to the railway being built (see paragraph 2 below).

2. Railway and Canal Plans

Date: 1855-1864

Ref: HALS R649-654

2.1 Why we consider the document important

Before compulsory purchase powers were introduced, proposed canal or railway developments had to either have the consent of all affected landowners or a private act of Parliament to authorise the purchase of land. Before a private act could be passed, plans had to be produced showing the land the route of the proposed railway/canal would cross. Land either side of the route would be shown up to the "limit of Deviation". All land was plotted, and details given in a Book of Reference. This included details of landownership and land use.

Under the Railway Clauses Consolidation Act 1845 (section 46) strict requirements were laid out about how to deal with public and private roads crossing railways including widths, arch heights and gradients as shown in the plans and cross sections. Requirements for how to deal with footpaths and bridleways are also given.

There was a high level of public consultation required on the proposed plans before they were considered by Parliament. This led to a high level of accuracy of the plans. Although it was not the primary purpose of railway plans to record rights of way, these plans provide good evidence of their existence. Arguably, those plans which went ahead and completed the parliamentary process have greater evidential weight than those which did not.

2.2 What this document shows

The application route runs along the line of a branch of the Great Northern Railway that runs between Welwyn and Luton. This opened in 1860 following the 1855 *Act for making a railway from the London and Northwestern railway at Dunstable in the county of Bedford to the Great Northern Railway at or near Welwyn in the County of Hertford, to be called the 'Luton, Dunstable and Welwyn Junction Railway'*. It continued in use until 1965 when it was closed under the Beeching reform of the railways. The track was later removed.

The railway plans show the proposed line of the railway. Harpenden station (later known as Harpenden East) lay approximately 1 kilometre south of point A on the plan. The railway continued generally north-westwards and crossed the Midland Railway (which is now the main route into London in that area) approximately 350 metres north of point B on the plan. It followed the line of the Midland Railway in a northerly direction closely for around 6km before heading westwards. As an operational railway it would have been an offence for the public to walk or ride along the railway line. The track was later removed and the route opened to recreational use (see section 7 below).

2.3 Decision

HCC decided that the railway plans show that the route physically existed as a railway line prior to 1965 and so would not have been a public right of way before that date.

3. Inland Revenue Documents

Date: 1909-10

Ref: HALS IR1/216, IR1/240, IR2/32/1, IR2/32/2

3.1 Why we consider the document important

The Finance (1909-1910) Act 1910 was passed to levy a tax on any increase in the value of land when it changed hands. In order to ascertain the value of all land as at 30th April 1909, a comprehensive survey was carried out assessing each piece of land. The OS 2nd edition plans (usually from 1898) were used as the base maps and annotated. Details were recorded in field books and valuation books. These books included a column which allowed a deduction in tax if a public right of way crossed the land. Every property was given a plot or 'hereditament' number which was then referred to in the valuation books and maps. Hereditaments were coloured on the maps to identify land holdings. Not all land was coloured.

Once a provisional valuation of a property had been reached, landowners were given the opportunity to appeal. The whole process was carried out under statutory authority by the Valuation Department of the Inland Revenue and there were criminal sanctions associated with the falsification of evidence. It would have been negligent to omit such land from the survey, including private roads, which might have had value. However, it was not a criminal offence not to deduct tax if a right of way did cross your property. Consequently, the resultant records carry a high level of evidential weight as to the routes which they show to exist, but are unlikely to be good evidence that rights of way do not exist.

Where a route is shown uncoloured on the plans and excluded from the taxable land this provides very strong evidence of it being public highway. Usually this will be of vehicular status unless there is other contemporary evidence to indicate otherwise. Where footpaths and bridleways cross privately owned land these may be recorded as a reduction to the tax. However, where routes cross large hereditaments it can be difficult to establish which route is considered to be the right of way without additional details.

3.2 What the document shows

The Inland Revenue maps post-date the construction of the railway line and so show it in full. It has been coloured green and is numbered 850. The reference book lists the land as belonging to Great Northern Railway and as being a station and railway line. There are no deductions for public rights of way.

3.3 Decision

HCC decided that the application route was an operating railway line at the time of the Finance Act 1909-10 and is shown in full on the Ordnance Survey basemap. As the railway line was in use at the time it was not a public right of way.

4. Parish Records and Highway Board Records

4.1 Why we consider these documents important

Maintenance of a route by the public is strong evidence that it is a public highway. However it is important not to confused 'maintainable' (i.e. duty to maintain) with maintained

(i.e. works done). It should also be noted that lack of maintenance of a route does not necessarily mean a route is not highway.

The Highways Act of 1555 provided that parishes and their inhabitants had the responsibility for maintaining all existing public highways. The physical work was to be done by the inhabitants and each parish had to provide an unpaid parish surveyor who was obliged to keep a detailed account of public monies expended. This situation remained largely unchanged until the 1835 Highways Act, which allowed parishes to combine into larger groups for maintenance purposes. The Highways Act of 1862 allowed parishes to combine into Highway Districts under Highway Boards and after 1878 Highway Boards could amalgamate with Rural Sanitary Authorities. The Local Government Act of 1888 introduced elected County Councils, which took over “main” roads, while after the Local Government Act 1894 new Rural District Councils took over all other roads. Responsibility for maintenance of these roads was handed over to the County Councils in 1929.

Under the Highways Act 1835 pre-existing highways continued to be maintained at public expense. Any highways established after that date needed to be ‘adopted’ to show they were liable for repair at public expense. Highway Boards accounts from this period can provide evidence of a route being maintained and is therefore strong indication of public highway. Most routes referred to in this manner are now part of the county’s road network.

A “List of Streets” of the highways maintainable at public expense is required under the Highways Act 1980. This list is held by the County Council as part of the Hertfordshire Roads Gazetteer, which is itself part of the Hertfordshire Roads Management Database. There are no rules or regulations about what information is required, or how it is to be presented or amended. It is a list of what is maintainable, not necessarily what is maintained.

4.2 What the document shows

No historical records have been found that relate to the application route. The Hertfordshire Gazetteer records it as being not maintainable at public expense.

4.3 Decision

HCC decided that the route is currently recorded on the Gazetteer as not publicly maintainable. The Gazetteer does not provide evidence of highway rights.

5. Definitive Map Records

The National Parks and Access to the Countryside Act 1949 required the County Council to prepare a Definitive Map and Statement to show and describe the public rights of way in the county. The Map is conclusive evidence of what it shows, but is without prejudice to what is not shown.

The process resulting in today’s Definitive Map and Statement consists of several stages which are dealt with below:

1. the Parish Survey
2. the Draft Map, Provisional Map and first Map and Statement (1953)
3. the Special Review (following the Countryside Act 1968).

5(a) Definitive Map Records – Parish Survey

Date: 1953 Ref: RoW

5.1 Why we consider the document important

Under the National Parks and Access to the Countryside Act 1949 the county was required to show all public paths which were defined as “footpaths”, “bridleways” and “roads used as public paths”. This last term was never properly defined and has resulted in much confusion ever since. There was no requirement to record public vehicular highways.

In Hertfordshire each parish carried out a survey of the paths which were believed to be public. Sometimes additional surveys were carried out by the Ramblers’ Association or the Youth Hostel Association; or comments were made by them on the parish’s survey. The surveys once completed were sent to the County Council for publishing as the Draft Map.

5.2 What the document shows

The Parish Surveys for Harpenden and Wheathampstead were carried out before the railway line was closed in 1965. The map therefore shows the railway as a working line and no mention is made of any public rights of way either along its length or crossing it.

5.3 Decision

HCC decided that the route existed as a working railway line at the time and so was not recorded as a public right of way by either parish. The Parish Surveys do not therefore provide evidence of the application route’s status.

5(b) Definitive Map Records – Draft, Provisional and First Definitive Map

Date: 1953 Ref: RoW

5.1 Why we consider the document important

The parish surveys were collated into the Draft Map and Statement. Notices were published advertising that the Draft Map and Statement had been produced so that the public (including landowners) could object to what was included or to what was omitted. Hearings were held to consider these objections and recommendations were made based on the evidence presented.

The Draft Map and Statement was amended following the hearings to produce the Provisional Map and Statement. As before, it advertised but this time only landowners, lessees and tenants could apply to the crown court to amend the map – the public could not. The map and statement were then amended to reflect the court’s finding.

Please note that these records vary across the county as a full sequence of Draft Map and then Provisional Map has not always been kept.

After the amendments to the Provisional Map and Statement were made, the First Definitive Map and Statement for Hertfordshire was produced. The Map and Statement together provide conclusive evidence of the existence of those public rights of way shown at the ‘relevant date’ of 1953; i.e. the information shown was correct at that date.

5.2 What the document shows

No objections to the exclusion of the application route from the Parish Survey, Draft or Provisional Maps were made.

5.3 Decision

HCC decided that as the application route was still a working railway the first Definitive Map does not provide evidence of the application route's status.

5(c) Definitive Map Records - Special Review

Date: 1968 Ref: RoW

5.1 Why we consider the document important

The Countryside Act 1968 created the new designation of "byway open to all traffic". This was the first time that vehicular rights were recorded on the Definitive Map. It also required county councils to carry out a Special Review to reclassify all "roads used as public paths" as "footpaths", "bridleways" or "byways open to all traffic". In Hertfordshire the Special Review was started in 1977 and was later extended to include all the amendments made to the network since the first Definitive Map. Copies of the Special Review Draft Map showing all these changes were published, inviting objections from the public. Due to the number of objections received and not resolved, the Secretary of State ordered the abandonment of the Special Review in Hertfordshire in 1984. The Definitive Map and Statement was amended to show all changes which did not have outstanding objections, and these were shown on the Definitive Map and Statement produced in 1986.

5.2 What the document shows

The Special Review did not refer to the application route at all.

5.3 Decision

HCC decided that while the Ordnance Survey basemap upon which the Special Review is drafted shows the railway line existing, the documents do not provide evidence of the application route's status.

6. Ordnance Survey maps

Date: 1880/1, 1898, 1924, 1966/72 Ref: HALS

6.1 Why we consider this document important

The original surveys were carried out by Royal Engineers at the time of the Napoleonic wars in order to better plan the transportation of ordnance around the country. It was only in the early 20th century that the OS evolved to become a public service that sold its mapping information for the benefit of the public. Since the 1960s this mapping information has included public rights of way, which are derived from each county's Definitive Map.

The Ordnance Survey has produced a series of topographic maps at different scales notably the one inch, six inch and 1:2500. The detailed, large scale 1:2500 maps from the 1870s onwards provide the best evidence of the position and width of routes and the existence of any structures on them. These maps provide good evidence of the physical existence of routes at the time the map was surveyed. When compared with earlier, less accurate maps they can help corroborate the existence of routes. Ordnance Survey maps show features that physically exist and may label routes as footpaths and bridleways etc. However, the disclaimer which has been added to all editions since the 2nd edition maps (circa 1897/8 in Hertfordshire) states that the representation of any track or way is no evidence of a public right of way.

6.2 What this document shows

Those OS maps that pre-date the closure of the railway line in 1965 (dated 1880, 1898 and 1924) show the application route as a railway, which is annotated “Great Northern Railway, Hatfield, Luton and Dunstable branch”. The 1966/72 map also shows the line, but this time it is annotated “dismantled railway”.

6.3 Decision

HCC decided that the railway line is shown on all of the OS maps, with the map post-dating the line’s closure noting that it was a dismantled railway. OS maps do not provide evidence of public rights; they only provide evidence of a route’s existence. Therefore whilst the railway line is shown to exist, the OS maps do not provide evidence as to whether it was at any stage a public right of way.

7. User Evidence, Past Publications of the Route as a Walk, and the Landowners’ Response to Public Use

7.1 Why we consider the evidence important

User evidence: where there is no historic evidence of a route, it is possible for a public right of way to come into existence if it can be shown that members of the public have used it ‘as of right’. In order for the public’s use of a route to have been ‘as of right’ it must have been:

- **without force** (eg not breaking down a fence to access the route)
- **without secrecy** (eg only using the route when landowners were away)
- **without permission** (ie not having the permission of the landowner).

Unless there is historic evidence of higher rights, legislation requires there to be evidence of 20 years’ use which ends with a ‘date of challenge’ (section 31 of the Highways Act 1980 (HA 1980)). The ‘date of challenge’ is the date at which the landowner challenges the use of the route. The 20 year period can be shorter under common law if it can be shown that there was dedication of the route by the landowner and acceptance by the public of the route. Where there is no evidence that use has been challenged, the Highways Act 1980 specifies that the date of application should be used as the date of challenge.

User evidence is generally provided through the completion of evidence questionnaires.

Publication of the route: sometimes documents may publicise the application route as either part of a long distance walk or part of the national cycle network. Such documents may assist in indicating whether or not the landowner intended to dedicate the application route to the public.

Landowners’ response to public use: landowners can take steps to prevent the accrual of new public rights of way through use of a route by the public. Such steps must be overt and make the public aware of the landowner’s intentions. They can include placing and maintaining notices on site stating that the route is not public or that it is used with permission; by erecting and locking gates; or by telling people seen using the route that it is not public, etc.

In addition to placing notices on site section 31(6) of the HA 1980 (following on from the Rights of Way Act 1932) allows landowners to deposit a map with the County Council showing the public rights of way across their land. In the accompanying declaration they also state that they do not intend any other public rights to accrue, but it should be noted that this would not affect pre-existing rights.

7.2 Evidence of use

User evidence: three user evidence forms have been received, the first of which attests to twice-yearly use on foot between 1983-1995, the second of which shows use monthly on foot between 1970-2005, and the third of which attests to quarterly use on foot between 1993-2005. This second form refers to signs at each end of the route reading "Lea Valley Path" or "Upper Lea Valley Path". The route is clearly used by the public at present: during the investigating officer's one-hour site visit at the investigation stage at least 8 pedestrians and 2 cyclists were met.

Publication of the route: evidence has been provided of 'led walks' that have followed the application route over a number of years. These walks include those led by the East Hertfordshire Footpath Society and Harpenden Society and the St Albans Footpath Society. The application route was included in the *Upper Lea Valley Through Walk*, a leaflet published by the Upper Lea Valley Liaison Group in 1979, which acknowledges the financial assistance of various bodies, but makes no reference to the landowners or whether the path is permissive or not. Also available is *24 Footpath Walks Around St Albans*, published by the St Albans & District Footpath Society from 1988, a publication that has sold over 15,000 copies. It does not mention whether the application route is permissive or not, or indicate whether the landowners permitted or assisted with the publication. Evidence supplied by the St Albans & District Footpath Society shows that the walk which included the application route was removed from the fifth edition of 2004 as part of it utilised the Lower Luton Road and fears for pedestrians' safety grew.

In 2001 the Lea Valley Walk was publicised online by Leigh Hatts, an author of numerous walking books. His website makes no reference as to whether the route is permissive or otherwise, but describes the application route as being part of the Luton Airport Parkway to Harpenden section, stating that "Later a former railway line provides an easy path to the edge of Harpenden".

In 2005 and 2010 Sustrans, the national cycling charity, leased the parts of the application route owned by the Cole family and the National Children's Home. The leases were created for 25 and 40 years respectively. The application route is now included on Sustrans' website as part of National Route 6, being the route from Harpenden to Luton which "is being constructed using a disused railway along the Lee Valley. Funding is being sought to complete the route". Both leases were extended for a further term in April 2012. Further agreements are currently being negotiated between Sustrans, HCC and St Albans District Council for future use and maintenance responsibilities.

Landowners' response to public use: in 1991 talks were held with the National Children's Home, the freeholders of that part of the route between points B and C on the plan, with the apparent intention of dedicating the route as a public footpath. Various local newspapers covered the story and on 19th June 1991 the National Children's Home itself wrote a press release in which it declared that "A disused railway line on the border of land owned by National Children's Home, one of Britain's leading child care charities, is to be dedicated to form part of the Upper Lea Valley Through Walk". However, it would appear that the legal dedication of the application route stalled after the freeholders of other parts of the route were reluctant to allow anything other than a permissive path. There are notes on file dating from 1997 when St Albans District Council was dealing with the route which show that Mr Cole, who owns that part of the route between points C and D on the plan, did not then intend to dedicate a public right of way.

St Albans District Council wrote to the County Council on 10th May 2005 stating that it did not believe that public rights existed over the route and that it did not intend to dedicate the section for which it is the freeholder (that section adjacent to the Riverford Close houses). It stated that the route had been closed since the previous Christmas to allow it to be surfaced with a 2.5 metre wide tarmac path (this work has since been carried out).

7.3 Decision

HCC considered whether public rights had accrued over the application route under both section 31 of the HA 1980 and under the common law, which both dictate the circumstances under which public use of a route can lead to the accrual of public rights. In the case of the HA 1980 a date of challenge must be found (see paragraph 7.1 above), with the period of public use that is relied upon being calculated retrospectively from that date. As no evidence of use being challenged has been presented in this case the date of challenge is taken as the application date of 1995.

Section 31 of the HA 1980 states that for public rights to accrue over a route there should be evidence of use as of right over a period not less than 20 years. Such evidence of use raises a presumption that public rights have been dedicated by the landowner, unless the landowner can show that he had no intention to dedicate the route during the period in question. As the date of challenge for this case is 1995 the relevant period of use is 1975-1995. As detailed above, the evidence of use presented so far shows that during that period use only one person can attest to the full period of use; the other two witnesses' use extended to only 12 years. Whilst there are leaflets and books detailing the route as part of longer walks, these do not provide evidence of public use of the route. This is because evidence of a route's publication is not in itself evidence that the public then used the route. The books themselves do not lead to a presumption of dedication by the landowners as they do not appear to have been written by or in conjunction with the landowners. The user evidence and walks books are not therefore sufficient to raise a presumption that public rights have accrued and so HCC decided that no public right of way has accrued under section 31 of the HA 1980.

HCC then considered the position under the common law. The common law states that a route becomes public if it is dedicated by the landowner and that dedication is accepted by the public (i.e. the public use it). The period of public use is not set out by statute and so can be less than 20 years. Dedication can take place if there are positive acts by the landowner which infer that he intended to dedicate the route, rather than merely allowing permissive access. Case law has also determined that dedication can only occur if the landowner is legally capable of doing so.

Members of the public are encouraged to use the route, but most of that encouragement prior to Sustrans' leases was via leaflets published by bodies other than the landowners. The National Children's Home did make plans to dedicate the route in 1991, but this stalled when the adjoining landowners proved less enthusiastic. The cases of *Attorney General v the Biphosphated Guano Company* (1879) 11 Ch D 327 and *Healey v Batley Corporation* (1875) 44 LJ Ch 642 have both held that failed plans to dedicate do not suffice to demonstrate an intention to dedicate. There is also evidence showing the Coles' and St Albans District Council's lack of intention to dedicate. HCC considers that there is insufficient evidence to establish that there was dedication at common law. The judge in *Wild v Secretary of State for Environment, Food and Rural Affairs & Dorset County Council* [2009] EWCA Civ 1406 stated that merely acquiescing to use is not the same as intending to dedicate: "As the authorities make clear, it does not follow as night follows day that because there has been use there has been dedication by the owner; it is necessary to

look at all the circumstances. There are various questions to be asked. Public user is the first question, and then comes acquiescence and finally dedication”.

HCC considered the leases between the landowners and Sustrans. These are for a fixed term, and allow public access on foot and bicycle during that term. The fixed term nature of the leases suggests that the landowners have retained their right to prevent public access after the leases expire. HCC therefore decided that the leases are evidence of an intention to allow permissive access only, not to dedicate a public right of way.

8. Conclusion

The documentary evidence shows that the application route follows the course of a railway line built in 1860, which was a working railway line until 1965. As such it cannot have been dedicated as a public right of way prior to that date. There is no evidence of its dedication after that date, and it is not shown as a public path on the Special Review documents or as a path on the Ordnance Survey maps.

Turning to the evidence of public use, as explained in paragraph 7.3, HCC decided that there is no presumption of dedication by virtue of section 31 of the HA 1980 because there is insufficient evidence of public use over the required 20 year period. Section 53(c)(i) of the Wildlife and Countryside Act 1981 allows an order to be made to record a public right of way if there is evidence that a route “subsists or is reasonably alleged to subsist”. This is a two-stage test described as “Test A” and “Test B” in *R v Secretary of State for the Environment ex parte Norton and Bagshaw* [1994] 68 P & CR 402 and *R v Secretary of State for Wales ex parte Emery* [1998] 4 All ER 367.

Test A relates to whether a route “subsists”. This is assessed on the balance of probabilities, ie that it is more likely than not that public rights exist. Test B relates to whether there is a “reasonable allegation” that the route subsists. This is a lower test, which can be met where there is a conflict of credible evidence but no incontrovertible evidence that a right of way cannot be reasonably alleged to subsist.

In this case HCC considered that the evidence does not show that a route either subsists or can be reasonably alleged to subsist. This is because for the purposes of section 31 of the Highways Act 1980 there is insufficient evidence of public use of the route for the 20 year period between 1975 and 1995.

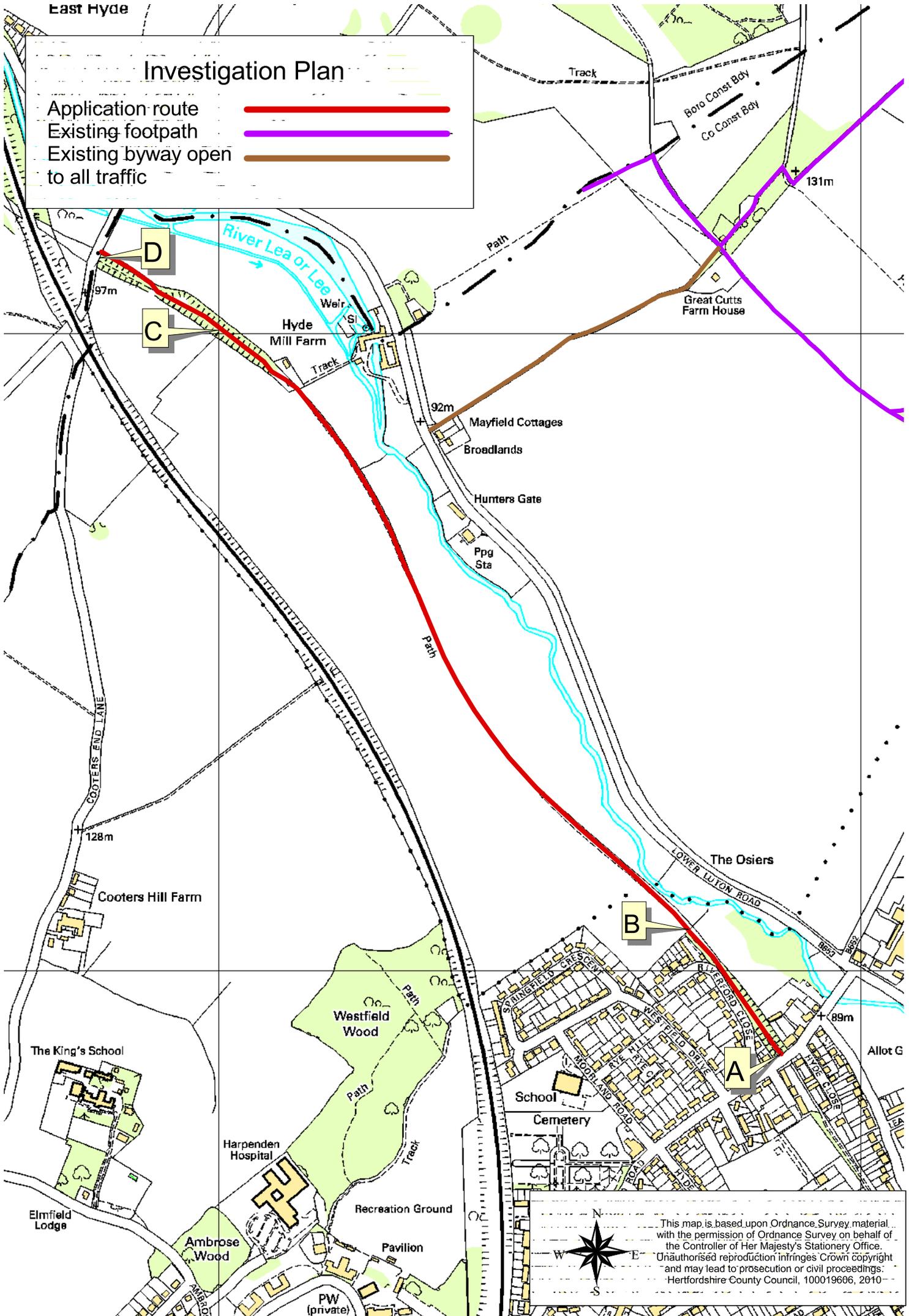
In respect of the common law, whilst there does not have to be evidence of use over 20 years, there does have to be evidence of acts on the part of the landowner that infer dedication. The dedication in 1991 failed because the Coles and St Albans District Council did not wish to dedicate; the publications that have promoted the route were not written by the landowners, who are the only parties with the capacity to dedicate; and the current leases with Sustrans limit public access for the term of the leases. This evidence consistently shows a lack of intention to dedicate the application route. HCC therefore decided that when taken as a whole there is insufficient evidence to show dedication under the common law.

Therefore HCC decided that no order should be made.

East Hyde

Investigation Plan

- Application route
- Existing footpath
- Existing byway open to all traffic



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