

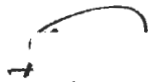
102/1

**DEPOSIT OF STATEMENT AND PLAN  
SECTION 31(6) OF THE HIGHWAYS ACT 1980**

**To: Hertfordshire County Council**

1. I am and have been since 22 October 1984 the owner of the land known as Dyes Farm, Langley, more particularly delineated on the plan accompanying this declaration and thereon edged in red.
2. The aforementioned land lies in the Parish of Langley.
3. The ways coloured purple on the said plan have been dedicated as footpaths.
4. The ways coloured green on the said plan have been dedicated as bridleways.
5. The ways coloured brown on the said plan have been dedicated as highways with vehicular status (Byway Open to All Traffic or BOAT).
6. The ways coloured blue on the said plan have been dedicated as highways with at least bridleway rights which may have possible vehicular rights (Road Used as Public Path or RUPP).
7. No other ways over the land have been dedicated as highways.
8. The deposit shall comprise this statement and accompanying plan.

**Signed (landowner):**



19 May 2004

**Name (landowner):**

**Address:**

Barton,  
Cambridge, CB3

**Signed (witness):**



**Name (of witness):**

**Address:**

... Cambridge

**Occupation:**

Secretary



# THE DEFINITIVE MAP OF PUBLIC RIGHTS OF WAY IN HERTFORDSHIRE

THIS MAP INCORPORATES LEGAL CHANGES AND EVENTS TO THE PUBLIC RIGHTS OF WAY UP TO 1ST JUNE 1991

SCALE 1:10 000

## DEFINITIVE RIGHTS OF WAY

- Footpath
- Bridleway
- Road used as a Public Path
- Syway open to all traffic
- Right of Way temporarily Closed (example shown here with Footpath)
- Temporary Right of Way (example shown here with Footpath)

The representation on this map of any other road, track or path is no evidence of the existence of a Right of Way

## UNDARIES

- County Boundary
- District Boundary
- Parish Boundary

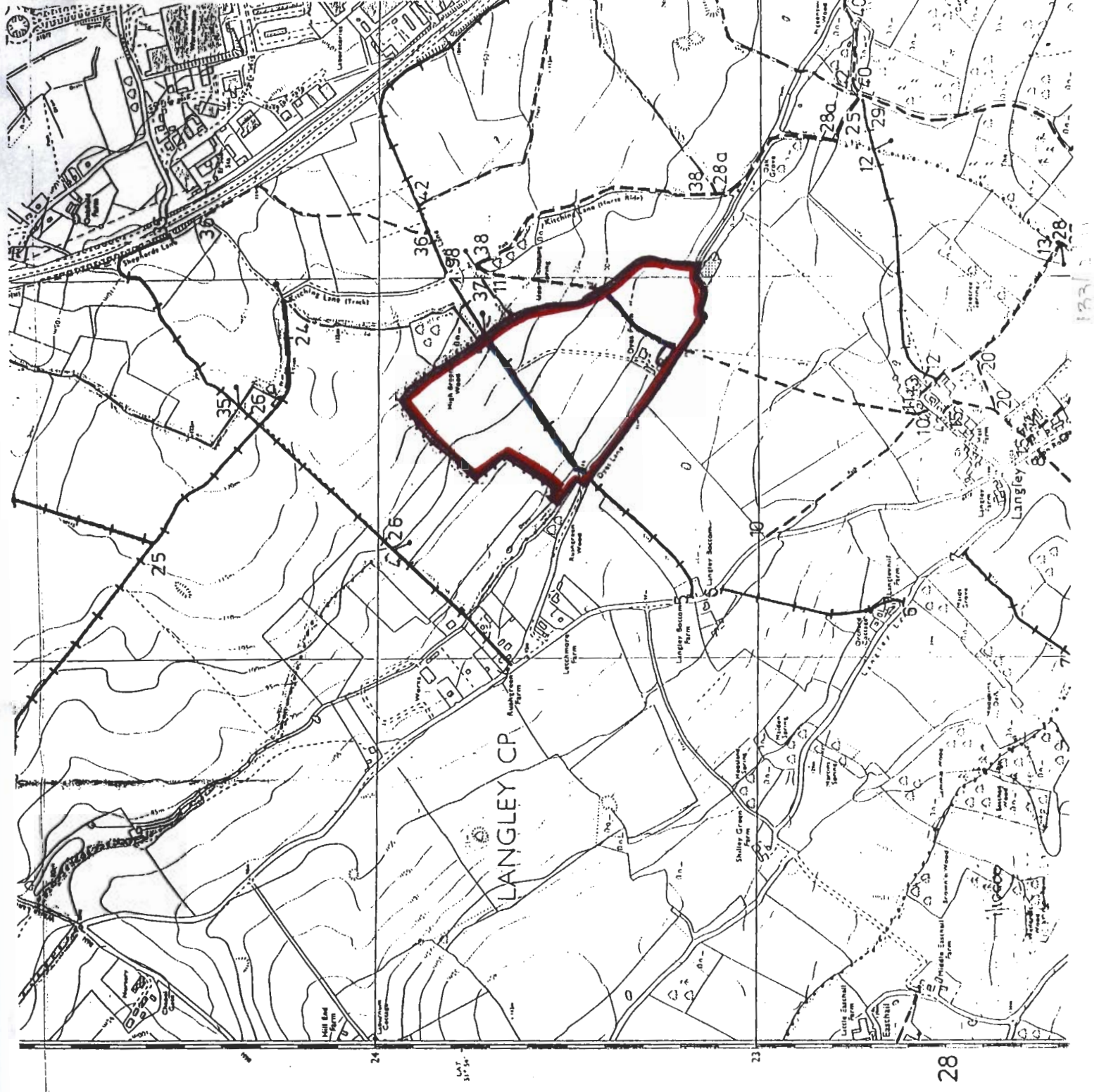
Parishes are 'labeled' where they stop on a Parish Boundary and the numbers are shown in the relevant parish where possible.

ADS

----- Road ----- Track ----- Path -----

## WAYS

- Cartway
- Embankment
- Private road
- Single track
- Standard gauge
- Light railway
- Metalled track
- Metalled track of mineral line
- Narrow gauge



23/1/04

Director of Law & Administration  
Hertfordshire County Council  
County Hall  
Pegs Lane  
Hertford  
Hertfordshire SG13 8DE

Dear Sir

**PUBLIC RIGHTS OF WAY - HIGHWAYS ACT 1980 SECTION 31(6)**

**DEPOSIT SUBMITTED BY** .....

**ADDRESS** .....

**CAMBRIDGE CB3 7** .....

In accordance with Section 31(6) of the Highways Act 1980, I hereby state that only those highways indicated on the accompanying plan to a scale of 1:10000 showing the boundaries of my ownership coloured red are highways dedicated to the public.

Please acknowledge receipt of this statement and confirm that it satisfies the requirements of Section 31(6) of the Highways Act 1980.

Yours faithfully

4.5.1985

# THE DEFINITIVE MAP OF PUBLIC RIGHTS OF WAY IN HERTFORDSHIRE

**THIS MAP INCORPORATES LEGAL CHANGES  
AND EVENTS TO THE PUBLIC RIGHTS OF WAY  
UP TO 1ST JUNE 1991**

SCALE 1:10 000

## DEFINITIVE RIGHTS OF WAY

|  |                                                                              |
|--|------------------------------------------------------------------------------|
|  | <b>Footpath</b>                                                              |
|  | <b>Bridleway</b>                                                             |
|  | <b>Road used as a Public Path</b>                                            |
|  | <b>Syway open to all traffic</b>                                             |
|  | <b>Right of Way temporarily Closed</b><br>(example shown here with Footpath) |
|  | <b>Temporary Right of Way</b><br>(example shown here with Footpath)          |

The representation on this map of any other road, track or path is no evidence of the existence of a Right of Way

## BOUNDARIES

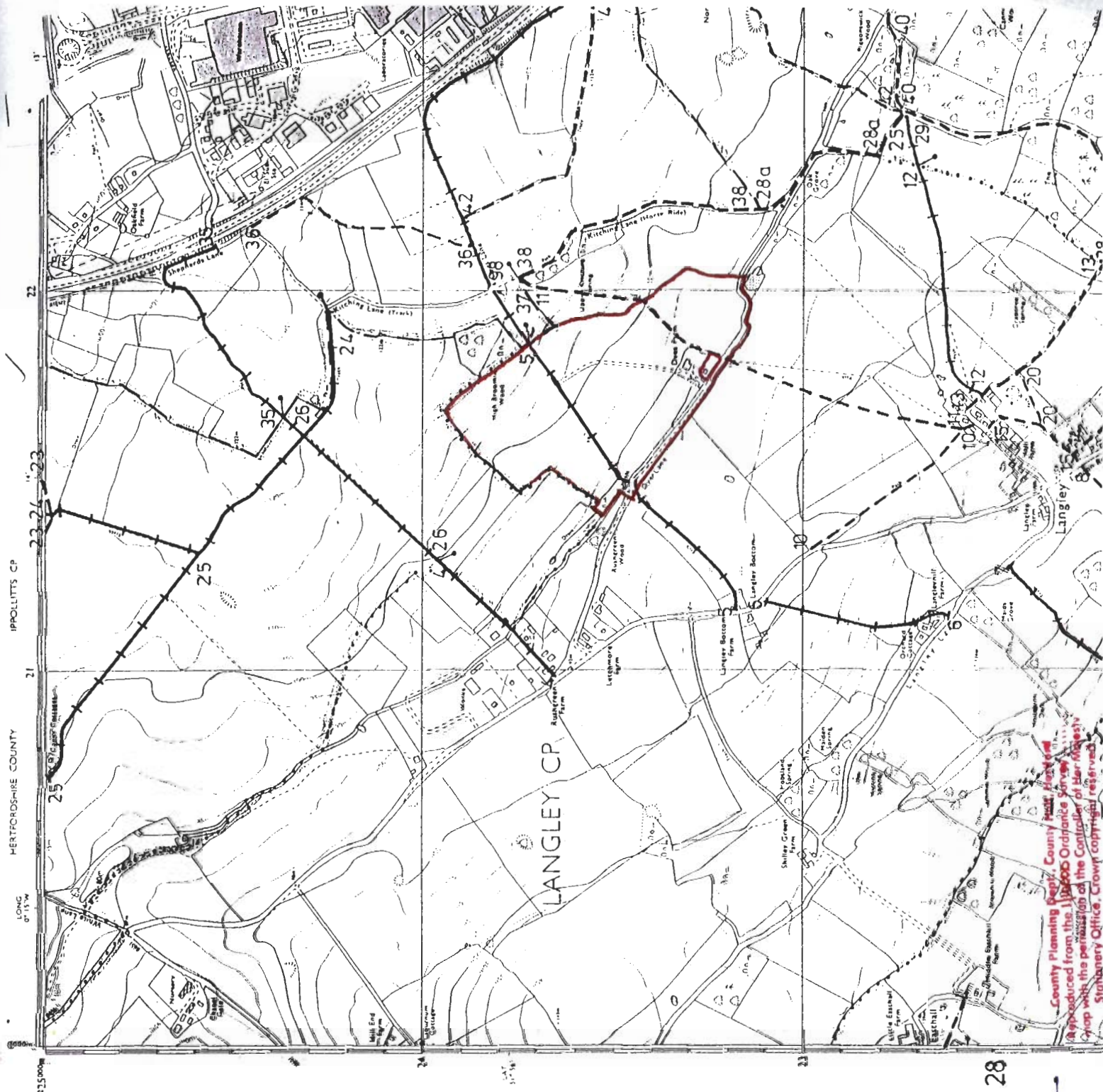
County Boundary      also Parish Boundary  
District Boundary  
Parish Boundary

Paths are 'lagged' where they stop on a Parish Boundary and the numbers are shown in the relevant parish where possible.

## ROADS

|    | Load | $t_{min}$ | Track | $P_{th}$ | $P_{th}$ |
|----|------|-----------|-------|----------|----------|
| 1  | 0    | 0         | 0     | 0        | 0        |
| 2  | 0    | 0         | 0     | 0        | 0        |
| 3  | 0    | 0         | 0     | 0        | 0        |
| 4  | 0    | 0         | 0     | 0        | 0        |
| 5  | 0    | 0         | 0     | 0        | 0        |
| 6  | 0    | 0         | 0     | 0        | 0        |
| 7  | 0    | 0         | 0     | 0        | 0        |
| 8  | 0    | 0         | 0     | 0        | 0        |
| 9  | 0    | 0         | 0     | 0        | 0        |
| 10 | 0    | 0         | 0     | 0        | 0        |
| 11 | 0    | 0         | 0     | 0        | 0        |
| 12 | 0    | 0         | 0     | 0        | 0        |
| 13 | 0    | 0         | 0     | 0        | 0        |
| 14 | 0    | 0         | 0     | 0        | 0        |
| 15 | 0    | 0         | 0     | 0        | 0        |
| 16 | 0    | 0         | 0     | 0        | 0        |
| 17 | 0    | 0         | 0     | 0        | 0        |
| 18 | 0    | 0         | 0     | 0        | 0        |
| 19 | 0    | 0         | 0     | 0        | 0        |
| 20 | 0    | 0         | 0     | 0        | 0        |
| 21 | 0    | 0         | 0     | 0        | 0        |
| 22 | 0    | 0         | 0     | 0        | 0        |
| 23 | 0    | 0         | 0     | 0        | 0        |
| 24 | 0    | 0         | 0     | 0        | 0        |
| 25 | 0    | 0         | 0     | 0        | 0        |
| 26 | 0    | 0         | 0     | 0        | 0        |
| 27 | 0    | 0         | 0     | 0        | 0        |
| 28 | 0    | 0         | 0     | 0        | 0        |
| 29 | 0    | 0         | 0     | 0        | 0        |
| 30 | 0    | 0         | 0     | 0        | 0        |
| 31 | 0    | 0         |       |          |          |

## RAILWAYS



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