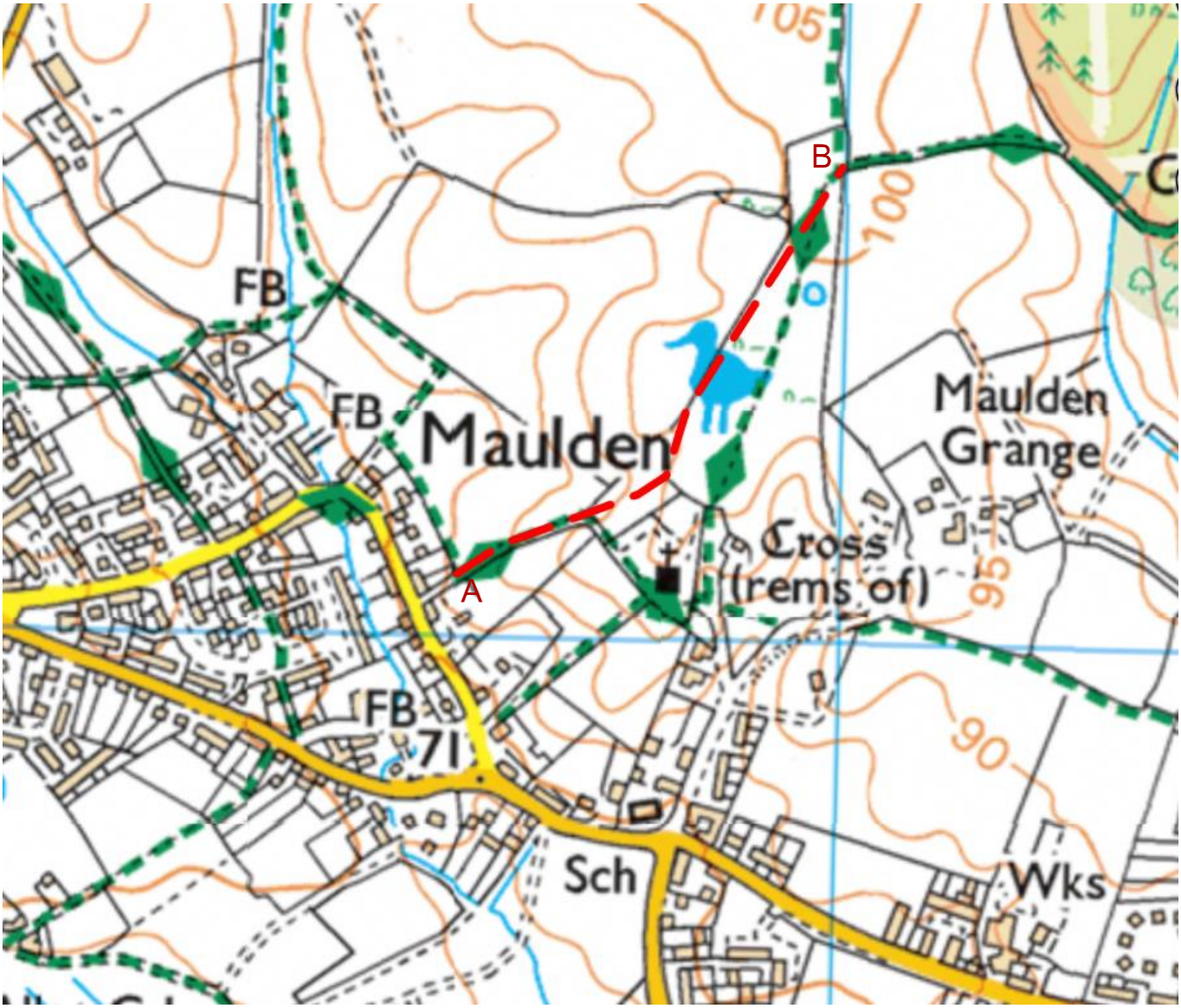
Wildlife and Countryside Act 1981 Summary of Evidence

Definitive Map Modification Order Application

Parish: Maulden **Grid Reference:** TL057381

Map of Path: Route applied for is shown in RED DASHES starting at Maulden footpath 7 behind George Street before leaving the footpath, continuing through the now extended churchyard to end at the dead end bridleway 18 Maulden. The preferred route would avoid the now extended churchyard so a sensible diversion on Central Bedfordshire Council land would be suggested, however the application legally has to be along its historic route. The route is very partially shown as a footpath otherwise it is not on OS Maps and is not on the online Definitive Map. The application is for a bridleway and is purely made for safety reasons as there are no existing bridleways from Maulden village to the safe, off road bridleway network. From the evidence below it appears likely the bridle road was lost at the time of the Definitive Map process in the early 1950s



Map produced from extract of Ordnance Survey 1:25,000 scale mapping. When printed on A4 paper, the scale will be not less than 1:25,000 and thus meets the requirement of regulation 2 and regulation 8(2) of The Wildlife and Countryside (Definitive Maps and Statements) Regulations 1993.

Applicants Path Reference: BED-0491

Description of Path:

Path starts at Maulden footpath 7 behind George Street at approximate grid reference TL05653805 before leaving the footpath at approximate grid reference TL057381, continuing through the now extended churchyard to end at the dead end bridleway 18 Maulden at approximate grid reference TL05993843. The preferred route would avoid the now extended churchyard. The route is very partially shown as a footpath otherwise it is not on OS Maps and is not on the online Definitive Map.

The applicant for the order is Janette Gray whose key objective is to provide a safe access route to the existing bridleway network from the village of Maulden given how dangerous the Clophill Road and Ampthill Road is in the village which leads to the exceptionally busy A6. The main purpose is to avoid a horse/rider being killed on this road which is lethal whilst trying to access the existing bridleway network at Maulden Wood. From the evidence in this document it appears the bridle road was lost at the time of the Definitive Map process in the early 1950s which is a known time when many rights of way were lost.

This application is made because, on the cut off day, 1st January 2026, the effect of

- s.53(1) and (2) Countryside and Rights of Way Act 2000 on a public path that existed prior to 1949, still exists on the cut-off date, and hasn't been a highway of a different description in between, and is not shown in the definitive map and statement at all is to extinguish all rights on that route. This applies if the route is determined to be a footpath or bridleway, OR
- s.53(3) and (4)(a) of the Countryside and Rights of Way Act 2000 on a bridleway or byway but shown as a footpath on a definitive map, is to extinguish all those bridleway or byway rights on that route. OR
- The effect of s.53(3) and (4)(c) Countryside and Rights of Way Act 2000 on a public highway that existed prior to 1949 is to extinguish the vehicular rights on a route shown in the definitive map and statement as a bridleway. OR
- The effect of s.54A Wildlife and Countryside Act 1981 (as inserted by Sch 5 para 4 of the Countryside and Rights of Way Act 2000) on a route that carries public mechanically-propelled-vehicular rights and is not already on the definitive map as a highway of any description, is to prevent it from being recorded. (This applies if the route is shown to be a highway other than a footpath, bridleway or restricted byway.)

I believe this application will pass the planned Preliminary Assessment Test required by para 2 Sch 13A Wildlife and Countryside Act 1981, when introduced, because:

a. This application statement includes explanations as to how the evidence applies to the application route, and

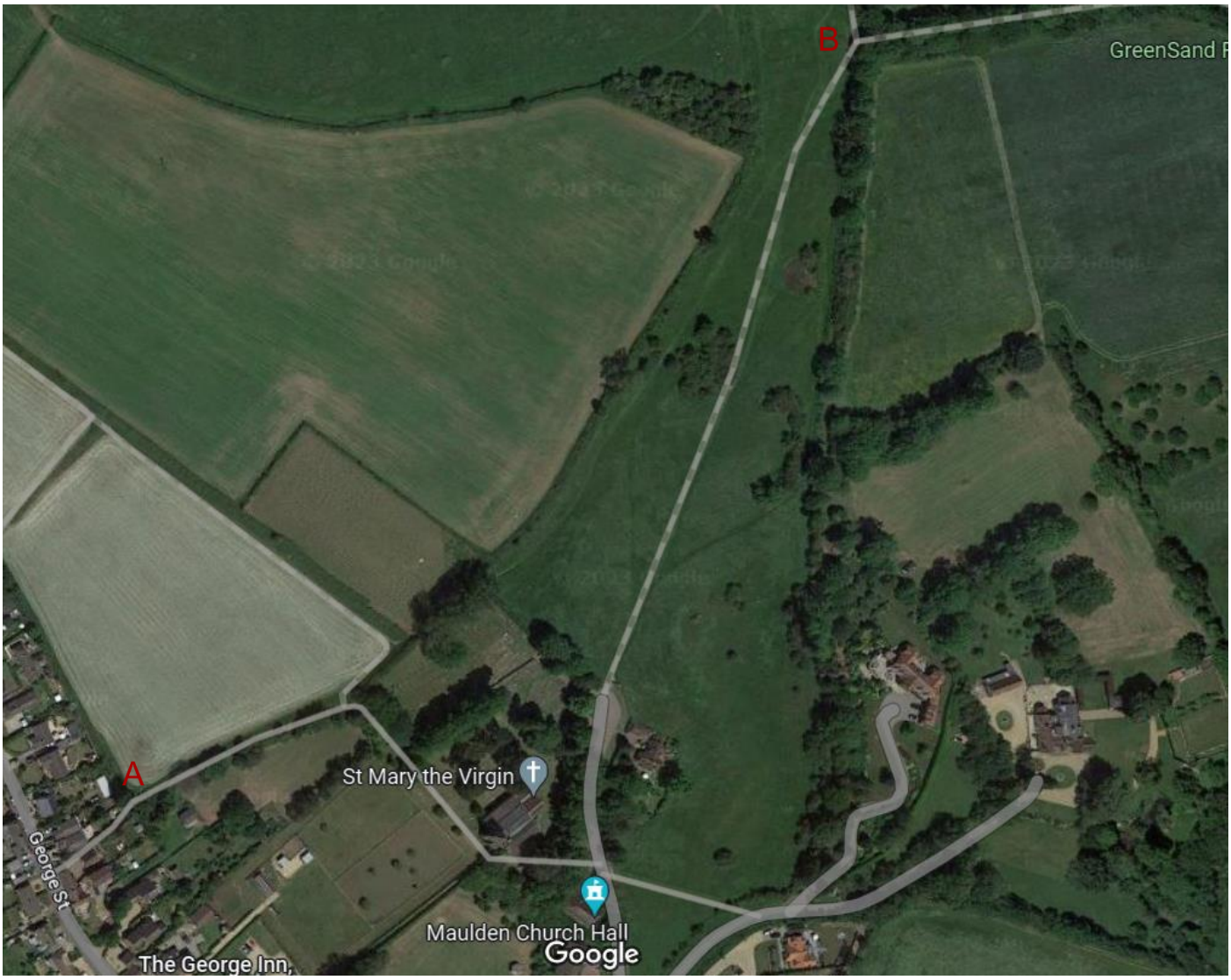
b. The application contains one or more of the following forms of supporting evidence:

- Legal document(s) relating specifically to the right of way that is the subject of the application (such as Railway Act, Inclosure Act and Award, Finance Act, Court Order or Main Roads Order evidence).
- Evidence of reputation in legal document(s), even though not written specifically about the right of way that is the subject of the application (such as Tithe Awards and Maps).
- Documentary evidence of expenditure that would be unlawful unless the way was a public highway, for example Highway Board records.
- Documentary evidence of reputation, for example an Ordnance Survey map, coupled with public scrutiny, or evidence of highway status in a landowner produced document.
- Maps and other documents which, over a period of time, and taken together, provide evidence of reputation that the order route is part of the public road network.

THE APPLICATION ROUTE

The application route is shown on the photos below and starts at Maulden footpath 7 behind George Street at approximate grid reference TL05653805 before leaving the footpath at approximate grid reference TL057381, continuing through the now extended churchyard to end at the dead end bridleway 18 Maulden at approximate grid

reference TL05993843. The preferred route would avoid the now extended churchyard. The route is very partially shown as a footpath otherwise it is not on OS Maps and is not on the online Definitive Map.



Extract from a Google Satellite image from 2009, showing the application route from A to B



Photograph taken by the applicant of the open fields on the application route



Photograph taken by the applicant of the open fields on the application route



Photograph taken by the applicant at point B where the application route ends and joins the existing bridleway on the other side of this kissing gate

Documentary Evidence

Inland Revenue Valuation Records - Finance (1908-10) Act 1910

Date. The Inland Valuation Records, produced in the few years after 1910, reference is IR 126/2/213 and accompanying field book

Relevance. The Finance (1909–10) Act 1910 caused every property in England and Wales to be valued. The purpose was to charge a tax on any increase in value when the property was later sold or inherited. The valuation involved complicated calculations which are not relevant for highway purposes. However, two features do affect highways: public vehicular roads were usually excluded from adjoining landholdings and shown as 'white roads', and discounts could be requested for land crossed by footpaths or bridleways. This is known because s.35 of the 1910 Act provided,

"*No duty under this Part of this Act shall be charged in respect of any land or interest in land held by or on behalf of a rating authority*."
It is noted that a highway authority was a rating authority. There was no obligation for a land owner to claim any of the other discounts available (applying for discounts was an entirely voluntary act), but Section 25 authorised the discount for footpaths and bridleways if they were claimed:

"*The total value of land means the gross value after deducting the amount by which the gross value would be diminished if the land were sold subject to any fixed charges and to any public rights of way or any public rights of user, and to any right of common and to any easements affecting the land, and … [other exclusions.]*"
All land had to be valued unless it was exempted by the Act. There were harsh penalties for making false declarations, and Section 94 provided:
"*If any person for the purpose of obtaining any allowance, reduction, rebate, or repayment in respect of any duty under this Act, either for himself or for any other person, or in any return made with reference to any duty under this Act, knowingly makes any false statement or false representation, he shall be liable on summary conviction to imprisonment for a term not exceeding six months with hard labour.*"

Archive. The extracts below are from the records that were passed from the IR Valuation Offices to The National Archives at Kew. The National Archives documents reference is IR 126/2/213. The associated field book has been obtained from the Bedfordshire Record Office reference Maulden DBV/1/60.

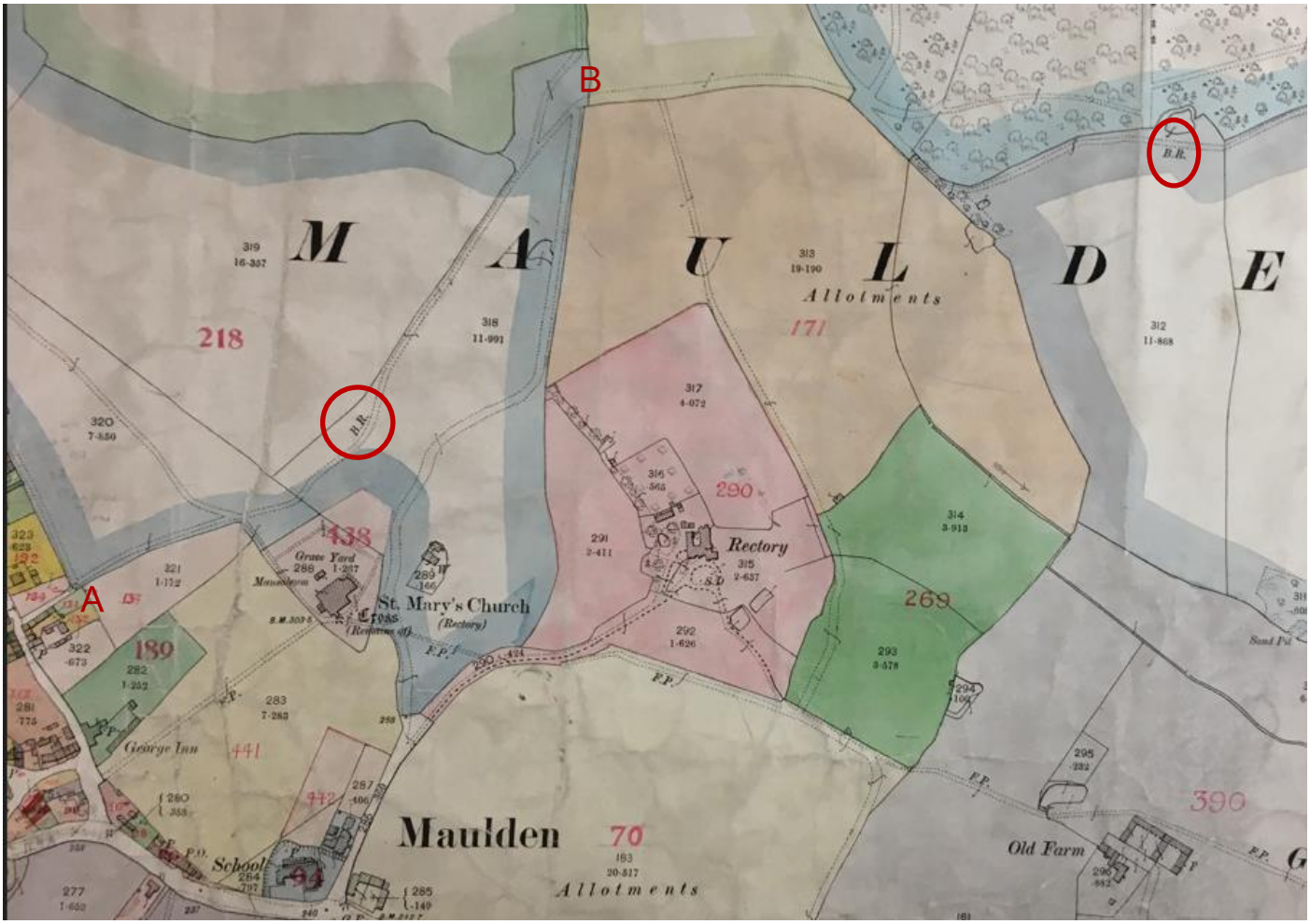
Meaning. The extract below shows the application route from A to B labelled as a Bridle Road, BR, circled and in the same style as the existing bridleway it joins at B that is also labelled BR and circled. It should be noted that the whole of the section from the red arrow to point B is within the plot of land numbered 218 on the IR map, the whole 218 plot being outlined in the colour blue. The second and third extract is from the Maulden IR field book that is held at the Bedfordshire Record Office being opposite pages within the same book shown on two photos. Plot 218 is owned by William Keech and if you follow this across you can see a deduction in tax of £25 has been made for Public Rights of Way (circled on the photograph).

Given that plot 218 in the IR field book also contains data for plot 281 and 282, for the avoidance of doubt, the whole of plot 218 is shown as surrounded by a blue line within which are various parcels of land on the fourth image, each with a separate title and more importantly acreage, as follows:

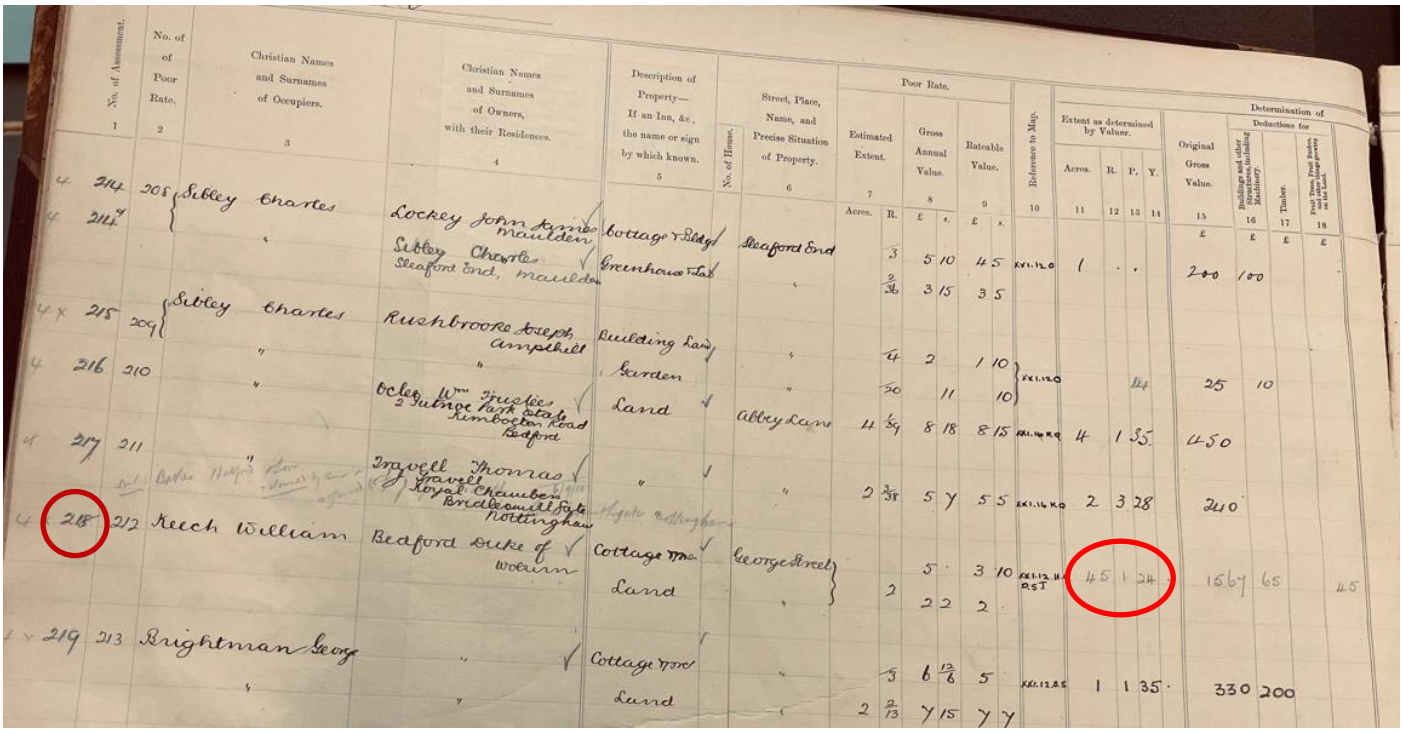
- Title 361: 7.891 acres
- Title 360: 0.991 acres
- Title 320: 7.850 acres
- Title 327: 0.499 acres
- Title 319: 16.357 acres
- Title 318: 11.991 acres

If you add up the acreage of each of the titles above within plot 218 on the Inland Revenue map, the total is 45.579 acres. If you look at the valuation record under plot 218 then the whole of the land assessed under that plot 218 (including 281 and 282 in pencil in column 40, Observations) is 45.124 acres as shown in the image below and circled – it also gives the location, George Street, cottage and land that also avoids any ambiguity. Whilst there is a small discrepancy between these two total acreages, of 0.455 acres, these totals are broadly the same. Therefore, there can be no doubt that the discount for the right of way was applied to plot 218 and not plot 281 or 282. In addition, within the parish of Maulden, plots 281 and 282 cannot be found on the IR map as red numbers (required) – these were only notes in pencil in the valuation record anyway.

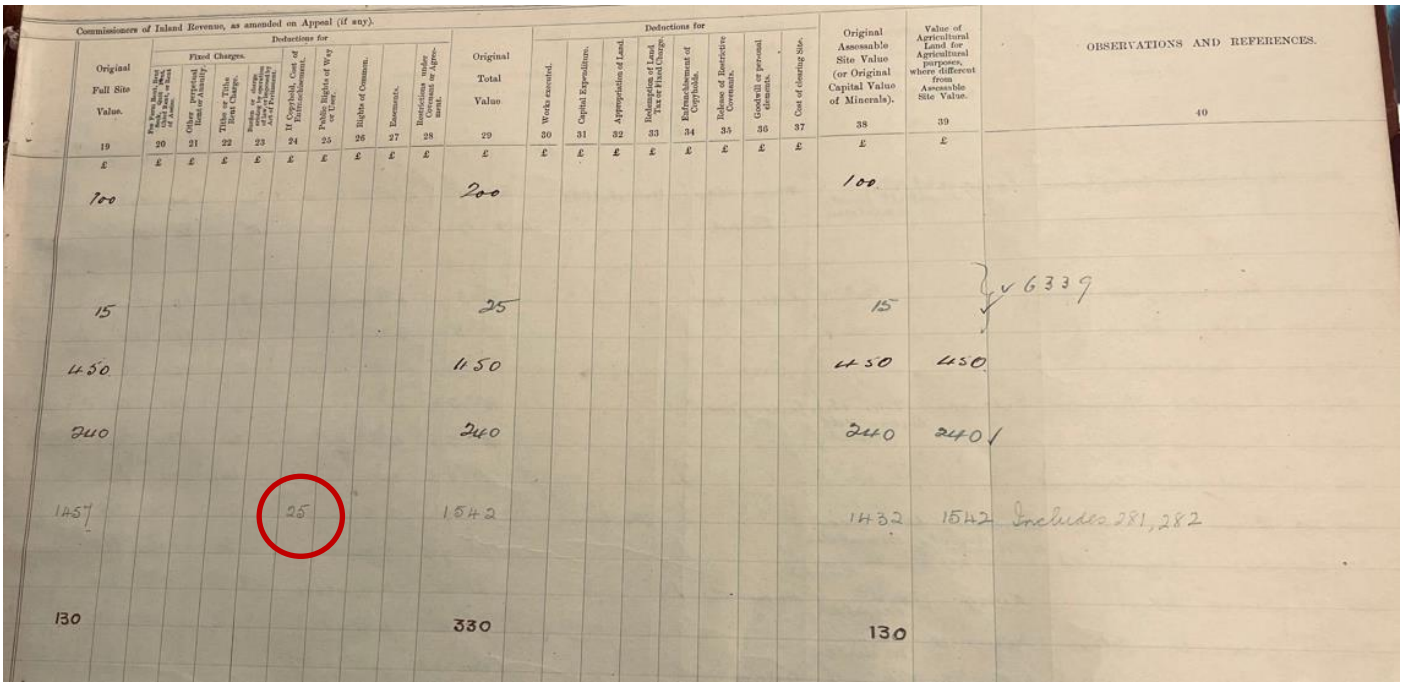
Assessment. Where the route is shown as a Bridle Road, BR the field book confirms that a deduction in tax was made for this BR crossing the landowners property. This evidence, along with other evidence in the application gives strong weight towards the route being considered a Bridle Road (BR) at this time.



Extracts from the Inland Revenue Valuation Map IR 126/2/213 with the application route shown from A to point B as a Bridle Road BR, circled and in the same style and labelling as the existing bridleway it joins at B going east



Extracts from the accompanying field book for the IR Map 126/2/213 for plot 218, circled and with 45.124 acres



Commissioners of Inland Revenue, as amended on Appeal (if any).																			OBSERVATIONS AND REFERENCES.
Original Full Site Value.	Deductions for Fixed Charges. Perpetual Rent Charge, Rent Charge, or Chief Rent, or Feu Duty.	Other perpetual Rent Charge.	Tithe or Tithe Rent Charge.	Rents or charges reserved on Grant or Conveyance of Fee or Freehold.	Ecclesiastical Cost of Enfranchisement.	Public Rights of Way or Use.	Rights of Common.	Easements.	Restrictions under Covenant or Agreement.	Original Total Value	Deductions for Works executed.	Capital Expenditure.	Appropriation of Land.	Redemption of Land Tax or Fixed Charge.	Enfranchisement of Copyholds.	Release of Restrictive Covenants.	Goodwill or personal elements.	Cost of clearing Site.	Original Assessable Site Value (or Original Capital Value of Minerals).	Value of Agricultural Land for Agricultural purposes, where different from Assessable Site Value.	40
19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	
£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	£	
100										200									100		
15										25									15		v 6339
450										1150									450	450	
240										240									240	240	
1457					25					1542									1432	1542	Includes 281, 282
130										330									130		

Extracts from the accompanying field book for the IR Map 126/2/213 for plot 218, with the tax deduction of £25 circled for the public right of way BR, that crossed the plot



Source: National Archives Ref: IR126/2/213 showing the whole of plot 218 and the various land acreage

Inland Revenue Valuation Records - Finance Act 1925

Date. The 1925 Valuation Act survey of all properties for rating purposes with maps produced in 1926

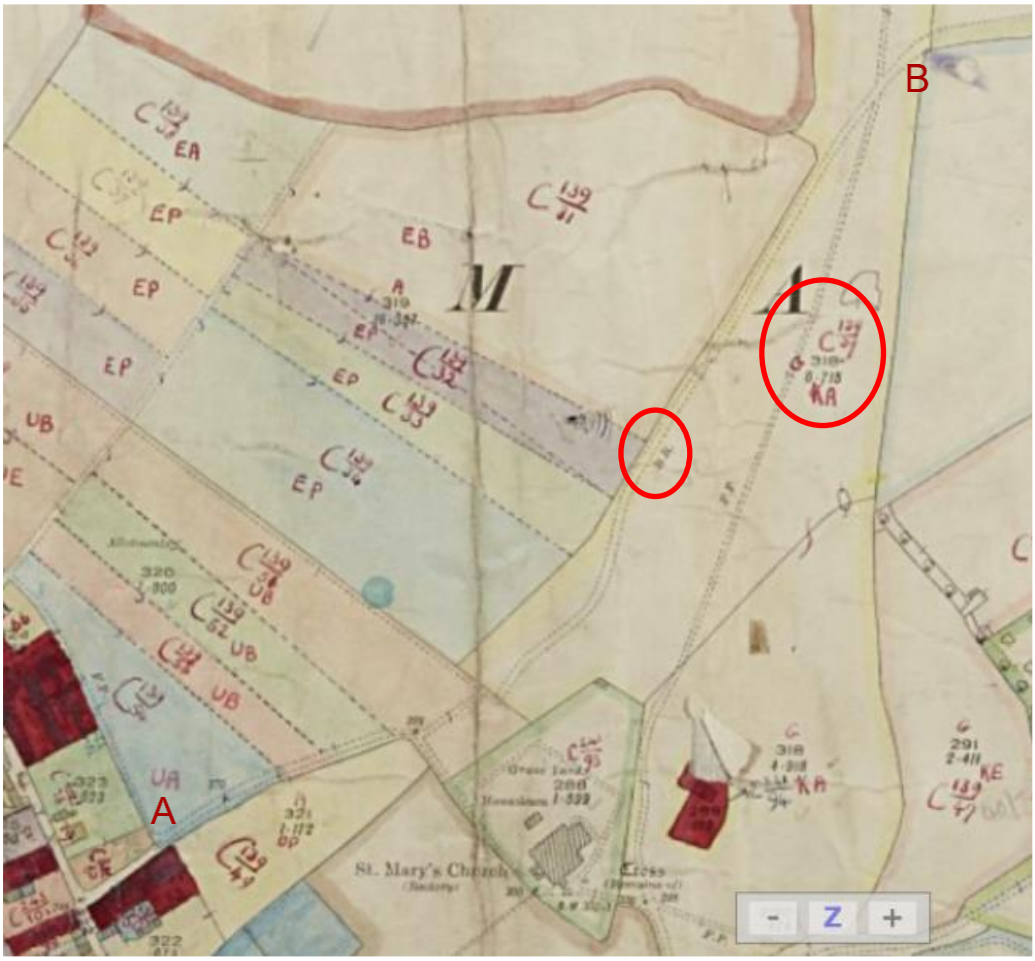
Relevance. The 1925 Valuation Act required a survey of all property for rating purposes, however this was not done under Act of Parliament so therefore has a lower relevance than the 1910 valuation. All local rating authorities except Ampthill Urban District Council agreed to employ J R Eve & Son of Bedford to undertake their valuation work. The surveyors used 2nd edition [1901] Ordnance Survey maps to record the information. The maps show the boundaries of each property by a colour edging or sometimes an overall colour wash. Each unit of property was given a number, corresponding to the page number in the appropriate reference book. These maps were annotated over time, with additions being made up to the 1950s. As a result, the original maps are in very fragile condition so were scanned by the Bedford Record Office and made publicly available online.

Archive. The extracts below are from the records held at Bedford Record Office and are found online at http://apps.bedford.gov.uk/vma/

Meaning. The map extracts below from the 1926 survey shows the application route from A to B still marked as a Bridle Road, BR, circled. The applicant has reviewed the entire associated field book, reference *Bedfordshire Archives Ref: DV1/C139, C241* for the whole of the parish of Maulden and there are no discounts for any rights of way whether they are foot roads, bridle roads or any other type of right of way. This was not the purpose of the 1926 valuation.

According to Beds Archives the field books for the 1926 Inland Revenue Valuation: “provide information as to the state of country houses in the period just after the massive sale of estates that followed the First World War. The valuers were often candid in their comments - Sutton Park was considered 'unlettable' and Harrold Hall 'sadly neglected'. The report books also provide a detailed insight into the running of many businesses, particularly engineering companies, breweries and mills.” Source: https://bedsarchives.bedford.gov.uk/Using_Our_Collections/Collection-Guides/Maps-and-Land-Records/The1925RatingValuationMaps.aspx Therefore, this field book cannot be used as “evidence” for a tax deduction for any rights of way crossing a plot of land was not considered in 1926, this was the purpose of the 1910 Inland Revenue survey.

Assessment. The application route is shown as a Bridle Road from A to B. This evidence, along with other evidence in the application gives weight towards the application route being considered a Bridle Road (BR) at minimum, at this time.



Extracts from the Inland Revenue Valuation Map for 1926 with the application route shown from A to B as a Bridle Road, BR going through plot 318

Sales Particulars

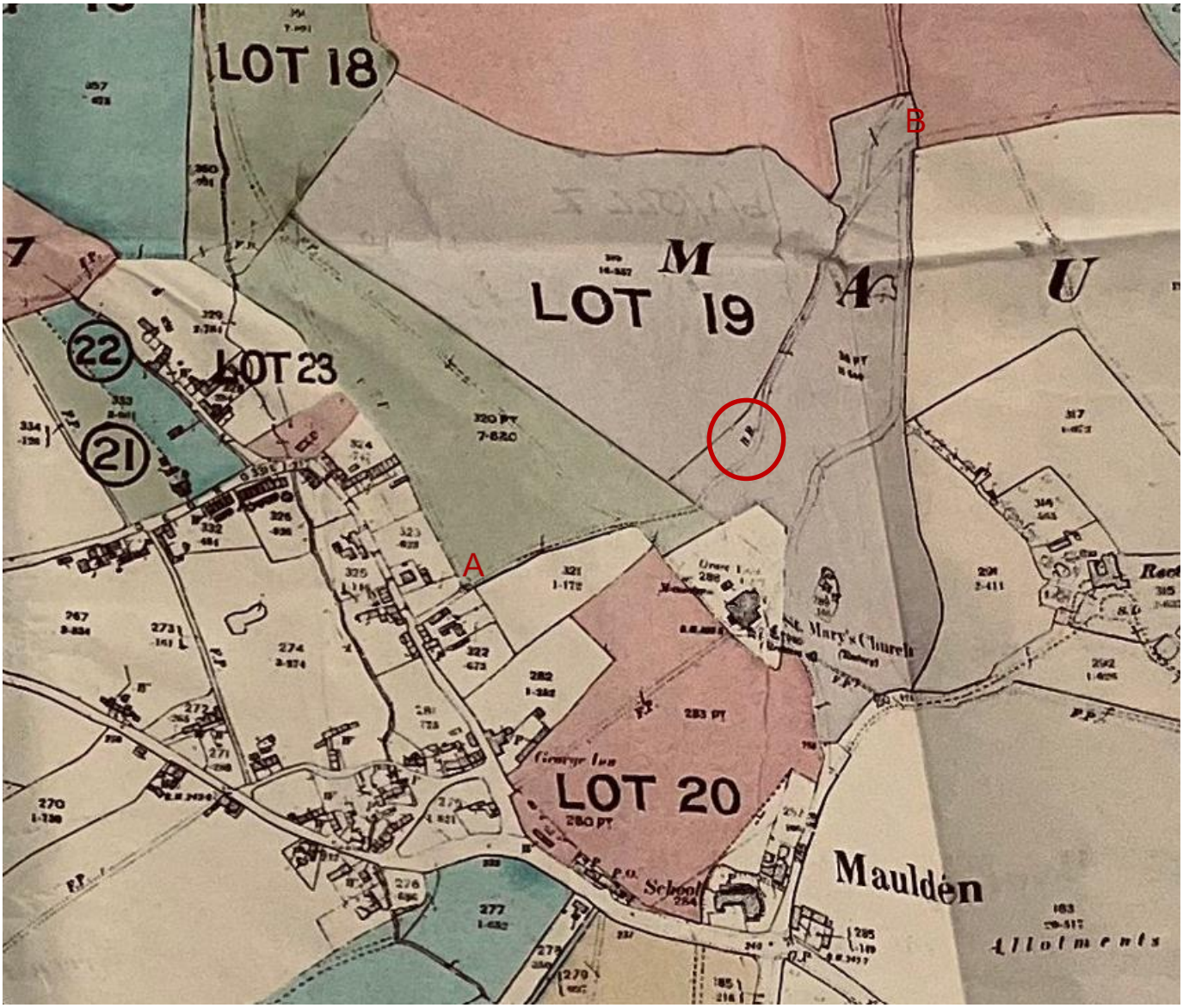
Date. Sale of Maulden Estate in 25 lots belonging to the Russell family. Conveyance on sale dated 8 October 1903 and 16 October 1896 but the sale actually took place 10 June 1911

Relevance. These sale particulars are held at the Bedfordshire Record Office with sale particulars having a first and second edition and include coloured plans showing the location of the lots.

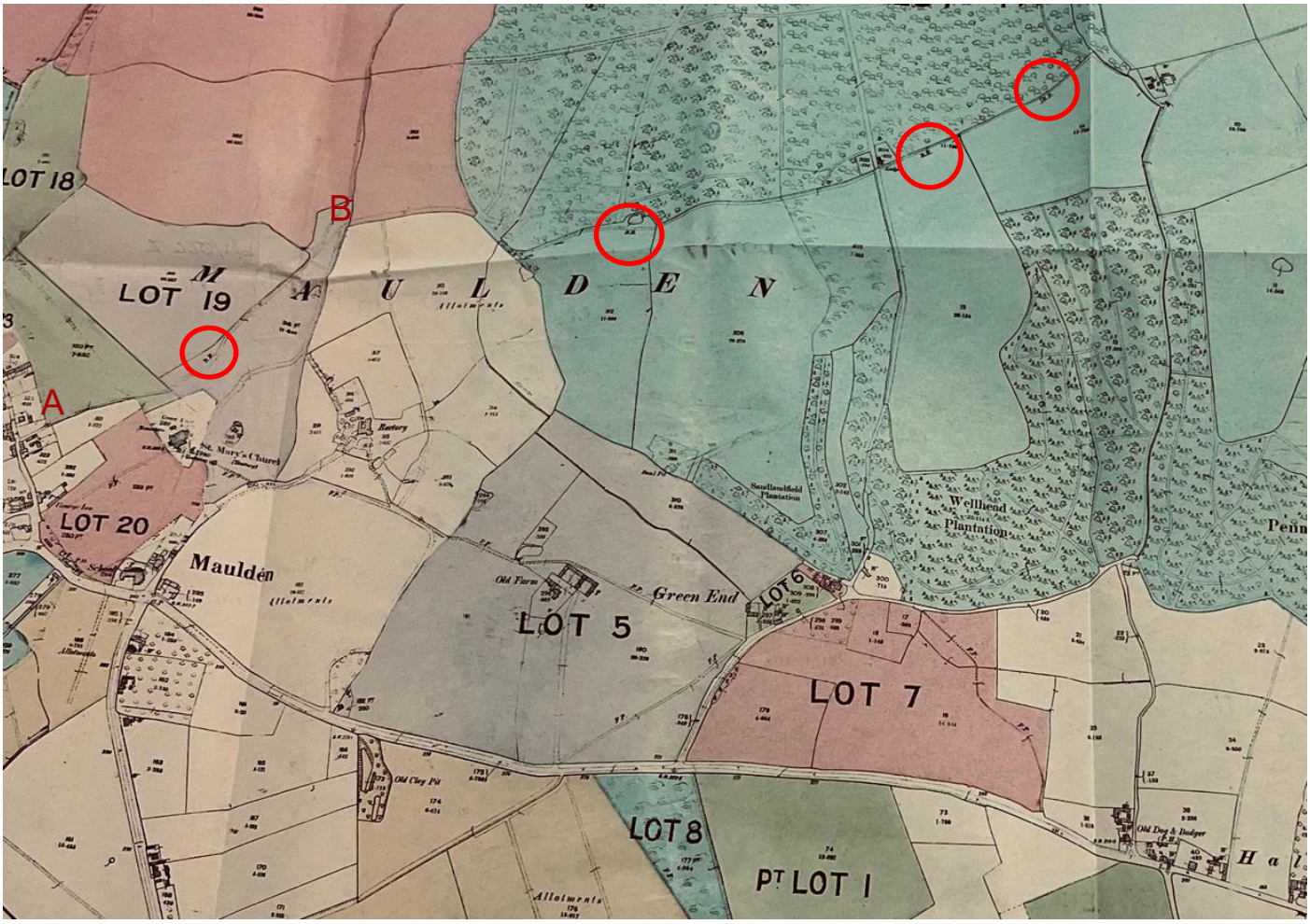
Archive. The extracts from these sales particulars were obtained from the Bedfordshire Record Office reference Z720/1/9

Meaning. The application route is shown on the extract below from A to B as a Bridle Road, labelled and circled as BR where it joins the existing bridleway at point B. This coloured plan is from the sale particulars therefore at the time of the sale the purchasers of both lot 18 and 19 knew there was an existing Bridle Road across any land they were purchasing as it is clearly labelled on the plan attached to the sales particulars. In the sales particulars there are no mentions of any public rights of way in the actual words for the whole estate therefore it can be assumed that the seller/purchaser relied on these maps to identify the public rights of way. The only time rights of way are discussed in the Sales Documents are to give an agricultural access right of way from one lot to another (not a public right of way, just a right for the purchaser) so that each individual purchaser could access the plot of land they bought. For example, within these sales particulars the existing section of dead-end bridleway BW18 around Maulden Woods and the bridleway leading to it from Green End (Lot 14), neither of these bridle roads are mentioned within those relevant lots within the Sales Particulars nor are any existing public footpaths and are only shown on the accompanying map.

Assessment. Other through routes shown in a similar manner including the existing bridleway that the application route joins at point B going east are now largely part of the ordinary highway network and thus this is evidence in support of the route being a public highway.



Extract from Sales particulars map for the auction of the Maulden estate with the application route from A to B clearly shown as a bridle road, BR, circled



Extract from Sales particulars map at a wider scale for the auction of the Maulden estate with the application route from A to B clearly shown as a bridle road, BR, circled and continuing along the existing dead end bridleway 18 through Maulden Woods

Legal Registered Title from HM Land Registry

Date. The registered title numbers BD234 dated 1939, BD574 dated 25 May 1946 and BD175675 dated 13 October 1998 from HM Land Registry.

Relevance. Under rule 5 of the Land Registration Rules 2003, the property register of a registered estate in land will contain a description of the registered estate which must refer to a plan based on the Ordnance Survey map and known as the title plan. When HM Land Registry registers a property, they prepare a register and a title plan. The title plan is one of three elements of a registered title along with the register and any documents referred to in the register and filed at HM Land Registry. Members of the public may obtain an official copy of these documents which under s67 of the Land Registration Act 2002 allows the copy documents to be admissible in evidence to the same extent as the original i.e. they are legal documents.

Archive. These documents were obtained directly from the HM Land Registry Official Copy Documents and therefore are legal documents and admissible in evidence to the same extent as the original.

Meaning. St Mary the Virgin Church, Maulden registered new land with H.M. Land Registry in both 1939 and 1946, which corroborates the time of the churchyard extensions. The land was bought from Bedfordshire County Council to extend the churchyard.

Title Number BD234

The applicant obtained an official legal copy from HM Land Registry of title number BD234 dated 11 August 2023 and is therefore a legal document at this date under s67 of the Land Registration Act 2002 and admissible in evidence to the same extent as the original as shown in the first extract. The title number relates to a transfer of land on 18

March 1939. The second extract from title number BD234 shows the application route from A to B as a double dashed track of higher status than the nearby existing footpaths marked FP and circled and in the same style as the public road approaching St Mary's Church and towards the Rectory from which the public footpaths originate.

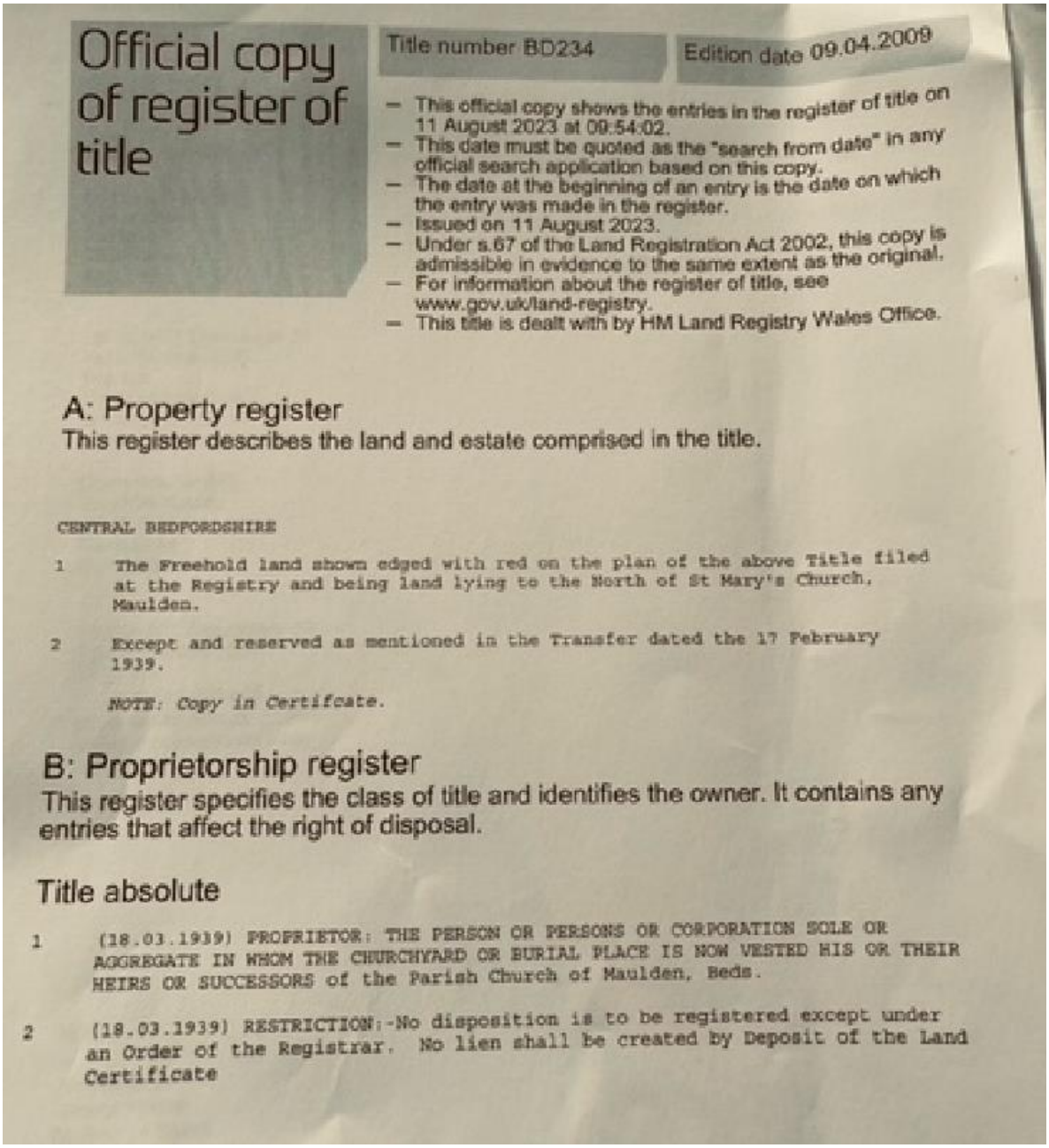
Title Number BD574

The applicant obtained an official legal copy from HM Land Registry of title number BD574 dated 5 July 2023 and is therefore a legal document at this date under s67 of the Land Registration Act 2002 and admissible in evidence to the same extent as the original as shown in the third extract. The title number relates to a transfer of land on 25 May 1946. The fourth extract from title number BD574 shows the application route from A to B as a double dashed track. The fifth extract from the title number BD574 clearly shows the application route as a Bridle Road, BR.

Title Number BD175675

The applicant obtained an official legal copy from HM Land Registry of title number BD175675 dated 12 July 2023 and is therefore a legal document at this date under s67 of the Land Registration Act 2002 and admissible in evidence to the same extent as the original as shown in the sixth extract. The title number relates to a transfer of land on 13 October 1998 and although largely irrelevant relating to Red Hill Farm, Clophill Road, Maulden but also land to the north east of George Street, Maulden. However, the title plans attached to this title number are shown in the final three images that show the entire application route from A to B as a Bridle Road BR passing through registered title BD574 and BD234 and continuing as the existing Maulden bridleway 18.

Assessment. Under s67 of the Land Registration Act 2002, official title number copies obtained from HM Land Registry are admissible in evidence to the same extent as the original and are therefore legal documents. All the collated legal title numbers show the application route from A to B as a bridle road, BR that continues as the existing Maulden bridleway 18. Therefore, this is very strong evidence that the application route is indeed a bridleway.



Official copy of register of title

Title number BD234 | Edition date 09.04.2009

- This official copy shows the entries in the register of title on 11 August 2023 at 09:54:02.
- This date must be quoted as the "search from date" in any official search application based on this copy.
- The date at the beginning of an entry is the date on which the entry was made in the register.
- Issued on 11 August 2023.
- Under s.67 of the Land Registration Act 2002, this copy is admissible in evidence to the same extent as the original.
- For information about the register of title, see www.gov.uk/land-registry.
- This title is dealt with by HM Land Registry Wales Office.

A: Property register

This register describes the land and estate comprised in the title.

CENTRAL BEDFORDSHIRE

1 The Freehold land shown edged with red on the plan of the above Title filed at the Registry and being land lying to the North of St Mary's Church, Maulden.

2 Except and reserved as mentioned in the Transfer dated the 17 February 1939.

NOTE: Copy in Certifcate.

B: Proprietorship register

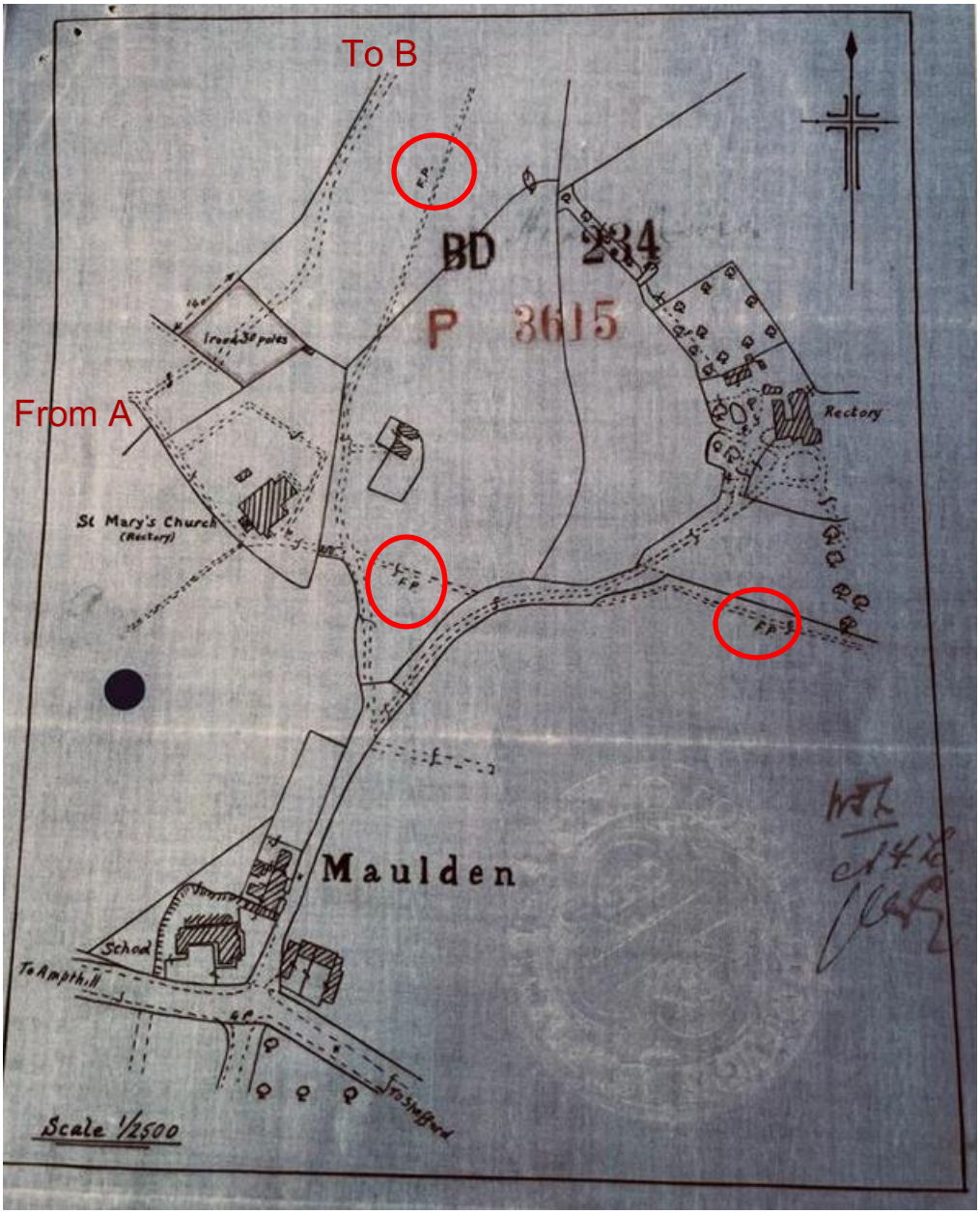
This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

Title absolute

1 (18.03.1939) PROPRIETOR: THE PERSON OR PERSONS OR CORPORATION SOLE OR AGGREGATE IN WHOM THE CHURCHYARD OR BURIAL PLACE IS NOW VESTED HIS OR THEIR HEIRS OR SUCCESSORS of the Parish Church of Maulden, Beds.

2 (18.03.1939) RESTRICTION:-No disposition is to be registered except under an Order of the Registrar. No lien shall be created by Deposit of the Land Certificate

Extract from title number BD234 received from HM Land Registry Official Copy and therefore legal document under s67 of the Land Registration Act 2002 as at the copy date of 11 August 2023 showing the transfer of land on 18 March 1939



Extract from title number BD234 received from HM Land Registry Official Copy and therefore legal document under s67 of the Land Registration Act 2002 as at the copy date of 11 August 2023 showing the application route from A to B as a double dashed route continuing to the existing dead end Maulden bridleway 18 and of higher status than nearby existing footpaths, circled FP

Official copy of register of title

Title number BD574 | Edition date 05.07.2023

- This official copy shows the entries in the register of title on 5 July 2023 at 17:25:13.
- This date must be quoted as the "search from date" in any official search application based on this copy.
- The date at the beginning of an entry is the date on which the entry was made in the register.
- Issued on 5 July 2023.
- Under s.67 of the Land Registration Act 2002, this copy is admissible in evidence to the same extent as the original.
- For information about the register of title, see www.gov.uk/land-registry.
- This title is dealt with by HM Land Registry Wales Office.

A: Property register

This register describes the land and estate comprised in the title.

CENTRAL BEDFORDSHIRE

1 (05.02.1912) The Freehold land shown edged with red on the plan of the above Title filed at the Registry and being forming part of St Mary's Churchyard, Maulden.

B: Proprietorship register

This register specifies the class of title and identifies the owner. It contains any entries that affect the right of disposal.

Title absolute

1 (11.10.1946) PROPRIETOR: THE PERSON OR PERSONS OR CORPORATION SOLE OR AGGREGATE IN WHOM THE CHURCHYARD OR BURIAL PLACE ADJOINING THE PARISH CHURCH OF MAULDEN IN THE COUNTY OF BEDFORD IS NOW VESTED HIS OR THEIR HEIRS OR SUCCESSORS of St Mary's Church Church Road, Maulden, Beds MK45 2AU.

2 (11.10.1946) RESTRICTION:-No disposition is to be registered except under an Order of the Registrar. No lien shall be created by Deposit of the Land Certificate

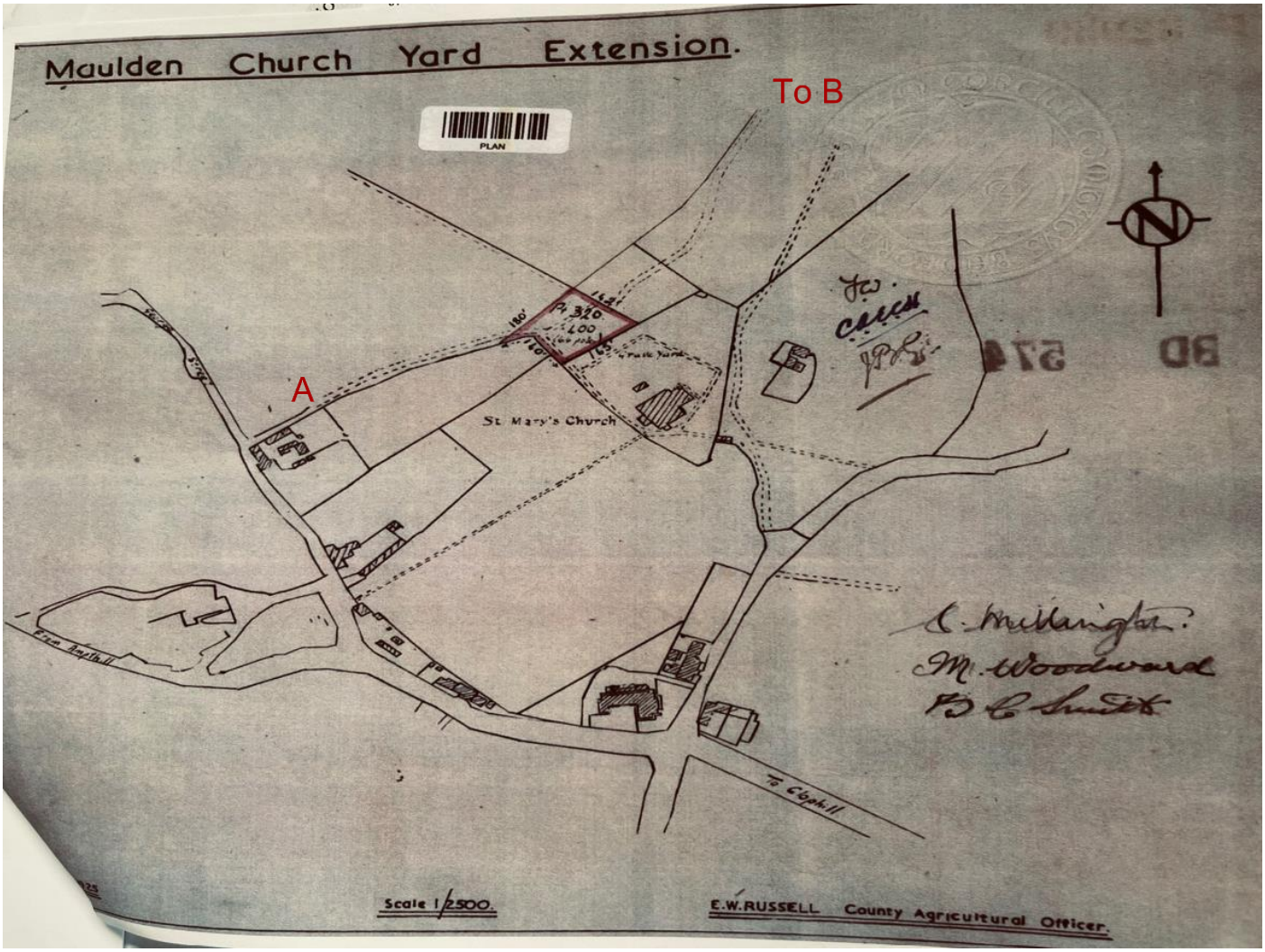
C: Charges register

This register contains any charges and other matters that affect the land.

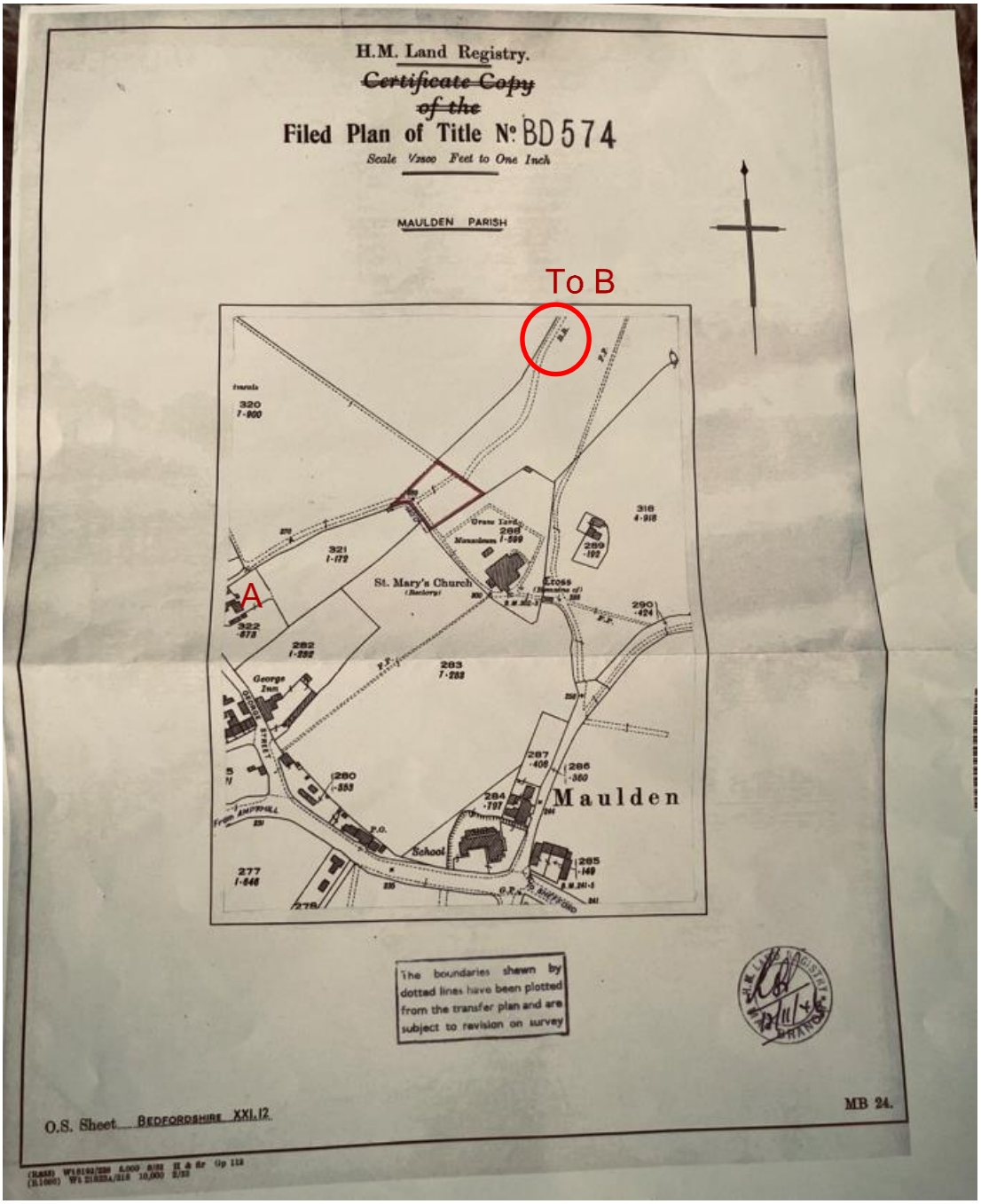
1 A Transfer dated the 25th of May 1946 between (1) The County Council of the Administrative County of Bedford and (2) The Person or Persons or Corporation Sole or Aggregate in whom the Churchyard or Burial Place

2051012003

Extract from title number BD574 received from HM Land Registry Official Copy and therefore legal document under s67 of the Land Registration Act 2002 as at the copy date of 5 July 2023 showing the transfer of land on 25 May 1946



Extract from title number BD574 received from HM Land Registry Official Copy and therefore legal document under s67 of the Land Registration Act 2002 as at the copy date of 5 July 2023 showing the application route from A to B as a double dashed route continuing to the existing dead end Maulden bridleway 18



Extract from title number BD574 received from HM Land Registry Official Copy and therefore legal document under s67 of the Land Registration Act 2002 as at the copy date of 5 July 2023 clearly showing the application route from A to B as a bridle road, BR, circled

Official copy of register of title

Title number BD175675 | Edition date 11.12.2018

- This official copy shows the entries in the register of title on 12 July 2023 at 11:54:57.
- This date must be quoted as the "search from date" in any official search application based on this copy.
- The date at the beginning of an entry is the date on which the entry was made in the register.
- Issued on 13 July 2023.
- Under s.67 of the Land Registration Act 2002, this copy is admissible in evidence to the same extent as the original.
- For information about the register of title, see www.gov.uk/land-registry.
- This title is dealt with by HM Land Registry Durham Office.

A: Property register

This register describes the land and estate comprised in the title.

CENTRAL BEDFORDSHIRE

1 (05.02.1912) The Freehold land shown edged with red on the plan of the above Title filed at the Registry and being Red Hill Farm, Clophill Road, Maulden, Bedford and land lying to the north east of George Street, Maulden.

2 The land has the benefit of a right of way over the roadway tinted brown on the filed plan.

3 The land edged and numbered in green on the title plan has been removed from this title and registered under the title number or numbers shown in green on the said plan.

4 The land has the benefit of the right of way reserved out of the Transfer of the part edged and numbered BD883 in green on the filed plan dated 22 May 1950 over the pathway fifteen feet wide adjacent to the western boundary of the land transferred between the points lettered A and B on the filed plan.

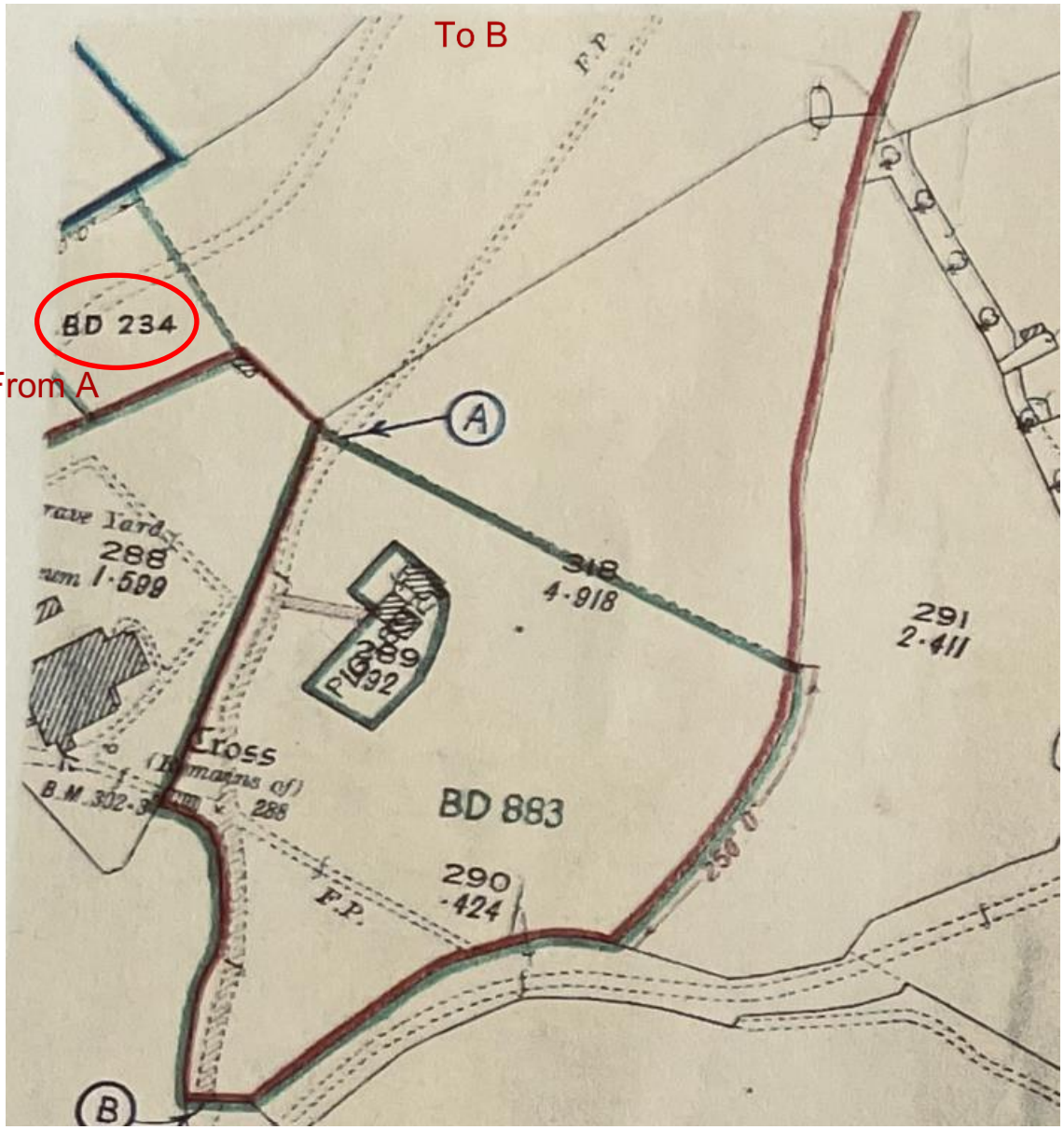
NOTE: Original filed under BD883.

5 (23.11.1998) The land has the benefit of the following rights reserved by the Transfer dated 13 October 1998 referred to in the Charges Register:-

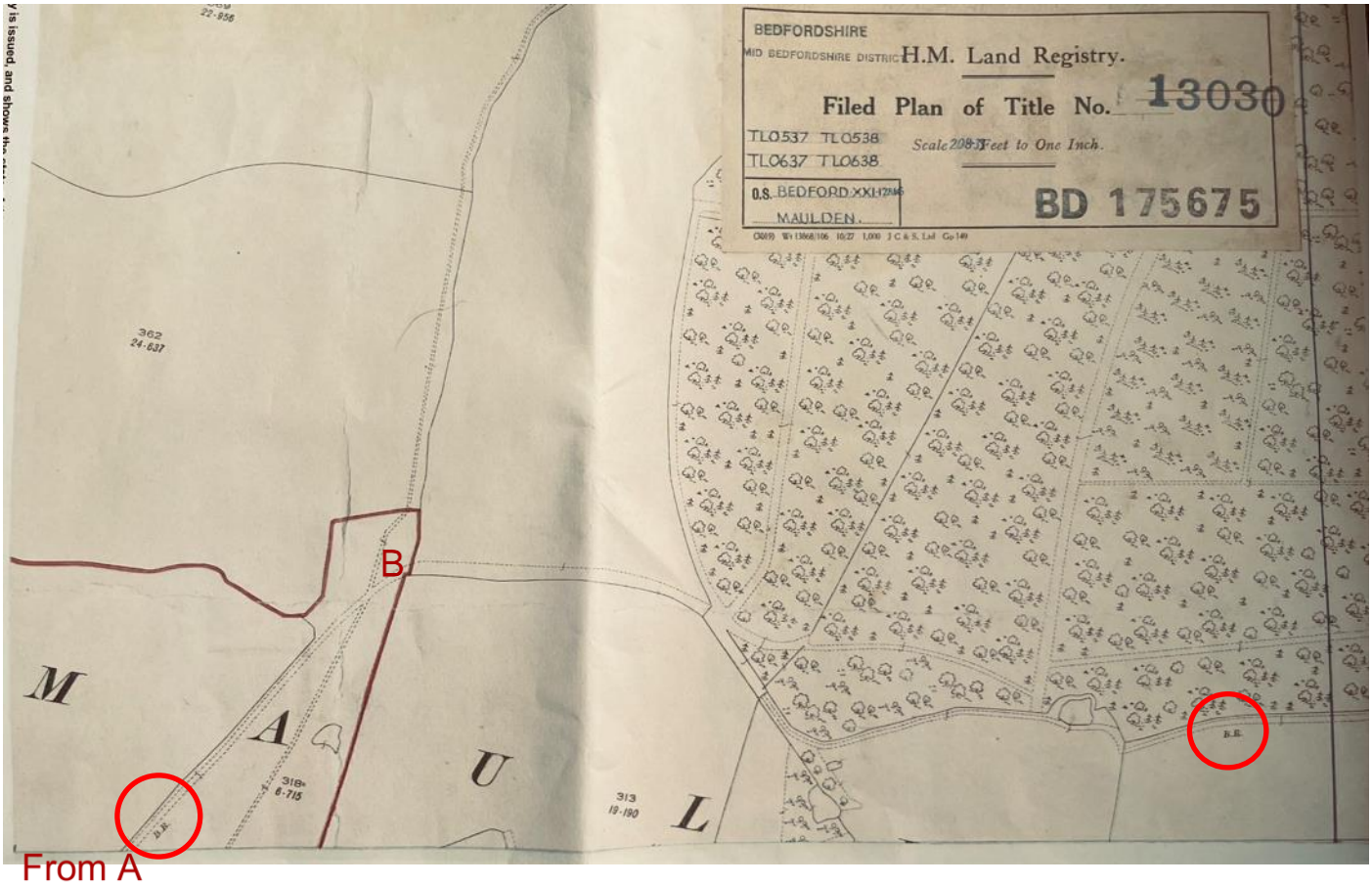
Extract from title number BD175675 received from HM Land Registry Official Copy and therefore legal document under s67 of the Land Registration Act 2002 as at the copy date of 12 July 2023 relating to a transfer dated 13 October 1998



Extract from title number BD175675 received from HM Land Registry Official Copy and therefore legal document under s67 of the Land Registration Act 2002 as at the copy date of 12 July 2023 showing the application route from A to B, passing through title number BD574, circled



Extract from title number BD175675 received from HM Land Registry Official Copy and therefore legal document under s67 of the Land Registration Act 2002 as at the copy date of 12 July 2023 showing the application route from A to B, passing through title number BD234, circled



Extract from title number BD175675 received from HM Land Registry Official Copy and therefore legal document under s67 of the Land Registration Act 2002 as at the copy date of 12 July 2023 showing the application route from A to B and clearly shown as a Bridle Road BR, circled and continuing as existing Maulden bridleway 18

Evidence from Maps:

Ordnance Survey Maps - 25 inch England and Wales

Date. OS County Series Bedfordshire XXI.12 published 1901 and Bedfordshire XXI.12 published 1925.

Relevance. The OS First and Second Edition County Series mapping was at 25 inch to the mile scale which would predominantly have been used for professional purposes rather than navigation. They were detailed enough to show gates and barriers on road and tracks.

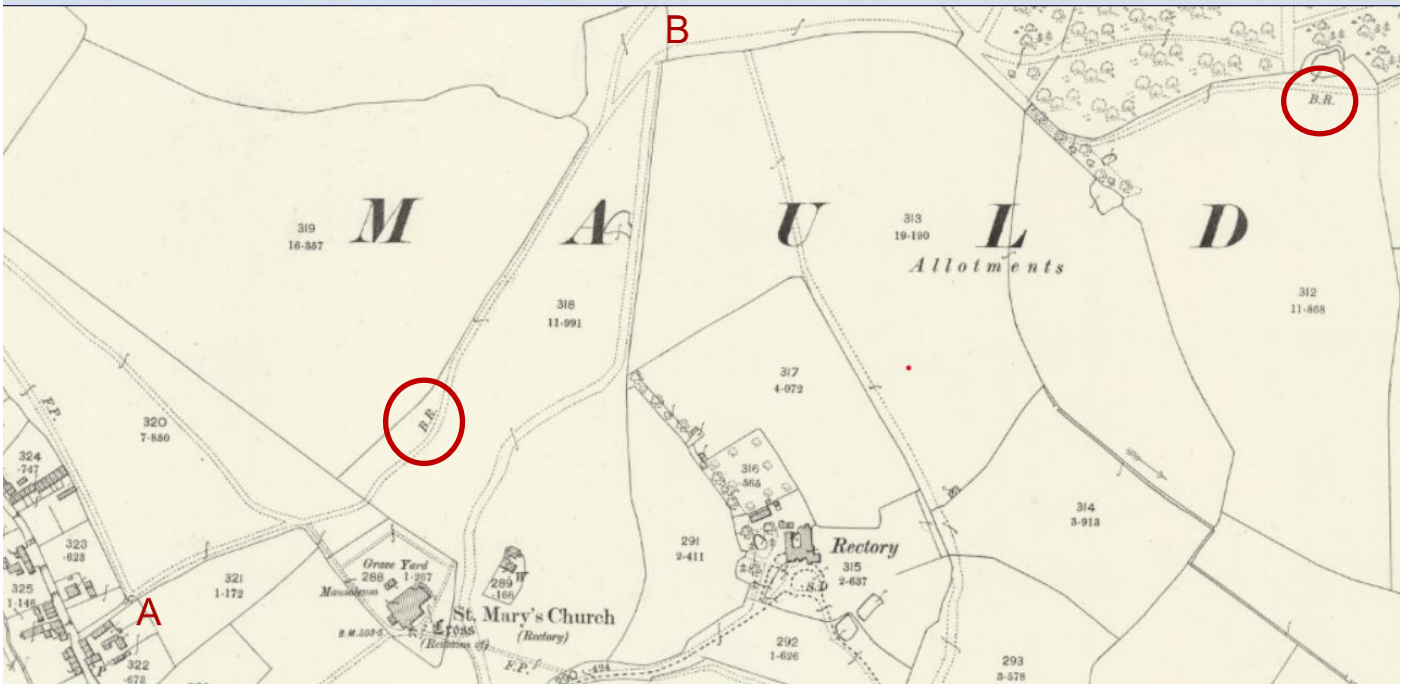
Archive. The extract from this sheet below were obtained from the National Library of Scotland at https://maps.nls.uk/view/114482661 and https://maps.nls.uk/view/114482664

Meaning. The application route is shown on the first image (1901) below from A to B as a Bridle Road, BR, circled that joins the existing bridleway that continues along the southern boundary of Maulden Wood. The route is clearly marked as a bridle road and in the same way and drawn in the same style as the existing bridleway it joins at B. The application route is shown on the first image (1925) below from A to B as a Bridle Road, BR, circled that joins the existing bridleway that continues along the southern boundary of Maulden Wood. The route is clearly marked as a bridle road and in the same way and drawn in the same style as the existing bridleway it joins at B.

Assessment. Other through routes shown in a similar manner are now largely part of the ordinary highway network and thus combined with other evidence in this application this is evidence in support of the route being a public highway. The route is clearly marked as a bridle road and in the same way and style as the existing bridleway it joins at B.

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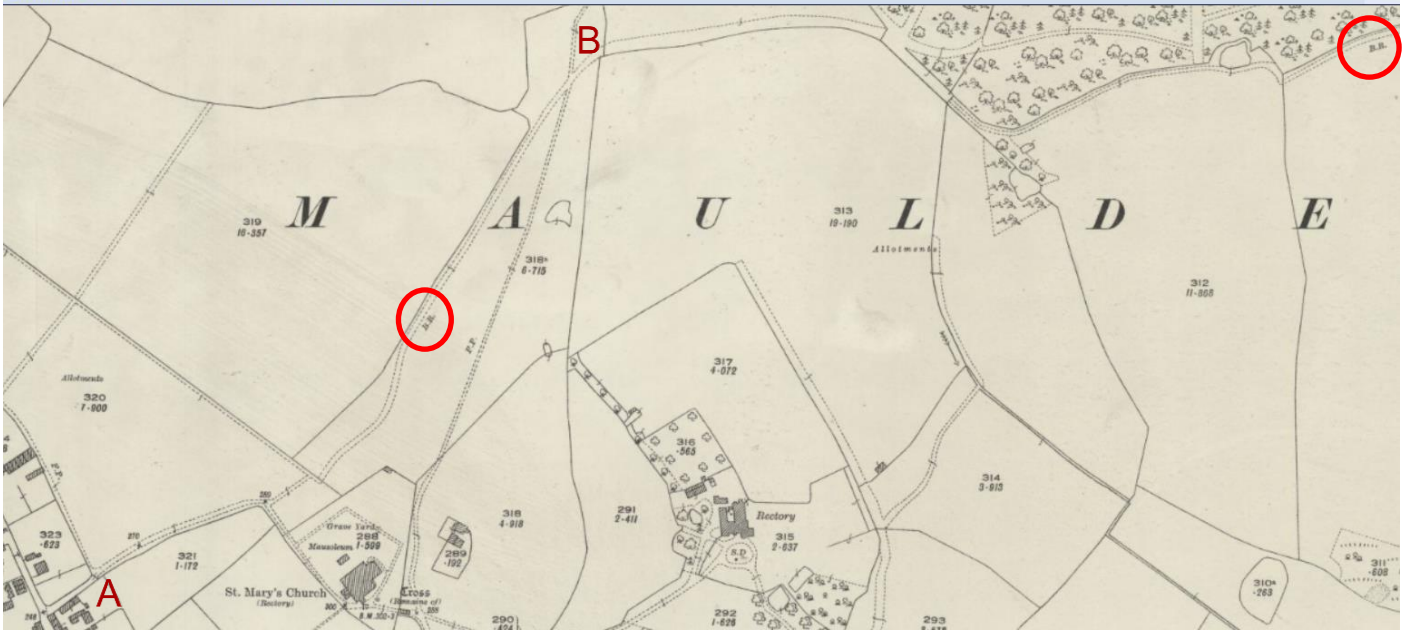
Bedfordshire XXI.12
Surveyed: 1900, Published: 1901
Size: map 64.4 cm x 96.6 cm (25.344 x 38.016 inches), on sheet ca. 76 x 104 cm (ca. 30 x 41 inches)



Extract from OS 25" Map showing the application route marked from A to B as a Bridle Road, BR, circled and in the same manner and style as the existing bridleway it joins at point B, also circled

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Bedfordshire XXI.12
Surveyed: 1924, Published: 1925
Size: map 64.4 cm x 96.6 cm (25.344 x 38.016 inches), on sheet ca. 76 x 104 cm (ca. 30 x 41 inches)



Extract from OS 25" Map showing the application route marked from A to B as a Bridle Road, BR, circled and in the same manner and style as the existing bridleway it joins at point B, also circled

OS Six Inch Ordnance Survey Maps - Six-inch England and Wales

Date. OS Six inch series Bedfordshire XXI.SE published 1902, XXI.SE published 1927, XXI.SE published 1944 and XXI.SE published 1950

Relevance. The OS Six Inch Series were the most comprehensive, topographic mapping covering all of England and Wales from the 1840s to the 1950s. Two editions for all areas were published, and then regular updates in the 20th century for urban or rapidly changing areas.

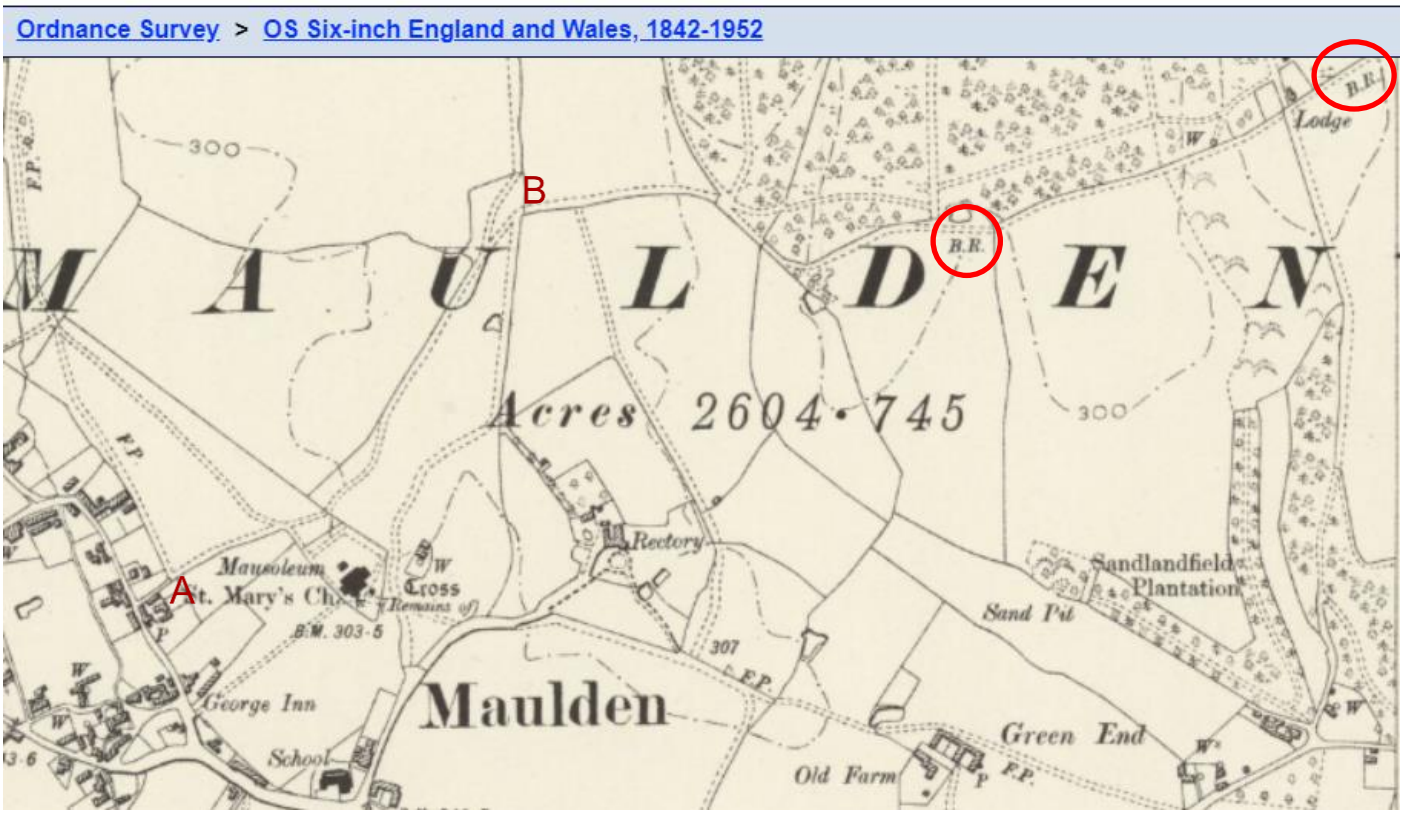
Archive. The extracts from this sheet below were obtained from the National Library of Scotland at https://maps.nls.uk/view/101568140, https://maps.nls.uk/view/101568137, https://maps.nls.uk/view/101568134 and https://maps.nls.uk/view/101568131

Meaning. The application route is shown on the first image (1902) below from A to B as a right of way in the same style as the existing bridleway 18 it joins at point B that continues along the southern boundary of Maulden Wood and is labelled BR, circled. The application route is shown more clearly on the second image (1927) below from A to B as a Bridle Road, BR, circled that joins the existing bridleway that continues along the southern boundary of Maulden Wood. The route is clearly marked as a bridle road and in the same way and drawn in the same style as the existing bridleway it joins at B. The application route is shown more clearly on the third image (1944) below from A to B as a Bridle Road, BR, circled that joins the existing bridleway that continues along the southern boundary of Maulden Wood. The route is clearly marked as a bridle road and in the same way and drawn in the same style as the existing bridleway it joins at B. The application route is shown more clearly on the fourth image (1950) below from A to B as a Bridle Road, BR, circled that joins the existing bridleway that continues along the southern boundary of Maulden Wood. The route is clearly marked as a bridle road and in the same way and drawn in the same style as the existing bridleway it joins at B.

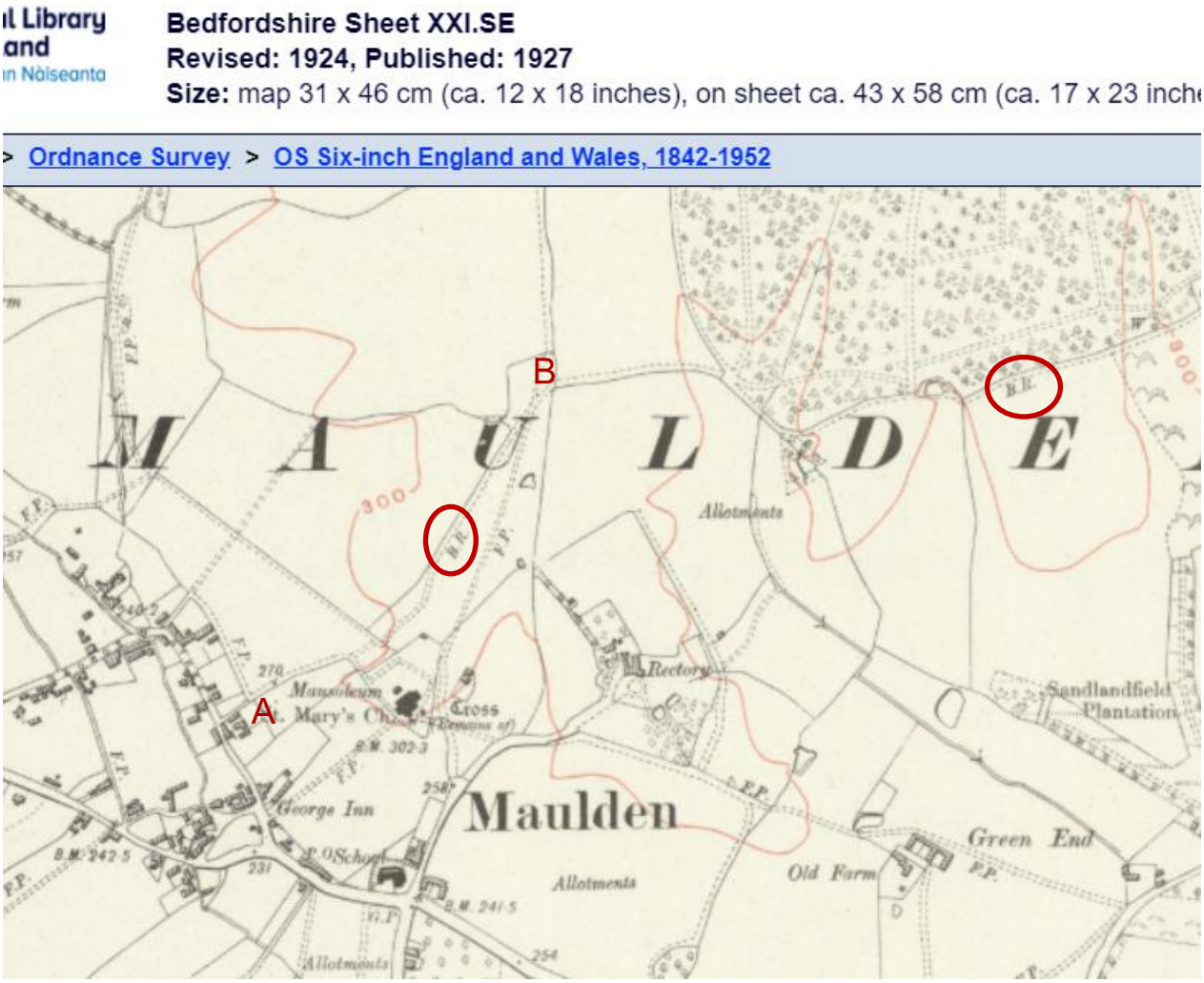
Assessment. Other through routes shown in a similar manner are now largely part of the ordinary highway network and thus combined with other evidence in this application this is evidence in support of the route being a public highway. The route is clearly marked as a bridle road and in the same way and style as the existing bridleway it joins at B.

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Bedfordshire Sheet XXI.SE
Revised: 1900, Published: 1902
Size: map 31 x 46 cm (ca. 12 x 18 inches), on sheet ca. 43 x 58 cm (ca. 17 x 23 inches)



Extract from OS 6" Map showing the application route marked from A to B as a Bridle Road, BR, circled and in the same manner and style as the existing bridleway it joins at point B, also circled

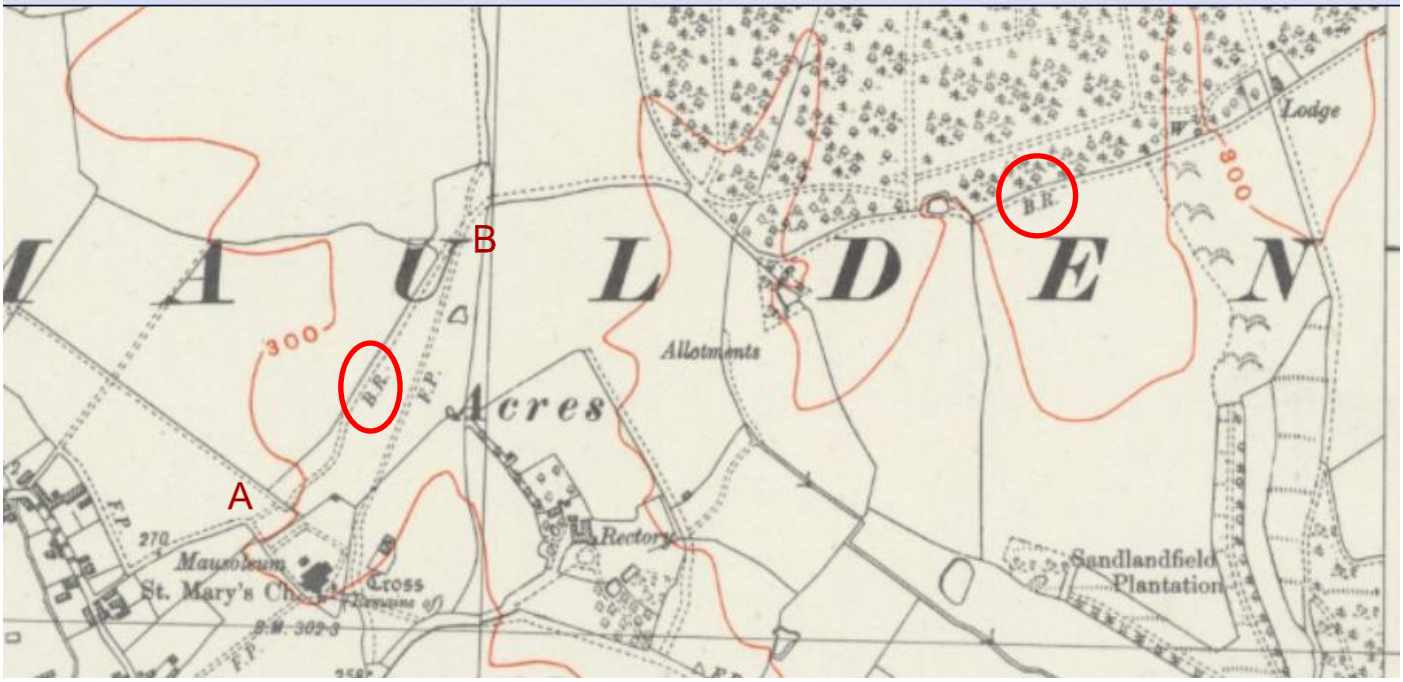


Extract from OS 6" Map showing the application route marked from A to B as a Bridle Road, BR, circled and in the same manner and style as the existing bridleway it joins at point B, also circled

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Bedfordshire Sheet XXI.SE
Revised: 1938, Published: ca. 1944
Size: map 31 x 46 cm (ca. 12 x 18 inches), on sheet ca. 43 x 58 cm (ca. 17 x 23 inches)

Ordnance Survey > OS Six-inch England and Wales, 1842-1952

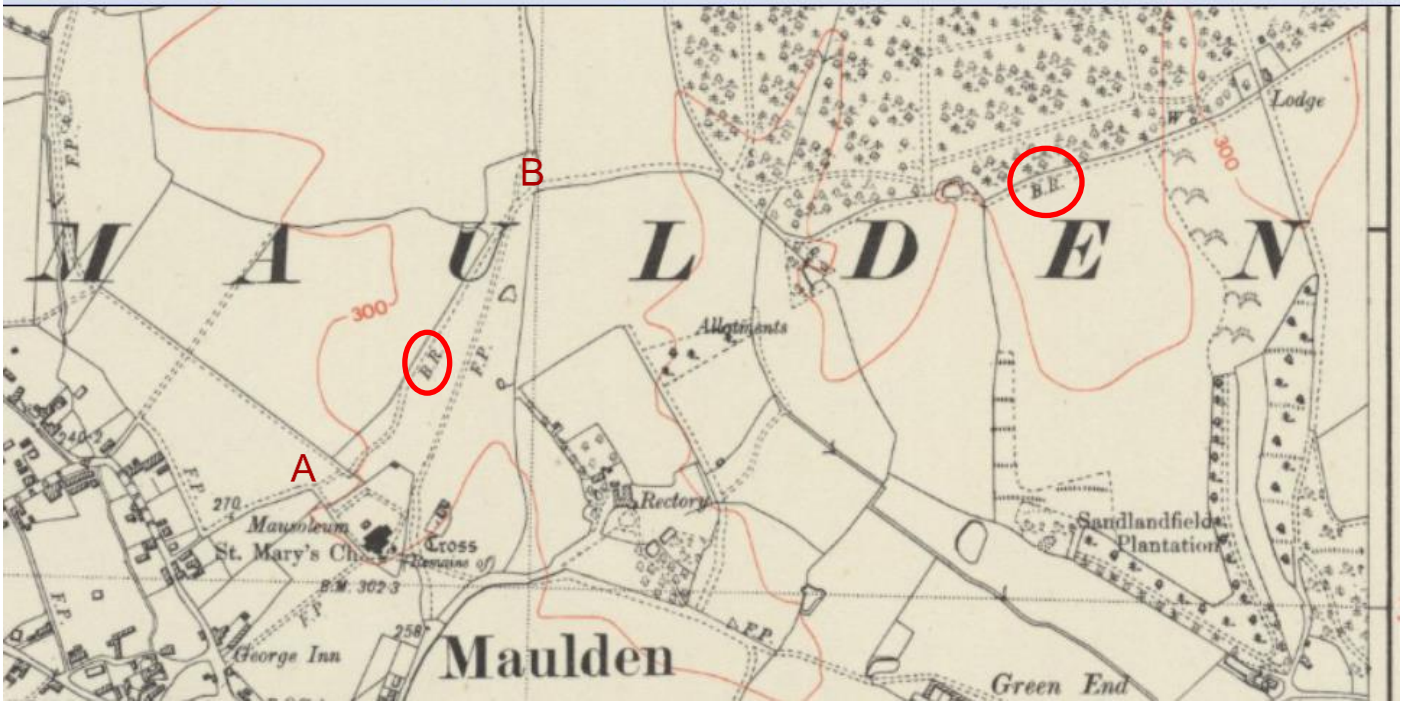


Extract from OS 6" Map showing the application route marked from A to B as a Bridle Road, BR, circled and in the same manner and style as the existing bridleway it joins at point B, also circled

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Bedfordshire Sheet XXI.SE
Revised: 1938 to 1947, Published: ca. 1950
Size: map 31 x 46 cm (ca. 12 x 18 inches), on sheet ca. 43 x 58 cm (ca. 17 x 23 inches)

> Ordnance Survey > OS Six-inch England and Wales, 1842-1952



Extract from OS 6" Map showing the application route marked from A to B as a Bridle Road, BR, circled and in the same manner and style as the existing bridleway it joins at point B, also circled

Ordnance Survey, 1:25,000 maps of Great Britain

Date. OS 25k series 52/03 - A published circa 1947

Relevance. The 1:25,000 'Provisional edition' or 'First Series', was Ordnance Survey's first civilian map series at this medium scale, the forerunner of the modern *Explorer* and *Outdoor Leisure* maps.

Archive. The extracts from this sheet below were obtained from the National Library of Scotland at https://maps.nls.uk/view/196759334

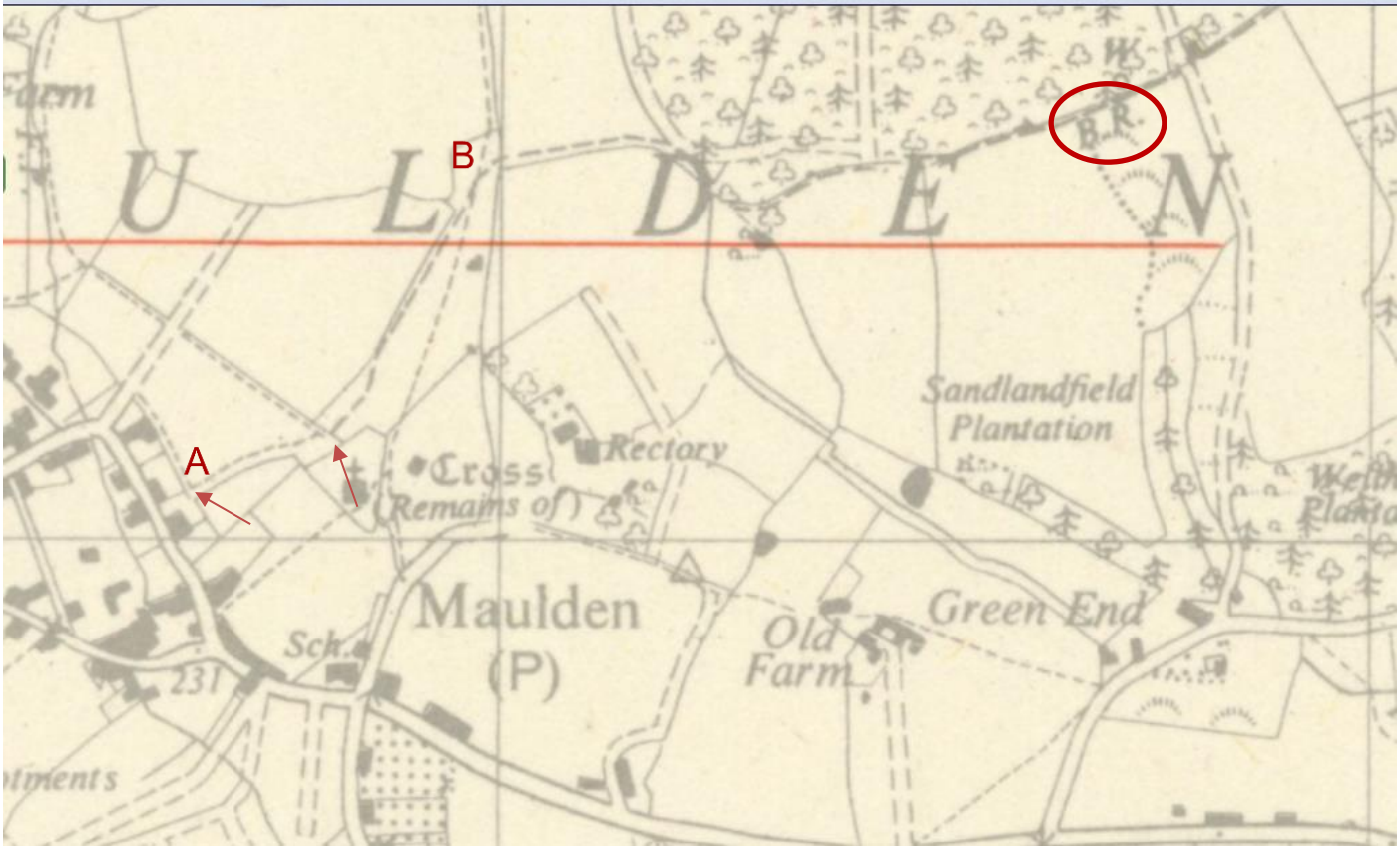
Meaning. The application route is shown on the extract below from A to B as a continuing Bridle Road marked from the east of B (circled) as a wide bold dashed line that continues past point B south west towards point A. Just to the north east of A, the style of the route marked changes and becomes a more narrow dashed line, indicative of a footpath but the map is not clear on this change of status. It could be interpreted that this is where the bridle road joined an existing wider road which is shown as white road on the 1910 IR map.

Assessment. Other through routes shown in a similar manner are now largely part of the ordinary highway network and thus this is evidence in support of the route being a public highway. Most of the application route is shown as a bridle road on the map and with just one section of undetermined status. Certainly the existing bridleway continued beyond its current dead end point at B.

tional Library Scotland
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52/03 - A
Originally published: 1947; Boundaries: 01/09/1946
Size: map 40 x 40 cm (16 x 16 inches), on sheet ca. 62 x 49 cm (ca. 24 x 20 inches)

me > Ordnance Survey > 1:25,000 Administrative Area Series of Great Britain, 1945-1968



Extract from OS 25k Map showing the application route marked from A to B mostly as a Bridle Road and in a long, bold dashed manner. There is a small section from A to the arrow that is of undetermined status that could be interpreted as of higher status than both bridleway and footpath supported as white road in the 1910 IR survey.

CONCLUSIONS

This document presents evidence from many years that consistently indicate that the application route was part of the wider highway network. Whilst no single piece of evidence is conclusive in its own right, taken as a whole it paints a sound picture of the existence of public vehicular rights.

Employing the well-established legal maxim 'Once a highway always a highway', in the absence of a stopping up order, it follows that vehicular highway rights existed immediately before the operation of the Natural Environment and Rural Communities Act 2006.

The applicant requests the surveying authority to add the route to the definitive map as a Bridleway.

Date:

Applica [redacted]