

Highways Act 1980 – Section 119A Rail Crossing Diversion Order and Wildlife and Countryside Act 1981 – Section 53A
Diversion of Public Footpath over Railway between Holts Lane and Footpath Poulton-le-Fylde 4

Extract of Definitive Map



DEFINITIVE MAP OF PUBLIC RIGHTS OF WAY - FIRST REVIEW	
Relevant date 1st September 1966	
FOOTPATH NOTATION	
Footpath	----
Bridleway	- - - -
Road used as public path	-v-v-v-v-
SCALE 6 inches to 1 mile	

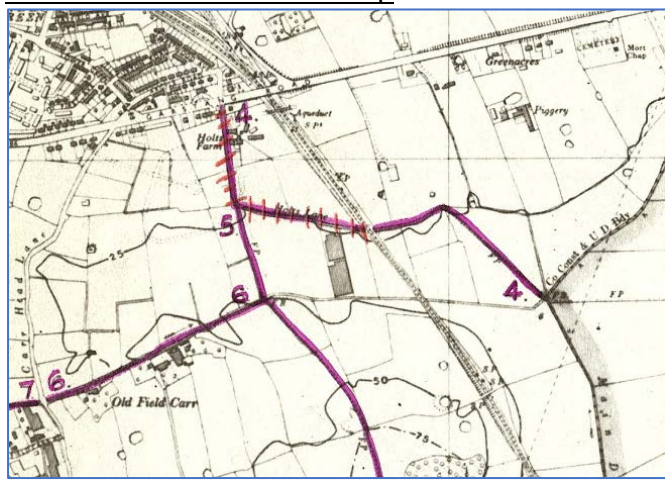
Extract of Definitive Statement

Administrative County of the County Palatine of Lancaster				
URBAN DISTRICT OF POULTON-LE-FYLDE			Date of Review 1st September 1966	
National Parks and Access to the Countryside Act, 1949			Review of Definitive Rights of Way Map.	
1. No. of Path	2. Kind of Path	3. Position	4. Length in miles to 2 places decimals	DEFINITIVE MAP Other particulars (if any)
1	Footpath	Fylde Rural District boundary near Breck Road (A.586) to Little Poulton Lane	0.53	
2	"	Little Poulton Lane to Garstang Road East (A.586)	0.43	
3	"	Singleton via Main Dyke to Garstang Road East (A.586)	0.09	
4	"	From East of railway at junction with Holts Lane to Urban District Boundary at Main Dyke to Singleton	0.28	
5	"	Holt's Lane to Fairfield Road (B.5266)	0.98	
6	"	Carr Head Lane to junction with footpath No.5	0.33	
7	"	Hardhorn Road to Carr Head Lane	0.13	

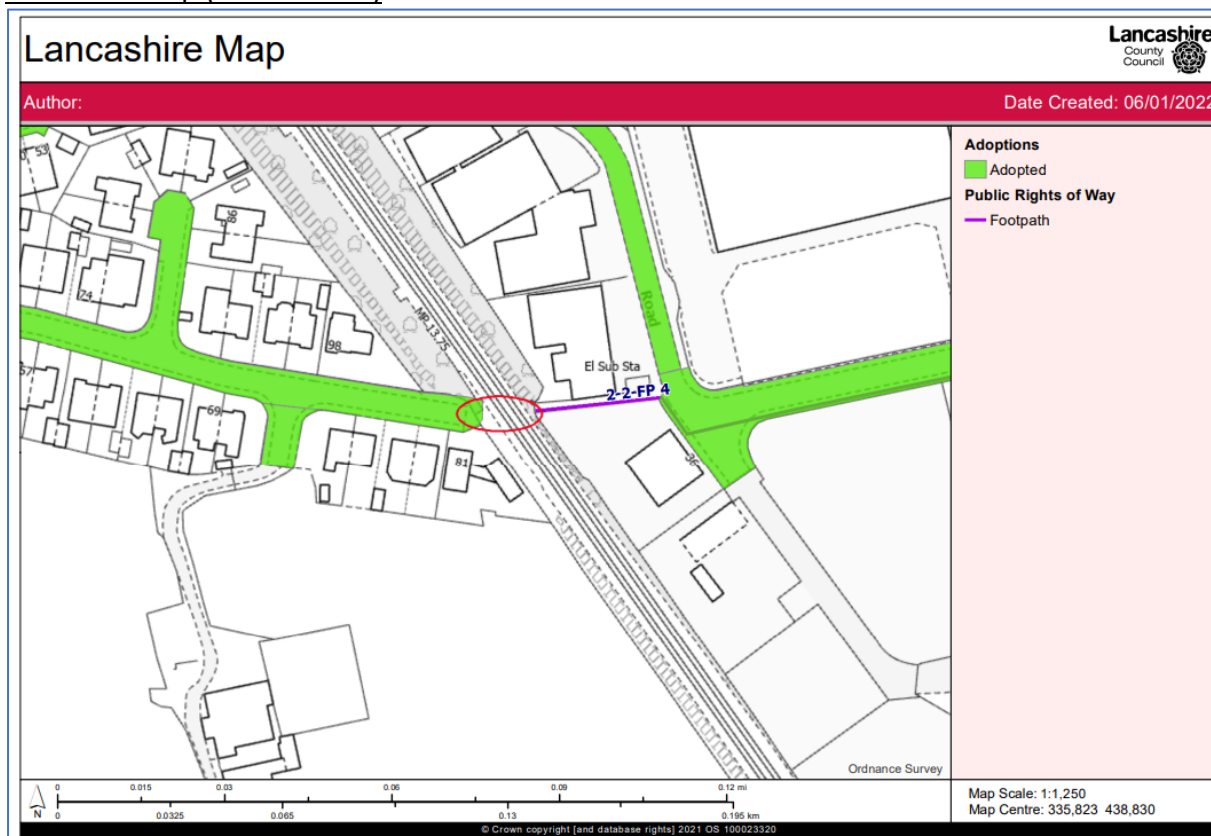
Extract of Draft Definitive Map

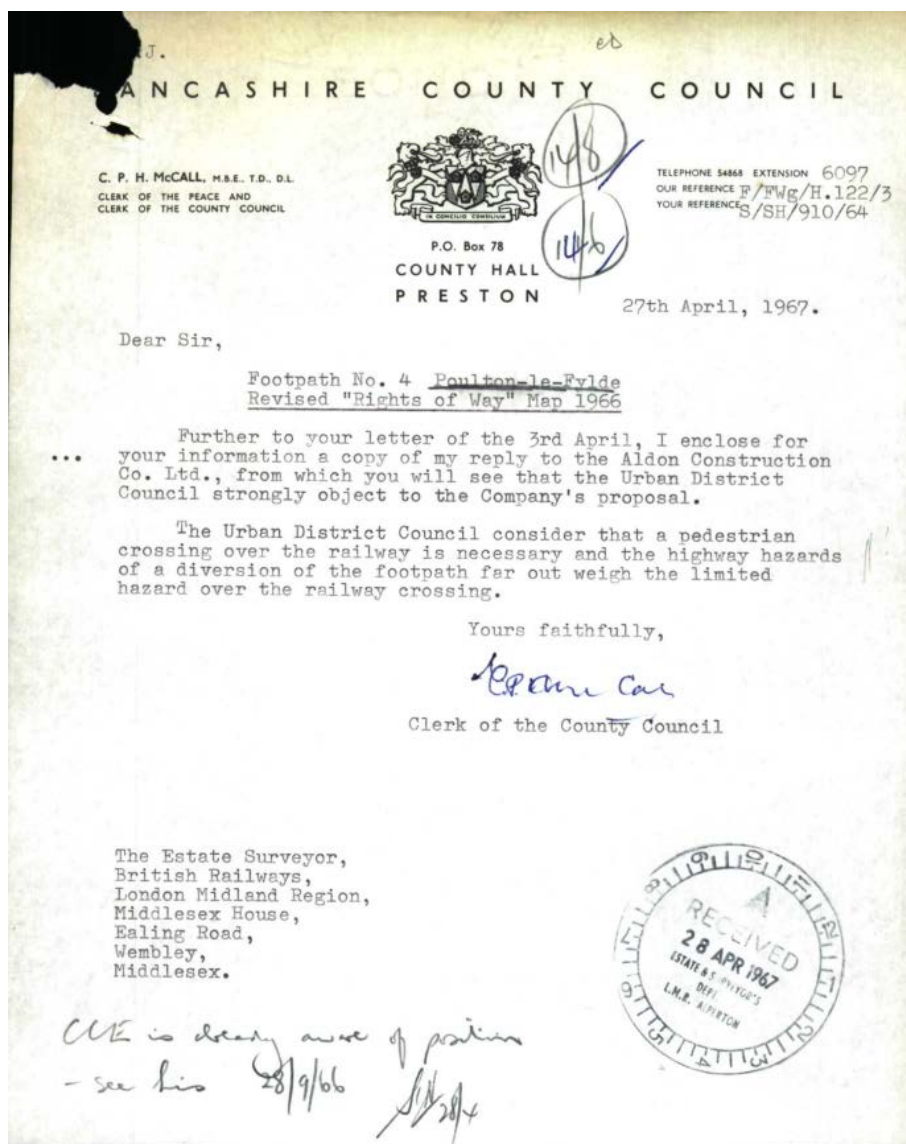


Extract of First Definitive Map



Current Lancashire digitised map extract showing adopted highway and 2-2-FP4 as recorded on the Definitive Map (First Review)





Explanatory note as the footpath is not recorded on the Definitive Map.

Public footpath rights were first recorded as a result of the National Parks and Access to the Countryside Act 1949 which introduced the Definitive Map and Statement as a means of recording public rights of way. It was not completely unambiguous as there was always uncertainty surrounding where public footpath (or bridleway) rights should be shown starting from and where public vehicular rights existed, leaving gaps or overlaps in the recorded ways.

In this case we know that in 1953 (which was the record resulting from the 1949 Act) the footpath ran from Garstang Road East to Main Dyke at the Singleton parish boundary via Holts Lane having been diverted onto Holts Lane at some time prior to 1953. This is shown on the Draft Definitive Map.

The Draft became the Provisional then First Definitive Map with amendments at each stage. This footpath, west of the railway had become subsumed in the vehicular roads so was deleted from the map at some time (it is drawn on the First Definitive Map then crossed out in red lines) either just before or just after the map was produced so probably late 1950s or early 1960s. We have no evidence of public rights being stopped up, the pedestrian rights would have had vehicular rights added to them when the housing estate roads became public roads and hence they were no longer shown on the Definitive Map as footpaths. The map at this time showed a gap at the railway which was quite commonly done to denote a level crossing or subway (the line

would usually have been continuous if it had crossed via a footbridge) and the 1966 Definitive Map, which didn't show the path west of the railway as it was by then a road, copied the earlier maps and didn't show the footpath lines on the railway itself.

The private vehicular right to the crossing was relinquished under a Deed of Release in 1966 with Aldon Construction Co Ltd 123 Talbot Road, Blackpool, Lancashire (the Developers). Both the British Railways Board and the Developer applied to extinguish the public rights over the level crossing in 1967. This was not successful and rights over the crossing remained. So from this, we know that the crossing had public rights and have no evidence of them ever being stopped up (in addition to the documented failed attempt to stop up the rights see above 'Extract of letter from Lancashire County Council to British Railways dated 27 April 1967').

There is no documented evidence that the pedestrian rights over the railway have ever been extinguished.