

**COVERING LIST OF REPRESENTATIONS, OBJECTORS AND
SUPPORTERS**
**THE DEFINITIVE MAP AND STATEMENT OF PUBLIC RIGHTS OF WAY
FOR THE COUNTY OF LANCASHIRE**

**THE LANCASHIRE COUNTY COUNCIL
ADDITION OF FOOTPATH FROM HODDER STREET, ACCRINGTON
DEFINITIVE MAP MODIFICATION ORDER 2022**

No.	OBJECTIONS STILL OUTSTANDING	ADDRESS
1	John and Glenys Thompson	[REDACTED]
2	June Welch	[REDACTED]
3	Mr Richard and Mrs Emma Thompson	[REDACTED]
4	Green Lane Association	Sam Dodgshon Rights of Way Officer Green Lane Association Ltd [REDACTED]
No.	OBJECTIONS WITHDRAWN	
-		
No.	SUPPORTER	
-		
No.	OTHER RESPONSE	
-		

[REDACTED]

To:

[REDACTED]

[Mayson, Annabel](#)

Subject:

MERE LANE, MERE BROW. DMM0. \Addition of public footpath along Mere Lane.

Date:

07 May 2025 18:44:59

[REDACTED]

Dear Sirs,

Further to your correspondence dated the 25th March, 2025, I would like to make you aware of the following points.

Lancashire County Council sold the farm and access over the lane back in the late 90's. We purchased the same, with the understanding that no public footpath ran directly through from points A to D. The only public right of way is from off The Marshes Lane and down to point D on your map. From a safety point of view, given that this lane is used primarily for residents of Mere Lane, and also a large amount of agricultural machinery and HGV's. Has any consideration been given as to where members of the public are meant to walk when approached by this sort of traffic? Should the lane be granted a public right of way, has any thought been given to the fact that this may attract children and thus pose a risk of injuries given the nature of the vehicles? Another factor which I feel must be considered is the deep ditch which runs parallel with the lane. Surely this could pose a risk to young children?

Secondly, we have in the past, experienced dog walkers who presume it is acceptable to allow their animals to roam freely as this is a country lane. We do from time to time have sheep grazing on our fields and this has caused us considerable problems. The local police do have a record of this.

There are many public footpaths in this area, most of which are in a really bad state of repair. What benefit will making Mere Lane into a public footpath when it runs parallel with The Marshes Lane? The state of Mere Lane, in particular near to the junction of Wiggins Lane is in a bad state of repair. Given this fact, are LCC prepared accept liability for members of the public encountering any injuries whilst walking along Mere Lane? Also should public footpath status be granted who will be responsible for the upkeep of the footpath?

Please would you also refer to our original letter dated 25th April, 2024 , stating objections.

Yours faithfully

John and Glenys Thompson

[REDACTED]

[REDACTED]

[REDACTED]
To:

[REDACTED]
[Mayson, Annabel](#)

Subject:

DMO - Mere Lane, Mere Brow, Tarleton, PR4 6JU.

Date:

07 May 2025 19:33:09

[REDACTED]
TO WHOM IT MAY CONCERN

I am writing with regards to the proposed Map Modification Order for Mere Lane.

I am an elderly lady, of 86 years and live alone, at the junction of Mere Lane with Marshes Lane.

I am certainly **not** in favour of the already existing public footpath being extended to the rest of Mere Lane to its junction with Wiggins Lane. We already experience some rather 'undesirable individuals' walking from Marshes Lane to point D on your map. I spend a lot of time in my garden admiring the local wildlife, but on numerous occasions, have felt quite intimidated by some members of the public, mostly young men, walking down here and smoking illegal substances and straying into the local woodland. Should the footpath be extended I feel that this will encourage more of the same activities.

The road is not in a suitable state of repair for the public to walk down either. It is very uneven in parts, in particular where the tarmac has deteriorated over the years. I cannot imagine that anyone would wish to walk along the lane when they can take the main road, ie. Marshes Lane.

On occasions I have had a walk down the lane, with my walking aid, but have been met by large tractors and indeed waggons, collecting produce from the local farm. It is particularly difficult from them to pass walkers, given the width of the lane and I have on one occasion found myself very near to a deep watercourse, not a good experience. I think that this should be taken into consideration when making your decision.

Yours faithfully,
June Welch

[REDACTED]

From: [Emma Thompson](#)
To: [Mayson, Annabel](#)
Subject: Objection - LSG4/894.18035/AM15 - Addition of Footpath along Mere Lane Definitive Map Modification 2025
Date: 07 May 2025 20:01:46

Good evening,

I am emailing with reference to LSG4/894.18035/AM15 - Addition of Footpath along Mere Lane definitive map modification 2025.

My husband and I (Mr Richard and Mrs Emma Thompson) would like to object the proposed modification on the basis that:

- Historically the road has been built to suit carriage driven vehicles and therefore is only narrow in width- making it unsuitable for pedestrians and potential local walking groups to safely pass any oncoming vehicles (there are no passing places).
- HGV and heavy farm machinery regularly use the road to pick up produce and make various deliveries, along with the access to farmland.
- Grass verges and steep drainage ditches run along Mere Lane.
- Maintenance of the road – as it stands the landowners maintain the road – with the potential of a higher footfall – who will be responsible for the upkeep of the road?
- A higher footfall could cause erosion and disturbance to an already well-maintained road surface.
- There is no suitable parking; either on Marshes Lane or Mere Lane without causing major obstruction.
- There are purpose-built pavements (although they have not been recently maintained by the council) on Marshes Lane (main road) leading to the same destination as that proposed for the section of Mere Lane.
- We are concerned that there could potentially be large numbers of people, in groups walking should this be passed, which could lead to a number of issues such as: excess litter, dog fouling, dogs off leads, aggressive dogs, and also in some cases humans faeces and urination.
- Our garden runs parallel with Mere Lane and having two young children, we are concerned that strangers could approach them. Currently it is a private road and we feel safe. We feel that the proposed footpath will compromise our children's safety and also our privacy and security as people would be able to see right into our property and garden.
- There is a variety of wildlife such as nesting birds, deers, bats and other

wildlife that flourish in this area, which is currently peaceful and with undisturbed habitats and with little human footprint disturbance. Ramblers could decrease the wildlife population and have an effect on their habitat.

I trust that you will take the above into consideration and that it will reflect on the decision making.

Kind regards,

Emma Thompson

Mr R and Mrs E Thompson

[REDACTED]

[REDACTED]

From: [Sam Dodgshon - GLASS UK](#)
To: [Mayson, Annabel](#)
Subject: Mere Lane
Date: 06 May 2025 13:57:26
Attachments: [Mere Lane objection.pdf](#)

Hi Annabel,

Please find attached our objection to the proposed order to record Mere Lane in the parishes of Rufford and Tarleton (REF: LSG4/894.18035/AM15) as a public footpath.

Any questions please let me know here. Could you confirm receipt of this objection please?

Many thanks,
Sam

Sam Dodgshon

ROW Officer

Green Lane Association



www.greenlaneassociation.uk
www.trailwise2.co.uk

Promoting inclusive countryside access for all

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The Green Lane Association Ltd is a national user group protecting our heritage of ancient vehicular rights of way. Registered in England, No 5369836, Registered Office: : Blue Pig Cottage, 1 Elmer Street, Grantham, Lincolnshire, NG31 6RE



Annabel Mayson
Lancashire County Council
PO Box 100
County Hall
Preston
PR1 0LD
(by email to annabel.mayson@lancashire.gov.uk)

May 6th 2025

**OBJECTION TO DEFINITIVE MAP MODIFICATION ORDER FOR THE ADDITION OF A
FOOTPATH ALONG MERE LANE, RUFFORD AND TARLETON**

Dear Annabel,

I am writing on behalf of the Green Lane Association. We wish to lodge an objection to the above order (REF: LSG4/894.18035/AM15), on the grounds that we believe higher rights than those proposed in the order exist along the full length of Mere Lane.

The order decision refers to the evidence for this route as being 'finely balanced'. On this occasion, we feel that the OMA has erred on the wrong side of this balance and put forward an order which under-records the public rights held along the order route.

The fact that the order route was excluded from the original DMS surveys, but referenced within them with other routes PROW terminating along it, is in of itself proof that the rights along Mere Lane are higher than those of a footpath. Had only footpath rights existed along the order route then there would have been no reasonable explanation for excluding the order route from the DMS surveys.

Furthermore the exclusion of the route from the 1910 Finance Act plans is compelling evidence of carriage rights along the route, especially given that we know the land of the route was in private ownership either side of the production of these plans. Land which was known to be private, but

carried public carriage rights, was excluded. Land which was private but only carried private rights was not excluded. We do not feel that this was given enough weight in the order decision.

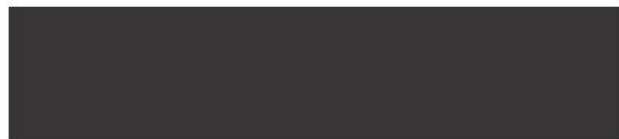
The OS Object Name book also lists the order route as a county road, maintained by Lancashire County Council. The term '3rd class road' would not have been used for a route with no public rights, and indicates that at the time the road was being maintained by the council for use by the public. If public money is spent on maintaining a route, then it is a strong indicator of public rights - it would have been outside the council's powers, and so unlawful, to have spent money maintaining the route if it was not at that time considered to be a public highway.

The above evidence, which the order decision broadly agrees are suggestive of carriage rights, are given too little weight in the order decision alongside less significant evidence. We consider that there is no single piece of historic map evidence which is in of itself suggestive of public footpath rights along the order route; as such it is unreasonable to conclude that only public footpath rights are held here.

We feel that the correct status for this route is that of a byway; either a restricted byway or a byway open to all traffic, depending on the impact of NERCa on the route (which we have not yet thoroughly assessed).

If you have any questions about this objection please contact me by email or telephone on the details below. Please also confirm receipt of this objection by email.

Many thanks,
Sam



Sam Dodgshon
PROW Officer
Green Lane Association

