

Case Decision

Definitive Map Modification Order Case 435 **Alleged public right of way between Cemetery Road** **(Public Footpath 122) and the A158 Horncastle Road,** **Wragby**

Summary of Decision: To make a definitive map modification order to record a public footpath running between Cemetery Road (Public Footpath 122) and the A158 Horncastle Road, Wragby

The Modification Order Application

1. The Modification Order Application (“the application”) was made by Wragby Parish Council on 16 July 2021 seeking the addition to the Definitive Map and Statement for the area, the legal record of public rights of way, a footpath running from Cemetery Road (Public Footpath 122) along the field edges to the A158 Horncastle Road. This route will be referred to hereafter as “the application route”. A copy of the application and plan can be viewed at [Wragby DMMO 435 application and map \(lincolnshire.gov.uk\)](https://lincolnshire.gov.uk/wragby-dmmo-435-application-and-map) , and plan ref. DMMO/435/Wragby/CDP attached as Appendix 1 shows the application route by a broken black line between points A-B-C.
2. Appendix 2 lists the documents submitted in support of the Application and all other documents that the County Council had consulted and considered in this decision.

Requirements and tests of the legislation

3. Section 53 of the Wildlife and Countryside Act 1981 (“the 1981 Act”) requires the County Council as the Surveying Authority for Lincolnshire to keep the Definitive Map and Statement under continuous review. This is achieved through the making of definitive map modification orders where evidence is discovered which suggests that the Definitive Map and Statement require amending.

4. The main issue which is relevant here is whether the evidence demonstrates that a public right of way subsists or is reasonably alleged to subsist over the route applied for to require the making of a definitive map modification order under section 53(3)(c)(i) of the 1981 Act for it to be added to the Definitive Map and Statement. It should be noted that the combined effect of sections 53(3)(c) and 53(5) is that the County Council may reach a different conclusion other than simply to make or not make a definitive map modification order for the route applied for. This means that the decision of the Surveying Authority must be reached on the basis of all the evidence available to us and not just on the application itself.

Documentary Evidence

5. Historical documents may provide evidence supporting that a public right of way had been created or dedicated in the past. If a public right of way is shown to have been dedicated or created, then the public right of way will continue to exist indefinitely¹ unless it is shown to have been stopped up, extinguished or diverted by virtue of a statutory provision such as a public path diversion or extinguishment order made under the Highways Act 1980 or the Town and Country Planning Act 1990, for example.
6. A stub of a track is depicted on the part of the application route which extends south from the A158 Horncastle Road in the following Ordnance Survey maps: 1886 County Series First Edition Without Contours 6 Inch Map, 1887 County Series 25 Inch Map, 1953 Provisional Edition 2½ Inch Map, 1954 One Inch to One Mile Map, 1956 Provisional Edition 6 Inch Map, and 1962 and 1969 Seventh Series One Inch to One Mile Map.
7. A dead-end track is shown running south and then southwest from Horncastle Road for a distance in the following Ordnance Survey maps: County Series Second Edition 25 Inch Map, 1907 County Series Second Edition 6 Inch Map, 1949 Provisional Edition 2½ Inch Map, 1950 County Series Provisional Edition 6 Inch Map. The track appears to serve as an access to the land along it. The north-south section of the application route follows the same course as the track shown in these maps.
8. The tracks shown in the above Ordnance Survey maps are consistently described in the key as fenced, with the following statuses: '*Minor Roads in towns, Drives and Unmetalled Roads*', '*Other Roads (not classified by the Ministry of Transport)*', '*Minor Road in towns, Drive or Track (unmetalled)*' or just '*Minor Road*'. However, it is important to note that these maps were drawn up to record the topography and features of the landscape. The surveyors did not assess the existence of any public or private rights over the routes shown in the maps. Also, all the above Ordnance Survey maps, except the 1886-7 County Series First Edition Maps, include the disclaimer '*The representation of a Road, Track, or Footpath on this map does not constitute evidence of the existence of a right of way*'. This means that the showing

¹ The judgement *Dawes v Hawkins (1860)* held that '*it is also an established maxim, once a highway always a highway: for the public cannot release their rights, and there is no extinctive presumption or prescription*'

of minor road, drive or track in the location of the application route in these maps alone is not indicative of the existence of a public right of way.

9. The 1969 Ordnance Survey of Great Britain Seventh Series One Inch to One Mile Map includes a '*Public Rights of Way*' section in its key, stating '*Public paths and roads used as public paths have been derived from the Definitive Maps available on 1st October 1968*'. No public right of way, as described in the key to this map, is shown over the application route.
10. For these reasons, this historical map evidence alone is insufficient to *reasonably allege* the existence of a public right of way in the location of the application route. None of the other historical documents or maps viewed show a route in the location of the application route.

User Evidence

11. Under section 31(1) of the Highways Act 1980, a route may be deemed to have been dedicated as a public right of way if it has been subject to sufficient public use and enjoyment, as of right and without interruption for a full period of 20 years immediately prior to the date when the status of the way was brought into question, unless there is sufficient evidence on the part of the landowner showing a lack of intention to dedicate it as such during this period. A public right of way arising by this manner is known as "statutory dedication".
12. Should the case for statutory dedication fail, then common law dedication may be considered. There is no fixed period of use required for common law dedication, but it is generally accepted that the level of public use of a route should be greater where shorter periods are relied on. The evidence must demonstrate that there has been sufficient use of the route by the public at large and as of right to show that it has been accepted by the public and that the landowner had intended to dedicate it as a public right of way either expressly or impliedly. The person or people who had owned the land throughout the period of use relied on must have had the legal capacity to dedicate the route as a public right of way, and their actions or inaction towards people using the way are important in establishing if a public right of way has arisen by common law dedication.

Statutory dedication – section 31(1) of the 1980 Act

13. It is important to identify when the public's right to use the route was brought into question so that the 20-year statutory term can be calculated retrospectively from that date. For the right of the public to use the route to have been brought into question, the landowner must have challenged it by some means sufficient to have brought home to the public that their right to use the way is being challenged, so that they are informed of the challenge and have a reasonable opportunity of meeting it.² The landowner can challenge the public's right to use the route by putting a barrier

² Lord Denning in *Fairey v Southampton CC (CA)* [1956] 2 All ER 843

across it, locking a gate or by putting up a notice forbidding the public to use the path, for example. Not every user needs to be aware of the challenge, but by whatever means are employed it must be sufficient to make it likely that some of the users of the route are made aware that the landowner has challenged their right to use it.³

14. A formal notice produced by Natural England showing the extent of permissive open access provided under the Environmental Stewardship Scheme is located at the westernmost part of the application route where Wragby Public Footpath 122 meets Cemetery Road. The notice pertains to the initial parcel of land over which the first segment of the application route extends eastwards from Cemetery Road for approximately 180 metres. The notice indicates that the permissive access ended on 31 October 2017 and states: *'It is permissive access and no new rights of way are being created'*. Although the notice itself is undated, it includes a Natural England licence number dated 2008. Additionally, the notice is visible in a Google Streetview photograph dated June 2009.
15. The presence of the permissive open access notice was sufficient to have brought home to the public that their right to use the application route had been brought into question. As the exact date when the notice was erected is not documented, it can be inferred, based on the Natural England licence number dated 2008 and the notice's appearance in the Google Streetview photograph from June 2009, that the earliest possible erection date was 2008. Therefore, the date of bringing the public's right into question is taken as 2008. Calculating 20 years retrospectively from 2008 gives rise to the statutory term 1988–2008. This period will be referred to hereafter as "the relevant statutory term."

Comments on the user evidence

16. Forty User Evidence Forms (UEFs) completed by 42 people⁴ were submitted to the County Council. The evidence of use of four users has been discounted because of omissions in their evidence forms by which it is not possible to ascertain when or how often they had used the application route, or if their use was as of right.

Use and enjoyment by the public at large

17. The UEFs of the 22 user witnesses who had used the application route during the relevant statutory term and whose evidence can be taken into consideration, report that they had used it for a variety of reasons. The most common reasons included pleasure and dog walking. Other notable uses were for exercise, leisure, and visiting the cemetery. Some users also mentioned using the application route for access to village amenities, shops, and as shortcuts to friends or to the church. None of the 22 witnesses report that they were related to or had worked for the landowner. This

³ Mr Justice Dyson in *R v Secretary of State for the Environment, Transport and the Regions ex parte Dorset CC* [1999] EWHC Admin 582, para.17

⁴ Two UEFs were completed by couples

demonstrates that the application route was used and enjoyed by these witnesses as the public at large during the relevant statutory term.

Use on Foot

18. The user evidence suggests that there was qualifying public use (i.e., *user as of right and without interruption*) by eight users of the whole length of the application route on foot spanning the relevant statutory term. One other user had used part of the application route running between the southernmost end of the public footway that runs from the end of Newton Court to the A158 Horncastle Road.
19. A further 13 users claim qualifying public use of the whole length of the application route on foot for parts of the relevant statutory term. These periods of use are 1990–2018 (1 user), 1998–2008 (2 users), 2000–2008 (2 users), 2002–2008 (2 users), 2004–2008 (1 user), 2005–2008 (1 user), 2006–2008 (3 users), 2008 (1 user).
20. The user evidence suggests that the application route was subject to pedestrian use by nine users throughout the first 2 years of the relevant statutory term, 1988-1989. Usage then gradually increased throughout the relevant statutory term peaking at 22 users by the end of the relevant statutory term in 2008.
21. The frequency of pedestrian use of the application route varies with three users claiming to have used it twice daily, three users daily, six users 3 times per week to daily, two users 3 times per week, one user twice per week, four users weekly, one user monthly, one user 'often', and one other user '4'.

Use with Bicycles

22. The evidence indicates that there was qualifying public use of the entire length of the application route by one user with a bicycle for the whole relevant statutory term. This user reported their usage frequency to be monthly. However, this level of use is insufficient to *reasonably allege* the existence of public bridleway or restricted byway rights.

Interruptions and evidence of an intention not to dedicate the application route as a public right of way by the landowners

23. In the judgement *Fairy v Southampton County Council* [1956] 2 All E.R., Lord Denning stated that for there to be sufficient evidence that there was no intention to dedicate the route as a public right of way, there must be evidence of some contemporaneous, overt and objective acts by the landowner such as to show the public at large, namely the people who used the path, that they had no intention to dedicate. This view was upheld by the judgement *R (Godmanchester Town Council and Drain) v Secretary of State for Environment, Food and Rural Affairs* [2007] UKHL 28.

24. The user evidence suggests that the use of the application route by the users was entirely without interruption and without challenge throughout the relevant statutory term.
25. Land registry searches identified three landowners affected by the application route, all of whom were contacted as part of the statutory consultation undertaken on the application. The landowner of the middle parcel of land affected by the application route was the sole respondent to the consultation.
26. Their Landowner Evidence Form, received on 13 January 2025, indicated that the landowner lives 70 miles away and considers the land private, they did not grant any permissions for public use, nor had they erected notices or implemented measures to prevent people from using the application route, and they have never stated in writing or verbally to any independent party that they intended to dedicate the application route as a public highway. However, the Landowner Evidence Form noted that several years ago, they informed a walker that the land was not public access. Additionally, in a telephone call on 16 December 2024 between the Definitive Map Officer and the landowner, the landowner stated that they had not granted permission for public use of the land in question.
27. Although a Landowner Evidence Form was not returned by Gleasons, owners of the land at the eastern most part of the application route which runs south from the A158 Horncastle Road, emails from October 2021 confirm that Gleasons did not intend to obstruct public use of the application route by erecting temporary fencing while carrying out building works which prompted the application. They stated, '*at some stage we may install a more permanent fence-line; neither encroaching on the existing path*'. A further email confirmed that the temporary fencing was removed, ensuring a wider thoroughfare at the 'pinch-point'.
28. Section 31(6) of the Highways Act 1980 suggests that where a landowner deposits a highways statement and map with the local highway authority detailing the public right of way or highways (if any) which exist over their land and then follows this up by a highways declaration lodged within the prescribed period stating that no additional highways or public rights of way have been dedicated to the public since the date of deposit of the statement and map, the highways declaration together with the highways statement and map may in the absence of proof of a contrary intention provide sufficient evidence demonstrating that the landowner had no intention of dedicating any highways or public rights of way across their land between the dates of deposit of the documents.⁵ However, no statements and maps and declarations

⁵ Paragraph 13 of the Department for Environment, Food and Rural Affairs' [*Guidance for the completion of the CA16 Form: Making a statement or declaration under section 31\(6\) of the Highways Act 1980 or a statement under section 15A\(1\) of the Commons Act 2006*](#) dated December 2013 and paragraph 3 of the Rights of Way Review Committee's *Practice Guidance Note 2 – Deemed Dedication of Public Rights of Way: Section 31(6) of the Highways Act 1980* (Third Edition) dated December 2007

have been deposited with the County Council in respect of the land subject to the application route.

29. Whilst the middle landowner had informed a walker that the land was not public access; this is insufficient to demonstrate to the wider public that they no intention of dedicating the route as a public right of way. Also, the fact that the same landowner had not granted anyone permission to use the application route corroborates that the use of the route by the user witnesses was *without permission*. No other acts appear to have been employed by any of the landowners during the relevant statutory term to have brought home to the users of the route that they had no intention to dedicate it as a public right of way.

Other evidence which might be relevant to the matter

30. A number of comments in the User Evidence Forms suggest that the application route has been used by more individuals than those who have submitted a User Evidence Form. This may add to the reputation of the application route being a public right of way. Specifically, five users with qualifying use over the relevant statutory term noted in their User Evidence Forms that they had witnessed others using the application route. Additionally, two users mentioned that their children also used the application route, and another user noted that the previous owners of their property had drawn their attention to the application route.

Conclusion

31. **The evidence on the whole suggests that there has been a sufficient level of qualifying public use of the application route on foot spanning the 20-year relevant statutory term 1988 – 2008 to *reasonably allege* that a public footpath has arisen by statutory dedication under section 31(1) of the Highways Act 1980 to require the making of a definitive map modification order under section 53(3)(c)(i) of the 1981 Act.**

Widths

32. Paragraph 4.16 of the Department for Environment, Food and Rural Affairs' *Rights of Way Circular (1/09)*, which provides guidance for surveying authorities, suggests that a definitive map modification order should include information about the width that is to be added to a definitive map and statement.
33. The widths provided in the User Evidence Forms from the 21 individuals who used the application route during the relevant statutory term range from 1 metre to 5 metres. The most frequently reported width is 2 metres, with eight users reporting a width of 2 metres or approximately 2 metres. Additionally, five users mentioned a width greater than 2 metres but less than 3 metres, four users noted a width of 3 metres or approximately 3 metres, two users reported a width of 4 metres, and one user noted a width of 5 metres. Comments about the width of the application route

in the qualifying User Evidence Forms include: *'As the route is not clearly marked it varies over the seasons, some areas get muddy so cause shifts'*, *'Lane width off Road much wider'*, and *'Except going through hedge'*, indicating that the width of the application route varies at different points along the route and changes with the seasons.

34. During site visits on 25 August 2021 and 20 March 2025, the trodden path visible on the ground that runs east along the field edges from Cemetery Road was found to be between 0.4 and 0.5 metres wide. As the path runs within fields, its available width on the ground measured far greater, around 3 to 6 metres away from the hedges/property boundaries, which could contribute to the range of measurements within the User Evidence Forms.
35. The initial site visit also identified a 0.8 metre pinch point between a telegraph pole and a tree trunk, between the two field boundaries approximately 180 metres along the application route from Cemetery Road. During a further site visit conducted on 20 March 2025, the telegraph pole had been removed; however, the foliage still created a pinch point of approximately 0.9 metres at this part along the application route.
36. During the site visit on 25 August 2021, the section of trodden path running south from the A158 Horncastle Road was found to be between 1.1 and 1.4 metres wide, with a pinch point, created by temporary fencing for building works, of 0.5 metres (0.25 metres from the fence) at approximately 506 metres from its entrance off Cemetery Road. At the track leading south from the A158 to the Anglian Water station, the available width was 7.2 metres. A subsequent site visit on 20 March 2025 revealed that the temporary fencing had been removed, and development completed with wooden fencing along the property boundaries. The available width between the fences and the top of the drain remained consistent with the 2021 measurements, and the pinch point was no longer present.
37. Based on the evidence provided in the User Evidence Forms, along with the measurements taken during Lincolnshire County Council site visits, the modification order should record the part of the application route running east from Cemetery Road to the corner of the field edge, before it takes a northerly direction towards the A158 Horncastle Road with a width of 2 metres. This recommendation is supported by the most frequently reported width in the User Evidence Forms, is sufficient to enable two pedestrians to pass each other, and there is sufficient room to enable this width. The pinch point approximately 170 metres along the application route from Cemetery Road, between the first two field boundaries, should be recorded with a width of 0.9 metres. The part of the application route leading north to the A158 Horncastle Road from the corner of the field should have a recorded width of 1.1 metres between the drain and the boundary fences until it reaches the track leading from the A158 Horncastle Road to the Anglian Water station, where the width should revert to 2 metres.

Limitations

38. No limitations should be recorded in the definitive map modification order, as the evidence suggests that there were none located on the application route during the relevant statutory term.

Decision

39. **That a Definitive Map Modification Order be made under section 53(3)(c)(i) of the 1981 Act seeking to add to the Definitive Map and Statement for the area the application route as public footpath with the widths recorded in paragraph 36 above. The route for which the definitive map modification order is to be made is shown between points A-B-C in Plan Ref. DMMO/435/Wragby/CDP at Appendix 1.**

Signed:

A black rectangular box redacting the signature of Andrew Pickwell.

Name:

Andrew Pickwell

Position:

Senior Definitive Map Officer

Dated:

13 August 2025



<div><div>Lincolnshire</div><div>COUNTY COUNCIL</div><div>Working for a better future</div></div>	Lincolnshire County Council, County Offices, Newland, Lincoln, LN1 1YL	Wragby - Claimed footpath from Cemetery Road along the field edges to the A158 Horncastle Road		<div>Legend</div> <div><div><div>— A-B-C —</div><div>Application Route</div></div><div><div>—</div><div>Public Footpath</div></div></div>
		Ref: DMMO/435/Wragby/CDP		
		Date:13.05.2025	Scale: 1: 2,500 @ A4	

Appendix 2

Documents viewed that were taken into consideration in the decision of Definitive Map Modification Order Case 435

1779	The Map of Lincolnshire reduced from the Actual Survey made in the Years 1776, 7 & 8, and Published, Jan ^y . 20 1779, on Eight Sheets, by Cap ^t . Andrew Armstrong ("Armstrong's Map")
1787	Cary's Map of Lincolnshire
1824	Ordnance Survey First Edition (scale 1":1mi)
1828	Map of the County of Lincoln, from an actual survey made in the years 1825-26 & 27 by A Bryant, respectfully dedicated to the nobility, clergy and gentry of the county ("Bryant's Map")
1830	Greenwood's Map of Lincolnshire
1831	Cary's Map of Lincolnshire
17.04.1833	Wragby Parish Quarter Sessions
1845	Lincoln and Great Grimsby Railway Plan
1845	Lincolnshire and Eastern Counties Junction Railway Plan
1846	Manchester, Sheffield and Lincolnshire Railways, Louth and Horncastle and East Lincolnshire Junction Railways Plan
1846	East Lincolnshire Railway Louth to Lincoln Branch Plan
05.10.1847	Tithe Apportionment of the rent charge in the parish of Wragby
1866	Louth and Lincoln Railway Plan
1872	Louth and Lincoln Railway Plan
1886	Ordnance Survey County Series First Edition Without Contours Map – Lincolnshire Sheet LXIII. N.W. (scale 6":1m)
1887	Ordnance Survey County Series Map – Lincolnshire Sheet LXIII. 6 (scale 25":1mi)
1887	Ordnance Survey County Series Map – Lincolnshire Sheet LXIII.5 (scale 25":1mi)
1891	Ordnance Survey of England Map – Louth Sheet 103 (scale 1":1mi)
1899	Ordnance Survey of England Map – Louth Sheet 103 (scale 1":1mi)
1901	Ordnance Survey of England and Wales – Sheet 12 (scale ¼":1mi)
1903	Ordnance Survey of England Map – Louth Sheets 103 & 104 (scale 1":1mi)
1903	Ordnance Survey of England and Wales – Sheet 12 (scale ¼":1mi)

1905	Ordnance Survey of England and Wales Great Grimsby - Sheets 31. & 32. (scale ½":1mi)
1906	Ordnance Survey County Series Second Edition Map – Lincolnshire Sheet LXIII. 6 (scale 25":1mi)
1906	Ordnance Survey County Series Second Edition Map – Lincolnshire Sheet LXIII.5 (scale 25":1mi)
1907	Ordnance Survey County Series Second Edition Map - Lincolnshire (Parts of Lindsey) Sheet LXII.N.W (scale 6":1mi)
1907	Ordnance Survey of England 3rd Edition– Louth Sheet 103 (scale 1":1mi)
1907	Ordnance Survey First edition map (scale 1":1mi)
1908	Ordnance Survey of England and Wales Louth (Large Sheet Series) - Sheet 14 (scale ½":1mi)
ca. 1910	Finance (1909-10) Act 1910 Valuation Book for Wragby
1912	Ordnance Survey of England and Wales (Second Edition) – Sheet 12 (scale ¼":1mi)
1914	Ordnance Survey of England and Wales (Second Edition) Black Outline Edition Quarter Inch Map – Sheet 3 (scale ¼":1mi)
1920	Ordnance Survey of England and Wales Eastern Counties (N.) ¼ - Inch to One Mile Third Edition Map– Sheet 6 (scale ¼":1mi)
1923	Ordnance Survey of England and Wales Popular Edition Map– Lincoln Sheet 47 (scale 1":1mi)
1923	Ordnance Survey of England and Wales Ministry of Transport Road Map Lincoln and Grimsby - Sheet 14 (scale ½":1mi)
1923	Ordnance Survey of England and Wales Eastern Counties (N.) ¼ - Inch to One Mile, Third Outline Edition – Sheet 6 (scale ¼":1mi)
1929	Ordnance Survey of England and Wales Eastern Counties (N.) Civil Air Edition ¼ - Inch to One Mile, Third Edition– Sheet 6 (scale ¼":1mi)
1929	Ordnance Survey of England and Wales, Lincoln and Grimsby, Outline Edition - Sheet 14 (scale ½":1mi)
1929	Ordnance Survey of England and Wales North Midlands and Lincolnshire ¼ Inch to One Mile, Third Edition - Sheet 6A – (scale ¼":1mi)
ca. 1929	Highways Handover Maps
1932	Ordnance Survey of England and Wales Eastern Counties (N.) Civil Air Edition, ¼ Inch to One Mile, Third Edition – Sheet 6 (scale ¼":1mi)
1934	Ordnance Survey of England and Wales Eastern Counties (N.) Civil Air Edition, ¼ Inch to One Mile, Third Edition – Sheet 6 (scale ¼":1mi)
1935	Ordnance Survey of Great Britain North Midlands and Lincolnshire, Fourth Edition, England & Wales – Sheet 6 (scale ¼":1mi)
1939	Ordnance Survey of England and Wales Lincoln and Grimsby - Sheet 14 (scale ½":1mi)

1940	Ordnance Survey of England and Wales Popular Edition Style (Second War Revision 1940) – Lincoln Sheet 47 (scale 1":1mi)
1947	Ordnance Survey of Great Britain New Popular One Inch Map with National Grid (Provisional Edition) – Gainsborough Sheet 104 (scale 1":1mi)
ca. 1949	Ordnance Survey Provisional Edition - Sheet 53/17 (scale 2½":1mi)
1953	Ordnance Survey County Series Provisional Edition Map - Lincolnshire (Parts of Lindsey) Sheet LXII.N.W (scale 6":1mi)
1953	Ordnance Survey Provisional Edition – Sheet TF17 53/17 (scale 2½":1mi)
1954	Ordnance Survey of Great Britain One Inch to One Mile Map (Seventh Series) – Gainsborough Sheet 104 (scale 1":1mi)
1956	Ordnance Survey Provisional Edition – Sheet TF 17 NW (scale 6":1mi)
1962	Ordnance Survey of Great Britain One Inch to One Mile Map (Seventh Series) – Gainsborough B Sheet 104 (scale 1":1mi)
1969	Ordnance Survey of Great Britain One Inch to One Mile Map (Seventh Series) – Gainsborough Sheet 104 (scale 1":1mi)
28.10.1971	Aerial Photograph Run 13 3694
28.10.1971	Aerial Photograph Run 13 3695
1985	Ordnance Survey Pathfinder Series Sheet TF 07/17 Pathfinder 765 (scale 1:25,000)
1989	Ordnance Survey Landranger Map, Lincoln & Newark-on-Trent 121 (scale 1:50,000)
1999	Ordnance Survey Explorer Map, Lincolnshire Wolds and South 273 (scale 1:25,000)
2002	Ordnance Survey Landranger Map, Lincoln & Newark-on-Trent 121 (scale 1:50 000)
2006	Ordnance Survey Explorer Map, Lincolnshire Wolds and South 273 (scale 1:25,000)
2009-2022	Google Streetview images
2021-2025	Site photographs taken by Lincolnshire County Council
11.01.2025	Photographs of the permissive access notice taken by Lincolnshire County Council
	40 User Evidence Forms
	1 Landowner Evidence Form
	Draft and provisional maps and process files
	Archived Definitive Map Modification Order case files
	Public Path Orders, Evidential Event Modification Orders and Legal Event Modification Orders
	Wragby Parish path survey notes

Draft summary of schedules of the parish path surveys

Lincolnshire County Council permissive path files

Open access & common land records

Highways Act 1980, section 31(5) deposits

Highways Act 1980, section 31(6) deposits

List of Streets

Cambridge Air Photos

Britain from Above Aerial Photos

Wragby Parish File

QGIS Liability for Maintenance Layer

Highways Maintenance Areas Atlas (LID)

FindMyStreet