

Definitive Map of Rights of Way for Leicestershire
Register of Definitive Map Modification Order Applications

Description: Application to Upgrade Footpath W69 to Public Bridleway based on the route's depiction on historical plans and maps as an ancient bridle road. (BHS Reference LEI-0337)			
From: Dunton Road to Stemborough Lane, Leire, following route of Public Right of Way W69.			
Application No.:	M1445	Legal Services Ref. No.:	HTWMT/
Application Status:	(Received/Under Research etc.)		
Geographical Location			
Path No:	W69	Route name (if known):	Moat Lane
Settlement:	Leire		
Parish:	Leire		
District/Borough:	Harborough		
Nearest Town/City:	Lutterworth		
Start Location:			
Start Grid Refs:	Landranger:	SP5276 8995	Eastings,Northings: 45276 28995
End Location:			
End Grid Refs:	Landranger:	SP5295 9048	Eastings,Northings: 45295 29048
Applicant's Name, Address & Postcode: Will Steel, on behalf of the British Horse Society, Abbey Park, Stareton, Kenilworth, Warwickshire, CV8 2XZ.			
Date Received:	28/11/2023	Date Determined:*	
Application Stage(s):			
<ul style="list-style-type: none"> Wildlife and Countryside Act 1981 Sch 14(2) Notice Served and Certified? Yes 			
For Further Information			
Case Officer:	Piers Lindley		
Telephone:	0116 305 0001	Fax:	
Email:	footpaths@leics.gov.uk		
Contents List:			Page:
Application Form			2
Map accompanying the application			3
Additional Documents			4
Inspector's Decision			

* Note the **Determination Date** is the occasion on which Leicestershire County Council formally decided whether or not to make an order in response to this application.

Form PT634

APPLICATION FOR DEFINITIVE MAP MODIFICATION ORDER

WILDLIFE AND COUNTRYSIDE ACT 1981
DEFINITIVE MAP AND STATEMENT FOR THE COUNTY OF LEICESTERSHIRE

Please complete this form and return it together with Form PT636, and any evidence you wish to submit, to: Safe and Sustainable Travel Team, Environment and Transport Department, Leicestershire County Council, County Hall, Glenfield, Leicester, LE3 8RJ.

I Will Steel for and on behalf of The British Horse Society, Abbey Park, Stareton, Kenilworth, Warwickshire. CV82XZ

hereby apply for an Order under Section 53(2) of the Wildlife and Countryside Act 1981, modifying the Definitive Map and Statement for the area by

~~*adding a footpath/bridleway/restricted byway/byway open to all traffic~~

~~*deleting a footpath/bridleway/restricted byway/byway open to all traffic~~

*upgrading to a bridleway, a footpath/~~bridleway/restricted byway~~

~~*downgrading a bridleway/restricted byway/byway open to all traffic~~

~~*varying the particulars in the Definitive Statement relating to a footpath/bridleway/restricted byway/byway open to all traffic~~

(*delete as appropriate)

which runs from... SP52758995

to SP52969048.....

as shown on the attached plan.

I attach copies of the following documentary evidence (including statements of witnesses) in support of this application:

List of Documents

OS Surveyor's drawing 1815
Greenwoods' map Map of the County of Leicestershire 1826
Old Series OS map 1831-1835
OS 6 inch map Leicestershire XLIII.SE 1886
OS 1 inch sheet 169 – Coventry 1897
OS25 inch map Leicestershire XLIII.16 1887
Bartholomew's "half-inch" maps sheet 18 – Birmingham, Leicester 1903
Parish Register Leire 1951
Photographic evidence circa 1990 and 2015
OS map 1901-2
OS map 1920-21

Signed.....

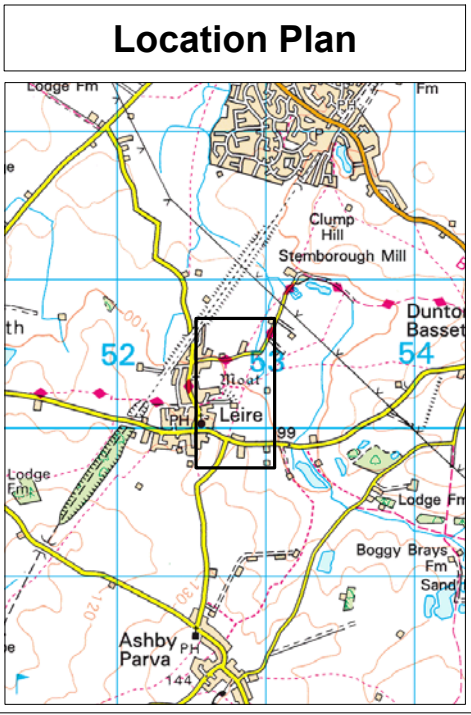
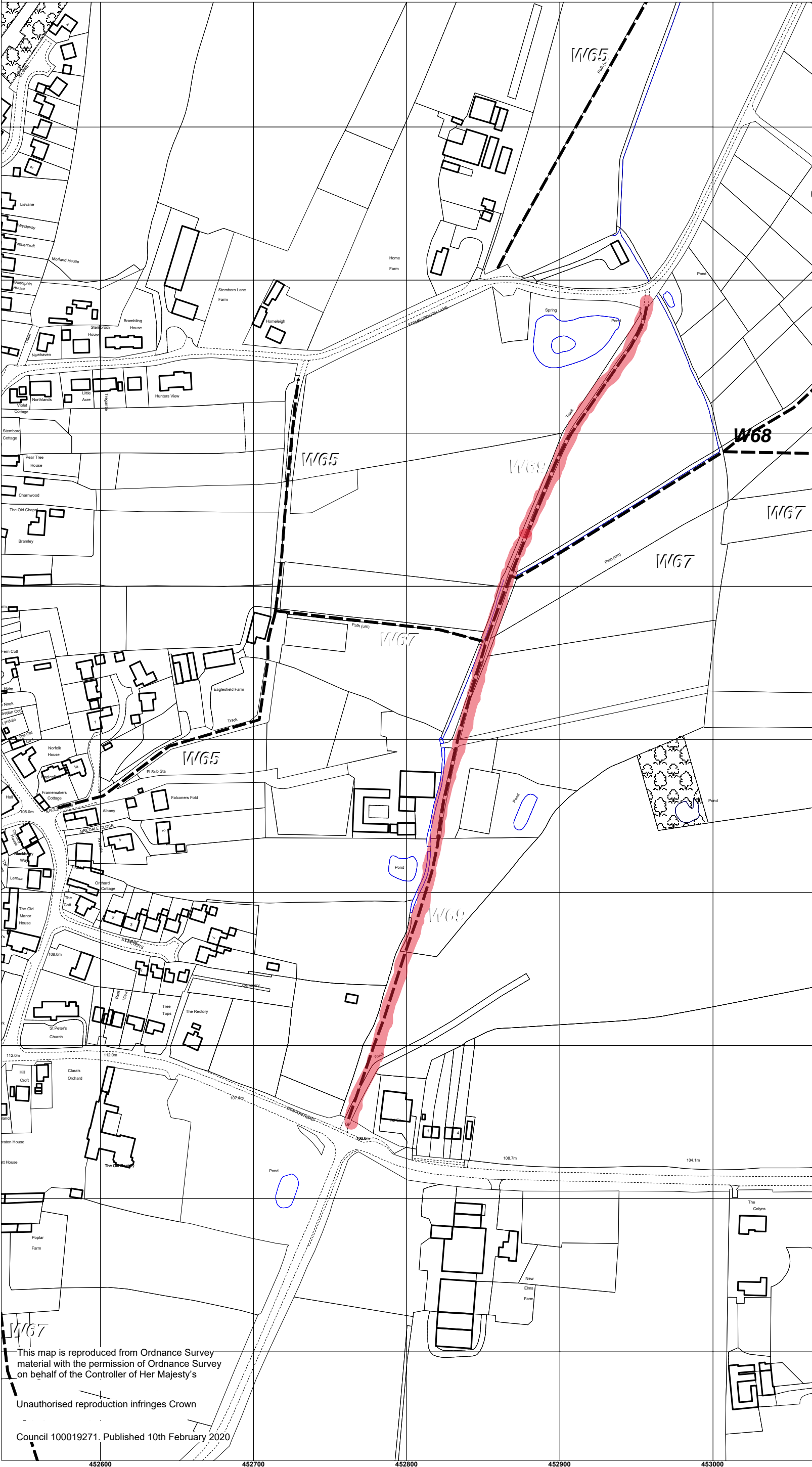


Dated.....28th November 2023.

How we use your information

Any information you provide will be used in accordance with current data protection regulations and other relevant legislation. The information will be used to consider your application for a Definitive Map Modification Order. A copy of your application (including your name and address) will be published online in order to meet statutory requirements. Other personal details (such as telephone numbers, email addresses and signatures) will be removed before publication.

Leicestershire County Council - Alleged Bridleway at Leire Definitive Map Modification Order Application Plan



- Key**
- Claimed Bridleway (Please highlight accordingly)
 - Public Footpaths

Please mark on the map the highlighting it clearly in re

NB: Applicant/Witnesses;
the route shown is the route



100 metres

Environment & Transport Department,
County Hall, Glenfield,
Leicestershire LE3 8RJ
email footpaths@leics.gov.uk
Director; Ann Carruthers



Plan No. A/W69
Scale 1:2500 (when printed at A3)

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's

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Council 100019271. Published 10th February 2020

Wildlife and Countryside Act 1981

**Map to Accompany
Definitive Map Modification Order Application**

**For the upgrade of footpath W69 in the Parish of Leire, Leicestershire as
marked on the map below by the red line A-B**

Applicant's Reference: LEI-0337

24 November 2023



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.

Wildlife and Countryside Act 1981

Summary of Evidence

Definitive Map Modification Order Application

For a route in the Parish of Leire to be shown as a Public Bridleway marked on the map below by the red A-B



Extract from Ordnance Survey 1:25000

Applicant's Reference: LEI-0337

28 November 2023.

Quick reference path facts to assist the Surveying Authority in its investigation

Grid references of ends of route
(approximate)

SP52758995 to SP52969048

1. My name is Will Steel. I am the applicant for the order, for and on behalf of the British Horse Society (BHS). I am employed by the BHS as Head of Access. This application has been prepared based on evidence from various sources collected by volunteers and staff.
2. This application is made because, on the cut off day, 1st January 2031, the effect of 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.
3. 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:
 - (1) 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).
 - (2) 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).
 - (3) Documentary evidence of expenditure that would be unlawful unless the way was a public highway, for example Highway Board records.
 - (4) Documentary evidence of reputation, for example an Ordnance Survey map, coupled with public scrutiny, or evidence of highway status in a landowner produced document.
 - (5) 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 highway network.

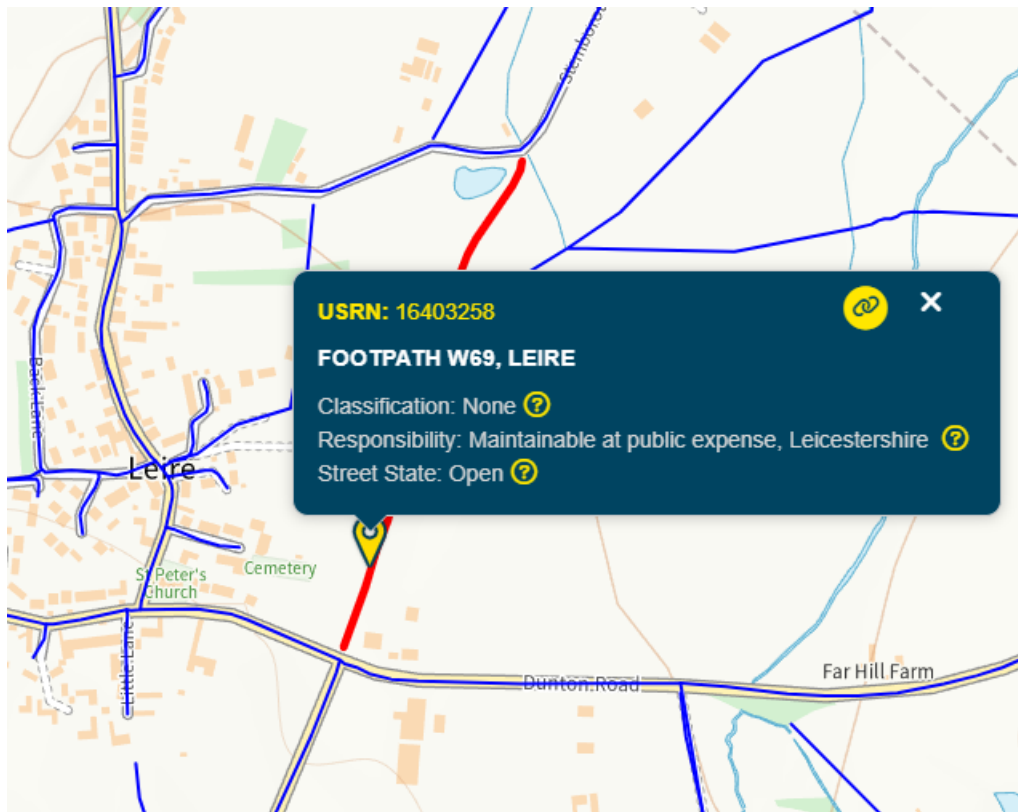
THE APPLICATION ROUTE

4. The application route is shown approximately on the plan above:
 - a) Point A at OSGR SP52758995 from the crossroads of Frolesworth Road, Dunton Road and Leire Lane
 - b) Point B, at OSGR SP52969048 Station Road.
5. The application route is recorded on the Councils' online interactive map as footpath W69



<https://www.leicestershire.gov.uk/roads-and-travel/cycling-and-walking/where-to-walk-in-leicestershire>

6. The application route is annotated on the online National Street Gazetteer maintainable at public expense <https://www.findmystreet.co.uk/map>



7. The images below are from Google earth.



Image 1 is a Google Aerial View with the route indicated with a red line A to B



Image 2 is a Google Streetview image from point A looking north.

DOCUMENTARY EVIDENCE OF HIGHWAY STATUS

8. In order to be able to modify the definitive map and statement, the Surveying Authority needs to have a discovery of evidence which shows, on the balance of probabilities, that highway rights exist. The use of the 'balance of probabilities' test rather than 'beyond reasonable doubt' was confirmed by the High Court in *Todd, Bradley v SOS for EFRA* [2004] 4 All ER 497.

9. The courts have given guidance on how evidence of highway status is to be considered. In *Fortune and Others v Wiltshire Council and Another* [2012] EWCA Civ 334, Lewison LJ said, at paragraph 22,

'In the nature of things where an inquiry goes back over many years (or, in the case of disputed highways, centuries) direct evidence will often be impossible to find. The fact finding tribunal must draw inferences from circumstantial evidence. The nature of the evidence that the fact finding tribunal may consider in deciding whether or not to draw an inference is almost limitless. As Pollock CB famously directed the jury in R v Exall (1866) 4 F & F 922:

"It has been said that circumstantial evidence is to be considered as a chain, and each piece of evidence as a link in the chain, but that is not so, for then, if any one link broke, the chain would fall. It is more like the case of a rope composed of several cords. One strand of the cord might be insufficient to sustain the weight, but three stranded together may be quite of sufficient strength."

10. While no single piece of evidence is conclusive, the applicant believes that taken as a whole the pieces of evidence demonstrate highway reputation over many years, indicating that the route does indeed have highway status.

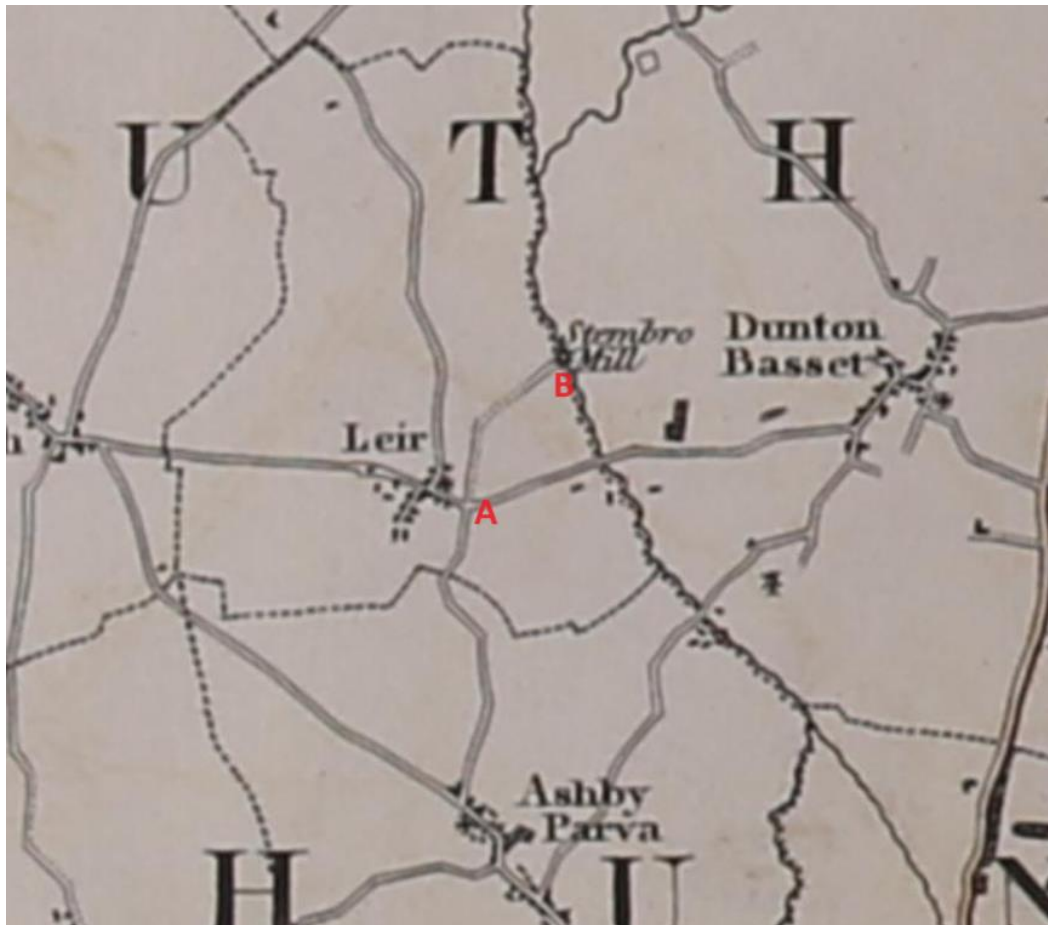
11. OS Surveyor's drawing

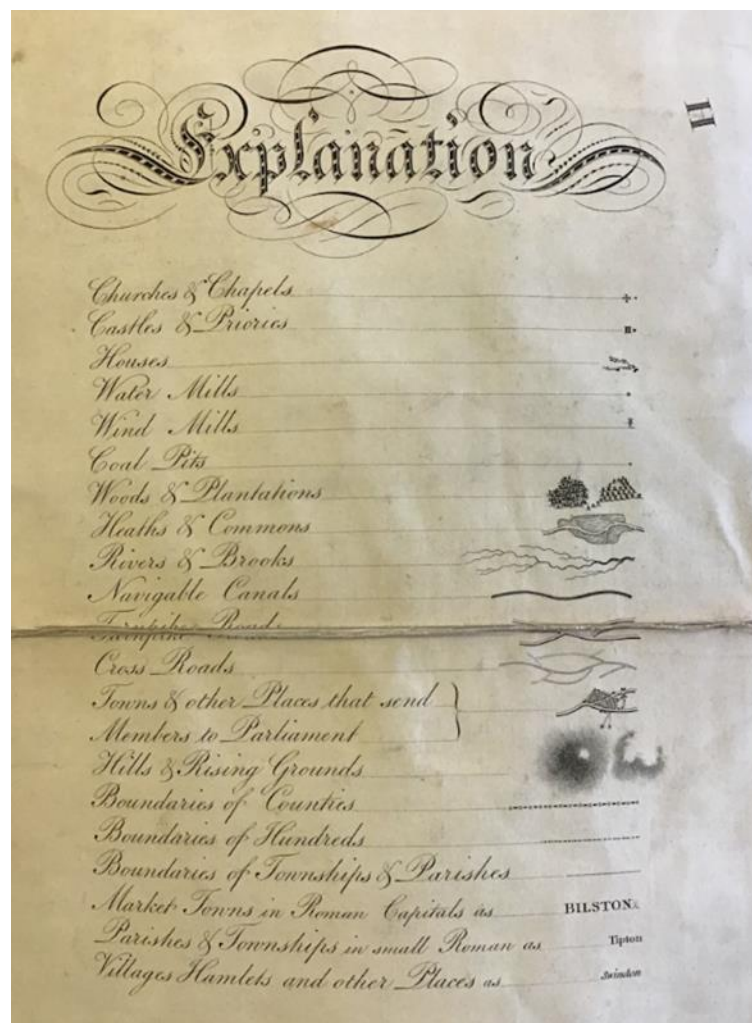
- a) Date 1815
- b) Relevance “The Ordnance Surveyors’ Drawings (OSDs), compiled between 1789 and c.1840, represent the first continuous topographic mapping of England and Wales and are the most detailed record of the landscape preceding full-scale industrialisation in the mid-19th century. These original manuscript maps, drawn primarily at scales of ca. 1:21,120 and 1:31,680, with coastal areas of military significance at ca. 1:10,560, depict the whole of Wales and England south of an east-west Preston-Hull line.” The annotation “indicates field boundaries, land cover, water courses, relief, roads and footpaths, and built features” (British Library, 2013)
- c) Archive Leicestershire County Council
- d) Meaning It is quite clear that a road ran northwards from the cross-roads east of Leir(e) village. Apart from the immediate approach to “Temborough” Mill, which is fenced on both sides, this northwards route is shown with a pecked line to one side and a solid fence or hedge, boundary on the other side. It is also the most important of the three routes which meet at the Mill.
- e) Assessment The application route is shown as part of the highway network with the purpose of connecting the Mill.



12. Greenwoods' map 1826

- a) Date. Map of the County of Leicestershire, published 1826
- b) Relevance. Christopher and John Greenwood aspired to publish maps for all counties of England. The scale was 1 inch to 1 mile and they are considered to be detailed and accurate.
- c) Archive. The map is sourced from the BHS Project 2026 evidence library provided by volunteers.
- d) Meaning. The route is shown as 'road'.
- e) Assessment. The route is shown as part of the highway network and contiguous with modern roads such as Dunton Road, Leire Lane and Frolesworth Road.





13. Old series OS map

- a) Date. 1831-1835
- b) Relevance. “These early maps, with their elaborate hill shading and attention to communication routes, highlight the emphasis given to military use. In time, this military face would soften and the map design was developed to appeal to a much wider audience.” (OS, 2023)
- c) Archive. The map is sourced from the BHS Project 2026 evidence library.
- d) Meaning. The route is shown as ‘road’. This shows the kink in the road from Ashby Parva that took it to the cross-roads east of Leire village so that carts from Ashby Parva could reach Stemborough Mill without going through Leire village.
- e) Assessment. The route is shown as part of the highway network.



14. Ordnance Survey 6 inch Maps.

- a) Date. Leicestershire XLIII.SE, published in 1886
- b) Relevance. The 6" maps were based on and derived from the 25" series. Consequently, they seldom show any topographical differences from the larger scale. However, useful information can sometimes be derived from the particular conventions used to show detail.
- c) Archive. The extract from this sheet below were obtained from the National Library of Scotland at <https://maps.nls.uk/view/101593086>
- d) Meaning. The Characteristics Sheet for the 6" Maps differentiate between main and other roads through the use of a bold boundary on one side of a main road. The claimed route is shown as an unnamed track, similar to the annotation of modern PRoW in the area with little differentiation between footpath and bridleway (see the modern BW W66 and FP W68 as examples). It directly links the road in the south and road on the north with several footpaths branching from it.
- e) Assessment. This series of maps supports the inference that the route has higher rights than footpath being a through route between roads and a more direct route to Stemborough Mill.

[Maps home](#) > [Ordnance Survey](#) > [OS Six-inch England and Wales, 1842-1952](#)

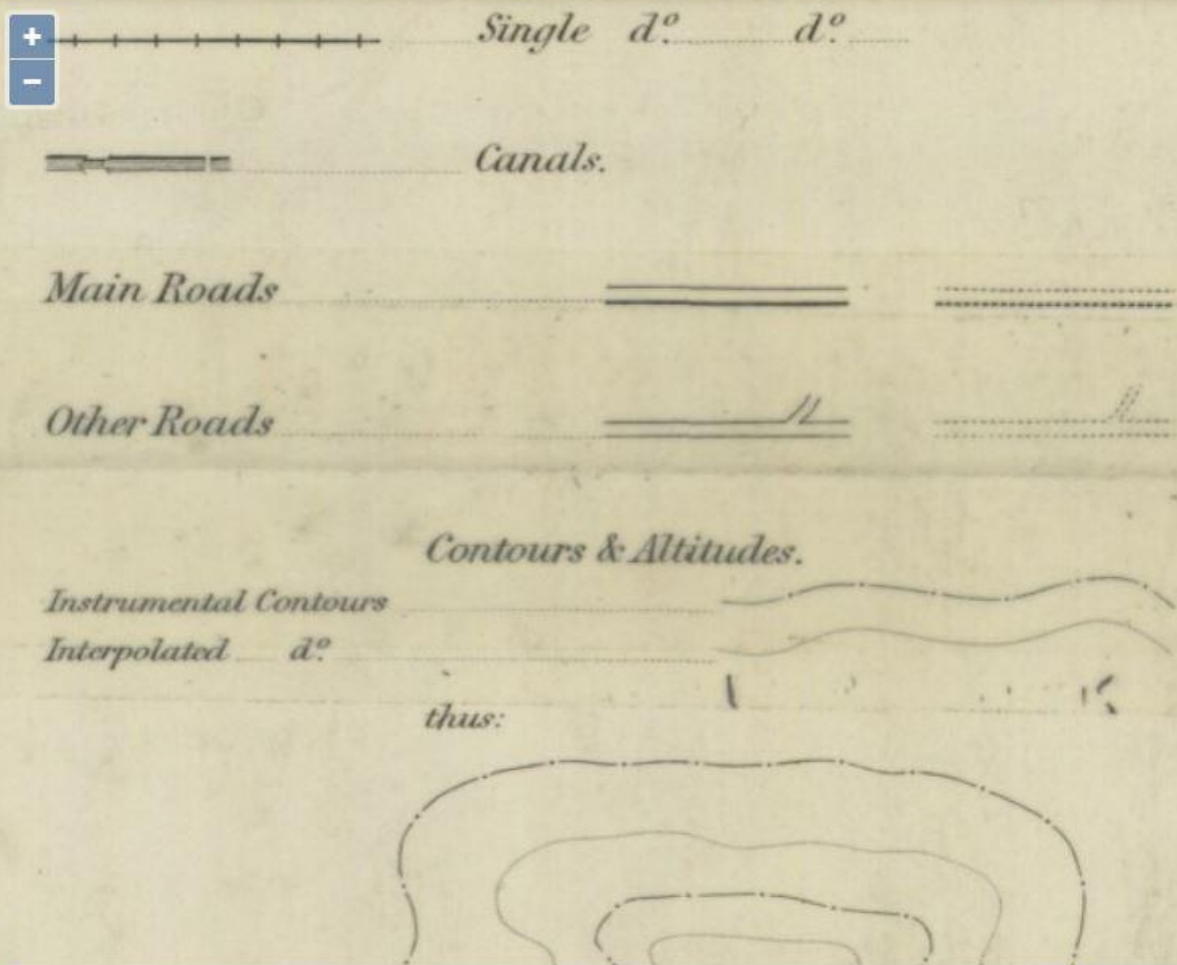


Extract from OS Six-inch map

Ordnance Survey six-inch characteristics sheet
Publication date: 1897

[Maps home >](#)

[Order this map](#)



National Library of Scotland

Share

15. Ordnance Survey 1 inch Maps.

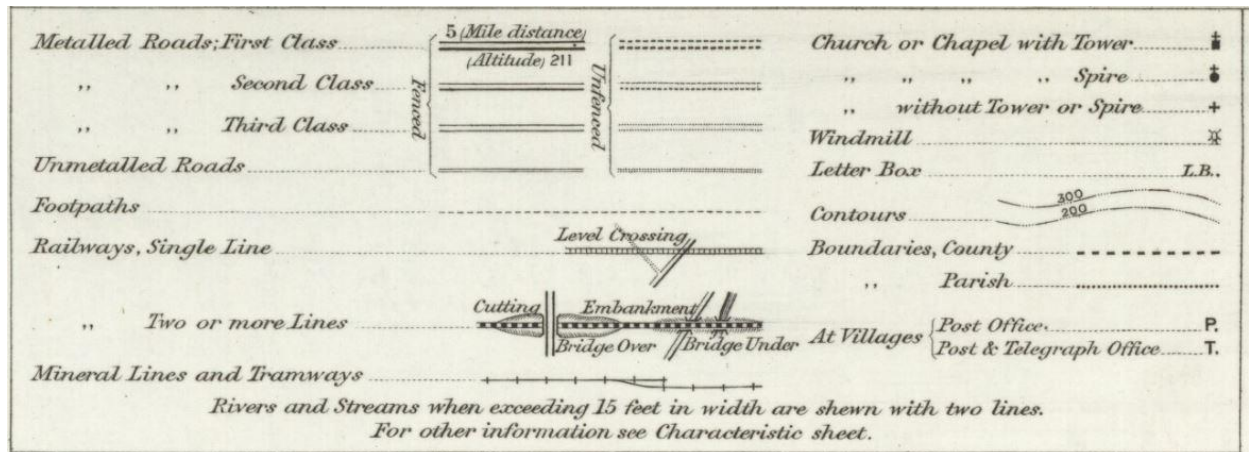
- a) Date. OS sheet 169 - Coventry published 1897
- b) Relevance. These maps were made for sale to the travelling public and thus would only generally show routes of some significance that were available to them. They purported to show physical features that appeared on the ground.
- c) Archive. The extracts from this sheet below were obtained from the National Library of Scotland at <https://maps.nls.uk/view/239764786>
- d) Meaning. The route is shown as “unfenced third class” road.
- e) Assessment. The presentation of the route on the map suggests the route was a public highway.

**Sheet 169 - Coventry**

Surveyed: 1886 to 1887, Published: 1897

Size: Sheet ca. 47 x 62 cm (ca. 18 x 24 inches)
[Maps home](#) > [Ordnance Survey](#) > [One-Inch, England and Wales, Engraved Maps, 187](#)


Extracts from OS 1" Map showing the application route

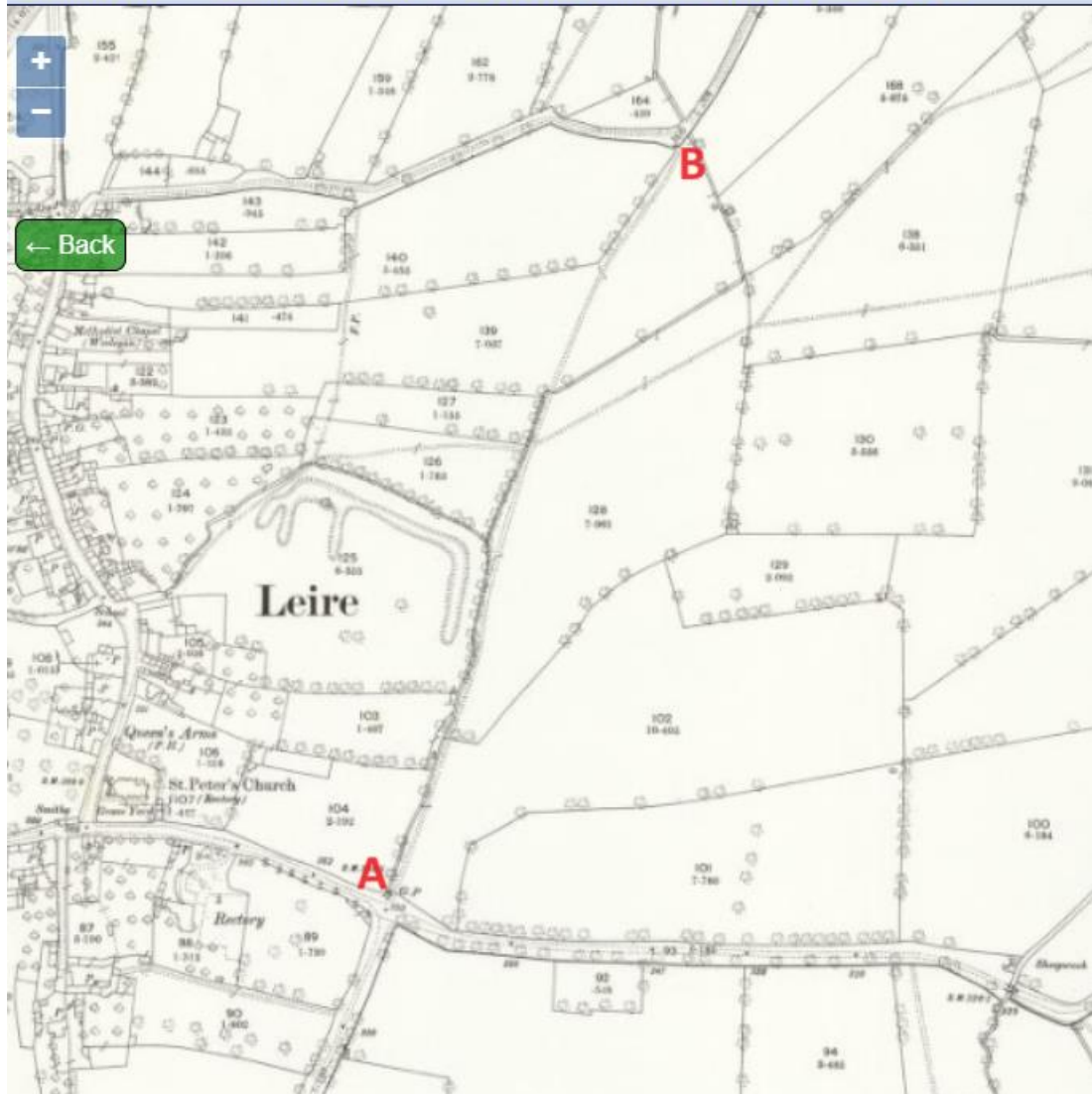


Extract from Key to OS 1" Map

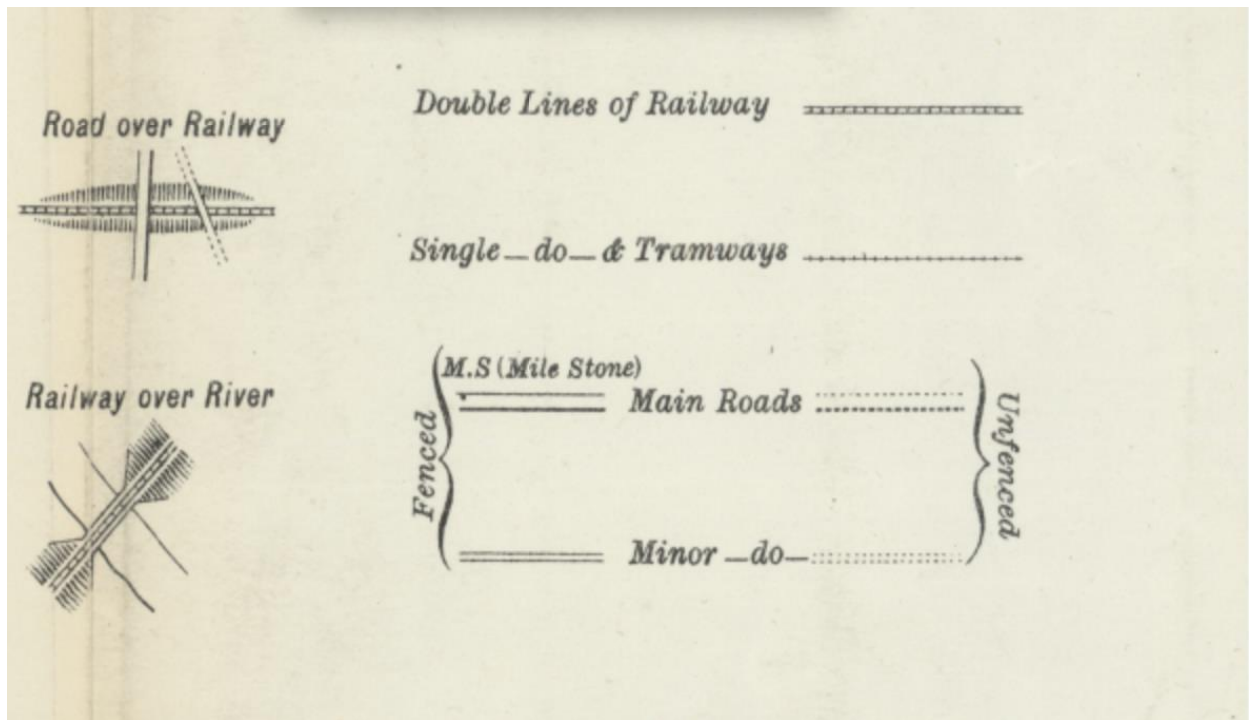
16. Ordnance Survey County Series 25 inch Maps.

- a. Date. Ordnance Survey 25 inch Leicestershire XLIII.16 published 1887
- b. Relevance. The OS County Series 25 Inch mapping was predominantly used for professional purposes rather than for navigation. They are detailed enough to show gates / barriers on roads, tracks and paths. Parcels of land are numbered, and areas shown either under the parcel number or in separate "Area Books" (on some First Edition sheets). Second edition and later maps generally carry the disclaimer "The representation on this map of a Road, Track or (Foot)path is no evidence of the existence of a right of way". However, scrutiny of some of the detail contained along with contemporary published guidance allows some inferences as to status of routes to be drawn.
- c. Archive. The extract from this sheet below was obtained from the National Library of Scotland at <https://maps.nls.uk/view/114595314>
- d. Meaning. The route is shown as an unfenced minor road, annotated wider than the tracks branching east and west from it which are footpaths today.
- e. Assessment. The depiction of the route as connecting to the surrounding network, provides an inference that it was also considered to be part of that highway network. The showing of the route on the map is evidence of reputation and appearance at the time the documents were compiled, suggesting higher rights existed.

[Maps home](#) > [Ordnance Survey](#) > [OS 25 inch England and Wales, 1841-1952](#)



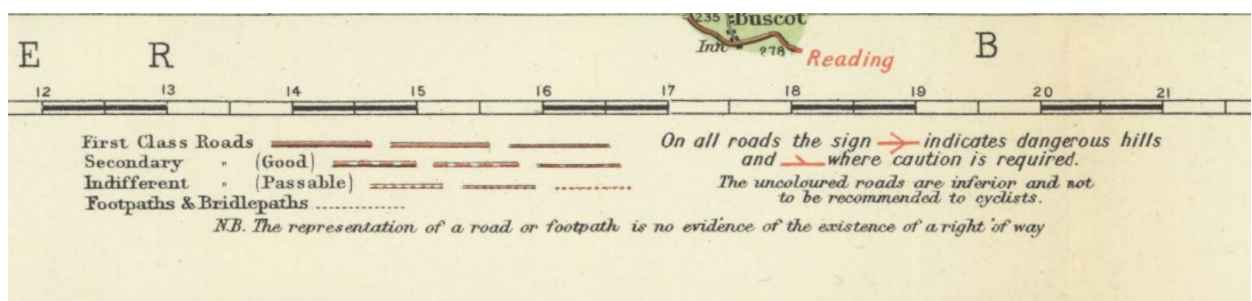
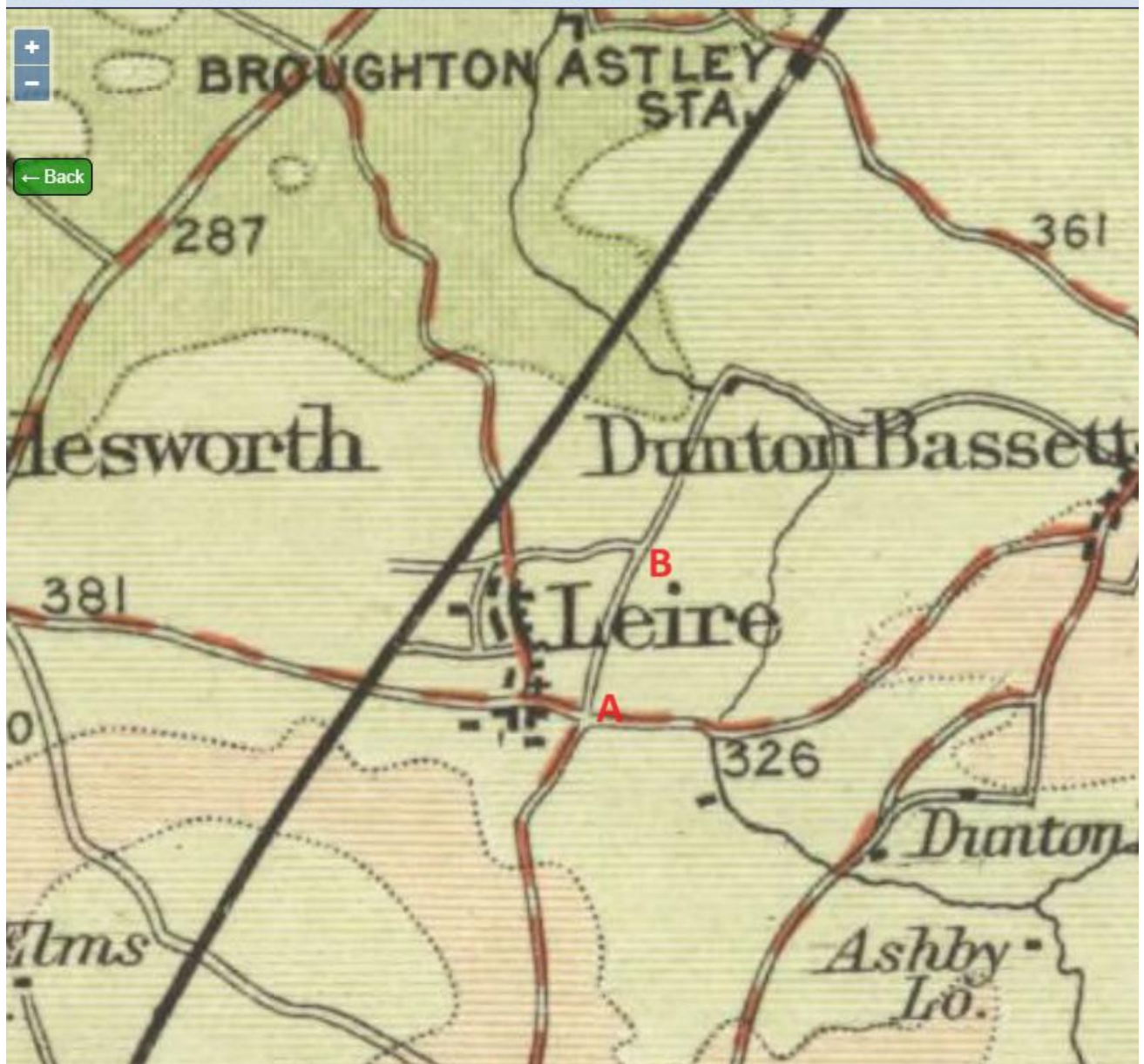
Extracts from OS 25 inch map sheets



OS 25 inch map key

17. Bartholomew's "Half-Inch" Maps of England and Wales, 1902-1906.

- a) Date. This map was produced in 1903 Sheet 18 – Birmingham, Leicester
- b) Relevance. The map was made for sale to the public, particularly for tourists and cyclists and so is unlikely to show routes that the public could not use. It has a key in which different types of route are distinguished. This enables us to draw inferences from how routes are shown.
- c) Archives. An original of the sheet is held by the National Library of Scotland and can be viewed via <https://maps.nls.uk/view/97131065>
- d) Meaning. The application route, is represented as "inferior" road in the same way as the modern Stemborough Lane to which it connects.
- e) Assessment. Although the map carries the standard disclaimer that the representation of a road or footpath is no evidence of a right of way, it remains the case that this map was produced for sale to the travelling public. It seems likely that the disclaimer is to avoid the publishers from finding themselves in the midst of legal action. The application route is shown as a road which is 'Indifferent (passable)', presenting it as a road which is significant as at this time cyclists had no right to use bridleways (s.88 Local Government Act 1888). The depiction of the route in this manner is evidence in favour of the proposition that the application route was considered to have equestrian and probably vehicular rights in 1903.



Bartholomew's Maps Key.

18. Parish Register

- a) Date August 1951
- b) Relevance At the time of the production of the first Definitive Map and Statement in Leicestershire, three categories of public rights of way could be recorded, public footpath, public bridleway and road used as a public path (RUPP).
- c) Archive Leicestershire Archives.
- d) Meaning The Leire Parish Return August 1951 shows, as number 4, "Stembro Lane to Dunton Lane" as "well used" and annotated "(Bridle)" by the surveyors. It is marked as "W69" in red ink in the left margin of the form.
- e) Assessment Prior to reclassification the route conclusively carried at least bridleway rights and thus only limited new evidence of higher rights will be necessary to enable a DMMO, to give effect to this application, to be made and confirmed. That it was claimed on the Leire Parish Return form of 2 August 1951 as "(Bridle)" but on the accompanying map all routes were shown in purple (for footpaths) instead of marking claimed bridle roads in green, as required. This set up a disagreement between the form and the map which was never picked up. This claim wishes to remedy the disagreement, based on the PINS Order Decision in Order Ref: ROW 3184380 re deleting a footpath at Houghton on the Hill.

parish statement_20190315_0001: X

File | C:/Users/FUJITSU/Documents/Hist%20Research/Leire/parish%20statement_20190315_0001_Straightened.pdf

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NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949
SURVEY OF RIGHTS OF WAY

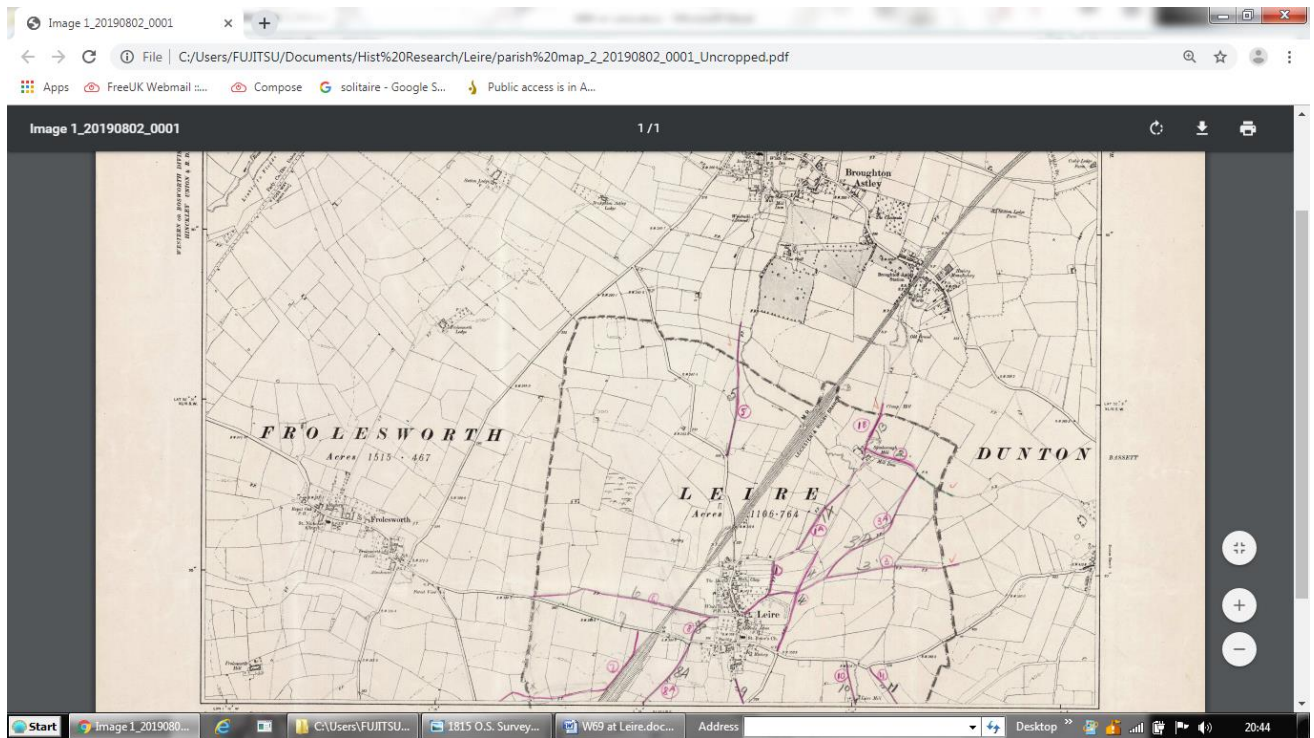
Note: In completing this form due regard should be had to the information contained in the pamphlet "Survey of Rights of Way" issued by the Ministry of Town and Country Planning

(1) Ref. No. on "A"	(2) Kind of Path	(3) Name of path (if any)	(4) Starting and finishing point and concise information about features on the path (vide pages 11, 12 and 13 of pamphlet)	(5) Grounds for believing path to be public	(6) Condition of path	(7) How surveyed i.e. walked, ridden etc.
W15 1	Foot Path		Leire Village to Stembro Lane	Well Used	good	Walked
W15 1A			Stembro Lane to Stembro Mill	Little Used		
W15 1B			Mill to Broughton Ashby	Well Used		
W16 2			Stembro Mill to Dunton Barrow	Little Used		
W16 3			Leire to Dunton Barrow	Little Used		
W16 3A			" Mill Dam	not used		
W16 4			Stembro Lane to Dunton Lane	well used		
W16 5			(Bridle)			
W16 6			Broughton Lane to Broughton Mill	well used		
W16 7	at Path restoration		Leire to Folesworth	not used		
W16 8			Leire via station to Folesworth	well used		
W16 8A			Back Lane to Folesworth Lane	well used		
W16 9			Folesworth Lane to Allsthorpe	little used		
W16 10			Big House Farm to Ashby Lane	Well used		
W16 11			Dunton Lane via Leire Mill	not used		
			Dunton Lane to Dunton Mill	Little Used		

TPP/MS Surveyed by H. Holden E. R. Stevens Address Leire Date Aug. 2. 1951

W. R. Knight

Leire parish return (P2 form)



Map accompanying P2 form. If maps were used as the primary tool for recording status this may explain why the route was recorded as a footpath in spite of the word "Bridle" in its description.

Photographic evidence#1

- a) Date. This photo dates from around the mid-1990's
- b) Relevance. This signpost seems to be one of the old, wooden signposts with raised lettering that would have been installed sometime after WW2 (all signposts were taken down during the war), so possibly both roughly contemporaneous with the Parish Return AND mimicking the signpost that was there in the 1930s.
- c) Archive. The photographer (John Troutt) is no longer with us to help date the photos on P3 but it is estimated that it would be some time in the mid-1990s. This is based on when Mr Troutt gave the photos to Leicestershire and Rutland Bridleways Association, when it was likely that he became interested in the status of paths, and that the photo was taken on colour film and a digital copy was made by an unknown friend of Mr Troutt's. Highway records may reveal more as it is known that Mr Troutt queried the condition of W69, based on its signed status.
- d) Meaning. The photographic evidence infers the route was available on the ground and understood to be part of the Highway as recorded on the P2 form (above).
- e) Assessment. The path to Stemborough Mill was clearly recorded as 'Bridle Road' as part of the local highway network.

Bridalway.BMP



Photograph mid-1990's at point A of the claimed route.

19. Photographic evidence#2

- a) Date. This photo dates from 13 February 2015
- b) Relevance. This is the replacement, modern, metal – and taller – signpost.
- c) Archive. Provided by BHS/LRBA researcher
- d) Meaning. By this time, signposting of Public Rights of Way where they leave the metalled highway would no longer be the task of the county's Highways Department but of the PRow Department, who used a different, green, signpost.
- e) Assessment. The omission of the route to Stemborough Mill from the new signpost is explained in that case as the Rights of Way as part of the Highways Authority service rather than the Highways (roads) Department would have been responsible for waymarking PRow separate to road signage.



Photograph taken 13 Feb 2015

20. Additional evidence

The 1901-02 OS map:



Stemborough and Leir Mills both shown but un-named. The modern Stemborough Lane now seems to be more important than what is now W69, although that is still shown as a solid line.

The 1920-21 OS map:



Stemborough Mill is shown but Leir Mill is no longer identified. Stemborough Lane and W69 shown as they were 20 years earlier.

CONCLUSIONS

21. This document presents evidence from the last 200 years that suggests 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 whole it paints a sound picture of the existence of public rights.
22. Employing the well-established legal maxim 'Once a highway always a highway', in the absence of a stopping up order, it follows that highway rights existed.
23. The applicant requests the surveying authority to upgrade the route A-B on the definitive map as a Public Bridleway.

Date: 28 November 2023.

Name: Will Steel

Position: Head of Access

Organisation: British Horse Society

LEICESTERSHIRE & RUTLAND BRIDLEWAYS ASSOCIATION

PRoW W69 at Leire **Claim by Leicestershire & Rutland Bridleways Association** **that it should be shown on the Definitive Map** **at higher status than Footpath**

Public Right of Way W69 runs from a T-junction on the Dunton Lane to the Stemborough Lane NE of Leire village. Stemborough Lane goes to Stemborough Mill. W69 is currently shown on the Definitive Map and Statement as a footpath.

The grounds for this claim are:

1. That it was claimed on the Leire Parish Return (see P2) form of 2 August 1951 as “(Bridle)” but on the accompanying map all routes were shown in purple (for footpaths) instead of marking claimed bridle roads in green, as required. This set up a disagreement between the form and the map which was never picked up. This claim wishes to remedy the disagreement, based on the PINS Order Decision in Order Ref: ROW 3184380 re deleting a footpath at Houghton on the Hill.
2. Until the mid-1990s a wooden signpost stood at the road junction at the southern end of W69 saying “Bridle Road Stemboro’ Mill” on its fourth arm (see P3). This indicates that either the parish or the highways department, or both, considered that the route had bridleway status. The signpost was probably erected when the signposts taken down in WW2 were reinstated.
3. There is considerable, consistent, map evidence dating back to an 1815 OS surveyor’s drawing and continuing to the 1930s, that W69 was considered to be a road. (P5 et seq). Maps were of interest and use to travellers, so up to c.1920 they concentrated on the routes travellers could use – mainly on wheels but some maps also showed routes that ridden horses could take. W69 is almost consistently shown as a road.

Although all this material was in existence it is very unlikely – given the cramped, minimal and rather careless way the Parish Return was completed – that *any* map evidence was considered by the Parish before the Return was made, so it can all be considered as ‘new’ evidence.

Further information and explanation is given at the appropriate points in the evidence below.

Vicky Allen

President & Networks Officer

Leicestershire & Rutland Bridleways Association

c/o 123 Park Road, Loughborough, LE11 2HD

The Leire Parish Return August 1951 shows, as number 4, “Stembro Lane to Dunton Lane” as “well used” and annotated “(Bridle)” by the surveyors. It is marked as “W69” in red ink in the left margin of the form.

parish statement_20190315_0001

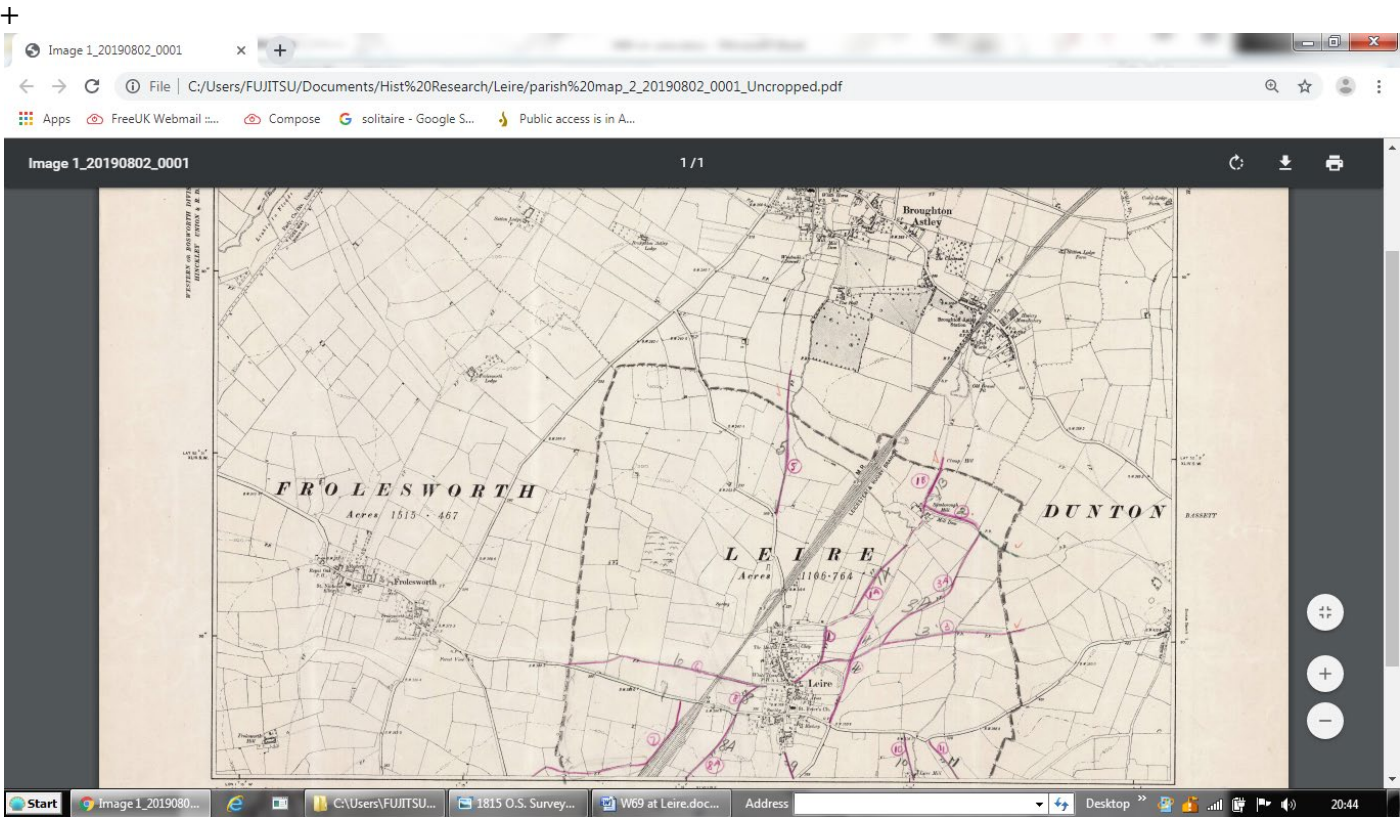
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NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949
SURVEY OF RIGHTS OF WAY

Note: In completing this form due regard should be had to the information contained in the pamphlet "Survey of Rights of Way" issued by the Ministry of Town and Country Planning

(1) Ref. No. on map	(2) Kind of Path	(3) Name of path (if any)	(4) Starting and finishing point and concise information about features on the path (vide pages 11, 12 and 13 of pamphlet)	(5) Grounds for believing path to be public	(6) Condition of path	(7) How surveyed i.e. walked, ridden etc.
W65 1	Foot Path	Leire Village to Stembro Lane	Leire Village to Stembro Lane	well used	good	Walked
W65 1A		Stembro Lane to Stembro Mill	Stembro Lane to Stembro Mill	Little used		
W66 2		Mill to Broughton Station	Mill to Broughton Station	well used		
W66 3		Stembro Mill to Dunton Lane	Stembro Mill to Dunton Lane	Little used		
W67 3A		Leire to Dunton Lane	Leire to Dunton Lane	Little used		
W68 4		Mill Dam	Mill Dam	not used		
W69 4		Stembro Lane to Dunton Lane (Bridle)	Stembro Lane to Dunton Lane (Bridle)	well used		
W69 5		Broughton Lane to Broughton Mill	Broughton Lane to Broughton Mill	well used		
W70 6		Leire to Frolesworth	Leire to Frolesworth	Not used		
W71 7	ad. Path to Station	Leire via Station to Frolesworth	Leire via Station to Frolesworth	well used		CHA
W71 8A		Back Lane to Frolesworth Lane	Back Lane to Frolesworth Lane	well used		
W72 9		Frolesworth Lane to Allthorpe	Frolesworth Lane to Allthorpe	Little used		
W73 10		My Horse Farm to Ashby Lane	My Horse Farm to Ashby Lane	Well used		
W74 11		Dunton Lane via Leire Mill	Dunton Lane via Leire Mill	Little used		
W74 11		Dunton Lane to Dunton Mill	Dunton Lane to Dunton Mill	Little used		

TP/NS Surveyed by A. Holden & J. Stevens Address: Leire Date: Aug. 25 1951



On the accompanying map the parish showed all its routes in purple (for footpaths) instead of showing bridle routes in green. If maps were used as the primary tool for recording status this may explain why the route was recorded as a footpath in spite of the word “Bridle” in its description.

Nevertheless the route was signposted as “Bridle Road Stembro Mill” on a roadside signpost at the junction of Leire Lane and Dunton Lane, just east of Leire village. See the pair of photos on page. 3



This signpost seems to be one of the old, wooden signposts with raised lettering that would have been installed some time after WW2 (all signposts were taken down during the war), so possibly both roughly contemporaneous with the Parish Return AND mimicking the signpost that was there in the 1930s. (See discussion below re 1936 OS map).

IF Leire Parish had been consulted about the new signpost, it is at least possible that they would have said that there had been a 4th arm and that it indicated a bridleway to Stemborough Mill.

The photographer (John Troutt) is no longer with us to help date the photos on P3 but it is estimated that it would be some time in the mid 1990s. This is based on when Mr Troutt gave the photos to LRBA, when it was likely that he became interested in the status of paths, and that the photo was taken on colour film and a digital copy was made by an unknown friend of Mr Troutt's. Highway records *may* reveal more as it is known that Mr Troutt queried the condition of W69, based on its signed status.

The photo below, taken by me on 13 February 2015, show the replacement, modern, metal – and taller – signpost. By this time signposting of Public Rights of Way where they leave the metalled highway would no longer be the task of the county's Highways Department but of the PRow Department, who used a different, green, signpost. The omission of the route to Stemborough Mill from the new signpost is, to that extent, understandable.



General Evidence:

Stemborough Mill: is a water mill. A mill on this site was mentioned in the Domesday Book. It was in use until 1946. (Source: *A Brief History of Leire*, Leire Village History Group, Aug 1992).

The map evidence, and that it is directly opposite a road from Ashby Parva which kinks to meet W69, possibly indicates that it was originally an Ashby Parva mill rather than a Leire mill.

Leire Enclosure Award, 1780 Researched 8 Dec 2016 at LLRRO. The Award has no map. It lists 4 roads – all of which correspond with modern roads.

Also Mill Road - at the beginning of the text on Public Foot Roads “of a breadth of four feet”. By comparison with the Allotment of Arthur Fawkes, this turns out to be the road to Leire Mill on S side of the Dunton road, not a route to Stemborough Mill to the NE of the village. See the OS Surveyor’s drawing below and the Old Series OS map on P8 below.

Map Evidence: - presented in date order regardless of source.

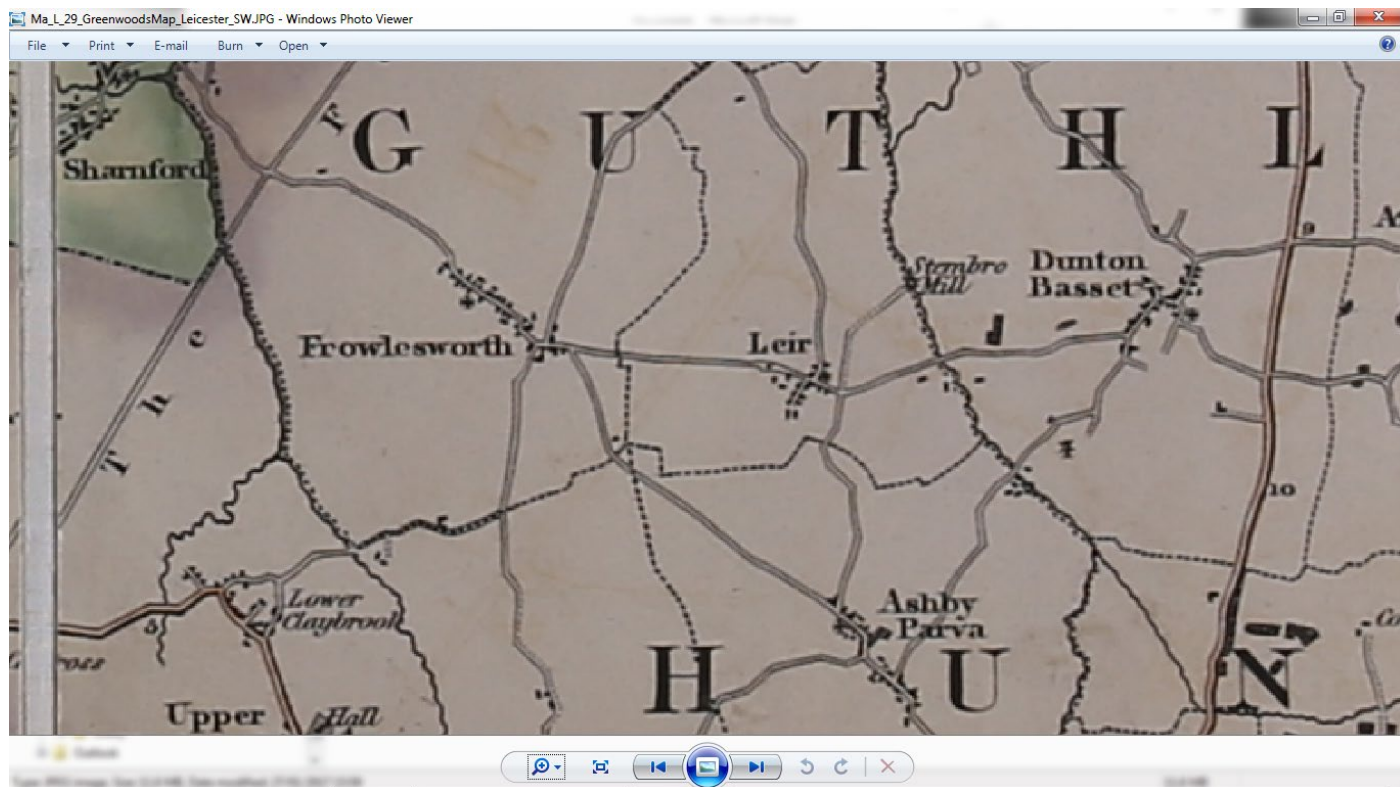
Prior 1777 – only the road heading NW out of Leire village shown.

Mr King 1806 – this part of Leics unmapped

The earliest map evidence is the 1815 OS Surveyor’s drawing below from The National Archives, which came into the possession of the County Council c.2004 when a researcher was employed to support the *Discovering Lost Ways* process.: It is quite clear that a road ran northwards from the cross-roads E of Leir village. Apart from the immediate approach to “Temborough” Mill, which is fenced on both sides, this northwards route is shown with a pecked line to one side and a solid, i.e fence or hedge, boundary on the other side. It is also the most important of the three routes which meet at the Mill.



Greenwoods' Map of 1826 shows road from Ashby Parva to Stembro Mill – below. Taken from a copy in LLRRO and provided digitally by them. The part heading slightly E of N from the cross roads E of Leir is the current FP W69. The section heading NE to the Mill is currently road. This map would relate Stemborough Mill to Ashby Parva rather than Leire.



This is reproduced from a digital copy of the Greenwoods' map provided by the Leicester, Leicestershire & Rutland Record Office for use by the Unrecorded Ways Research Group.

LLRRO also provided digital copies of Mr King's Map of 1806 and the 1936 OS one-inch map reproduced below on P12.

Copies of all three digital versions are held by the PRow Dept at County Hall.

OS one-inch maps. A sequence of images is provided from the Cassini re-projections of OS one-inch maps plus a 1936 map of the Leicester area held in the County Record Office from which they have provided a digital copy.

Early versions of the one-inch OS maps seem to be very rare. All reproductions are based on later versions which, for the countryside, were only amended when and where canals and railways were built.

The key to the 1936 map is shown on P12 and it is likely that the 1901-02 and 1920-21 maps in the Cassini sequence used a similar hierarchy for their roads.

Cassini Historical Map
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The 1831-1835 Old Series OS map:



This shows the kink in the road from Ashby Parva that took it to the cross-roads east of Leire village so that carts from Ashby Parva could reach Stamborough Mill without going through Leire village.

Normally, it would be expected that such a local road would be directly village to village.

“Leir Mill” is shown to the S side of the road to Duntun Bassett.

The 1901-02 OS map:



Stemborough and Leir Mills both shown but un-named. The modern Stemborough Lane now seems to be more important than what is now W69, although that is still shown as a solid line

The 1920-21 OS map:

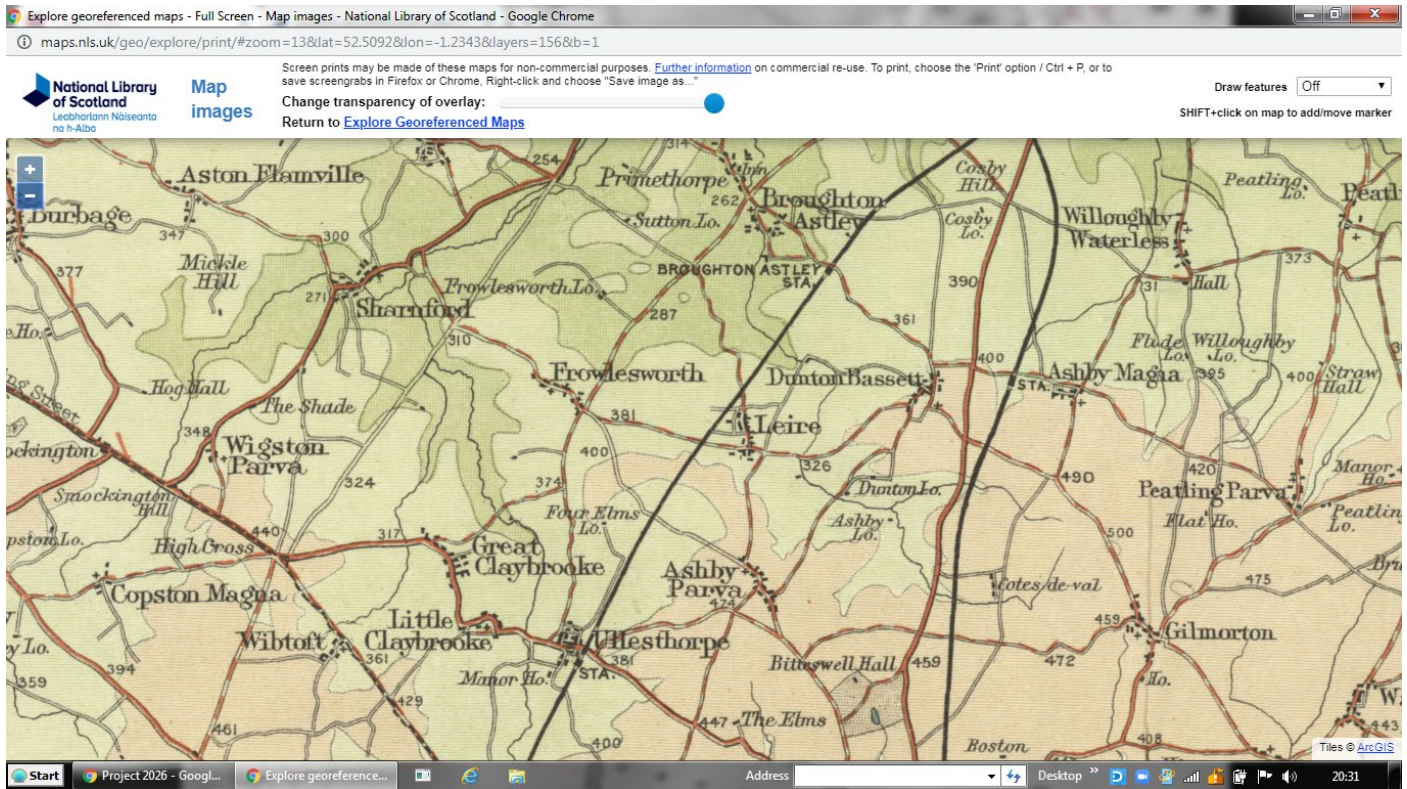


Stemborough Mill is shown but Leir Mill is no longer identified. Stamborough Lane and W69 shown as they were 20 years earlier.

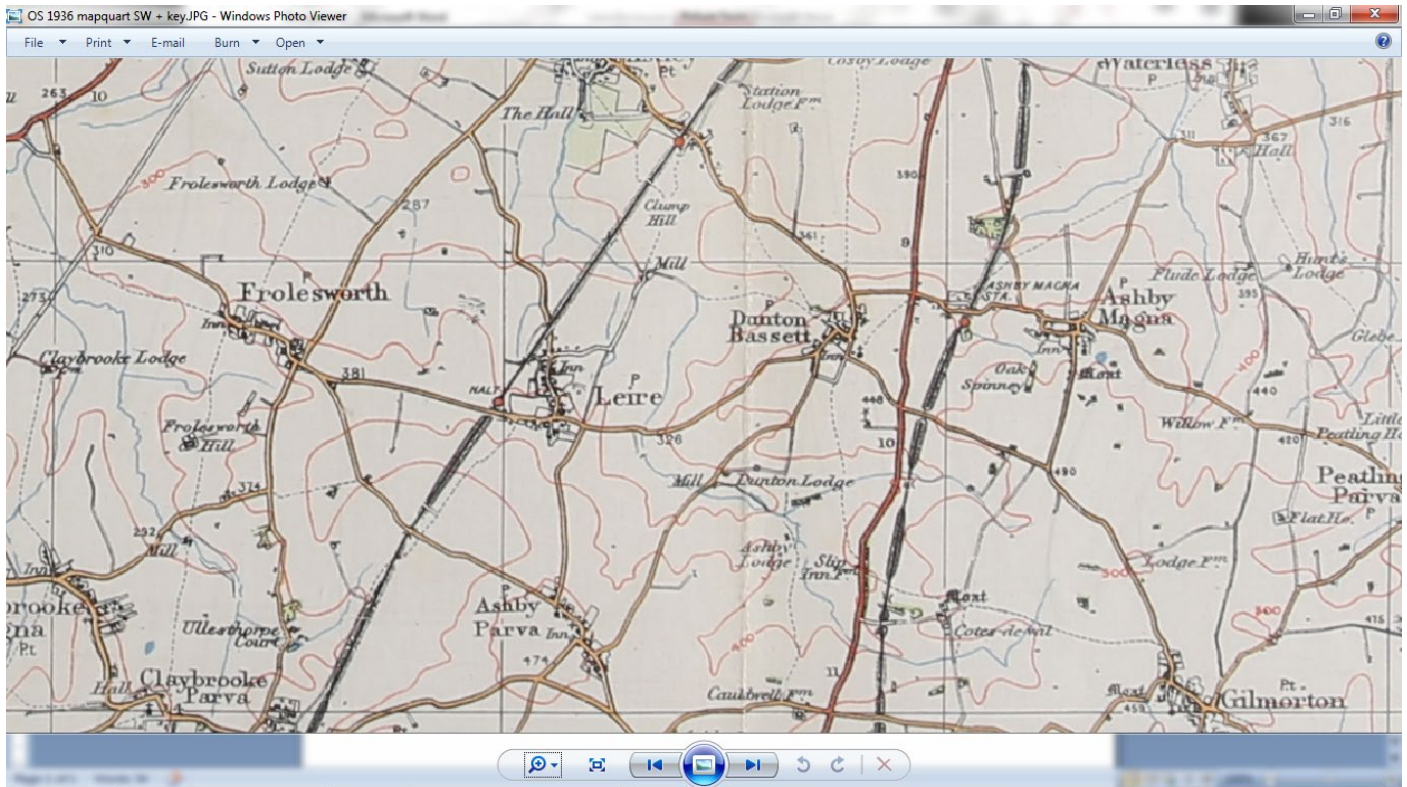
Bartholomew map – source National Library of Scotland.

These maps were sold in the first part of the 20th century to motorists and cyclists interested in visiting new areas. There was a keen need to know of the existence of through routes. Also for the colouring etc used to provide some indication of the likely quality of a route. Bartholomew invited its customers to supply information so that it could update route information at the next printing.

The route shown running eastwards from the unmarked location of Stemborough Mill to Dunton Bassett is now BW W66.



The 1936 Leicester Area OS map: taken from a map in LLRRO/.



The key (below) to the OS 1936 map (above) shows that W69, as a single black line, was considered to be a Minor Road, whilst the road from Leire village to the Mill, in white, was considered to be a narrow Motor Road but in Bad condition, the current W69 was shown as a Minor Road. It was not shown by the dots denoting “Bridle & Footpaths” so the OS obviously considered it to be superior to the track running E from the Mill to Dunton Bassett – shown with dots – that is now Bridleway W66

