
APPLICATION FORM

FOR A MODIFICATION TO THE DEFINITIVE MAP AND STATEMENT WILDLIFE AND COUNTRYSIDE ACT 1981

To: The Outdoor Recreation Manager, Outdoor Recreation, Shropshire Council, Shirehall, Abbey Foregate, Shrewsbury. SY2 6ND

I, **Will Steel**, for and on behalf of the **British Horse Society**, of Abbey Park, Stareton, Kenilworth, Warwickshire. CV8 2XZ.

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 the *bridleway* which runs from Point A (OSGR SJ6308 3516) to Point E (OSGR SJ6428 3623) and Point D (OSGR SJ6454 3578) to Point F (OSGR SJ6540 3520) **and** shown on the map accompanying this application.

I attach copies of the following documentary evidence [including statement of witnesses] in support of this application:-

- ***Natural England Discovering Lost Ways Case File SH/ 126/001 BHS which contains copies of the following documents or extracts thereof:***
- Non-Ordnance Survey Commercial Map, SHR R BAUGH 1808 sheet 2, entitled "To the Right Honourable EDWARD EARL OF POWIS (...) dated 1808
- Ordnance Survey Surveyors Drawings, BL 209, dated 1817
- Non-Ordnance Survey Commercial Map, SHR GREENWOODS 1827, entitled "Map of the County of SALOP FROM AN ACTUAL SURVEY Made in the Years 1816 & 1827 (...)", dated 1827
- Ordnance Survey 1" Old Series, SHR Ordnance Survey Old Series 1": 1 mile, entitled "Folder 1 1833-35", dated 1833-35
- Tithe Apportionment, TNA IR 29/29/226, entitled "Apportionment of the Rent Charge in lieu of Tithes in the Chapelry Parish or Place of Moreton Say in the County of Salop.", dated 1837
- Tithe Map, TNA IR 30/29/226, entitled "PLAN of the Parish of MORETON SAY in the County of SALOP ", dated 1838
- Estate Map, SHR 552/12/176/193, entitled "PLAN OF PART OF THE STYCHE ESTATE the property of Lord Powis 1861", dated 1861
- Railway Plan, SHR DP 415, entitled "Drayton Junction Railway Plans & Sections", dated 1862
- Railway Section, SHR DP 415, entitled "Drayton Junction Railway Plans & Sections", dated 1862
- Railway Book of Reference, SHR DP 415, entitled "DRAYTON JUNCTION RAILWAY Book of Reference", dated 1862
- Railway Plan, SHR DP/414, entitled "DRAYTON JUNCTION RAILWAY. Plans and Sections, SESSION 1862 - 3", dated 1862-3
- Railway Section, SHR DP/414, entitled "DRAYTON JUNCTION RAILWAY. Plans and Sections, SESSION 1862 - 3", dated 1862-3
- Railway Book of Reference, SHR DP/414, entitled "Session 1862-3. DRAYTON JUNCTION RAILWAY. Book of Reference.", dated 1862-3
- Railway Plan, SHR DP/431, entitled "DRAYTON JUNCTION RAILWAY. Plans and Sections, SESSION 1863-4", dated 1863-4

- Railway Book of Reference, SHR DP/431, entitled "SESSION 1863-4. DRAYTON JUNCTION RAILWAY. Book of Reference ", dated 1863-4
- Railway Book of Reference, SHR DP/479, entitled "BIRKENHEAD, NORTH WALES AND STAFFORD RAILWAY. BOOK OF REFERENCE. November, 1872.", dated November 1872
- Railway Plan, SHR DP/479, entitled "BIRKENHEAD, NORTH WALES AND STAFFORD Railways. Plans and Sections. SESSION 1873", dated 1873
- Railway Section, SHR DP/479, entitled "BIRKENHEAD, NORTH WALES AND STAFFORD Railways. Plans and Sections. SESSION 1873.", dated 1973
- Ordnance Survey 25" 1st Edition, BL Vol 687 (39), entitled "Shropshire (Northern Division) Sheets XV.4, VIII.16 & IX.13 - Moreton Say Parish", dated 1879
- Ordnance Survey 25" 2nd Edition, BL 1598(16), entitled "SHROPSHIRE SHEETS XV.4, VIII.16 & IX.13", dated 1899
- Finance Act Survey Map, TNA IR 132/4/137, entitled "SHROPSHIRE SHEET XV.4 - SECOND EDITION 1901", dated 1909/1910
- Finance Act Survey Map, TNA IR 132/4/75, entitled "SHROPSHIRE SHEET IX.13 - Second Edition 1901", dated 1909/1910
- Finance Act Survey Map, TNA IR 132/4/63, entitled "Cheshire Sheet VIII.16", dated 1910
- Finance Act Survey Field Book, TNA IR 58/75910, entitled "VALUERS FIELD BOOK Parish of Moreton Saye nos 1 - 100", dated 1910

I/We understand that the information I/we have provided may be imparted to third parties.



Signed:

Date: 03/09/2020

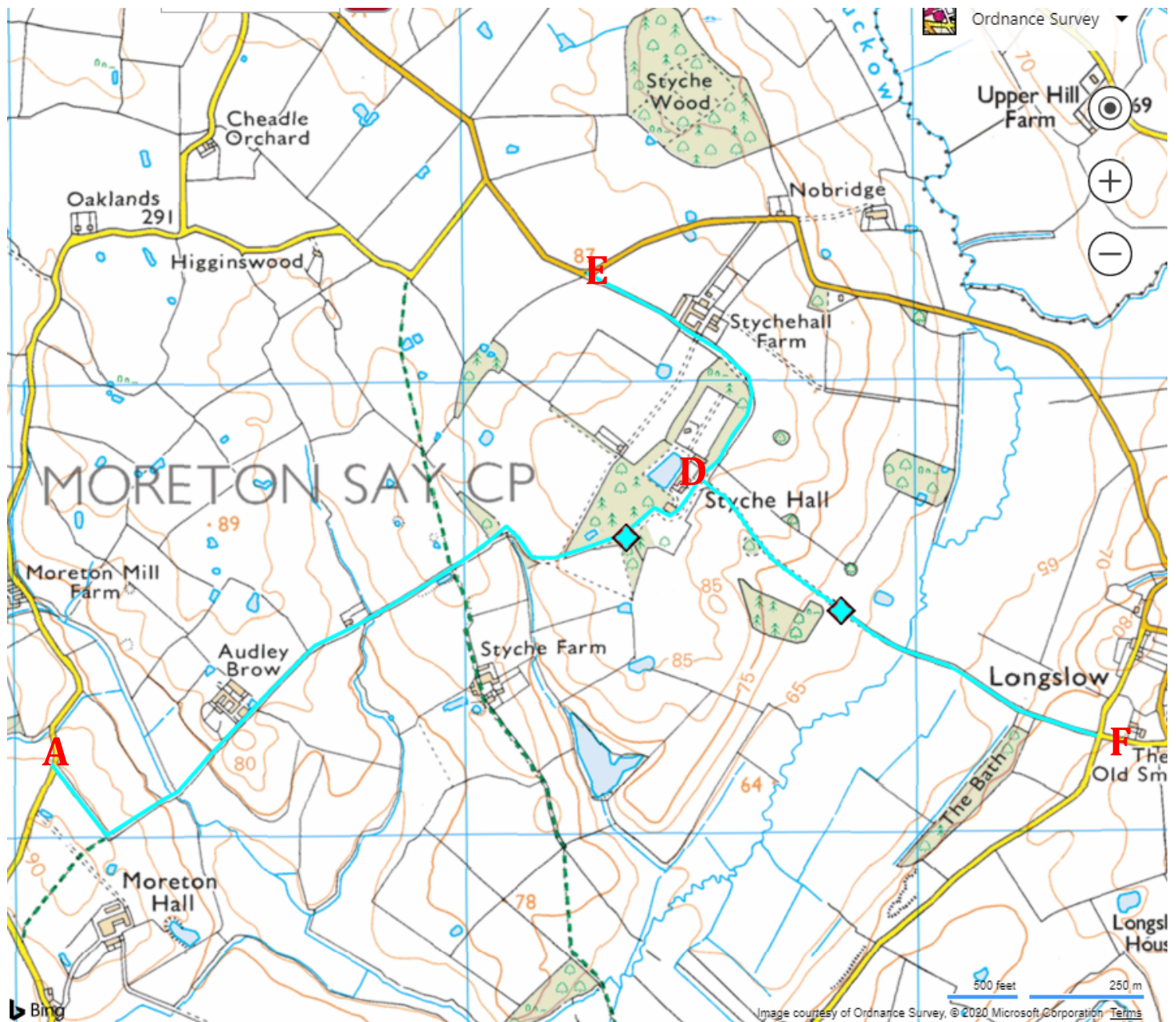
Wildlife and Countryside Act 1981

Map to Accompany Definitive Map Modification Order Application

For a route at Styche Hall Farm in the Parish of Moreton Say, Shropshire to be shown as a Public Bridleway

Applicant's Reference: DLW SH/126/001

03 / 09 / 2020



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)



Client:

**Natural England
Discovering Lost Ways Project**

Case File Ref. No.	SH/126/001
Name	Un-named
Historic County	Shropshire
Sub-Unit	Shropshire Sub-unit 1
Parish(es)	Moreton Say
Surveying Authority	Shropshire County Council
Definitive Map Ref. No.	None
Other Designation(s) Ref. No.	None
Route Length	3606 metres
OS 1:10,000 Sheet(s)	SJ63NE, SJ63NW
Grid Ref (start)	SJ6308 3516
Grid Ref (end)	SJ6540 3520
ARU ASSESSMENT OUTCOME	
Status/Class	Public carriageway
Strength	Tentative
Comment	Part shown un-coloured and excluded in the hereditaments on the finance act map, described as a 3rd class metalled road on the OS 1" New Series

Date:

02 May 2008

LandAspects
Rowan House
Lloyd Drive
Ellesmere Port
Cheshire CH65 9HQ

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1. Summary of Findings

Case file SH/126/001 was included in the research scope by Shropshire County Council during the course of research due to the discovery of evidence suggesting the existence of a public right of way.

The Finance Act Survey Records demonstrate evidence for the route. The length A – C is shown uncoloured and excluded from hereditaments while part of length D – E is also shown uncoloured and excluded from hereditaments. This suggests that part of the route was considered to be a public highway at the time of the Finance Act Survey, but does not in itself provide evidence about the class of rights that existed over it. The remaining lengths of the route are shown included within hereditaments. The corresponding entries in the field book provide a deduction for public rights of way but these entries are inadequately accounted for on the map, owing to map showing a number of routes running through the same hereditament. Two Tithe Survey map demonstrate evidence for the route. The Tithe Survey map, IR 30/29/226, demonstrates evidence for whole route. The length A – E and D - F is shown both specifically numbered and within a numbered parcel. There is however no evidence for the route in the associated apportionment. Length D – F is shown as a through-route on the map. The Tithe Survey map, IR/30/29/112, demonstrates evidence for length D – F of the case file route. The route is shown specifically numbered and is subsequently described as a “Road” in the associated apportionment.

Four Deposited Railway Records demonstrate evidence for the route, which date between 1862 & 1873. The Deposited Railway plan, Drayton Junction Railway Plans & Sections, demonstrates evidence for part of the route (B – C). The plan shows the route specifically numbered and within the Limits of Deviation. The section shows the route with the status quoted as 'public' in this case a "Public Road". The book of reference describes the route as 'public' in this case a "Public highway" and the owner of the route is described as a public body with the implied responsibility for maintenance of public highways. The Deposited Railway plan, DRAYTON JUNCTION RAILWAY Plans and Sections, SESSION 1862 - 3, demonstrates evidence for part of the route (B – C). The plan shows the route specifically numbered and within the Limits of Deviation. The section shows the route with the status quoted as 'public' in this case a "Public Road.". The book of reference describes the route as 'public' in this case a "Public Highway" and the owner of the route is described as a public body with the implied responsibility for maintenance of

public highways. The Deposited Railway plan, DRAYTON JUNCTION RAILWAY Plans and Sections, SESSION 1863-4, demonstrates evidence for part of the route (B – C). The plan shows the route specifically numbered and within the Limits of Deviation. The section shows the route with the status quoted as 'public' in this case a "Public Road". The book of reference describes the route as 'public' in this case a "Public highway" and the owner of the route is described as a public body with the implied responsibility for maintenance of public highways. The Deposited Railway plan, BIRKENHEAD, NORTH WALES AND STAFFORD Railways Plans and Sections SESSION 1873, demonstrates evidence for part of the route (B – C). The plan shows the route specifically numbered and within the Limits of Deviation. The route is further annotated as a through route on the plan. The section describes the route as a "Road" and the book of reference describes the route as an "Occupation road".

Two Non-Ordnance Survey Commercial maps demonstrate evidence for the route. On Baugh's map part of length D – F is described under the heading "By-roads" in the map key. On Greenwood's map the whole route is shown on map and described under the heading "Cross Roads" in the map key. For the purposes of Discovering Lost Ways research, the identification of a route as a cross road is taken as evidence of reputation of the route as a highway, but is not taken in itself to provide evidence of the class of these rights above that of a bridleway. The length A - B is on a slightly different alignment to the actual case file route. However, the researcher has interpreted this as an inaccuracy with Greenwood's map and interprets this as evidence of length 'A – B'.

The Ordnance Survey 1" Revised New Series map demonstrates evidence for the route. The route is shown on the map with the majority of the length of the route described in the key under the heading "3rd class metalled road". The remainder of the route (part of length D – E) is described under the heading "2nd Class metalled roads" in the map key. For the purpose of the Discovering Lost Ways Project research it has been agreed that the showing of routes as 1st 2nd and 3rd class metalled roads on OS 1" New Series maps will be taken as evidence of public vehicular rights. It is considered therefore that a public vehicular right of way existed over the route at the time of the survey.

The physical evidence is of an unfenced / open route from point A to just beyond C, with the remainder gated and running through an estate or close to estate buildings (with the exception of part of length D – E). The Finance Act Survey evidence largely supports this, with length A to C being the only significant length excluded from

hereditaments. The Railway Act evidence of public status applies only to a short length between B – C. The evidence is consistent with A – C being a public road based on the Finance Act Survey and Deposited Railway Records evidence.

Although the evidence for part of the length of the route meets the standards set out in Section 53 of the Wildlife & Countryside Act, 1981, that a public right of way subsists or is reasonably alleged to subsist, the case as a whole has been categorised as “tentative”. It is considered that evidence for the whole route would be needed before a definitive map modification order application could be made to add the route to the definitive map. It is recommended that further research is carried out in the records of the Market Drayton Highway Board to see if there is evidence of the extent of the routes they regarded as public

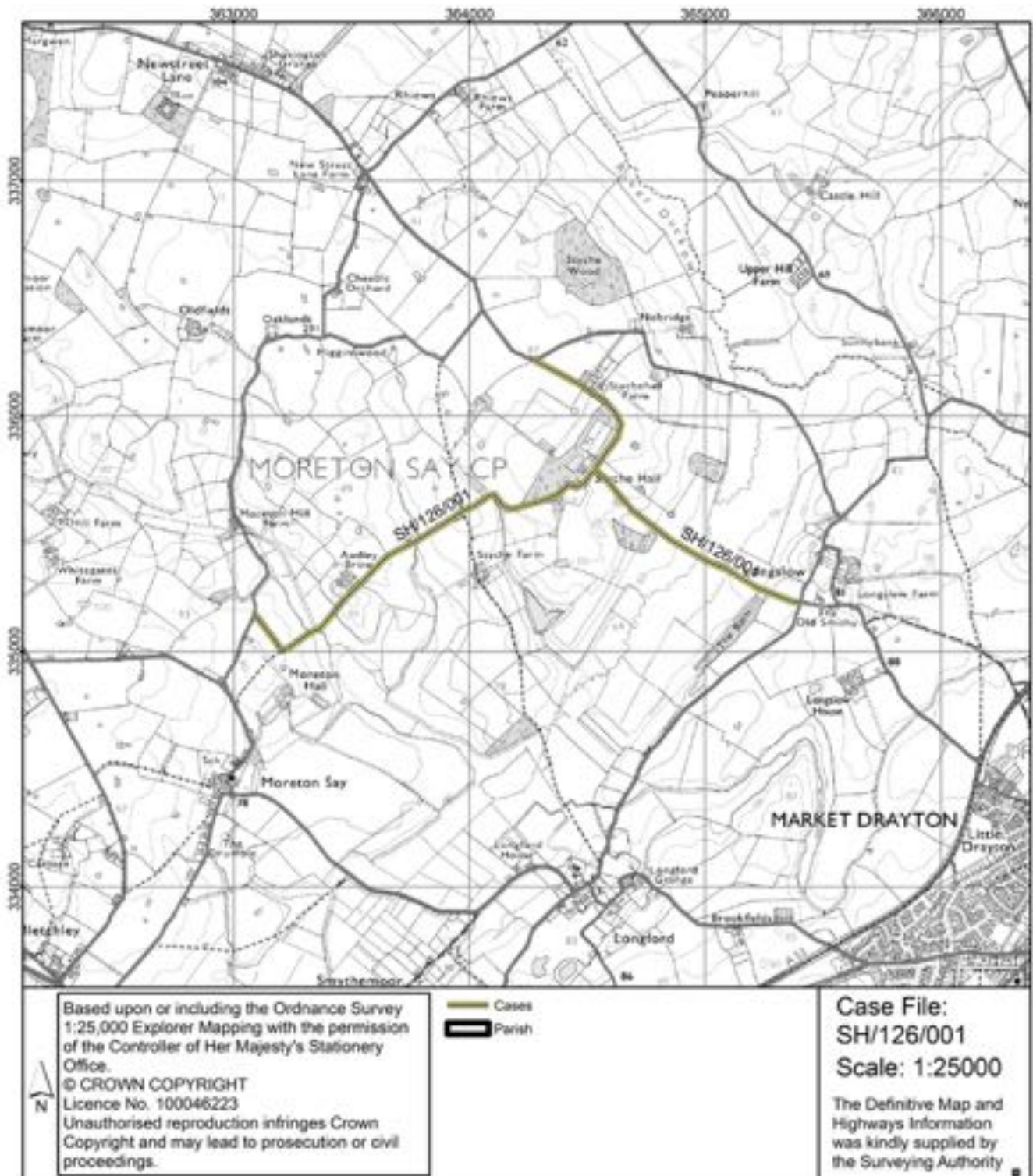
2. Description of Route

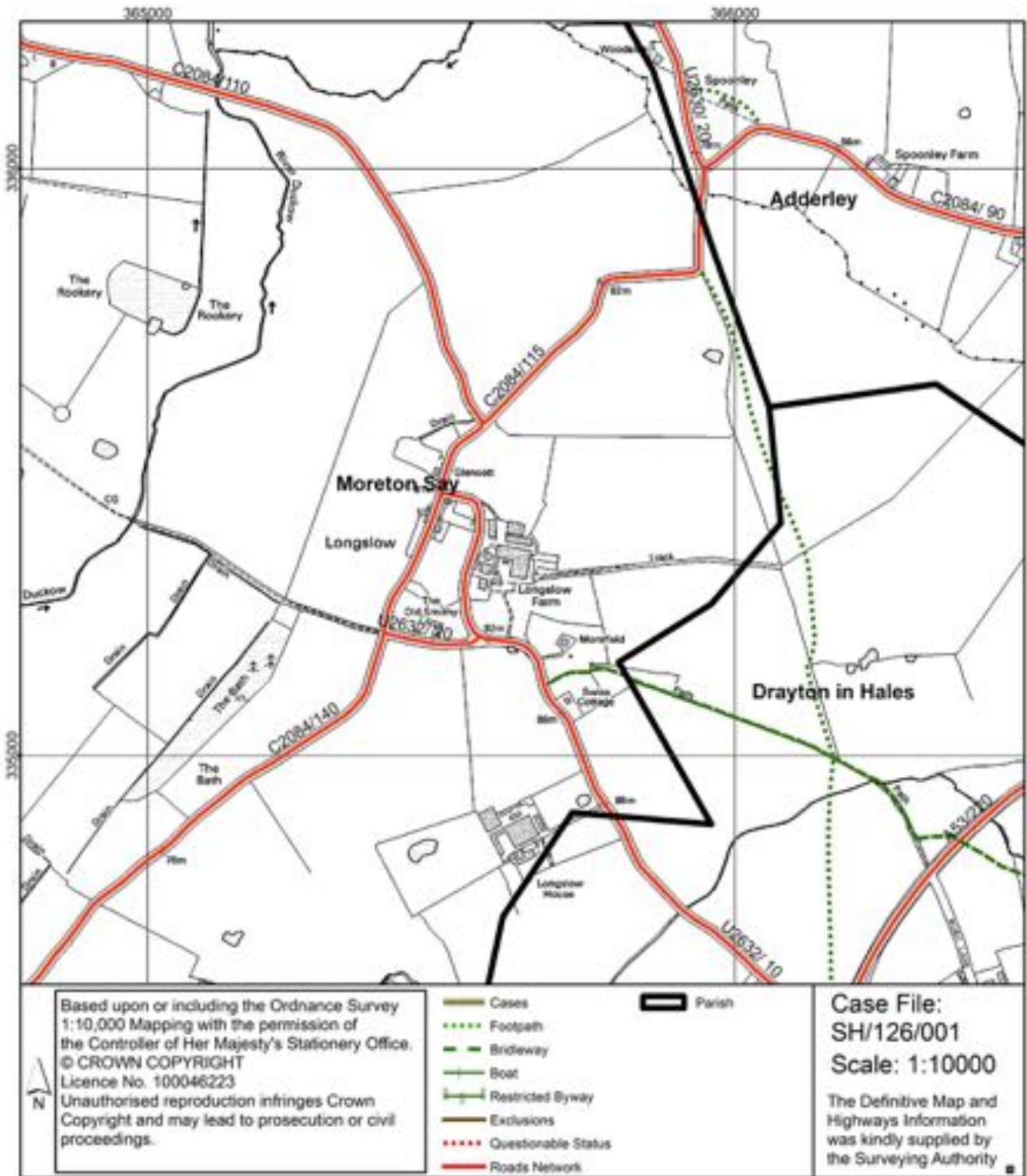
The route begins at a junction with U2628/10 (the reference given on Shropshire County Council's List of Streets) at coordinate SJ6308 3516 (point A on the Case File Route Map). The route heads in a south easterly direction to the junction with public footpath 0220/21-0/FP (the reference given on Shropshire County Council's definitive map and statement) at coordinate SJ6320 3500 (point B on the Case File Route Map). From here, the route heads in a north easterly direction to where it crosses public footpath 0220/17-0/FP (the reference given on Shropshire County Council's definitive map and statement) at coordinate SJ6397 3359 (point C on the Case File Route Map). The route continues in a north easterly direction to coordinate SJ6453 3577 (point D on the Case File Route Map) where the route splits. The northern branch of the route heads in a northerly direction to the junction with C2084/110 (the reference given on Shropshire County Council's List of Streets) at coordinate SJ6427 3624 (point E on the Case File Route Map). The southern branch of the route heads in a south westerly direction to where it terminates at the junction with C2084/140 (the reference given on Shropshire County Council's List of Streets) at coordinate SJ6540 3520 (point F on the Case File Route Map).

The route has a length of 3606 metres.

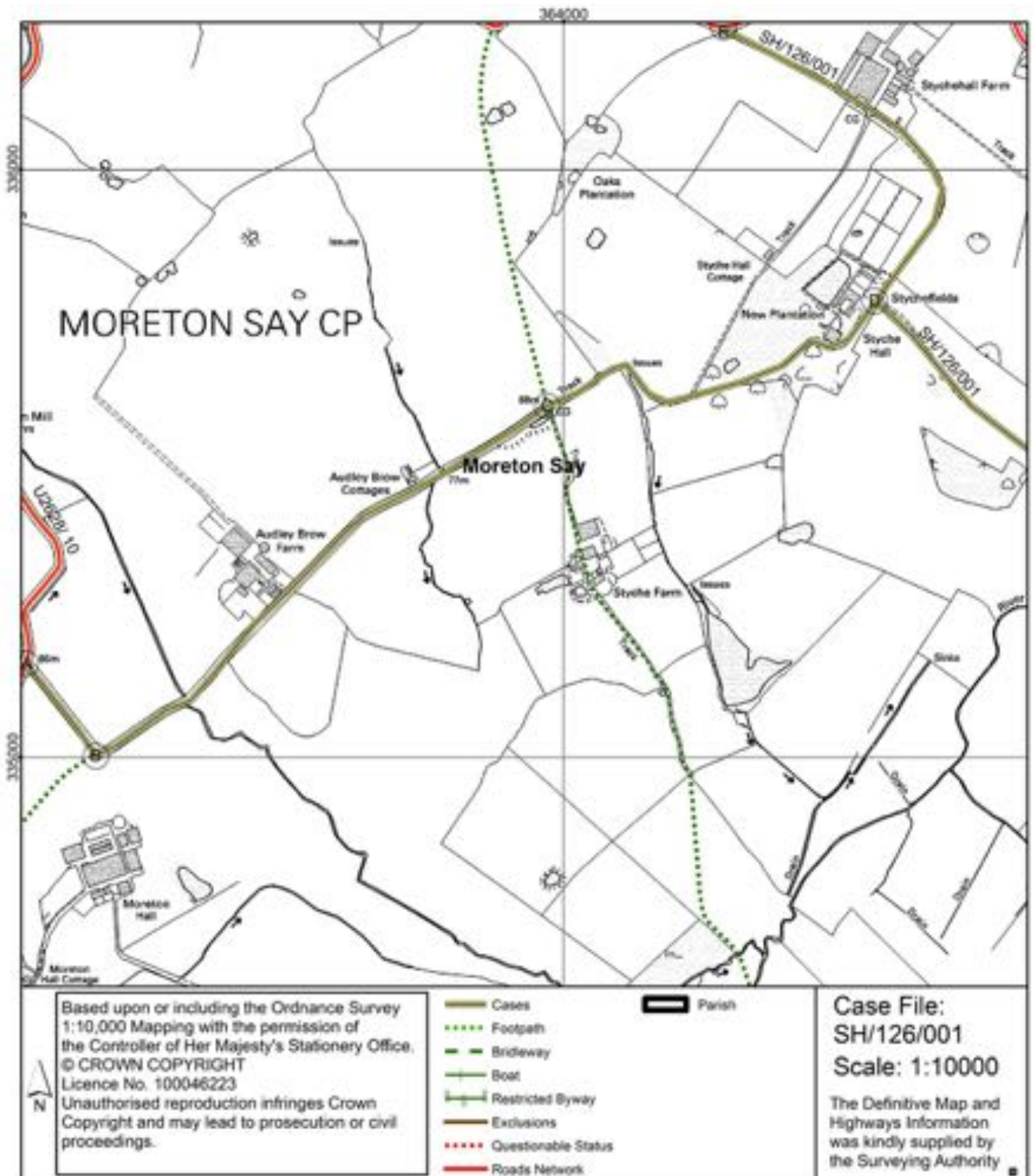
During the research process, the whole of the case file reference number SH/126/001 was identified with the case route numbers T000714 (A, B, C, D and E on the Case File Route Map) and T000888 (E to F on the Case File Route Map). All three references are used in section 6 of this report. Where documents are considered to contain relevant evidence the case route number is used (in bold). Where there is no evidence the case file reference number is used (plain text)

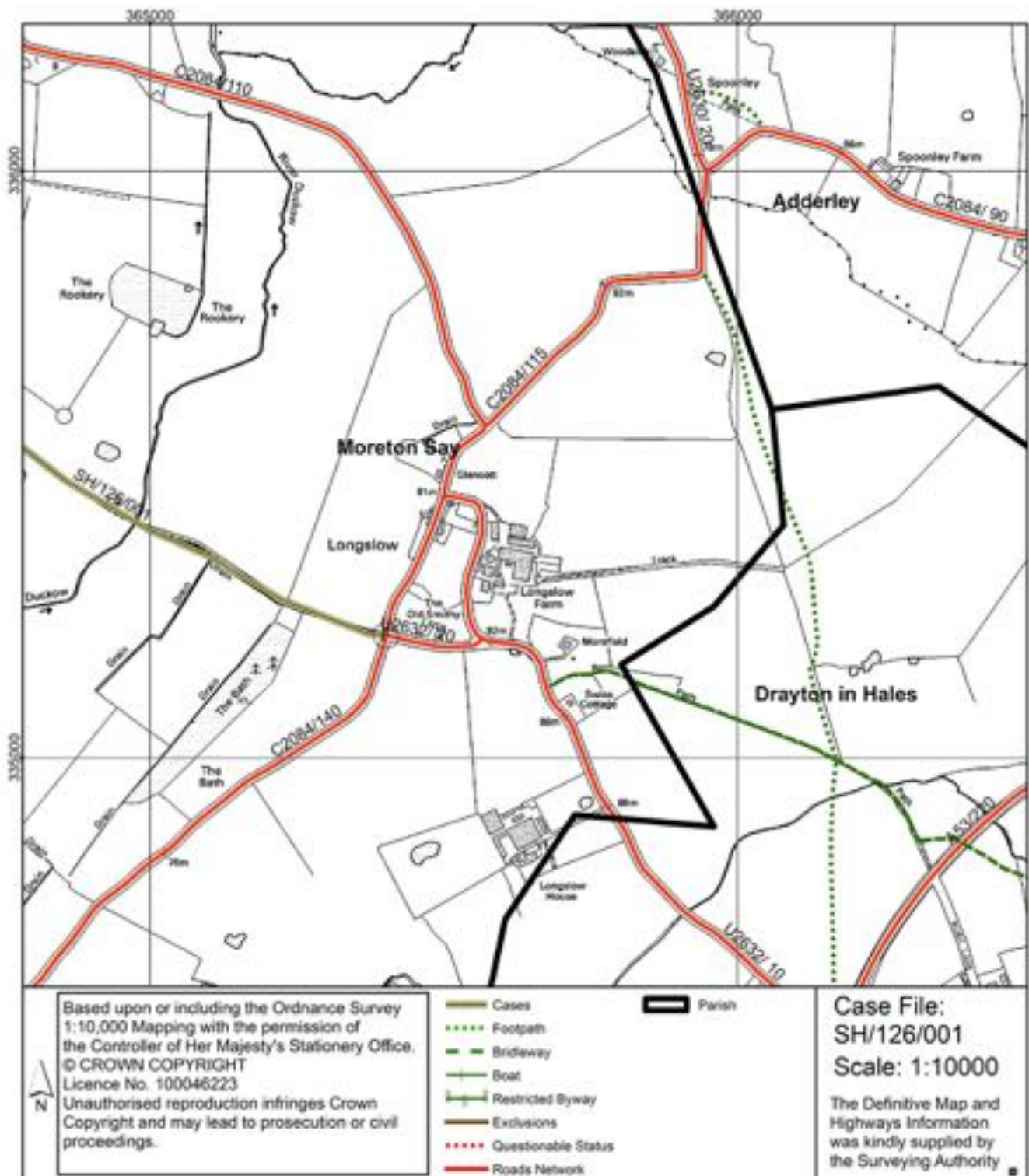
3. Location Plan





5. Case File Route Map





6. Details of Documentary Evidence

Records were examined at the locations detailed in the following table. A reference code has been allocated to each archive.

Archive	Address	Reference code
British Library	The British Library, St Pancras, 96 Euston Road, London, NW1 2DB	BL
Shropshire Record Office	Castle Gates, Shrewsbury, SY1 2AQ.	SHR
House of Lords Records Office	Parliamentary Archives, HLRO, London, SW1A 0PW, United Kingdom	HLRO
LandAspects	LandAspects, Rowan House, Lloyd Drive. Ellesmere Port, Cheshire, CH65 9HQ	LA
The National Archives	The National Archives, Kew, Richmond, Surrey, TW9 4DU	TNA

The following records were examined as part of the research programme. The documents are listed in chronological order. Those documents that are considered to contain relevant evidence for case SH/126/001 are shown in **bold**. This information is arranged in a standard format as follows:

Document Type, the Archive Reference Code, followed by the Document Reference Code, the Title and Date.

Where a document was researched at the British Library (with an archive reference code BL) no digital image was captured.

The Ordnance Survey 25" 1st and 2nd Edition image tiles (© And database right "Crown copyright and Landmark Information Group Ltd" all rights reserved 2007) included within each case file may not, on occasions, exactly reflect the original versions that have been used for research purposes. The original maps held at the British Library may not always be identical in extent and content to the image tiles

provided by Landmark. The image tiles can therefore only be used as a guide as to what the original document held at the British Library depicted. If the reader of the case files wishes to qualify any statements that have been in the file then they should consult versions held at the British Library.

1. Non-Ordnance Survey Commercial Map, SHR R BAUGH 1808 sheet 2, entitled "To the Right Honourable EDWARD EARL OF POWIS Lord Lieutenant and Custos Rotulorum of the Counties of SALOP AND MONTGOMERY This MAP of SHROPSHIRE is humbly and respectfully dedicated by his LORDSHIPS obliged and obedient Servant ROBERT BAUGH", dated 1808, demonstrates evidence for part of T000888 (D - F). The route is observed to commence south east of the letter "e" of the label "Styche" on the map. The route is shown on map and described under the heading "By-roads" in the map key. The route is depicted as consisting of two parallel solid black lines. The route is observed to terminate at a junction with another route to the south west of the letter "L" of the label "Longslow" on the map.





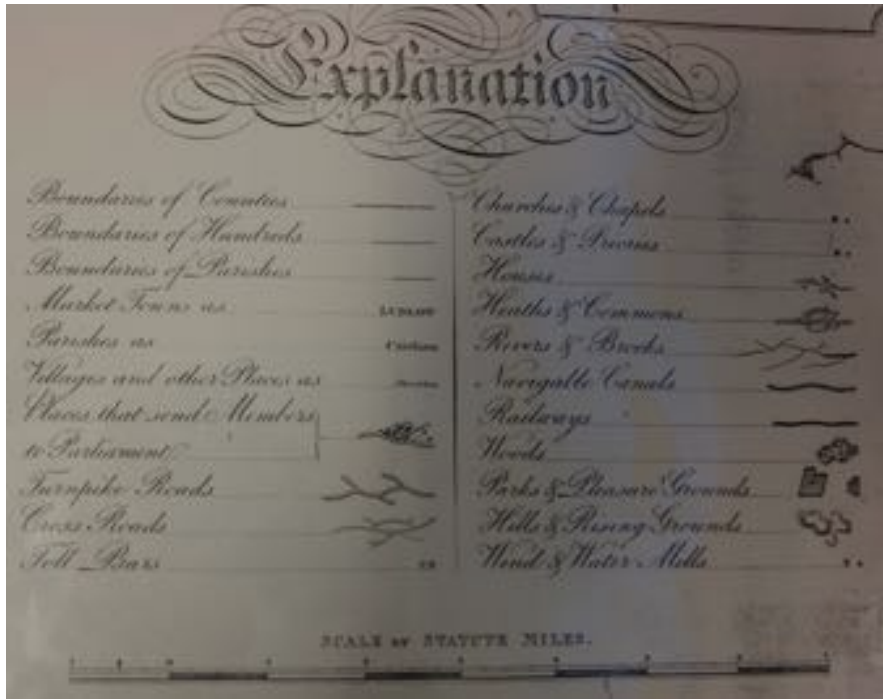
2. Ordnance Survey Surveyors Drawings, BL 209, dated 1817, demonstrates evidence for all of route T000714 and T000888. The route is observed to commence south of "Moreton Mill" on the map (point A). The route is shown uncoloured on the Ordnance Surveyor's Drawings and is depicted as consisting of two parallel solid black lines. The route is observed to change physical characteristics north of "Stych" on the map. From here the route is depicted as consisting of two parallel dashed black lines. The route is observed to split at "Stych Hall" on the map (point D). The length D - E is observed to terminate at a junction with another route east of "Higins Wood" on the map. The length D - F is depicted as consisting of two parallel dashed black lines. The length D - F is observed to terminate south west of "Longslow" on the map.



3. Non-Ordnance Survey Commercial Map, SHR GREENWOODS 1827 , entitled "Map of the County of SALOP FROM AN ACTUAL SURVEY Made in the Years 1826 & 1827 BY C. & J. GREENWOOD, Most Respectfully Dedicated To The NOBILITY, CLERGY & GENTRY OF Shropshire, By THE PROPRIETORS GREENWOOD, PRINGLE & Co. Regent Street. Pall Mall.... ", dated 1827, demonstrates evidence for all of route T000714 and T000888. The route is observed to commence to the north west of the "M" of "Moreton Say" on the map (point A). (The length A - B is on a slightly different alignment to the actual case file route. However, the researcher has interpreted this as an inaccuracy

with Greenwood's map and interprets this as evidence of length 'A – B'). The route is shown on map and described in the key under the heading "Cross Roads". The route is depicted as consisting of two parallel solid black lines. The route is observed to change physical characteristics north of the "S" of "Moreton Say" on the map. From here the route is depicted as consisting of two parallel dashed black lines. The route is observed to split at "Styche" on the map (point D). The length D – E is depicted as consisting two parallel solid black lines and is described under the heading "Cross Roads" in the map key. This length is observed to terminate north west of the letter "S" of the label "Styche" on the map. The length D - F is depicted as consisting of two parallel solid black lines and is described under the heading "Cross Roads" in the map key. This length is observed to terminate at a junction with another route to the south west of the letter "L" of the label "Longslow" on the map.





4. Ordnance Survey 1" Old Series, SHR Ordnance Survey Old Series 1": 1 mile, entitled "Folder 1 1833-35", dated 1833-35, demonstrates evidence for route T000714 and T000888. The route is observed to commence at a junction with another route to the north west of the letter "M" of the label "Moreton Hall" on the map (A). The route is depicted as consisting of two parallel solid black lines. The route is observed to split south of the letter "S" of the label "Stych" on the map (D). The length D - E of the route is depicted as consisting of two parallel solid black lines. Length D - E is observed to change physical characteristics north of the letter "S" in the label "Stych" on the map. From here the route is depicted as consisting of two parallel dashed black lines. Length D - E is observed to terminate at a junction with another route to the south east of the letter "d" of the label "Higgins Wood" on the map. The length D - F of the route is depicted as consisting of two parallel solid black lines. Length D - F is observed to terminate at a junction with another route to the south west of the letter "L" of the label "Longslow" on the map.



5. Tithe Apportionment, TNA IR 29/29/226, entitled "Apportionment of the Rent Charge in lieu of Tithes in the Chapelry Parish or Place of Moreton Say in the County of Salop.", dated 1837, demonstrates evidence for part of route T000714. The route is described in a manner which fails to confer any indication of status, i.e. as "Road" in parcel numbers "435", "477" and "460".

LANDHOLDERS	RENTS	TITHES	NAME AND DESCRIPTION OF LAND AND MEASURE	STATE OF CULTIVATION	RENTS IN		RENTS IN		REMARKS	
					POUNDS	SHILLINGS	POUNDS	SHILLINGS		
Messrs R. W. B. & Co. of Shrewsbury	Tithes	Tithes	435	Thatched Ground	Arable	1	0	1	0	R2400
			436	Thatched Ground	Arable	1	0	1	0	
			437	Thatched Ground	Arable	1	0	1	0	
			438	Thatched Ground	Arable	1	0	1	0	
			439	Thatched Ground	Arable	1	0	1	0	
			440	Thatched Ground	Arable	1	0	1	0	
			441	Thatched Ground	Arable	1	0	1	0	
			442	Thatched Ground	Arable	1	0	1	0	
			443	Thatched Ground	Arable	1	0	1	0	
			444	Thatched Ground	Arable	1	0	1	0	
Messrs R. W. B. & Co. of Shrewsbury	Tithes	Tithes	445	Thatched Ground	Arable	1	0	1	0	R2400
			446	Thatched Ground	Arable	1	0	1	0	
			447	Thatched Ground	Arable	1	0	1	0	
			448	Thatched Ground	Arable	1	0	1	0	
			449	Thatched Ground	Arable	1	0	1	0	
			450	Thatched Ground	Arable	1	0	1	0	
			451	Thatched Ground	Arable	1	0	1	0	
			452	Thatched Ground	Arable	1	0	1	0	
			453	Thatched Ground	Arable	1	0	1	0	
			454	Thatched Ground	Arable	1	0	1	0	
Messrs R. W. B. & Co. of Shrewsbury	Tithes	Tithes	455	Thatched Ground	Arable	1	0	1	0	R2400
			456	Thatched Ground	Arable	1	0	1	0	
			457	Thatched Ground	Arable	1	0	1	0	
			458	Thatched Ground	Arable	1	0	1	0	
			459	Thatched Ground	Arable	1	0	1	0	
			460	Thatched Ground	Arable	1	0	1	0	
			461	Thatched Ground	Arable	1	0	1	0	
			462	Thatched Ground	Arable	1	0	1	0	
			463	Thatched Ground	Arable	1	0	1	0	
			464	Thatched Ground	Arable	1	0	1	0	
Messrs R. W. B. & Co. of Shrewsbury	Tithes	Tithes	465	Thatched Ground	Arable	1	0	1	0	R2400
			466	Thatched Ground	Arable	1	0	1	0	
			467	Thatched Ground	Arable	1	0	1	0	
			468	Thatched Ground	Arable	1	0	1	0	
			469	Thatched Ground	Arable	1	0	1	0	
			470	Thatched Ground	Arable	1	0	1	0	
			471	Thatched Ground	Arable	1	0	1	0	
			472	Thatched Ground	Arable	1	0	1	0	
			473	Thatched Ground	Arable	1	0	1	0	
			474	Thatched Ground	Arable	1	0	1	0	
Messrs R. W. B. & Co. of Shrewsbury	Tithes	Tithes	475	Thatched Ground	Arable	1	0	1	0	R2400
			476	Thatched Ground	Arable	1	0	1	0	
			477	Thatched Ground	Arable	1	0	1	0	
			478	Thatched Ground	Arable	1	0	1	0	
			479	Thatched Ground	Arable	1	0	1	0	
			480	Thatched Ground	Arable	1	0	1	0	
			481	Thatched Ground	Arable	1	0	1	0	
			482	Thatched Ground	Arable	1	0	1	0	
			483	Thatched Ground	Arable	1	0	1	0	
			484	Thatched Ground	Arable	1	0	1	0	

29-226

27

6. Tithe Apportionment, TNA IR 29/29/112, entitled "Apportionment of the Rent-Charge in lieu of Tithes in that part of the Parish of Drayton in Hales which lies in the County of Salop", dated 12th October 1837, covers the area but demonstrates no evidence for case SH/126/001.

7. Tithe Map, TNA IR 30/29/226, entitled "PLAN of the Parish of MORETON SAY in the County of SALOP ", dated 1838, demonstrates evidence for all of route T000714 and part of route T000888. The route is observed to commence at the south west corner of parcel "487" on the map (shown on IR 30/29/226 – 34). The route is shown to be unnumbered but is contained within numbered parcel "487" and is depicted as consisting of two parallel dashed black lines. The route is observed to change physical characteristics at the north east corner of parcel "487" on the map. From here the route is depicted as consisting of two parallel solid black lines. The route is also shown specifically numbered on the map in this case "486a", "477", "460" & "435". The route is observed to change physical characteristics again at the north west corner of parcel "432" on the map. From here the route is depicted as consisting of two parallel dashed black lines. The route is shown to be unnumbered but is contained within numbered parcels "391", "395" & "407". The route is observed to split at the south west corner of parcel "397" (D) on the map (shown on IR 30/29/226 – 33). The length D - E of the route is observed to terminate at the south west corner of parcel "383" on the map (E). The length D – F is observed to commence at the south west corner of parcel "397" on the map where there is an annotated limitation, in this case a gate providing access to the property in parcel "395" (D). The route is depicted as consisting of two parallel dashed black lines. The route is observed to change physical characteristics at the south east corner of parcel "397" on the map. The route is shown but is un-numbered and not within a numbered parcel and is depicted as consisting of two parallel solid black lines. The route is observed to change physical characteristics again at the north west corner of parcel "404" on the map (shown on IR 30/29/226 – 36). From here the route is shown to be unnumbered but is contained within numbered parcel "404" and is depicted as consisting of two parallel dashed black lines. The route is shown as a through-route and is labelled on the map as "To Longslow". The route is observed to terminate at the north east corner of parcel "404" on the map.





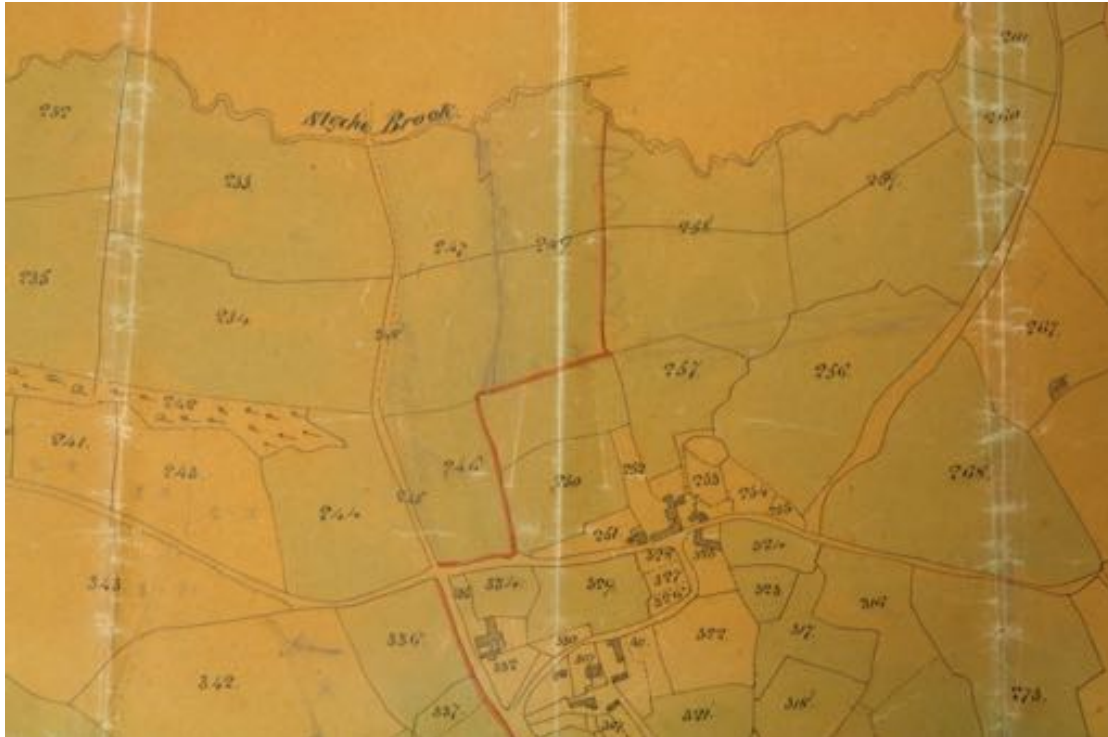


8. Tithe Map, TNA IR/30/29/112, entitled "Map of Townships, Drayton in Hales, Market Drayton in the County of Salop", dated 1839, demonstrates evidence for part of route T000888 (D – F). The route is observed to commence at the north west of parcel "1185" on the map. The route is shown but is un-numbered and but contained within numbered parcel "1185" and is depicted as consisting of two parallel black lines (solid and dashed). The route is observed to change physical characteristics at the north west corner of parcel "1186" on the map. From here the route is depicted as consisting of two parallel solid black lines. The route is observed to terminate at a junction with another route at the south east corner of parcel "1186" on the map.

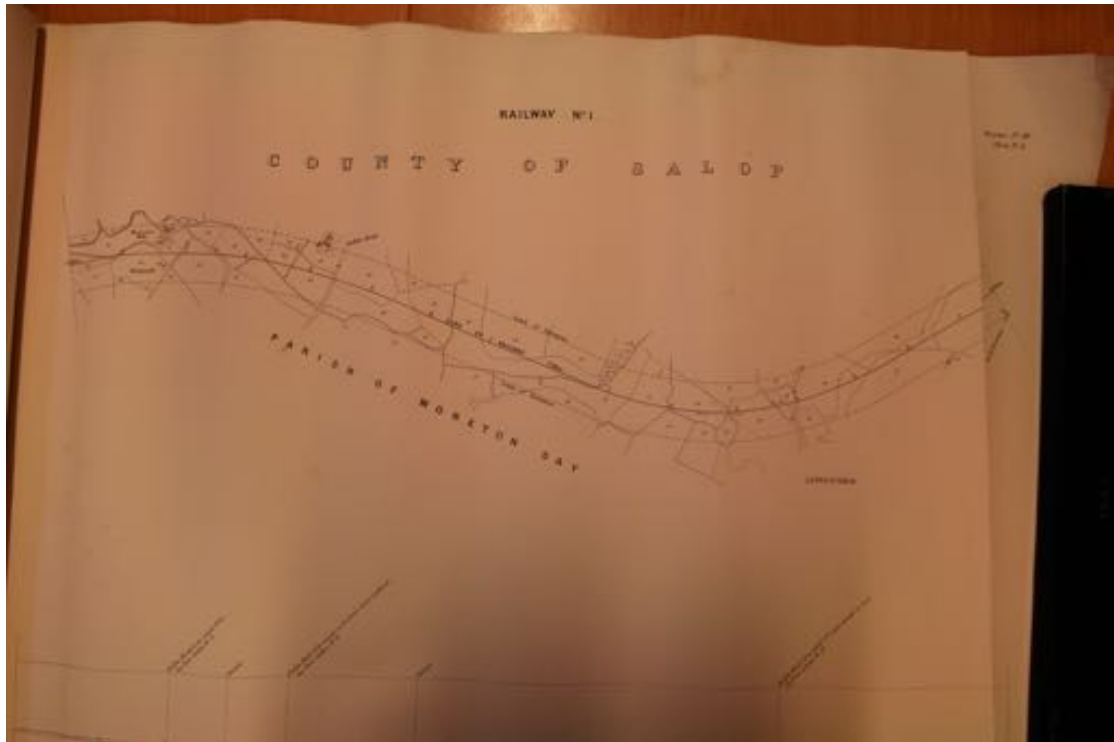


9. Estate Map, SHR 552/12/176/193, entitled "PLAN OF PART OF THE STYCHE ESTATE the property of Lord Powis 1861", dated 1861, demonstrates evidence for part of route T000888 (D – F). The route is observed to commence at "Styche Brook" on the map. The route is shown on the map and is depicted as consisting of two parallel dashed black lines. The route is observed to change physical characteristics at the south west corner of parcel "247" on the map. From here the route is shown specifically numbered as "248" and is depicted as consisting of two parallel black lines (solid and dashed). The route is observed to change physical characteristics and parcel number at the south

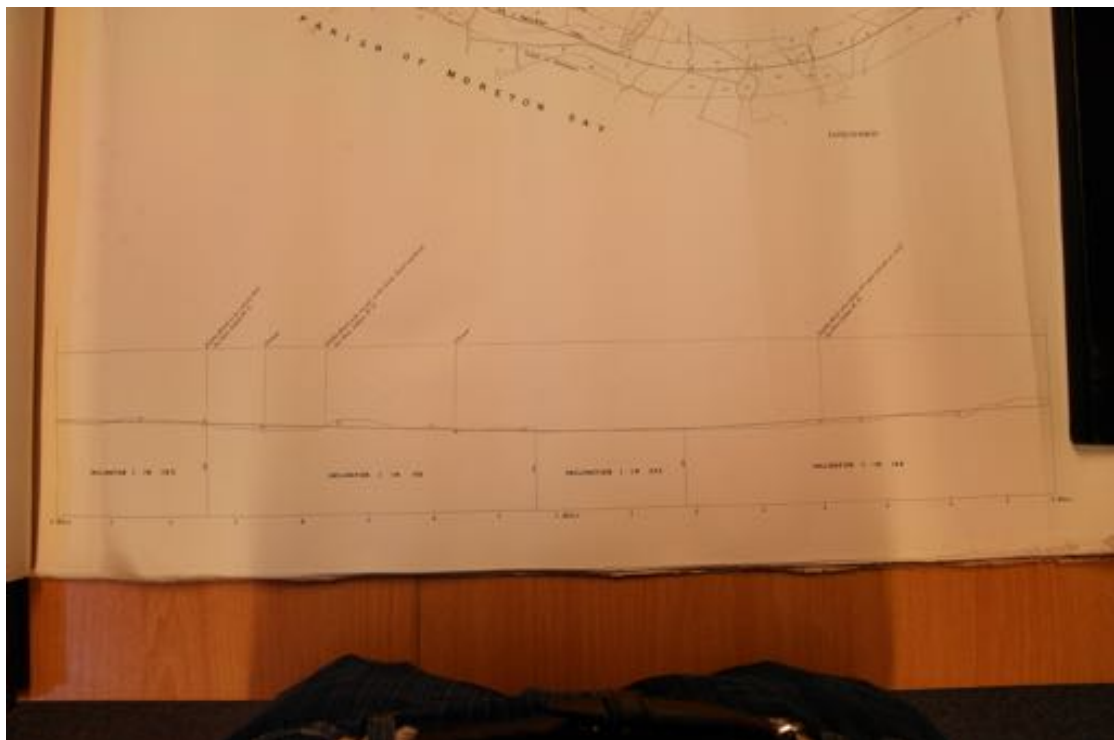
west corner of parcel "247" on the map. From here the route is shown specifically numbered as "245" and is depicted as consisting of two parallel solid black lines. The route is observed to terminate at a junction with another route to the south east corner of parcel "246" on the map.



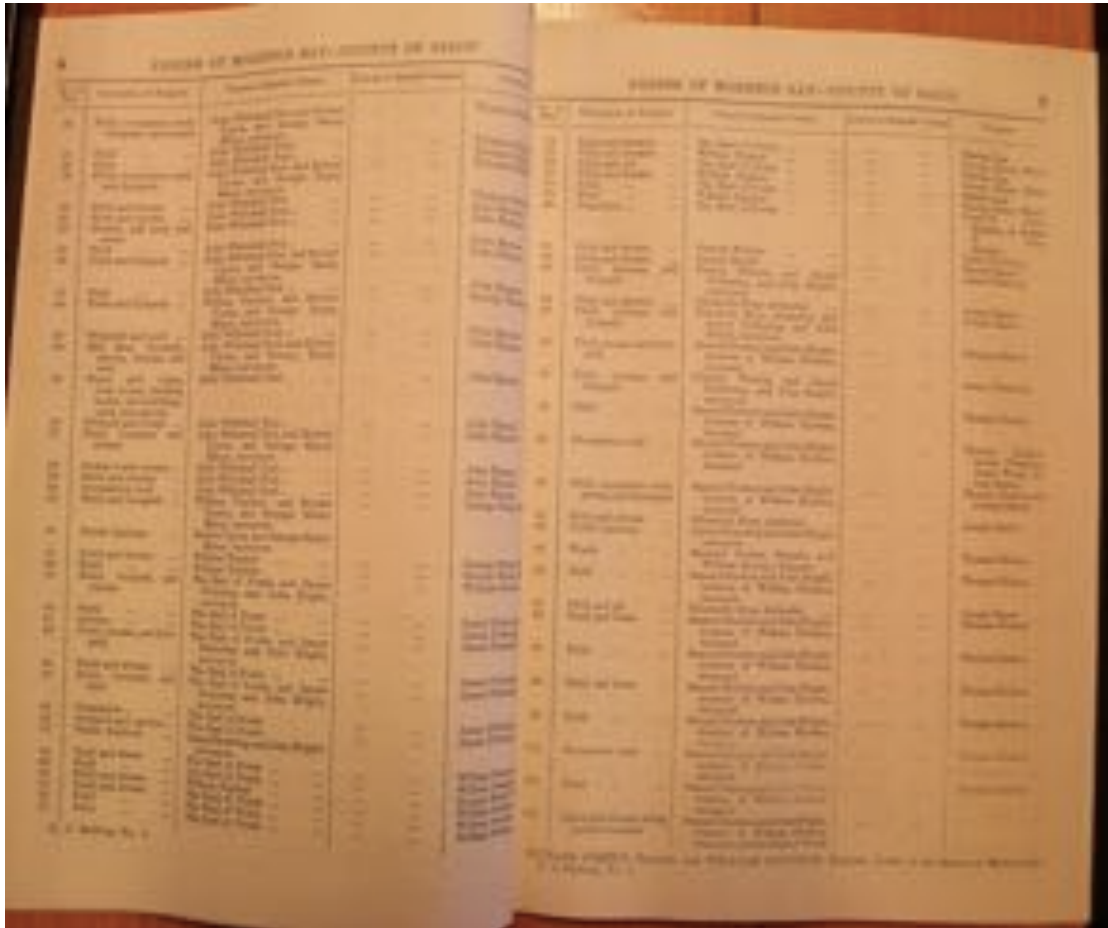
10. Railway Plan, SHR DP 415, entitled "Drayton Junction Railway Plans & Sections", dated 1862, demonstrates evidence for part of route T000714 (B - C). The route is observed to commence to the south east of parcel "58" on the plan. The plan shows the route specifically numbered as "67" and is depicted as consisting of two parallel solid black lines. The route is shown within the Limits of Deviation. The route is observed to terminate at the letter "A" of the label "Audley Brow" on the plan.



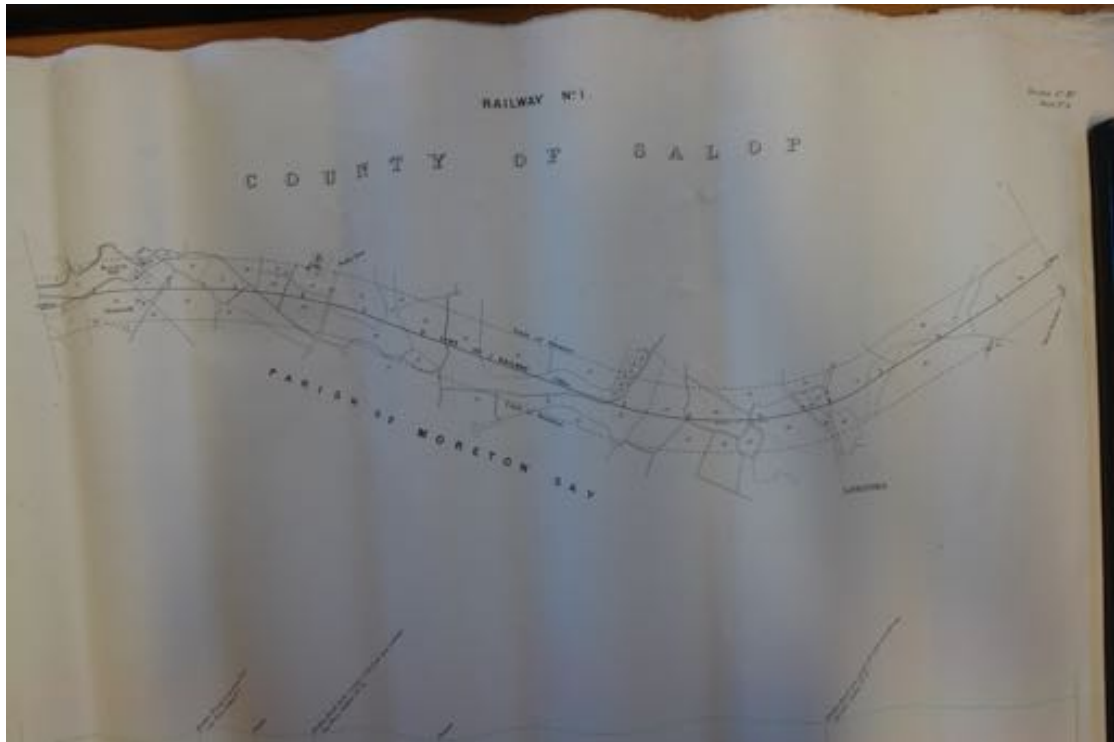
11. Railway Section, SHR DP 415, entitled "Drayton Junction Railway Plans & Sections", dated 1862, demonstrates evidence for part of route T000714 (B – C). The route is shown with the status quoted as 'public' in this case a "Public Road to be crossed on the Level. Level unaltered".



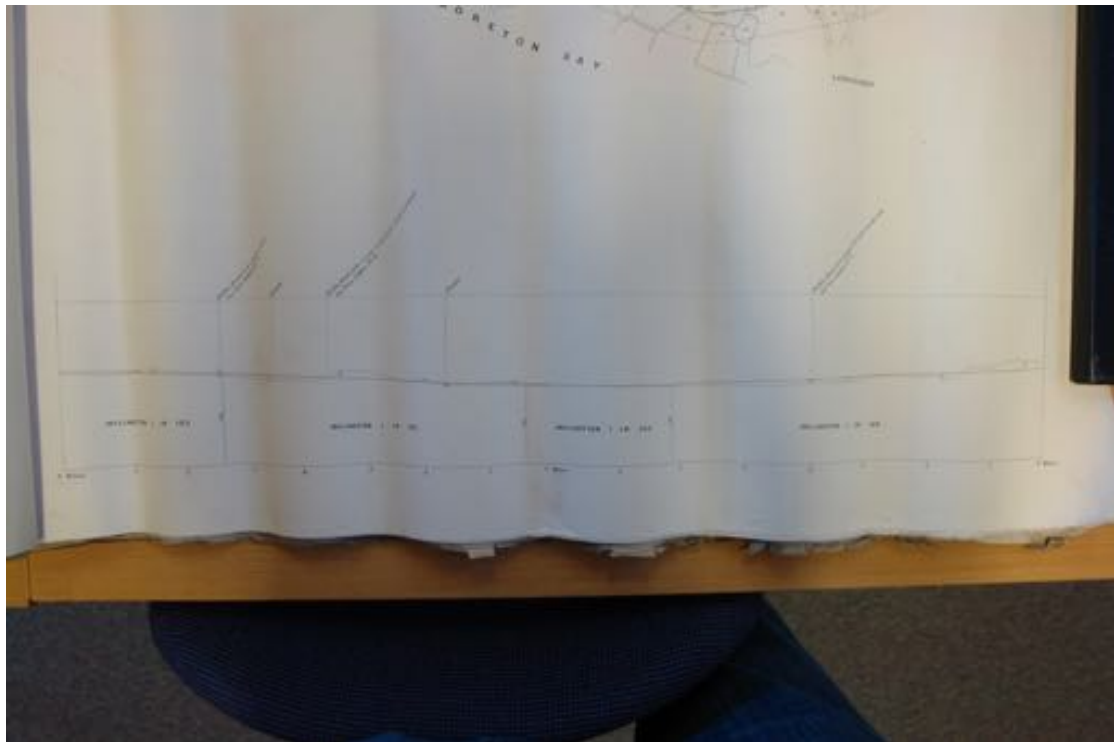
12. Railway Book of Reference, SHR DP 415, entitled "DRAYTON JUNCTION RAILWAY Book of Reference", dated 1862, demonstrates evidence for part of route T000714 (B - C). The route is described in parcel "67" on page "8" as 'public' in this case a "Public highway". The owner of the route is listed as a public body or officer, "James Pickering and John Bright, surveyors", with the implied responsibility for maintenance of public highways.



13. Railway Plan, SHR DP/414, entitled "DRAYTON JUNCTION RAILWAY. Plans and Sections, SESSION 1862 - 3", dated 1862-3, demonstrates evidence for part of route T000714 (B - C). The route is observed to commence to the south east of parcel "58" on the plan. The plan shows the route specifically numbered as "67" and is depicted as consisting of two parallel solid black lines. The route is shown within the Limits of Deviation. The route is observed to terminate at the letter "A" of the label "Audley Brow" on the plan.



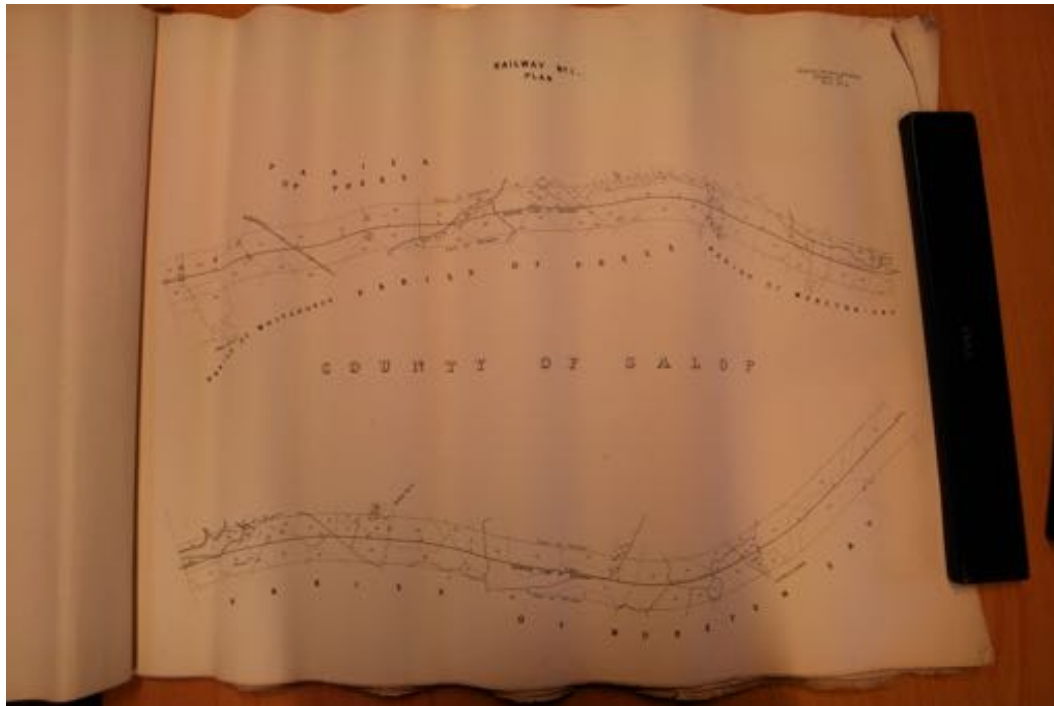
14. Railway Section, SHR DP/414, entitled "DRAYTON JUNCTION RAILWAY. Plans and Sections, SESSION 1862 - 3", dated 1862-3, demonstrates evidence for part of route T000714 (B - C). The route is shown with the status quoted as 'public' in this case a "Public Road to be crossed on the level. Level Unaltered ..."



15. Railway Book of Reference, SHR DP/414, entitled "Session 1862-3. DRAYTON JUNCTION RAILWAY. Book of Reference.", dated 1862-3, demonstrates evidence for part of route T000714 (B - C). The route is described in parcel "67" on page "8" as 'public' in this case a "Public highway". The owner of the route is listed as a public body or officer, "James Pickering and John Bright, surveyors", with the implied responsibility for maintenance of public highways.



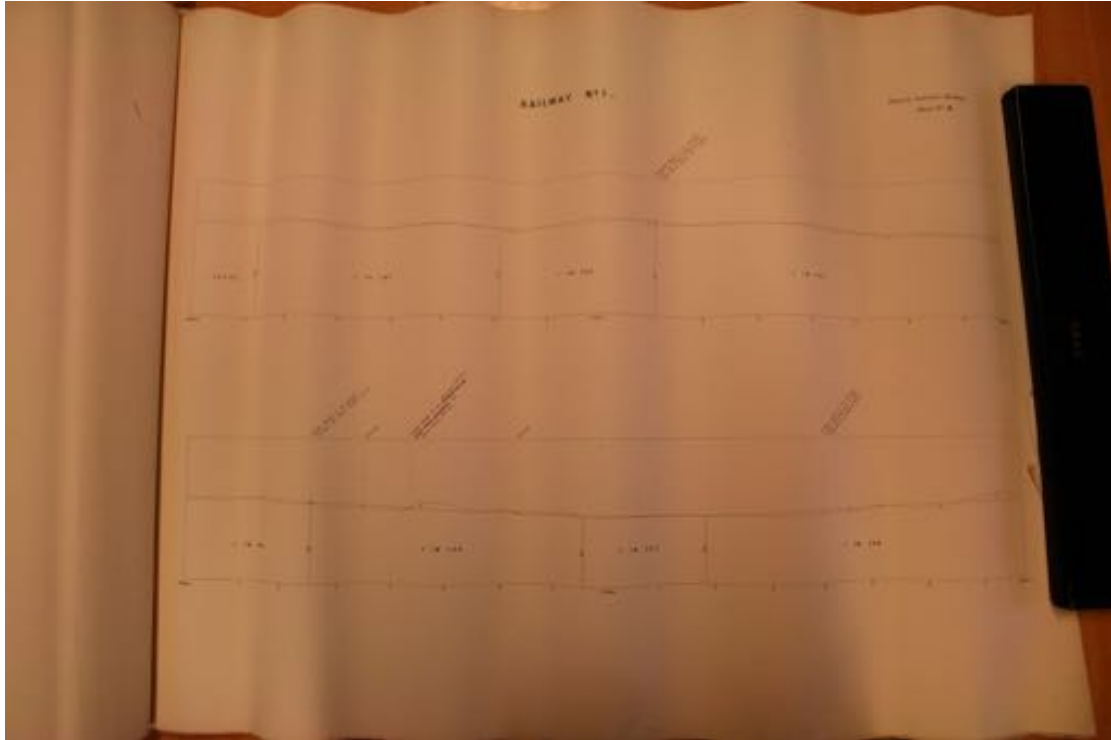
16. Railway Plan, SHR DP/431, entitled "DRAYTON JUNCTION RAILWAY. Plans and Sections, SESSION 1863-4", dated 1863-4, demonstrates evidence for part of route T000714 (B - C). The route is observed to commence close to the south west corner of parcel "68" on the plan. The plan shows the route specifically numbered as "67" and is depicted as consisting of two parallel solid black lines. The route is shown within the Limits of Deviation. The route is observed to terminate to the south west of the letter "A" of the label "Audley Brow" on the plan.



17. Railway Book of Reference, SHR DP/431, entitled "SESSION 1863-4. DRAYTON JUNCTION RAILWAY. Book of Reference ", dated 1863-4, demonstrates evidence for part of route T000714 (B – C). The route is described as 'public' in this case a "Public highway" in parcel number "67". The route is listed with the owner of the route being listed as a public body or officer, "The Highway Board of the Market Drayton District, George Garden Warren, Clerk, George Jones, surveyor", with the implied responsibility for maintenance of public highways.



18. Railway Section, SHR DP/431, entitled "DRAYTON JUNCTION RAILWAY. Plans and Sections, SESSION 1863-4", dated 1863-4, demonstrates evidence for part of route T000714 (B - C). The route is shown with the status quoted as 'public' in this case a "Public Road to be raised 16 feet".



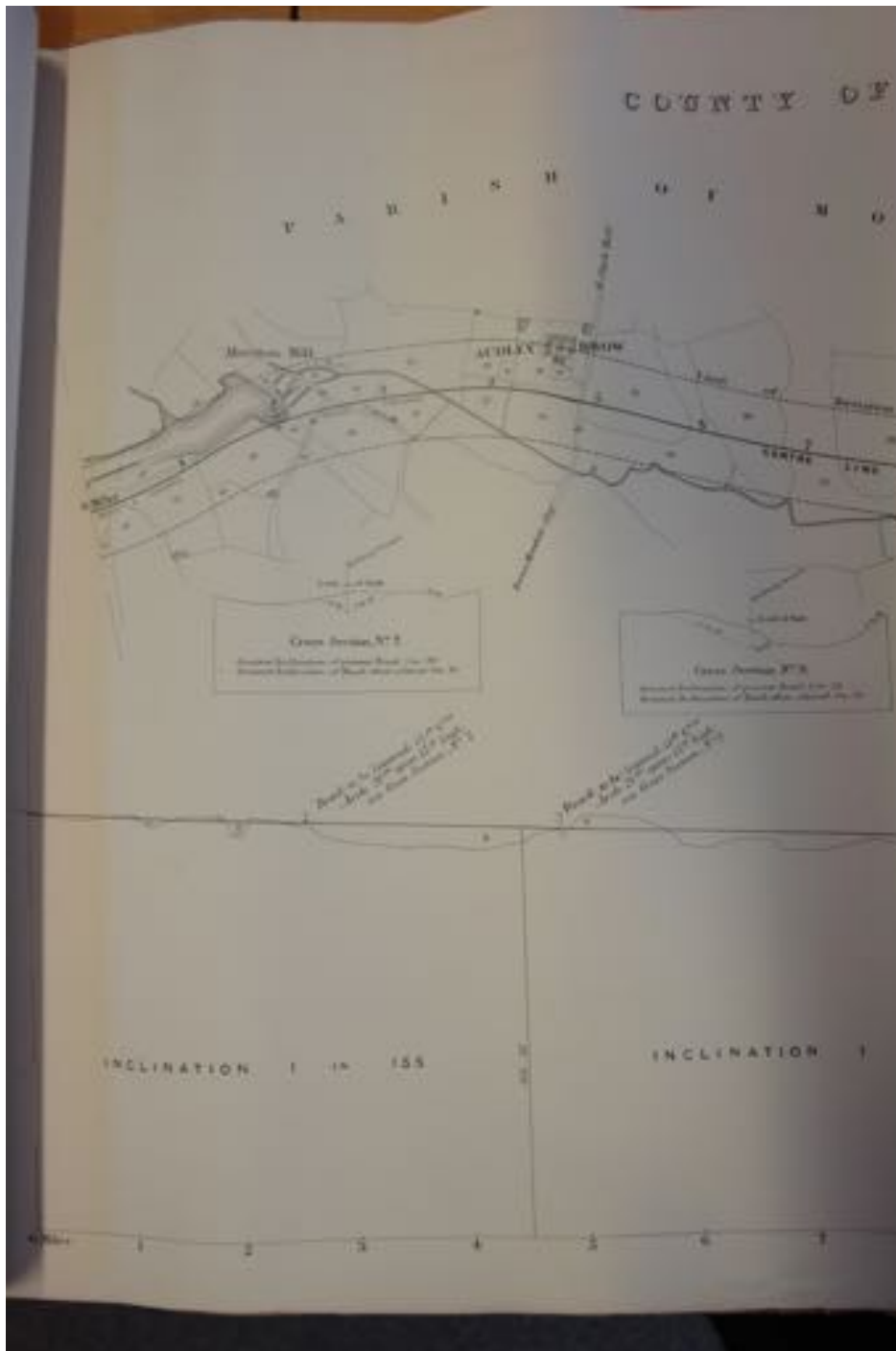
19. Railway Book of Reference, SHR DP/479, entitled "BIRKENHEAD, NORTH WALES AND STAFFORD RAILWAY. BOOK OF REFERENCE. November, 1872.", dated November 1872, demonstrates evidence for part of route T000714 (B - C). The route is described in a manner which fails to confer any indication of status, in this case as an "Occupation road" in parcel number "83".

Birkenhead, North Wales and Stafford Railway
Railway No. 5.
 Parish of Merston Bay—continued.

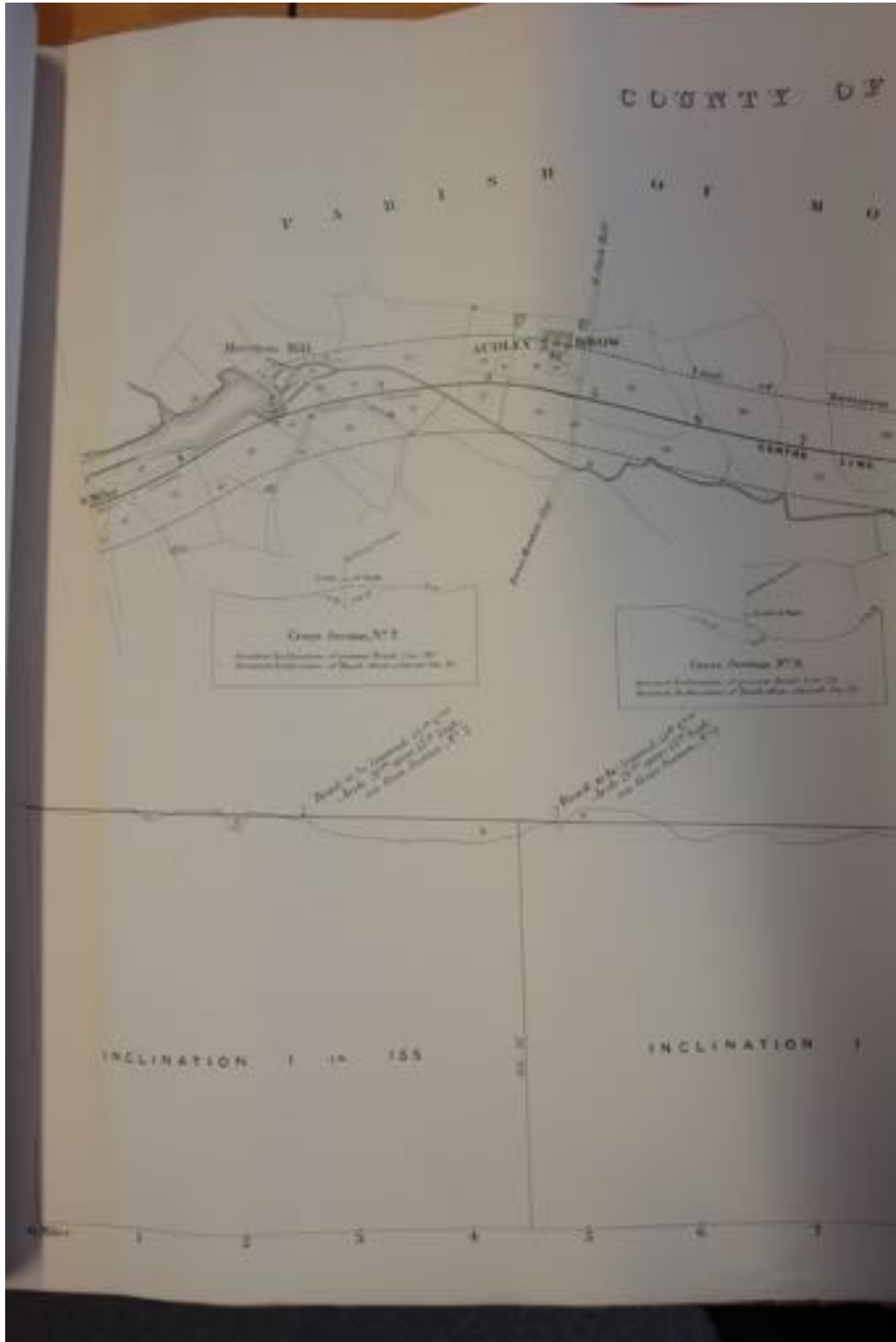
No. of Plot.	Description of Property.	Owner or Tenant (Owner).	Owner or Tenant (Lessee).	Occupier.
54	Field, footpath, and orchard.	John Penchester Heywood	—	Thomas Askew
55	Orchard and stream.	John Penchester Heywood	—	Thomas Askew
56	Footpath.	John Penchester Heywood	—	Thomas Askew
57	House, well, garden, and outbuildings.	John Penchester Heywood	—	Thomas Askew
58	Field and stock yard.	John Penchester Heywood	—	Thomas Askew
59	Public road.	The Market Drayton Highway Board.	—	—
60	Field, footpath and stream.	The Earl of Powis	—	George Henry Minter
61	Field, orchard and stream.	John Penchester Heywood	—	Thomas Askew
62	Field and stream.	John Penchester Heywood	—	Thomas Askew
63	Field, footpath and stream.	The Earl of Powis	—	William Overton
64	Field and stream.	William Taylor	—	George Henry Minter
65	Plantation.	William Taylor	—	George Henry Minter
66	Field.	William Taylor	—	George Henry Minter
67	Field, footpaths, and stream.	The Earl of Powis	—	William Overton
68	Stock yard, and garden.	The Earl of Powis	—	William Overton
69	Field.	The Earl of Powis	—	William Overton
70	Field, garden, orchard, and footpath.	The Earl of Powis	—	William Overton
71	House, yard, garden, and outbuildings.	The Earl of Powis	—	William Overton
72	Field and stream.	The Earl of Powis	—	William Overton
73	Occupation road.	The Earl of Powis	—	—
74	Field and stream.	The Earl of Powis	—	William Overton
75	Field.	The Earl of Powis	—	William Overton

20. Railway Plan, SHR DP/479, entitled "BIRKENHEAD, NORTH WALES AND STAFFORD Railways. Plans and Sections. SESSION 1873", dated 1873,

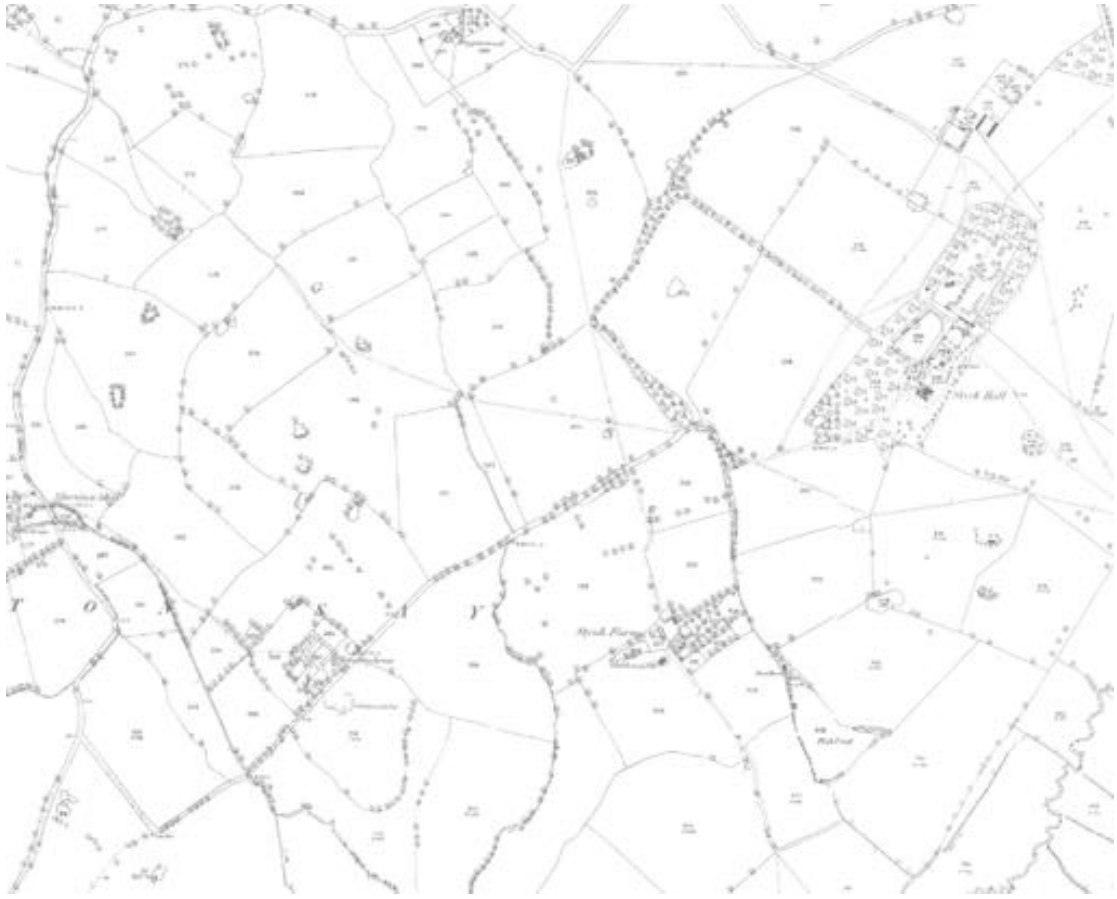
demonstrates evidence for part of route T000714 (B - C). The route is observed to commence at the letter "S" in the label "From Moreton Say" on the plan. The plan shows the route specifically numbered as "83" and is depicted as consisting of two parallel solid black lines. The route is shown within the Limits of Deviation. The route is shown as a through route on the plan and is labelled as "From Moreton Say" and "To Stych Hall". The route is observed to terminate at the letter "T" of the label "To Stych Hall" on the plan.



21. Railway Section, SHR DP/479, entitled "BIRKENHEAD, NORTH WALES AND STAFFORD Railways. Plans and Sections. SESSION 1873.", dated 1973, demonstrates evidence for part of route T000714 (B – C). The route is described in a manner which fails to confer any indication of status, i.e. as "Road to be lowered 11ft 6ins. Arch 20ft. Span 15ft high".



22. Ordnance Survey 25" 1st Edition, BL Vol 687 (39), entitled "Shropshire (Northern Division) Sheets XV.4, VIII.16 & IX.13 - Moreton Say Parish", dated 1879, demonstrates evidence for part of route T000714. The route is observed to commence at the north west corner of parcel "531". The route is shown on the map un-numbered and depicted as consisting of two parallel solid black lines with two parallel dashed black lines through the middle. The route is observed to change physical characteristics at the south west corner of parcel "391" on the map. From here the route is depicted as consisting of two parallel solid black lines. The route is shown specifically numbered as "393" on the map. The route is observed to change physical characteristics at the north east corner of parcel "345" on the map. From here the route is depicted as consisting of two parallel black lines (solid and dashed). The route is observed to change physical characteristics at the south east corner of parcel "298" on the map. From here the route is depicted as consisting of two parallel dashed black lines. The route is observed to split in two towards the north west corner of parcel "450" on the map (D) at which point there is an annotated limitation, in this a gate. The length D – E is observed to continue in a north easterly direction and depicted as consisting of two parallel black lines (solid and dashed). The route is observed to change physical characteristics towards the south east corner of parcel "431" on the map. From here the route is depicted as consisting of two parallel dashed black lines. The route is observed to change physical characteristics towards the south east corner of parcel "430" on the map. From here the route is depicted as consisting of two parallel black lines (solid and dashed). The route is observed to change physical characteristics at the south east corner of parcel "427" on the map. From here the route is depicted as consisting of two parallel solid black lines and is shown specifically numbered as "425" on the map. Length D – E is observed to terminate at the south west corner of parcel "427" on the map. Length D – F is observed to continue in a south easterly direction on the map. The route is shown on the map un-numbered and is depicted as consisting of two parallel dashed black lines. The route is observed to change characteristics at the south east corner of parcel "273" on the map. It is depicted as consisting of two parallel solid black lines and is specifically numbered as "276" on the map. Length D – F is observed to terminate at a junction with another route at the south east corner of parcel "275" on the map



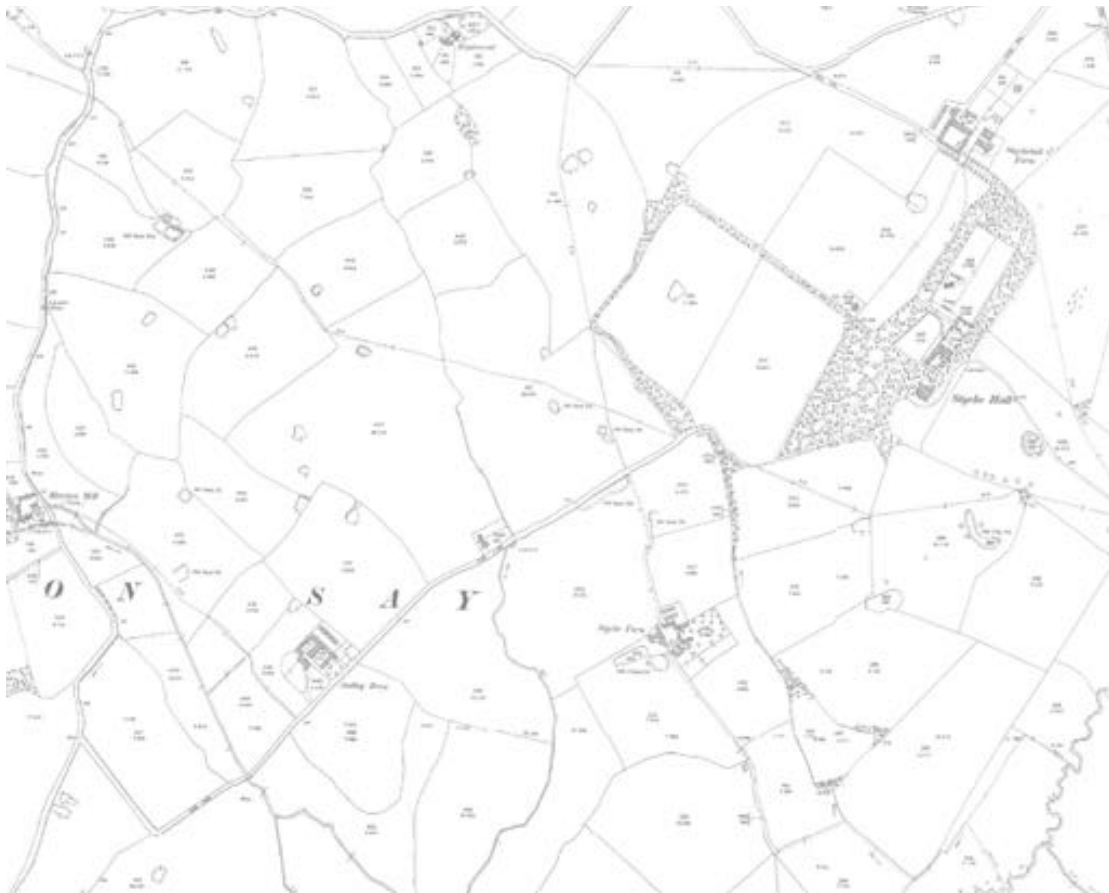
23. Ordnance Survey 25" 1st Edition Book of Reference, BL, entitled "Book of Reference to the Plan of the Parish of Moreton Say, Shropshire", dated 1880, covers the area but demonstrates no evidence for case SH/126/001.

24. Ordnance Survey 25" 1st Edition Book of Reference, BL, entitled "Book of Reference to the Plan of the Parish of Norton-in-Hales", dated 1880, covers the area but demonstrates no evidence for case SH/126/001.

25. Ordnance Survey 25" 1st Edition Book of Reference, BL Vol 686 (16), entitled "Book of Reference to the Plan of the Parish of Moreton Say, Shropshire", dated 1880, covers the area but demonstrates no evidence for case SH/126/001.

26. Ordnance Survey 25" 2nd Edition, BL 1598(16), entitled "SHROPSHIRE SHEETS XV.4, VIII.16 & IX.13", dated 1899, demonstrates evidence for all of route T000714. The route is observed to commence at the north west corner of parcel "621" on the map (A). The route is depicted by one bold and one fine parallel black line on map and is described under the heading "Main Roads" in the 25" Ordnance Survey Characteristics Sheet. The route is observed to change physical characteristics at the north east corner of parcel "455" on the map. From here the route is depicted as consisting of two parallel black lines (solid and dashed). The route is observed to change physical characteristics at the south east corner of parcel "303" on the map. From here the route is depicted as consisting of two parallel dashed black lines. The route is observed to change physical characteristics at the south west corner of parcel "301" on the map. From here the route is depicted as consisting of two parallel black lines (solid and dashed). The route is observed to change physical characteristics midway along the northern boundary of parcel "300" on the map. From here the route is depicted as consisting of two parallel dashed black lines. Towards the north west corner of parcel "290" the route is observed to split in two (D) at which there is an annotated limitation, in this a gated feature. The length D – E continues in a north easterly direction and is depicted as consisting of two parallel black lines (solid and dashed). The route is observed to change physical characteristics at the south east corner of parcel "281" on the map. From here the route is depicted as consisting of two parallel dashed black lines. The route is observed to change physical characteristics at the north west corner of parcel "281" on the map. From here

the route is depicted as consisting of two parallel solid black lines. Length D – E is observed to terminate at the south west corner of parcel “308” on the map. The length D – F is observed to continue in a south easterly direction and is shown un-named and depicted as consisting of two parallel dashed black lines. The route is observed to change physical characteristics at the north corner of parcel “454” on the map and is depicted as consisting of two parallel black lines (solid and dashed). The route is observed to change physical characteristics again at the south east corner of parcel “450” on the map and is depicted as consisting of two parallel solid black lines. Length D – F is observed to terminate at the south east corner of parcel “448” on the map.





27. Ordnance Survey 1" New Series, BL Maps 1175 (134.) sheet 138, entitled "OS of England WEM", dated 1902, demonstrates evidence for all of route T000714 and T000888. The route is observed to commence at a junction with another route between "Moreton Hall" and "Audley Brow" on the map (A). The route is shown on the map and is depicted as consisting of two parallel solid black lines. The route is shown on the map and is described in the key under the heading "3rd class metalled road". The route is observed to change physical characteristics for a short distance directly north of "Stych Fm" on the map. From here the route is shown depicted as consisting of two parallel black lines (solid and dashed). The route is observed to change physical characteristics for a short distance within the grounds of "Stych Hall" where it is depicted as consisting of two parallel dashed black lines. The route is observed to change physical characteristics again at the eastern entrance to "Stych Hall" where the route splits in two (D). From here length D – E heads in a north easterly direction and is depicted as consisting of two parallel black lines (solid and dashed). The route changes both physical characteristics and route classification at a junction with another route north of "Stych Hall" on the

map. From here the route is depicted by one bold and one fine solid / pecked parallel black line and is described under the heading "Metalled Roads: "Second Class - Fenced" in the map key. Length D - E of the route is observed to terminate north west of "Stych Hall" on the map. The length D – F of the route is observed to commence at the eastern entrance to "Stych Hall" on the map (D). The route is shown on the map and is described in the key as "3rd class metalled road" and is depicted as consisting of two parallel dashed black lines. The route is observed to change physical characteristics to the east of "Stych Hall" on the map. From here the route is depicted as consisting of two parallel black lines (solid and dashed). Length D - F is observed to terminate south west of "Longslow" on the map.

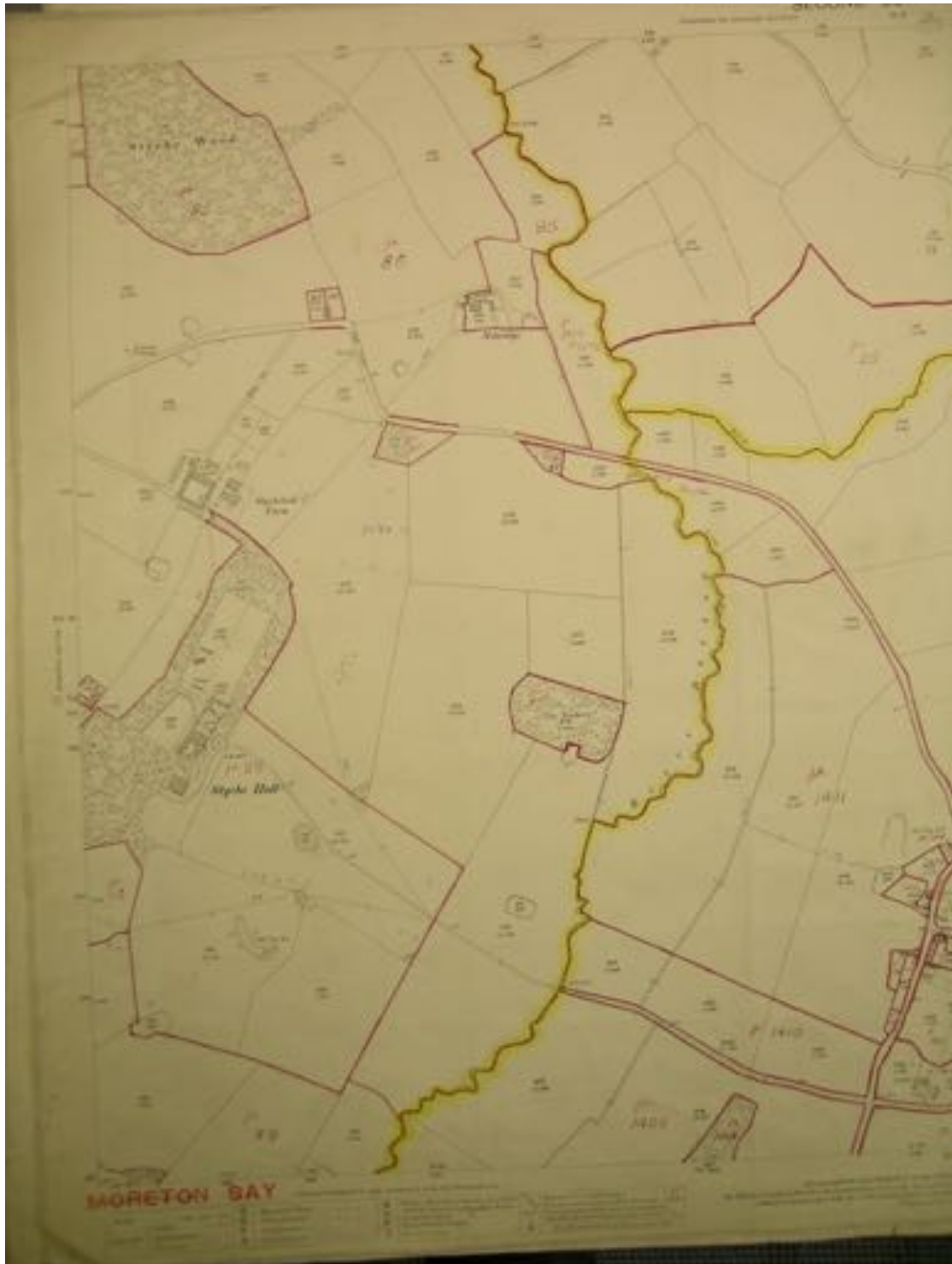
28. Ordnance Survey 1" New Series, BL Maps 1175(134.), entitled "OS of England & Wales", dated 1902, covers the area but demonstrates no evidence for case SH/126/001.

29. Finance Act Survey Map, TNA IR 132/4/137, entitled "SHROPSHIRE SHEET XV.4 - SECOND EDITION 1901", dated 1909/1910, demonstrates evidence for part of route T000714 (A - C). The route is observed to commence at the north west corner of OS parcel "621" on the map (A). The route is shown uncoloured and excluded from hereditaments. The route is observed to terminate towards the north west corner of OS parcel "468" on the map where it continues onto map sheet VIII.16.



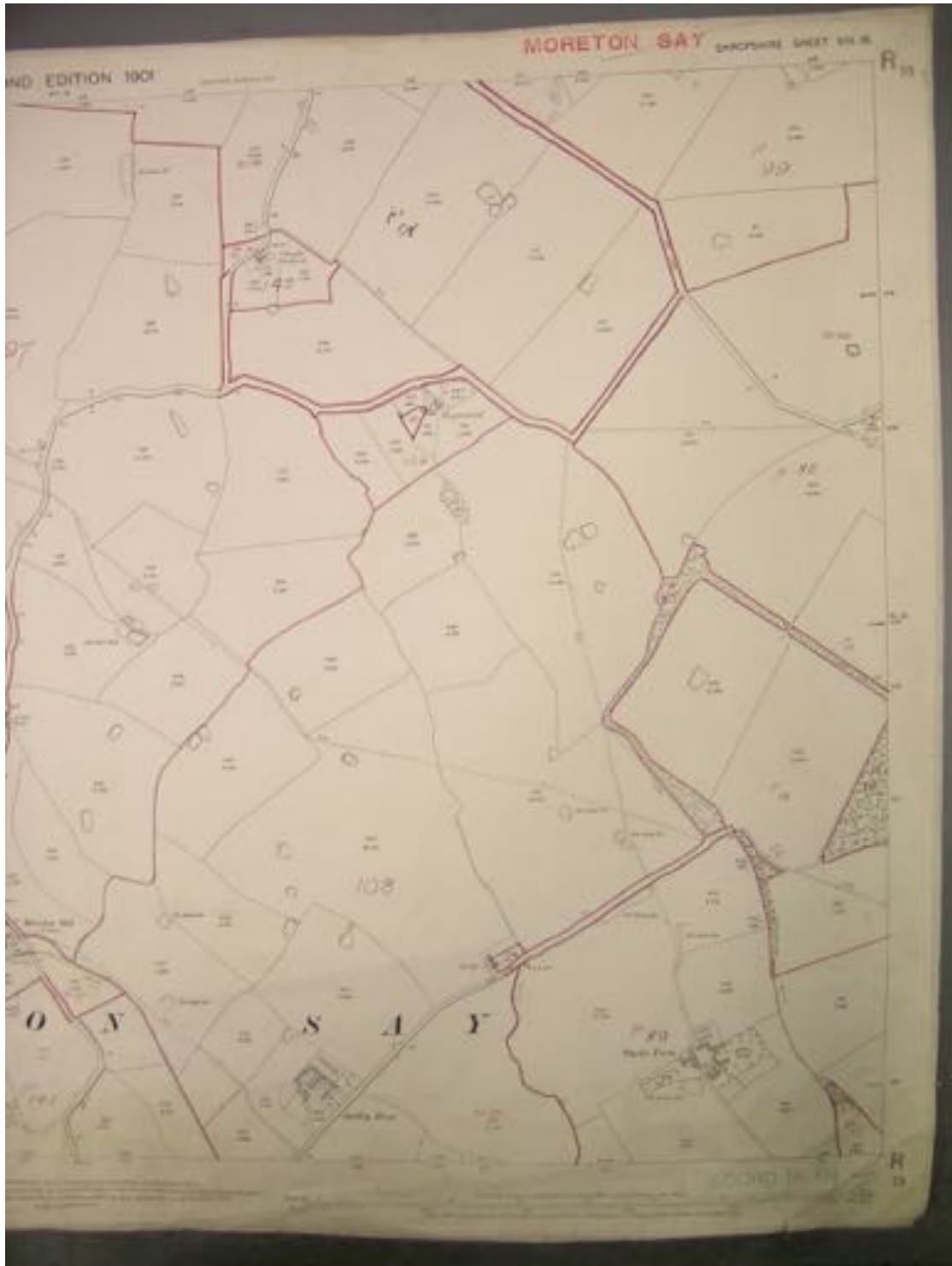


30. Finance Act Survey Map, TNA IR 132/4/75, entitled "SHROPSHIRE SHEET IX.13 - Second Edition 1901", dated 1909/1910, demonstrates evidence for part of route T000714 and all of route T000888. The route is observed to commence towards the north west corner of OS parcel "300" on the map where it continues on from map sheet VIII.16. The route is shown included in the hereditament(s) in this case hereditament number(s) "88". The route is observed to split in two north of the letter "c" of the label "Styche Hall" on the map (D). The length D – E extends in a north easterly direction and is shown included in the hereditament(s) in this case hereditament number(s) "86 & 88". The route is observed to change Finance Act Survey annotation at the north west corner of parcel "281" on the map. From here the route is shown uncoloured and excluded from hereditaments. Length D – E is observed to terminate towards the south west corner of parcel "308" on the map where it continues onto map VIII.16. The length D – F, which continues in a south easterly direction is shown included in the hereditament(s) in this case hereditament number(s) "88" & "86". Length D – F is observed to change in Finance Act Survey annotation at the north west corner of parcel "454." From here the route is excluded from hereditaments. The route is observed to terminate at a junction with another route at the north east corner of OS parcel "456" on the map.



31. Finance Act Field Book, TNA IR/58/75911, entitled "Moreton Saye Assessment No. 101-200", dated 1909, covers the area but demonstrates no evidence for case SH/126/001.

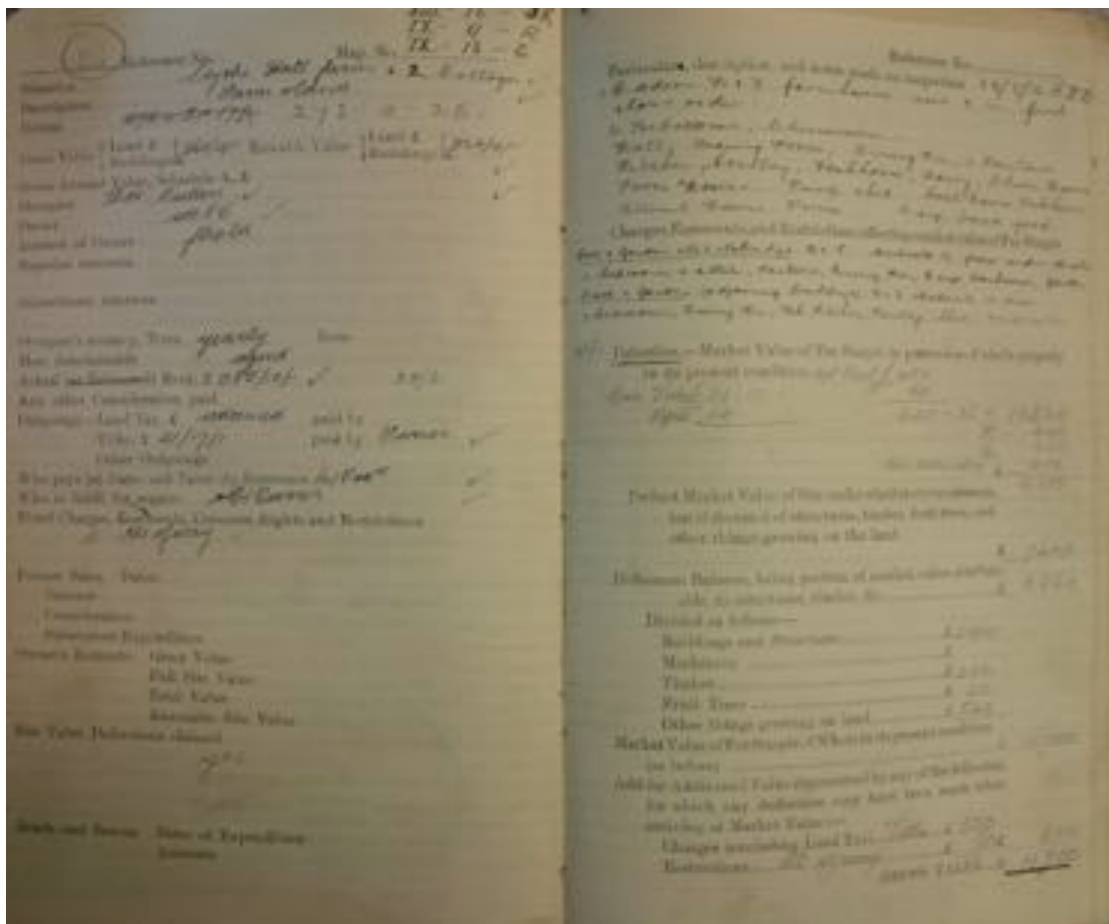
32. Finance Act Survey Map, TNA IR 132/4/63, entitled "Cheshire Sheet VIII.16", dated 1910, demonstrates evidence for part of route T000714 (B – C & D – E). The route is observed to commence towards the south east corner of OS parcel "469" on the map where it continues on from map sheet XV.4. The route is shown uncoloured and excluded from hereditaments. The route is observed to change Finance Act Survey annotation at the north east corner of OS land parcel "455" on the map. From here the route is shown included in the hereditament(s) in this case hereditament number(s) "86" & "88". The route is observed to terminate towards the north east corner of OS parcel "300" on the map where it continues onto map sheet IX.13. Length D – E is observed to commence towards the north east corner of OS parcel "307" on the map where it continues on from map sheet IX.13. The route is shown uncoloured and excluded from hereditaments. Length D – E is observed to terminate at the south west corner of OS parcel "308" on the map.



33. Finance Act Survey Field Book, TNA IR 58/75910, entitled "VALUERS FIELD BOOK Parish of Moreton Saye nos 1 - 100", dated 1910, demonstrates evidence for part of route T000714. In hereditament "86" on page "1" under the heading

"Fixed Charges, Easements, Common Rights and Restrictions" there is an entry stating "Rts of way". On page "2" under the heading "Restrictions" there is an entry stating "Rt of way £50". On page "4" under the heading "Public Rights of Way or User" there is a deduction for "£50". A deduction for public rights of way is provided in this case "£50" but this is inadequately accounted for on the map, owing to the map showing a number of routes running through the same hereditament.

In hereditament "88" on page "1" under the heading "Fixed Charges, Easements, Common Rights and Restrictions" there is an entry stating "rts of way". On page "2" under the heading "Restrictions" there is an entry stating "Rt of way £75". On page "4" under the heading "Public Rights of Way or User" there is a deduction for "£75". A deduction for public rights of way is provided in this case "£75" but this is inadequately accounted for on the map, owing to the map showing a number of routes running through the same hereditament.



Reference No. _____

Description of Land	Dimensions		Area	Condition	Remarks
	Length	Breadth			
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TOTAL VALUE £ 2,500

Less Value attributable to ... £ 500

Value directly attributable to ... £ 2,000

Works executed ... £ 100

Capital Expenditure ... £ 50

Appropriation of Land ... £ 20

Substitution of Land Tax ... £ 10

Substitution of other Charges ... £ 5

Extraneous of Unproved ... £ 5

Handrail as personal chattel ... £ 5

Expenses of Clearing Site ... £ 5

ADJUSTABLE SITE VALUE £ 2,000

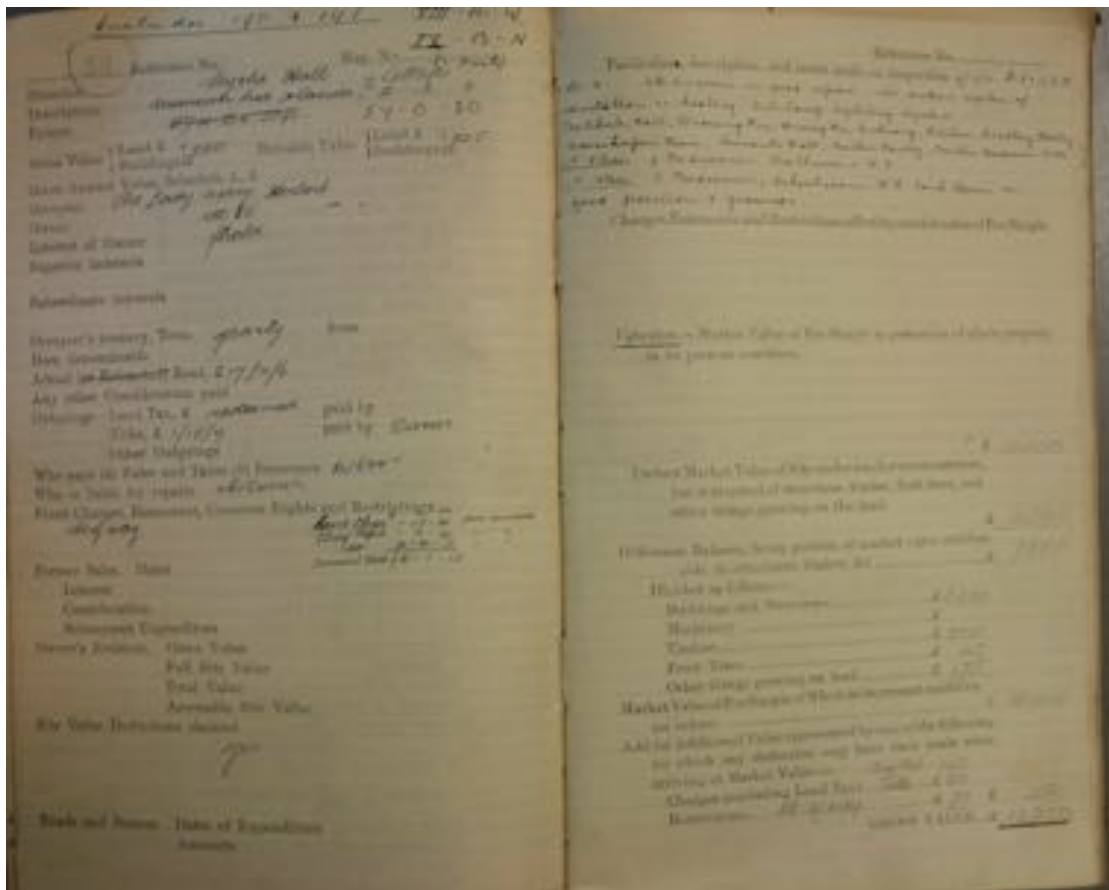
If Agricultural land the value for Agricultural purposes including Sporting Rights ... £ 1,500

Value of Sporting Rights ... £ 500

If Licensed Property the actual license value ... £ 100

Value as Unimproved Land Duty as free ... £ 50

Net surplus value as to Appropriation, &c. ... £ 1,000



7. Interpretation of Evidence from Individual Records

Evidence of status:

This evidence concerns the existence of a public right of way. The ARU's research establishes whether a way is described as "public" or "private" and whether public rights can be inferred from other information provided within the documentary source.

Evidence of status is categorised as follows:

Category	Name	Significance
A	Express Dedication	Supporting evidence
B(i)	Surveyor's Opinion / Strong Reputation	
B(ii)	Inferred Dedication / Reputation	
C	Neutral	Status neutral
D	Private	Contradictory evidence
E	Stopping Up	

The individual pieces of evidence which singly or together lead to a particular categorisation vary depending on the particular source being considered and are described in detail in Section 5 of the relevant Research Standard for that source.

The following items of evidence were found to relate to the status of the case file route:

Document Group	Evidence Cat.	Document	Date	See Section	Code	Code Description
Non-OS Commercial Mapping	C	SHR Map R BAUGH 1808 sheet 2 - To the Right Honourable EDWARD EARL OF POWIS Lord Lieutenant and Custos Rotulorum of the Counties of SALOP AND MONTGOMERY This MAP of SHROPSHIRE is humbly and respectfully dedicated by his LORDSHIPS obliged and obedient Servant ROBERT	1808	6.1	NOS10	Route shown on map fits generic description of non-status specific routes as described in legend

		BAUGH				
Ordnance Survey Records Surveyors Drawings	C	BL Map 209	1817	6.2	OSD1	Route shown un-coloured on Ordnance Surveyors Drawing Route shown un-coloured on Ordnance Surveyors Drawing
					OSD4	Route un-named on Ordnance Surveyor's Drawing
Non-OS Commercial Mapping	B(ii)	SHR Map GREENWOODS 1827 - Map of the County of SALOP FROM AN ACTUAL SURVEY Made in the Years 1826 & 1827 BY C. & J. GREENWOOD, Most Respectfully Dedicated To The NOBILITY, CLERGY & GENTRY OF Shropshire, By THE PROPRIETORS GREENWOOD, PRINGLE & Co. Regent Street. Pall Mall....	1827	6.3	NOS16	Shown on map and depicted or described as driving road or crossroads in key
Ordnance Survey Records 1" Old Series	C	SHR Map Ordnance Survey Old Series 1" : 1 mile - Folder 1 1833-35	1833-35	6.4	OSM5	Route shown on OS 1" Old Series map
Tithe Survey Records	B(ii) part	TNA Apportionment IR/29/29/226 - Apportionment of the Rent Charge in lieu of Tithes in the Chapelry Parish or Place of Moreton Say in the County of Salop.	1837	6.5	TA3	Described as non status specific, 'Occ Road', 'Ftpath'
		TNA Map IR/30/29/226 - PLAN of the Parish of MORETON	1838	6.7	TM2	Route not numbered specifically but is contained

		SAY in the County of SALOP				within numbered parcel
					TM1	Route specifically numbered on plan
					TM8	Annotated limitations (gates, stiles)
					TM6	Annotated 'to', 'from' or named, 'High St'
					TM3	Route shown on map not numbered specifically or within numbered parcel
Tithe Survey Records	C	TNA Map IR/30/29/112 - Map of Townships, Drayton in Hales, Market Drayton in the County of Salop	1839?	6.8	TM3	Route shown on map not numbered specifically or within numbered parcel
Estate Records	C	SHR Map 552/12/176/193 - PLAN OF PART OF THE STYCHE ESTATE the property of Lord Powis 1861	1861	6.9	EM1	Shown on map specifically numbered or contained in numbered parcel
Deposited Railway Records	B(i) part	SHR Plan DP 415 - Drayton Junction Railway Plans & Sections	1862	6.10	RP1	Route specifically numbered on plan
					RP3	Route within LOD
		SHR Section DP 415 - Drayton Junction Railway Plans & Sections	1862	6.11	RS1	Status quoted as public
		SHR Book Of Reference DP 415 - DRAYTON JUNCTION RAILWAY Book of Reference	1862	6.12	RB5	Owner is a public body
RB2	Described as public					
Deposited Railway Records	B(i) part	SHR Plan DP/414 - DRAYTON JUNCTION RAILWAY. Plans and Sections, SESSION 1862 - 3	1862-3	6.13	RP1	Route specifically numbered on plan
					RP3	Route within LOD

		SHR Section DP/414 - DRAYTON JUNCTION RAILWAY. Plans and Sections, SESSION 1862 - 3	1862-3	6.14	RS1	Status quoted as public
		SHR Book Of Reference DP/414 - Session 1862-3. DRAYTON JUNCTION RAILWAY. Book of Reference.	1862-3	6.15	RB2	Described as public
					RB5	Owner is a public body
Deposited Railway Records	B(i) part	SHR Plan DP/431 - DRAYTON JUNCTION RAILWAY. Plans and Sections, SESSION 1863-4	1863-4	6.16	RP1	Route specifically numbered on plan
					RP3	Route within LOD
		SHR Book Of Reference DP/431 - SESSION 1863-4. DRAYTON JUNCTION RAILWAY. Book of Reference	1863-4	6.17	RB2	Described as public
					RB5	Owner is a public body
SHR Section DP/431 - DRAYTON JUNCTION RAILWAY. Plans and Sections, SESSION 1863-4	1863-4	6.18	RS1	Status quoted as public		
Deposited Railway Records	B(ii) part	SHR Book Of Reference DP/479 - BIRKENHEAD, NORTH WALES AND STAFFORD RAILWAY. BOOK OF REFERENCE . November, 1872.	November 1872	6.19	RB1	Described as non-status specific i.e. 'occupation road', 'footpath' etc
		SHR Plan DP/479 - BIRKENHEAD, NORTH WALES AND STAFFORD Railways. Plans and Sections. SESSION 1873.	1873	6.20	RP1	Route specifically numbered on plan
					RP3	Route within LOD
					RP8	Described as Through Route on plan
SHR Section DP/479 - BIRKENHEAD, NORTH WALES AND	1973	6.21	RS3	Described as non-status specific i.e. 'occupation road', 'footpat'		

		STAFFORD Railways. Plans and Sections. SESSION 1873.				e.t.c
Ordnance Survey Records 25" 1st Edition	C	BL Map Vol 687 (39) - Shropshire (Northern Division) - Moreton Say Parish	1879	6.22	OSM23	Route specifically numbered on plan
					OSM2	Route un- named on map
					OSM24	Route un- numbered specifically, within numbered parcel
Ordnance Survey Records 25" 2nd Edition	C	BL Map 1598(16) - SHROPSHIR E SHEET	1899	6.26	OSM10	Route described as 'Main Roads' on 25" Ordnance Survey Characteristic s Sheet
					OSM9	Route un- named on map
					OSM10	Route described as 'Main Roads' on 25" Ordnance Survey Characteristic s Sheet
Ordnance Survey Records 1" New Series	B(ii)	BL Maps 1175 (134.) sheet 138 - OS of England WEM	1902	6.27	OSM20	Route un- named on map
					OSM14	Route shown un-coloured on OS 1" New Series
					OSM26	Route described as '3rd class metalled road' on key or Characteristic s Sheet
					OSM21	Route described as 2nd Class metalled road in key or Characteristic s Sheet

					OSM25	Route shown coloured on OS 1" New Series map'
Finance Act Survey Records	B(i)	TNA Map IR 132/4/137 - SHROPSHIRE SHEET XV.4 - SECOND EDITION 1901	1909/1910	6.29	FA1	Route excluded from Hdtmt
Finance Act Survey Records	C	TNA Map IR 132/4/75 - SHROPSHIRE SHEET IX.13 - Second Edition 1901	1909/1910	6.30	FA2	Route Included in Hdtmt
					FA1	Route excluded from Hdtmt
Finance Act Survey Records	B(i) part	TNA Map IR 132/4/63 - Cheshire Sheet VIII.15	1910	6.32	FA1	Route excluded from Hdtmt
					FA2	Route Included in Hdtmt
		TNA Field Book ir/58/75910 - VALUERS FIELD BOOK Parish of Moreton Saye nos 1 - 100	1910	6.33	FB10	Described as neither public or private, no deduction shown for ROW
					FB6	Described as neither public or private, deduction shown for ROW
					FB2	Deduction for public ROW, map not conclusive as to route.

Evidence of class:

This evidence refers to the type of rights enjoyed over the case file route. Evidence is recorded according to the traditional classes of public right of way recorded in documentary evidence: i.e. footpath, bridleway or carriageway. The status and class together may be identified clearly in a document (e.g. public footpath, private carriageway, etc.), but in other cases information on class may not be specified (e.g. "highway").

The following items of evidence were found to relate to the class of the case file route:

Document Group	Document	Date	Code	Code Description
Non-OS Commercial Mapping	SHR Map R BAUGH 1808 sheet 2 - To the Right Honourable EDWARD EARL OF POWIS Lord Lieutenant and Custos Rotulorum of the Counties of SALOP AND MONTGOMERY This MAP of SHROPSHIRE is humbly and respectfully dedicated by his LORDSHIPS obliged and obedient Servant ROBERT BAUGH	1808	RC12	Road
Ordnance Survey Records Surveyors Drawings	BL Map 209	1817	RC14	Unspecified
Non-OS Commercial Mapping	SHR Map GREENWOODS 1827 - Map of the County of SALOP FROM AN ACTUAL SURVEY Made in the Years 1826 & 1827 BY C. & J. GREENWOOD, Most Respectfully Dedicated To The NOBILITY, CLERGY & GENTRY OF Shropshire, By THE PROPRIETORS GREENWOOD, PRINGLE & Co. Regent Street. Pall Mall....	1827	RC12	Road

Ordnance Survey Records 1" Old Series	SHR Map Ordnance Survey Old Series 1" : 1 mile - Folder 1 1833-35	1833-35	RC14	Unspecified
Tithe Survey Records	TNA Apportionment IR/29/29/226 - Apportionment of the Rent Charge in lieu of Tithes in the Chapelry Parish or Place of Moreton Say in the County of Salop.	1837	RC12	Road
	TNA Map IR/30/29/226 - PLAN of the Parish of MORETON SAY in the County of SALOP	1838	RC14	Unspecified
Tithe Survey Records	TNA Map IR/30/29/112 - Map of Townships, Drayton in Hales, Market Drayton in the County of Salop	1839?	RC14	Unspecified
Estate Records	SHR Map 552/12/176/193 - PLAN OF PART OF THE STYCHE ESTATE the property of Lord Powis 1861	1861	RC14	Unspecified
Deposited Railway Records	SHR Plan DP 415 - Drayton Junction Railway Plans & Sections	1862	RC14	Unspecified
	SHR Section DP 415 - Drayton Junction Railway Plans & Sections	1862	RC12	Road
	SHR Book Of Reference DP 415 - DRAYTON JUNCTION RAILWAY Book of Reference	1862	RC16	Highway

Deposited Railway Records	SHR Plan DP/414 - DRAYTON JUNCTION RAILWAY. Plans and Sections, SESSION 1862 - 3	1862-3	RC14	Unspecified
	SHR Section DP/414 - DRAYTON JUNCTION RAILWAY. Plans and Sections, SESSION 1862 - 3	1862-3	RC12	Road
	SHR Book Of Reference DP/414 - Session 1862-3. DRAYTON JUNCTION RAILWAY. Book of Reference.	1862-3	RC16	Highway
Deposited Railway Records	SHR Plan DP/431 - DRAYTON JUNCTION RAILWAY. Plans and Sections, SESSION 1863-4	1863-4	RC14	Unspecified
	SHR Book Of Reference DP/431 - SESSION 1863-4. DRAYTON JUNCTION RAILWAY. Book of Reference	1863-4	RC16	Highway
	SHR Section DP/431 - DRAYTON JUNCTION RAILWAY. Plans and Sections, SESSION 1863-4	1863-4	RC12	Road
Deposited Railway Records	SHR Book Of Reference DP/479 - BIRKENHEAD, NORTH WALES AND STAFFORD RAILWAY. BOOK OF REFERENCE. November, 1872.	November 1872	RC11	Occupation road

	SHR Plan DP/479 - BIRKENHEAD, NORTH WALES AND STAFFORD Railways. Plans and Sections. SESSION 1873.	1873	RC14	Unspecified
	SHR Section DP/479 - BIRKENHEAD, NORTH WALES AND STAFFORD Railways. Plans and Sections. SESSION 1873.	1973	RC12	Road
Ordnance Survey Records 25" 1st Edition	BL Map Vol 687 (39) - Shropshire (Northern Division) - Moreton Say Parish	1879	RC14	Unspecified
Ordnance Survey Records 25" 2nd Edition	BL Map 1598(16) - SHROPSHIRE SHEET	1899	RC16	Highway
			RC14	Unspecified
Ordnance Survey Records 1" New Series	BL Maps 1175 (134.) sheet 138 - OS of England WEM	1902	RC12	Road
Finance Act Survey Records	TNA Map IR 132/4/137 - SHROPSHIRE SHEET XV.4 - SECOND EDITION 1901	1909/1910	RC14	Unspecified

Finance Act Survey Records	TNA Map IR 132/4/75 - SHROPSHIRE SHEET IX.13 - Second Edition 1901	1909/1910	RC14	Unspecified
Finance Act Survey Records	TNA Map ir 132/4/63 - Cheshire Sheet VIII.15	1910	RC14	Unspecified
	TNA Field Book IR/58/75910 - Moreton Saye Assessment No. 1-100	1910	RC14	Unspecified

Evidence of physical characteristics:

This evidence relates to the physical appearance of the case file route as recorded in documentary sources, even if these sources do not themselves contain evidence of the route's status or class.

Items of evidence relating to physical characteristics are recorded using a series of 'physical appearance' codes.

The following items of evidence were found to relate to the physical characteristics of the case file route:

Document Group	Document	Date	Code	Code Description
Non-OS Commercial Mapping	SHR Map R BAUGH 1808 sheet 2 - To the Right Honourable EDWARD EARL OF POWIS Lord Lieutenant and Custos Rotulorum of the Counties of SALOP AND MONTGOMERY This MAP of SHROPSHIRE is humbly and respectfully	1808	PA1	Two parallel solid black lines

	dedicated by his LORDSHIPS obliged and obedient Servant ROBERT BAUGH			
Ordnance Survey Records Surveyors Drawings	BL Map 209	1817	PA1	Two parallel solid black lines
			PA2	Two parallel dashed black lines
Non-OS Commercial Mapping	SHR Map GREENWOODS 1827 - Map of the County of SALOP FROM AN ACTUAL SURVEY Made in the Years 1826 & 1827 BY C. & J. GREENWOOD, Most Respectfully Dedicated To The NOBILITY, CLERGY & GENTRY OF Shropshire, By THE PROPRIETORS GREENWOOD, PRINGLE & Co. Regent Street. Pall Mall....	1827	PA1	Two parallel solid black lines
			PA2	Two parallel dashed black lines
Ordnance Survey Records 1" Old Series	SHR Map Ordnance Survey Old Series 1" : 1 mile - Folder 1 1833-35	1833-35	PA1	Two parallel solid black lines
			PA2	Two parallel dashed black lines
Tithe Survey Records	TNA Map IR/30/29/226 - PLAN of the Parish of MORETON SAY in the County of SALOP	1838	PA4	Two parallel dashed black lines (in-filled)
			PA1	Two parallel solid black lines
			PA2	Two parallel dashed black lines
Tithe Survey Records	TNA Map IR/30/29/112 - Map of Townships, Drayton in Hales,	1839?	PA7	Two parallel black lines (solid and dashed)
			PA1	Two parallel solid

	Market Drayton in the County of Salop			black lines
Estate Records	SHR Map 552/12/176/193 - PLAN OF PART OF THE STYCHE ESTATE the property of Lord Powis 1861	1861	PA2	Two parallel dashed black lines
			PA7	Two parallel black lines (solid and dashed)
			PA1	Two parallel solid black lines
Deposited Railway Records	SHR Plan DP 415 - Drayton Junction Railway Plans & Sections	1862	PA1	Two parallel solid black lines
Deposited Railway Records	SHR Plan DP/414 - DRAYTON JUNCTION RAILWAY. Plans and Sections, SESSION 1862 - 3	1862-3	PA1	Two parallel solid black lines
Deposited Railway Records	SHR Plan DP/431 - DRAYTON JUNCTION RAILWAY. Plans and Sections, SESSION 1863-4	1863-4	PA1	Two parallel solid black lines
Deposited Railway Records	SHR Plan DP/479 - BIRKENHEAD, NORTH WALES AND STAFFORD Railways. Plans and Sections. SESSION 1873.	1873	PA1	Two parallel solid black lines
Ordnance Survey Records 25" 1st Edition	BL Map Vol 687 (39) - Shropshire (Northern Division) Sheet XV.4 - Moreton Say Parish	1879	PA14	Two parallel solid black lines with two dashed black lines along the centre
			PA9	Two parallel solid black lines with a single black dashed line along the centre
			PA1	Two parallel solid black lines

			PA2	Two parallel dashed black lines
			PA7	Two parallel black lines (solid and dashed)
Ordnance Survey Records 25" 2nd Edition	BL Map 1598(16) - SHROPSHIRE SHEET VIII.16	1899	PA11	One bold and one fine solid parallel black lines
			PA7	Two parallel black lines (solid and dashed)
			PA12	One bold and one fine dashed parallel black lines
			PA1	Two parallel solid black lines
			PA2	Two parallel dashed black lines
Ordnance Survey Records 1" New Series	BL Maps 1175 (134.) sheet 138 - OS of England WEM	1902	PA1	Two parallel solid black lines
			PA7	Two parallel black lines (solid and dashed)
			PA2	Two parallel dashed black lines

Evidence of width:

This evidence relates to the legal width of the case file route – for example, legally defined widths (e.g. in Inclosure Awards).

There is no evidence to support a legal width for the route.

8. Overall Evaluation of Evidence

The evaluation of the evidence has been carried out in accordance with the Discovering Lost Ways Project's series of Research Standards (for specific references see Appendix A below).

Findings from the main documentary sources:

1. Tithe Survey Records

Two Tithe Survey maps demonstrate evidence for the route. The Tithe Survey map, IR 30/29/226, demonstrates evidence for the whole route. The lengths A – E and D – F are shown both specifically numbered and within a numbered parcel. There is however no evidence for the route in the associated apportionment. Length D – F is shown as a through-route on the map.

The Tithe Survey map, IR/30/29/112, demonstrates evidence for length D – F of the case file route. The route is shown specifically numbered and is subsequently described as a "Road" in the associated apportionment.

2. Finance Act Survey Records

The Finance Act Survey Records demonstrate evidence for the route. The length A – C is shown uncoloured and excluded from hereditaments while part of length D – E is also shown uncoloured and excluded from hereditaments. This suggests that part of the route was considered to be a public highway at the time of the Finance Act Survey, but does not in itself provide evidence about the class of rights that existed over it. The remaining lengths of the route are shown included within hereditaments. The corresponding entries in the field book provide a deduction for public rights of way but these entries are inadequately accounted for on the map, owing to the map showing a number of routes running through the same hereditament.

3. Deposited Railway Records

Four Deposited Railway Records demonstrate evidence for the route, which date between 1862 & 1873.

The Deposited Railway plan, Drayton Junction Railway Plans & Sections, demonstrates evidence for part of the route (B – C). The plan shows the route specifically numbered and within the Limits of Deviation. The section shows the route with the status quoted as 'public' in this case a "Public Road". The

book of reference describes the route as 'public' in this case a "Public highway" and the owner of the route is described as a public body with the implied responsibility for maintenance of public highways.

The Deposited Railway plan, DRAYTON JUNCTION RAILWAY Plans and Sections, SESSION 1862 - 3, demonstrates evidence for part of the route (B – C). The plan shows the route specifically numbered and within the Limits of Deviation. The section shows the route with the status quoted as 'public' in this case a "Public Road.". The book of reference describes the route as 'public' in this case a "Public Highway" and the owner of the route is described as a public body with the implied responsibility for maintenance of public highways.

The Deposited Railway plan, DRAYTON JUNCTION RAILWAY Plans and Sections, SESSION 1863-4, demonstrates evidence for part of the route (B – C). The plan shows the route specifically numbered and within the Limits of Deviation. The section shows the route with the status quoted as 'public' in this case a "Public Road". The book of reference describes the route as 'public' in this case a "Public highway" and the owner of the route is described as a public body with the implied responsibility for maintenance of public highways.

The Deposited Railway plan, BIRKENHEAD, NORTH WALES AND STAFFORD Railways Plans and Sections SESSION 1873, demonstrates evidence for part of the route (B – C). The plan shows the route specifically numbered and within the Limits of Deviation. The route is further annotated as a through route on the plan. The section describes the route as a "Road" and the book of reference describes the route as an "Occupation road".

4. Estate Records

Part of the route (D – F) is shown on an Estate map as a physical feature only

5. Non-Ordnance Survey Commercial Mapping

Two Non-Ordnance Survey Commercial maps demonstrate evidence for the route. On Baugh's map part of length D – F is described under the heading "By-roads" in the map key. On Greenwood's map the whole route is shown on map and described under the heading "Cross Roads" in the map key. For the purposes of Discovering Lost Ways research, the identification of a route as a cross road is taken as evidence of reputation of the route as a highway, but is

not taken in itself to provide evidence of the class of these rights above that of a bridleway. The length A - B is on a slightly different alignment to the actual case file route. However, the researcher has interpreted this as an inaccuracy with Greenwood's map and interprets this as evidence of length 'A – B'

6. Ordnance Survey Records

a. Ordnance Survey Surveyor's Drawings

The route is shown on the Ordnance Survey Surveyor's Drawings as a physical feature only.

b. Ordnance Survey 1" Old Series

The Ordnance Survey 1" Old Series map demonstrates evidence for the route as a physical feature only.

c. Ordnance Survey 25" 1st Edition

The Ordnance Survey 25" 1st Edition map demonstrates evidence for the route over three sheets as a physical feature only. Part of the length of the route is specifically numbered. The route is observed to change characteristics many times over these maps.

d. Ordnance Survey 25" 2nd Edition

The Ordnance Survey 25" 2nd Edition demonstrates evidence for the route over three maps. The route is observed to change characteristics many times over these maps Part of the route is described as 'Main Roads' in the 25" Ordnance Survey Characteristics Sheet.

e. Ordnance Survey 1" Revised New Series

The Ordnance Survey 1" Revised New Series map demonstrates evidence for the route. The route is shown on the map with the majority of the length of the route described in the key under the heading "3rd class metalled road". The remainder of the route (part of length D – E) is described under the heading "2nd Class metalled roads" in the map key. For the purpose of the Discovering Lost Ways Project research it has been agreed that the showing of routes as 1st 2nd and 3rd class metalled roads on OS 1" New Series maps will be taken as evidence of public vehicular rights. It is considered therefore that a public vehicular right of way existed over the route at the time of the survey.

Alignment of the case file route:

From the analysis of the two Tithe Survey maps and modern Ordnance Survey maps the route does not appear to have changed alignment. There is however a slight alignment issue with Greenwood's map. The alignment of length A – B on Greenwood's map is along a slightly different alignment to that of the actual case file route. The researcher has interpreted this as an inaccuracy with Greenwood's map and interprets this as evidence of length A – B.

Evidence of Width:

There is no evidence to support a legal width for the route.

Contradictory evidence:

Of the four Deposited Railway plans, three list the route and "Public Highway", dating between 1862 and 1864. The fourth dated 1873 describes the route as "Occupation Road".

Outcome of the evaluation:

Case file SH/126/001 was included in the research scope by Shropshire County Council during the course of research due to the discovery of evidence suggesting the existence of a public right of way.

The Finance Act Survey Records demonstrate evidence for the route. The length A – C is shown uncoloured and excluded from hereditaments while part of length D – E is also shown uncoloured and excluded from hereditaments. This suggests that part of the route was considered to be a public highway at the time of the Finance Act Survey, but does not in itself provide evidence about the class of rights that existed over it. The remaining lengths of the route are shown included within hereditaments. The corresponding entries in the field book provide a deduction for public rights of way but these entries are inadequately accounted for on the map, owing to map showing a number of routes running through the same hereditament. Two Tithe Survey map demonstrate evidence for the route. The Tithe Survey map, IR 30/29/226, demonstrates evidence for whole route. The length A – E and D - F is shown both specifically numbered and within a numbered parcel. There is however no evidence for the route in the associated apportionment. Length D – F is shown as a through-route on the map. The Tithe Survey map, IR/30/29/112, demonstrates evidence for length D – F of the case file route. The route is shown specifically numbered and is subsequently described as a "Road" in the associated apportionment.

Four Deposited Railway Records demonstrate evidence for the route, which date between 1862 & 1873. The Deposited Railway plan, Drayton Junction Railway Plans & Sections, demonstrates evidence for part of the route (B – C). The plan shows the route specifically numbered and within the Limits of Deviation. The section shows the route with the status quoted as 'public' in this case a "Public Road". The book of reference describes the route as 'public' in this case a "Public highway" and the owner of the route is described as a public body with the implied responsibility for maintenance of public highways. The Deposited Railway plan, DRAYTON JUNCTION RAILWAY Plans and Sections, SESSION 1862 - 3, demonstrates evidence for part of the route (B – C). The plan shows the route specifically numbered and within the Limits of Deviation. The section shows the route with the status quoted as 'public' in this case a "Public Road.". The book of reference describes the route as 'public' in this case a "Public Highway" and the owner of the route is described as a public body with the implied responsibility for maintenance of public highways. The Deposited Railway plan, DRAYTON JUNCTION RAILWAY Plans and Sections, SESSION 1863-4, demonstrates evidence for part of the route (B – C). The plan shows the route specifically numbered and within the Limits of Deviation. The section shows the route with the status quoted as 'public' in this case a "Public Road". The book of reference describes the route as 'public' in this case a "Public highway" and the owner of the route is described as a public body with the implied responsibility for maintenance of public highways. The Deposited Railway plan, BIRKENHEAD, NORTH WALES AND STAFFORD Railways Plans and Sections SESSION 1873, demonstrates evidence for part of the route (B – C). The plan shows the route specifically numbered and within the Limits of Deviation. The route is further annotated as a through route on the plan. The section describes the route as a "Road" and the book of reference describes the route as an "Occupation road".

Two Non-Ordnance Survey Commercial maps demonstrate evidence for the route. On Baugh's map part of length D – F is described under the heading "By-roads" in the map key. On Greenwood's map the whole route is shown on map and described under the heading "Cross Roads" in the map key. For the purposes of Discovering Lost Ways research, the identification of a route as a cross road is taken as evidence of reputation of the route as a highway, but is not taken in itself to provide evidence of the class of these rights above that of a bridleway. The length A - B is on a slightly different alignment to the actual case file route. However, the researcher has

interpreted this as an inaccuracy with Greenwood's map and interprets this as evidence of length 'A – B'.

The Ordnance Survey 1" Revised New Series map demonstrates evidence for the route. The route is shown on the map with the majority of the length of the route described in the key under the heading "3rd class metalled road". The remainder of the route (part of length D – E) is described under the heading "2nd Class metalled roads" in the map key. For the purpose of the Discovering Lost Ways Project research it has been agreed that the showing of routes as 1st 2nd and 3rd class metalled roads on OS 1" New Series maps will be taken as evidence of public vehicular rights. It is considered therefore that a public vehicular right of way existed over the route at the time of the survey.

The physical evidence is of an unfenced / open route from point A to just beyond C, with the remainder gated and running through an estate or close to estate buildings (with the exception of part of length D – E). The Finance Act Survey evidence largely supports this, with length A to C being the only significant length excluded from hereditaments. The Railway Act evidence of public status applies only to a short length between B – C. The evidence is consistent with A – C being a public road based on the Finance Act Survey and Deposited Railway Records evidence.

Although the evidence for part of the length of the route meets the standards set out in Section 53 of the Wildlife & Countryside Act, 1981, that a public right of way subsists or is reasonably alleged to subsist, the case as a whole has been categorised as "tentative". It is considered that evidence for the whole route would be needed before a definitive map modification order application could be made to add the route to the definitive map. It is recommended that further research is carried out in the records of the Market Drayton Highway Board to see if there is evidence of the extent of the routes they regarded as public

Appendix A - Methodological Statement

A series of technical papers describing the standard for research carried out by the Archive Research Unit have been developed. The DLW Research Standards provide a basis for quality assurance of evidence reports produced by the ARU and the accreditation of any lost ways claims made by Natural England.

The following Research Standard technical papers were used to develop this evidence report:

Technical paper
Discovering Lost Ways Research Standard 2.0: Research Scope
Discovering Lost Ways Research Standard 3.2: Tithe Survey Records
Discovering Lost Ways Research Standard 3.3: Finance Act Survey Records
Discovering Lost Ways Research Standard 3.4: Deposited Railway Records
Discovering Lost Ways Research Standard 3.7: Ordnance Survey Records
Discovering Lost Ways Research Standard 3.8: Non-OS Commercial Mapping
Discovering Lost Ways Research Standard 3.9: Estate Records
Discovering Lost Ways Research Standard 4.0: Combining & Evaluating Evidence

Appendix B - Acknowledgements

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