

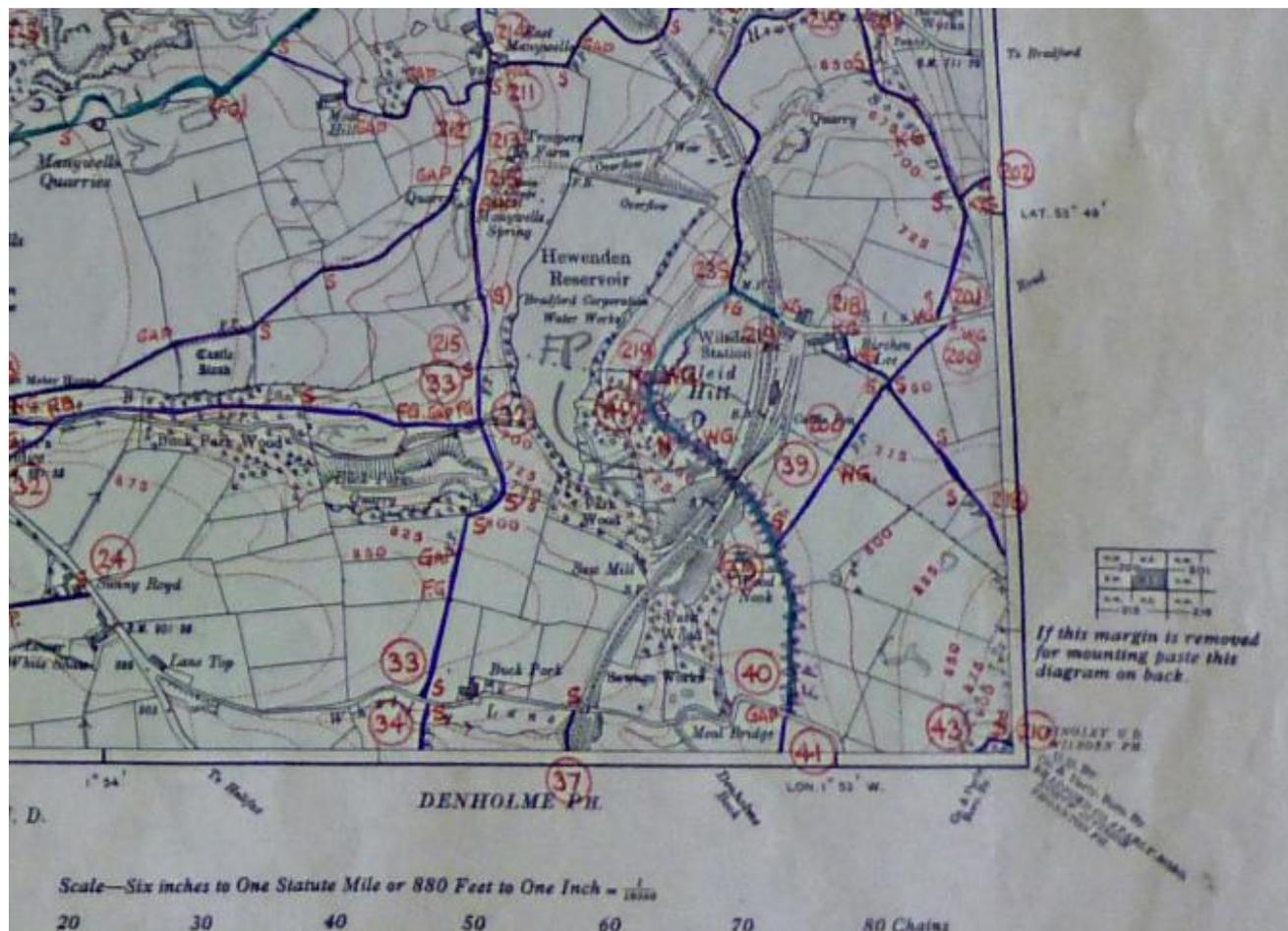
The Great Northern Railway Trail

Possible access via
Bridleway Bingley 219 &
Denholme 40

When the Draft map of rights of way was published in 1952 the whole of the route was recorded as a bridleway...



However, there is another version of the Draft Map for the Denholme district showing bridleway no. 40 hatched over in purple – indicating it is a footpath.



The accompanying 1952 statement shows that 40 was first recorded as a cart road/road used as a public path, but later altered to a 'Bridle Road'....

40.	200 SE.	Bridle Road used as a public path proceeding from Whalley Lane in a northerly direction to Bingley Urban District Boundary at Glad Hill.	Rough Metalled (poor condition).	0.36	9' 0"	No.2 Wicket Gates. No.2 Notice Boards "Private". No direction signs.
41.	200 SE. 215 NE.	Footpath from Whalley Lane in a southerly direction to its junction with Path No.42.	Metalled & Ashed.	0.12	7' 6"	No.2 Gaps. No direction signs.
42.	215 NE.	Footpath Metalled & Ashed from Whalley Lane proceeding in a south-westerly direction to its junction with Path No.45.	Rough Metalled (poor condition).	0.27	15' 0"	No direction signs.
43.	200 SE. 215 NE.	Footpath from Whalley Lane proceeding in a north-westerly direction to Bingley Urban District Boundary.	Grass.	0.15	4' 0"	No.2 Stiles. No.1 Gap. No direction signs.
44.	215 NE.	Footpath from Path No.38 near Carr Cottage proceeds eastwards to its junction with Path No.45.	Rough Metalled and Ashed (poor condition).	0.07	4' 0"	No.1 Wicket Gate (repairs required). No direction signs.

This came about as a result of a number of policy decisions made by the County Council. This internal memo dated 1954 suggests reducing the width of paths to 'define' the council's liability.....

NATIONAL PARKS AND ACCESS TO THE
COUNTRYSIDE ACT, 1949. PART IV.
Survey of Public Rights of Way.

With reference to my assistant's discussion
Mr. Jackman and Mr. Birch, I would be pleased
to have your confirmation of the agreement then reached
that it is in order that amendments should be made to the
Draft Map prepared under the above Act, in all cases where
the width of any public path has been shown therein greater
than normal, i.e., that any footpath included in the
statement accompanying the Draft Map which is shown therein
at a width not exceeding 6 feet, be retained but all
footpaths having greater widths than 6 feet should be
reduced to 4 feet; likewise that all bridleways (normally
considered to be 8 feet wide) which are shown of greater width
than 10 feet should be reduced to the standard 8 feet.

You will appreciate the point has been raised
in order to define the liability of the highway authority
within the limits of ways which in some cases are 20, 30,
and sometimes more feet between fences.

2nd December 1954

...and another memo weeks later, states that the record cannot be altered until the Definitive Map is reviewed.

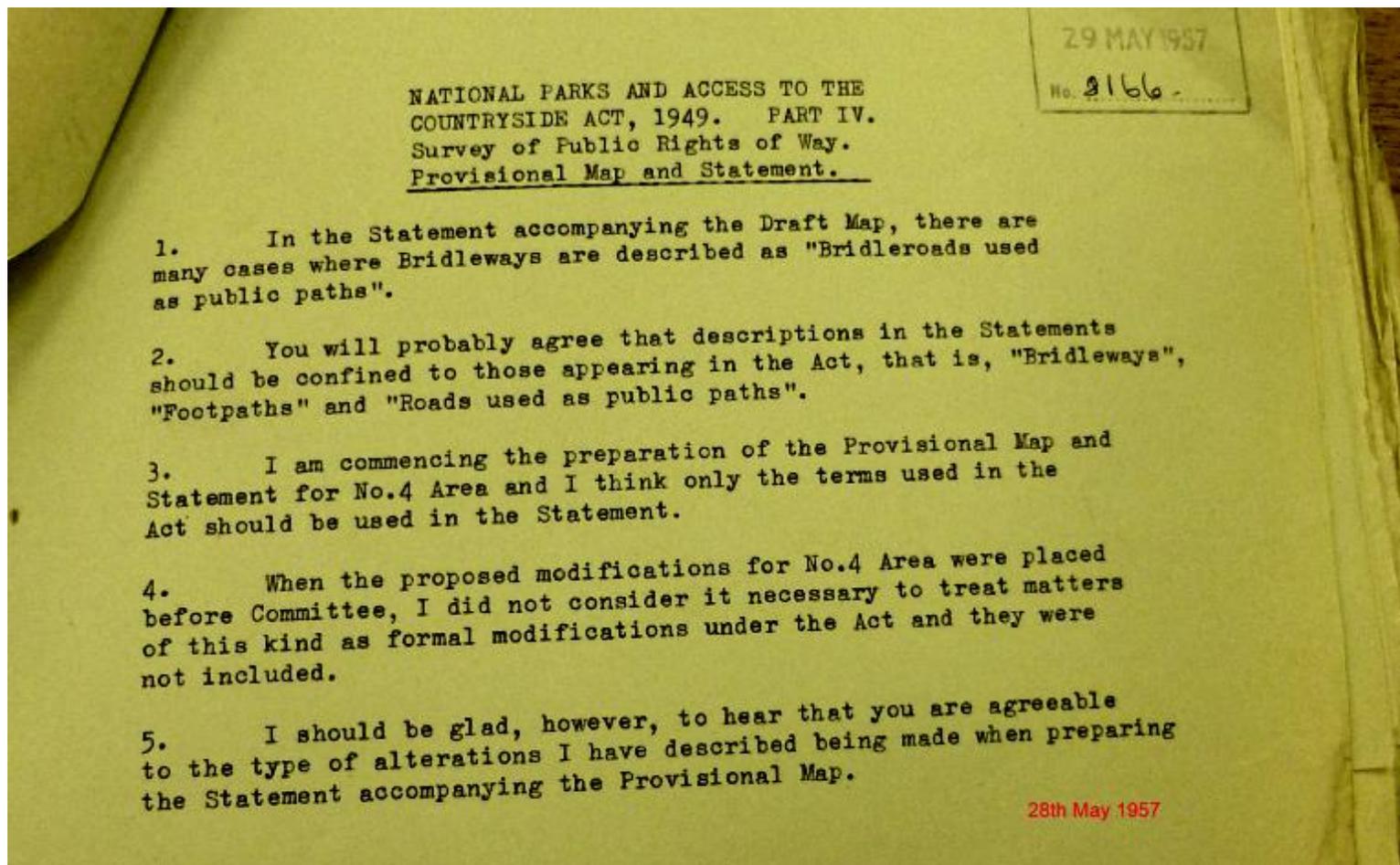
3. The Draft Map will be amended, including additions and deletions, as a result of objections and representations received under Section 29(2) of the Act but it appears that it cannot be amended to cover the paths referred to in Paragraph 2 above.

4. Section 27(1 and 2) of the Act refers to the Draft Map having shown upon it paths which existed at the relevant date and it seems to follow therefore that paths which came into existence or ceased to exist after that date cannot be formally recorded until the Definitive Map is re-viewed.

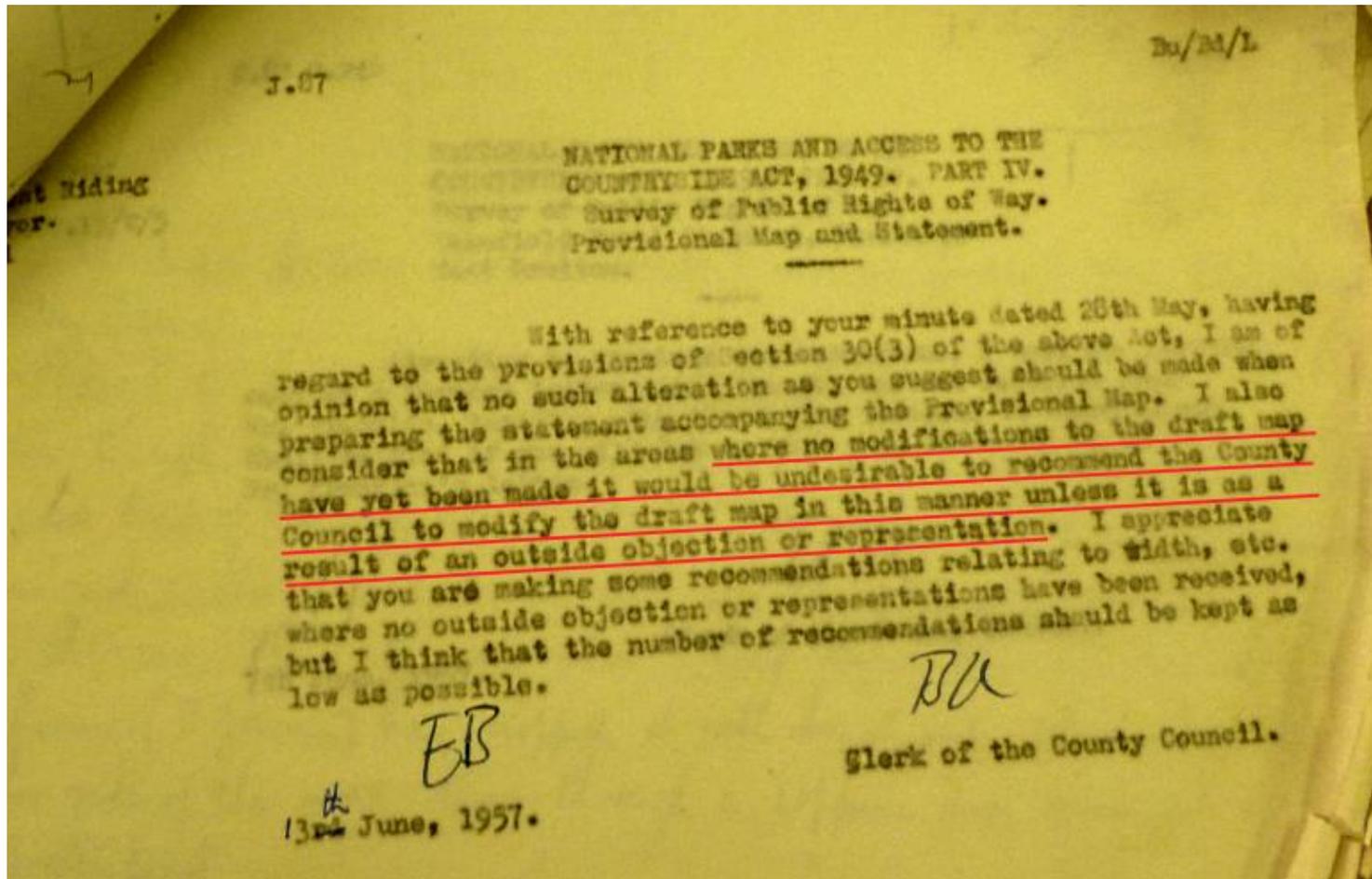
5. I should be obliged if you would furnish me with your views upon this matter.

11th December 1954

In 1957, as the publication of the Provisional Map approached (i.e. the next review), the County Engineer wrote to the Clerk of the WRCC explaining that he had decided that the term 'bridle road' should be replaced with 'bridleway' in the statements.



However, the Clerk of the County Council recommended that it would be undesirable to modify the Draft Map in this manner, unless formal 'outside or recommendations have been received'.



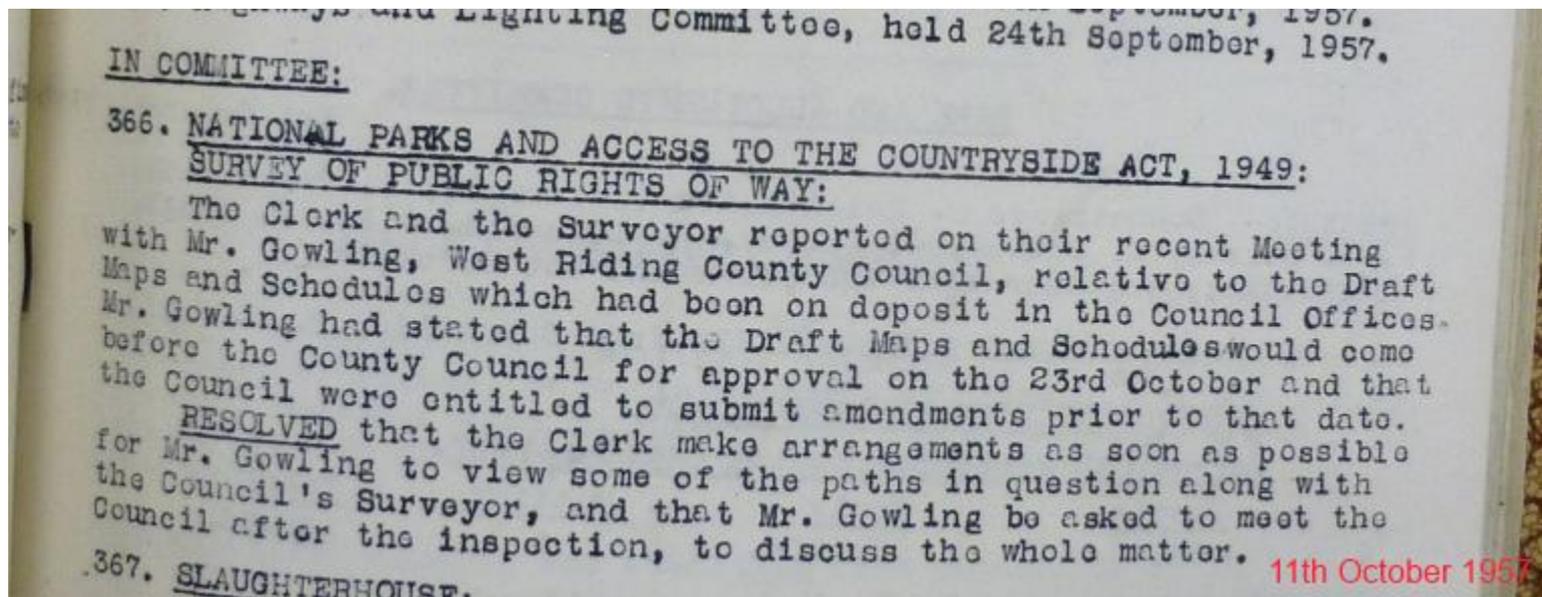
The Schedule of objections and representations prepared for Denholme in June 1957, shows that only 1 objection had been received

AREA NO.5

District	Objections	Representations
Batley B	-	-
Brighouse B	5	-
Colne Valley U	-	-
<u>Denholme U</u>	1	-
Elland U	5	-
Hebden Royd U	3	-

June 1957

In the absence of formal objections and representations, Mr. Gowling of WRCC contacted Denholme UDC to let them know that they could submit amendments to the Draft Map prior to the publication of the Provisional version.



To:

**L. D. Berry, Esq.,
Clerk to Donholme Urban District Council,
Council Offices,
DONHOLME,
Br. Bradford.**

**NATIONAL PARKS AND ACCESS TO
THE COUNTRYSIDE ACT, 1949.**

NOTICE IS HEREBY GIVEN that the County Council of the West Riding of Yorkshire in exercise of the powers conferred on them by Sub-section 3 of Section 29 of the National Parks and Access to the Countryside Act, 1949, have made the determinations indicated in the Schedule hereto with regard to the objection/representation which you have made in respect of the particulars contained in the draft rights of way map and statements prepared under Section 27 of the above

Path No. 49. That the description of the width be amended from 6 ft. to 4 ft.

Path No. 50. That the description of the width be amended from 9 ft. to 4 ft.

Path No. 50. That the description be amended from a Bridle road to a Footpath 4 ft. wide.

Path No. 51. That the description of the width be amended from 15 ft. to 4 ft.

Here is the Provisional Statement showing the status of Path no. 40 reduced from Bridle road to Footpath and the width reduced from 15 feet to 4 feet.

GENEVA URBAN

GENEVA URBAN
CHAS. W. W. W.

Reference No.	Map Reference	Description of Route	Nature of Surface	Approximate Length	Approximate Width	General
39	SE 03 NE	Footpath from its junction with Path No. 40 proceeds in a north easterly direction to the Bingley Urban District Boundary.	Grass	0.10	4' 0"	No. 1 Stile No. 1 Wicket Gate No direction signs.
40	SE 03 NE SE 03 SE	Footpath proceeding from Whalley Lane in a northerly direction to Bingley Urban District Boundary at Glead Hill.	Rough Metalled (poor condition)	0.36	4' 0"	No. 2 Wicket Gates No. 2 Notice Boards "Private" No direction signs.
41	SE 03 SE	Footpath from Whalley Lane in a southerly direction to its junction with Path No. 42.	Metalled and Ashed	0.12	7' 0"	No. 2 Gaps No direction signs.

Conclusion:

This rights of way anomaly will need to be addressed before the cut-off date for claims in 2026.



Denholme 40 is wrongly recorded as a footpath because:

- No objection to the initial bridleway status by the then owners has been found on the files.
- The decision to downgrade the path to footpath was an internal council matter only – which is dubious.
- The changes were not advertised, therefore there was no opportunity for the public to make any objection or representation.
- The historical documentary evidence points to the route being an ancient cartway used by the public which the owners had an obligation to repair.

Some of the old maps

1818 Map of the Township of Wilsden



1850 Thornton Tithe Map



1850 Wilsden Tithe Map



1852 First Ordnance Survey – 6 inch to 1 mile



1913 Ordnance Survey – 1 inch to 1 mile



1947 Geographia Road Map

