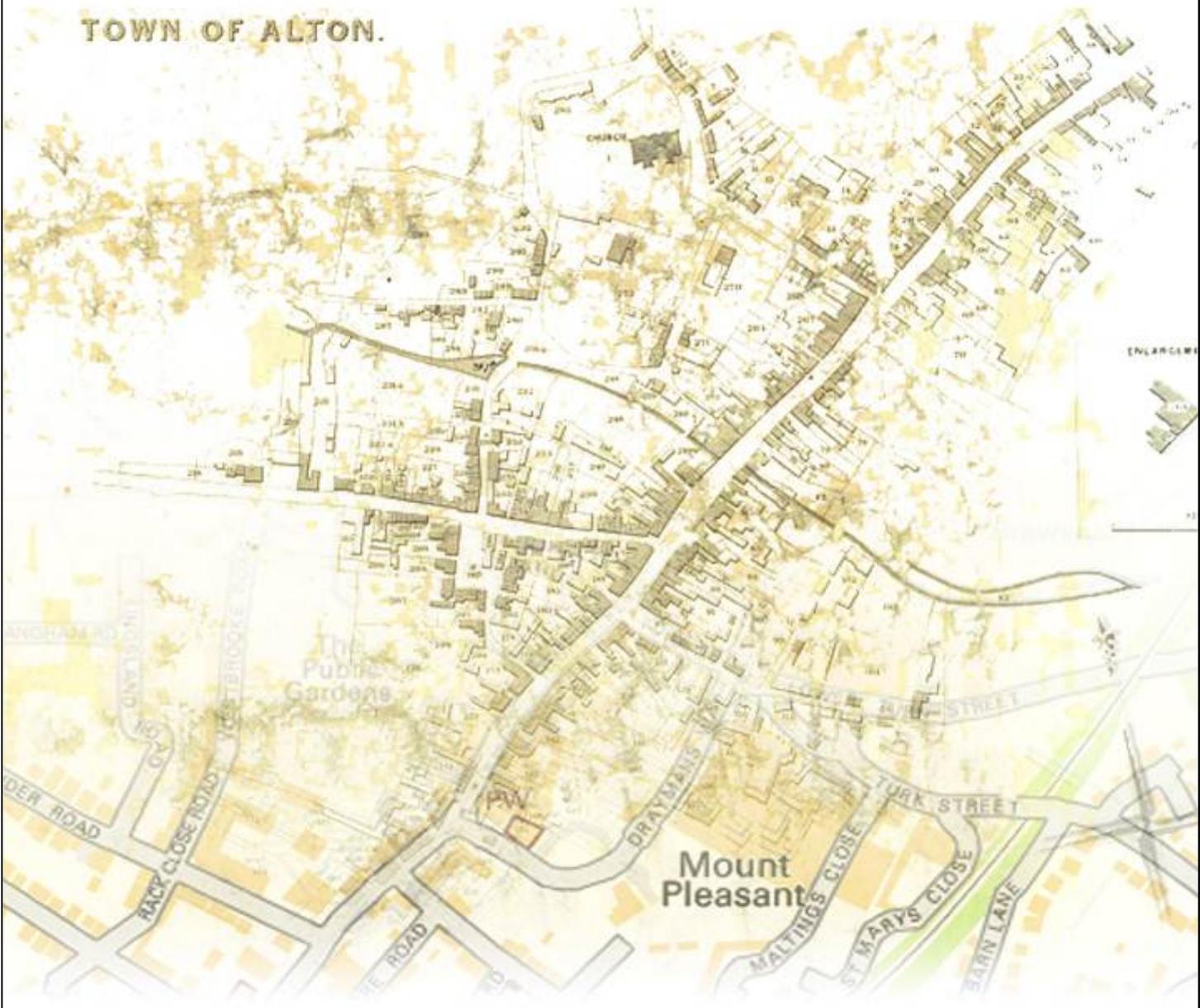


P A T H H

Providing
Access To
Hampshire's
Heritage

TOWN OF ALTON.



Supported by
The National Lottery[®]
through the Heritage Lottery Fund



Welcome from....



Hampshire Countryside Access Forum (HCAF), the project leaders.

The Hampshire and Wight Trust for Maritime Archaeology (HWTMA), who are managing the project.



Hampshire County Council

Hampshire County Council (HCC), responsible for the county's Countryside Access Team department and the Hampshire Record Office (HRO) are closely involved in the project.



The project has been funded by the Heritage Lottery Fund (HLF).



New Forest National Park Authority (NFNPA) and the New Forest Access Forum (NFAF) are also funding and supporting the project.



The project has recently been joined by Southampton City Council and work will soon start on investigating historic routes within the city.



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Project Background

PATHH can trace its roots back to the Countryside and Rights of Way (CRoW) Act of 2000. Among the many requirements of the Act were three that have directly led to this project. The first was the establishment of Local Access Forums; two of these are presently involved in PATHH (the project was initiated by the Hampshire Countryside Access Forum (HCAF) and is supported by the New Forest Access Forum (NFAF)) and a third may become involved in 2011 (the new South Downs National Park will also require an access forum).

The second requirement was the production of Rights of Way Improvement Plans. Hampshire County Council could have opted out of this requirement as the county has an ‘excellent’ authority rating, however the council instead saw the benefit of this work and produced a series of **Countryside Access Plans (CAPs)**, splitting the county into seven areas of distinct countryside. The plans are public documents and are [available on the council’s website](#).

One element of the CAP production was a public consultation about improving the county’s countryside access network (including its Rights of Way). In due course this led to a new map being drawn up that showed all of these access improvements. These new ideas were suggested by a wide variety people for a wide range of reasons, and were not drawn up with any consideration given to historical record, land ownership or legal issues – in that sense they are very aspirational in nature and do not reflect any official position on the improvement or expansion of the Countryside Access network.

The third element of the act was a provision that in 2026, certain unrecorded rights of way will be extinguished (we call 2026 the ‘cut off date’). It has generally always been possible to have a right of way re-established if sufficient evidence can be provided that it once existed as a public highway. Such rights of way do not legally cease to exist (unless closed through a legal order), they merely fall out of use and record. As the law currently stands, in 2026 that will change and many rights of way not presently recorded on the county’s [definitive map](#) will no longer be reclaimable.

The new cut-off date led to a national drive to try and record as many lost rights of way as possible before 2026. This became the **Discovering Lost Ways** project, which has now discontinued. However, HCAF decided to establish its own scheme in Hampshire and created the **Discovering Hampshire’s Lost Ways** project. It was this project that became a pilot study for PATHH.

Discovering Hampshire’s Lost Ways recruited around 50 volunteers who, using the new CAP map as a guide, tried to identify lost historic rights of way that would satisfy a modern need for countryside access were they to be reinstated. In total about 30 parishes were researched using historic maps kept at **Hampshire Record Office (HRO)** in Winchester and after the data was drawn together, a number of potential rights of way were considered for further investigation. Five cases were put forward to Hampshire County Council for addition to the Definitive map and two routes have been added to date.

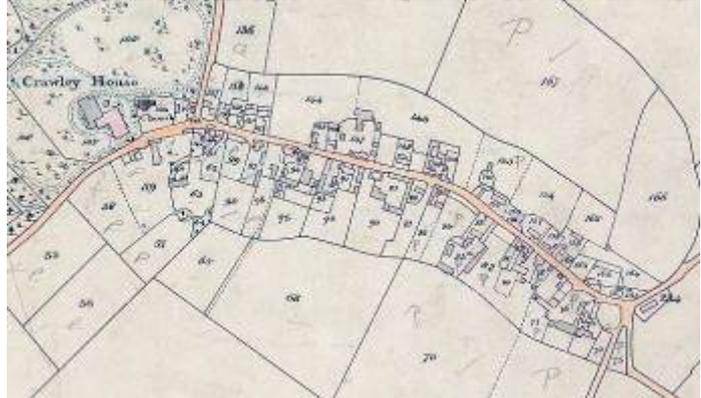
With funding from the Heritage Lottery Fund, HCAF has been able to recruit the **Hampshire and Wight Trust for Maritime Archaeology (HWTMA)** to manage the PATHH project, expanding the original project across all 272 parishes and boroughs in Hampshire and the city of Southampton. With your help, all of these parishes will be researched thoroughly to identify those unrecorded historic rights of way that can make a difference to countryside access today.

The History of Maps

Tithe Maps

The first tithes can be traced back to the 9th century and King Ethelwulf of Wessex. A tithe was an 'in kind' payment made to the local church, typically 10% of an individual's produce. As this was typically stock or crop, great tithe barns were built by local monasteries or churches in which to collect tithes within the parish; many of these barns still survive around the county today.

In 1836 the Tithe Commutation Act made it possible to pay tithes in cash, equivalent to 10% of an individual's produce. This legislation required that detailed maps be drawn up on order to identify land ownership and use within the parish. Each map was supported by a document called the tithe apportionment, which detailed the owners, the nature of the land they possessed and the rent charges they were liable to pay.



Three copies of each map were made. The first was held by the tithe commissioners and later passed to the Inland Revenue. These copies are now in the care of the National Archives. The second would be kept in the diocesan registry and the third in the local parish church. More often than not it is the diocesan copy that passed to HRO. Almost the entire county is represented in the HRO – only five parishes are without tithe maps.

Although they were drawn up to depict private land ownership rather than highways, tithe maps give us a very good idea of road and track networks in the parish in the early 19th century. These are usually depicted as physical features and don't always indicate whether or not routes were public or private, or byways or bridleways. However, sometimes they may inadvertently show routes that were considered public on account of the fact that they aren't privately owned.

Enclosure Maps

The process of enclosing England's field systems was not an overnight one; many parts of the countryside were enclosed hundreds of years before others. This was often done by private arrangement or legal agreement and it wasn't until the 1801 Inclosure Act and the 1845 General Act that the process became formalised. Under these acts, commissioners allotted land to individual landowners. Maps and awards were created to detail the changes, and these documents often provide excellent information about land use. Unfortunately, as many parishes had already been enclosed by private agreement before the act, often no formal maps exist.

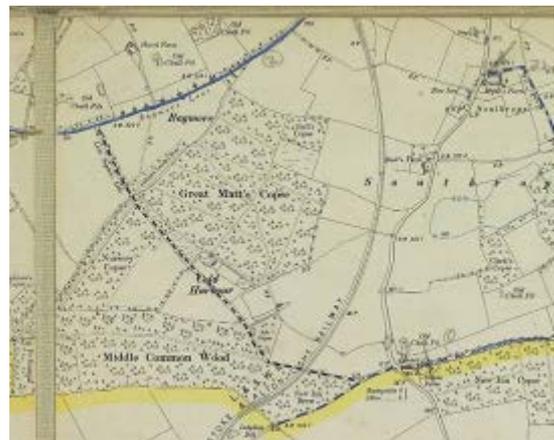


However, where they exist they provide an important record and carry the most evidential weight when identifying lost routes, as they were drawn up as a legal record of public highways as well as land ownership.

The traditional spelling was **In**closure, but as you are no doubt aware, **En**closure has become a more popular variation. The Record Office primarily uses Enclosure, so that spelling will be used for the rest of this guide. That said, if a computer search of their catalogue doesn't turn much up, consider trying both spellings.

Highway Handover Maps

In 1929 the responsibility for county highways was passed from district and borough councils to the county council. For the purposes of the transfer, public highway 'handover' maps were drawn up to identify all of the public highways within the county. These were based on existing OS maps and supposedly edited to mark public highways – from A-roads to footpaths. However, these maps suffer from several flaws – most particularly that often, if a right of way was not surfaced, it was often not recorded. A right of way marked on these maps is very good evidence, but many public highways that existed both before and after the handover are not marked either. Also, this document did not have the benefit of any sort of public consultation or scrutiny so may be said to carry less evidential weight than others.



Ordnance Survey

It's often forgotten that the first OS maps were drawn up for military purposes (a fact reflected in the name – ordnance being another word for ammunition). After successfully mapping the Scottish Highlands in order to organise the subjection of the clans there, the Board of Ordnance (now the MoD) began a full survey of the country. The very first OS map, covering Kent at a scale of 1 inch to 1 mile, was produced in 1801. However it would be more than half a century before the rest of the British Isles were complete.

The new Ordnance Survey was based in the Tower of London until a fire forced them to relocate. In 1841 they moved into the old cavalry barracks on London Road in Southampton where they remained until German bombing during the Second World War forced the offices to disperse. In 1969 they returned to Southampton in the purpose built headquarters in Shirley



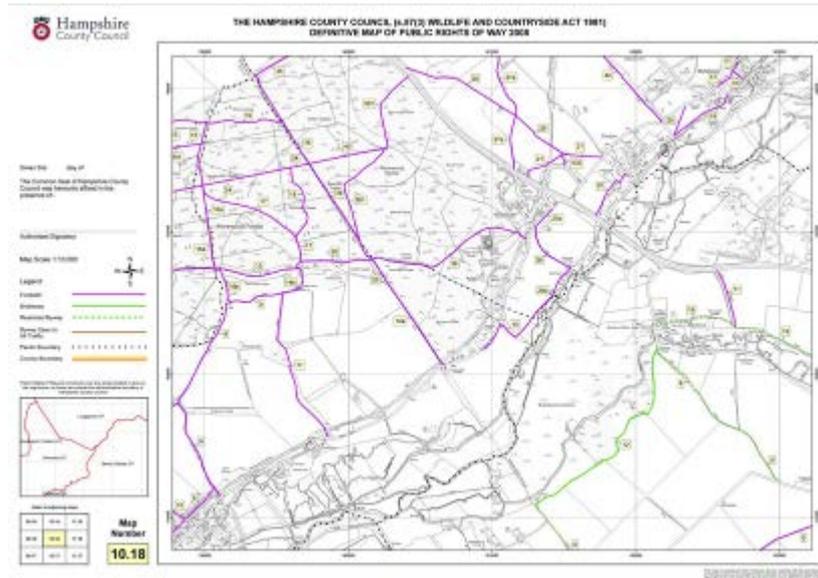
and in 2010 they began moving to new offices on the city's outskirts near the M271. A more thorough history of their work is available on [their website](#).

The main maps that we are interested in are the late 19th century County Series maps. These were produced in two scales; 6 inch to the mile and 25 inch to the mile. Originally the entire county was mapped in 25", afterwards the 6" maps were drawn up to condense the information on 16 of the 25" maps. Several editions were produced in Hampshire; the first was drawn up between 1868 and 1872, the second between 1896 and 1901 and the third between 1907 and 1912. Although more were produced in subsequent years, it is these three that we are primarily interested in for their historic value. Each edition originally featured a complete set of 6" and 25" maps, but unfortunately not all of them are held in the Record Office.

GIS

Geographic Information Systems (more popularly known as GIS) are essentially the evolution of maps in the 21st century. Simply put, GIS is a computer system used for assembling, storing, editing and displaying almost any sort of geographical information that you want. At the HWTMA we use GIS to plot the precise location of shipwrecks and submerged landscapes, other organisations use GIS to plot landforms, coastal change or even record the exact position and variety of tree in a forest! Hampshire County Council uses GIS extensively within all facets of its work; as well as mapping the entire county, GIS is used to record utilities such as water pipes or telegraph poles and even school catchments areas. Within the countryside service rangers can map habitats, record archaeological features and of course, plot rights of way. A summary of Hampshire County Council's use of GIS can be found [here](#).

The entire list of desired access improvements identified in the Countryside Access Plans has been plotted on GIS and will have been reproduced in this format for you to research. Fortunately it isn't necessary for you to learn how to use it and the map should be fairly self explanatory, but for those with a further interest in the subject, some background and guides can be found [here](#).



The Research

Modern maps have been produced for all 272 parishes and boroughs that are being assessed in this project, and it is these that indicate all of the desired access improvements identified in the CAPs (henceforth to be referred to as CAP routes). Accompanying them is a master document that provides short descriptions of all of the CAP routes and why they were selected. When you receive your parish map, check the rationale behind each CAP route carefully. Each route on the map (indicated by purple dots) is accompanied by a reference number that you will be able to find on the master document. Once again it is important to remember that the CAP routes were not drawn up with this project in mind, and many of the network improvements that they describe are well outside of the bounds of this project. Some actually seek practical improvements to routes, such as resurfacing work or new gates. If this is the case, there is no need to research the route further. Note on the map that it isn't being investigated further owing to the rationale behind it.

On many occasions you'll find that a desired access improvement has been marked along an existing right of way. This is often because there is a desire to upgrade it to a bridleway or byway and enhance access along the route. In these instances, look for any evidence that the route was ever of a higher status than it is today. Record any information as you would anyway.

On other occasions you may find that a desired right of way has been marked along an existing road - this is often because there is a desire for safe pedestrian, equestrian or cycle access alongside the road. In such instances it is very unlikely that you'll be able to find any evidence that can help with this objective, but consider looking for an alternative route that might satisfy the same desire.



Alternative routes

The CAP routes are very aspirational in nature and some of them are totally implausible. Any route that crosses mud flats or housing estates is unlikely to produce results, but there might be occasions when you can find another lost highway that satisfies the same objective. It may not follow the same course as the CAP route, but it may connect the same two places or at least come close. If you do see evidence for something like this, research that instead. Make a note on the record sheet that this is not the exact CAP route and mark the new route on the modern map, but otherwise research it as normal. Even short lengths of rights of way can enhance countryside access, so it's worth noting anything that may satisfy a CAP desire.

The CAP routes really are the drive behind this project so we must ask that you concentrate on these first. That said, you are then free to research more routes within your chosen parish as well. If you spot a very interesting and recurring route during your time at HRO, you are more than welcome to make notes on that as well if you feel that the route would be of benefit to the modern access network. Draw the route onto the modern parish map and fill out a new record sheet so that we at least have a record of it for the future.

Finally, please only research routes within your chosen parish in order to prevent work being duplicated. If a route crosses boundaries, research the element within your parish only. In the event that a route follows a parish boundary then it is ok for the researchers of both parishes to investigate – especially as different parish maps (eg. the tithe) may show different things.

A visit to Hampshire Record Office

Hampshire Record Office. Sussex Street, Winchester, Hampshire SO23 8TH.
Tel: 01962 846154. www3.hants.gov.uk/archives.htm

Opening times: Monday to Friday, 9am-7pm. Saturday, 9am-4pm

Before you go

HRO has rules about what you can take into the reading room with you. Any bag larger than a small handbag has to be left in the reception area (there are free lockers provided for this), so consider how much stuff you need to take. Clear plastic wallets are ideal for taking paperwork, pencils and rubbers (pens are not allowed). As you might expect, food is not allowed to be taken in either, but there is a small recreation room upstairs with a hot drinks machine where you can eat food you've brought with you, so a lunchbox isn't a total no-no.

Remember to take a proof of address and something with a signature with you (a driving licence by itself does both of these) so that you can obtain a Reader's Ticket. This is invaluable for requesting documents from the strong room. Finally, remember to take your parish map and some record sheets!

When to go: HRO doesn't operate a booking service, so you cannot book the map table or predict how busy it might be. It generally tends to be quiet very early in the morning though, so it's good to get there at opening time (9am) if you want to guarantee yourself a bit of space. Wednesday and Thursday are the busiest days of the week and as you might expect, lunchtime can be very busy. If you prefer to visit in the evening, remember that although HRO is open to 7pm, you will need to pre-order documents before the strongroom is closed (4.30pm Mon-Thu, 4pm Fri).

As HRO doesn't operate a booking system, it is essential that you let Steve know when you plan to visit so he can at least advise you accordingly if he already knows that lots of PATHH volunteers will be there that day.

Pre-ordering documents

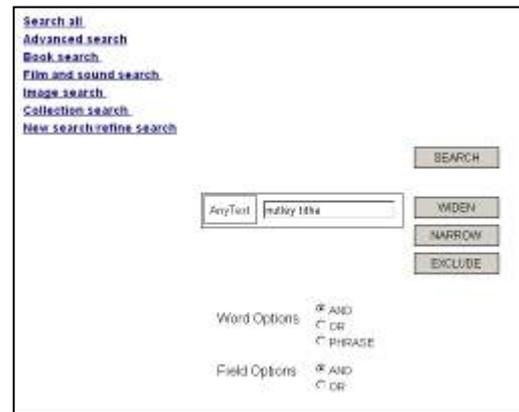
It's possible to order by telephone (01962 846154) some of the maps you'll want to view in advance. You will need to be able to quote Finding numbers so you might prefer to order documents once you get to HRO.

It isn't possible to order documents online. However, the process of searching for documents online is similar to ordering them using the computers in the reading room, so it is worth familiarising yourself with the online catalogue.

To find the maps available for your parish, select the **Online Catalogue** link on the left of the HRO homepage and then click on "Start your search". This is the simple search option, which is also the easiest to use. Refer to the record sheet and work down the list of maps.

Ordnance Survey Maps: Perhaps not the best example to start with – Most are not listed on the online catalogue. Ordering these should be done on arrival at HRO.

Tithe Map and Apportionment: Type the parish name and tithe into the search box (for example “nutley tithe”) and click **search**. This will bring up a list of matching documents that will hopefully include the tithe map and tithe apportionment (look out for a Finding number in the form 21M65/F7/xxx). Copy the appropriate **Finding Numbers** down into the second column of the record sheet (marked reference) – this is the number you will need when ordering the maps by phone or in person at HRO. It’s also worth clicking on the **Full details** link and copying down the date that the documents were created – this information can be quite tricky to obtain from the map itself, so you might as well do it now. There is often an image of the map itself on this page as well, although it is only a portion and not of sufficient detail to use.



Enclosure Map and Award: Type the parish name and enclosure into the search box. On occasion you might need to try inclosure as well. The enclosure map will hopefully be easy to find on the list, although the enclosure award might be a little trickier. Occasionally the award will be part of a larger set of documents, so you might need to find it in some of the longer titles on the results list, or inspect some of the full details of documents like **Books of Enrolments**. You might try looking for documents with a similar Finding Number to the map (quite often these begin with a Q). If you find the award in such a document make a note of the page numbers as well as the Finding Number and year.

	FindingNo	Title
Full details	21M65/F7/176/1	Nutley tithe apportionment
Full details	21M65/F7/176/2	Nutley tithe map
Full details	44M69/E 1/2/27	Rental of the property of Thomas Hall on 1
Full details	44M69/E 13/7/55	Leather case containing estate accounts a
Full details	44M69/E 18/1/341	Small notebook labelled 'lythes' recording
Full details	44M69/E 18/1/186	Miscellaneous bills and receipts for house
Full details	49M69	Preston Candover parish
Full details	9M71	Tithe redemption certificates
Full details	9M7 1/125	Nutley tithe redemption certificates
Full details	62M83/B 1/203	Draft abstract of title of the trustees of the
Full details	15M84	Wallop, Earts of Portsmouth
Full details	15M84/MP13	Map of the Farleigh Estate in the parishes
Full details	15M84/E6/3/8	List of the tithe rent charges on the Farleig

Not every parish has an enclosure map, so your search may come up blank. Even if there is a map for the parish, it may not cover the area’s you are interested in, as the enclosure occurred on a landowner basis and was not necessarily parish wide. There is a useful text you can check when you get to HRO: *A Guide to Inclosure in Hampshire, 1700-1900* by John Chapman and Sylvia Seeliger. The HRO ref is 942.27 and the book is found in the fifth bay to the left of the door into the reading room (look for the books with grey and green spines). The book has an alphabetical list of all of the parishes in the county, and records whether or not an enclosure map was made. At the back are complete parish maps which mark the extent to which the parish is covered.

Highway Handover Map: Typing highway handover into the search box brings up a list of all 24 maps available. If you know which rural district your parish falls into you can copy down the Finding Number, which will be H/SY3/6/XX (where XX is a number between 1 and 24). Bear in mind though that these maps date from the 1920s and districts have since changed, so if you are in any doubt its best to wait until you can inspect the parish list kept at HRO.

You can pre-order up to 3 items by telephone for daytime use and 6 items for evening use. Note that whether you telephone or are at the counter, retrieval from the strong room ceases at 4.30pm between Monday and Thursday, 4pm on Friday and 3.30pm on Saturday. You can

order documents several days in advance if you wish, but for simplicity's sake it will be easier to only order the documents on the day you will be visiting HRO.

Occasionally there may be notes in the full details link, which might say something like “use parish copy”. This is usually because the original is too fragile, but an alternative is available. If so, look for that copy in the listings instead.

Getting there

By train: HRO is conveniently very close to Winchester train station. Winchester is on the main London – Weymouth line, so trains pass through very frequently and almost always stop here. Once you get off head out of the east side of the station and walk down the hill past the bus stops. Turn right onto Sussex Street at the crossroads and you'll find the Record Office entrance on your right.



By car: There are numerous car parks in Winchester centre, but they tend to be expensive if you stay for more than a couple of hours. A cheaper alternative is the Park & Ride; there are three car parks to the east and south of the city with regular buses into the city centre. All day parking with an inclusive bus ticket is only £3, and this drops to £2 after 10.30am. HRO also has its own small car park. You must pre-book one of their spaces and there is a request for a £2 donation for the day's parking.

By bike: There are several bicycle stands to lock your bike to in the vicinity of the train station. Unfortunately Winchester is not well served by cycle lanes, but generally the slow pace of traffic through the centre makes it safe.

On arrival

At reception: If you've brought identification in the form of a signature and proof of address with you, this is the time to get a Reader's Ticket. Ask for this at reception. Afterwards and on any subsequent visits, you'll need to produce the ticket when you want to enter the reading room, and mark your name, postcode and card number on the sign in sheet at reception.

If you bring a big bag with you, request a locker key so that you can keep it safe whilst you're inside the reading room. These are free to use – just remember to retrieve your bag and return the key to reception when you're done. There are also toilets in the locker area and the recreation room is on the first floor.

The Reading Room: One of the first things to do when you get inside the Reading Room is assess how busy it is. The map table is at the back of the room and has sufficient space for a couple of people to be working there, but some of these maps can take up a lot of room. Should the table be too busy, it may be possible to use the metal cabinets behind them, but this should be checked with the staff first.



If it is too busy, it might be an idea to come back in an hour, or restrict your research to the OS maps for the time being – these are usually a lot smaller and less fragile. When you order documents for the first time, you'll need to register your Reader's Ticket on the search computers. Use one of the computers at the end of the desks opposite the main **Help Counter** and follow the on screen

Instructions to register your account; the staff are happy to help you do this. You'll need the Reader Ticket number and a suitable password.

Ordering documents

Once you've registered, you can search for and order documents on these same computers. On subsequent visits you'll need to log on to the computer before you search, so that the system knows who the documents are for (this requires the Reader Ticket number and the password again). The search tools work in exactly the same way as the online searches, so follow the instructions above for guidance. When you find the documents you're looking for, click on the "full details" link, record any relevant information on the record sheet and finally click on "Add to basket" at the bottom of the page. Repeat this for up to 6 documents you want to see and then go to the "View your basket" link on the main screen. Click "Place order" to order them and wait for the computer to confirm your order. Once confirmed you will automatically be logged out in 20 seconds.

Your documents will be delivered from the strong room to the help counter – it can take anything between 5 and 20 minutes depending on how busy the Record Office is at the time. When your documents are ready, your name will come up on the large TV screen on the wall. Talk to the staff at the help counter who will give you your documents in exchange for your Reader Ticket. Bear in mind that although you can order a maximum of six documents at any

one time, you can only view three at the same time. If you decide to look at a new document but know you would like to view one of your present documents again later, ask the staff to keep it behind the counter for you, instead of returning it to the strongroom.

OS Maps: Do not use the computers for OS Maps. Instead, head towards the back of the Reading Room and the door to the strong room; on the right of this are the main OS and other map finding aids.

Consult the folder titled **Hampshire Place Name Index** and find the parish you're investigating alphabetically. You should find a four digit County Series number (eg. Nutley, 26 – 11). The first two digits are the reference guide for the 6":1 mile maps. These maps are further subdivided into sixteen 25":1 mile maps, which explain the second two digits like so:

26 – 1	26 – 2	26 – 3	26 – 4
26 – 5	26 – 6	26 – 7	26 – 8
26 – 9	26 – 10	26 – 11	26 – 12
26 – 13	26 – 14	26 – 15	26 – 16

Nutley parish will only be one of many parishes on the larger 6" map and will be found in the bottom right corner. Of the sixteen 25" maps, it will be found on panel 11. On the end of one of the shelves just right of the map finding aids, you'll find a **map of the county** that shows the layout of all of the 6" and 25" maps. If you know where your parish is, this map will tell you both the 6" and 25" reference digits. In fact, this map is often more useful as it will give you an idea if a parish straddles 2 or more maps. However you will need to be ok with Roman numerals for the larger 6" map numbers!

If you consult the first half of the **OS County Series 6" and 25"** folder, you'll find the availability of 6" maps. Map number 26 for instance is available in the First (circa 1868 – 1872), Second (1896 – 1901) and Third (1907 – 1912) editions. The First edition OS comes as one large sheet, whilst the Second and Third come as four separate sheets; North



East, South East, North West and South West. You can make a guess at which quadrant you'll need using the second number and the table above.

The second half of the **OS County Series 6" and 25"** folder will give you the availability of the 25" maps. Nutley for example is unavailable in the first edition, but both the second and third editions are available. Because these panels are not perfectly divided by parish, you may find that some of the rights of way you are investigating stray onto the surrounding panels (The parish of Nutley for instance also falls onto panels 26 – 10, 26 – 14 and 26 – 15).

Once you know which maps you need you can order them from the staff at the counter using one of the order chits found on the map desk. Handily, the 6” first edition maps are stored in the reading room, so staff can obtain them quickly for you while you wait for other documents to come out of the strong room. The third edition 25” maps are also stored in the reading room, so (as with the first edition 6”) you don’t need to fill out a chit for these – just tell them which sheet number and edition you require and they can retrieve it for you right away.

If you have the inclination, there is no harm in examining all of the available OS maps for the route you are researching. Start with the oldest though, and work your way onto the subsequent editions. The third edition 25” maps are also handy, as they contain a great amount of extra detail and often include highway names. **For the 6” maps, it’s probably a very good idea to have a look at the earliest edition before you look at any other maps.** You might find something on them that affects your later research, like a changed parish boundary. More likely than not, if the route you are researching used to be in a neighbouring parish, a quick look at the 6” first edition map will tell you. They’re also very useful for working out exactly which 25” maps you’ll need to look at.

Other documents: The OS first edition books of reference are kept in the reading room, in the second shelf bay just left of the main entrance. There are two series of these and you will need to check both. As mentioned above, three bays further on is *A Guide to Inclosure in Hampshire*. If you’ve had trouble with the computers, or in particular you’ve struggled to find an enclosure award to accompany a map, there are two folders on the same shelf as the map finding aids alongside the strongroom door that can help. **Enclosure Awards in Hampshire** and **Tithe Awards in Hampshire** both list parishes alphabetically, with a reference number if the document is available. You will still need to order the documents electronically though. When you have documents out, your Readers Ticket is kept behind the counter. You cannot leave the reading room without showing your Readers Ticket (you will be asked for it at reception), but if you have to leave temporarily, ask the staff behind the counter and they might just let you have your ticket back for a few minutes – as long as you don’t have a large rolled up map under your arm!



Handling the Documents

Many of these maps are up to 200 years old and some are quite frail, so it is imperative that they are handled carefully the whole time that you are inspecting them. The OS maps come as flat sheets of paper so they are fairly easy to handle, but some of the tithe and enclosure maps are massive rolled documents. These are usually wrapped in linen, so carefully remove the ties on this first and then carefully unroll the map. With large maps it is best to only unroll the section you are interested in – if this is in the middle of the map keep both the near and far sides rolled up. This allows you to bring the bit you are interested in closer to you and saves you leaning over large sections of map and potentially damaging it. Never let any portion of a map hang over the table edge for the same reason; it is liable to get creased or torn.

On the map table you'll find a tray of beanbags and weights that are very useful for holding rolled maps open. Make good use of these – especially on older maps. If you find torn edges on one of the maps you are consulting, placing a beanbag over the tear is a good way to stop it from becoming worse.



The apportionments are usually stored in flat folders. Once opened this is an ideal surface to leave the document on whilst examining it. Be careful when turning pages, as they are often quite thin and may tear if you are too rough. In some instances you may find that enclosure awards are stored within large books of 500 or more pages. Scattered around the reading room you'll find large foam pads which you can use to support the book and prevent the spine from becoming damaged when it's opened.

When you've finished with your maps, carefully re-fold or re-roll them in the same way they were when delivered to you. When you re-tie the linen around a roll, keep the identification tag at one end of the document. The rolled maps are kept with the ends facing the front of the storage shelves, so this makes it easier for the staff to find them again.

Interpreting the Maps

PATHH is only the first rung on a long ladder that needs to be scaled before a right of way can be recorded on the Definitive Map, but the value of climbing that ladder at all can be worked out using these four key maps. Recording the information shown on them therefore needs to be thorough, but concise at the same time – there are 272 parishes and boroughs to sift through after all!

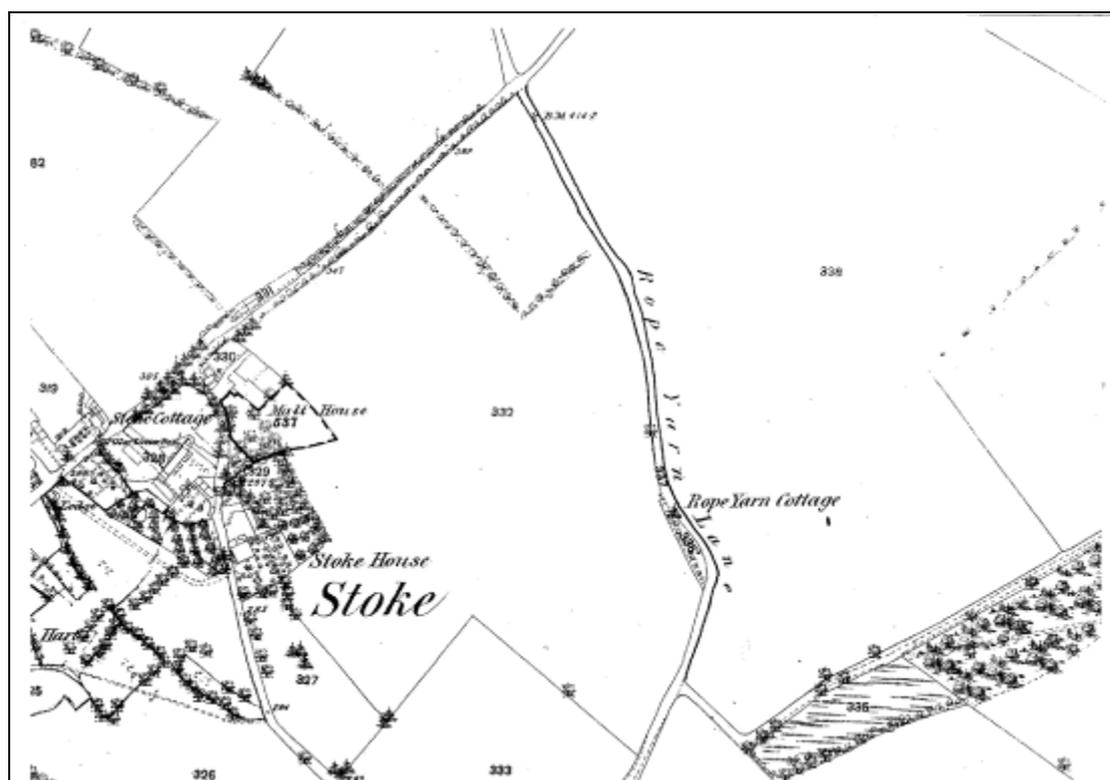
Use one record sheet for one route – not for one parish, as there may be too much information to try and record on it. The record sheet has been laid out to capture all of the vital information that is necessary at this stage of the project. At this point photographs are not required (and we cannot reimburse you if you pay to take any), but if there is a particularly interesting or complicated section on a map, a sketch or tracing is a good way to record it. A space is available on the back of the record sheet for this.

The first and foremost thing to consider when recording details for a route is the fourth column on the record sheet (Is route depicted?) – this is the column that Steve will spend the most time looking at! Only say yes in this column if the route is depicted as a path or track of some kind. It isn't necessary for the entirety of the route to be depicted before you write yes, but obviously if only a 30m section of a 3km route appears to match, use your judgement. Please use words like 'partially', 'maybe' or 'briefly' sparingly, but don't be afraid to use them if that is the best description. If none of the route is shown as a highway, that's a definite no.

Usually if none of the route is shown, further investigation is unnecessary. However, if you notice anything interesting – perhaps that the route or part of it follows a former field boundary or the edge of a copse, that is something worth mentioning in the next column.

There are some 'golden egg' phrases you might come across during your research that provide some strong evidence about a route. FP and BP on OS maps is a good start, but even better is the description of a 'public road' in the book of reference. Likewise, an annotation like 'public bridleway' or 'public footpath' on title or enclosure maps or their accompanying apportionments and awards is a very clear piece of evidence.

Ordnance Survey Maps and Book of Reference



If one of the potential routes you investigate does actually follow an old road or track, then you may find something like Rope Yarn Lane, on this first edition 25" map. Rope Yarn Lane survives in St Mary Bourne parish as an un-surfaced track today, so it's a good example.

In this instance then, the route is not only depicted, its depicted as a route and named. It passes a cottage and connects two other roads. The solid lines indicate that this is a fenced track – dashed lines would mean unfenced. At one end of the track it is bounded – this is indicated by the small dots at the top of the lane. Where it meets another lane to the south, that lane is bounded as well. These bounding's establish the extent of the route covered by its reference number – so in this instance Rope Yarn Lane actually runs off the page. The reference number is 337, which is found in the middle of the lane. Finally, there is a benchmark near the top of the lane (indicated by the BM). These were survey points for the OS and although they are not an indicator of the road's status, it's a handy thing to note as well.

In the above example then, the best notes in column 5 would be something like:

Full length of route depicted as fenced road, named *Rope Yarn Lane* and numbered 337. Lane passes a benchmark and a cottage and links two other highways.

If the route is a track or path it probably won't have its own number, but will be 'braced' to an adjoining plot. This is especially true for unfenced tracks but sometimes relates to fenced ones as well. Braces are depicted as an elongated 's' on the 25" maps, and there are several examples on the example below from Fawley parish. The track that runs from the bottom of the picture to Newhouse Copse is braced into a number of fields. At the southern end it can be seen that the brace connects it to field 734 and then field 700. In Newhouse Copse itself it is

part of 704, 705 and later 706. This indicates the track is a separate feature from the rest of the field or copse, but is considered part of that plot of land. In the event that a track is braced to a field, it is worth knowing more about those fields, so the references for those plot numbers should be recorded.



This particular track is unlabelled, but one of the paths it connects to near the gravel pit is marked F.P. This is an abbreviation for foot path and is well worth recording if it relates to the route in question. Another important abbreviation to look out for is B.P. for bridle path. There are keys for both the 6” and 25” maps underneath the map table, which cover all of the abbreviations you’ll find.

In this example then, the best way of recording the track would be:

Full length of route depicted. Braced to adjoining fields and copse. Follows field boundaries for part of route - fenced on field boundary side, unfenced on other side. Unfenced in woods. Path passes by an old gravel pit and cottage and connects to several other routes, one marked as footpath.

The OS first edition book of reference only relates to first edition 25” maps, so it’s only worth consulting if you have been able to view that map for your route. The books are essentially the key to all of the reference numbers marked on the maps and describe land use and area for each parcel of land. The books of reference are located in black folders on the left side of the second bay to the left of the reading room door – they are actually separated into two volumes, so you’ll need to check both in order to find your parish.

4 PARISH OF ST. MARY BOURNE.					
No. on Plan.	Area in Acres.	Remarks.	No. on Plan.	Area in Acres.	Remarks.
271	8.512	Pasture.	320	2.468	Houses, gardens, and yards.
272	2.420	Road.	321	.916	Houses, gardens, and pasture.
273	17.427	Pasture.	322	.159	Road.
274	1.684	Pasture.	323	.300	Houses and gardens.
275	.517	Wood.	324	2.270	Houses, arable, gardens, &c.
276	25.620	Arable.	325	.675	Pasture.
277	16.072	Arable.	326	13.420	Ornamental ground.
278	11.678	Arable.	327	2.053	Pasture.
279	4.215	Pasture.	328	2.720	Houses, yards, gardens, &c.
280	3.344	Pasture.	329	2.667	Houses, gardens, pasture, &c.
281	8.121	Pasture.	330	.174	House and garden.
282	16.776	Arable.	331	.234	House and garden.
283	21.520	Arable.	332	27.787	Arable.
284	2.029	Road.	333	7.318	Arable.
285	1.885	Arable.	334	13.945	Arable.
286	6.912	Arable.	335	1.812	Rough pasture.
287	6.000	Arable.	336	.169	House and garden.
288	5.402	Arable.	337	1.533	Road.
289	32.724	Arable.	338	45.431	Arable.
290	1.369	Rough pasture.	339	26.636	Arable.
291	7.700	Arable.	340	5.208	Woods.
292	5.501	Arable.	341	21.442	Arable.
293	13.940	Arable.	342	.846	Wood.
294	10.320	Arable.	343	2.924	Houses, yards, garden, &c.
295	1.861	Houses, yards, garden, and pasture.	344	10.329	Rough pasture, &c.
296	30.798	Arable.	345	.577	Rough pasture.
297	19.755	Arable.	346	8.828	Rough pasture.
298	6.521	Wood.	347	27.819	Arable.
299	73.885	Arable.	348	19.763	Arable.
300	23.934	Arable.	349	1.465	Road.
301	.257	Pasture.			
302	.748	Pasture.			
303	4.791	Pasture.			
304	25.924	Arable.			
305	11.693	Arable.			

Once you’ve found your parish, record the relevant details in the second row on the record sheet. This row has been laid out as it appears in the actual book, so as you can see from the above copy, the comments for Rope Yarn Lane should be:

St Mary Bourne 337 1.533 Road

If the route is a track braced to one or more other fields or properties, as in the case of the track at Newhouse Copse, all of the separate records should be recorded.

Tithe Map and Apportionment



Unlike the OS maps, the tithe maps for Hampshire all tend to be a little bit different, as they were drawn up by different commissioners at different times. However, there are some basic things to look out for when interpreting them. The above tithe map for Fawley shows a network of tracks on the Cadland estate north of Lepe. Notice how they have been coloured differently from the surrounding land and are depicted using parallel dashed lines. It would probably be safe to assume that this indicates unfenced tracks, although this cannot always be taken for granted as it may just be the choice of the cartographer. When recording this, its best to err on the side of caution and record what is there. If – based on other routes on the same map – you can ascertain that it does indicate fencing, note that as well.

Other details that you might spot on a tithe map may only be visible with a magnifying glass; such is the level of detail on these maps. When a route crosses a fence, look for tiny depictions of gates. Some routes may only be depicted by single dashed lines, although on a few maps you might notice that each individual dash is actually a series of minute little ink strokes. Also, look out for annotation on the track, for example: “*from Twyford*”. This could be an indication that the route was part of the wider highway network.

A good description for the track that leads north from the centre of the bottom of the page might read like this:

Full length of route depicted using parallel dashed lines (appears to indicate unfenced). Track coloured yellow. Passes through centre of field 159 and into copse 164, then across boundary into 156a and across a bridge.

The land numbers relate to the description of that area in the tithe apportionment. As with the book of reference it is worth knowing the details of any land a route passes through.

157	Coppice Wood	Andrew Drummond	Thomas Gheyney	2 1 33
158	Coppice Wood	Andrew Drummond	Thomas Gheyney	4 3 34
159	Coppice Wood	Andrew Drummond	Thomas Gheyney	2 1 33
160	Coppice Wood	Andrew Drummond	Thomas Gheyney	2 1 33
161	Coppice Wood	Andrew Drummond	Thomas Gheyney	2 1 33
162	Coppice Wood	Andrew Drummond	Thomas Gheyney	2 1 33
163	Coppice Wood	Andrew Drummond	Thomas Gheyney	2 1 33
164	Coppice Wood	Andrew Drummond	Thomas Gheyney	2 1 33
				392 1-21 92-7-6

The apportionment is the equivalent of the OS book of reference and details the ownership, tenant, use, area and fees for each parcel of land described in the map. The apportionments often look different on the outside, but fortunately on the inside they all tend to follow a standard layout. This layout is replicated on the back of the record sheet, so it is only necessary to copy all of the details into their respective columns.

Unfortunately, the numbering system used on the map is not chronological in the apportionment – instead the book is sorted first by landowner and then by tenant. This means that two fields next to each other and only one digit apart on the map might be several pages apart in the apportionment. The only way to find the parcel of land that you're interested in is to search for its reference number in the third column. Once you find it, transcribe the details onto the table on the back of the record sheet. The 'Quantities in statute measure' column refers to Acres, Rods and Perches, the method of area measurement used at the time. The 'Account of rent charge...' describes pounds, shillings and pence – the fee that it was calculated would be payable by the tenant or landowner for their land.

Luckily on the example above several of the fields the track passes through are grouped together – the landowner (Andrew Drummond) and the tenant (Thomas Gheyney) are the same for fields 159 and 164, although a different tenant occupied the rough land 156a and so that reference must be searched for on another page. You'll notice that the state of cultivation for field 159 is a barely legible little scrawl – this is shorthand for 'ditto', indicating that the field is in the same state as 157.

In the event that a route is unnumbered, this may actually indicate that it is part of the local highway network. Sometimes you will find a section towards the back of the apportionment entitled 'Roads and Waste' which details land not privately owned. If the route appears in here, note its details as well.

Enclosure Map and Award

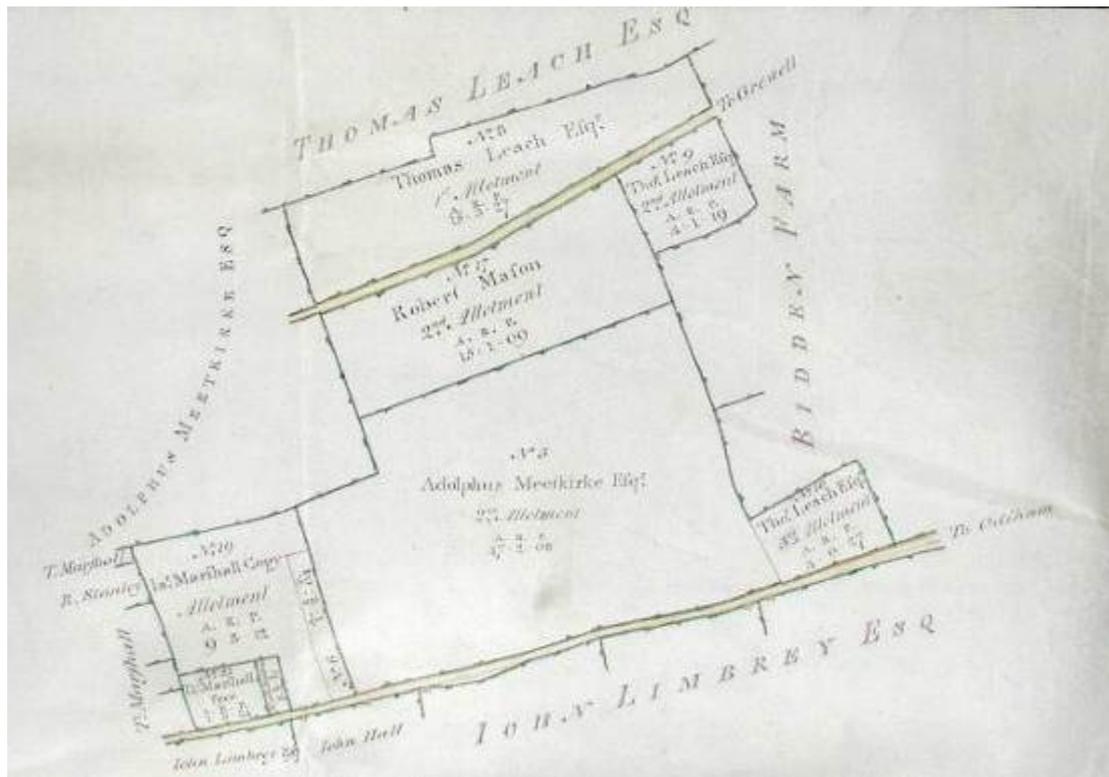


It really is a good idea to consult the maps in the back of *A Guide to Inclosure in Hampshire, 1700-1900*, so that you know if the enclosure maps even cover the area of the parish you are interested in. If they don't, then simply put N/A into the relevant section on the record sheet.

If you're lucky enough to have an enclosure map available for your area of interest, you'll find that they are quite a mixed batch of documents. Many were produced privately before the Inclosure Acts came into force, and even the style of those produced as a result of the 1801 and 1845 acts varies considerably. Because they don't depict an entire parish, it can also be incredibly difficult to orientate yourself on an enclosure map as well. Don't assume that the

top of the map is north (this is true of tithe maps as well) and try to find distinguishing landmarks – road junctions, woodland or rivers are good for this.

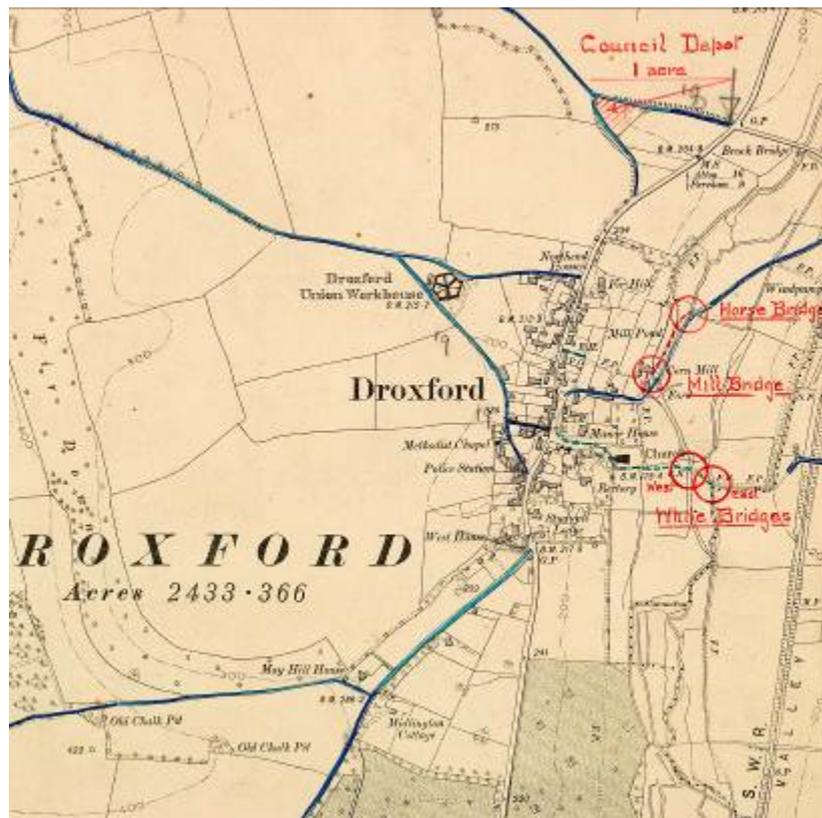
It is hard to offer much more than general guidance when it comes to interpreting these maps. As with the tithe and OS maps, look for obvious features along the route you are interested in. Record how tracks or roads are depicted, if they are named or otherwise labelled and whether they appear to be fenced or unfenced. Obviously the usefulness of the map will vary depending on its size – the above map obviously covers a large area and includes a lot of detail. The map below on the other hand, might be quite hard to place within a parish and will only offer limited evidence for a route.



Where a route is depicted, the enclosure award is key to interpreting it further. Although not always the case, it may contain a written description of the road or track. This may describe its name, destination, the land it passes through and even its length. If a detailed description is available, transcribe it into the space available at the bottom on the back of the record sheet.

Also look at the descriptions for the fields adjoining the route you are looking at – these sometimes refer to fencing against the route they bound, which might give clues about the route's status.

Highway Handover Map



The 1929 Highway Handover Map is based on the third edition 6" OS maps, but it isn't what the base map shows that interests us; it's what the overlaid map annotations and highway marks tell us. These maps were prepared by the district surveyors, so what it does show is likely to be accurate – but we don't know how much research went into them. If a route is not indicated as a public highway, it doesn't necessarily mean that it wasn't one when the map was produced. There are numerous examples of routes considered public highways both before and after 1929 that aren't marked on the handover maps, so we know that they are fallible. Often bridleways are completely omitted from the maps.

If a route is marked as a highway on the map, please record how this is depicted – the colour and type of line (solid, dashed etc...) and if it is labelled. The maps sometimes differentiate between footpaths, bridleways and roads, so check if the key makes any provision for this. Although we aren't interested in the OS 6" map, if the route is depicted on it but is otherwise unmarked for the handover, this is worth mentioning. Notice the footpath that leads from the rectory in Droxford to the bottom of the page – an ideal description would be:

Column 4: No

Column 5: Route depicted on OS as footpath, but is unmarked on Handover map.

The route that runs east-west past the same rectory could be described as:

Column 4: Yes

Column 5: Route depicted on basemap as a track and marked for Handover map using green dashed lines. Route begins east at village centre and runs to two footbridges annotated as 'West' and 'East' 'White Bridges'. The key records the green dashed lines as...."

Finishing up

Once you have a complete set of record sheets for each CAP route within a parish, the first phase of research for this parish is complete. Please place all of the record sheets **and** the map into the plastic wallet and return them to Steve. The easiest way to do this is to leave them at reception in HRO and send Steve an email to let him know that you've finished your research.

After the data has been collected, the task of assessing it begins. The likelihood of each route having any potential for future research will be judged based on the information you have provided, and plausible routes will be taken forward for a second tier of research in the second half of the year. This will involve re-examining the maps relevant to that route and obtaining photographs of them so that they can be more carefully considered.

After that, the routes will be further assessed to select only the strongest contenders for definitive map amendment. This list of routes will then be passed on to the various CAP working groups who will decide whether or not there is sufficient need for them for modern countryside access. The final list after this process will then be passed to Hampshire County Council for further investigation.

Even though there will be many routes that do not go forward, the data gathered during the research will not be wasted. There has never been such a wide drive to identify historic rights of way in one county before, and this project will essentially catalogue a great deal of information that has never been systematically analysed. Although it may not be used to re-dedicate rights of way, information about old roads, highways, footpaths and bridleways is incredibly useful for historians and archaeologists and will do much to contribute towards the historic record of the county.

Beyond the project

There are plenty of resources available online that go further into mapping and its history. A really good resource for this project is a website called 'Where's the path?' This site allows you to compare OS maps alongside aerial photos of the entire county. The real bonus for this project is that you can also select 1930s and 1940s OS maps as well, which allows you to compare the rights of way network today with that of the last 70 years ago. If you're keen to get started on your research, this is a good place to do some investigation before you even leave the house!

Some useful websites:

PATHH Project www.pathh.hwtma.org.uk

The main website. This will be regularly updated with news and information about the project as it becomes available.

Hantsweb Rights of Way www3.hants.gov.uk/row

Hampshire County Council's main site for rights of way, with links to the definitive maps for the entire county, the Access Forum and recommended walks and countryside sites.

Hampshire Heritage www3.hants.gov.uk/hampshire-heritage

The council's main site for local history.

Hampshire Record Office www3.hants.gov.uk/archives

The main site for Hampshire's archives and local studies.

Where's the Path? <http://wtp2.appspot.com/wheresthepath.htm>

The menus in the top right of the screen allow you to compare modern maps with OS maps from the 30s and 40s.

HantsMap Collection www.geog.port.ac.uk/webmap/hantscat/html/mapmenu.htm

A collection of historical maps of Hampshire from the 15th century onwards.

A vision of Britain <http://visionofbritain.org.uk/index.jsp>

As well as numerous other historical documents, this site features numerous historical maps of the country.

Google Earth

The latest version of Google Earth features historical maps in the Gallery tab in the Layers menu (bottom left of the screen). These are likely to be further updated over time.

Hampshire and Wight Trust for Maritime Archaeology www.hwtma.org.uk

The Trust's main website.

Stephen Fisher. PATHH project co-ordinator.

Email: pathh.project@gmail.com, Tel: 02380 237300

Glossary

Public Highway

This term is usually used to describe any route over which the public have a right to travel. Today this covers everything from the smallest footpath to the widest motorway.

Right of Way

A publicly accessible route that represents a legal right to travel unhindered regardless of the ownership of the land it crosses.

Footpath

In England and Wales, this dictates a legal right to travel unhindered on foot across a piece of land.

Bridleway

A bridleway (literally from bridle-way) allows travel by foot or horseback. Since 1968 bicycles have been given access rights to bridleways.

Byway

A highway over which the public have the right to travel by foot, horseback, or any other type of vehicle – including those propelled by engines. Usually these are used for leisure and not as typical roads.

Restricted Byway

A byway along which the right to travel is restricted to foot, horseback, or by any vehicle that is not mechanically propelled (ie. bikes and horsedrawn carriages are ok, but cars are not).

Byway Open to All Traffic (BOAT)

Before 2006 this was the original description of a byway.