

R A T H H

Providing Access To
Hampshire's Heritage



Hampshire
County Council



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i. Authors

This report has been prepared by Stephen Fisher, project officer for the Hampshire and Wight Trust for Maritime Archaeology and PATHH project manager, on behalf of Hampshire Countryside Access Forum as recipients of the HLF funding.

ii. Acknowledgements

The Hampshire & Wight Trust for Maritime Archaeology (HWTMA) and Hampshire Countryside Access Forum (HCAF) would like to thank the Heritage Lottery Fund for enabling this project.

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New Forest Access Forum
South Downs Local Access Forum
South Downs National Park Authority
Southampton City Council

1. Introduction

The Heritage Lottery Funded Project, 'PATHH: Providing Access To Hampshire's Heritage' began in September 2010 and drew to a close in November 2012.

This final report presents the background to the rights of way legislation that led to project's inception, and reviews the initial aims and objectives in relation to what has been achieved.

This report focuses on the results of the project as a whole, including both the research objectives and the education and outreach aspects.

In summary, this HLF-funded project not only achieved its original aims and objectives but is also acting as an exemplar with similar projects being considered in other parts of the country. The success of PATHH means that Hampshire Countryside Access Forum (HCAF) is well placed to work with others to progress the most promising routes so that they can be added in due course to the definitive map of rights of way.

2. Background

2.1. The Definitive Map

The National Parks and Access to the Countryside Act (1949) was the first act that required local authorities to produce a 'definitive map' of the officially recognised rights of way in their county. In each county, the highway authority is required to maintain this map, a role undertaken by Hampshire County Council in the county of Hampshire, but separately by Southampton City Council and Portsmouth City Council in their respective unitary authorities.

Currently there are 4 types of rights of way in Hampshire; Footpaths (for walkers), Bridleways (additionally accessible to horse riders and cyclists), Restricted Byways (also open to non-mechanically powered vehicles – e.g. a horse and cart) and Byways Open to All Traffic (BOATs, accessible to all types of vehicle). Footpaths account for the vast majority of these rights of way, followed by bridleways (see Table 1).

Footpaths	2058 miles (3312km)
Bridleways	465 miles (748km)
Restricted Byways	141 miles (226km)
Byways Open to All Traffic	178 miles (285km)

Table 1. Total lengths of rights of way in Hampshire (as of January 2012).

The definitive map is considered a record of all known rights of way in each county, but is not considered to be complete. Since the introduction of

definitive maps it has been possible for people outside of the highway authority to apply to make a Definitive Map Modification Order (DMMO), by supplying evidence that a route not yet on the map, or with an incorrect designation, is or was a public highway and should be legally recognised as such. This often takes the form of historic evidence, such as historic maps or written accounts of routes that show a route was once public.

Once such a route has been drawn to the attention of the highway authority, it is obliged to investigate further. Upon examination of all the available historic evidence, a decision on whether to dedicate the route or not is made – based upon the weight of evidence one way or another.

In the Countryside and Rights of Way Act (2000) (known as the CROW Act), central government included a section that would restrict the ability to make a DMMO on the basis of historic evidence. Under CROW, any historic right of way from before 1949 not yet on the definitive map, would be legally extinguished in 2026. In essence this would make it impossible to apply for a DMMO on the basis of historical evidence. Although the cut-off date of 2026 has not yet been brought into force, its implementation is widely expected.

2.2. Countryside Access Plans

Another element of the CROW Act required highway authorities to develop Rights of Way Improvement Plans that would review the existing rights of way network and look at improving access to the countryside in the future. In Hampshire these are known as Countryside Access Plans (CAPs) and divide the county into seven distinct areas. During the production of these documents, there was a consultation phase in which members of the public and other organisations could suggest enhancements to the county's rights of way network. These suggested enhancements were all recorded by Hampshire County Council (HCC) and mapped using GIS software.

In November 2010, HCC had a total of 1490 such enhancements mapped on GIS. Many of the suggested routes are quite aspirational in nature and have been suggested for a variety of reasons. Many are looking for practical improvements to existing rights of way (such as replacing stiles with gates or resurfacing works), others for improved information on the existing network (such as leaflets promoting circular routes or information panels at areas of special interest). The vast majority of the enhancements however, sought new or upgraded rights of way that would either enhance the existing network at a local level, or provide new access to Hampshire's countryside. These amounted to approximately 1200 of the suggested enhancements.

It is important to stress that these suggested new routes (which became known as CAP routes in the project), whilst indicating a modern need for new rights of way, were not suggested on any historical basis. However, HCAF felt that some of them might have a historical precedent and that a DMMO on the basis of historical evidence would be a means by which the route could be added to the definitive map.

2.3. Discovering Hampshire's Lost Ways

In 2004 a nationwide drive to identify historic routes before the 2026 cut-off date began; the Discovering Lost Ways (DLW) project. Unfortunately the project was unsuccessful and did not result in any 'lost ways' being added to individual definitive maps. It was terminated in 2007.

HCAF, concerned by the demise of DLW, decided to run a pilot project locally called Discovering Hampshire's Lost Ways (DHLW), which became the genesis of PATHH.

DHLW recruited 50 volunteers who researched historic rights of way that might satisfy the need identified in the Countryside Access Plans (see below). Between them the volunteers carried out varying levels of research on approximately 250 routes in 45 parishes. The research data identified some 20 routes with good evidence and of these five were submitted to Hampshire County Council's definitive map team. Two had already been added to the definitive map by the time the PATHH project commenced in 2010 and it is expected that the remaining three will be successful in due course.

3. PATHH, the Heritage Lottery Funded Project

Following the closure of the DLW project, there was no formal scheme in place to identify and restore lost ways before the 2026 cut-off date.

Following the success of the DHLW project, HCAF decided to extend the project to the entire county. Mindful that this would require professional management and time that the HCAF volunteers could not provide, HCAF decided to apply to the HLF for funding to run the project. HLF subsequently awarded HCAF £46,600. The name of the project was changed to Providing Access To Hampshire's Heritage (PATHH) to reflect the wider scope (see below). The Hampshire and Wight Trust for Maritime Archaeology (HWTMA) were appointed as project managers. Support and guidance for the new project was provided by HCC, New Forest National Park Authority (NFNPA), South Downs National Park Authority (SDNPA), the New Forest Access Forum (NFAF), the South Downs Local Access Forum (SDLAF) and Southampton City Council (SCC).

The HLF-funded project has allowed the required research to be conducted in Hampshire in a more focussed way than the original DLW project. It is serving as an exemplar and is encouraging other bodies to carry out similar projects. It has also allowed volunteers to learn the basic skills of historical research and given more than 800 children the opportunity to learn about public rights of way and the history of their local area.

3.1. Project Management

The HLF funding allowed HCAF to appoint an external project manager to run the project. HCAF, in conjunction with Hampshire County Council (HCC), drew up a project management tender that was advertised by HCC. The advert appeared on the following online jobs sites:

- Countryside Job Service
- IPROW online job service

Three organisations applied to manage the project and were invited to interview. They were:

- The Hampshire and Wight Trust for Maritime Archaeology (HWTMA)
- Groundwork Solent
- British Trust for Conservation Volunteers (BTCV)

Interviews were held at the HCC offices in Winchester on Wednesday 21st July 2010. All three organisations attended and provided an overview of their experience and skills. Afterwards, it was unanimously agreed that the HWTMA were most suitable for the project, owing to their experience of working with volunteers, researching historical archives, delivering education and outreach and managing HLF projects. They were duly offered the role on Friday 23rd July, which they accepted. The main role of project manager was given to Stephen Fisher, one of the HWTMA's project officers.

The contract with HWTMA was signed on 1st September 2010 and was for a period of 2 years, until 31st August 2012. In early 2012, it was felt necessary to extend the research phase of the project by three months. With HLF's permission the entire project was extended by three months and so the HWTMA's contract was also extended to the end of November 2012.

3.2. Project Planning

The project was overseen by a Steering Committee formed of members of HCAF, HCC, HWTMA, SCC, NFAF, NFNPA, and SDLAF. The Steering Committee met approximately every three months, or every two months during particularly crucial stages of the project (primarily at the start and end of the project). In these meetings the project manager updated the Committee on progress and sought approval for any departure from the original schedule.

The project manager also met with the two HCAF project co-ordinators usually on a monthly basis. The project manager also submitted written progress reports on a regular basis.

As part of their tender application, the HWTMA produced a Gantt chart of the expected delivery of key elements of the project. This timetable provided the basis of the project schedule, but was amended slightly throughout the project.

In early 2012 it was felt that more time needed to be given to the volunteers to complete Phase 1 research. The Steering Committee decided to extend the

Phase 1 research by 3 months in order to allow for this. As this extension would affect Phase 2 research, it was felt necessary to extend the whole project by 3 months. An application was made to HLF to do so and HLF approved the extension until the 30th November, 2012.

3.3. Project Expenditure

Project expenditure has included:

- Tender advertisement.
- Professional fees for project manager.
- Professional fees for data reviewer.
- Project manager expenses.
- Photography permits for Hampshire Record Office (HRO) in Phase 2.
- Roller banners and display boards for mobile exhibition.
- 10,000 DL leaflets.
- Volunteer expenses.

Full details of costs to date are included in the Completion Report and Payment Request Form submitted with this report.

Volunteer contributions and in-kind contributions have been logged (See Section 7) in accordance with HLF requirements for contributions in kind in terms of donated hours, costed according to the skill level of the volunteers.

4. PATHH - Project Elements

The project aimed to achieve key objectives within three major areas: public involvement and engagement of new audiences; execution of the work load, and; communication of the project through a variety of methods.

4.1. Public Involvement

4.1.1. Volunteer Recruitment

“Over the first three months the project will deliver outreach to encourage a wide range of participants into the project as volunteers. The focus will be on local people in Hampshire with an emphasis on individuals with an interest in local history and older people. The project will target the involvement of 100 volunteers.”

Planning for the recruitment of 100 volunteers commenced in September 2010. A number of volunteers from the pilot project had expressed a desire to take part in PATHH and approximately 20 were duly recruited. A press release was distributed to various Hampshire news outlets by the HWTMA in October 2010. This led to an interview on BBC Radio Solent, articles on the BBC News website and in the New Milton Advertiser, which recruited approximately 30 more volunteers.

In mid-November a small recruitment advert was run in Hampshire Now; HCC's magazine for residents, which is delivered to approximately 550,000 homes across the county. This attracted another 250 enquiries from people wishing to take part in the project. This was too many for the project to manage (given that there are only 272 parishes and boroughs in Hampshire, it would have been impossible to allocate every volunteer a parish to research).

Many of the volunteers already had a self-confessed interest in history, mapping or rights of way (many were retired or serving cartographers or public access officers). Although their skills would have been extremely useful to the project, recruiting primarily from these applicants would have been detrimental to the project's aim to teach basic research skills to a wider public.

In order to establish a thorough mix of volunteers, all applicants were offered the chance to book onto one of the three 2011 training sessions using the online booking programme 'Doodle'. These sessions allowed for approximately 60 more volunteers to train for the project. Anyone who was interested in possibly taking part at a later date was added to a further database in the event of further opportunities arising.

4.1.2. Volunteer Training

"A programme of volunteer training will provide volunteers with three sessions each. Broad skills that will be attained will include: understanding the history and heritage of 'rights of way'; how to discover and identify historic routes such as footpaths, bridleways etc; and how to use the local Records Office to include understanding and recording the material available."

Training was organised into group sessions that could be run for approximately 20 volunteers at a time. Two sessions were organised for the volunteers who had applied early (either from the pilot project or the original press release) and took place on Wednesday 17 November and Thursday 25 November 2010. Another three sessions were arranged in the New Year for volunteers who had responded to the *Hampshire Now* advert and these took place on Thursday 27 January, Tuesday 22 February and Wednesday 30 March 2011. A further training session also took place on Tuesday 17 April 2012 (see section 4.2.2. for more details).

All training sessions took place at HRO in Winchester. The sessions were held in the evening from 6pm to 8.30pm, after the record office had closed to the general public. Each session followed a similar format; presentations were given by the project manager (on the background to the project and rights of way in Hampshire), a rights of way officer from HCC (on how to interpret the maps and identify highways) and by the record office staff (on how to use the facilities at HRO). Afterward the volunteers were taken into the main reading room to examine examples of the four types of maps being consulted.



Figure 1. PATHH volunteers examine historic maps at a training session.

Volunteers were also emailed materials that would assist them in carrying out their research, including a specially written guide. The PATHH Guide was a 26 page instructional manual on conducting research for the project, providing information on exactly how to order the various maps from HRO's catalogue, how to interpret them and how to record the information they showed. The guide was very well received by the volunteers and has led to a more consistent and higher standard of research and results than the Discovering Hampshire's Lost Ways project. A copy of the guide is available online at: http://pathh.hwtma.org.uk/uploads/steves_theme/PATHH%20Guide%20Website%20Download.pdf.

In total, 114 people booked onto the five training sessions, of which 104 actually attended. Some volunteers were unable to reach HRO on the night of the training session and so the project manager met with three people on a one-to-one basis in HRO's reading room at a pre-arranged date. Additionally some volunteers who had attended the evening sessions requested some further guidance when they commenced their research. Accordingly the project manager met with seven such volunteers on a one-to-one basis on their first visit to HRO. In total 107 volunteers were trained at the start of the project.

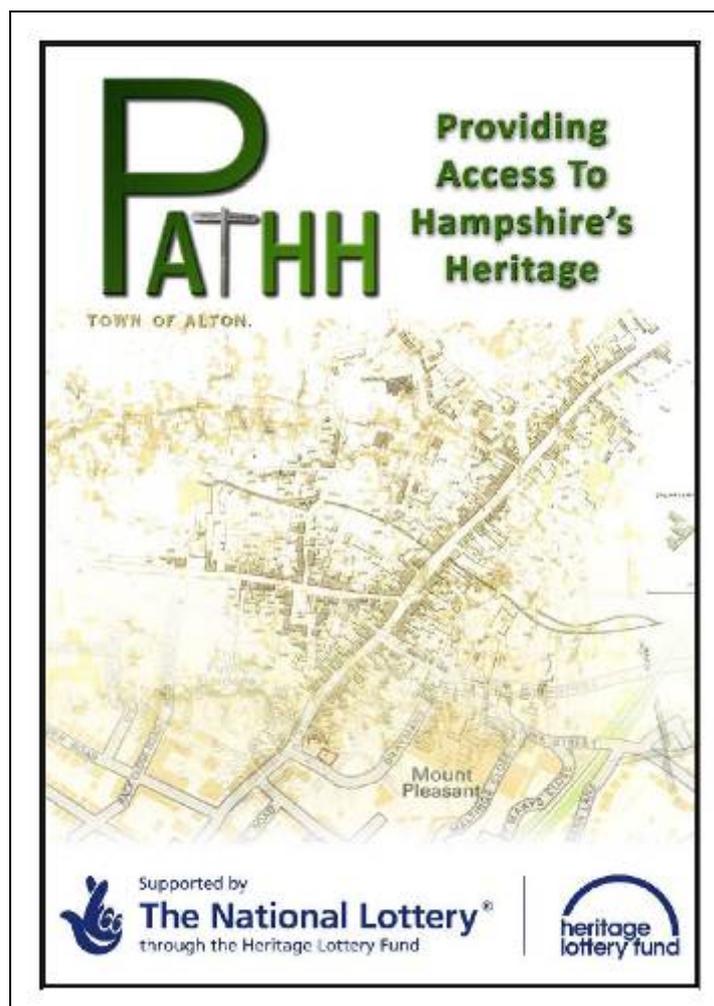


Figure 2. Front cover of the PATHH research guide.

Support for the volunteers was on-going. The project manager had a special email account set up for PATHH enquiries and regularly communicated by phone, email or in person at HRO throughout the project. A regular email update was also sent out to all the volunteers throughout the project.

4.2. Project Execution

Early in the planning for the project methodology it was realised that there would need to be a phased approach. The final output of the project would require images of maps that showed historical evidence, but expecting all of the volunteers to photograph all of the documents they viewed would be excessive, as it was anticipated that the vast majority would not have any historic evidence to show. Hampshire Record Office also charges people wishing to take photographs or make copies of documents, so it would have not been cost effective to record every document that the volunteers viewed.

Instead it was decided to establish a two phase approach to the research. In Phase 1, the volunteers would examine the maps respective to the CAP routes they were investigating and record the information they showed in writing (or as sketches if necessary) on specially made record sheets

(Appendix 1). These record sheets were to be filled out for each route being researched and then returned to the project manager. The project manager would assess the level of evidence on the historic maps and collate all of this information in a database. Any routes that showed sufficient historical evidence were taken forward to Phase 2.

In Phase 2, a second volunteer revisited the record office and re-examined the maps that had been recorded as showing some historical evidence. If the second volunteer was in agreement with the first and identified historical precedents/evidence for the CAP route, the map was photographed and the images returned to the project manager for cataloguing.

4.2.1. Preparation

The 'modern need' for rights of way that the project would be researching was based upon HCC's Countryside Access Plans (see Section 2.2). HCC's Countryside Access Team had mapped the suggested enhancements on their GIS database, enabling them to be viewed as routes on a map of the county. Within the project the suggested enhancements were known as CAP routes.

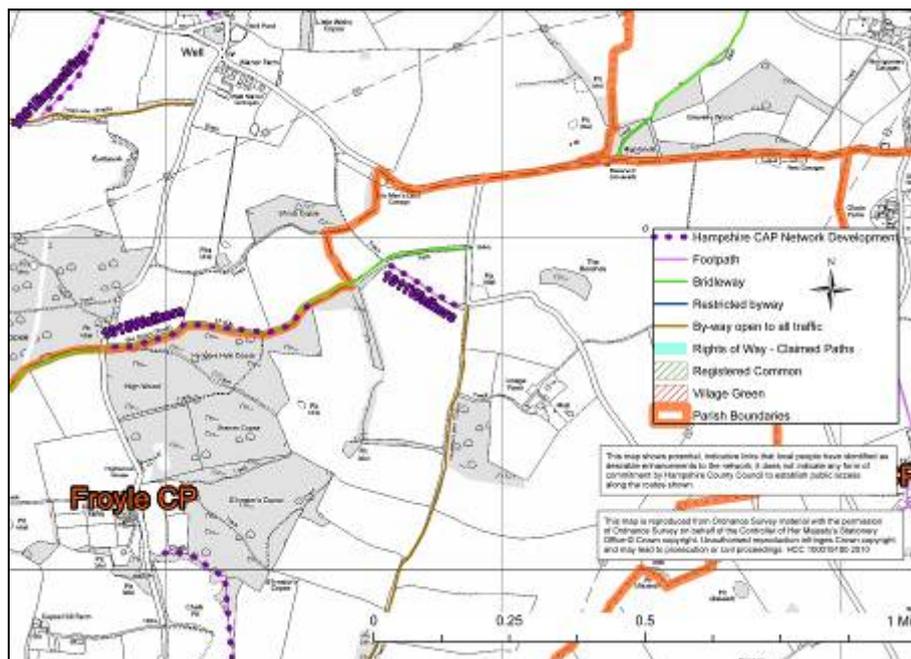


Figure 3. Section of a CAP map showing the way in which CAP routes were depicted on GIS and issued to volunteers.

It was agreed by the steering committee that the best way in which to distribute the research would be on a parish basis. Accordingly the project manager, working from HCC's offices in Winchester, created PDF maps of each parish, depicting both the existing rights of way network and the CAP routes. These were produced between October 2010 and February 2011. For project management purposes, the project manager organised the parishes into the various districts within the county.

Not every parish had CAP routes within it and some of the parishes were very small. In some instances it was therefore decided to combine neighbouring parishes onto one research map (which became known as CAP maps within the project). Some volunteers would therefore research two or more parishes on one CAP map. On the other hand, some parishes covered such a large geographic area that they needed to be depicted on two or more sheets. These maps were then printed in colour on either A2 or A3 paper by HCC as contributions in kind. This created 220 CAP research maps which allowed for an average of approximately two per volunteer (See Appendix 2 for example).

District	Actual number of parishes	Number of CAP research maps	Actual number of printed sheets
Basingstoke and Deane	53	46	48
Boroughs	4 (boroughs)	4	7
East Hampshire	39	24	26
Eastleigh	11	7	7
Hart	21	18	19
New Forest	37	33	38
Test Valley	59	49	50
Winchester	48	39	44
Total	272	220	239

Table 2. Total number of parishes and CAP maps produced for the PATHH project.

Accompanying the research maps was a database of the routes drawn from the details provided in the GIS database. This database was made into a catalogue of all 1490 routes that appeared on the CAP maps, explaining the type of improvement sought and the rationale behind it. The type of improvement sought was either a new route, an upgrade to an existing route (e.g. from a footpath to a bridleway), a condition improvement (e.g. new surface or replacing worn stiles), information (e.g. information panels or leaflets) or roads (usually a request for improved pedestrian facilities alongside roads).

Volunteers were instructed to research new routes and upgrades but ignore condition and information requests as these aspirations could not be satisfied through historical research. Although historical research would not help provide improved pavements or road crossings, road routes were to be assessed to see if there was a lost way that would provide an alternative that would satisfy the same objective as the road route (e.g. a new footpath to a safer road crossing near to the requested one).

A printed and laminated copy of the PATHH Research Guide, the routes database, research record sheets and other useful reference material was kept in a box file at HRO so that volunteers would have access to all essential materials when conducting their research. The box file also acted as a drop box throughout the project where volunteers could leave completed research for the project manager to collect, or pick up new CAP maps that had been left for them to research.

4.2.2. Phase 1 Research

“Volunteers will explore, research and document historic routes within all of Hampshire's 265 parishes with an emphasis on those that have a modern context. This new set of historic records will provide physical identification and analysis of each unearthed path supported by information to provide a social and cultural context.”

Volunteers were given the opportunity to reserve a particular parish to research early on in the training process, as well as being able to take CAP maps at the end of the training sessions. This gave volunteers the opportunity to research parishes local to them or in which they had a particular interest. This had two benefits; volunteers would be able to look at other aspects of the history of a parish in which they were interested whilst conducting their research; and their local knowledge may assist in the research process (for instance being aware of well used potential alternatives or other suitable routes). Volunteers were encouraged to only take one CAP map to start with, and request a second one upon completion of the first. A small number took several CAP maps.

Most volunteers commenced their research in the New Year of 2011, when HRO reopened after the Christmas period. Following the guide, volunteers usually began their research with the Ordnance Survey maps. This allowed them to get an idea of the layout of the parish over 100 years ago, as well as revealing any major differences in the parish boundaries (an important consideration when looking at the tithe and enclosure maps later on). Evidence of a historical precedent to a route or a suitable alternative (identified per the instructions in the guide) was noted on the record sheet. Typically volunteers would examine the tithe map second, followed by the enclosure map (where available) and finally the Highway Handover map.

Volunteers would look at all of the CAP routes in the parish they were researching on one historic map, before examining the second. In this way, they would only need to examine each historic map once. Upon completing the record sheets for each CAP route, the volunteer would leave the documents in the PATHH box file. Several chose to retype the documents at home and email them directly to the project manager instead.

Phase 1 research continued throughout 2011. By May, 132 CAP maps had been allocated to the 107 volunteers. By July a total of 156 CAP maps had been issued, but three volunteers had dropped out. By November 200 of the 220 CAP maps had been issued, but only 91 had been returned to the project manager. Most of the returned maps had been completed by volunteers researching more than one parish.

Volunteers were consistently reminded about the need to complete research within the next few months, and by the New Year in 2012, 130 researched maps had been returned. However, an additional seven volunteers had dropped out and a number of volunteers who had initially taken two maps were unable to research both. By the spring twenty maps still needed to be

allocated and ten needed to be reallocated, so the decision was made to train some new volunteers. Applicants who had not yet been trained but had expressed an interest in taking part during the initial recruitment process were offered the opportunity to attend an extra training session at HRO on Tuesday 17 April 2012. Thirteen new volunteers attended along with seven existing volunteers who wished to have a refresher.



Figure 4. A PATHH volunteer researching a tithe map at HRO.

The new volunteers and some of the existing volunteers accounted for all of the remaining CAP maps and by June 2012, all 220 had been researched and returned to the project manager.

In total, 120 volunteers were trained to take part in Phase 1 of the PATHH project, of whom 110 researched at least one CAP map. Only ten volunteers dropped out – a retention rate of 91.6%.

Based on the database extracted from the original GIS CAP routes, the project manager created a new database of all the routes being researched. This spread sheet was updated with a summary of all the information that was gathered for each route by the volunteers in Phase 1. In this task he was assisted by an additional volunteer who helped on a weekly basis with the administrative elements of the project. Based on the information provided, the project manager could then assess each route and grade the level of historical evidence supporting it. The grades were assigned as follows:

- A.** Route shows good historical precedent on several maps, or extremely good evidence on a single map.
- B.** Route shows some historical basis, but not as much as A and perhaps not sufficient to make a DMMO.
- C.** Route shows no historical precedent or lacks suitable evidence.

- D. Route is a request to upgrade to a Byway Open to All Traffic. A DMMO upgrade to a Byway cannot be made on the basis of historical evidence.

Only A & B routes would proceed to Phase 2 where they would be re-assessed and photographed.

District	Number of parishes	Phase 1: Total A & B routes
Basingstoke & Deane	53	47
Boroughs	4 (boroughs)	2
East Hampshire	39	20
Eastleigh	11	16
Hart	21	43
New Forest	37	26
Test Valley	59	54
Winchester	48	41
Total	272	249

Table 3. Summary of routes in each district that were graded A or B.

4.2.3. Phase 2 Research

“A subset of the new records will be created for paths where no previous records exists. Further and more extensive research will be conducted in this area. This new heritage information will be one of the highlights of the travelling exhibition and travelling talks.”

During Phase 1, the planning for Phase 2 was explained to the project volunteers and the opportunity to take part in it was offered to everyone, with the understanding that it would require extra attention to detail. Eventually the project manager recruited seven key volunteers to carry out the Phase 2 research, knowing that they were capable of producing a high standard of data.

To take the photographs of the maps, two members of the steering committee loaned digital cameras that could be left in the box file at HRO. The main camera used was a Samsung MV800, a digital camera capable of taking high resolution pictures. The MV800 also had an adjustable angle screen display, allowing the screen to be tilted so that it could be viewed even when the camera was held high over the map table. The project manager programmed a custom setting that did not use a flash or make any tones when taking photographs (according to HRO rules) and allowed for a suitably high resolution for the pictures.

To ensure that the camera was always charged, a second battery and charger were used. The spare battery was stored in the camera case and, if used, the project manager could take the spent battery away, recharge it and return it to the camera case on his next visit.

Hampshire Record Office charges visitors to take photographs of historic documents in the reading room. Visitors must purchase a photo permit that is valid for the whole day, allowing them to take as many pictures as they like. Photo permits normally cost £12.50, but HRO offer a discount card that entitles the user to 5 photo permits for £50. The project purchased two discount cards in the late spring, and another two in the late summer. This allowed for 20 photo permits in total (or 20 days photography at HRO). The use of the discount cards also meant that the purchase of the permits was all handled in advance and the volunteers would not need to buy one themselves and claim for the cost at a later date.

In preparation for the new research, the project manager researched a small district to Phase 2 standards himself. Based on this work, the project manager then created a four-page research guide that was issued to the volunteers before their training sessions. Training for Phase 2 took place in the late spring and early summer of 2012 and was done on a one-to-one basis with the volunteers in the record office. The volunteers were taught how to use the camera's various functions and take the most suitable photos of the maps and CAP routes.

Phase 2 research was allocated to the volunteers on a district basis. The districts of Winchester and Test Valley were further broken into two areas (north and south) and issued separately. This created nine research areas that were issued to the volunteers. The volunteers were instructed to concentrate on A-grade routes first, as these were most likely to be useful in the future. B-grade routes could be assessed at the same time as an A-grade route if it was in the same parish (and therefore the volunteer had the relevant maps to hand) or once all of the A-grade routes had been completed. In the event, the volunteers had sufficient time to record all of the A and B-grade routes.



Figure 5. The project manager demonstrating how to photograph the historic maps. Photo taken by a PATHH volunteer.

Each volunteer was issued with a copy of the database for their district and the CAP maps for the parishes that contained A or B routes. The database told them which historic maps the CAP route appeared on and would need re-examining. After checking each route and commenting on whether they agreed or disagreed with the original opinion, they photographed the relevant map and any accompanying documents (tithe apportionment or enclosure award). It was not necessary to photograph the maps that did not show a CAP route. The file numbers of the images taken were noted on a record sheet, so that the project manager knew which photographs related to which historic maps and CAP routes.

During Phase 2 a number of routes that had been categorised as A or B in Phase 1 were reclassified as C or D. It was usually found that the research conducted in Phase 1 was too lenient or that the evidence on the historic maps had been misinterpreted (for example, many paths had incorrectly been recorded as evidence of a public footpath when in fact there was no label to confirm this, and occasionally political boundaries on OS maps had been incorrectly recorded as paths). In total 70 such routes were rejected. On the other hand, a number of routes were picked up by the Phase 2 volunteers that had either been incorrectly classified as a C or D route in Phase 1, or that appeared to the project manager or the volunteer as suitable additions to the database. 13 such routes were picked up in Phase 2.

The seven volunteers made 21 visits to the record office between them and used 18 of the photo permits (on three occasions, volunteers 'shared' a permit whilst doing their research simultaneously). The project manager used one permit at the start of Phase 2, leaving one permit remaining. The project manager used this at the end of the phase to photograph a handful of maps that had been missed in the research and to retake any images that had not been of suitable quality to submit in the final database (i.e. out of focus or poor light).

District	Phase 1: Total A & B routes	Phase 2: New A or B routes	Phase 2: Rejected Phase 1 routes	Phase 2: Total Recorded A routes	Phase 2: Total Recorded B routes
Basingstoke & Deane	47	6	13	23	17
Boroughs	2	2	1	0	3
East Hampshire	20	1	2	10	9
Eastleigh	16	1	8	4	5
Hart	43	0	21	6	16
New Forest	26	1	9	6	12
Test Valley	54	6	11	27	22
Winchester	41	1	8	13	21
Total	249	18	73	89	105

Table 4. Summary of all A & B routes in each district that were reviewed in Phase 2.

In total, of 267 CAP routes that were assessed in Phase 2, 192 were photographed. 89 of these were A-grade routes (i.e. judged to show a good

level of evidence) and 105 were B-grade routes (i.e. showing some historical precedent, but not as much as A-grade routes).

4.2.4. Data Review

Following completion of Phase 2, the A and B routes are being reviewed by an external researcher experienced in the process of adding routes to the definitive map of rights of way through historic evidence. This validation process will ensure that HCAF only progresses routes with robust historic evidence.

4.2.5. Southampton Research

Southampton City Council (SCC) and Portsmouth City Council (PCC) are unitary authorities and do not fall under the governance of HCC. SCC and PCC are similarly responsible for the rights of way in their area. However, the rights of way departments in both unitary authorities were approached to see if they wished to be included in the PATHH project.

SCC's rights of way department was keen to be involved in the project and had recently carried out a rights of way review in one of its wards. The review had identified numerous paths, alleys and lanes that were not on the rights of way map and many of these have subsequently been added to the rights of way map. SCC felt that a review of the available historical evidence in the remaining wards would be beneficial to taking DMMOs forward in the future.

The project manager worked with SCC to determine the best way of assessing historical evidence. It was felt that tithe and enclosure maps would be of limited use in a city that had changed so radically since they were produced and it was decided that only Ordnance Survey maps would be needed for the research. Copies of all the Ordnance Survey County Series and early National Grid maps for Southampton are stored in Southampton Archives in the city civic centre.

The research was broken down by city ward. Southampton has 16 such wards, but one ward had already been fully reviewed and researched by SCC. This left 15 wards to research, and maps of each ward and the routes to be researched were duly printed by SCC to be issued to the volunteers.

The opportunity to volunteer for Southampton research was offered to all PATHH volunteers, stressing that the research would need to be carried out in Southampton instead of Winchester. Several volunteers expressed an interest, of which three eventually took part. One new volunteer from the Southampton area was recruited for the research.

Southampton Archives was closed for much of 2011 whilst building work took place at the civic centre, so research commenced in January 2012. The project manager met all three volunteers at the archives and explained the nature of the research, how to find the historic OS maps and issued the Southampton CAP maps.

The volunteers carried out their research between January and July 2012, periodically checking progress with the project manager. Once all of the research was completed, the results were handed back to SCC to further inform their reviews. All together, the volunteers researched 155 routes across the city.

5. The Project Database

The results of all the research conducted in Phase 1 and Phase 2 have been compiled in a database of information that contains the summary records of research for each CAP route, and photographic evidence of all the maps supporting A and B-grade routes.

The summary records are contained in an MS Excel spread sheet. Each district has one spread sheet that contains an entry for each CAP route with a summary of the evidence found on each of the four types of map researched. A and B routes are highlighted (green for A, yellow for B) and have an extra set of fields that contain a summary of the re-review. Routes that were judged A or B at Phase 1, but rejected at Phase 2 are also highlighted in red.

Gandovers CP	772	Walkers	A usable track allowing circular walk from the north	New Route	NA	No, but parallel path shown to north from Breach Farm.	n/a	N/A	No.	C	
Gandovers CP	773	4x4	Routes were MUPPs. Regarding to SOAT would provide variation on available routes and reduce pressure on other routes	New Route	#520 706	Researched under Michaeldever - Yes.	No.	N/A	No.	C	
Gandovers CP	771	Recreational	Possible alternative to join #514 to SW6 for horse riders, to avoid long stretch on road - Gunners Lane	Revised	NA	Yes, path grey dotted both sides.	Yes	N/A	Yes, PP shown partway across; stops at ...	B	
						No, but there is alternative to the south	No, and no alternative		Alt to the south clearly depicted as PP	A	
Gandovers CP	774	Cyclists	Upgrade to SW, closing gap in SW network, which necessitates detour along road	New Route	#717	Yes, dotted both sides, coloured pink (PP?)	Yes, PP to St Peter's Church then Old Lane.	N/A	As 514c	B	
						Agree	Agree			B	Already being claimed?
Gandovers CP	775	Walkers	Off road link from Wayfars to give variety of circular and longer walks	New Route	NA	Yes, crossing road. More either side of the alternative PP	N/A	N/A	Yes, but colour not stated.	B	
						Agree	Agree - no coverage		No	C	
Gandovers CP	776	Recreational	Possible alternative to link #514 with SW6 for riders, to avoid long stretch on road - Gunners Lane	New Route	NA	Yes, no further indicators recorded.	Yes	N/A	Yes, but colour not stated.	B	
						Alternative route going east instead of west. Still fills gap in network	No		Blue dotted and black dotted along route.	A	
Chichester CP	907	Walkers	Direct link from northern part of Chichester to Sherfield #71 and Old Seasing #94 on east side of A33	New Route	NA	No, follows route of brook, marked "unable to flood".	No.	N/A	No, but nearby PP is marked.	C	
Chichester CP	908	Walkers	Direct connection from northern part of Chichester to Sherfield #94	New Route	NA	No.	No.	N/A	No.	C	
Cliddeasden CP	553	Walkers	Link #95 to village	New Route	NA	No, only road.	No.	N/A	No, only road.	C	
Cliddeasden CP	554	Walkers	Major crossing of A33 - valuable access to Cliddeasden paths	New Route	NA						Not PATHH
Cliddeasden CP	555	Other	Investigate possibility of creating safe for roadside link along verges between SOAT 5 and #72	New Route		Yes, mostly on road.	No.	N/A	No.	C	
Cliddeasden CP	556	Recreational	Dismantled railway, signalled as permissive path. Would provide good link for horse riders	New Route	NA	No.	n/a	N/A	Nearby footpath shown (drawn on map)	C	

Figure 6. An example of the layout of the project database spread sheet.

All of the photographic evidence for each route is kept in a labelled folder giving the identity number of the route, with sub-folders for the various map types for which photography is included. The whole database is stored on DVD disks that have been handed to HCAF.

6. Education and Outreach

The project called for three main forms of public engagement beyond the recruitment and training of the volunteers.

6.1. Education Workshops

“Pupils from local schools will be provided with training to allow them to explore the heritage of local pathways. Skills gained are likely to be similar to those planned within the volunteers programme (see below) but tailored to a younger age group. A minimum of two schools per year is being targeted. Each school where pupils have received training will organise one activity that will provide the children with an opportunity to demonstrate the skills they have learnt while engaging with the physical heritage through practical sessions. Four such activities will be delivered over the course of the project.”

Due to the amount of work involved in the preparation and development of materials for the Education Workshops, an early decision was made to add value to the project by increasing the number of school workshops offered freely to schools. This was further facilitated by an offer of £5,000 match funding from the New Forest National Park Authority in return for a higher number of school workshops being offered within the New Forest National Park and adjacent areas. It was also thought to be easier to combine the training and the practical session into one workshop, thus ensuring that all the children had the opportunity to practise what they had learned.

It was anticipated that a minimum of ten schools would be offered the workshop sessions. Based on the experience of the HWTMA in delivering in-school workshops, it was felt that the subject matter and format offered by the PATHH project was particularly suited to the primary curriculum. The workshop was therefore offered, at no-cost, to primary schools, particularly Key Stage 2 years 4, 5 and 6 (although in one instance it was tailored for a year 3 group).

In early 2011 the project manager began creating a customised workshop that would enable children to learn the two principal elements of the project, i.e.; rights of way and historical maps. It was decided that children would work from a custom made booklet in order to provide a logical flow to the workshop. These booklets were modified with examples of local heritage and features for each individual school.

The workshops were offered as 90 minute sessions with one class of pupils. In two instances the workshops were reduced to 60 minutes in order to fit several classes into the school's timetable. By tailoring each workshop

specifically to the school's needs and with the provision of genuine historic maps from Hampshire County Council, each workshop became a local history session for the school, rather than a generic mapping project.

Each workshop followed the same structure:

1. Warm-Up. The workshop opened with a simple warm up Q&A designed to assess the children's familiarity with their local area. Photographs of signposts were shown to the children to see if they could a) identify the meaning of the sign and b) identify the signs' location.
2. Aware that at KS2 many children would be unfamiliar with rights of way, the next part of the workshop was designed to teach children the 3 most commonplace rights of way in Hampshire; Footpaths, Bridleways and Byways Open to All Traffic (BOATs). Once the principal differences between these Rights of Way had been learned, the children were taught to recognise them on the ground (with different markers used by Hampshire County Council) and on maps (specifically the ways in which they are depicted on Ordnance Survey 1:25000 scale Explorer maps). A colouring-in activity in the work booklet helped reinforce this and provide a reference guide for the future.
3. Once familiar with rights of way, children were shown modern OS maps of the area local to their school and encouraged to find locations that they were familiar with from their journey to school. They were also taught to recognise common icons used by OS to represent places such as public telephones, petrol stations, public houses, schools, car parks and train stations. The children were then shown a copy of a historic OS map (usually from approximately 1860 – 1900) and asked if they could identify it. When they had worked out the differences between the two maps, the workshop moved on.
4. The final activity for the children brought together all that they had learned so far. Thanks to the provision of 3rd edition County Series OS maps by Hampshire County Council, the children were then able to view and handle genuine 100 year old maps of their local area (except in two schools where reproduction printouts were used instead). The children's work booklet contained a 'treasure hunt' of locations and features copied from the historical maps that the children then had to find on the maps themselves. Once found, the children needed to find the site on the modern OS map and record if the site still existed. The provision of maps specific to the local area of each school meant that the project manager was able to select quite notable sites in the local area that the children would be familiar with from their journeys to school. It was also possible to include a number of historic lanes and tracks that were marked as rights of way on the modern maps. Using the skills they had learned in Part two of the workshop, children were able to identify historic rights of way and record what status they now had.

5. The workshop was wrapped up with an explanation of the PATHH project's aims and a discussion about the benefits of an extensive rights of way network, which usually encouraged conversation about the environmental, health and safety benefits.
6. The work booklet included a final activity that could be delivered by the teacher at a later date if there was insufficient time in the workshop. Children were presented with a range of different sites and encouraged to think about the best way to connect them with rights of way, depending on the user groups that would need access to and from them.

The workshops were advertised by emails using the HWTMA's list of contacts, and further by fax, via the Marketing Direct company. Additionally the workshops were advertised via the New Forest National Park Authority's schools newsletter. In total the workshop was delivered in 13 schools. Approximately 820 children in 29 classes took part. Three of these schools lay outside of Hampshire. The New Forest School is in Wiltshire, but is only 300 metres from the Hampshire border. Likewise, Christchurch Junior School and Highcliffe St Mark Junior School are 3km and 715 metres from the Hampshire border respectively, but both fall within the historic borders of Hampshire (which moved in 1974), making the local history element of the workshop and the historic maps quite appropriate.

Project volunteers assisted in the delivery of the workshop in three of the schools (to 10 classes in total), largely acting as classroom assistants and helping the children identify features on the maps.



Figure 7. The project manager showing the children of Milford-on-Sea Primary School historic Ordnance Survey maps of their area.

Feedback was gathered from the schools using the HWTMA's online Survey Monkey account. Five schools returned feedback in this way and another four

did so by email. Feedback was unanimously positive, some examples are provided below:

“Thank you Stephen- this is something that, now you have modelled to us, we could attempt to re-create in our school for the benefit of all pupils. A good mixture between information and hands-on activity.” **Gavin Withey, Christchurch Junior School.**

“Thank you very much for leading the workshops; the feedback was really positive. The tasks developed mapping skills in a relevant context and it was excellent to use a range of local maps. The activity linked well to our locally based Geography curriculum.” **Ross Irving, Droxford Junior School**

“Pupils were engaged and on task throughout. Stephen worked at a fast but appropriate pace and kept the children intrigued and excited all session. It was relevant and straightforward. Stephen had taken photos outside the school so pupils recognised the signs and where they are. He also stayed to show me some websites that could help me follow on the session. He also showed me some child friendly online maps.” **Emma Palframan, North Baddesley School**

School	District	Date	No. Pupils
Hyde Primary School	New Forest	26-Sep-11	13
Mount Pleasant Junior School	Southampton	27-Sep-11	27
Mount Pleasant Junior School	Southampton	04-Oct-11	31
North Baddesley Junior School	Test	19-Oct-11	29/28
Wherwell Primary School	Test	01-Dec-11	30
The New Forest School	Wilts/New Forest	16-Jan-12	17/23/30
Preston Candover Primary School	Basingstoke	20-Jan-12	30/32/31
The Grey House School, Hartley Wintney	Hart	08-Feb-12	19
Milford-on-Sea Primary school	New Forest	10-Feb-12	26/30/24
Highcliffe St Mark Community School	Dorset/New Forest	24-Feb-12	33/33
Droxford Junior School	Winchester	01-Mar-12	32/31/32

Wellow Junior School	New Forest	15-Mar-12	25
Church Crookham Junior School	Hart	03-May-12	30/30/30
Christchurch Junior School	Dorset/New Forest	May-12	32/32/32/32

Table 5. Locations of PATHH school workshops.

6.2. Talks and Presentations

“A travelling talk will be developed to deliver the project and its findings to a broad range of audiences. A minimum of 20 talks will be held at various venues including Hampshire Records Office, local libraries and local parish rooms. At least 10 will be targeted at local interest groups such as ramblers, cyclers and horse riders. Volunteers will assist in putting together and delivering the talks.”

As of November 2012, the travelling talk has been delivered to 17 different groups. Additionally, four more bookings have been made for talks in early 2013.

An early problem that arose when advertising the talks was that many organisations book speakers years in advance and many would not be able to accommodate a speaker for a year or more. A few organisations were approached about giving special talks to aid recruitment to the project, but when the recruitment soared in November/December 2010, this was no longer necessary. Accordingly, only one talk was made at the start of the project. In 2011, the project manager began making more formal bookings for the future. Most of these fell in 2012 and even into 2013. Although outside of the period of the project, these will still be delivered by the project manager or volunteers.

The project manager created a PowerPoint presentation that explained the history of rights of way in Hampshire and the background to the project. The talk then delved into the project methodology before focussing on the historic maps that the volunteers were using for their research. Volunteers contributed their favourite maps to the presentation. In addition, because the maps were being regularly consulted at Hampshire Record Office, it was often possible to use maps of the area local to the location of the talk in the PowerPoint, which further enhanced the presentation for the audience.

The presentation could be tailored to specific audiences in other ways – delivery to rights of way user groups tended to dwell more on the specifics of the projects aims and objectives, presentations to history societies tended to focus more on the story of the maps that the volunteers were researching. The talks to the Council for British Archaeology Wessex, the Institute for Public Rights of Way and other councils and access forums tended to focus on the specifics of the volunteer roles, the management of the project and the

outputs. The talk could also be tailored to last anywhere between 30 and 60 minutes.

The provision of original OS maps by Hampshire County Council also meant that for almost all of the local talks, the project manager could take along genuine copies of OS County Series maps that the audience could view at their leisure both before and after the talk.



Figure 8. The project manager delivering the PATHH presentation at the CBA Wessex conference in November 2012.

The PowerPoint was also made available to volunteers where they had offered to deliver presentations, although on at least two occasions the volunteer chose not to use it and created their own presentation instead.

Feedback from the talks was extremely complementary, some examples are provided below:

“I enjoyed your talk at yesterday's CBA Wessex conference on identifying and opening up old rights of way in Hampshire and only wish that we had a similar project here in Wiltshire.” **Francis Taylor, CBA Wessex**

“May I take this opportunity to thank you and Sarah for coming to our AGM on Thursday and giving such an informative talk on Hampshire's Heritage which was enjoyed by everyone in attendance. I have received several most positive responses which are always good to receive. The efforts you went to show maps from the local area kept peoples interests even more focused.” **Graham Smith, NE Hampshire Ramblers**

“Thank you very much for your contributions to the day, which were much appreciated. Lots of very positive feedback about your skills as a speaker.”
Geri Coop, Institute for Public Rights of Way Executive Officer

“Many thanks again for your talk - it was most enjoyable and the two-part arrangement worked very well. The attendance was the highest we had in 2011/12 and I heard some very positive comments as people left; I hope we'll be able to persuade you to come back soon with another topic..”
David Rymill, Hampshire Record Office

Group	Date	Location and District	Interest	Approximate attendance	Delivered by
New Forest History & Archaeology Society	22 Oct 2010	Lyndhurst, New Forest	History	25	Project Manager
Surrey Local Access Forum	11 Apr 2011	Runnymede, Surrey	Countryside Access/Rights of Way	16	Volunteer
British Horse Society	16 Oct 2011	Cheltenham, Gloucestershire	Rights of Way	50	Volunteer
Bramshott & Liphook Preservation Society	09 Feb 2012	Liphook, East Hampshire	History	40	Project Manager
Warsash Residents Association	15 Feb 2012	Warsash, Fareham Borough	Local Area	35	Project Manager
The Friends of Gosport Museum	22 Mar 2012	Gosport	Local Area	50	Project Manager
Ringwood & Fordingbridge Footpath Society	26 Mar 2012	Ringwood, New Forest	Rights of Way	90	Project Manager
Hampshire Record Office Thursday Lunchtime Lecture	29 Mar 2012	Hampshire Records Office, Winchester	History	70	Project Manager
South East Local Access Forum Conference	22 May 2012	London	Countryside Access/Rights of Way	50	Volunteer
Ordnance Survey	11 Sep 2012	Ordnance Survey offices, Southampton	Mapping	80	Project Manager
The Dever Valley Local History Society	11 Sep 2012	Micheldever, Winchester	History	35	Project Manager
Institute for Public Rights of Way Conference	03 Oct 2012	Knuston Hall, Northamptonshire	Rights of Way	40	Project Manager
South Downs Local Access Forum	09 Oct 2012	Amberley, Sussex	Rights of Way	20	Volunteer

East Woodhay Local History Society	22 Oct 2012	Basingstoke	History	35	Project Manager
North East Hants Ramblers (AGM)	01 Nov 2012	Farnborough, Rushmoor Borough	Rights of Way	40	Project Manager and Volunteer
Council for British Archaeology Wessex (AGM)	03 Nov 2012	Ordnance Survey offices, Southampton	History	40	Project Manager
South East Hants Ramblers (AGM)	16 Nov 2012	Waterlooville, East Hampshire	Rights of Way	35	Project Manager
Salisbury Museum	08 Jan 2013	Salisbury, Wiltshire	History	TBC	Project Manager
Milford-on-Sea Historical Record Society	31 Jan 2013	Milford-on-Sea, New Forest	History	TBC	Project Manager
The Rotary Club of Southampton	14 Mar 2013	Southampton	History	TBC	Project Manager
Fleet Trefoil Guild	2 May 2013	Fleet, Hart	History	TBC	Volunteer

Table 6. Location of PATHH talks and presentations.

6.3. Travelling Exhibition

“A travelling exhibition of Hampshire's lost routes and pathways will be developed based on information unearthed by participating volunteers. Volunteers will have a key role to play in putting together the exhibition which will show in a minimum of 20 venues across Hampshire. It is planned that the exhibition will show for six weeks at each venue.”

Work on creating the travelling exhibition began in spring 2011, but owing to the need to set up and ensure the smooth running of the research, manage the volunteers helping to produce the exhibition and have it approved by the project steering committee, it was not complete until that autumn.

It was decided that in order to make transport and set up as easy as possible, and to make the exhibition as adaptable as possible in a wide range of venues, roller banners would be the most suitable mean of displaying an exhibition. Four different designs were produced (see Appendix 3), one focussing on the background to the project, one on the outcomes, one on the maps and one on the volunteers. The banners were designed to be as independent as possible, allowing a viewer to read one and understand it without having to read all of them, and allowing venues to erect them in any order. In some venues there was limited space, so this approach allowed for only three banners to be displayed. Each banner stands two metres tall and

85cm wide when erected. By using four separate banners, they could be arranged in a line, back to back or as a square.



Figure 9. The PATHH exhibition at (clockwise from top left) Basingstoke Library, Eastleigh Library and Aldershot Library.

Two PATHH volunteers contributed their own stories to the exhibition and maps were selected based on their choices. Another volunteer helped to produce the graphics and write the text. Some volunteers also assisted by collecting and delivering the banners to their venues.

The project manager began investigating possible venues in early 2011 arranging dates for later that year. It was quickly realised that six weeks was too long for many venues, who normally allocate 4 weeks or 1 month slots to temporary exhibitions. Therefore, in order to ensure that the exhibition was hosted in the maximum number of locations possible, a duplicate set of banners was produced so that two venues could host the exhibition at the same time.

Another exhibition was developed for the HWTMA's Maritime Bus, an HLF funded outreach vehicle from the HWTMA's 2009-2012 *Engaging New Audiences Project*. The full exhibition was condensed into three A1 posters that could be exhibited in the bus's interior clip frames (See Appendix 4). The project manager accompanied the bus, taking copies of local OS maps for the public to view.



Figure 10. Members of the public examining historic maps in front of the HWTMA Maritime Bus at the Jubilee Sailing Trust's Pumpkin Festival, October 2012.

Venue	Date from	Date until	Number of days on display	Exhibition set
HWTMA AGM	14/10/2011	14/10/2011	1	1
Waterlooville Library	24/10/2011	28/11/2011	35	1
HCAF AGM	29/11/2011	29/11/2011	1	1
Aldershot Library	03/01/2012	08/02/2012	37	1
Queen Elizabeth Country Park	07/01/2012	20/02/2012	44	2
Gosport Discovery Centre	20/02/2012	22/03/2012	31	2
Hampshire Record Office	06/03/2012	08/05/2012	63	1
Lyndhurst Library	28/03/2012	18/05/2012	51	2
Wellington Country Park	08/05/2012	25/06/2012	49	1
Staunton Farm Country Park	21/05/2012	18/06/2012	28	2
Gosport Big Day Out	10/06/2012	10/06/2012	1	Maritime Bus
Alice Holt	18/06/2012	31/07/2012	43	2

Basingstoke Discovery Centre	25/06/2012	12/07/2012	18	1
Southampton Welcomes the Torch, Royal Victoria CP	14/07/2012	14/07/2012	1	1
Basingstoke Discovery Centre	16/07/2012	31/07/2012	16	1
Southampton Sea City Museum	17/07/2012	17/07/2012	1	Maritime Bus
New Forest NPA/District Council	01/08/2012	12/09/2012	42	1
Andover Library	02/08/2012	03/09/2012	30	2
Eastleigh Library	03/09/2012	12/10/2012	39	2
Lymington Library	12/09/2012	26/10/2012	45	1
Alton Library	12/10/2012	03/11/2012	21	2
The Pumpkin Festival, Royal Victoria CP	13/10/2012	13/10/2012	1	Maritime Bus
Petersfield Library	03/11/2012	30/11/2012	27	2
Ringwood Library	27/10/2012	30/11/2012	35	1
New Milton Library	01/12/2012	31/12/2012	30	1
Stubbington Library	30/11/2012	01/01/2013	30	2
Portchester Library	01/01/2013	31/01/2013	30	2
Total Venues=			26	
Total Days =			751	

Table 7. Venues that hosted the PATHH exhibition.

6.4. Other Outreach

6.4.1. Website

At the outset of the project, the project manager set up a PATHH website that was hosted under the HWTMA domain (see www.pathh.hwtma.org.uk). As well as providing an overview, during the early phases of the project the website provided information on the background and on volunteering opportunities. The website will remain live and may be used by HCAF in the future in order to provide updates on the use of the output. The education pack (see below) will also be posted on the website.

6.4.2. Leaflet

A great many venues, in particular smaller libraries, felt unable to host the travelling exhibition owing to lack of space. To make sure that the project could be promoted as widely as possible, a leaflet was produced in summer 2012 (see Appendix 5). The DL leaflet complemented and expanded upon the content and format of the exhibition banners. 10,000 copies of the leaflet were produced and have been distributed by Hampshire County Council to their museums service, libraries service and country parks. Other copies have been distributed to local user groups.

6.4.3. Education Pack

To make the education workshop as accessible as possible to Hampshire schools, it has been developed into a downloadable resource that can be accessed by any school and tailored appropriately to run without a facilitator. The pack is hosted on the project website at www.pathh.hwtma.org.uk as well as on HCC's website and on the NFNPA website.

7. Project Summary

7.1. Volunteer Participation

This project has involved a great many volunteers from a wide range of age groups and backgrounds, including:

- Local residents with an interest in history, maps and archaeology.
- Members from groups representing walkers, cyclists and equestrians.
- Landowners.
- Non-archaeological professionals.

In total 122 volunteers have contributed to the project. 120 were trained to carry out Phase 1 research, of which 110 actually did so. An additional volunteer took part in the Southampton research and another assisted the project manager in the administrative organisation of the data.

Project element	Number of volunteers	Total contribution
Training	120	360 hours
Phase 1 research	110	1185 hours
Phase 2 research	7	75 hours
Southampton research	4	65 hours
Administration	1	190 hours
Education and Outreach	8	40 hours

Table 8. Total contributions by volunteers for each aspect of the project.

The volunteers' records of time spent researching Phase 1 CAP routes were sometimes left incomplete, so had to be approximated by the project manager. Similarly, the amount of volunteer time spent attending training sessions is estimated at 3 hours each and does not include time spent travelling to HRO.

In total this equates to 1915 person hours, or 255 days, of volunteer time spent by the volunteers on the PATHH project. Added to this must be the voluntary contributions of professionals. Approximately ten members of the steering committee – members of access forums and user groups – voluntarily contributed their time to regular meetings held throughout the project.

The recruitment of volunteers for this type of work was anticipated to be one of the most challenging aspects of this project, although the high number of applicants showed that this is in fact an area of interest to a wide number of people. The time taken by the volunteers to conduct their research was considerably longer than initially anticipated, though once familiarised with the work, the retention rate was high. Much of the work, particularly the Phase 2 research, was conducted by a core team of regular volunteers who became highly adept and familiar with the requirements of the project and the working environment.

Specific skills and experience gained through participation in this project include:

- Independent research skills.
- Team working.
- Database development and application.
- Historical record analysis and photography.
- Digital image processing and cataloguing.
- Visits to archive resources.

Feedback from the volunteers has been extremely positive. Even more encouragingly, several of these individuals have expressed interest in other aspects of the work of HCC, HCAF and the HWTMA and have made valuable contributions on other projects in their own right.

"I was delighted to be part of the PATHH project and found Stephen an inspirational project leader and much enjoyed being an assistant to him in school." **Sarah Smith, research and education volunteer**

"Just to thank you for arranging the presentation last night. It was very interesting to see the results of all that work. Keep me in mind if you need any more help researching anything, it was lovely working with you." **Patricia Nash, research volunteer**

"I really enjoyed the research I did on the PATHH project: thanks again for giving me the opportunity." **Ed Jackson, research volunteer**

"The research you and the [other] volunteers have carried out will be a valuable resource for the future, so thanks everyone." **Brenda King, research volunteer**

"You clearly have achieved a very encouraging result and may I offer you my congratulations for the engaging way that you have gone about things; I feel

sure that much of the impressive outcome has to do with your winning style!”
Humphrey Thompson, research volunteer

7.2. In Kind Contributions

The project has received significant support from Hampshire County Council's Countryside Access Team who paid for the printing of all the CAP maps used in the project. Several members of staff also supported the project manager and attended steering committee meetings throughout the project, all as part of their normal working day. This was also true of the New Forest National Park Authority and Southampton City Council.

7.3. Future

On completion of the research element of PATHH, the project manager provided HCAF with an electronic database of all the research output. In addition, the database includes digital photographs of the relevant mapping (OS County Series 25", tithe maps and apportionment, enclosure maps and awards and Highway Handover maps) for routes identified as A or B-grade.

The database is being made available to the external reviewer for the validation process, due for completion in January 2013. HCAF will then review the results and decide how to progress the most promising routes to ensure that they can be investigated by the highway authority (HCC) and hopefully added to the definitive map by 2026. As part of this process, HCAF will have discussions with HCC on the best way to proceed.

8. Conclusion

The HLF funded project, *'PATHH: Providing Access To Hampshire's Heritage'*, has now finished. However, although the research has been completed, the effects of the work done promise to be of long term benefit to the entire county.

The initial aims of the HLF funded project have been achieved, namely the creation of a database of information detailing the historical precedence of all the desired routes in the Countryside Access Plans. With this information now at their disposal, HCAF can assess the suitability of many of the routes and how best to take them forward before 2026.

The project has also left an impressive education and outreach legacy that will last beyond the original term of the project. The exhibition is booked to appear in libraries around the county until 2013 and it is expected that many more may wish to display it. The education workshops have proved incredibly popular and many schools are interested in repeating them. The downloadable workshop plan makes it possible for schools to do these themselves and subject to additional funding it may be possible to repeat the workshops all around the county. The talks have been very successful,

especially with rights of way user groups, and several who have not yet seen it have expressed an interest in having the talk at their AGMs next year.

This work has been carried out by a diverse range of people volunteering for a variety of reasons, many of whom have developed skills in a range of areas of historical research. Several hundred children have learnt about the project, as well as the rules, history and benefits of the rights of way network around their local area.

In the long term and after the failure of the Discovering Lost Ways project, PATHH can provide a useful model for other highway authorities seeking to investigate lost ways in their county before 2026.

9. Appendices

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Appendix 3. Exhibition Banners

PATHH Exhibition banners. Each banner produced as a 2 metre high roller banner.

Appendix 4. Maritime Bus Posters

Amended PATHH banners used in the Maritime Bus exhibition. Each banner was printed as an A1 poster to fit the clip frames on the bus's interior.

PATHH
Providing Access To Hampshire's Heritage

for MARITIME Archaeology

Rights of Way
A highway in its proper sense can mean anything from a footpath to a motorway, but the PATHH project is researching traditional rights of way – footpaths, bridleways and byways. Most rights of way in Hampshire can trace their lineage back a hundred years or more. However, it is only since 1945, that owners have been required to produce a definitive map of all rights of ways in their country.

Discovering Hampshire's Lost Ways
In 2008, the Hampshire Countryside Access Forum formed a research project. 850 volunteers examined historic maps of 45 parishes and identified historic routes that might benefit modern countryside access if they were reinstated. Several routes were identified and they were submitted to Hampshire County Council for further investigation.

The Definitive Map
The definitive map is a legal record of all rights of way. However, it is not necessarily complete. If sufficient historic evidence that a route was once public can be found, then it can be added to the map. However, this rule is not indefinite. The 2006 Act 2006 declared that rights of way that existed before 1540 must be added to the definitive map by 2008. After this date, it will no longer be possible to add them.

Providing Access To Hampshire's Heritage
Hampshire Countryside Access Forum received funding to expand the project from the Heritage Lottery Fund. Bolstered by contributions from the New Forest National Park Authority, research has been carried out across the entire county. The PATHH project recruited over 300 volunteers to research all 172 parishes and boroughs in Hampshire and Southampton.

Logos: The National Lottery, Hampshire Countryside Access Forum, Hampshire County Council, South Downs Local Access Forum.

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Title Maps
Tithes were an "in kind" payment made to the local church, typically 10% of a person's produce. A farmer for example, would give 10% of his crops. In 1286, the Tithe Commutation Act made it possible to pay tithes with a cash equivalent. The legislation required that detailed maps be drawn up to precisely identify land ownership within each parish.

Enclosure Maps
Under acts passed in 1800 and 1845, government officials allotted large tracts of land to private landowners, often robbing other people of their property in the process. Under the terms of the acts, maps were created to detail the changes. However, in many parishes land had already been privately enclosed without maps. As a result, only about one third of Hampshire is covered by enclosure maps.

Ordnance Survey County Series Maps
The Ordnance Survey began in 1801 as part of the armed forces (ordnance refers to arms and ammunition). Their first maps were drawn to aid military campaigns. In the 19th century, the Ordnance Survey produced the most detailed series of maps yet seen in the country: the County Series. Whole counties were mapped using two scales: 6 inches to the mile and 25 inches to the mile.

Highway Handover Maps
In 1928, the Local Government Act passed responsibility for county highways from elected and borough councils to the county council. For the purposes of the transfer, public highway "handover" maps were drawn up to identify public highways within the county. Surveyors annotated third edition OS maps to show all public highways maintainable at the taxpayer's expense.

Logos: The National Lottery, Hampshire Countryside Access Forum, Hampshire County Council, South Downs Local Access Forum.

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Countryside Access Plans
To avoid re-instating rights of way with no modern value, PATHH only looked at areas where improved access to the countryside would be beneficial. The project uses Hampshire County Council's Countryside Access Plans. When these documents were drawn up a consultation allowed the public to comment on where the rights of way network could be improved and expanded.

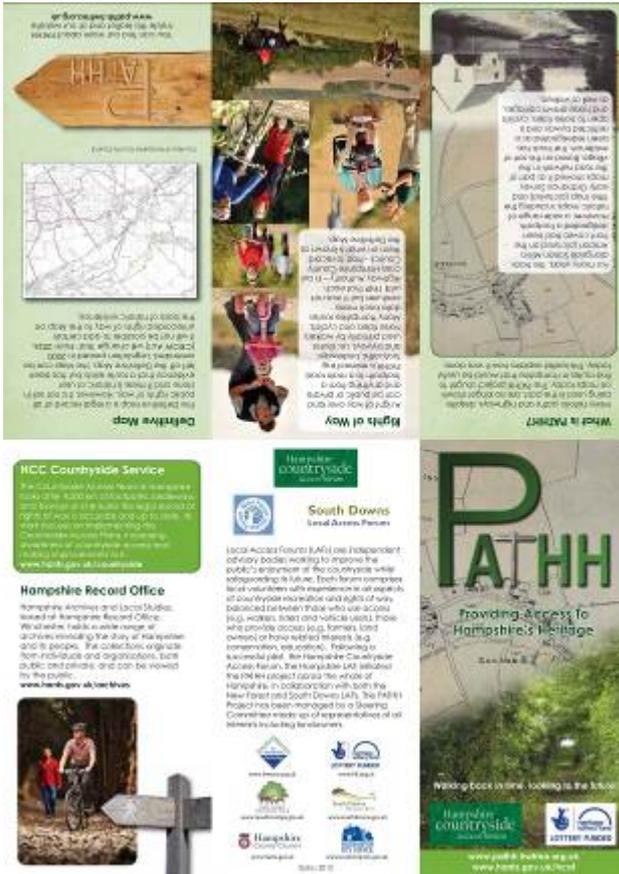
Researching Historic Highways
The PATHH project recruited and trained more than 300 volunteers to research the historic maps, copies of which are held at Hampshire Record Office in Winchester.

Identifying Rights of Way
Although the evidence gathered from the maps used by the PATHH project is not sufficient to re-instate a right of way by itself, it helps to assess the likelihood of there being further historic evidence. Once the research is completed, routes that demonstrate the strongest evidence might be presented to Hampshire County Council for definitive map modification orders.

Amending the Map
PATHH is not a fast track way of reinstating rights of way. A definitive map modification order is a lengthy legal process that the Highway Authority are required to fulfil before a right of way can be added to the map. PATHH is a fantastic opportunity to identify more historic highways, but its results are still subject to the same rigour as any other claims for historic rights of way.

Logos: The National Lottery, Hampshire Countryside Access Forum, Hampshire County Council, South Downs Local Access Forum.

Appendix 5. Leaflet



Outside and Inside panels of the of the PATHH project leaflet, printed on A3 and folded to DL size.

