



**FOOTPATH NO.21 GRIMSTEAD  
(MACKS LANE)**

**APPENDIX A – LOCATION PLAN**

**FOOTPATH NO.21 GRIMSTEAD (MACKS LANE)**

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 George Batten, BSc(Hons), C.Eng, FRCSE, FIHT, Director of Environmental Services, Wiltshire County Council  
 Prepared by: JEG Date: 13<sup>th</sup> September 2005 Grid Ref: SU208-268



**Wiltshire**  
 COUNTY COUNCIL

APPENDIX A

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### Comparison of evidence

1	Andrew's & Drury's Map 1773	Macks lane is shown by double solid lines. Wilts map does not have a key but Herts. map does (unlikely that different conventions used) and it would appear that double solid lines depict enclosed road. The key only refers to roads not footpaths and bridleways. In view of these it is unlikely that routes shown would be for anything other than traffic.	Macks Lane is NOT shown bounded by double solid lines. It is shown bounded by one solid line and one dotted line as are Windwhistle Lane (Private carriage road and public bridleway according to the Enclosure award 30 years later) Bridleways and Field entrances. No conclusion about the status of Macks Lane can be drawn from this map.
2	Map Folder 2.7	Smith's Map 1801	Another commercial map which shows Macks Lane as a 'Cross Roads' according to the key. The key only refers to roads with no mention of footpaths or bridleways.
3	Estate Map purchased from Thomas Baker 1803	The northern section of the route is shown at its junction with Crockford Road, suggesting that the route does continue in a southerly direction outside the area to be purchased. The road network, including Macks Lane is excluded from the area to be purchased, suggesting that they are public roads rather than being part of the private estate.	This is a hand sketch map and shows that there is a route leading south from Crockford Drive. It is shown in exactly the same way as Bridleway through Willowslade and Northfield and also the Canal. No conclusion about the status of Macks Lane can be drawn from this map.
4	EA100	Enclosure Award Map 1804	Enclosure was a process by which property rights were redistributed, to help modernise farming methods, which was difficult in areas where communal farming was still in place. The West Grimstead Inclosure Award map shows Macks Lane as uncoloured, (as are all other roads in the parish) and hedged on either side. The route appears to form part of the public road network, which predates and survives the inclosure process and it is not awarded. Inclosure Awards often set out roads and their status, i.e. 'public carriage road' but this is not the case in this particular award.
5	OS Survey Drawing No 76 - Surveyed 1807-08	Ordnance Survey maps were based on new surveys which derived from the National Mapping Agency, which employed trained and regulated surveyors and draughtsmen. They are public documents which are topographical, showing only physical features recorded by a particular surveyor at the time of the survey. They employed a system of conventional signs and symbols to show features, particularly roads and tracks, but due to their topographical nature they should be viewed alongside other evidence. This particular drawing shows the route by double, solid lines, suggesting an enclosed route.	The Enclosure award gives substantial information on the status of 8 routes which are described as 'public carriage road and highway', 'public bridle road' or 'private carriage road and public bridleway'. Of importance are Windwhistle Lane which is a 'Public Bridleway and Private Carriage Road'. Macks Lane and Green Drove to the north of Macks Lane are not described as above but green Drove is referred to as an 'Ancient Road' and Macks Lane is referred to as an 'Ancient Lane'. Macks Lane is clearly of lower status than an ancient road. The award also gives the assessment of the rate payable by landowners for the repair of public roads and also for private roads. Landowner Wm. Emmett has an assessment for private roads of two shillings and sixpence. The only routes adjoining Emmett's land which are not public are Macks Lane and a field entrance suggesting that Macks Lane is private
			Macks Lane is shown bounded by double solid lines as are all roads in the village including Windwhistle Lane (described as a Public Bridleway and Private Carriage Road in the 1804 Enclosure Award). The map therefore provides no concrete evidence of Macks Lane's status.

### Comparison of evidence

6	A1/524/ 2MS	Andrew's & Drury's Map 2nd Edition 1810	Purports to show 'Turnpikes, Cross Roads and Canals' which suggests that Macks Lane is a cross roads, with solid boundaries. It is also significant that it is shown on the main index page, which shows the whole of the county of Wiltshire at a smaller scale, which due to the constraints of scale can only show more significant routes	Macks Lane is NOT shown on the map on the index page. On the detailed map it is shown bounded by double solid lines as are Windwhistle Lane (Private carriage road) Bridleways and Field entrances. The map does show routes that are not major. No conclusion about the status of Macks Lane can be drawn from this map.
7	1946/H3 4	Map of the Manor of WG belonging to the Earl of Radnor 1810	The route is shown enclosed by hedges on either side coloured Sienna as are other known public roads in the parish. It is not numbered as are other plots in private ownership, which suggests that Macks Lane is public. On estate maps the depiction of roads can be incidental to the purpose of the map but they can supply useful information for orientation and plot boundaries etc. They should be viewed alongside other evidence.	Macks Lane is shown in the same way as Windwhistle lane (a private carriage road). Windwhistle Lane and other private routes are also not numbered. Lack of number on Macks Lane is not therefore conclusive,
8		OS Old Series 1811 reproduced 1833	This is a small scale map which means that footpaths and bridleways are unlikely to be shown, due to the constraints of scale. Macks Lane is shown by double solid lines as a way bounded on both sides.	Macks Lane is shown bounded by double solid lines as are all roads in the village including Windwhistle Lane (described as a Public Bridleway and Private Carriage Road in the 1804 Enclosure Award). The map therefore provides no concrete evidence of Macks Lane's status.
9		Dix A new Map of Wiltshire 1816	Route is shown as a 'bye road' according to the explanation. The explanation refers only to 'roads'.	This map is so inaccurate it is impossible to say if Macks Lane is shown or not let alone its status . If Macks Lane is shown on the map it shows buildings on the east side of the Lane which never existed, West Grimstead church is in the wrong place, Crockford Drove and Chapel Hill and parts of the Dean Road are not shown. No evidence on Macks Lane's status can be drawn from this map.
10	WRS vol52	Greenwoods Map of Wiltshire 1820	Macks Lane is shown by double solid lines (a solid boundary on either side), as a 'Cross Roads' according to the key, which refers only to roads	Macks Lane is shown bounded by double solid lines as is Windwhistle (a private carriage road), field entrances and other private roads. The interpretation of 'cross roads' is not straight forward (see attached Appendix 1) and it should not be interpreted literally. This applies to all other references to 'cross roads'. No conclusions about the status of Macks Lane can be drawn from this map.
11		Smith's - A new map of the County of Wilts 1821	Macks Lane is shown as 'Cross Roads', according to the key which makes reference only to 'roads'.	Macks Lane shown bounded by double solid lines as are Windwhistle Lane and the route to East Grimstead both of which are bridleways and private carriage roads according to the Enclosure award. No conclusion on Macks Lane's status can be drawn from this map.
12		Dartons map of Wiltshire 1822	This is a small scale map which, due to the constraints of scale, can only show significant routes, so depiction of Macks Lane is important. Macks Lane is a 'Cross Roads', according to the key which refers only to roads.	We are advised by archivist at Swindon and Wiltshire Record Office that there is no map with this reference.
13	Map folder 3.3	Greenwoods Map of Wiltshire 1829	The route is shown by solid double lines, i.e. having a solid boundary on either side, as a 'Cross Roads' according to the explanation. The explanation refers only to roads.	Macks Lane shown as bounded by double solid lines as are Windwhistle Lane and field entrances. Although explanatory note defines the lane as a 'cross Roads' this must obviously include 'private carriage road and public bridleway' and field entrances.

### Comparison of evidence

14	1946/L3 5	Map of Parish 1830	Macks Lane shown as an enclosed way, by double solid lines, coloured sienna (as other known roads), and not numbered which suggests it is a public route, as land in private ownership is numbered. A separate footpath appears to be shown by a single broken line to the east of the road which suggests that footpaths are depicted in a different manner and therefore Macks Lane must have a higher status.	Macks Lane shown coloured sienna as is Windwhistle Lane (a private carriage road and public bridleway) and field entrances. The field entrance to Post Close also has no number but this is private land which disproves the theory that as Macks Lane has no number it must be a public route.
	Map folder 1.17 or 1.20	Darton map of Wiltshire 1832	The 1832 map is listed in Summary of historical evidence but not included in Decision Report. The 1822 map is included in the Decision Report but does not appear to exist.	This map is so inaccurate that it is uncertain whether Macks Lane, Crockford Drove or Chapel Hill is depicted. If it is Macks Lane then it is shown bounded by double solid lines as is Windwhistle Lane. No conclusion on the status of Macks Lane can therefore be concluded from this map.
15		Cary's Map 1832	The route is shown by double solid lines, bounded on both sides. The explanation shows Macks Lane to be a 'parochial road'. The explanation refers only to 'roads'.	Macks Lane is shown bounded by solid double lines as is Windwhistle Lane a known private carriage road and public bridleway. The key makes reference to two types of route 'carriage roads which are parochial roads' and 'parochial roads'. Macks Lane is the latter which clearly distinguishes it from a carriage road.
16		Duncan New map of the County of Wilts 1833	Again this map is drawn at a small scale which suggests that all routes shown are significant. Macks Lane is shown by double solid lines, bounded on both sides as a 'Bye Road' according to the explanation which makes reference only to roads.	Again the map is so inaccurate that it is difficult to say whether Macks Lane is shown or not. If Macks Lane is shown it is shown bounded by double solid lines (a bye-road according to the key) as is Windwhistle Lane and the route from Dean Road to East Grimstead. Both of these latter are known from the Enclosure Award to be Bridleways and Private Carriage Roads. No conclusions on Macks Lane's status can be drawn from this map.
17		Tithe award Map 1838	The Tithe Commutation Act of 1836, regularised the system of monetary payment of tithes to the clergy. They are significant as they are public documents, being on public display before being confirmed by the Tithe Commissioners and since then being held in continuous public custody. The depiction of roads provides useful information for the boundaries of plots and orientation and the recording of highways may have been of interest to the Commissioners, as the presence of a highway could affect the productivity of an area of land, so there was some merit in recording them. On the West Grimstead Tithe Award Map the route is shown by double solid lines (having solid boundary on either side) and coloured sienna as are other known roads in the parish. The British Parliamentary Paper 1837 XLI 405, which sets out the conventional signs to be used in the plans to be made under the Act for commutation of tithes, shows the route to be a 'Bye or Cross Roads'. The footpath to the east of the road is again shown and the Parliamentary Paper also sets out a different convention for footpaths and bridle roads.	Macks Lane is shown bounded by double solid lines and shaded sienna as is the private carriage road and public bridleway, Windwhistle lane, and some field entrances. The Planning Inspectorate Definitive Map Orders - Section 8 states "After 1836 .... the Commissioners no longer considered it essential for a system of conventional signs to be used. No conclusion about the status of Macks Lane can be inferred from this information. The dotted line to the east of the lane has no description appended, whereas other dotted lines on the map have the appendage 'footpath'. It is an uncorroborated assumption that the lines represent a footpath.

### Comparison of evidence

18		Sir Richard Colt Hoare - Map from the history of Modern Wiltshire, Hundred of Alderbury	The map appears only to show the main routes in the area and therefore it is significant that Macks Lane is shown. The route is shown by double solid lines as a path bounded on either side. There is no key and it is drawn at a small scale.	Macks Lane is bounded by solid lines as are Windwhistle lane (a private carriage road and public bridleway) and field entrances. Tracks on private land are shown on this map and no significance should therefore be drawn for the presence of Macks Lane on the map.
19	A1/371/ 27MS A1/371/ 28MS A1/371/ 34MS	Railway Plans 1843	The Salisbury Railway from the South Western Railway at the Bishopstoke Station to Salisbury. Three sets of plans: 1. The northern section of Macks lane is shown within the limit of deviation, suggesting an enclosed way, labelled 'To West Grimstead' and numbered 61. In the book of reference accompanying the plans, 61 is shown to be owned by the Surveyors of Public Highways, occupied by the public and described as a 'Parish Road'. The Technical drawings show the path as a 'Public Road - level unaltered'. 2. The northern section of the route is shown within the limits of deviation, by double solid lines, labelled 'To West Grimstead' and numbered 61a. In the book of reference the route is described as for plan 1. The technical drawings show the path as a 'Public Road - level unaltered'. 3. The northern section of the route is shown within the limits of deviation by double solid lines, numbered 13. The Book of Reference refers to no. 13 in the parish of West Grimstead as a 'Road', owners or reputed owners as 'Surveyor of Highways'	It is interesting to note that the first two plans refer to Macks Lane as a 'Public Road' whereas the latest plan merely refers to a 'road'. Elsewhere in the Book of Reference routes are described as "Carriage Roads". Macks Lane is obviously not considered to be a carriage road.
20	1945/H3 6	Map of parish 1854	The route is shown by double solid lines (having a solid boundary on either side) and coloured sienna, as are other roads in the parish. The footpath to the east is again shown by a dotted line, which suggests that Macks Lane must have higher status, as footpaths have a different map convention.	Macks Lane is shown as bounded by solid lines and coloured sienna as is Windwhistle Lane (private carriage road and public bridleway) and field entrances. There is nothing to suggest that the presence of the footpath indicates a higher status for Macks Lane - merely a different status.
21		Crutchley's Railway map of Wiltshire - 1855	The principal purpose of this map is to show railways, stations and telegraph lines. The depiction of roads is therefore incidental to the maps purpose and they are not mentioned in the explanation. It would seem that main/turnpike roads are coloured, but Macks Lane is shown uncoloured, perhaps as a secondary road. The purpose of the map and its small scale mean that only significant routes are likely to be shown, footpaths and bridleways are unlikely to be shown.	Macks Lane depicted in the same way as Windwhistle Lane and field entrances. The fact that field entrances are shown indicate that insignificant routes <u>are</u> shown on this map. As roads are incidental to the map no conclusions should be drawn from this map.
22	A1/371/ 100 sheet11	Crutchley's Map 1860	Index Map to the Salisbury, Poole and Dorset Junction Railway 1860-1862. The map shows the route of Macks Lane by double solid lines, as a way bounded on both sides, The map has no key and its main purpose is as a railway plan. This and the small scale mapping constraints make it likely that only significant routes are shown. Footpaths and bridleways are unlikely to be shown.	Macks Lane shown bounded by double solid lines as are Windwhistle Lane and the route to East Grimstead both of which are bridleways and private carriage roads according to the Enclosure award contradicting the conclusion of the Decision report. No conclusion on Macks Lane's status can be drawn from this map but it certainly cannot be concluded that footpaths and bridleways are unlikely to be shown as they are!

### Comparison of evidence

23	Map Folder 1.29	Weller Map of Wiltshire 1862	Macks Lane shown as a 'Road' according to the key. Double solid line suggest that it is bounded on both sides. It is unlikely that paths of a lower status i.e.. footpaths and bridleways would be shown due to the constraints of the small scale.	Macks Lane shown bounded by double solid lines as are field entrances, Windwhistle Lane and the route from Dean Road to East Grimstead, both of which are private carriage roads and bridleways. Bridleways <u>are</u> shown.
24		Railway Map - London and SW Railway 1864	The route is shown by double solid lines being bounded on both sides. There is no key to this map, but the scale is small and the principal purpose of the map is as a railway plan. Only significant routes of a higher status are likely to be shown.	Macks Lane is shown bounded by double solid lines as is Windwhistle Lane and the Public Bridleway from the Dean Road to East Grimstead which are both bridleways and private carriage roads showing that lower status routes <u>are</u> shown on this map. It is totally misleading to imply that Macks Lane is of a 'higher status'.
25	490/344	Sale particulars - Freehold Estate 01872	Text: Lot 2 : "this is a particularly attractive and compact Residential lot, being situate in the village of West Grimstead, surrounded by good roads..." Macks Lane does form a boundary to this plot. Map: Macks Lane is shown coloured sienna, as are other known public roads, by double solid lines bounded on both sides. It is excluded from Lot 2 and from the land owned by the Earl of Radnor and Mr Swayne, on the east further suggesting that this is a public route	This an 'estate agents description' of a property for sale. The words 'surrounded by' should be interpreted with this in mind.
26	490/344	Conveyance 1872	The route is shown coloured brown, as are other roads in the parish network, excluded from the property (coloured green) and the land owner by the Earl of Radnor and Mr Swayne on the east. This suggests that the path is public and double sided solid lines indicate that the route is bounded on both sides.	All access to the land for sale is shown brown. The field entrance to Lot 5 is significant. This is private land and has subsequently been incorporated into fields. No conclusions should therefore be drawn from the fact that roads are coloured brown.
27		OS County Series 25" 1st Edition Book of Reference 1873-1879	On the 1881 1st edition 25" Ordnance Survey Map (see below), Macks Lane is labelled as No 118. According to the Book of Reference this area is a 'Road'	
28		OS Map 25" 1881	The route is coloured sienna and labelled No 118 (see above Book of Reference), where Macks Lane is referred to as a 'Road' The footpath to the east of Macks Lane is shown by a different notation and included within plot No 120 'Pasture'. The sienna colouring on the published first edition 25" plans, was used to indicate a metalled surface.	Route coloured sienna as is Windwhistle Lane (private carriageway and public bridleway) and some field entrances. There is also a well shown in the lane opposite the barn. The owner of Emmotts Farm continued to use this well for water for cattle in the milking parlour until running water was introduced in the late 1930's. The well is unlikely to have been sunk in the middle of a metalled road as inferred by the Decision Report.
29	G11/1/1 5	Salisbury Highway Board Schedule of main and district roads 1882	Macks Lane is included in the schedule, described as "Mac's Lane From Salisbury Road to the Railway Arch". The purpose of the document is to show 'Main and district roads'	There is no description on this booklet to identify what the contents describe. The description that the document refers to 'Main and district roads' does not appear on the document.
30		OS 6" map 1883	Macks Lane is shown by double solid lines (having a solid boundary on either side), as a "Fenced main Road", according to the key. The footpath to the east is shown by a different map convention.	Macks Lane is shown bounded by double solid lines as is Windwhistle Lane and the field entrance to Post Close. The description in the key as 'Fenced Main Road' is therefore inaccurate.
31	Map Folder 2.14	Phillips County Cycling map Wiltshire 1890	Macks Lane shown as a 'Cross roads' according to the key, by double solid lines suggesting that the route is bounded on both sides. The map was produced for cyclist and therefore footpaths are unlikely to be shown.	There is no key to this map. Macks Lane is shown in the same way as Windwhistle Lane (private carriage road and public bridleway) Bridleways and Dartford Drove. No conclusions about the status of Macks Lane can be drawn from this map.

### Comparison of evidence

32		OS 1" map 1892	The route is a 'Minor road-fenced' according to the key. Footpaths shown by different convention	Macks Lane is shown bounded by double solid lines (Minor Road - Fenced according to the key). But Windwhistle Lane (a known bridleway and private carriage road) and field entrances are also shown in the same way. As there is no reference to bridleway in the key, it is questionable how 'minor road - fenced' should be interpreted apart from the fact that it was fenced.
33	On shelves	Map from Kelly's Directory of Wilts 1895	This is a very small scale map of the County of Wiltshire and therefore footpaths and bridleways are unlikely to be shown due to the constraints of scale. The key does not make any mention of roads, but does show railways and churches. The addition of highways may therefore be incidental to the purpose of the map suggesting that only significant and principal routes would be shown. Macks Lane is shown by double sided lines indicating that is enclosed on both sides.	Macks Lane is shown by double solid lines as are Windwhistle Lane and the bridleway and private carriage road from the Dean Road to East Grimstead. However the accuracy of the survey is poor. In spite of WCC Comments West Grimstead Church is not shown neither is Butterfurlong the main route from West to East Grimstead nor the route from East Grimstead to West Dean. The conclusions drawn about the status of Macks Lane are again not founded in fact. In fact no conclusions can be drawn about the status of Macks Lane.
34		Bacon's Commercial Atlas of the British Isles 1895	Macks Lane is shown by double solid lines as a bounded route. The map purports only to show "Main and Cross Roads" according to the explanation and it is most likely that Macks Lane intended to be "Cross Roads". Small scale mapping constraints also apply.	Macks Lane is shown by double solid lines as are Windwhistle Lane and the bridleway and private carriage road from the Dean Road to East Grimstead. The key suggests that Macks Lane is a 'cross roads' but this definition needs (see Appendix 2) cannot be relied upon as proof of status as a public road.
35		WG parish Meeting Minutes 25/3/1895	"Proposed by Mr E Hopkins and seconded by Mr Curtis that the attention of the Highways Authorities be called to the stiles in the footpath leading by the side of Macks Lane". The footpath is differentiated from Macks Lane supporting previous mapping evidence that a footpath exists alongside Macks Lane and that Macks Lane is of a higher status.	Minute confirms that there is a footpath beside Macks Lane. That is all that can be concluded from the minute.
36		OS 25"map 1901	The route is shown by double solid lines, being bounded on either side. The footpath to east on Macks Lane is shown by a different notation and labelled "FP". Macks Lane is not labelled in this way suggesting that it is not a footpath.	Shows Macks Lane as bounded by double solid lines as are Windwhistle Lane (a private carriage road), the field entrances to Post Close and Redlynch Plantation. No conclusion about the status of Macks Lane can be drawn from this map. All known public roads are shown bounded by one solid line and one bold solid line. WCC officers have in the past advised that this representation identifies a public road. We would therefore conclude that Macks Lane is not a public road.
37		Gall & Inglis County maps for cyclists and tourists 1904	The route is shown by double solid lines, being bounded on either side. There is no key, but the map is of a very small scale and its purpose is to show routes for Cyclists and Tourists. Footpaths and therefore unlikely to be shown.	Macks Lane is shown bounded by solid double lines as is Windwhistle Lane a known private carriage road and public bridleway as is the route from Dean Road to East Grimstead which is also a bridleway. This map clearly shows other routes than cycle routes.
38		Bartholomew's Atlas of England and Wales 1903	Macks Lane shown as an 'Other driving road' according to the explanatory notes. Footpaths and Bridleways are shown by different notation.	Macks Lane is shown by double solid lines as are Windwhistle Lane (a public bridleway and private carriage road) and private roads in Knightwood and Walden Estate. The key classifies Macks Lane as an 'other driving road'. This classification obviously covers a wide range of routes.
39		Bartholomew's new reduced survey for tourists and cyclists 1904	Macks Lane is shown as a 'Secondary Road (good)' according to the Explanatory Note. Footpaths and Bridleways are shown by a different mapping convention.	This map is identical with the above but the roads are colour coded and Macks Lane is classified as Secondary Road - Good. Many routes are uncoloured and classified as inferior and not recommended for cyclists. This is surprising as the main route from W Grimstead to West Dean and the main route from Alderbury to East Grimstead are uncoloured.



### Comparison of evidence

40	Bacons new half inch map for cyclists and motorists 1905	The route of Macks Lane is shown as a "Best cycling road" according to the Explanatory Note. Footpaths are not referred to in the key but due to small scale mapping constraints and the purpose of the map, it is unlikely that footpaths would be shown.	Macks Lane is shown as 'best cycling road'. Again the main routes from West Grimstead to West Dean, Alderbury to East Grimstead are described as 'not recommended' to cyclists which is again surprising.
41	Finance Act 1910	The Finance Act 1910, required the Valuation Department of the Inland Revenue to carry out a survey of all heridatments for the purpose of levying a tax upon the incremental value of a site. Rights of way across a land could be excluded as a tax benefit, in which case they could be shown uncoloured on the survey plan. Macks Lane is shown uncoloured, which suggests that it had no value for the purposes of any tax and with the other documentary evidence available in this case, this does support the assertion that the path is a public highway. The survey uses the OS 25" map 1901 as its base map.	As this map is based on the 1901 OS 25" map it also shows the well in Macks Lane. We have seen that no conclusions on the status of Macks Lane can be drawn from this OS map. It is misleading to suggest that this Finance Act map supports the assertion that Macks Lane is a 'public highway'
42	Bacon's County Map and Guide for cyclists and Tourists 1910	The route is shown by double solid lines as a bounded way. Only main roads are referred to on the reference. Macks Lane is not a main road as it is not coloured, but the map is of a very small scale, produced for cyclists and tourists and unlikely to show routes of footpath status.	Macks Lane is shown bounded by double solid lines as is Windwhistle Lane (bridleway and private carriage road). Also shown is the bridleway from Dean Road to East Grimstead. None of these are coloured which according to the key means that they are not main roads. This map shows us nothing about the status of Macks Lane except that it is not a main road.
43	Bartholomew's new reduced survey Tourists and cyclists 1910	Macks Lane is shown as a 'Secondary Road (good)' according to the explanatory note. Footpaths and Bridleways are shown by different mapping conventions.	This map is identical with the 1904 edition. (see document No.39 above)
44	Bartholomew's map inside 'Wiltshire' by Frank Heath 1911	Macks Lane is shown as a 'Secondary Road', according to the key. The map is of a very small scale and is therefore only likely to show significant routes.	Macks Lane is shown bounded by double solid lines as is Windwhistle Lane and the route from the Dean Road to East Grimstead which are both bridleways and private carriage roads. Macks Lane is shown coloured which according to the key signifies a 'secondary road'. The map is however unreliable as Crockford Drove (part of the main route from the old turnpike road at Whaddon to East Grimstead and shown on the previous map as 'Secondary Road-good') is not shown. The omission of this road results in Macks Lane being the only route on this map from Whaddon to East Grimstead. In addition West Grimstead church is in completely the wrong position.
45	WG parish Meeting Minutes 7/4/1911	"Mr G Light proposed and Mr R Beauchamp seconded that the Chairman write to Mr Mason with regard to the state of the stiles by Max Lane". This minute refers to the stiles on the footpath beside Macks Lane. It supports the mapping evidence that there is a footpath located to the east of Macks Lane and that Macks Lane is of higher status than the footpath.	At the most this shows that there is a footpath (This is not disputed). It is misleading to suggest that it indicates Macks Lane to be of higher or lower status than the footpath.
46	WG parish Meeting Minutes 25/3/1912	"The Chairman was requested to write Mr.... With regard to the state of the two stiles by Max Lane". Again this minute supports mapping evidence of the existence of a footpath alongside Macks Lane being of a higher status than this path.	At the most this shows that there is a footpath (This is not disputed). It is misleading to suggest that it indicates Macks Lane to be of higher or lower status than the footpath.

### Comparison of evidence

47	Bartholomew's reduced survey for Tourists and cyclists 1912	The route is shown as a 'Secondary Route (good)' according to the explanatory note. This map does purport to show footpaths and bridleways, but these are shown by a different map convention to routes of higher status.	This map is similar to 1911 edition (document 44 above) but Crockford Drove now appears and the position of the church is corrected but the bridleway to East Grimstead is omitted. Macks Lane is shown bounded by double solid lines ('secondary road-good' according to the explanatory notes, with the cautionary note that representation of a road or path is no evidence of a right of way) as are Windwhistle Lane and field entrances.
48	Daily Mail Milestones Motor Map for motorists cyclist and golfers 1916	The route is shown by double solid lines as a way bounded on both sides. The map has no key, but its purpose is for motorists, cyclists and golfers so it is unlikely to show routes which cannot at least be used by cyclists. The map is referred to as a 'Motor Map'.	Macks Lane is shown bounded by solid double lines but there is no key. Survey is inaccurate as part of the main route from Whaddon to West Dean is omitted and the position of the tracks from Pepperbox to the Dean Road are incorrect.
49	Bartholomew's new reduced survey for tourists and cyclists 1917	The route is shown as a 'Motoring Road-Secondary Road' according to the explanatory note. Footpaths and bridleways are shown by different convention.	This map is identical to Bartholomew's Map 1912. It is not therefore additional evidence but a duplication of document 47 above.
50	Bartholomew's 4 miles to inch road map of England & Wales 1919	Macks Lane is shown uncoloured as an 'Other Road' according to the key. Due to the small scale of the map it is unlikely to show bridleways and footpaths and the map is produced as 'Road Map'.	Apart from different colour coding this map is identical with the 1912 edition (see document no. 44 above). It does not therefore represent new evidence merely repetition of previous evidence.
51	Bartholomew's new reduced survey for tourists and cyclists 1920	The route is shown as a 'Motoring Road-Secondary Road' according to the explanatory note. Footpaths and bridleways are shown by different convention.	The map is identical with The Bartholomew's 1912 map except that the key now refers to 'Secondary Road' instead of 'Secondary Road-good'. It does not therefore represent new evidence, merely repetition of previous evidence.
52	WG parish Meeting Minutes 29/3/1921	"Repairs to Max Lane. It was moved by the Rector and seconded by Mr G Harding that the Chairman write to the R.D.C. with a view to them taking on and keeping in repair the road from the top of horse pond hill to Mr Beauchamp path". Macks Lane is referred to as a 'road' and the parish meeting believed that the Rural District Council should be responsible for its maintenance as a public road.	This minute refers to the southern portion of Macks Lane only (i.e. the access road to the farm) and does not even make reference to the majority of the lane
53	SRDC Minutes 22/4/1921	A letter from the Chairman of West Grimstead Parish Meeting, was read, bringing to the attention of Salisbury Rural District Council the bad state of repair of the upper portion of Max Lane. They resolved that no action should be taken	
54	WG parish Meeting Minutes 24/3/1922	" A discussion ensued with regard to the repairing of the upper portion of Max Lane in the end Mr .... moved and Mr H Harding seconded that the Chairman write to the Salisbury District Council asking them to appoint a sub committee to meet a deputation of the Parish Meeting on the spot. The parish Meeting believed the path to be a public highway, repairable by the Rural District Council.	

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55	SRDC Minutes 21/4/1922	The sub committee had inspected the lane and recommended that a portion of the lane be repaired in the future by the council, as it was stated had been done in the time of the Highway Board. It was recommended that the matter be deferred until the next meeting to enable the clerk to make further enquiries and report.	
56	Bartholomew's new reduced survey for tourists and cyclists 1924	Macks Lane is shown as a 'Motoring Road-Secondary Road' according to the explanatory note.. This map does show footpaths and bridleways but by a different map convention to routes of a higher status.	This map is identical with Bartholomew's 1912 except that the explanatory note refers to 'Secondary Road' instead of 'Secondary Road-good'. This does not therefore represent new evidence merely repetition of previous evidence.
57	OS 25" map 1925	The route is shown by double solid lines suggesting the path is bounded on both sides. The footpath to the east of Macks Lane is shown in a different manner and labelled 'FP'	Macks Lane is shown bounded by double solid lines as is Windwhistle Lane, the private road from the horse pond to the Brickworks and the field entrance past Redlynch Plantation. No evidence as to Macks Lane status can be drawn from this map.
58	Bartholomew's revised half inch contoured map 1927	Macks Lane is shown as a 'Motoring Road-Secondary Road' according to the explanatory note. Footpaths and bridleways are shown by different map convention.	This map is identical with Bartholomew's 1924. This map does not therefore represent new evidence merely repetition of previous evidence.
59	SRDC County Highways Take-over map 1929	Following the Local Government Act 1929, responsibility for all rural roads was transferred from the Rural District Council's to the County Council, as the new Highway Authority. From information given by the individual Rural District surveyors, public highways which the surveyors at the time considered to be publicly maintainable, or had a record of public maintenance, were recorded. Macks Lane is shown coloured sienna, i.e. U/C roads on which there is no grant". This acknowledges that the route is a public highway, but that it was of such low priority to maintain that funding could not be found to maintain it.	Macks Lane is shown bounded by double solid lines as is the entrance to the field No. 59 on the Tithe Map. These two routes were shown identically on the Enclosure Map and the Tithe Map. Why are they now designated differently particularly as the note from the Surveyor File RDS 192 confirms that no work was ever carried on the maintenance of Macks Lane? There is no colour key to this map so that it is impossible to substantiate the claim about Macks Lane.
60	Beales RAC Official map of England and Wales 1930	The route is shown by double solid lines as a way bounded on either side. According to the key it is an 'Other Road'.	This appears to be the same map as Daily Mail Milestones Map 1916 with the same fundamental survey errors. The roads are classified by comparative condition and Macks Lane is claimed to be in the same condition as other roads in the village. However we know from the minutes of the Parish Council (Document no. 52) that Macks Lane is in 'a bad state of repair'.
61	Geographia large scale road map of Wiltshire 1931	According to the key, the route is shown as 'Other Road' and footpaths are shown by a different notation.	Macks Lane is shown bounded by double solid lines as are other routes including tracks on private estates. The classification indicates it to be 'other road (subject to a right of way)', not 'other road'.
62	Shell Guide 1935	Macks Lane shown is shown as a 'Serviceable Road' according to the Explanatory Note. Footpaths are shown by a different convention. This map has been produced for motorists.	This map <b>DOES NOT</b> show Macks Lane. The description of it as a 'Serviceable Road' is pure fiction.
63	Bartholomew's revised half inch contoured map 1937	According to the key, Macks Lane is a 'Serviceable Road'. Footpaths and bridleways are shown by different notation.	The roads on this map are identical with Bartholomew's 1912 but the classification of the roads has been slightly modified. Macks Lane is now classified as a 'Serviceable Road', but we know that it is in a bad state of repair (Document no 52). This is not new evidence, merely repetition of previous evidence.

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64	OS 25" map 1939	The route of Macks Lane is shown by double solid lines suggesting that it is bounded on either side. The footpath to the east of Macks Lane is shown separately by a different map convention. The footpath also has the letters 'FP' beside it, where Macks Lane itself has no such notation.	Macks Lane is shown bounded by double solid lines as is Windwhistle Lane, the private road from the horse pond to the Brickworks and the field entrance past Redlynch Plantation. No evidence as to Macks Lane status can be drawn from this map.
65	Larby - District Touring map 1941	Macks Lane is shown as an 'other road' according to the key. The key describes the map as a 'Motoring and Touring Map' and refers only to roads. Footpaths and bridleways are therefore unlikely to be shown on this small scale map.	Macks Lane IS NOT shown on this map and claims for it to be an 'other road' is pure fiction.
66	Bartholomew's revised half inch contoured map 1945	The route is shown as a 'Serviceable Road' according to the key. Footpaths and bridleways shown by a different map convention.	The roads on this map are identical with Bartholomew's 1937 (document 63 above). It is not therefore new evidence merely repetition of previous evidence.
67	WG parish Meeting Minutes 22/7/1946	"Macks Lane, West Grimstead - in view of the fact that the RDC trimmed this lane some years ago, could arrangements be made to put the road in order from Main Salisbury Road to farm entrance approximately 60 yards. Proposed by Mr Gamblin, seconded by Mr Read. Carried. Clerk to write to Council". The route is referred to as a 'road' and the Parish Council believed that it to be a road, which should be maintained the RDC.	NB written evidence shows that WCC did not carry out this work on the lane.
68	SRDC Minutes 15/8/1946	A letter was received from Grimstead Parish Council to request that the surface of Macks Lane be repaired. It was resolved that the matter be referred to Surveyor for WCC. The Parish Council believed that path was a public highway, maintainable at public expense.	
69	WG parish Meeting Minutes 26/8/1946	"Macks Lane. Letter sent to RDC pointing out that this Lane was trimmed in January 1934". The Parish Council believed that the path was a public highway, which should be maintainable by the RDC and had previously be maintained at the public expense,	It should also be noted that in The Surveyors File RDS 192 it states "Nothing has been done by the County Council to it (the lane) since taking over the roads from Salisbury RDC in April 1930".
70	WCC Roads & Bridges Minutes 4/10/1946	362 - Complaints from Parish Councils and others "39 West Grimstead. Calling attention to the unsatisfactory condition of Macks Lane, West Grimstead". Committees decision: "This is a non-repairable bridle track for the repair of which the Committee does not accept liability" Here the path is referred to as a bridle track by WCC, but the 1929 Highways Take-over Map has already acknowledged that the path is 'U/C road'. The evidence from the Parish Council also suggests that they believed the path to have higher status than a bridleway. They referred to the route as part of an old coach road and requested that be made up as carriage way.	
71	WG parish Meeting Minutes 4/11/1946	"Macks Lane West Grimstead - Letter from Surveyor WCC. Discussion followed and the Clerk was instructed to pursue the matter with the Surveyor with a view to alternate repairing of the Lane.	

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72	WCC Roads & Bridges Minutes 6/12/1946	469 Complaints from Parish Councils and others. "31 West Grimstead, Macks Lane. (Min 365-(39)-1946). Asking the Committee to reconsider their decision not to admit liability for the repair of Macks Lane as it is part of an old coach road". Committee's decision: "This is not a repairable highway and the Committee do not admit liability, but the District Roads and Rights of Way sub-committee will make an inspection.
73	WG Parish Meeting Minutes 9/12/1946	Macks Lane West Grimstead – Letter from WCC read stating that a sub committee would like to meet representatives Grimstead Parish Council on Thursday December 12 <sup>th</sup> at 2.30. Proposed by Mr O Read and seconded by Mr Gay that the Chairman and Mr Beauchamp should meet the sub-committee
74	WCC Roads & Bridges Minutes 3/1/1947	<p>Appendix 4: Report of District Roads and Rights of Way sub committee "5. West Grimstead. (a) Macks Lane. This is a track approx. 400 yards in length. It is in a waterlogged and muddy condition and is particularly obstructed by overgrown hedges, except at its southern end where a length of about 80 yards forms the access road to a farm and cottages. There are two alternative routes one of 730 yards and the other 1,070 yards which connect the extremities of the lane, and both of which are maintained as county highways. The track was not admitted as repairable by the Salisbury District Council, except the cutting back of growth in about 1934 by unemployed labour as "Test work". The Parish Council consider the track should be made up as a carriageway and should never have been allowed to fall into disrepair as they contend that it is part of a route from Farley to Southampton Turnpike Road, and also that other parts of this route are maintained as county roads.</p> <p>The sub-committee explained that the general policy was to continue the maintenance of roads handed over as repairable by the former Highway Authority, and pointed out that there was a very large mileage of tracks of the character of Macks Lane which had in the course of time fallen into disuse and for the repair of which liability was not admitted.</p> <p>The Parish Council's representatives asked how it was that certain sections of a continuous route were accepted as repairable and others were not, and the sub-committee stated that this was difficult to determine but that the County Council has generally accepted the position as it was when the RDC's were highway authorities.</p> <p>If the Committee declined to carry out work to the whole of Macks Lane, the Parish Council as that the section leading to the farm at the south end, some 80 yards in length, should be made up of hard material"</p> <p>The Committee resolved, on reading the report of the meeting of the District Roads and Rights of Way sub-committee held on 12<sup>th</sup> December, "(d) West Grimstead. (i) Macks Lane. That the Committee are not prepared to carry out any repairs to Macks Lane"</p>
75	WG Parish Meeting Minutes 22/1/1947	Macks Lane. WCC refuse to accept liability for this lane. Proposed by Mr Gamblin and seconded by Mr Gay that the suggestion made to the sub-committee of WCC that the portion from the cross roads to

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			Emmetts Farm be reconsidered.	
76		WG Parish Meeting Minutes 6/10/1947	Macks Lane. Clerk to take up these matters with the County Surveyor.	
77		WCC Roads & Bridges Minutes 10/10/1947	"9 Grimstead. (ii) Macks Lane, West Grimstead. (Min.29(d)(i)-1947). Asking for scarified material to be put down on Macks Lane West Grimstead" Committee's decision: "That as there is no surplus scarified material available at present, no action be taken "West Grimstead ask for scarified material to be put down on Macks Lane. Committees decides that no surplus scarified material available at present, no action to be taken.	
78		WG Parish Meeting Minutes 17/11/1947	Macks Lane. Messrs Gamblin and Beauchamp to keep the question in view and notify the Clerk of any road work which would supply material who will contact the Surveyor at Trowbridge.	
79		WG Parish Meeting Minutes 21/11/1949	"Railway Arch West Grimstead and Gays Corner drainage. Proposed by Mr Gamblin and seconded by Mr Gay that the drain at the railway arch – West Grimstead be attended to as the water from Macks Lane, caused by the use of this as a speedway track collects under the arch and is great inconvenience to pedestrians. Clerk to take up with the surveyor Proposed by Mr Gay and seconded by Mr Tod that the drain at Gays Corner East Grimstead be finished. The work was commenced about a year ago but the water at the Bus Stop in wet weather is as bad as ever.	
80		Original Parish Claim surveyed 1950	Map: shows the footpath to the eastern side of what is presently known as Macks Lane in red and numbered 21. The claimed byway is not coloured on the parish claim map, but it does appear on the definitive map as path no.21. Description: The original statement has been crossed out and replaced by the following description "FP from road C324 opposite U/C 12029 leading north to the railway bridge where it joins road C333"	Macks Lane is shown bounded by double solid lines, uncoloured, with Footpath no.21 running in the field to the east of the lane. The original description of Footpath no.21 indicates that it ran from 'the end of Macks Lane to the West Grimstead Railway Arch. Commences at Mr R Beauchamp's farm and ends at the arch' This description clearly differentiates between Macks Lane, which ends at the farm and the footpath which continues to the railway arch. The route from the farm is clearly designated as a footpath and the surface is given as 'grass'. This shows that the maps of the vintage which claim that the Lane is a serviceable road are wrong. If as claimed Macks Lane is U/C why does it not have a number as does Windwhistle Lane U/C 12029.
81		Current Highway Record 1926 base map	This is the current record of highways maintainable by WCC as the Highways Authority. Macks Lane is shown coloured sienna as a "U/C road on which there is no grant". This acknowledges that the route is public highway but that it was of such low priority to maintain that funding could not be found to maintain it.	Macks Lane is shown coloured sienna but there is no key to indicate what this means. Macks Lane is shown bounded by double solid lines as is the entrance to field 59, Post Close, on the Tithe map. In the Enclosure Map and the Tithe Map these two routes had the same status. Why has this now changed? The map has obviously been altered since 1926 as it shows a building which was not built until after 1930 so how reliable is it? There is obviously confusion within WCC about the status Macks Lane. In 1926 according to the Decision report Macks Lane is 'u/c road', in 1946 it is an 'unrepairable bridle track' but in 1950 it is a footpath. It is clear that all the extracts from the minutes of the various committees quoted above are irrelevant as the authorities were faced with the same issue as this report faces and were unable to come to a definitive conclusion.