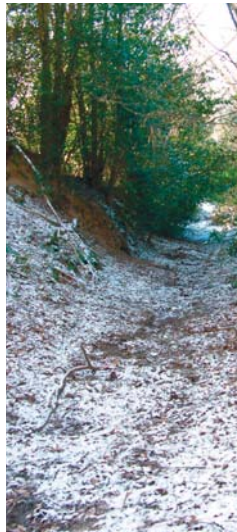


High Weald Area of Outstanding Natural Beauty:

Historic Routeways Survey Pack



Furthering understanding of one of England's Finest Landscapes



A pack produced by the High Weald AONB Unit
January 2011

The High Weald AONB Joint Advisory Committee provides guidance to local authorities and other bodies on implementing the statutory AONB Management Plan and on how local and government policy objectives can be accommodated without damaging the outstanding character of this nationally important landscape.

The High Weald Joint Advisory Committee's Research Programme

Furthering understanding of one of England's Finest Landscapes

The High Weald Joint Advisory Committee's management aims and priorities for the AONB are firmly based on an understanding of the fundamental and defining character of the whole area – that is, those components of natural beauty that have made the High Weald a recognizably distinct and homogenous area for at least the last 700 years and that will continue to define it in the future. It develops its understanding through undertaking work itself, through its specialist team, the AONB Unit, or by commissioning independent reports from others.

The primary purpose of its research programme is to better understand the components of natural beauty. The key components are:

- **Geology, landform, water systems and climate:** deeply incised, ridged and faulted landform of clays and sandstone. The ridges tend east-west and from them spring numerous gill streams that form the headwaters of rivers. Wide river valleys dominate the eastern part of the AONB. The landform and water systems are subject to and influence, a local variant of the British sub-oceanic climate.
- **Settlement:** dispersed historic settlements of farmsteads, hamlets and late medieval villages founded on trade and non-agricultural rural industries.
- **Routeways:** ancient routeways (now roads and Rights of Way) in the form of ridge-top roads and a dense system of radiating droveways. The droveways are often narrow, deeply sunken and edged with trees, hedges, wildflower-rich verges and boundary banks.
- **Woodland:** a great extent of ancient woods, gills and shaws in small holdings, the value of which is inextricably linked to long-term management.
- **Field and heath:** small, irregularly shaped and productive fields, often bounded by (and forming a mosaic with) hedgerows and small woodlands and typically used for livestock grazing. Small holdings and a non-dominant agriculture. Distinctive zones of heaths and inner river valleys.

By researching the key components – their history, development, distribution, special qualities, deterioration, damage and loss – we can develop an evidence base for the AONB Management Plan and other AONB policy and guidance.

The JAC's secondary purpose is to better understand how the High Weald landscape can contribute to society – food, energy, water provision, flood protection, recreation, biodiversity and fisheries – without damage to its natural beauty.

Further Information

High Weald AONB Unit
Woodland Enterprise Centre, Hastings Road, Flimwell, East Sussex TN5 7PR
T: 01580 879500
E: info@highweald.org
W: www.highweald.org



Contents

Introduction

The Historic Routeways Project	1
Method Summary:	2
Part 1	
Part 2	
Part 3	
Your Historic Routeways	4

Guidance

Step by Step Guidance	6
1: Before you start	
2: Changes in character	
3: Recording each routeway unit	
4: Recording species	
5: Adding historic information	
6: Checklist	
Routeway Profiles	12
Researching Routeway History: Guidance	14
1: Maps	
2: Geology	
3: Documentary evidence	
4: Historic environment	
5: Additional evidence	

Appendices

Survey Forms:

- Field Survey Form
- Archive Survey Form
- Species Check List

Risk Assessment

Introduction to the Historic Routeways Project

In the High Weald, like other landscapes, people have interacted with the land over millennia: exploiting its fuel, food and natural materials. Routeways are just one clue to help us understand this historic interaction. A cultural landscape like this has been and still is, continuously shaped by these interactions.

Routes between natural resources (water, woods etc.) and settlements (farmsteads) would have developed and changed over time and remind us of peoples movements across the landscape. We believe¹ many of these historic routes are still being used as rights of way or roads today, these are the features we hope to learn more about through this survey.

What we already know

Routeways are much more than the roads and paths we see today. Understanding them involves understanding settlements and the wider landscape. Routeways in the High Weald potentially developed in three ways:

1. From the space left between enclosures (areas of owned land), which developed into paths or local routes between farms and small settlements.
2. As routeways with a specific purpose from the outset, such as long distance ridge top routes, designed to move produce long distances heading to settlements like London.
3. As routes from the coast to primary and secondary settlements inland.

What we hope to achieve

- ∞ The history of people's use of this landscape and how this relates to routeways.
- ∞ This knowledge will be used to inform how we can use routeways in the future in a way that conserves and enhances natural beauty and cultural heritage.
- ∞ Test a method which looks to understand the ecology archaeological features and history of local routeways all together.

What we will achieve

When used collectively we hope this evidence will not only help us build an understanding of routeways, but also help us estimate routeway age and historic use and then how we can use this knowledge to explain current routeway character.

Who can take part?

We hope these will be community-led surveys, with some support and training offered by the [High Weald AONB Unit](#). Surveying and researching routeways in detail requires a group of keen people.

Examples include:

- Local History Groups
- Local Archaeological Groups
- Natural History Societies
- Rambling Groups
- Local land management teams

Why

Routeways are threatened by

- traffic,
- suburbanisation,
- invasive species and
- loss of (unrecorded) historic features.

Improving our collective knowledge about routeways and the related features which make them important is vital to improve their future management.

¹ The Making of the High Weald (2003)

Method Summary

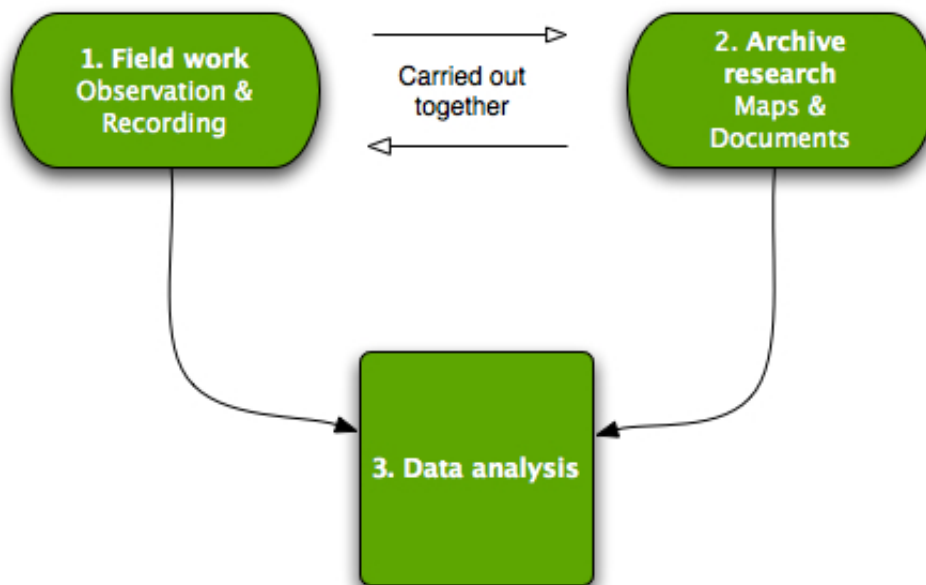
The method is designed to help gather information about the:

- **physical features**
- **natural** features, and
- local **history**

of routeways.

It will take place in 3 parts, each using different techniques;

- ∞ Part 1: Fieldwork
- ∞ Part 2: Historical Evidence
- ∞ Part 3: Data Analysis



Part 1: The Fieldwork

.....
This part of the survey is observation based and works best when carried out with knowledge of the historic map evidence (see Part 2).

Firstly, the method also asks volunteers to think about routeway character and to gather data for lengths of routeway the surveyor feels have a (more or less) uniform character.

The fieldwork requires the surveyor to observe:

- a) Physical features of the routeway

Why? We'd like to see if patterns exist between routeway shape and the other features we are surveying for. Also, it's difficult to interpret routeway shape from maps or aerial photography.

- b) Ecological features of the routeway

Why? We are interested in Ancient Woodland Indicator species; these are sensitive to change and are another piece of evidence indicating routeway age. We can't rely on species data alone to determine age, but when considered with other evidence the ecology will help us to draw more reliable conclusions. In addition species data will highlight ecologically sensitive or important routeways.

- c) Landscape features (potential archaeology) alongside the routeway
Why? *Landscape features may provide us with clues as to how the surrounding land was used, and therefore potentially what the route itself might have been used for.*

Fieldwork needs to take place a minimum of **twice a year**:

- For physical and landscape features: **Nov-Mar** when features are much clearer to see.
- For ecological features: **May -Aug** – when flowers are out, making identification easier.

Results are recorded on a paper map and associated form.

Part 2: Historical Evidence

By undertaking historic research alongside the field work, volunteers will begin to build up an understanding of the history of the routes in their area. This is where good local knowledge will prove invaluable!

Historic Maps

These will highlight lost and possible routeways, giving route location and possibly hint at how it might have been used. Tithe maps and their apportionments will provide historic land use. Other maps include turnpike maps, routeways maps, and road maps.

Historic Documents

Documents such as title deeds, mortgage documents and other records of land sales or use and ownership may also provide clues. Quarter Sessions (records from local courts) will provide evidence of missing routes, enclosing or metalling.

Part 3: Data Analysis & Next Steps

Once all the data has been gathered, the AONB Unit will digitise the information and analyse it alongside existing information.

We will be looking to generate statistics and discern patterns in the data that may highlight links between routeways and the surrounding landscape.

We also hope that local groups will begin to apply their new knowledge of routeways in local decision-making – for example parish plans, transport initiatives, tourism promotion and education initiatives such as [High Weald Welly Walks](#).

Your Historic Routeways

This pack has been produced to enable local groups to gather and study natural and historic evidence relating to their Parish's historic roads and rights of way.

It is hoped this resource will be useful in building up understanding of the wider landscape and history of the area, whilst providing local evidence for decision-making.

Routeways are absolutely fundamental to understanding landscape development; how they were settled and managed for example. **Routeways – they require an understanding of many subjects.**

A flexible approach

The pack provides guidance, but should be viewed as a flexible tool, which can suit the strengths of any group. The surveys contain natural history, practical surveys and archive research elements, so should suit a variety of surveyors.

You can organise the surveys however you like, working individually and all meeting up to collate your evidence, working in small teams or doing big survey days which involve lots of people and families all going out together.

You can take photographs and copy historic maps to produce your own report or mini resource.

Where will the information go?

The AONB Unit will collate and digitise information for each parish which undertakes a survey. We hope to get good coverage across the AONB so we can begin to better understand routeways.

Your Community

The results can be used by your community to inform things like, rights of way management and development, local initiatives, Parish Plans and any other local schemes you feel could benefit from this new knowledge. The project can be tailored to meet the needs of a community and to generate your own records of the history of your Parish communication system, for instance.

High Weald AONB Unit

Routeways are one vital element which contributes to the natural beauty of the High Weald AONB. Currently it's one feature we know relatively little about. By producing this pack we hope to generate data we otherwise wouldn't be able to get hold of.

To find out more about the High Weald and the work of the AONB Unit please visit: <http://www.highweald.org>

Local Record Centres

The AONB Unit, in line with all other ecological information we may gather, will provide species records to the relevant Local Record Centre. These centres are the hub for wildlife information for each county, providing a vital resource to aid decision-making and planning decisions, alongside monitoring key populations of species. To find out more about LRCs please visit:

<http://www.selrcforum.org.uk/>

HER

The Historic Environment Record (HER) is a hub of Heritage data for each county in a similar way to LRCs. Hosted by each County Council the HER is a huge database of reports, surveys and archaeological finds which can be accessed and added to. The hope is that any verified archaeological observations gathered from this survey will be shared with County HERs. Surveyors themselves can also access HER information to support their research.

HER data is used by developers, planners and researchers to help make better decisions and understanding of local heritage.

To find out more about HERs please visit:

<http://www.heritagegateway.org.uk/Gateway/CHR/>

Step by Step Guidance

1: Before You Start

.....
This is step by step guidance for undertaking historic routeways surveys.

Choose an area to survey

.....
Surveying historic routeways is best carried out by a group. Choose a discrete area to research no bigger than a parish to constrain the amount to do.

Split the area up amongst group members

-
- Allocate areas (or tasks) to each member of the group
 - Assign each area a number. This will prefix the routeway numbering system when the survey starts (see map on next page).

Support & resources

.....
Groups can be provided with a set of resources to begin their research. Visit:

<http://www.highweald.org/learn/about-the-high-weald/the-routeways-story.html>

Get to know your area!

Using the Archives

.....
The two aspects of the survey (fieldwork and archive research) are linked, so one can provide useful clues about the other. Looking at both aspects together may prevent you from wasting time going down a blind alley!

If possible, study your own area **before** beginning the fieldwork:

1. Look at modern and historic maps – these maps may help to explain features you observe along the routeway.
2. Begin to identify patterns and look for clues, or things you'd like to check once in the field.
3. Consider the wider landscape and ask yourself questions, for example:
 - Where were these routes going to and from?
 - What could they have been used for?

Remember the aim of the project

.....
Try to intersperse the fieldwork with visits to the archives. You may find visiting the site gives you ideas about what to look for next in the archives.

It may be useful to annotate a modern map with historic evidence to take into the field with you.

Resources

- 1 large map of the survey area
- 1 large historic map
- A set of survey forms which can be copied
- 1 field survey form
- 1 archive survey form
- 1 species check list
- A set of large scale maps of each area for annotation

Aim

Recording physical & natural features and researching local history to provide the evidence to help us determine:

- Routeway age
- Routeway use (at some point) in history

.....

A generic risk assessment form is included in the pack which outlines some of the possible risks. There may be others specific to your local area which you should consider as a group beforehand.

(Once these have been surveyed you'll have a better feel for the area and can begin to 'fill in the gaps' and seek lost or possible routeways).

Area Code – from map

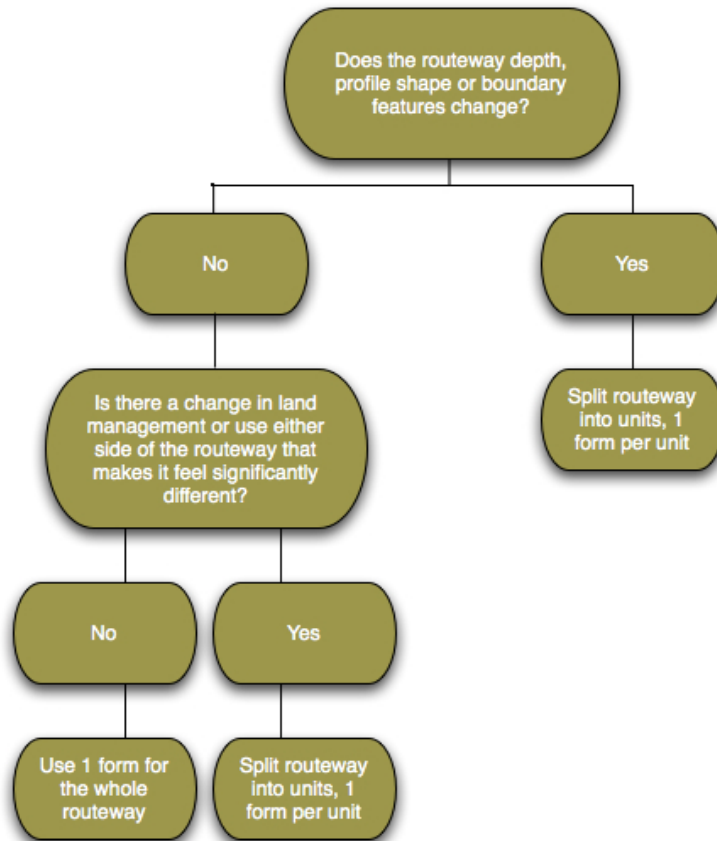
[illegible]

A routeway is more than just the road or footpath. It includes boundary features (banks, hedges) and markers like milestones and fingerposts too. The wider landscape and local history can also help us understand how routeways have evolved. Based upon these features the routeway is then split into 'units' of more or less uniform character, this is subjective and decided upon by each surveyor.

Routeways are fundamental to how the landscape was exploited and settled. Understanding routeway development is therefore vital to understanding how the landscape has been used and altered by people since prehistory.

2: Changes in Character

.....
The method asks you to consider this length of routeway and *if necessary* to split it up into sections – **Units**, based upon observing significant changes in its character. These units will be defined by having a coherent character.



Step by Step – identifying routeway units

-
1. Walk the length of your first route and get a feel for its key features and character.
 2. Decide where (if at all) you think you want to subdivide the routeway. Remember, you're looking for **significant** changes in character. If you question your decision it's likely these changes aren't significant enough.
 3. Once you reach the end and have decided roughly on character sections, turn around and begin the survey as you walk back.
 4. Each unit of characterised routeway should be given a unique code; this code should appear on all forms and maps relating to this section.

Too much detail

It can be easy to see the routeway in minute detail and end up with very short sections – try and look at the routeway as a whole when assessing the significance of character change. The more routes you do the easier it will get.

3: Recording Each Routeway Unit

This part of the survey, observing physical and landscape features, needs to take place during the winter when the routeways aren't hidden by vegetation.

Once you've identified your first routeway Unit:

Step 1: On the survey form

Responses should be averaged for the length of each routeway unit. 1 answer per question.

1. Complete, name, date, routeway code and road name.
2. Circle the routeway profile shape. Use the sketches provided (p.10) to help. Please draw your own sketch in the space provided on the survey form as well.
3. Average depth for the entire routeway unit.
4. What is the current use of the routeway you are surveying?
5. What is the predominant surfacing along the routeway?
6. Is the route going uphill or downhill or is it generally flat?
7. What's the average canopy cover along the length of the routeway unit?
8. Record the **predominant** vegetation type along the banks. Is it mostly shade-loving species, woody species, flowering plants or grasses or many different types (mixture)?
9. What is along the routeway boundary? If you can see obvious management practices, such as hedge-laying, coppicing or pollarding (even if they are old) state it in the box.

These numbers match the numbers on the survey form!

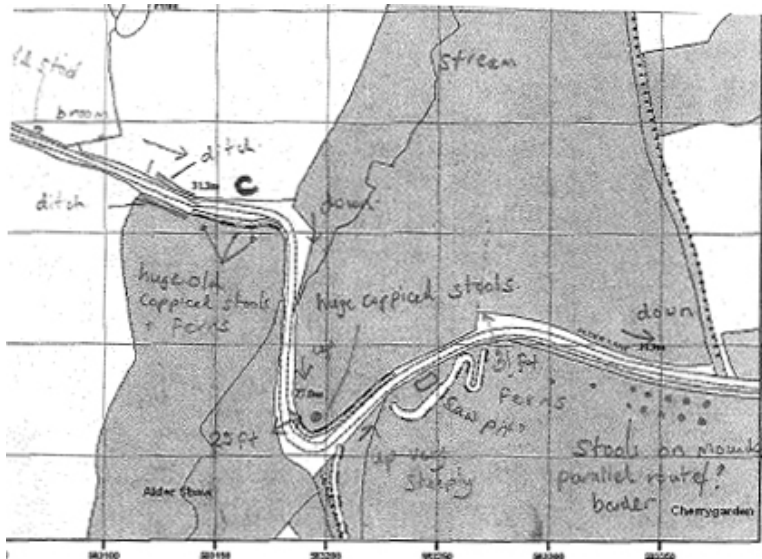
Step 2: On your map

As you walk your routeway unit sketch onto the map as accurately as possible.

10. Record linear features along the routeway unit. You may circle more than one on the form.
11. Record depressions along the routeway. Pits may be dry or waterlogged (ponds). Mark these on the map too. When in the archives, look for evidence about what these could be: quarries, wheel washes etc.
12. Record the presence of veteran trees (if it looks old it probably is!). Mark as points on the map and if you want to provide girth measurements in 'hugs'.

1 hug = your height

13. Record the land use either side of the routeway unit, if you can see. Mark this on the map.
14. Finally, any additional comments, or sketches can be added to the form.



4: Recording Species

Step 3: On the species check list

This part of the survey can take place separately from the rest. It is best carried out between May and September.

We ask you to look out for any of 8 species you may find along the banks of routeways, particularly the sunken routeways. The species chosen are indicative of ancient woodlands, providing evidence for routeway age.

- Complete a separate check list for each routeway unit.
- Put a tick next to the species you've observed.

5: Adding Historic Information

Step 4: On the archives form

Fill these forms in near the end of the field surveys once all routes have been surveyed and a good amount of archival material has been searched through.

All evidence should be referenced with as much detail as possible.

- Mark on the form (one for each routeway unit as before), which historic maps the unit is found on. Ensure you also provide negative records – which map is the route no longer visible on.
- On the form provide references for any additional maps (such as estate maps which you found).
- On the form provide a summary of the evidence. Include what it tells you about your routeway's history.
- Provide a reference for any documentary evidence relating to your routeway. (The same evidence may be relevant to your other routeway units.)
- Annotate your survey maps with 'lost' or 'possible' routeways, derived from historic maps. If these are still visible in the landscape AND you can access them with permission, please fill in a new survey form.

Lost and possible routeways

Once you've surveyed all roads and rights of way in your search area, and completed the majority of the archival search, you may have discovered some lost or possible routeways.

Step 5: On the survey and archive forms

Lost Routeway = One which is visible on old maps and no longer used as a road or right of way (but still might be clearly visible as a track or route in the landscape).

- **ONLY** where access exists should lost routeways be marked and referenced (with which map it was found on) on the map and a field survey form filled in for each characterised unit just as before.

- On its accompanying **archive form** record which maps it is and isn't visible on.

Possible Routeways = One which looks like remnants of a route or track in the landscape, it's not used as a road or right of way today and it doesn't appear on any old maps you've found.

- ONLY where access exists should possible routeways be recorded on a survey form filled in just as before.
- Record which historic maps you've checked to ascertain if this is a possible routeway on its accompanying **archives form**.

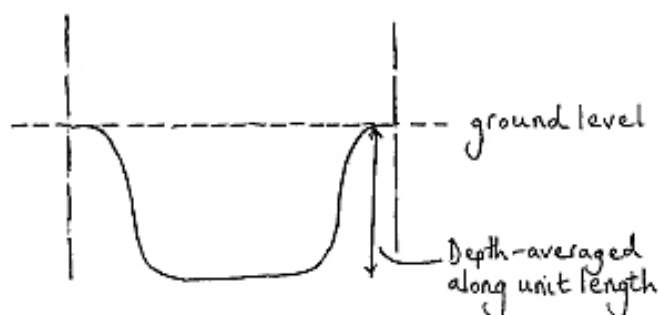
6: Checklist

By the end of the survey you should be able to provide:

- 1) Completed field survey forms
- 2) Annotated survey maps
- 3) Completed archive survey form
- 4) Species check list

Routeway Profiles

U-shaped Routeway

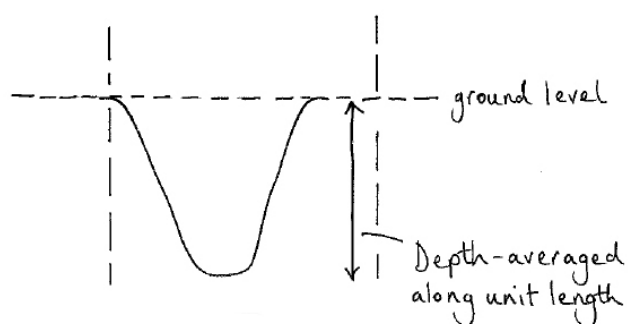


Ground Level

Identifying the ground level is key to determining routeway profile. This is why it's helpful to provide a sketch of your routeway.

To help you complete the field survey form, below are a few examples of different profiles, but many more types may exist.

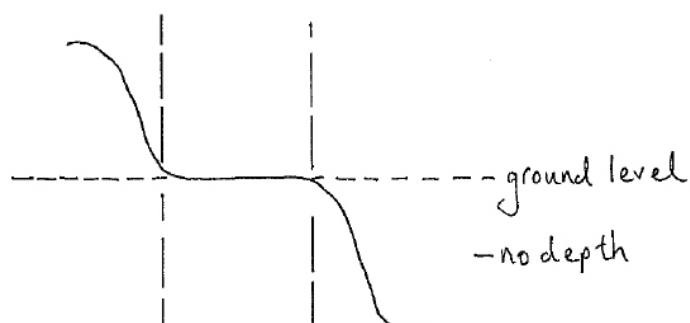
V-shaped Routeway



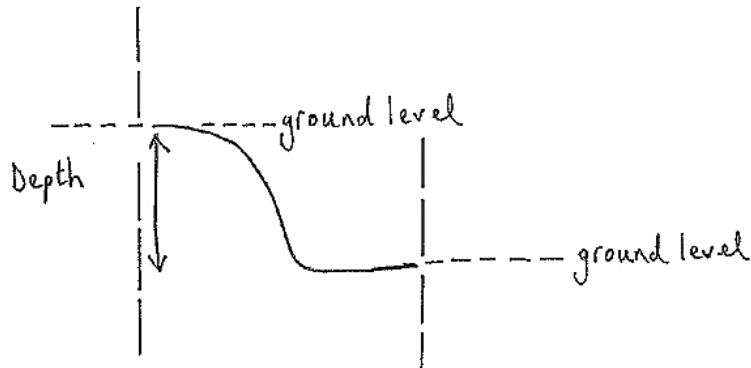
Draw your own!

There may be other types of routeway profile – please provide a clear sketch if your routeways doesn't fit into any of these categories.

Flat Routeway



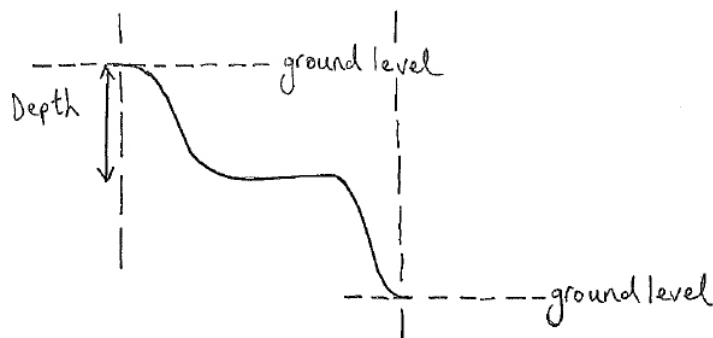
L-Shaped Routeway



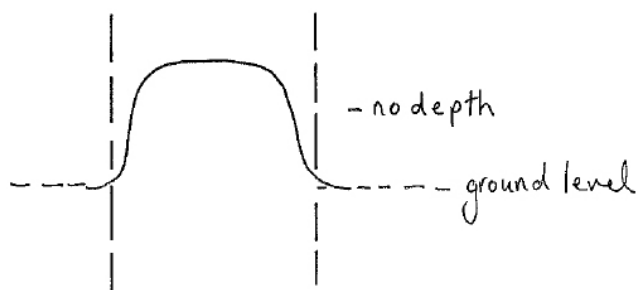
Braided Routeways

Some routeways 'migrated' from side to side forming braided routeways, where people sought alternative (often drier) routes. You needn't include any of these migrated sections when choosing your profile, but it is worth mentioning in the comments.

S-Shaped Routeway



Raised Routeway



Researching Routeway History

.....
Some hints for where to start to look for archive information about routeways

What am I looking for?

.....
Have some objectives when beginning your research since there are numerous different avenues which you could follow. You may find plentiful sources for some and very little for others; your objectives may change over time.

Routeway objectives

.....
There are a few questions relevant to all, but you may have specific avenues you wish to explore as a result of doing some field work.

- How far back is there evidence of a route being there?
- How was the route used? Any clues as to its use – iron working, wood products or the cloth industry.
- Are there clues in the wider landscape which may provide evidence for your routeways development or use? Such as a medieval farmstead, or village greens.

Record Offices generally hold material relating to their county. Occasionally records for property may be held in another county if the landowner was resident elsewhere.

Kent – Centre for Kentish Studies

http://www.kent.gov.uk/leisure_and_culture/archives_and_local_history/archive_and_local_history/centre_for_kentish_studies.aspx

East Sussex – East Sussex Record Office

<http://www.eastsussex.gov.uk/leisureandtourism/localandfamilyhistory/esro/default.htm>

West Sussex – West Sussex Past

<http://www.westsussexpast.org.uk/>

It is useful to do a fairly extensive internet search before you go to the Record Office.

1: Maps

.....
Look at maps early on in your research. Maps are a quick way to trace your routeway back as far as the end of the 18th century, sometimes even earlier. Some maps will have been digitised by the Record Office, so it is possible to look at them on screen.

Modern maps

.....
The **Ordnance Survey Explorer map** at 1:25,000 scale (approximately 2½" to a mile) is a good starting point, as this provides the wider landscape perspective.

You should be able to see how your routeway fits into the surrounding landscape, its special character and features such as water courses.

Go back in time

Once you are familiar with the modern outline of the routeway and have some idea of its features, you can work backwards through time on maps. This is known as **map regression**.

Historic maps

Ordnance Survey

The earliest Ordnance Survey map was the '**one inch to a mile**' map which became available in the decade after 1810. The one-inch maps went through many revisions; they are particularly useful for dating large scale changes such as roads and railways.

The first of the 'County Series' maps was produced in the 1860's and is known as the First Edition or Epoch. Revisions were done in the 1890s (Second Edition), 1900s (Third Edition) and 1930s (Fourth Edition). After World War II, revisions were done every 10 years.

<http://theweald.org/hmaps.asp>

Very good local site, which also has information on people and places, as well as pictures, engravings and photos.

The British Library has a helpful article on maps for research purposes:

<http://www.bl.uk/reshelp/findhelpprestyle/maps/catsourcedating/cartographicdating.html>

Tithe maps

Important early maps are the surveys made under the Tithe Commutation Act of 1836. The purpose of the Act was to convert agricultural tithes due to the church into rent charges, determined by the annual prices of certain crops.

An accurate survey and map were produced for each English parish (where tithes were payable – land held by the church was not titheable), with a list (known as an apportionment) of owners, occupiers, name and description of the lands, state of cultivation, acreages and rent charge payable. Woodland was shown on the maps, though internal features of woods might not be. Most maps were produced between **1836** and **1852**. Tithe maps were at various scales, but were large enough to depict every field and building.

Observe changes

A comparison of modern with historic maps can reveal changes to the orientation of the routeway or show that buildings may have once existed.

Many maps and apportionments have been digitised and can be viewed at the Record Offices.

Enclosure maps

Mostly dating from before the mid 19th century, these maps record the enclosing of land and so can reveal old boundaries and commons for instance.

Estate maps

Before the days of the Ordnance Survey and the Tithe surveyors, some landowners were wealthy enough to commission surveys of their estates. Estate maps are rare in the 17th century, but in the 18th century are more plentiful. They show whatever was of interest to the landowner, so care is needed when interpreting them.

2: Geology

.....
The geology will have affected the activities that took place in a location in the past. The **Institute of Geological Sciences** publish a series of maps based on the Ordnance Survey **1:50,000 map**. Each one covers a much greater area than you will be immediately interested in, so a colour photocopy which includes the geological symbols and colours may suffice. Along routes, small quarries are often seen for metalling, extraction of sand, gravel or stone.

http://www.bgs.ac.uk/services/services_for_you/research/home.html

3: Documentary Evidence

.....
Some sources of documentary evidence.

The Wider Landscape

Place names

It is worth doing some research into place names close to your routeway; this may give you a clue to past land management close by and potentially how the routeway was used.

It is worthwhile looking at names in the locality as this may give you a clue to the past use of the wider landscape, for example, High Hurstwood (high wooded hill).

County volumes of the English Place-Name Society give early spellings and offer an idea of what a name might mean or from whence it has derived. The Institute for Place Name Studies at Nottingham University is useful;

<http://www.nottingham.ac.uk/~aezins//index.php>

What's in a Name?

Field names (from the tithe maps) and road names, may also provide clues as to local land uses, and possible uses of routeways, for example **stone pit lane**.

Local sources

Local interest groups may have produced guides or histories about their subject area. Rural industry or trade, ecology or genealogy, are all subjects in which you may come across reference to your routeway. Hopefully any publication will contain source references so that you can follow up on any useful pointers.

Historic secondary sources

For Sussex, the principal county-wide source for local history is the Victoria County History (VCH), with Thomas Horsfield's History, Antiquities and Topography of the County of Sussex (1835) representing the old county historians.

For Kent, the VCH did not progress beyond the Romano-British period, so Edward Hasted's History and Topographical Survey of the County of Kent (2nd Edn.1797-1801) remains the first source. Of course there are many later works on both counties, but few have the same depth of studies.

The Sussex Industrial Archaeology Society's annual journal 'Sussex Industrial History' has particular relevance to the area of the Weald, as does the publications of the Wealden Iron Research Group.

Domesday facsimiles rarely mention woods, never trees, but will record if there was a settlement at the time of Domesday.

4: Historic Environment

Each Local Authority has a Historic Environment Record (HER). It's a way of managing heritage records; these can be results of digs, survey report, archaeological finds, or large areas with significant amounts of archaeology. The HER is a two-way hub of information; you can query the HER for an area and provide data to it.

HER

The data generated through routeway surveys will be provided to the HER, and will form a valuable resource available to developers, researchers, individuals and local authorities.

HERs can be queried online:-

Kent – <http://extranet7.kent.gov.uk/ExploringKentsPast/>

East Sussex – <http://www.eastsussex.gov.uk/environment/archaeology/her.htm>

West Sussex – <http://www.westsussex.gov.uk/default.aspx?page=8502>

5: Additional Sources of Evidence

If you are interested in taking the historic aspect of the survey further, then these are a few additional resources you may find useful for understanding routeways and landscape change.

Manorial records

Records such as court rolls may have entries where tenants have enclosed parts of a route or not managed their hedges for example.

The Quarter Session records

These will provide information on turnpikes as well as local offences and affrays which may have taken place on the highway.

National Farm Survey of 1941–1943.

Mainly concerned with agricultural land and farm buildings.

Census returns

The censuses of 1841 through to 1901 record people, not land, but they may be relevant if you are interested in habitations, tenancies and people's occupations

Estate Agent details

Some Estate Agents have deposited their records and often these can give detailed descriptions of woodland, management and value.

Estate Accounts

It is useful to know whether these exist for the area. It takes time to wade through them, but they can provide an idea of woodland management, such as felling rotation, and record financial transactions. If the estate's maps also exist this is even more useful. Estate accounts can have a wide date range.

Feet of Fines

.....
A means of conveying freehold property from the middle of the 13th century right up until the early 19th century. Three copies were made on one sheet of parchment, one on each side, and one at the base. A right and left hand copy was given to both parties, and a third copy at the base (foot or feet) was retained by the court. There are no comprehensive indexes of persons or places for feet of fines although some local record societies have published calendars covering particular periods.

Cartularies

.....
Registers of land transactions kept by monasteries and institutions.

Charters and perambulations

.....
Descriptions of boundaries appended to conveyances of landed estates. These can include individual trees and hedges and, of course, large boundary banks.

Hundred Rolls

.....
Drawn up in 1279. A more thorough listing of assets than Domesday and included areas of woodland, although not generally named.

Ironworking

.....
<http://www.wealdeniron.org.uk/>

Landscape

.....
<http://www.highweald.org/index.php>
A wealth of information and research about the High Weald landscape.

A Vision of Britain Through Time

.....
<http://www.visionofbritain.org.uk/maps/index.jsp>
Free, but only covers the 1840s and 1920s OS inch to a mile maps and a 1930s land utilisation map.

Appendices

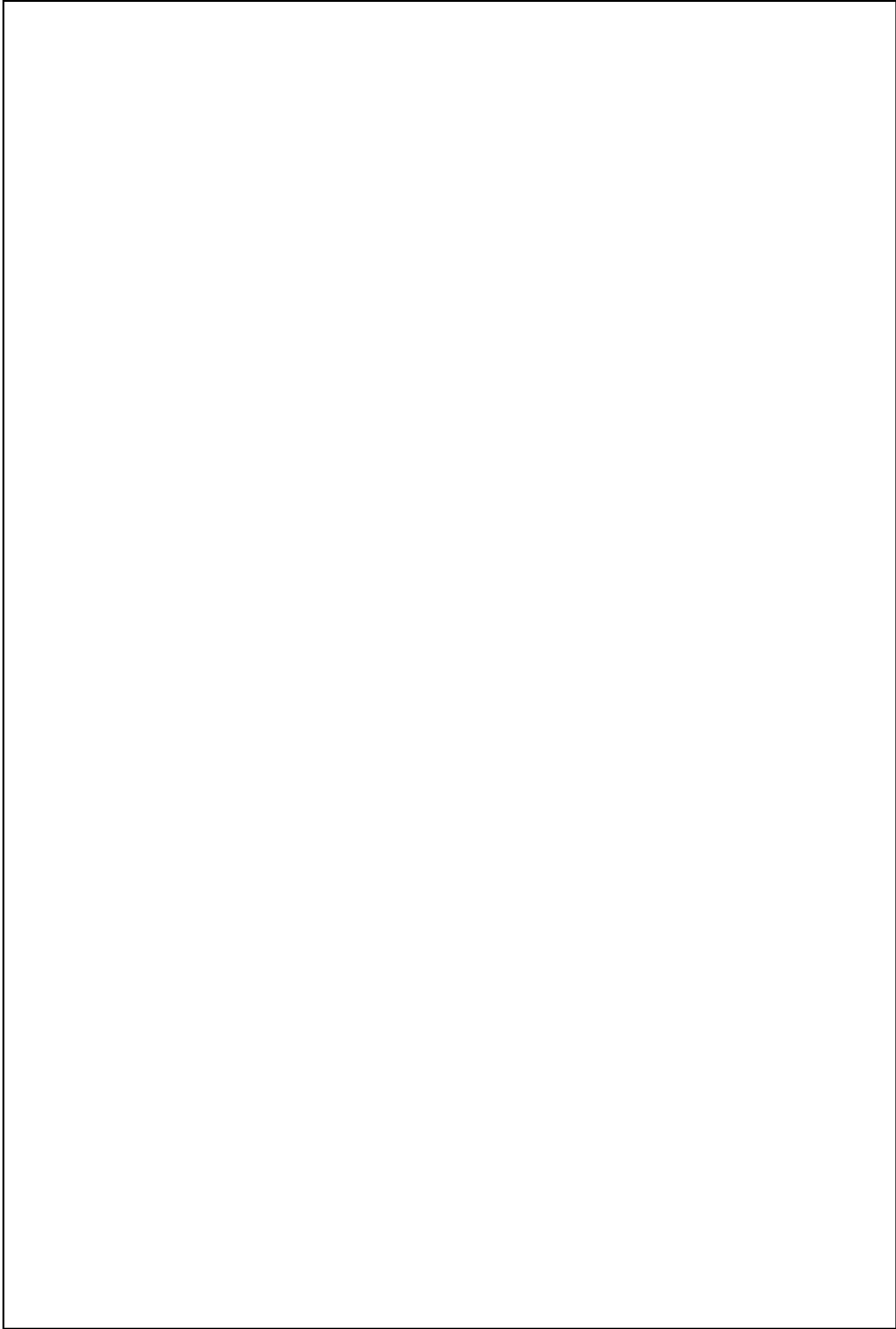
Survey Forms

- Field Survey Form
- Archive Survey Form
- Species Check List

Risk Assessment

1	Routeway Code:			Date:				
	Recorder Name:			Road Name:				
2	Profile	U	V	L	S	Flat	Raised	
	Depth	0–1m	1–2m	2–3m	3–4m	4+m		
4	Current Use	Footpath/b'way	Minor road	Major road	Unused	Other		
	Surfacing	Tarmac	Gravel	Natural	Other			
6	Incline	Flat	Slope (gentle)	Slope (steep)	Mark direction on map with arrow			
	Canopy	None	<50%	>50%	100%	Tunnel		
8	Bankside Vegetation	Shade-loving	Woody	Flowering plants	Mixture	Other	None	Grassy
	Description							
9	Boundary features	Fence	Shaw	Hedge	Trees	Other	None	
	List main species & past/current management (e.g. coppiced, laid, pollard) if known							
10	Linear features	Bank	Ditch	Bank & Ditch	Track	Other		
	Depressions	Waterlogged pit (wp)	Dry pit (p)	None	Other			
12	Veteran Trees	Yes	No	Mark on map with species and girth if known				
	Land use	Fields (grass)	Fields (crops)	Plantation	Woodland	Gardens	Road/track	Other

Notes, Comments, Sketches	
14 Routeway profile with measurements (banks & floor)	
<div></div>	



Archives Form

Complete 1 row for **each** routeway unit. **Tick** box under the maps where the routeway appears. **Cross** box where it doesn't. Leave **blank** if you haven't checked.

[illegible]

[illegible]

Ancient Woodland Indicator Species: Check List

Routeway Code:	Date:	
Recorder Name:	Road Name:	
Species Name	Latin Name	Check
Polypody	<i>Polypodium vulgare</i>	
Hard Fern	<i>Blechnum spicant</i>	
Wood Mellick	<i>Melica uniflora</i>	
Black Bryony	<i>Tamus communis</i>	
Field Rose	<i>Rosa arvensis</i>	
Barren Strawberry	<i>Potentilla sterilis</i>	
Primrose	<i>Primula vulgaris</i>	
Bluebell	<i>Hyacinthoides non-scripta</i>	
Woundwort	<i>Solidago virgaurea</i>	
Orpine	<i>Sedum telephium</i>	
Betony	<i>Stachys officinalis</i>	

Routeway Code:	Date:	
Recorder Name:	Road Name:	
Species Name	Latin Name	Check
Polypody	<i>Polypodium vulgare</i>	
Hard Fern	<i>Blechnum spicant</i>	
Wood Mellick	<i>Melica uniflora</i>	
Black Bryony	<i>Tamus communis</i>	
Field Rose	<i>Rosa arvensis</i>	
Barren Strawberry	<i>Potentilla sterilis</i>	
Primrose	<i>Primula vulgaris</i>	
Bluebell	<i>Hyacinthoides non-scripta</i>	
Woundwort	<i>Solidago virgaurea</i>	
Orpine	<i>Sedum telephium</i>	
Betony	<i>Stachys officinalis</i>	

Routeway Code:	Date:	
Recorder Name:	Road Name:	
Species Name	Latin Name	Check
Polypody	<i>Polypodium vulgare</i>	
Hard Fern	<i>Blechnum spicant</i>	
Wood Mellick	<i>Melica uniflora</i>	
Black Bryony	<i>Tamus communis</i>	
Field Rose	<i>Rosa arvensis</i>	
Barren Strawberry	<i>Potentilla sterilis</i>	
Primrose	<i>Primula vulgaris</i>	
Bluebell	<i>Hyacinthoides non-scripta</i>	
Woundwort	<i>Solidago virgaurea</i>	
Orpine	<i>Sedum telephium</i>	
Betony	<i>Stachys officinalis</i>	

Ancient Woodland Indicator Species: Check List

Routeway Code:	Date:	
Recorder Name:	Road Name:	
Species Name	Latin Name	Check
Polypody	<i>Polypodium vulgare</i>	
Hard Fern	<i>Blechnum spicant</i>	
Wood Mellick	<i>Melica uniflora</i>	
Black Bryony	<i>Tamus communis</i>	
Field Rose	<i>Rosa arvensis</i>	
Barren Strawberry	<i>Potentilla sterilis</i>	
Primrose	<i>Primula vulgaris</i>	
Bluebell	<i>Hyacinthoides non-scripta</i>	
Woundwort	<i>Solidago virgaurea</i>	
Orpine	<i>Sedum telephium</i>	
Betony	<i>Stachys officinalis</i>	

Routeway Code:	Date:	
Recorder Name:	Road Name:	
Species Name	Latin Name	Check
Polypody	<i>Polypodium vulgare</i>	
Hard Fern	<i>Blechnum spicant</i>	
Wood Mellick	<i>Melica uniflora</i>	
Black Bryony	<i>Tamus communis</i>	
Field Rose	<i>Rosa arvensis</i>	
Barren Strawberry	<i>Potentilla sterilis</i>	
Primrose	<i>Primula vulgaris</i>	
Bluebell	<i>Hyacinthoides non-scripta</i>	
Woundwort	<i>Solidago virgaurea</i>	
Orpine	<i>Sedum telephium</i>	
Betony	<i>Stachys officinalis</i>	

Routeway Code:	Date:	
Recorder Name:	Road Name:	
Species Name	Latin Name	Check
Polypody	<i>Polypodium vulgare</i>	
Hard Fern	<i>Blechnum spicant</i>	
Wood Mellick	<i>Melica uniflora</i>	
Black Bryony	<i>Tamus communis</i>	
Field Rose	<i>Rosa arvensis</i>	
Barren Strawberry	<i>Potentilla sterilis</i>	
Primrose	<i>Primula vulgaris</i>	
Bluebell	<i>Hyacinthoides non-scripta</i>	
Woundwort	<i>Solidago virgaurea</i>	
Orpine	<i>Sedum telephium</i>	
Betony	<i>Stachys officinalis</i>	

RA				Historic Routeways Survey Risk Assessment Form – ACTIVITIES				insert dates of visits below and review assessment on each day used (and amend likelihood, severity and risk factors if necessary)							
Activity Assessed:		Surveying historic routeways													
Activity Location:		Kent & East Sussex													
Assessed By:															
Type of Hazard	Likelihood of Occurrence	Hazard Severity	Risk Factor	Precautions Action to be taken to reduce the risk.	New Likelihood of Occurrence	New Hazard Severity	New Risk Factor								
Falling branches or trees	2	4	8	Do not go into forest if wind force 5 or above, avoid trees and branches that appear hazardous.	1	4	4								
Tripping, slipping, falling etc.	3	3	9	Keep to footpaths as much as possible. Do not take undue risk. Be on the alert for potential hazards and avoid them. Avoid areas of high risk, particularly water bodies, steep slopes or cliffs. Safe crossings should be used over ditches, streams etc. Wear sensible footwear. Carry a mobile phone, especially if going alone.	2	2	6								
Vehicle, bike or horse collision	2	4	8	Due care and attention on roads, follow the guidelines in the green cross code. Wear 'visible' clothing where appropriate. Take care when walking along bridleways or paths regularly used by horses and bicycles, keep to the side of paths.	1	4	4								
Assault, bodily harm, personal attack etc.	1	4	4	Do not enter private land without attempting to contact land owner. If land owner is un-reachable try to keep to public rights of way. Be aware that hunting activities may be occurring within woods, particularly on larger estates. Carry a mobile at all times. Be aware of the location of public phones in reception blind spots. Lock personal valuables out of site. Ensure adequate transport to and from the site and park any vehicles so that the site can be left easily and quickly.	1	4	4								
Lymes disease from tick bites	1	3	3	Avoid wearing shorts when working in long vegetation, check for ticks at the end of the day. Remove any ticks that have embedded and monitor bite for a few weeks. See doctor immediately if site of bite develops halo or rash or if flu like symptoms occur.	1	1	1								
Injury from vegetation – stings, scratches, irritations, poke in eye, cuts etc. / poisoning by fungi or vegetation	2	3	6	Take due care and attention when surveying. Wear protective clothing where appropriate (long sleeved tops and trousers). Be careful of scratches from twigs and branches, particularly to the eyes. Avoid contact with poisonous plants, especially hogweed. If sap gets onto skin or eyes wash contaminated area with clean water thoroughly and avoid exposing contaminated skin to sunlight. Do not eat fungi or plants. Avoid walking through and disturbing areas of dense bracken during spore bearing period (mid-July to late August) as bracken spores can cause cancer. If injured treat cuts or scratches with antiseptic and cover. Wash hands before eating, drinking or smoking.	1	1	1								
Barbed wire	3	4	3	Surveyor to look for and avoid getting caught or scratched on barbed wire. Be aware of Tetanus risk if you get cut.	1	2	2								
Injury from livestock, dogs or wildlife	2	4	8	Be aware that cattle, horses, pigs and dogs may be present. Do not approach them if they appear dangerous or have young. Domestic or feral wild boar may be present but are mainly restricted to East Sussex. Look for evidence of 'rooting' in the soil. Wild boar are listed as dangerous wild animals and may charge if disturbed. Do not handle adders, bats or injured animals. Do not disturb wasp or bee nests. If bitten by an animal go straight to the nearest Accident and Emergency and contact AONB unit. Be aware that venomous pet snakes may be at large. Always carry a mobile phone.	1	1	1								
Drowning/exposure to water	2	4	8	Do not enter water and avoid any nearby hazards.	1	4	4								
Inclement weather: Sun, Cold, Wet, Hot, Storms.	3	2	6	Avoid exposing skin even when there is light cloud & use high factor sunblock. Always be prepared for possible downpours or extreme heat/cold/sunshine. Stop work if conditions become adverse. Appropriate control measure for storms such as get into the open minimise contact with the ground etc. Do not use an umbrella or mobile phone.	1	1	1								
Getting lost	4	1	4	A map of the area (and a compass) should be taken out in the field. Surveyors should be aware of sunset times and aim to stop work before dark to avoid becoming lost. Consider carrying a torch when surveying later on in the day.	1	1	1								
Lime pits/dene holes and wells	1	4	4	Lime pits/dene holes are deep man-made excavations that were often not filled in properly after abandonment. Do not stand in depressions of up to 15m diameter (particularly circular ones) as they could collapse	1	4	4								
tick to confirm risk assessment undertaken →															