

The very bad state of

1. The footpath leading towards West Lavington across the Tlay especially the portion across the Recreation Ground.
2. The top portion of Cemetery Lane near "Crossways", and
3. A complaint of the removal of a "land mark" on to the public road.

As the Parish Council was unable to deal with these matters it was unanimously resolved to refer them to the Rural District Council.

The Surveyor in answer to the Chairman reported as to No. 1. The Path in question was not in bad condition; it was in fair condition but the people preferred to walk on the grass at the side of the path.

As to No. 2. The reason why the top portion of Cemetery Lane was in a bad condition was owing to the long spell of wet weather. He was directed to attend to it when the weather improved.

As to No. 3, land mark or boulder. He was directed to make enquiries.

WEST LAVINGTON.

Obstruction to alleged Bridle Path at the rear of Dauntsey School leading from Littleton to the Little Chavrell Road.

It was RESOLVED:-

That the Surveyor and Clerk be directed to inspect the Award of the Parish and report on the above matter, also that if they find that the Award and Map bore out Mr. Jackson's view that it was not a Bridle Track the Clerk write accordingly informing the Parish Council accordingly.

INSPECTOR'S REPORT.

The Inspector submitted his report. He reported

Potterne.

That the sewer which crosses the road in Lower Street near Mr. J. Newmans house having been broken in by heavy traffic he had had same temporarily repaired and suggested that a new 5' cast iron pipe be laid.

It was RESOLVED:-

To recommend the Council to carry out the Inspector's suggestion.

ROVIN.

He reported that the dwellinghouses situate at Bath Road, Devizes, known as Nos. 1 to 6 Bloomfield Terrace owned by Mandames sloper and Todd and occupied by C. Godfrey, J. Rillaer, E. Fishlock, J. Cotton, J. Godwin and J. Waite, respectively were without drains sufficient for effectual drainage and were within 100 feet of the Council's sewer which was recently laid.

It was RESOLVED:-

To recommend the Council to serve formal notices upon the owners requesting them to put in a covered drain connection

Devizes Rural District Council (RDC) Minutes (1929)

a. Date. 23/12/1929

b. Relevance.

In 1929 responsibility for the maintenance of highways in Market Lavington still rested with Devizes Rural District Council although it was imminently to become that of Wiltshire County Council.

c. Archives. WSHC, Ref. G5/100/16

d. Evidence.

At least one entry refers to Cemetery Lane, Market Lavington. Cemetery Lane is now named Drove Lane.

On page 507, 23rd December 1929, a minute reads:

"Market Lavington – Cemetery Lane

A letter dated 23rd December was received from Mr John Davis, calling attention to the condition of Cemetery Lane in front of his five cottages where, he stated, that water had washed out the sand to a depth of 12 or 15 inches. Mr. Davis suggested in his letter that the cavity should be filled in with chalk stone.

The Surveyor reported that Cemetery Lane was a sand lane which had been badly affected by the heavy rains; he was of the opinion that the placing of chalk in the lane would be of little use unless the lane was properly metalled throughout.

After discussion, it was resolved that the Surveyor be instructed to have the surface of the lane levelled where necessary by replacing the sand."

Photo: 1929-12-23 Devizes RDC (G5-100-16 p507): *Photo of page 507. The relevant text is towards the top of the page.*

e. Assessment.

This minute makes it clear that the RDC accepted responsibility for Cemetery Lane i.e. it was not considered a private route, and they were prepared to repair it. The minutes do not differentiate between different sections of the lane.

This is good evidence that in 1929 the whole of Cemetery Lane was considered by the RDC, the body responsible at that time for highways, to be a public highway.

23rd December, 1929.

as the Rating Authority, Notice of Appeal against the decision of the Assessment Committee on the hearing of a proposal for the reduction of the assessment in this case. The notice was dated the 19th December, and was made on behalf of the occupier of the premises.

After discussion, upon the proposition of Mr. Pottow, seconded by Mr. Young, it was resolved that this Council take no action in connection with the proceedings in view of the fact that the Assessment Committee would probably undertake to defend their decision of the proposal.

MARKET L. VINGTON - CEMETERY LANE.

A letter dated the 23rd December was received from Mr. John Davis, calling attention to the condition of Cemetery Lane in front of his five cottages where, he stated, the water had washed out the sand to a depth of 12 or 15 inches. Mr. Davis suggested in his letter that the cavity should be filled in with chalk stone.

The Surveyor reported that Cemetery Lane was a sand lane which had been badly affected by the heavy rains; he was of the opinion that the placing of chalk in the lane would be of little use unless the lane was properly metalled throughout.

After discussion, it was resolved that the Surveyor be instructed to have the surface of the lane levelled where necessary by replacing the sand.

MEDICAL OFFICER OF HEALTH.

The Medical Officer reported that since the last meeting he had been notified of the occurrence of cases of scarlet fever in West Lavington, Stanton St. Bernard and Urchfont, and one case of Ophthalmia Neonatorum. No case of diphtheria had occurred since the last meeting and he hoped that the epidemic had ended.

HOUSING COMMITTEE.

The following report of a Meeting of the Housing Committee held on the 12th December, copies of which had been circulated among the members, was taken as read, viz:-

COUNCIL COTTAGES - COMPLAINTS - DAMAGE BY GALE.

The Clerk submitted a number of complaints, which he had received from tenants of the Council's cottages in all parts of the district, with regard to water entering the cottages and damage caused by the gale.

The Collector reported that he also had received numerous complaints of this nature, but he stated that the trouble was not confined to the Council's cottages; house property generally had been affected in the same way by the exceptionally bad weather.

The Collector reported in detail the extent of the damage to roofs and the steps taken to have this remedied. He further reported that in most cases water had found its way through the windows, and in the more exposed places this trouble had been serious. He stated that rain was driven by the strong wind through the joint where the oak and stone sills met, and he thought this could be remedied by stopping up the joints with some impervious preparation. Water was also driven in around the casements. As regards the bottom of the window opening, the Collector reported that he had previously remedied this trouble on the Great Cheverell site by having a length of hoop-iron fitted to the bottom of the casements; when the window was closed this effectively sealed the aperture.

After discussion, upon the proposition of Mr. Butler, seconded by Mr. Young, it was resolved that the Collector be instructed to make the best possible arrangements in exceptional cases for preventing water from entering the cottages through the windows.

Upon the proposition of Mr. Fennell, seconded by Mr. Butler, it was further resolved that the Inspector be instructed to have hoop-iron fitted to the bottom of the casement windows in the manner described by him.

The Collector further reported that a large number of complaints referred to water being blown by the wind under the scullery doors in the houses. He stated that this question was considered by the

WCC Roads & Bridges Committee Minutes (1936)

a. Date. 1936

b. Relevance.

In 1936 ultimate responsibility for highways rested with the County Council. Matters raised by Parish and Rural District Councils are dealt with in these minutes and the decisions of the Roads and Bridges Committee carry significant weight as to the status of any highway.

c. Archives. WSHC, Ref. F1/100/6/12

d. Evidence.

A number of entries in these minutes are concerns with Cemetery Lane, raised with Wiltshire County Council (WCC) by Market Lavington Parish Council or Devizes Rural District Council (RDC).

Cemetery Lane was renamed as Drove Lane some time in the mid to late 1950s. The Wiltshire Highway Record map shows what is the application route annotated "CEMETERY LANE".

1) 7th February 1936 : Raised with WCC by Market Lavington PC.

"22 Market Lavington.

(a) Calling attention to the bad condition of lanes in the parish and particularly Cemetery Lane

Committee's Decision: *It would appear that the complaint chiefly refers to non-repairable highways. Cemetery Lane is repairable for a portion of its length and that is in good condition"*

Photo: 1936-02-07 R&B Drove Lane (F1-100-6-12 p59): *Entry re Cemetery Lane from 7th Feb. 1936. The relevant text is halfway down the right-hand page. Implicit in this communication between the Parish Council and WCC is the understanding that Cemetery Lane is a public highway.*

2) 3rd July 1936, page 224; Raised with WCC by Market Lavington PC.

" 5. Market Lavington.

... (b) Cemetery Lane C.7097 and Road C.7093. The Sub-Committee inspected both these roads. In each case, they are repairable up to a certain point, beyond which they become sand tracks. The Parish Council request that repairs should be carried out for the full length of these roads

The Sub-Committee recommend that liability be admitted for the repair of C.7097 Cemetery Lane from its junction with Road B.3098 for a distance of .42 miles; ... "

Photo: 1936-07-03 R&B Drove Lane (F1-100-6-12 p224): *Entry re Cemetery Lane from 3rd July 1936. The relevant text is the third paragraph from the bottom of the left-hand page. Implicit in this minute is that Cemetery Lane is considered by WCC a public highway; they explicitly refer to it as a road.*

3) 3rd July 1936, page 226: Raised with WCC by Devizes RDC.

The minute states

“9. Devizes Rural District.

... (b) Russell Mill Lane. The Sub-Committee further considered the Order of Justices dated 1906 with reference to Russell Mill Lane ...

The order does not refer to Wick Lane, and of the other two roads referred to in the Order, one is admitted as repairable, and the other, Cemetery Lane, (see paragraph 5 (b) of this report) is not repairable throughout its whole length”

Photo: 1936-07-03 R&B Drove Lane (F1-100-6-12 p226): *A further entry re Cemetery Lane from 3rd July 1936. The relevant text is at the bottom of the left-hand page. Implicit in this minute is that Cemetery Lane is considered by WCC a public highway; they explicitly refer to it as a road.*

e. Assessment.

These minutes are referring to issues regarding Cemetery Lane raised with WCC by Market Lavington Parish Council and Devizes Rural District Council.

It is clear that the WCC Roads & Bridges Committee considered the whole length of Cemetery Lane, including the unmetalled portion, to be a public highway.

On page 224 the Parish Council refers to Cemetery Lane as one of “both these roads” and on page 226 the Roads and Bridges committee do the same.

Nowhere do any of the three bodies with some level of responsibility for highways (WCC, RDC or PC) refer to any part of Cemetery Lane as a footpath.

As all three bodies with responsibility for highways consider all of Cemetery Lane to be a public highway with rights higher than those a footpath these minutes are good evidence of the reputation of the application route as a public road, with rights at least those of a public bridleway.

(b) Flooding—Yard Lane

5. *Brinkworth*. (a) State of Bellamy's Lane.
(b) The druck on the road between Snells Farm and Greatwood Cottage.
6. *Calver Without*. Repeating their request that Moggs Lane Bridge Track be repaired.

7. *Chisleton*. Asking for permission to erect two roadside seats at Chisleton.

8. *Crookham*. (a) Asking for the extension of the post limit to the end of the lighting system which has recently been extended.
(b) Letter from Mrs Fowler, Orchard House, Crookham, asking attention to the danger owing to the narrowness and blind corners on Chapel Knapp Hill and Suzzerswell Corner.

9. *Crookham*. (a) Calling attention to the flooding of the road and properties at West Mill Lane and requesting that attention be given to this matter.

- (b) Calling attention to a dangerous corner at the Forty and suggesting the demolition of a shed.

10. *Crookham and Weston Harrow R.D.C.* Requesting the Council to make provision for the construction of a footpath from Weavers Bridge to Linton.

11. *Crookham*. Asking for erection of "through traffic" or some other suitable sign at Star Corner, and in the Market Place, Crookham.

12. *Foundry*. Asking the Committee to approach the Great Western Railway Company and Col. E. H. Brusey requesting them to remove or enlarge their bridges over the Danvers Brook as in their opinion flooding of the district is mainly caused by these two bridges.

13. *Driffield St. Andrew*. Calling attention to the pollution of a dyke well situated at the end of Pig Trough Lane.

14. *Easterton*. Removal of electric light pole from new path.

The flooding only occurs during very abnormal rain storms and the Sub-Committee do not consider the provision of a new drain justified.

This will be surfaced dressed this summer. This will be attended to.

This matter has been fully investigated by the Committee who declined to accept liability. The Sub-Committee recommend the Committee to adhere to their decision.

The Sub-Committee recommend that no objection be offered provided the sites of the seats are agreed and their future maintenance undertaken by the Parish Council.

As the lighting system conforms with the Act the speed limit notices will be refused.

There is no provision in the estimates for improvements at these points, and the Sub-Committee recommend an action.

* This flooding chiefly arises from the old abandoned canal, which has been obstructed at a number of points. The consideration of this matter was adjourned for a report by the Clerk.

This matter has been previously considered by the Roads and Bridges Committee, who decided to take no action, the Sub-Committee recommend the Committee to adhere to their previous decision.

Provision has been made in the estimates for this work and it will be done in due course.

This is desirable and the Sub-Committee recommend that signs be erected.

We recommend that this be referred to the Land Drainage Sub-Committee.

No attention in road conditions has been made at this point, and the Sub-Committee do not consider the pollution is the liability of the Highway Authority, but due to abnormal weather conditions.

The Committee have already decided to take no action with regard to the removal of this pole, and the Sub-Committee recommend that this decision be adhered to.

15. *Figheldean*. Calling attention to the condition of the road from Netheravon to Figheldean Mill.

16. *Fouans*. Mr. E. J. Walters calls attention to the state of the Old Shaftesbury Drive since the laying of a telegraph cable.

17. *Higworth*. Percolation of water through the recently surfaced path into cellars of adjoining houses.

18. *Limply Stoke*. Calling attention to the condition of the road adjoining a Parish footpath.

19. *Lutgershall*. (a) Asking who is responsible for the repair of the road from Utworth roadbridge to the back entrance to the railway station.

- (b) Asking for extended footpath from the Infant School to the end of the Hatches Yard.

- (c) Asking for 30 mile speed limit to be extended to Biddenden Road near Faversham.

20. *Lynnham*. Requesting the Committee to reconsider their decision not to provide for the extension of the footpath at Lynnham.

21. *Lusington*. (a) Asking for ditches to be covered in on, and leading from the Green and footpaths made up to the bend of the Council houses in Church Road.

- (b) Bridge over the ford at Biddenden.

22. *Market Lavington*. (a) Calling attention to the bad condition of lanes in the Parish, and particularly Cemetery Lane.

- (b) Calling attention to the need of an improvement at Spin Hill and the danger of the over-hanging cutting.

23. *Piton and Fales*. (from the R.D.C.) Danger of flooding owing to the spring rising at Piton which will be increased in consequence of the reconditioning of the nearby road.

24. *Rensbury*. Improvement at Whitton Ditch and Marriage Hill.

25. *Somington*. Calling attention to the condition of the end of Little Marsh Lane.

26. *South Merton*. Calling attention to the bad state of Thornhill Road.

27. *Southwick*. Question of the churned up condition of Ireland Lane, and asking if footpath can again be fenced. A footpath was made and fenced off in 1900.

This has been dealt with.

This is a non-repairable right of way, and the Sub-Committee suggest that the Rural District Council be informed. The District Roads Sub-Committee inspected this and they recommend that, without admitting liability, the footpath be surface dressed in make to waterproof. This will be attended to.

This is a private road and the owner's name is not known.

The road is narrow but there is no provision in the estimates for this work.

As the conditions do not conform to the requirements of the Act the signs cannot be moved. There is no provision in the estimates for this.

There is no provision in the estimates for this.

The Sub-Committee recommend that no action be taken.

It would appear that the complaint chiefly refers to non-repairable highways. Cemetery Lane is repairable for a portion of its length and this is in good condition.

There is no provision in the estimates for this work. The landowner's attention has been drawn to the danger. The consideration of this matter has been adjourned.

That no action be taken.

This is a non-repairable highway.

There is a short length of this road, approximately 15 yards long, on which water stands. This will be dealt with in the new financial year.

This fence was erected by the Parish Council who should maintain it.

(a) *Everleigh-Haxton Road C.8081*. This road runs from its junction with Road A.342 at Everleigh past Beach's Barn to its junction with the unclassified road C.8083 at Haxton a length of just over 5 miles. It appears to serve only two houses and although there are signs of repair throughout its length, it is not of the type usually carried out by Rural District Councils.

The Sub-Committee recommend that liability be accepted for the sections shown as repairable on the map, viz., at Everleigh from its junction with A.342, a length of 30 miles, and at Haxton from its junction with C.8083, a length of approximately 65 miles, but that liability be not admitted for the intervening section.

(b) *Enford to Enford Farm Road C.8087*. The Sub-Committee recommend that liability be admitted for this road from its junction with Road A.345 for a distance of 1.27 miles, but that liability be not admitted for the continuation of this road towards the Artillery Ranges, which is an area subject to the prohibition of traffic.

(c) *Compton to Compton Farm Road C.8084*. The Sub-Committee recommend that liability be admitted only for the section of the road from its junction with Road A.345 for a distance of approximately 0.7 miles. The Sub-Committee are of the opinion that the fork road leading to Compton Farm was constructed for access to the farm only and its repair is not the liability of the inhabitants at large.

(d) *Walesher Hill past Manor Farm to Westland Farm C.8096*. The Sub-Committee recommend that liability be admitted for the section of this road marked on the map from its junction with A.343 for a distance of approximately .45 miles, and that the attention of the adjoining owners, the War Department, be called to the necessity of draining out the watercourse adjoining the road, as flooding from this causes damage to the highway.

4. *Porton*. The Sub-Committee inspected the milk stand recently erected by Mr. F. M. White and have no observations to make, but recommend that the offer of Messrs. K. White and Son, to remove the concrete platform by the side of the road if called upon to do so, be accepted.

5. *Market Lavington*. (a) The Sub-Committee met members of the Market Lavington Parish Council, who pointed out the desirability of additional visibility on Spin Hill, Road C. 8073. It was stated that the land owner had been approached and that he had offered to give any necessary land.

The Sub-Committee recommend that if the land necessary for the improvement is given to the Council, arrangements should be made for carrying out the necessary work to give visibility.

(b) *Cemetery Lane C.7097 and Road C.7093*. The Sub-Committee inspected both these roads. In each case they are repairable up to a certain point, beyond which they become sand tracks. The Parish Council request that repairs should be carried out for the full length of these roads.

The Sub-Committee recommend that liability be admitted for the repair of C.7097 Cemetery Lane, from its junction with Road B.3098 for a distance of .42 miles; and that liability for the repair of Road C.7093 be admitted from its junction with Road B.3098 for a distance of 20 miles, but that liability be not admitted for the remaining sections of these two roads.

(c) *Dauntsey Agricultural School*. The Sub-Committee inspected the section of Road B.3098 near its junction with Road A.360 at Littleton Parrell. In respect of which an application has been received from the Dauntsey School Authorities for the construction of a footpath. The Sub-Committee were of the opinion that provided the land necessary for the construction of a footpath could be obtained free of cost to the County Council, and the use of the footpath in front of the Council Houses and Bungalows dedicated as part

of the highway, the Committee should recommend the County Council to construct a footpath on this land.

6. *Pewsey Rural District*. (a) *Unclassified Roads*. The Sub-Committee considered a letter dated 10th June, 1936, from the Clerk to the Pewsey Rural District Council stating that a Sub-Committee had been appointed to draw up a list of unclassified roads admitted as repairable by the Rural District Surveyor to the 31st March 1936, but which were omitted from the map sent to the County Surveyor by the Rural District Council's Surveyor, and asking for the loan of a copy of this map, as the District Council have no means of knowing which roads are already marked as repairable.

The Sub-Committee recommend that the District Council be informed that the Committee are unable to lend them the map referred to, but that it may be inspected at the County Surveyor's Office at Trowbridge, and that what is required is information from the District Council's Minute Books as to whether the roads in question have been taken over by the District Council in accordance with the provisions of the Highway Acts, and whether the District Council have a schedule of roads which they admit as legally repairable.

7. *Marlborough and Ramsbury Rural District*. (a) *Windmill Hill Lane, Avebury*. The Sub-Committee considered a letter dated the 15th June, 1936, from the Clerk to the Marlborough and Ramsbury Rural District Council stating that it appears from enquiries which have now been made from the late Surveyor to the Rev. Canon Marlborough, R.D.C., that no legal formalities were complied with so far as is known when the Rural District Council accepted liability for the repair of Windmill Hill Lane, Avebury, that it was not laid from time to time by the District Council up to a point just above or beyond Bench mark 338 on the Ordnance Survey where the road is enclosed but not beyond, and that the District Council's roadman who was responsible for the work, could confirm the above information, if necessary.

The County Surveyor also produced a further letter from Mr. Akers complaining of the condition of this road.

The Sub-Committee have instructed the Clerk to ask at what date the District Council accepted liability for the maintenance of this road.

(b) *Parish of Winterbourne Bassett*. The Sub-Committee considered a letter from Mr. J. Horton, The Manor, Winterbourne Bassett, with reference to the Committee's repudiation of liability for the repair of the highway leading to the Rectory and The Manor House, Winterbourne Bassett, referred to in the report of the Sub-Committee printed in the minutes of the meeting of the Committee held on the 7th February, 1936, and they recommend the Committee to adhere to their decision not to admit liability for the repair of the road.

8. *Parish of Sherston*. The Sub-Committee considered a letter dated 11th June, 1936, from the Ministry of Transport asking for the County Council's observation on the following correspondence with the Malmesbury Rural District Council.

(a) Letter from the Malmesbury Rural District Council to the Ministry of Transport, dated 2nd June, 1936 —

On the 21st May, 1932, the Parish Council of Sherston appealed to you for your opinion as to the liability of the County Council to repair the pavement of the Street from the Rectory and the Manor House to the main Drainage Works a distance of the order of 30 to 34 feet, and on the other side a distance of from 24 to 30 feet. The whole of this space has always been dedicated to the public and is currently repaired by the Rural District Council as the Highway Authority. The County Council will they their liability to repair this portion of the street which is now in a most dangerous condition especially after heavy rain. Your letter to the Rural District Council dated the 9th July, 1932, was very definite upon this point at issue, and my Council who are again appealed to, being unable

Roads and Bridges Minutes, 3rd July, 1936.

to help, having no jurisdiction as a Sanitary Authority, would be glad if the Minister of Transport could see his way to take some action to compel the County Council to discharge their liability. My Council are informed that in other towns in the County (Marnborough for instance) the County Council repair the sides of the through roadway.

(ii) Letter from the Ministry of Transport to the Clerk to the Marnborough Rural District Council dated the 9th July, 1932.

I am directed by the Minister of Transport to refer to your letter of the 21st May and enclosures therewith as to the question of which Authority is responsible for the repair of the road margins of High Street, Sherston.

In reply, I am to say that the answer to this question depends on whether or no such margins were dedicated as part of the highway. As this is a question of fact on which no definite information has been supplied, the Minister is unable to give a definite opinion.

Unless the presumption is rebutted, all the ground that is between the adjoining properties is presumed to have been dedicated as highway and it would not be inconsistent with this presumption that markets and fairs are held on the margins forming part of the highway and that the lord of the manor takes tolls in respect of such markets and fairs.

If the whole of the ground between the adjoining properties was dedicated, the Minister, while having no authority to interpret a point of law, is of opinion that the County Council cannot avoid responsibilities as highway authority in respect of the margins.

The Sub-Committee had previously inspected the roadside margins in High Street, Sherston. The metalled carriageway of the classified road is clearly defined by setts and has always been a repairable highway, but there is no evidence that the margins have ever been dedicated as part of the highway repairable by the inhabitants at large. There is no sign of repair, systematic or otherwise, by the Rural District Council and at one or two points there are signs of boundary marks of private property. The Lord of the Manor has exercised certain rights of ownership over these margins and has received tolls in respect of them.

The Sub-Committee recommend the Committee to inform the Ministry accordingly, and to adhere to their decision not to admit liability for the repair of these roadside margins.

9. *Devizes Rural District. (a) Five Lanes, Potterne.* The Sub-Committee considered the following letter dated the 2nd June, 1936, from Mr. S. Saunders,

My attention has been called to the minutes of the Roads and Bridges Committee of the Wilts County Council, dated 1st May, 1936, containing an extract of a report I made to the Devizes Rural District Council on the repair of Five Lanes, Potterne.

In order that there shall be no misunderstanding I would point out that the report was made solely on the question whether the section of the lane from Whitley Road to Five Lanes Mill was a metalled highway and as such repairable by the District Council. The question did not arise as to whether the lane was a public highway repairable by the inhabitants at large this was already admitted, as same formed part of the old Devizes to Salisbury Road which existed prior to the present Highway. Authorities who pecked in the rut and generally kept the road in passable condition. The District Council did however object to being called upon to metal a portion of the lane simply because some of the occupiers of land adjoining the lane had in times past placed a certain amount of metal on the lane for their own convenience, hence my report.

and they recommend the Committee to adhere to their decision not to admit liability for the repair of this road.

(b) *Russell Mill Lane.* The Sub-Committee further considered the Order of Justices dated 1906 with reference to Russell Mill Lane, referred to in the report of the Sub-Committee printed in the minutes of the meeting of the Committee held on the 1st May, 1936, and they recommend the Committee to adhere to their decision not to admit liability for the repair of Russell Mill Lane beyond the end of the metalled road.

The Order does not refer to Wick Lane, and of the other two roads referred to in the Order, one is admitted as repairable, and the other, Cemetery Lane, (see paragraph 5 (b) of this report,) is not repairable throughout its whole length.

Roads and Bridges Minutes, 3rd July, 1936.

10. *Salisbury and Wilton Rural District. (a) Bridge at Scotland Hatches, Hanging Langford.* The Sub-Committee considered a letter dated the 12th June, 1936, from the Clerk to the Salisbury and Wilton Rural District Council, submitting a complaint from the Steeple Scotland Hatches on the refusal of the County Council to repair a footbridge at that the Wilton Rural District Council as the highway authority adopted liability for this bridge by repairing it, and that by reason of the Local Government Act, 1929, the liability is now with the County Council.

There are signs at the bridge of an artificial and private watercourse, and there is therefore no liability on the highway authority. The Sub-Committee recommend the Committee to adhere to their decision not to admit liability for the repair of the bridge.

11. *Calne and Chippenham Rural District, Cowage Lane, Hilmarton.* The Sub-Committee considered a letter dated 18th May, 1936, from Messrs. Spackman, Dale and Hood, asking whether the Committee do not consider the minutes of a former Highway Authority to the effect that they have provided the materials for the purpose of repairing a road sufficient evidence, and stating that if not they can get verbal evidence of one of the old roadmen who did the work.

The Sub-Committee recommend the Committee to adhere to their previous decision not to admit liability for the repair of this road.

12. *Highworth Rural District. Parish of Chisledon.* The Sub-Committee considered a letter from the Highworth United Charities calling attention to the need for repairs to a drain and occupation road at the Pill, Hodson, Chisledon. The drain takes a large quantity of water from private land and only a small quantity from the ditch at the side of the county road into which the occupation road leads, and the Sub-Committee recommend the Committee not to admit liability for these repairs.

E. G. WARREN,

Chairman.

WCC Roads & Bridges Committee Minutes (1951 & 1952)

a. Date. 1951 & 1952

b. Relevance.

In 1951 and 1952 ultimate responsibility for highways rested with the County Council. Matters raised by Parish and Rural District Councils are dealt with in these minutes and the decisions of the Roads and Bridges Committee (WCC R&B) carry significant weight as to the status of any highway.

c. Archives. WSHC, Ref. F1/100/6/16

d. Evidence.

A number of entries are concerned with a request by residents of Cemetery Lane, Market Lavington that the unmetalled portion of the lane be made up and with discussions about what contribution adjacent landowners might make to the cost of doing so.

- 1) Market Lavington Parish Council complained to Wiltshire County Council (WCC) about the bad state of Cemetery Lane

6th April 1951, page 53: The minute reads: “**No: 14, Parish and Subject:** Market Lavington. Complaining of the bad state of Cemetery Lane since the laying of a water main and stating that it is understood the adjoining landowners would be willing to contribute towards the cost of metalling the lane. **Committee’s Decision:** That as the section of Cemetery Lane referred to is not a repairable highway, the complaint should be referred to the water authority”

Photo: 1951-04-06 R&B Drove Lane (F1-100-6-16): Entry re Cemetery Lane from 6th April 1951. The relevant text is half-way down the left-hand page. Implicit in the complaint and the response is that Cemetery lane is a public highway.

- 2) Then Market Lavington PC asked WCC if the County Council will make good the surface if adjoining landowners contribute to the cost

1st June 1951, p129: The minute reads “**No: 18, Parish and Subject:** Market Lavington. Asking whether, if the adjoining owners agree to bear the expense of laying ballast and hardcore on a section of Cemetery Lane, which is not a repairable highway, the County Council will assist in making good the surface and accept future responsibility for its upkeep. **Committee’s Decision:** That the Parish Council be requested to submit a scheme for the repair of this road.”

Photo: 1951-06-01 R&B Drove Lane (F1-100-6-16 p129): Entry re Cemetery Lane from 1st June 1951. The relevant minute is half-way down the right-hand page. Implicit in this exchange is that both PC and WCC understand Cemetery Lane to be a public highway. In their response WCC refer to it as a road

- 3) Parish Council ask WCC how much frontagers may have to contribute

7th September 1951, page 162: The minute reads (relevant wording only)

“**No: 8, Parish and Subject:** Market Lavington.

(b) (Min. 207(8) – 1951). Asking whether an indication could be given of the proportion of the cost which the County Council would accept as contribution from the frontagers towards the cost of repairing a section of Cemetery Lane. **Committee’s Decision:** That the county Surveyor prepare an estimate of the cost of the work and the Parish Council be asked to indicate how much the frontagers would be prepared to contribute.”

Photo: 1951-09-07 R&B Drove Lane (F1-100-6-16 p162): Entry re Cemetery Lane from 7th Sept. 1951. Relevant text is at the top of the right-hand page. Implicit in this exchange is the understanding that the affected section is a public highway.

- 4) WCC respond that an offer of £200 is insufficient

1st February 1952, page 27: The minute reads “84, Devizes Rural District (a) Parish of Market Lavington. Cemetery Lane, Market Lavington. On considering a letter dated 4th January, 1952 from the Market Lavington Parish Council stating that £200 would be the maximum sum that the landowners could contribute towards the cost of making up the section of Cemetery Lane, which is not at present repairable, and on report made by the County Surveyor. RESOLVED: That the Parish Council be informed that , as the estimated cost of carrying out this work is £2000 and the contribution of £200 is considered not sufficient the Committee are not prepared to take any further action in this matter”

Photo: 1952-02-01 R&B Drove Lane (F1-100-6-16 p27): *Entry re Cemetery Lane from 1st February 1952. The relevant text is about half-way down the right-hand page. Implicit in this exchange is the admission by WCC that the unmetalled section is a public highway.*

e. Assessment.

Although the WCC R&B Committee state that the unmetalled portion of Cemetery Lane is not a repairable highway they never claim that it is private, and indeed suggest that they would repair it if the residents contributed sufficiently to the £2000 cost.

It is clear that the WCC R&B Committee (and indeed the adjacent landowners) considered the unmetalled portion of Cemetery lane to be a public highway.

The Committee’s Decision refers to the section in question (1/6/1951) as a road.

These minutes are good evidence of the reputation of the application route as a public road, with rights at least those of a public bridleway.

No.	Parish and Subject	Committee's Decision
11	Hilberton. Complaining of the condition of the kerling to the footpath from Manor Farm to the Council Houses, Hilberton, and asking for this to be repaired.	Provision for repairs has been made in the current year's estimates.
12	Longbridge Deverill. Letter from Mr. G. Dufface asking for action to be taken to reduce the danger at Longbridge Deverill Crossroads.	That the word "Slow" be painted on the carriageway of the major road.
13	Ludweshall. (i) Asking for the footpath over the railway bridge towards the village to be extended. (ii) Complaining that water stands in Crawley's Lane and asking for this to be remedied.	That, while the extension of the footpath is considered desirable there are no funds available for the work. That consideration of this matter be adjourned.
14	Market Lavington. Complaining of the bad condition of Cemetery Lane since the laying of a watermain, and stating that it is understood the adjoining landowners would be willing to contribute towards the cost of installing the lane.	That as the section of Cemetery Lane referred to is not a repairable highway, the complaint should be referred to the water authority.
15	Melksham Without. (i) Asking for the flooding which occurs at Bath Road, Melksham, to be remedied. (ii) Complaining that traffic encroaches on the grass verge of the Beacroft-Lacock Road from outside the village of Beacroft and asking for this to be stopped and the verge made good.	That, as the Melksham Urban District Council are in communication with the River Board regarding this flooding, consideration of this matter be adjourned. The verge has been made good, and that as a kerb would be required to prevent traffic from encroaching on the verge, and there are no funds available for this work, no further action be taken.
16	Mere. Complaining of the unsatisfactory condition of the metalled footpath from Edgebridge to Southbrook and the one leading from the main road to Barton, Mere, and asking for attention to be given to these.	That consideration of this matter be adjourned for a report by the Clerk.
17	Norton. Asking for action to be taken to relieve flooding at the water splash at Norton.	That there are no funds available for improving the water splash, but an endeavour will be made to improve the run-off in flood-time.
18	Stapleford (Min. 242/10/1950). Asking to be informed when the Committee expect to be able to provide a footpath through the village.	That in view of the present restrictions on highway expenditure, the Committee are not able to say when the footpath will be provided.

No.	Parish and Subject	Committee's Decision
19	Staverton. Drawing attention to the bad condition of School Lane, Staverton, and asking for this to be repaired.	That no action be taken.
20	Tibbshead. Letter from the Amesbury Rural District Council alleging that flooding at Tibbshead is aggravated by defective and inadequate arrangements for the disposal of road surface water and asking for this to be remedied.	That as the flooding is largely due to springs the Committee are unable to take any action in the matter.
21	Upton Spadashore. Asking for warning signs to be provided at the corners in the village by the Post Office and near the thatched barn of Temple Farm.	That as warning signs are not necessary, no action be taken.
22	Urchfont. Letter from the Urchfont Women's Institute asking for the word "De-vices" to be added to the guide post at Urchfont.	This will be done.
23	Wanborough. (i) Drawing attention to a number of corners in the Parish which are considered dangerous, particularly the corner at the top of Callas Hill, and also the bottleneck in Kite Hill. (ii) Requesting the County Council to repair the footpath from Rotten Row to Pebble Villas and extend the raised concrete path in King's Lane to Kite Hill.	That as there are no funds available for these improvements, no action be taken. That as the footpath from Rotten Row to Pebble Villas is not a maintainable path, and there are no funds available for extending the raised path in King's Lane, no action be taken.
24	West Knoyle. (Min. 85/11/1951). Stating that the Parish Council are still of the opinion that warning signs are necessary at the corner near the new Council Houses at West Knoyle and asking the Committee to reconsider their decision.	That the Committee adhere to their decision that signs are not considered necessary.
25	West Lavington. Stating that the Parish Council consider all public footpaths in the Parish should be signposted and asking whether the County Council would undertake this work.	That in view of the high cost the Committee are unable to undertake the signposting of all public footpaths.
26	Wootton Bassett. Asking for attention to be given to the entrance from Bland's footpath at the lower end of Beaman's Lane, Wootton Bassett.	This will be dealt with in due course.

question for it being arranged to approve the plan by him when in collection.

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No.	Parish and Subject.	Committee's Decision.
2.	<i>Ashton Keynes.</i> (i) Drawing attention to the condition of Fore Street and Back Street, which are stated to be in urgent need of repair.	This has been dealt with.
	(ii) Requesting that attention be given to the footpath and drainage on the main road.	That as there are no funds available for this work, no action be taken.
	(iii) Drawing attention to the condition of the track under River Road and High Road and to the bridge adjoining 8, Kent End, which are stated to be blocked or damaged.	That no action be taken with regard to the track, which is now disused, and that the bridge will be examined.
3.	<i>Cadford.</i> (i) Complaining of litter in the main road through the Village and asking for litter bins to be provided, or the road cleaned up more frequently.	The provision of litter bins is a matter for the Parish Council or Rural District Council and is not the responsibility of the highway authority. The road is cleaned as often as the labour situation permits.
	(ii) Letter from the Rector of Stockton complaining of the dangerous condition of the bridge facing between Stockton and Colford where Haddon Lane joins the property of Messrs Stratton Bros.	The necessary repairs will be carried out as soon as possible.
4.	<i>Cricklade.</i> (i) (Min 130(8)-1951). Again complaining that the "School" signs in Bath Road, Cricklade, are badly sited and asking that they should be re-sited.	One sign will be re-sited in a position which has been agreed by the Parish Council.
	(ii) Asking that a footpath should be provided in Bath Road, Cricklade, past the School.	That as there are no funds available for this work, no action be taken.
5.	<i>Filflete.</i> Requesting consent to the erection of a seat on the grass island known as Haxton Penn and asking the County Council to provide concrete edging or alternatively posts and chains around the site.	(i) That no objection be raised to the erection of a seat by the Parish Council, provided the exact position is approved by the County Surveyor and the Parish Council undertake the future maintenance of the seat. (ii) That as there are no funds available for providing edging or posts and chains which would form an obstruction, no action be taken.
6.	<i>Ludgershall.</i> Asking for red reflector discs to be provided on the railway bridge on road A. 342 at Ludgershall.	That a red reflector disc be erected, and that the County Surveyor be instructed to investigate the provision of additional warning signs at the railway bridge on road A. 342.

No.	Parish and Subject.	Committee's Decision.
7.	<i>Lynchem.</i> (Min 174(14)(ii)-1951). Stating that when the footpath at The Green was completed, the level of the road was raised, causing flooding from Godwin's Timber Yard along the path to Edmond's Yard, and asking for this to be remedied.	The level of the road has not been raised, but the County Surveyor will take any action possible to remedy this flooding.
8.	<i>Market Lavington.</i> (Min. 130(14)-1951). Asking whether, if the adjoining owners agree to bear the expense of laying gullies and hardcore on a section of Cemetery Lane, which is not a repairable highway, the County Council will assist in making good the surface and accept future responsibility for its upkeep.	That the Parish Council be requested to submit a scheme for the repair of this road.
9.	<i>Marston Meysey.</i> (i) Asking for open fencing to be provided on the south side of the road junction at the southern end of the Village, in order to give increased visibility.	That as there are no funds available for this work, no action be taken.
	(ii) Calling attention to the narrow bridge at Westone Cottage, Marston Meysey, and asking for "Narrow Bridge" signs to be erected.	That a "Narrow Bridge" sign be erected on the Wilshire approach to this narrow bridge and that the Gloucestershire County Council be requested to take similar action.
10.	<i>Melkham Without.</i> Asking that bollards should be provided behind the bus stop near the entrance to the Old People's Home at Shaw House, Bath Road, to protect the public from the ditch.	That a railing be erected as requested.
11.	<i>Rowde.</i> Calling attention to the unsatisfactory condition of Bunnies Lane from Myrtle Farm to the junction of the road leading from Cock Road, Rowde.	There is no provision in current year's estimates for metalling this section of road, but curbed material will be laid when available.
12.	<i>Sandwich.</i> Asking for the provision of warning signs at the point where children cross the main road through the village from the School to the Village Hut, which is used as a dining room.	That as there are "school" signs on either side of the school, which is within a built-up area, no action be taken.
13.	<i>Winterbourne.</i> Letter from Mr. J. S. Judd requesting the adoption of the road known as Portway as the main traffic route, in place of the section of Route A. 339, which passes through Winterbourne Dawbury.	That no action be taken.

No.	Parish and Subject.	Committee's Decision.
2	Bromham. Asking for the provision of warning signs at Church Hill, Bromham, and asking for this point to be scheduled for improvement at an early date.	That as warning signs are not considered necessary and that as there are no funds available at present for an improvement at this point, no action be taken.
3	Compton Chamberlayne. Request from the Compton Chamberlayne Parish Meeting supported by the Salisbury and Wilton Rural District Council that attention be given to the bridge path leading from Pigotts to the Salisbury-Shutebury Road.	That as no funds are available for this work and that the bridge path is not included in the schedule of county highways, consideration of this matter be deferred pending the completion of the survey of rights-of-way under the National Parks and Access to the Countryside Act, 1949.
4	Chalderton. Letter from the Amesbury Rural District Council asking for repairs to be carried out to the bridges over the Bourne at Chalderton.	The County repairable bridges in the district are in reasonable condition and the complaint presumably refers to privately owned bridges over the Bourne.
5	Corsham. (i) Asking for a short extension of the footpath adjoining the bus stop on the Bath Road near the entrance to Rufloe Estate, Corsham.	That as there is no provision for this work in the current year's estimates and that at the present time there are many other roadworks in the area, which would preclude this work from being carried out, this matter be considered when next year's estimates are being compiled.
	(ii) (Min. 247(7)(i)-1951). Stating that the Parish Council consider that the footpath which existed before the War on the Lyppard Road, Corsham, should be restored in the interests of public safety, as a matter of urgency.	That as there are no funds available to restore the footpath at the present time, no action be taken.
6	Cricklade. Asking for repairs to be carried out to the footway near the Mixed School, Cricklade.	That arrangements will be made for minor repairs to be carried out.
7	Longbridge Deverill. (Min. 247(14)(i)-1951). Letters dated 3rd and 7th August from Mr. G. A. DeLoose regarding Longbridge Deverill Cross-roads.	That Mr. DeLoose be informed that the special signs ordered have not yet been delivered.
8	Market Lavington. (i) Request from the Market Lavington Parochial Church Council for the paths leading to the Parish Church to be resurfaced by the County Council at their expense.	That the County Surveyor be authorised to carry out this work at the expense of the Parochial Church Council.

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No.	Parish and Subject.	Committee's Decision.
(b) (Min. 207(8)-1951).	Asking whether an indication could be given of the proportion of the cost which the County Council would accept as a contribution from the frontagers towards the cost of resurfacing a section of Cemetery Lane.	That the County Surveyor prepare an estimate of the cost of the work and the Parish Council be asked to indicate how much the frontagers would be required to contribute.
9	Melksham Without. Asking for improved warning signs at the junction of the Compton and Bath Roads at Shaw.	That as there are adequate warning signs at this junction and visibility is satisfactory, no action be taken.
10	Monkton, Fairbairn. (Min. 247(16)-1951). Requesting consent to the erection of a bus shelter on the grass verge at the bus stop by the King's Arms Inn, Monkton Fairbairn.	That the Parish Council be requested to suggest another site for the bus shelter as the proposed site is not satisfactory.
11	Ramsbury. Complaining of the condition of the road near Goshie Farm, Oxford, and asking for this to receive attention.	That minor repairs will be carried out.
12	Shalbourne. Letter received through the Chief Constable from the Shalbourne Women's Institute regarding the need for danger signs in the village.	That S'hood signs be provided.
13	Southwick. (i) Requesting consent to the erection of a bus shelter in the village.	That the Parish Council be requested to suggest another site as the proposed site is not satisfactory.
	(ii) Asking for the footpath to be extended to the new houses at Holmington Lane, Southwick.	This work has not been completed.
	(iii) Asking when the ponds at Adley Farm and Dunkirk Farm will be super-elevated to improve conditions at these junctions.	That as there is no provision in this year's estimates for this work, no action be taken.
14	Tilford. (i) Letter from the Amesbury Rural District Council suggesting a one-way system of traffic by the provision of Keops Left Bollards in the centre of the village at Tilford.	That while the Committee consider that the erection of bollards at this point is desirable, it would not be practicable to provide them at present in view of the extensive military traffic in this locality.
	(ii) Letter from the Tilford Women's Institute requesting permission to plant four Bowering trees at Tilford.	That permission be granted, subject to the plans of the trees being approved by the County Surveyor.

Devizes Rural District Council (RDC) Register of ROWs under 1932 Act

a. Date. 1934

b. Relevance.

The object of the 1932 Rights of Way Act was to simplify the law relating to the proof or disproof of disputed Highways of all kinds.

Following the act in the 1930s local authorities, in Wiltshire's case Rural District Councils, created registers and maps of rights of way within each parish.

c. Archives. WSHC, Ref. G5/250/2

d. Meaning.

The Devizes RDC Register of Rights under the 1932 Act contains, by parish, a "List of Unmetalled Lanes or tracks which are Public Highways".

Entry no. 9 for Market Lavington is as follows:

"Name of Track"	Cemetery Lane
"Leading from"	New Road
"Leading to"	Cemetery, thence Lavington-Urchfont Road

Until the 1950s Drove Lane was called Cemetery Lane.

At the western end of Drove Lane today is Kings Road. Entries on the same page for Easterton (Oak Lane, The Drove & Vicarage Lane) as well as Market Lavington (Windmill Lane & Fiddington Common) make it clear the road referred to as New Road is today Kings Road

The OS25inch Wiltshire Sheet XL.14 Second Edition (revised 1899,published 1900) shows a cemetery existed on the southern side of what is now called Drove Lane in the early 20th century.

The B3098 at the eastern end of Drove Lane runs from Market Lavington to Urchfont.

This entry is therefore describing the entire length of Cemetery Lane (as at 2024, Drove Lane) as an Unmetalled Lane or track.

DEFINITIVE STATEMENT				
LIST OF UNMETALLED LINES OF TRAFFIC PRIOR TO PUBLIC HIGHWAYS.				
NAME	NAME OF TRACK	Leading from	Leading to	STATUS
Market Lavington (Ded.)	8.	Junction with No. 9	Polley Lane	
	9. Oak Lane	Top of Hill, Churchill Cottages	Junction with New Road	
	10. The Grove	Market Street, near Belvidere Gate	Junction with New Road	
	11. Victoria Gate	New Road, near Tilshead	Junction with No. 9	
Wickham Lane	1.	Street Boundary in Wickham Lane, from	Wickham Lane, Gore	
	2.	Churchill Cottages - Salisbury Road at South	Ball Street, Tilshead	SPUR ROAD
Market Lavington	1. Ridgway	West Lavington Boundary	Easterton Boundary	
	2. West Lavington track	Junction with Lavington Hill Road at	West Lavington and thence to Gore Cross	
	3.	Old Market Lavington - Salisbury Road, on	Candown and thence to Tilshead	
	4.	----- do -----	New Copse and thence to Tilshead	
	5. Russell Mill Lane	Market Lavington Road, Spin Hill	Russell Mill and West Lavington	
	6. Windmill Lane	----- do -----	New Road, thence to Bottom Ledge Hill	
	7. Wick Lane	Market Lavington Road, top Ledge Hill	West Lavington near A'Becketts House	
	8. Fiddington Common	New Road	Fiddington Common	
	9. Cemetery Lane	New Road	Cemetery, thence Lavington - Wickham Road	
	10. Ridgway	Old Market Lavington	Tilshead - Gore - etc	
Market Lavington	1. Church Hill Road	Churchill Cottages - Salisbury Road, near Church	Church Hill	
	2. Tilshead	Market Street to Church Hill Road	Thence joining Market - Salisbury Road at Belvidere Gate	
Polley Lane	1.	Salisbury Road via Ball Street	New Road and Salisbury - Salisbury Road	SPUR ROAD
Polley Lane	1. Farn Hill	Wickham Road near Windley Farm	Market and Gore	
	2. New Lane	Wickham - Salisbury Road near Church Hill	Junction No. 1 (Farn Hill)	
	3. Five Lanes	Wickham Road near Windley Farm	Five Lanes Hill and Bottom Ledge Hill	
	4. Field Lane	Wickham Road near Windley Farm	Junction No. 2 (Five Lanes)	
	5. Bottom Lane	Wickham Road, near Church Hill	Junction No. 3 (Five Lanes) thence to Gore	
	6. Bottom Lane	Wickham Road near Church Hill	Junction No. 3 (Five Lanes) thence to Farnhill	
	7. Bottom Lane	Wickham Road, Church Hill, also No. 3	Bottom Street, near Church Hill	

Photo: 1932 RoW Act EAST-POTT unmetalled (G5-250-2): *Entry for the application route, then known as Cemetery Lane*

The table below shows the eight other entries for Market Lavington. In five cases the route clearly maps on to a route on the Definitive Statement, there are a number of candidates (BOATs) for no.3 and no.4 and no obvious match for no.8.

	Name of Track	Leading from	Leading to	PROW No. and status
1	Ridgway	West Lavington Boundary	Easterton Boundary	MLAV28, Byway Open to all traffic
2	West Lavington track	Junction with Lavington Hill Road at "Nap Farm"	West Lavington and thence to Gore Cross	MLAV26, BR
3		Old Market Lavington – Salisbury road, on plain	Candown and thence to Tilshead	?
4		----- do -----	New Copse and thence to Tilshead	MLAV29: Byway Open to all traffic?
5	Russell Mill Lane	Market Lavington Road, Spin Hill	Russell Mill & West Lavington	MLAV7&MLAV2, BR
6	Windmill Lane	----- do -----	New Road, thence to bottom Ledge Hill	MLAV9, BR
7	Wick Lane	Market Lavington Road, top Ledge Hill	West Lavington near A'Becketts House	MLAV6: BR
8	Fiddington Common	New Road	Fiddington Common	No obvious match

The Register also contains a “LIST OF PUBLIC FOOTPATHS WITHIN THE PARISH OF EASTERTON” and a “LIST OF PUBLIC FOOTPATHS WITHIN THE PARISH OF MARKET LAVINGTON”. The route of Cemetery Lane does not appear in either list, although Cemetery Lane is referred to as the starting point for a number of footpaths

PROVIDED BY THE EASTERTON CHURCH
LIST OF PUBLIC FOOTPATHS WITHIN THE PARISH OF EASTERTON

NAME OF PATH	FROM	TO	Has path been down required if so by whom?	Any restrictions in the public law?	Notes	Is path shown on the map?
1	drove	Old & Cemetery Lane				
	Old & Cemetery Lane	Market Lavington		P.C.		
2	By of drove	"Crossways"				
	"Crossways"	Pettiford				
3	Forest Lane	St.				
4	Forest Lane	Bartham Road				
5	Forest Lane	Eastertown to Woodfont				
6	Easterton Street	St. John's Hill				
7	Easterton Street opposite White Street	Opposite Cemetery Lane				
8	Easterton Clay near Berry Pond	Market Lavington				
9	From Eastertown, near Berry Pond	Woodfont boundary the mile to Pettiford & Lavington				

Photo: 1932 RoW Act EAST footpaths (G5-250-2):

THE RURAL DISTRICT COUNCIL OF SALISBURY
LIST OF PUBLIC FOOTPATHS WITHIN THE PARISH OF MARKET LAVINGTON.

No.	From	To	Notes	Other	Remarks	Remarks	Remarks
1	From the road	to the road	Public footpath				
2	From the road	to the road	Public footpath				
3	From the road	to the road	Public footpath				
4	From the road	to the road	Public footpath				
5	From the road	to the road	Public footpath				
6	From the road	to the road	Public footpath				
7	From the road	to the road	Public footpath				
8	From the road	to the road	Public footpath				
9	From the road	to the road	Public footpath				
10	From the road	to the road	Public footpath				
11	From the road	to the road	Public footpath				
12	From the road	to the road	Public footpath				
13	From the road	to the road	Public footpath				
14	From the road	to the road	Public footpath				
15	From the road	to the road	Public footpath				
16	From the road	to the road	Public footpath				
17	From the road	to the road	Public footpath				

Photo: 1932 RoW Act MLAV footpaths (G5-250-2):

e. Assessment.

It is significant that “Cemetery Lane” is listed for Market Lavington in the section headed “Unmetalled tracks” and that it does not appear in the list of public footpaths in Market Lavington and that the entire length of Cemetery Lane is included.

In addition five of the other “Unmetalled tracks” clearly map on to present day public byways or bridleways and two in probability correspond to public byways running across Salisbury Plain. Only the present day location of the entry for Fiddington Common is more difficult to identify. In light of the present day (2024) rights of these other tracks it is reasonable to believe those along the entire length of Drove Lane should be similar.

Although not conclusive evidence of any right of way and its status this register provides very good evidence of reputation of Cemetery Lane (now Drove lane), produced as it was under the auspices of the Rural District Council and as a result of a process initiated in Parliament, as a Public Highway with either bridleway or byway rights.

Wiltshire Highway Records map

- a. Date. This document was produced after the County took responsibility for highways from the RDCs in 1930, and is still in use and maintained by the County Council.
- b. Relevance. It shows routes for which Wiltshire Council considers it has maintenance responsibility. It does not indicate what rights are associated with the route.
- c. Archives. This document is held at the Wiltshire CC Highways Records Office, Trowbridge. The maps were scanned circa 2006 and are held online.
- d. Meaning. The base map for the Market Lavington area is the 1926 (revised 1922) Wiltshire Sheet OS6" XL.SW.

The map shows the eastern part of Drove Lane (as it is named in 2024) coloured blue and labelled C.7097. The western part is uncoloured but annotated "CEMETERY LANE".



- e. Assessment.

This map gives no indication as to what rights exist along the uncoloured portion of Drove Lane but it confirms that it was previously named "Cemetery Lane."

Cemetery Lane is referred to in many of the WCC Roads and Bridges, Devizes RDC and Market Lavington Parish Council minutes.