

# *Account of Purley on Thames*

## Footpaths

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### *Introduction*

This article deals with the paths and roads which do not form part of the adopted highway network. There are a wide variety of types and these are described below. There then follows a description of the several specific paths which are to be found in Purley.

The numbers that are used for reference started with those used for the definitive footpath map and was extended to include the many other paths and rights of way which were not included. In 1991 Berkshire County Council added a great deal of confusion by re-numbering some footpaths and adding suffixes to some others. These changes have been ignored and the original numbering scheme retained with appropriate warning notes.

### *Footpath Classification*

As well as the public highways there are a number of other forms of path along which the public have a right of passage. These are:-

**Footway (FW)** - a strip of land alongside a public road or linking two public roads. These are paths which form part of the highway network and which are formally adopted by the Highway Authority (in Purley's case this is West Berkshire Council) who have ownership of the land and have the responsibility for maintenance. In most cases they are paved and are often referred to as 'pavements' **Footpath (FP)**- these are routes which are generally very ancient and over which the public have a right of passage on foot only. The land over which the path passes is however nominally in private ownership and the land owner is responsible for its maintenance.

**Bridleway (BR)** - these are in many ways similar to footpaths, except that the right of way extends to their use by horses and riders as well as pedestrians.

**By-ways (BW)** - again these are similar to bridleways but usage is extended to wheeled vehicles.

**Permitted Path (PP)**- a footpath, bridleway or by-way over which the public have permission to pass granted to them by the owner of the land who is at liberty to withdraw that permission at will.

**Unadopted Road (UR)** - these are similar to by-ways but generally of more modern construction and serve adjacent properties rather than as a section of route. To most people they appear the same as a public highway, although usually they are not paved. Technically the land remains in the ownership of the adjacent landowners and they may refuse rights of passage to all but other adjoining landowners with whom a covenant usually exists granting mutual rights.

**Private Road (PR)** - a road over which the public has no right of passage but which has been constructed for the use of residents or adjacent landholders.

Purley has some of all these types of paths. They are described and identified below.

### *The First Schedule of Paths*

The first definitive maps of footpaths were made in the 1930s when there were many disputes as to what was and what was not a public right of way.

The first schedule of footpaths in Purley was drawn up in 1934 by the Parish Council who were

responding to a request from the County Council. The list that was drawn up was hotly contested but 12 footpaths were eventually agreed. These were given official numbers and were defined

as:-

FP 1 Commencing at Chain Arches, continuing to railway under bridge to Scrases Farm.

BW 2 Bridle path from Westbury Lane on north side of Railway and thence to Purley village via Purley Lodge.

FP 3 From a point on the main road adjoining the gardeners cottage of Westfield Lodge, over railway bridge to join footpath no 2.

BW 4 From main road at Church turning (Purley Village) to Mapledurham Lock

FP 5 From opposite New Hill and on east side of 'The Dawn' skirting Pike Shaw and thence through Greyhound Kennels to Westwood Row near old Chalk pit.

BW 6 Bridle path entering from east side of Purley Copse and adjoining Mr Askey's house, crossing footpath no 5 and continuing to Dark Lane.

FP 7 From a point directly opposite Roebuck Hotel following the Borough boundary and terminating at Westwood Row.

FP 8 From Sulham Lane, crossing footpath no 9 at a point north side of Vicarage Copse and entering Long Lane near Lewdham Corner.

BP 9 Bridle path commencing from main road on east side of Purley Post Office, skirting Harry Jaws wood and thence through Vicarage Copse to the top of Sulham Hill.

FP 10 From footpath no 5 at the south side of Pike Shaw continuing past south side of Menpes Fruit Farm across Long Lane to BP no 9

FP 11 From Sadler's Farm crossing Sulham Hill, through Sulham Wood crossing Sulham Lane and terminating at Tidmarsh Mill.

FP 12 From main road opposite St Nicholas' church to footpath no 11.

The Parish Council had been engaged on marking out the footpaths for the Ordnance Survey during the summer of 1930 and the schedule was presented to the Parish Council meeting on August 2nd. 1934. In November further objections were raised. After a great deal of further argument FP10 was dropped and the list submitted to the Ordnance Survey for incorporation into their maps.

### *The 1954 Schedule*

Rights of way were redefined under the National Parks and Access to the Countryside Act of 1949 when County Councils were ordered to produce and maintain definitive maps. On 3rd May 1954 the County Council issued their new schedule based on the 1934 list, with FP 10 omitted and a few modifications to the wording. Over the next 30 years a number of changes were made by orders, either of the County Council, or post 1974, by Newbury District Council.

Over the years the Parish Council has taken a great interest in its footpaths, ensuring that they are properly maintained and signed. At intervals Parish Councillors have walked the routes preparing reports on work to be done. and the Ramblers Association have done likewise. As a result Purley's footpaths have all been retained and are well used. In the early 1970s in a co-operative venture with neighbouring parish councils, an area map showing the footpath network was produced and copies are still produced and used twenty years later.

### *The Exercise of 1986*

In 1986 the Parish Council decided to update their schedule of footpaths and check into the status of a number of paths which were well used. It turned out that many of these were in fact footways which had been or were to be adopted as 'Highway'. Numbers were allocated to them and these are the ones used to describe the various routes below. The County Council re-drew the definitive maps and made them more widely available. Mounted and decorated versions of these were made and Purley's copy was kept on the wall in the Parish Room.

## *County Council Re-Numbering*

In 1991 the County Council made a major update to the schedule of footpaths to consolidate changes made since 1986 and also to incorporate changes to the parish boundaries as a result of the 1977-1990 review. Paths 1-8 retained their numbers, although there were some modifications. Path 9 was deleted as it had been transferred to Pangbourne and what had been path 11 was renumbered 10 just after the new Calley's Alley adoption had used 10. Calley's Alley became 11 after violent protest from the Parish Council who took the matter to the Minister. He took the view that the matter was of purely local concern and refused to intervene so the County Council went ahead with their renumbering and the Parish Council ignored it

### *The Paths*

In the descriptions that follow, points on the footpath are lettered

A, B, C etc. for reference.

#### **1 Chain Arches to Scrases Farm**

In 1934 this path started from the Chain Arches bridges opposite Sulham Lane (A) and went diagonally across the field to the tunnel under the railway bridge. (B) It then ran diagonally across a second field to (C) and then along the edge of a third field to Westbury Lane. (D)

This was diverted on 21/6/65 to follow footpath 7 as far as the sewage farm (E) and then to run alongside the railway to the north side of the tunnel (B). To avoid walking over crops however many people preferred to continue alongside the railway (F) and walk around the field boundary.

It also became customary for many people walking from the river to Westbury Lane to take a short cut along the farm track which crossed the fields towards Scrases Farm from footpath 7 (G-H-C). This was closed off by the new owners when Scrases Farm was sold and renamed Springs Farm in 1987. For a time in Spring 1987 there was an obstruction of barbed wire fencing across the footpath at point C, but this was soon removed and the route signposted.

#### **2 Westbury Lane to Purvey's Bridge**

In 1934 it was proposed as a bridleway from Westbury Lane on north side of Railway and thence to Purley village via Purley Lodge. In fact it was made a footpath and ran only the short stretch alongside the railway from Westbury Lane Bridge to Purvey's Lane Bridge, where the bridleway continued as BR 3.

This path has a special interest in that it contains three Great Western Railway property markers of 1890.

#### **3 Purley Rise to Village**

In 1934 it was proposed that this run from a point on the main road adjoining the Gardeners cottage of Westfield Lodge, (The Garden House) over the railway bridge to join footpath no 2. In the event it carried on to Purley Village and it was footpath 2 which stopped at the north end of the Bridge.

This path has a somewhat complex history. Its southern section from the main road adjacent to the Garden House (A) to a point half way to the railway (B) is now officially a Bridleway, but in fact a By-way (BW ) and the houses on either side are reckoned to be on Purley Rise. At point B there is a row of bollards to prevent through traffic. From here to the railway bridge (C) the road is made up but unadopted as Winston Way (UR ). At point C the bridge formed a diversion to the ancient Village Street built when the railway came, to serve the dual purpose of the diversion, plus a drove road from Belleisle Farm to the meadows to the north. Across the bridge (D) footpath 2 joins. The path then swings away from the railway following the original line of the Village Street to point E. At this point it swings away to the north to follow the boundary wall of Purley Lodge, rejoining the Street at the bottom of Purley Lane (F).

#### **4 New Hill to Mapledurham Lock**

In 1934 it was proposed that this run from the main road at the Church turning (Purley Village) to Mapledurham Lock. This line roughly follows what used to be Marsh Lane (see 71) and is in three distinct parts.

The section from Purley Village to just before the end of Wintringham serves a number of houses and is an unadopted road (UR 59). It is however owned by the Bucknell Trust and not by the adjacent land owners who merely have a right of access to their properties. The second section continues to a locked gate from whence the private road to the Lock for Thames Water traffic (PR ) swings off to the west. The footpath then continues through the meadow to join Purley 8 just east of the lock. At one time it ran over a small wooden bridge so that when the Huscarle Cut was flooded, it was possible to walk to the lock. But this fell into dis-repair when the private road (PR) was constructed via a causeway. The last remnant of the bridge survived until 1992. The Parish Council have for some time now been pressing the Countryside Commission to restore the bridge.

#### **5 New Hill to Tilehurst**

In 1934 it was proposed that this run from opposite New Hill and on east side of 'The Dawn' skirting Pike Shaw and thence through Greyhound Kennels to Westwood Row near the old Chalk pit. The section from New Hill (A) to the Parish boundary (B) became Purley 5 and then the remaining section became the eastern end of Tilehurst 16.

The northern part of the route has become one of Purley's most travelled paths, providing a link between the bus stop at the top of New Hill and the estates on Cecil Aldin Drive (C) and Highfield Road (D). For many years the official route from where it emerged from the development to skirt Pike Shaw was ignored and people preferred to take the path through Pike Shaw.

With the construction of the Wimpey estate it became obvious that the southern part of FP 5 was going to be disturbed, the question was what was the best final solution. In the end it was decided to first divert the path down the newly constructed Simon's Close and along the verge of Knowsley Road to enable people to be kept away from the mud and dangers of the construction site. But although this diversion was properly made, the public ignored it and continued to walk through the mud. After a Public Enquiry held in 1985 it was finally agreed that the southern section would be extinguished as a footpath and alternative routes adopted as Footways under Highways powers. Thus the Footpath 5 Purley (Part) Public Path Stopping-Up Order 1983 was issued on 7th November 1983.

Subsequently the County Council paved the path making it much more usable in bad weather.

#### **6 Main Road at Purley Copse to Tilehurst**

In 1934 this was proposed as a bridle path entering from the east side of Purley Copse and adjoining Mr Askey's house, crossing footpath no 5 and continuing to Dark Lane. It was made into a short stretch of bridleway within Purley joining the Oxford Road to Tilehurst 16.

The continuation to Dark Lane was by way of Tilehurst 2 but this is now a very short stretch linking to Fulbrooke Crescent and the path to Dark Lane has effectively been replaced by Cotswold Way.

The path has been paved for some time now and used as an unadopted Road by three adjacent properties. At the northern end the paved path leads into Theobald Drive and away from the official line which remains close to the western boundary and unused..

#### **7 Chain Arches to Thames Towpath**

This path was not included in the 1934 proposals. It roughly follows the Sul Brook from the Chain Arches Bridge to the Thames to join Purley 8 by its bridge over the brook. Its southerly portion forms part of the diversion of Purley 1.

In their revision of 1991 the County Council split this into two portions, 7 and 7A apparently missing out the section under the railway bridge. which they claim as being within the Parish of Pangbourne and part of Pangbourne FP24.

## **8 Purley Ferry to Pangbourne (towpath)**

This path did not form part of the proposals made in 1934. How it came to be overlooked is rather remarkable. It is formed from the towing path alongside the northern bank of the Thames, extending Pangbourne 25 to the Purley Ferry.

The path has a number of stiles, some of which was rather difficult to climb, and a small bridge over the Sul Brook. Many of these stiles have been replaced in recent years by kissing gates.

The eastern end also forms un-made-up road UR 54 (River Gardens)

The owner of 26 River Gardens has for some time encroached onto the path and enclosed it within his garden.

Generally the path suffers badly when the Thames is high. Particularly bad are the parts just to the west of River Gardens and about mid way between the lock and the Sul Brook.

## **9 Sulham Lane to Pangbourne**

In 1934 it was proposed that this consist of a bridle path commencing from main road on the east side of Purley Post Office, skirting Harry Jaws Wood and thence through Vicarage Copse to the top of Sulham Hill. In practise none of the proposal was accepted and Purley 9 became a short spur from Sulham Lane to extend Pangbourne 20 through Purley Parish.

The proposal covered the sections BW 28 and BW 29 (Goosecroft Lane) Then a section that is now closed off. Then part of PP 63 and following the track of the proposed path 10.

In April 1991 this was transferred to Pangbourne and became part of Pangbourne FP20.

## **10 Footpath 5 to Sulham Lane**

In 1934 it was proposed that this run from footpath no 5 at the south side of Pike Shaw continuing past the south side of Menpes Fruit Farm across Long Lane to Bridle Path no 9. The section from Footpath 5 (A) to Long Lane (B) became part of Tilehurst 16 and the section from Long Lane to Harry Jaws Wood (C) was challenged and was never officially declared a footpath. For many years however access was possible along the parish boundary to the south of Austral but around 1980 the path was sold to the new purchaser of Oakdale and incorporated into his garden. The public had rarely used it for fifteen years or more.

From point C around the northern boundary of Harry Jaws Wood the path follows Permitted path 63. When this swings south to skirt the eastern side of the quarry (D), FP 10 continued along a farm track to Sulham Lane (E). This is now closed to the public. Across Sulham Lane it continued as Purley 9.

## **11 Sulham Woods to Oxford Road**

In 1934 this footpath was described as starting by Sadlers Farm and going over Sulham Hill, through Sulham Woods to Tidmarsh Mill. Much of this of course is not in Purley Parish and the route finally agreed seems to take in Purley 11, Permitted path 63, Sulham 2, Sulham 2A and Tidmarsh 4.

The part in Purley ran from a stile on Purley Rise (A), up the hill along the edge of the field to another stile (B) across another Field to point (C) from whence becoming Sulham 7 and then Tilehurst 6.

On 1/2/1978 a Diversion Order came into force which deleted the section from A to B and brought the path from the Stile (B) through a small copse and into Beech Road (D). In practice however people ignore the stile and walk across a narrow neck of land between the copse and Harry Jaws Wood to join permitted path 63. (E)

In 1987 the Parish Council had conversations with Michael Moon of the Henry Scutt Trust with a view to making this the official line. This is the line which is preferred by the Trust and they agreed to plant trees along the line to try to lessen land slipping sideways across the path. The cost of going through all the official procedures for diversion just were not worth it so both parties agreed to let sleeping dogs lie.

In 1991 the section of one of Sulham's footpaths to the east of Harry Jaws Wood as far as Tilehurst FP 6 was transferred to Purley as an extension of FP 11.

## **12 Long Lane to Knowsley Road**

This rather peculiar footpath was created to cope with problems caused by obstructions to Tilehurst 16 when the Wimpey estate was built. There were in fact two separate diversions. The first in 1980 caused immense problems because it was not done properly at first. Eventually it made a short diversion around a garage that had been constructed at the end of Cornwall Close and then ran alongside the rear fence of Apple Close to join Purley 5.

The second diversion made in 1982 brought it away from Apple Close to follow parts of Cornwall Close, Devonshire Gardens, Warley Rise, Brierley Place and the linking footways.

Most of this has now been adopted as highway but the order has not been revised. In 1991 this was all transferred to Tilehurst. At the same time a short portion of Tilehurst FP 19 was transferred to Purley as its new FP 12. This ran from Knowsley Road to the rear of 4 Kernham Drive. Also a short portion of Tilehurst FP 3 was added to become the new FP 12A.

In 2016 West Berkshire Council discovered that part of the route which had been occupied by houses on the corner of Kernham Drive and Knowsley Road had never been closed so a closure order had to be advertised and made, much to the bemusement of local residents.

## **13 The Thames Link Footpath**

The number 13 was reserved for the proposed extension of the towpath from the Roebuck as part of the Thames Long Distance Footpath. This is dealt with in a separate section below

## **18 Paths through Pike Shaw**

Pike Shaw was acquired by the Parish Council as the Purley part of the public open space required for the Wimpey Estate. It had been the route most people preferred to take as the extension of FP5 before the estate was built and for many years people just wandered around at will. In 1992 however the Parish Council set about regularising the paths through the wood and a 'Friends of Pike Shaw' was set up to take care of it. Part of their remit was to mark out woodland paths and surface them with wood chippings. This has been done and has greatly controlled the damage that was occurring before.

## **28 Beech Road to Purley Rise (Goosecroft Lane)**

This is a very ancient road which for some years had a nameplate 'Beech Road' although most people referred to it as 'Beech Lane' It as for many years used by cars travelling to the recreation ground but when Beech Road was extended the usage by cars all but ceased. The County Council tried to get the road closed, and so many believed sold off to adjacent landowners, but the Parish Council took them to Court and the status was left unchanged.

## **29 Beech Road to Recreation Ground**

This was a continuation of Goosecroft Lane to the south of Beech Road. Its status is quite different as the land is owned by the Henry Scutt Trust and users of the Recreation Ground are permitted to use it.

In 1986 the Parish Council in conjunction with the Sports and Social Club had it paved. This forms part of the 1934 proposal for Purley 9

## **30 Purley Rise to Allotments (Winston Way/Purvey's Lane)**

This has been mainly dealt with under BW 3 above. The section over the Railway and along Winston Way was granted as a right of way to the Parish Council and the allotment holders when the allotments were opened, with access from Nursery Gardens.

## **38 Calley's Alley**

This odd stretch of footpath links River Gardens to the end of Chestnut Grove. It was originally owned by a man called Calley who donated it to the PPPOA as a public footpath but it remained as a private permitted path for many years until the 1986 review by the Parish Council. It was decided to make the path official and the necessary declarations were made by local residents asserting that it had been open to the public for 50 years and more. As a result a draft order was made to include it in the definitive schedule and it was at first given the number Purley 10. Almost before the ink was dry the County Council revised their schedule and renumbered 11 as 10 as they were unable to cope with gaps in the numbering

because of flaws in their computer systems. Thus when Calleys Alley became definitive it took the next number 11.

### **39 Wintringham Way to Mapledurham Drive**

The strip of land at the end of Wintringham Way is owned by the PPPOA. Despite the Parish Council's desire to have an access to Bucknell's Meadow Recreation Ground it has been retained only as a permitted footpath, albeit only two metres long. A kissing gate has been installed to allow pedestrians' passage

### **45 Skerritt Way to Pill Box via Copse**

The copse at the east end of the Purley Beeches development, known as Warren Shaw, was made over to the Purley Beeches Residents Association who permitted the public to use the path through it. In 1993 as part of the creation of the Thames Footpath, this was made into a definitive footpath although no official number seems to have been issued.

### **63 Harry Jaws Wood to Sulham**

This permitted footpath starts where Purley 11 officially joins Sulham 7. It is a path permitted by The Henry Scutt Trust (Sulham Farm Estates). It runs due west and then follows the edge of Harry Jaws Wood, but running just inside it. By the old quarry it swings due south and skirts the top of the quarry face. It then follows a line through Sulham Woods linking to Tilehurst 5 and Sulham 1 as well as several other permitted paths of the Forestry Commission.

## *Footways*

Purley is well provided for with footways linking estates together and providing short cuts to the main roads and to bus stops. In recent years however these have been actively discouraged by the police as providing escape route for burglars and developers have refused to construct them. There is not a lot one can say about them and so we shall content ourselves with merely listing them:

- 14 FP5 to Cecil Aldin Drive
- 15 FP5 to Highfield Rd
- 16 FP5 to Simons Close
- 17 FP5 to Huscarle Way
- 19 Simons Close to Menpes Rd
- 20 Menpes Rd(N) to Knowsley Rd
- 21 Menpes Rd(S) to Knowsley Rd
- 22 The Hydes to Brierley Place
- 23 The Hydes to Apple Close
- 24 Brierley Place to Warley Rise
- 25 Devonshire Gds to Warley Rise
- 26 Cornwall Close to Apple Close
- 27 Cornwall Close to FP12
- 31 Farm Close to New Hill
- 32 Primrose Close to New Hill
- 33 Primrose Close to Lilac Close (lower)
- 34 Primrose Close to Lilac Close (steps)
- 35 Thames Reach to Chiltern View
- 36 Church Mews to Park Walk
- 37 Waterside Drive to Brading Way
- 41 Hazel Rd (W) to Oxford Rd
- 42 Hazel Rd (E) to Oxford Rd
- 43 Skerritt Way (W) to Oxford Rd

- 44 Skerritt Way (E) to Oxford Rd
- 46 Marshall Close to Hazel Rd
- 48 Oxford Rd to Goodliffe Gdns (N)
- 49 Knowsley Rd Goodliffe Gdns (N)
- 50 Goodliffe Gd (N) to Goodliffe Gdns (S)
- 51 Tilehurst FP16 to Goodliffe Gdns (S)
- 52 Knowsley Rd to Goodliffe Gdns (S)
- 53 Lister Close (W) to Purley Village
- 60 Lister Close (E) to Purley Village
- 61 Primrose Close to St Mary's Ave
- 62 Primrose Close top to bottom
- 64 Long Lane to Bowling Green Lane
- 65 Lilac Close to Chiltern View

### *Unadopted Roads*

The following roads were not suitable for making up in 1977 and hence have remained unadopted, although open to the public. The ground of the roads is owned by the PPPOA unless otherwise noted.

#### **40 Mapledurham Drive to Mapledurham Lock**

Owned by the Bucknell Trust

#### **54 River Gardens**

#### **55 River Gardens to Mapledurham Drive**

#### **56 Park Walk**

#### **57 The Short**

#### **58 Oak Tree Walk**

#### **59 Mapledurham Drive**

### *Private Roads*

The following roads are private roads with no public right of access

#### **40 Mapledurham Drive to Mapledurham Lock**

This road was built on a causeway to permit access to the lock by motor vehicles. Previously it had been served only by river traffic. It is protected by a locked gate on FP 4 near the end of Wintringham Way and a cattle grid from where it veers west from FP4 by the entrance to the River Meadow. Although access is denied to motor traffic it is well used by pedestrians and has been used in 1993 as a diversionary route for the towpath when work had to be done at the lock.

#### **47 Oxford Road Service Road**

This road was constructed when the County Surveyor decided that there were too many accesses onto the main A329. It cut across the fronts of nos 1085 to 1113 Oxford Road and all residents were granted a right of way. A single access was constructed between 1087 and 1091 but a second access was opened at the west end to make it easier for refuse collection vehicles. When Goodliffe Gardens was constructed the two most westerly properties had their access reversed and became 19 and 20 Goodliffe Gardens. Bitter inter-neighbour disputes have resulted in further private accesses being constructed.

## *Paths which have now disappeared*

### **70 The Western Extension of Purley Village Street**

Originally the Village Street ran almost straight towards Pangbourne joining Westbury Lane just before its junction with the highway. When Purley Lodge was built in the 1700's the road was diverted around their kitchen garden in a sweep to the north, along the line of the present BW 3.

When the railway came in 1837-1840 a bridge (Purvey's Bridge) was constructed to carry the road which dog-legged across. When the Purley Rise Estate was built in the 1920s and 30s the westerly end was replaced by Glebe Road on a slightly more northerly alignment.

People continued to walk across the patch of land which was then Purvey's Yard but when this was made available to build the Memorial Hall the Trustees were adamant that no public right existed and fenced off their eastern boundary, causing a great deal of acrimony. It had not been included in the 1934 schedule as being far too short to bother with.

### **71 Link from Purley Church to Roebuck**

The eastern end of the village street was closed off around the end of the 18th century when Purley Park was built. The road remained in use as a private road for the Park and New Hill was constructed for the use of the public. When the railway came the route was severed and a footbridge built beneath the railway. Steps were constructed to enable people to gain access to the church from Purley Park and the road abandoned. Metalled stretches can still be seen in the woods alongside the railway

To the north of the railway it swung towards the church across the Village Green to the junction with the drive to the Manor House outside the church.

### **72 The old line of the Turnpike**

The turnpike ran fairly straight from the Roebuck to Long Lane. When Repton came to advise on new mansion for the new Lord of the Manor in 1793 he advised building it on the line of the turnpike and diverting the turnpike to the south so that it was out of sight of the house. This was duly done and the road adopted roughly its present alignment leaving the old route redundant. It was used as the eastern drive for while but that was abandoned in favour of a new drive leading from the Lodge gates.

### **73 The Eastern End of Purley Village Street**

The village street continued from the church and then swung west roughly along the present line of Oak Tree Walk to pass the village pond to the south to join the present Village Street which is almost all that is left.

### **74 Marsh Lane**

Marsh Lane ran from the village pond to Mapledurham. At one time there is reputed to have been a bridge over the Thames there but it seems more likely that this bridge was in fact a ferry. As its name implies it ran through the marshes and was used mainly to carry chalk to the river for loading onto barges.

The road originated in an agreement made in the 14th century between Sir Thomas Huscarle of Purley and Sir John Bardolff of Mapledurham. Under it Sir John constructed the road over Sir Thomas' land and a stout wooden bridge over the river. Sir Thomas provided the chalk and probably took his corn to be ground at Mapledurham Mill as this seems to have been Sir John's main interest in the matter.

### **F Purley Village to Westbury**

This was the main link between the two Purley's Purley Parva and Purley Magna. It ran from the bottom of Purley Lane diagonally across the East Field to Westbury. It disappeared around the time of the enclosures in the mid 19th century presumably superseded by what are now footpaths 2 and 3.

### **G Eastern Boundary of Purley Parish**

A rather more shadowy way lay along the parish boundary to the east. It ran from the river at the Roebuck Ferry and headed south towards Tilehurst.

## *The Thames Walk*