

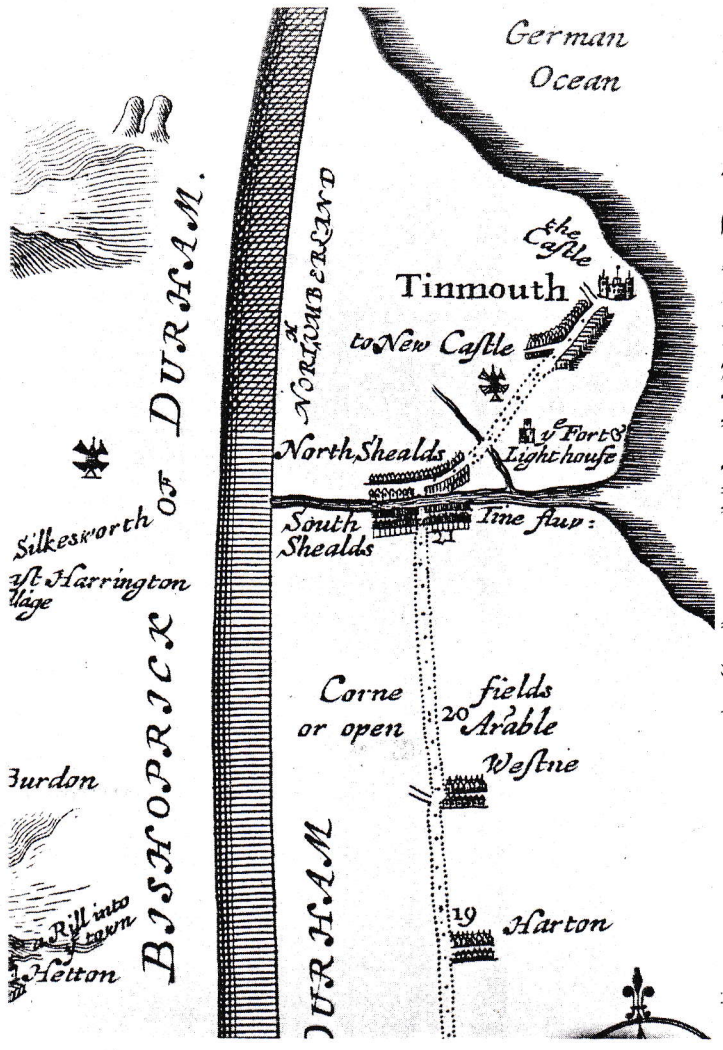
Transport and communications maps

routes by eliminating them from their estate plans, hoping that this would allow denial of any right of way. In 1697 an Act established procedure for highway closure with provision for reference to Quarter Sessions and from 1773 diversion by order of two or more justices of the peace became legal. Justices could close or divert unnecessary roads and footpaths, provided that the new way was more convenient to the public and not subject to appeal, and that the order and accompanying map were confirmed and enrolled by the Quarter Sessions. Plans accompanying most diversion and closure cases may show routes to be diverted, proposed alternative new roads, field names, agricultural improvements, buildings, ownership, and aggrandizement by landlords in the small area covered. They improved considerably in quality, accuracy, and detail from about 1800.

Pilgrim guides evolved into books estimating distances along main roads, produced by Tudor topographers and chroniclers such as Holinshed, Leland, Smith, Stow and Norden. Distance books developed in turn into road-books containing written descriptions of routes, settlements and sights along the way. Essential details were presented in tables noting 'stages', facilities, distances, crossroads and connections with other main routes. Road-book text eventually became so elaborate and cumbersome that cartographic representation was recognized as being more convenient, especially when travelling. Both general road maps and strip maps of individual routes were added to written descriptions. As road travel increased, stimulated by expanding coaching and turnpiking, production of road-map books blossomed until inflated demand was punctured by railway development.

Road strip maps were introduced by Ogilby in his detailed topographical work *Britannia* (1675), which contains a hundred strip maps and over two hundred pages of text. It appeared in several editions until 1698. Ogilby covered 7519 miles of road on maps each delineating about 70 miles on six or seven strips, 2¼-2½ inches wide, reading from bottom left to top right. The major routes of England and Wales are carried outwards from their starting point on a continuous strip whose folds are engraved side by side. Longer routes appear on four or five sheets. In order to save space, maps represent each stretch of road as comparatively straight, but compass-roses placed at intervals indicate changes of direction.

In an age of cartographic plagiarism, *Britannia*



53. 'The Road from Whitby in Com. Ebor. to DURHAM By IOHN OGILBY Esq^r His Ma^{ties} Cosmographer.' 1675. (Detail)

was unusual in being constructed from original field work using the measuring wheel or 'waywiser' to record distance and probably the magnetic compass, chain and quadrant to survey along roads by compass traverse. The use of the statute mile of 1760 yards, first made legal in 1593 but adopted only around London, did much to establish it throughout the country. Similarly, use of a scale of 1 inch to the mile helped popularize it for county cartography during the next two centuries. Ogilby's distinction between enclosed and open land was important since it allowed position to be fixed roughly when no other recognizable

MAPS + PLANS
for the local historian and collector
DAVID SMITH. Batsford 1988.