

WESSEX



CENTRE

A.C.U.

124 Westerleigh Rd
Downend
Bristol BS16 6UX (0272- 560908)

1st August 1992

Mr R Seymour County Solicitor
Avon Hse
The Haymarket
Bristol BS99 7DE

Dear Sir,

I believe errors have occurred in members of the Public Rights of Way Sub Committee ratifying the recommendation reference:

Page 7 (pink) Minutes Agenda item 13 Appendix 2 Order No:6-1990

Whilst it has been agreed that paths:

BA18/5, BA 18/8, BA 18/9, BA18/11, and BA18/13 are to be recommended for BYWAY status, these routes must also be considered in context with adjacent paths in order to obtain a through flow; a matter pointed out at the meeting by Cllr J Hunt.

Track/Path 18/5 should carry further West/S. West to meet A431.
This matter has not been addressed

In respect of BA18/13 recommended BOAT, this joins BA18/15 recommended BRIDLEWAY to the East.

How are wheeled vehicles to gain the Lansdown Road at Battlefields?

It is stated by Solicitor (on behalf of the Lansdown Golf Club) there is insufficient use as a BYWAY.

May I comment that during the 1930/49 period this route was used regularly by motorcyclists during weekends and currently I notice the same use, by the Trail Riders Federation.

Insufficient use or undesirability is not criteria for determining any alteration to status.

Will you please address this matter further.

In relation to BA18/15, BA18/17, BA18/20 and BA18/26.

BA18/15. I will reiterate, it is foolish to introduce a blocking action by making this Path a Bridleway. In your notes (pink sheet 14) shows support for a BYWAY

BA18.17 We have no objection to this being a footpath/bridleway providing an alternative route to the Lansdown Rd can be afforded to wheeled vehicles.

BA18/20 See 18/17 above

BA18/26 See pink sheet 16

Shows much support for use as a BOAT
Shown as maintained route on 1929 Map

" " wide track on 1900-1930 Map
" " " " " 1880 "

" " Public Road/untitled.

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(cont)

Object most strongly to comments by other parties that "it is not a Road"
As BA18/15 is rated as BOAT and is a continuation of Via Julia(BA18/26)
how then can the same thoroughfare be classified differently.

- BA5/50 Non regular use by vehicles is not a criteria. This lane until recent time was fenced from the current open field system
As stated it is a continuation of the old Roman Road system "Via Julia"
That it may be construed as a farm track means the farmer is using a Public Highway and restricting it to his own ends with locked gates.
Mudge Map 1817 supports statement that track is a Public Highway as does map of 1782.
- BA5/52 Shown On 1949 O/S map as CRF, used by Motoring and Motorcycling Clubs prior and post the second World War as a through road(gated) (no objections until reclassification proposed)
Less steep than Langridge Lane being in higher ground.
It should be appreciated that Horse drawn vehicles would have preferred to use this route as would less potent motorised vehicles of the 1900-1939 era.
Refer to pink sheet (no 32) reference to Parish Road and on Tithe. Therefore maintained route.
Always understood by my Association to be a Public Highway by virtue of fenced fields(fences now gone but remains can be identified)
- BA14/12 A continuation of "Via Julia" and on balance of probability is still a Public Highway
1817 Mudge Map shown as track to provide through way Weston to North Stoke
- BA13/16 This route has been shown to be maintained by the then Highway Authority (1929) but has fallen into disuse over the years.
- BA13/20 It is assumed from the minutes and your report thereon, that this track together with BA12/34 is of BYWAY status.

I trust the foregoing will be dealt with and I shall be informed of the outcome.

Yours faithfully

A.W.Cullimore(Rights of Way Officer for Auto Cycle Union)