

Bath & NE Somerset Council Research into public rights of way in the Widcombe and Lyncombe Ward of the City of Bath

Response by the Bear Flat Association

Thank you for your email of 3 October 2023 and for consulting us.

Our response covers the northern and central parts of the ward shown on the map, i.e. paths 1-18. Presumably the Entry Hill Association and perhaps others will be looking at paths 19-22.

1 Paths to be removed from the research (red)

Path 6 has a gate at the eastern end. We understand it is privately owned by nearby property owners. It appears not to have a future as a PROW. We have **no objection** to its removal.

Path 17 is in poor condition, but it does lead to the railway path, and it links to the existing public footpath (already legally recorded) to the east. We are unsure what alternative exists to access the railway path from Lyncombe Vale, including those coming eastward from Greenway and Bear Flat. If there is no alternative route, then we would be minded to **object** and we would ask the Council to upgrade the path. Such an upgrade could be seen as a logical step following the improvements the Council have made to the path running east from Lynbrook Lane (path 16).

2 Paths to be included in the research (brown)

Path 5 was a useful route but is now almost impassable following the erection of a garage on Bruton Avenue. The north-south section is little used and consequently overgrown. The east-west section is still used by schoolchildren (especially leaving school in the afternoon) who somehow get through to Bruton Avenue (on their way to the shops and buses).

Path 7 is used as a route, by both adjacent residents and the public generally.

Path 8 is well used, as it forms part of a route between Bruton Avenue and Devonshire Buildings – a popular traffic-free alternative to Wellsway.

Paths 9-13 are all used as routes, by both adjacent residents and the public generally.

NB Remaining paths in Poets Corner, known locally as lanes, are believed to be adopted. We ask that a check is made to ensure that every lane between Devonshire Buildings and Beechen Cliff Road/Shelley Road, both east-west and north-south, is either adopted or part of this research investigation, unless there is a reason to omit it (e.g. path 6).

3 Paths to be included in the research (green)

These paths are those for which the Council holds significant information, so there may be little for us to add.

Nonetheless, we can confirm that paths 1, 2, 4, 8, 14, 15, 16 and 18 are well used.

Paths 1, 2 and 4 are each part of longer routes.

For path 14, legal status would be particularly welcome since the westernmost stretch is poorly maintained and might be thought to be private with no right of way. This path is part of a longer route from Bloomfield Green/Road to Maple Grove giving access to the Oldfield Park area; and from Maple Grove and beyond to Bloomfield Green/Road and access to the Two Tunnels. It also relates to the adjacent allotments.

Paths 15, 16 and 18 form part of routes from the Bear Flat/Greenway/ Bloomfield areas to Lyncombe Vale, Perrymead and beyond.

4 Paths not shown

Path 14 (see above) across Bloomfield Green has two paths spurring off it. One is a grass path cutting across the Green, skirting the children's play area, and ending at the upper gate on Bloomfield Road - shown on the map as a single line. The second is a tarmacked path running south to the Two Tunnels path - shown on the map as a double line. Possibly these warrant official designation. True, both fall within a BANES Park, but then so does much of Path 14.

Another omission from the map provided is a short route running west from the hammerhead on Maple Gardens via the garage block and a lane to emerge on Durely Park/Oldfield Lane. This link 'unblocks' what would otherwise be a no-through-road for pedestrians and forms part of an east-west route connecting Bear Flat/Greenway/ Bloomfield areas with Moorfields and beyond.

Outside the blue boundary, incidentally, the short ramp that leads from the footbridge at the end of Maple Grove down to the Two Tunnels path is not shown as being designated, though it is an important entry / exit for the Two Tunnels.

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