

## PUBLIC RIGHTS OF WAY IN RADNAGE PARISH

### **An examination undertaken by Bernard Carter as part of the “Restoring the Rights” project supported by Buckinghamshire County Council**

#### Introduction

1. The Definitive Map for Buckinghamshire identifies rights of way in the county. Inclusion of a right of way in the Definitive Map constitutes conclusive proof of its existence. The Definitive Map thereby reduces the scope for disputes to arise about the existence of right of way.
2. The Definitive Map can be amended through Definitive Map Modification Orders. Such Orders reflect changed circumstances and correct failures to identify the existence of a right of way. Historical sources, as well as evidence about actual usage of paths and tracks, are often used to justify changing the Definitive Map. However, from the beginning of 2026, by statute it will no longer be possible to base a case to change the Map on historical map and documentary evidence. The change to the relevant law affects all of England and Wales.
3. With this change in prospect, Buckinghamshire County Council has supported an initiative entitled “Restoring the Rights” to encourage volunteers to examine the accuracy of the county’s Definitive Map on a parish by parish basis. The aim is identify “forgotten paths” and resolve any ambiguities or other inaccuracies. At the end of 2016, I was appointed by the County Council to undertake this work for Radnage Parish. This report contains the results of this work.
4. My report is organised as follows :
  - a section summarising my findings and conclusions;
  - a section describing the method I used to research the topic and the documentary sources I consulted. This section should particularly help those who wish to replicate or extend my research before to the 2026 deadline comes into effect; and
  - an annex presenting a more detailed case to amend the Definitive Map to show a restricted byway between City Road and Bower’s Lane.
5. I do not intend to submit an application to introduce a Definitive Map Modification Order to effect the change I recommend. I have already spent a lot of time on this project and I feel it should now pass to those living closer to Radnage to pursue this or other related matters. I have tried to be diligent in undertaking my research, and I hope my work will significantly ease the way for others to carry the matter forward from here.
6. I would like to thank the many people I have consulted or have otherwise helped me with this work. However, this report presents my own findings and should not be read as committing those who have assisted me to the same views.

## Findings

7. The Radnage Parish has been mapped many times over the last two hundred and fifty years. Some of these maps, especially the Tithe Map of 1842 and the Inclosure Map of 1862, are large-scale and provide important information about rights of way. These old sources cannot be used after 2026 to support changing the Definitive Map of the parish. The Restoring the Rights project therefore has particular relevance to Radnage.

8. Radnage is a small parish in terms of its population and the number of households it contains. The basic layout of settlements in the parish has remained remarkably stable over time, and it is therefore relatively simple to read old maps and interpret the positioning of individual roads, paths and houses.

9. Radnage contains two commons – Radnage Common and Andridge Common - which once accounted for a relatively large proportion of land in the parish before they were enclosed. These Commons, which used to be much larger than they appear today, must have been used and accessed by many people in the parish and beyond down the years. I therefore paid particular attention to rights of way in and around these parts of the parish when inspecting old maps and other related historical information.

10. Radnage has a well developed network of footpaths, bridleways and other rights of way, all of which I walked at least twice during this project. They are well signposted, and the few problems with inadequate signposting I identified in my initial inspection (especially Footpaths RD24 and RD25) were resolved by my later visit.

11. The Definitive Map for the Parish is largely accurate.

12. I found two rights of way which are not marked on the Definitive Map, but which could justify inclusion. These rights of way are clearly marked in historical sources, and I could not identify any subsequent legal documentation which stopped either of them.

13. The two rights of way are :

(a) A way connecting today's City Road and Bower's Lane, along the line of Bottle Square Lane and extending this private road northwards to Bower's Lane along an old road which the Tithe Map called "Hollier's Lane". There are currently no signposts at either the City Road or the Bower's Lane ends of this route which indicate its status as a right of way, despite the fact that the way is regularly walked and accessed. The ambiguity about this route should be removed, and the Definitive Map changed accordingly. In my judgment, the entire length of this route should be marked as a restricted byway. A more detailed case for this change is given in the enclosed **Annex**.

(b) A footpath running in an east- west direction which traverses the current allotments on the western side of Green Lane in the City. According to the historical sources, especially the Working and Record Plans of the 1912 Valuation Office Survey and the 1941 Farm Survey, this footpath appears to

stop at the western edge of the plot, and does not connect to other footpaths in neighbouring Stokenchurch Parish. This plot is currently designated as Open Access Land, and it is possible that this footpath was reclassified at the time when the plot became Open Access Land. Given public access to the entire site and the limited length of the footpath, I do not consider the Definitive Map needs to be changed to recognise its existence. Others might legitimately take a different view.

### Research Method

14. In response to an article placed in the Marlow Parish magazine, I volunteered in December 2016 to participate in the Restoring the Rights project supported by the Bucks County Council. Later that month, the Council appointed me to head up the project in the Radnage Parish.

15. I received three papers from Bucks CC describing the background and purpose of the project and the main research tools and methods which could be employed. Council staff helped deal with my queries during the project, but they did not direct or monitor my activities. It was therefore left open to me to decide the working method and timetable I would follow.

16. I began serious work on the project in late 2017. There were three strands to the work :

(i) a physical inspection of the rights of way in the parish

(ii) consultations with interested parties

(iii) an examination of historical records.

#### *(i) Physical Examination of the Rights of Way*

17. As a keen walker who had visited Radnage many times in the last decade, I had a good understanding of the rights of way in the parish prior to my appointment. To make sure my knowledge was up-to-date, I examined the County Council's Definitive Map, in the form of the electronic version available on the Bucks CC website. I also cross-checked the Definitive Map against the 2.5 inch to the mile map for the area, as drawn up by the Ordnance Survey (OS Explorer Series – No 171 CHILTON HILLS WEST) and two helpful maps for the area produced by the Chiltern Society (FOOTPATH MAP no 7 – WEST WYCOMBE AND PRINCES RISBOROUGH and FOOTPATH MAP no 14 – STOKENCHURCH AND CHINNOR), which are also 2.5 inches to the mile.

18. I walked all the rights of way in the parish, as identified in these contemporary sources, in the winter of 2017/18. I paid particular attention to the signage of rights of way, the general upkeep and accessibility of the network. I also searched for any evidence that the rights of way were deviating from the lines set out in these maps.

19. I repeated this physical inspection in the summer and autumn of 2018.

*(ii) Consultations with Interested Parties*

20. I consulted others in order to

- raise awareness of the project in the Radnage area and my role in the exercise (as a non-resident, this aspect was additionally important in my case)
- learn what good practice I should follow in the project
- receive views on the Parish's rights or way, with the aim of identifying any points of concern or uncertainty which might require my attention.

I am grateful to all who responded or otherwise participated in the consultations I undertook.

21. Early in the process, I contacted other people who were leading the project in nearby Bucks parishes to learn from their experiences. In all cases, these fellow volunteers had not begun the work or were at early stages in the process. Via the project leader in Bledlow Ridge Parish, I was introduced to Nick Jeffrey, who had many years of experience in promoting and defending rights of way in the county. Though he was not especially familiar with rights of way in Radnage, he was very knowledgeable about the sources of information I should interrogate to undertake the project.

22. In May 2018, I attended a meeting of the Radnage Parish Council and explained the project. As follow-up to that meeting, the Parish Council placed a short account of my work on its web site and in the Contact newsletter distributed throughout Radnage and neighbouring parishes. Through the Parish Council, I was also introduced to two local historians - Pat and Sally Prentice - whom I met and who showed me some early, large-scale OS maps of the area. In addition, I received from Bucks CC various pieces of information from former or current Radnage residents containing their views on local rights of way.

23. I contacted Ross Anderson of the Chiltern Society who is the Secretary of the Society's Area Wycombe 5b. His area includes Radnage. I wrote to him sending an account of my work asking him to circulate it to the relevant path officers in his Area.

24. These consultations were useful, and I would advise project leaders for other parishes to consider building such processes into their own work programmes. The one particular matter which some consultees raised concerned the status of the Bottle Square Lane (a private road, the creation of which was ordered by the Radnage Common Inclosure Award of 1862), and the path linking the northern end of the Bottle Square Lane to Bower's Lane. I was also informed that this area was frequently accessed by walkers (including at one time children from the village school on City Road, who were taken down this path when attending services or other events at the Radnage Church). The path north of the Lane is currently unsigned (though I was told that it might once have had some signage) and it is not marked on the

Definitive Map. In the course of my work, I paid particular attention to the origins and status of both Bottle Square Lane and to the path which runs north of it to Bower's Lane.

*(iii) Examining the Historical Records*

25. In the course of the project I examined a wide range of reference sources and historical materials. Some could be accessed online, and others were provided by the Prentice sisters, the county archive at the Centre for Buckinghamshire Studies in Aylesbury (which I visited twice), the Buckingham Archaeological Society and the National Archive in Kew (which I visited once).

26. Below is the list of materials I examined. Where materials were accessed via the county archives or the National Archive, I give the file reference of the source in question. This detail should help others who might wish to replicate or extend my work. For those unfamiliar with these archives (as I was at the start of this project), it is necessary for researchers first to identify the correct file reference if they wish the access any material at the archives. I am very grateful to staff at both archives, who were helpful throughout. These institutions are fine establishments and, in particular, the National Archive is one of the best appointed research facilities in the country. I would commend them to other researchers.

**The Radnage Tithe Map and Apportionment (dated 1842)**

27. The Bucks Archive file references are IR 30/3/92 for the Map and IR 29/3/92 for the Apportionment.

28. This is a rich early source. The Map's main purpose is to identify and number pockets of land on which tithes (in money, rather than in kind) would be levied, in amounts specified in the Apportionment. The Map shows the main road network at the time, though its coverage of paths and other lesser rights of way is less comprehensive.

29. The Map shows that Radnage Common was very extensive, running from the western end of the City as far as Green End Farm. Andridge Common in the North Western corner of the Parish was also much larger than today's maps would suggest. Paths are marked across Radnage Common, and to a lesser extent Andridge Common. Some of these take the line of today's public rights of way, especially in the section of land between Bennett's End and the City.

30. The private road now known as Bottle Green Lane did not exist at this time, though the track leading up to it from Bower's Lane certainly did. It is named on the Map as Hollier's Lane, and is depicted in terms suggesting that it was as significant as any other road in the parish at that time. It is reasonable to assume that Hollier's Lane was a significant thoroughfare linking the lower northern part of the Parish to Radnage Common, which in those days extended as far as the northern end of today's Bottle Square Lane. Given the Common's size and wide usage, ready access to its land would have been an important matter for many residents in the parish.

### **The Radnage Inclosure Map and Award (dated 1862)**

31. The Bucks Archive file reference is IR 40. In addition, the National Archive in Kew holds two copies of the Map and Award under the file references MAF 1/574 and MR 1/117. Both of these are somewhat more legible than the Bucks Archive copy. The National Archive also possesses a file numbered CRES 34/2 containing correspondence from the period 1857 to 1867 relating to the enclosure award.

32. These two documents are also very rich sources of information, though much of their detailed coverage is restricted to Radnage and Andridge Commons, which were to be enclosed and allotted to new owners.

33. The Map shows the road system and most rights of way which currently cross these areas. It is more comprehensive in this respect than the Tithe Map. Hollier's Lane is depicted as a road, though not in the brown colour used elsewhere to indicate public roads. The term Hollier's Lane is not used, though road names are less widely used in this Map. The Award orders the establishment as private "carriage and occupation" roads the two roads we now know as Bottle Green Square and Green Lane. The purpose of these roads is defined in broader terms than giving access to the land the roads border, suggesting that the roads were seen as providing wider access to other properties and allotments elsewhere on the Parish (both within the old Common's boundaries and outside it). This wider purpose is underscored by the arrangements to finance the maintenance and repair of these new private roads via rates levied on all the many allotments listed in the Schedule to the Award. The Award also identified a large allotment at the eastern side of today's Bottle Square Lane for future use as a school. This school still functions on the same allotment.

34. The Award stopped up a number of rights of way, including a road (called Fore Lane, which led up from Town End to Andridge Farm on the edge of Andridge Common).

### **The Valuation Office Survey Maps and Valuation Books (survey completed in 1914)**

35. The Bucks Archive possesses the Working Plans (i.e. Maps) drawn up for the Survey by its surveyors. The relevant file reference is DVD/2. Separate Plans are produced for each Ordnance Survey Sheet Reference. The key Sheet References for the Radnage Parish are XLI.6, XLI.10 and XLI.11. The Bucks Archive also possesses the associated Valuation Book for Wycombe District, Civil Parish of Radnage (the file reference is DVD/1/144).

36. The National Archive contains the equivalent Record Plans which were based on the Working Plans. The Working Plans are basically drafts for these final Record Plans. They are very similar in their detail, though the Working Plans contain some additional annotations used by the surveyors. Again, there is one Record Plan for each relevant OS Sheet Reference, and the National Archive file references are as follows:

OS Sheet XLI .6 (File reference IR 126/9/73)

OS Sheet XLI.10 (File reference IR 126/9/77)  
OS Sheet XLI.11 (File reference IR 126/9/78 )

37. The various Working Plans and Record Plans use Ordnance Survey maps for 1888 and 1889 as their basis. The maps then superimposed the boundaries of various numbered plots of land called "hereditaments" which were then valued in the Valuation Book. The maps show a network of roads and other rights of way which is very similar (though not identical) to the one we see today.

38. Hollier's Lane is marked as a continuation of Bottle Square Lane, though neither road name is used. These roads are not placed within any hereditament. A footpath runs through the middle of today's allotments at the north eastern end of Green Lane, in an east- west direction. It appears to end at the western edge of the hereditament. No footpath exists at this point today, although this allotment site is today classified as "open access land", and presumably permits anyone to walk around the allotment site (in my view, this is a curious arrangement for allotments).

39. The Valuation Book is useful in describing each hereditament. There are over 160 hereditaments listed. Some are very large covering entire farms, whilst others are tiny. For each hereditament, there are fifteen or so columns of information, listing such matters as name of owner, acreage, address, and a brief description of the property. Several columns contain numbers used in the valuation process, including columns relating to factors which could be used by land owners to make deductions from the value of their hereditaments. One column relates to deductions awarded because rights of way crossed the hereditament. Only a minority of landowners in Radnage, including a minority of those who had rights of way across their hereditaments, appeared to take advantage of this option to reduce the formal valuation (and thereby reduce their potential future tax liability). None of the hereditaments along Bottle Square Lane and Hollier's Lane made deductions for rights of way (an outcome in large part explained by the fact that the Lanes did not actually encroach upon the hereditaments).

### **The Farm Survey 1941**

40. In file reference MAF 73/3/41, the National Archive possesses the Map produced by the Survey inspectors for Ordnance Survey Sheet XLI for Bucks. As noted above, this Sheet includes Radnage Parish. The completed forms and inspector's reports for Radnage farms or other holdings are held by the National Archive in file reference MAF 32/932/219.

41. The Map is based on the OS Sheets for 1922, and serves to identify the boundaries of farms and similar holdings which were examined in this wartime Survey. Their coverage of rights of way is very similar to that in the Working and Record Plans of the earlier Valuation Office Survey. The survey itself contains a form completed by each farmer, describing their holding and the uses to which it was put. There are also inspector's reports on each farm assessing in broad terms the productiveness of the land use. These reports discuss the accessibility of each holding plus fencing, but none refers to footpaths or other specific rights of way.

### **The County Map of Bucks by Bryant (surveyed in 1824)**

42. This map, based on one of the earliest county surveys, is published by the Buckinghamshire Archaeological Society.

43. This is a smaller scale map (1.5 inches to the mile) than those mentioned above. Information on paths is relatively thin. However, the map confirms the existence of a road linking Bower's Lane to Radnage Common, along the line of Hollier's Lane.

### **The County Map of Bucks by Jefferys (surveyed in 1766 -1768)**

44. This map is also published by the Buckinghamshire Archaeological Society.

45. This is the oldest material I consulted. As with the Bryant Map, it is a small scale map (1 inch to the mile). Information on paths is relatively thin. However, the map confirms the existence of a road linking Bower's Lane to Radnage Common, along the line of Hollier's Lane.

### **Ordnance Survey Maps**

46. OS Maps were used as a basis for the maps produced in some of the above surveys. I also examined OS Maps from 1885 and 1922, which the Prentice sisters had obtained.

### **List of Streets**

47. This list can be accessed online via the Bucks County Council web site. It lists roads and some other rights of way. It identifies Bottle Square Lane as a private road, whose map coordinates restrict its length to City Road in the south and to the southern edge of the track once known as Hollier's Lane in the north. In other words, it does not include Hollier's Lane. Unsurprisingly, the term "Hollier's Lane" is not found in the List. Green Lane is identified as a private road.

### **Resource Implications**

48. My approach to this research has required a certain amount of resource input, especially my time. It may assist others if in my final remarks I set out a broad estimate of the costs, both monetary and other, associated with the project. As a volunteer these costs have fallen entirely on me. I do not begrudge the expenditure of time and money, not least because I have greatly enjoyed the experience. I also knew at the outset that I was acting as an unpaid volunteer, whose costs would not be met from other sources.

49. I have visited Radnage at least nine times, and the round trip from my home by car is about twenty miles. As explained above, I have also visited Aylesbury twice by car and Kew by public transport. My travel costs (petrol, parking, train fares) are probably in the region of £50 - £60. I have purchased maps to a cost of about £20. I chose not to photograph any documents at the Bucks Archive : had I done so, I would have needed to pay



a fee of £7:50. I was informed that Bucks CC had initially agreed to meet this cost for project leaders, but by the time I became active, this concession had been withdrawn. This seems an unhelpful economy given that volunteers are working on a project supported by Bucks CC and need to access documentation held at the County Hall. In contrast, the National Archive does not impose a similar charge.

50. I have not logged the time I have spent undertaking desk research and visits. As a broad estimate, I would say that I have spent about 25 full days on the project so far. I have attempted to undertake this project thoroughly and in accordance with the advice I have received. People who have done this sort of work before might have used less time. That said, I'm sure there are other avenues of enquiry and research material that I have not explored. So, other researchers might well invest more time than I have, especially, if their parishes are more complex than Radnage or which have been more intensively documented.

BERNARD CARTER  
JANUARY 2019  
[Bernx.carter@gmail.com](mailto:Bernx.carter@gmail.com)  
01628 483192

## **Annex - The Case to include the route from City Road to Bower's Lane in the Definitive Map as a Restricted Byway**

1. This route is currently defined at its southern end by today's Bottle Square Lane. At its northern end, the Lane becomes a non-metalled path, in many places sunken from previous use, leading to Bower's Lane. This non-metalled track is in fact much older than Bottle Square Lane and in the Tithe Map was called Hollier's Lane. I did not find this name in any other historical source, but for ease of reference I will use the term "Hollier's Lane" to denote this lower northern section of the track. This note seeks to present the case to amend the Definitive Map by designating the entire stretch of the track, including both Bottle Square Lane and Hollier's Lane as a restricted byway.

2. Hollier's Lane is an old road. It is clearly marked in the same terms as any other minor road in both Jeffrey's County Map (surveyed in 1762-64) and Bryant's County Map (surveyed in 1822), the two earliest maps of Radnage. The road led southwards from the lower part of the parish up to edge of Radnage Common (which before it was enclosed was much larger than the small pocket which is defined as the Common today). It is fair to assume that the road's purpose was to facilitate access to the Common for the many people to the north who would have been entitled to use the Common, including their livestock and conveyances. Hollier's Lane probably served as a means to connect the northern part of the parish to areas south and west of the Common. When walking this section today, it is both broad and sunken in places, features which broadly reflect the intensity of its use down the centuries.

3. The Tithe Map of 1842 is the first large-scale map of the Parish. It clearly identifies and names Hollier's Lane. The Lane is drawn in the same way as all the other roads in the parish, including Bower's Lane to its immediate north. The Map confirms that, at that time, Hollier's Lane was a significant thoroughfare for the parish. The Map shows the full extent of the Common, which started immediately at the southern end of Hollier's Lane, and spread as far south and east as today's Green End Farm and Hatch Lane. The Common was therefore a large area, and would have attracted a large number of parishioners and others.

4. The Inclosure Map and Award of 1862 is another large-scale map of the parish, focusing mainly on Radnage and Andridge Commons, together with surrounding areas. Both the Award and Map present key information about both Hollier's Lane and Bottle Square Lane. For our purposes, they showed the following :

- Hollier's Lane is marked as a road, though it is not coloured brown as were "public" roads. The Award does not explicitly mention Hollier's Lane.
- The Award stops various paths within the two Commons and some outside them. The Award did not stop Hollier's Lane, denoting that the Inclosure Commissioner assessed the need to retain Hollier's Lane as a thoroughfare. In contrast, a similar old road linking Town End to Andridge Common was explicitly stopped by the Award.

- The Award ordered the creation of the private road we now know as Bottle Square Lane. The Map drew this new private road as an extension of Hollier's Lane – i.e. the two Lanes were linked to form one continuous connection between Bowers Lane and City Road. The new road, together with another new private road which we know as today's Green Lane, are described as follows in the Award :

“And I further declare that I have set out and appointed and do hereby set out and appoint the following **carriage and occupation** roads.” (My emphasis)

- In relation to Bottle Square Lane itself, the Award states that;

“One Private Carriage and Occupation Road to the width of twenty feet and numbered I on the said Map commencing at point C on the said Map and extending thence in a Northwesterly direction across Radnage Common to and terminating at a point marked D on the said Map which said Road is set out for the use of persons interested for the time being in the Allotments and Old Inclosures to and with which the said road leads and communicates”.

By way of explanation, the “said Map” is the Inclosure Map, and Points “C “ and “D” are the City Road and Hollier's Lane ends of today's Bottle Square Lane. The term “Allotments” refers to all the new enclosed parcels of land which the Award created in Radnage Common. The term “old inclosures” must refer to pre-existing parcels of enclosed land outside the Common (and perhaps within it).

- The Award's wording denotes the wider significance of the new road, beyond the servicing of whatever dwellings and land bordered it. It envisaged that those living and working at either end of Bottle Square Lane would use it to access land to the north and south. This general use of the new road is reinforced by the arrangements which the Award established to maintain and repair the new roads which were spread across all new allotment holders on Radnage Common. According to the Award, the cost of such work “shall for ever hereafter be raised by Rate to be levied on the Allotments hereby set out hereinafter set forth in the Schedule of Allotments”. The Schedule to the Award, inter alia, lists the new allotments, their owners and the rates to be levied on each of them.

- The Award specified that a school (perhaps the first major one in Radnage) should be built on the allotment at the south eastern corner of Bottle Square Lane. This remains the site of the village school today. Again, the decision to place a major public amenity in the parish at this point is significant when it is remembered that, until quite recently, virtually all children would walk to and from school : hence it would need to be accessible on foot across the parish. The new road and Hollier's Lane were therefore vital in ensuring that children from the north of the parish could easily walk to and from school. Again, this supports the case that both Bottle Square Lane and Hollier's Lane were intended for wide use. Indeed, I have received reports that this route was used in the post-war period by school children who were being taken to the Parish Church in the north of the Parish for services and religious instruction as part of their school day.

5. The Working Plans and Record Plans used in the 1912 Valuation Office Survey. Hollier's Lane is clearly marked as a continuation of Bottle Square Lane, and drawn in the same terms, though neither road name is used.
6. The Map drawn up for the 1941 Farm Survey depicts Hollier's Lane and Bottle Square Lane in the same way as the Plans used in the 1912 Valuation Office Survey. So, by the beginning of the war, the inspectors and surveyors visiting Radnage to undertake this survey considered that the road layout at this point showed that Bottle Square Lane and Hollier's Lane were one continuous road.
7. All large scale Ordnance Survey Maps I have seen – including ones dating from 1885 and 1922 – show the entire stretch of this route as one continuous road.
8. The entire length of this route is used by riders and walkers today. I have been informed by local residents that such usage has been continuous throughout the post-war period.
9. It is fair to conclude from the above evidence that this road, especially the Hollier's Lane element of it, has existed and been used for many centuries. It is also fair to assume that carts and similar animal-drawn vehicles used the road in the past when power-driven farm and leisure vehicles were much less common than now. The non-metalled quality of the Hollier's Lane section strongly suggests that power-driven vehicles, except perhaps specialist equipment, would not have used the northern part of this route. Given the pattern of current and historical usage, I consider that the route is most accurately depicted on today's Definitive Map as a restricted byway.
10. Bottle Square Lane, which continues to be listed as a private road in the county's List of Streets, has seen some housing development in the post-war period. Also, the financial arrangements for the upkeep of this private road have changed, limiting liability, as I understand it, to those living alongside or near it. It is possible that the legal position about the status of both the Bottle Green Lane and Hollier's Lane elements of this route have changed as a result of these developments. I have sought information to that effect, but not found any.
11. I consider there is an unnecessary ambiguity about the status of this route. This has already given rise to some disagreements between residents of Bottle Square Lane and users of the route. In my view, such disputes are likely to increase in future. This is just the sort of potential problem that the Definitive Map is meant to resolve. According to the information I have assembled about the historical and current usage of the route, I recommend that the Definitive Map should classify the route as a restricted byway and signposts should be erected indicating this status at either end.

BERNARD CARTER  
JANUARY 2019  
[Bernx.carter@gmail.com](mailto:Bernx.carter@gmail.com)  
01628 483192