Chapter 4 Historical Setting

Methodology

The methodology for assessing the historical setting of the World Heritage Site (WHS) was to carry out a search of all elements in the Sites and Monuments Record (SMR) / Historic Environment Record (HER) (see Appendix 6) and to commission a desktop study of the main historic routes into and out of the city, and of the main historical views and places of interest in and around the city (see Appendices 2 and 3 City of Bath World Heritage Site Setting Identification Project: Historical Research, Mike Chapman 2006). The results of these studies have been analysed for their particular importance to the Outstanding Universal Value (OUV) and the following themes highlighted:

- Roman occupation and activities that related to the Roman town and its hinterland (see Map 7 at the end of this chapter)
- The Georgian town, and Georgian buildings and places of interest (see Map 8 at the end of this chapter)
- Historic routes to and from the city still in use (see Map 9 in Appendix 2)
- Bath Stone (oolitic limestone) quarrying or mining in the local area and associated settlements and facilities or infrastructure, both Roman and 18th or 19th century
- Key areas used by residents of or visitors to the city for leisure in 18th or 19th century (see Map 10 in Appendix 3)
- Key viewing points overlooking the city known from written history, literature or art
- Key views from within the city or its immediate environs out to the surrounding landscape as known from written history, literature or art

Each of these individually and in combination contribute to and form the contextual setting of the WHS.

Description of the Historical Setting

Bath is a city with a near 2000 year built history, and a pre-built history of several thousand years. Its historical context is extensive and complex and the surrounding area is full of historical and archaeological sites, many directly related to the different eras of Bath's history and also important in their own right. Consequently it is difficult to focus on one part over another. However, for the purposes of identifying the historical setting of the WHS, it is necessary to identify those elements that play a significant supporting role to Bath's OUV. Historical relationships and past land uses are a valid element of an asset's setting particularly where the relationships and uses remain.

Significant Components of Historical Setting

The following section gives examples of some of the main sites associated with each of the themes described in the methodology section above. It should be noted that these lists are not exhaustive and there is always the potential for discovering new sites of significance. This is the principal reason why the historical context is set out as themes rather than definitive lines on a map. The SMR monument numbers and OS map references for the sites listed below are given where relevant in Appendix 6.

1 Roman occupation and activities that supported the town

An indication of some of the key underground Roman remains associated with Bath is shown in Map 7. These include sites both within and outside the WHS which are likely to have been associated either socially or economically with the town of Aquae Sulis. These include:

Within the WHS

- Partis College - burials and building
- Sion Hill - settlement and burial
- High Common- Roman building
- Locksbrook Cemetery and road - burials and Roman road
- Royal Victoria Park – settlement and road
- Julian Road – burials and Roman road
- Royal Crescent – burials, settlement and road
- George Street, Queen Square – burials and Roman remains
- North Avon Floodplain – villa and possible settlement
- City centre - Roman town and Minerva Temple
- Walcot Street and London Road – cemetery
- Englishcombe Lane – burials and possible Roman road
- Bathwick – cemetery and settlement
- Sydney Buildings – burials
- Ralph Allen Drive – burials and possible Roman road
- Combe Down – stone mines and quarrying, villa and Roman burials
- A small part of Bathampton Down – field system and settlement

Outside the WHS

- Little Down – hill fort,
- Lansdown Hill – Roman camp
- Bath Racecourse - Roman camp
- Upper Langridge Farm, Charlcombe
- Little Solsbury Hill - hill fort
- Newton St Loe - villa
- Vernham Wood & Hoggen Coppice area
- Bathford – Roman villa
- Bathampton Down – pre-historic field system and settlement
- Sulis Manor area
- Southstoke - Roman villa

2 The Georgian town, and Georgian buildings and structures (see Map 8)

The relationship of buildings to the wider townscape and landscape are of particular significance including both views to and from the buildings and structures.

3 Historic routes to and from the city still in use

Part of the reason for Bath being created was its strategic significance as a place where the Fosse Way crossed the Avon, allowing the Romans access to the south west. Good Roman road access to the town encouraged commerce and made it easier for pilgrims to reach the Temple and bathing complex. The key Roman roads are:

Known Roman roads

- The Upper & Lower Bristol Roads
- The Fosse Way entering Bath from the south along the A367 and exiting along the London Road and beyond Batheaston as the Bannerdown Road

- The Lansdown Road approaching the city from the north

Possible Roman roads

- Weston Road and Julian Road
- Brougham Hayes
- The Wansdyke potentially follows a Roman road where it skirts the WHS boundary in the Odd Down area.
- Bathampton
- Combe Down

4 Stone quarrying or mining

The main mines at Combe Down and Odd Down, together with associated workers housing and facilities, lie within the WHS. In addition to these, there are sites of potential Roman quarrying in the Bathampton Down area which may be of great significance if they were the origin for the stone used in the Roman era plus other quarry sites and associated infrastructure. These include:

- Potentially Roman quarries around Bathampton Down slopes
- Bathampton Down inclined plane
- Hampton Down tramway
- Mount Pleasant Quarry
- St Winifred's Quarry

5 Key areas used by residents of, or visitors to, the city

Bath was a place of leisure and pleasure in the 18th century. Places such as Sydney Gardens within the city played a significant role in the social life of the city. Getting out of Bath to enjoy the immediate countryside was also a popular pursuit, particularly with the views of the city that could be seen from the hilltops. These are generally within the WHS but also extended beyond in places. They included:

- The High and Middle Commons (now Royal Victoria Park and the Approach Golf Course respectively), Sion Hill and Primrose Hill and for the energetic on to Kelston Round Hill and Prospect Stile
- Lansdown (walking, riding, fair, races) including routes to Beacon Hill and Charlcombe
- River walks including the village of Twerton and its watermill, the vineyard at Old Newbridge Hill with its rural views to the west and linking of walks to Beacon Hill to the east. The river also provided links via a number of ferry crossings such as at Green Park and the Parades to the south.
- Bathampton Down (especially the old quarry workings) including Ralph Allen's carriage drive which extended around Claverton and Bathampton Downs and westwards to beyond Foxhill
- Route to Combe Down stone mines and the Midford Brook valley taking in Widcombe Hill, Widcombe village and Prior Park
- Lyncombe Vale including Lyncombe Spa (now the Paragon School), Alexandra Park taking in panoramic views in all directions and Oldfield Park

6 Key viewing points overlooking the city

There are very few views to the city from the open countryside outside the city. These are listed below.

- Prospect Stile and Kelston Roundhill

- Little Solsbury Hill (although of antiquarian interest it is not recorded as a significant destination in the 18th century)
- Brown's Folly

There are however more public viewpoints within the city looking towards the centre which have been significant since the 18th or 19th centuries and are still existing today. They include:

- Lansdown plateau including Beckford's Tower and Lansdown Cemetery
- Primrose Hill and Sion Hill
- Somerset Place and Lansdown Crescent
- Camden Crescent
- Kelston View, Whiteway (not known to have been significant in the 18th century but popular today)
- Alexandra Park above Beechen Cliff
- Twerton Roundhill (not known to have been significant in the 18th century except as a landmark but popular today)
- Prior Park and Rainbow Woods
- Widcombe Hill
- North Road, Sham Castle and Bathampton Down

7 Key views from within the city or its immediate environs out to the surrounding landscape

From the desktop study carried out, it is clear that there were certain views from within the city in the 18th or 19th century to the surrounding landscape which were notable. They include:

- West from Newbridge area towards Kelston and Newton St Loe
- The panorama of the city and its backdrop landscape taking in Kelston Roundhill around to Sham Castle
- East from Bathampton and Claverton Downs (location of Ralph Allen's carriage rides)
- Alexandra Park to the west, south and east.

A key characteristic of the WHS is the views, often corridor views, along streets, between buildings or along the river corridor and more occasionally panoramic views from the developed part of the city to undeveloped, wooded or grassland, slopes or hills which reflect the more extensive rural landscape setting to Bath that would have been experienced in Georgian times. The views are a combination of planned and incidental views which together characterise the city. Examples of panoramic views include from the Royal Crescent, Royal Victoria Park (previously Middle Common), High Common and Grand Parade and Terrace Walk. Examples of corridor views are numerous and include The Circus looking down Gay Street, Saw Close to Bathampton Down and Beechen Cliff and Henrietta Street to Beacon Hill. A description and selection of river corridor views are shown in Appendix 10.

Summary

These are the key characteristics of importance to the historic setting of Bath as a WHS.

- Sites of known historic significance relevant to the OUV of the WHS.
- Areas viewed from the Georgian city and key Georgian buildings.
- Areas viewed from key viewing points and areas used by residents and visitors in Georgian times.
- Key Georgian attractions including industrial sites and pleasure gardens.

The historic setting of the WHS consists of:

- Roman occupation and activities including Roman roads, burials, cemeteries, camps, villas and other buildings that related to the Roman town and its hinterland
- The Georgian town, and Georgian buildings and structures and their relationship to the wider townscape and landscape
- Routes to and from the city in use in the 18th century and still in use
- Stone quarrying or mining in the local area (of Bath stone) and associated settlements and facilities / infrastructure, both Roman and 18th / 19th century
- Key areas used by residents of or visitors to the city for leisure in 18th / 19th century
- Key viewing points overlooking the city as known from written history, literature or art
- Key views from within the city or its immediate environs out to the surrounding landscape as known from written history, literature or art

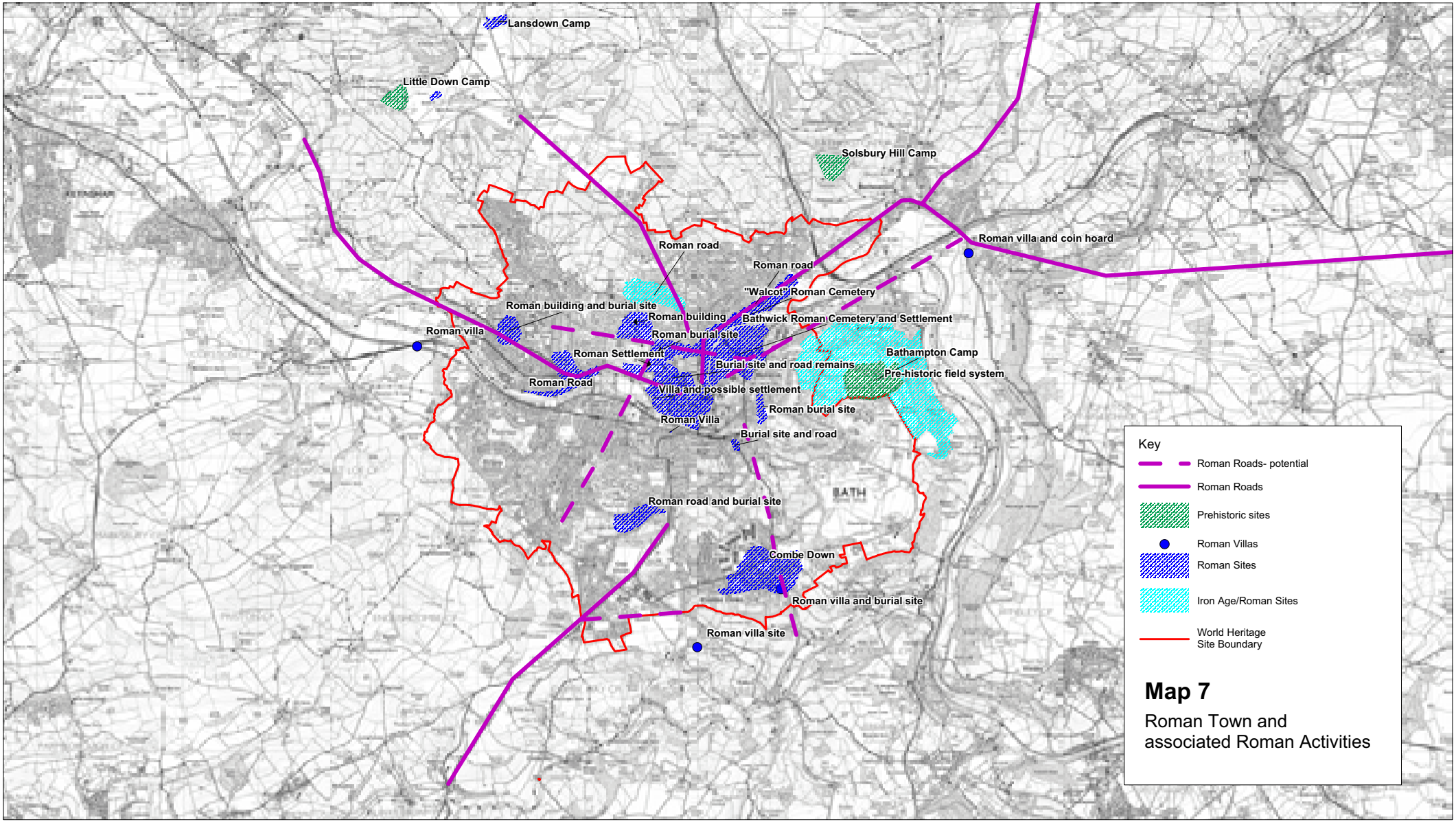
Map 7

Roman Town and associated Roman Activities

Bath World Heritage Site study

Scale 1:50000

Bath & North East Somerset Council
Trimbridge House
Trim Street
Bath BA1 2DP
Tel 01225 477000



Map 8

Georgian Bath in 1852

Bath World Heritage Site study

Scale 1:11800

Bath & North East Somerset Council
Trimbridge House
Trim Street
Bath BA1 2DP
Tel 01225 477000

Part 2 Framework for Assessing Impacts on the World Heritage Site Setting

Chapter 5 Impact Assessment Methodology

Introduction

The characteristics associated with the designation of the whole city of Bath as a World Heritage Site (WHS) creates complexities in assessing impacts, not only on the site itself but also on its setting. The starting point is to understand what is significant or important in defining and characterising the setting. This is covered in part 1 of this report. It is then necessary to be able to systematically assess how and to what degree any proposed development or other changes will impact on the WHS setting.

There are existing methodologies for assessing impacts which tend to be more straightforward for assessing impacts on specific and well defined points or features. There is a need to adapt their use to apply to the complexities of a complete city inscribed as a WHS as in the case of Bath. A well established and accepted methodology for assessing Landscape and Visual Impacts is provided in the Guidelines for Landscape and Visual Impact Assessment published by the Landscape Institute with the Institute of Environmental Management and Assessment. Draft Guidance has been prepared by Bath and North East Somerset Council to clarify these guidelines and these are included in Appendix 13. The guidelines can be applied to assessing impacts on the WHS by assessing the impact on specific landscapes, both developed and undeveloped, and their component parts in the case of landscape impacts and on individual views in the case of visual impacts. The approach to visual impact has been taken forward in English Heritage's consultation draft, 'Seeing the History in the View: A Method for Assessing Heritage Significance within Views', which applies the methodology specifically to assessing visual impacts on heritage assets.

By assessing impacts on identified specific landscapes and their features, and on views and identifying their significance in relation to the Statement of Outstanding Universal Value (OUV) included in Appendix 1, the results can be aggregated to provide an overall understanding of the impact of any given proposal. This approach needs an understanding of the relative significance of each view or each landscape and its component parts. For example the impact on a landscape appreciated for its Picturesque qualities in Georgian times or an impact on the view from or to a Georgian building located to take advantage of the view and / or to be seen in the context of the wider view, will have particular significance. It is not necessarily the number of viewpoints the proposed development can be seen from or even the scale of the impact which of itself will define the degree of impact on the setting. This will be dictated by the significance of the landscape and / or the view or views affected in relation to the OUV. This differentiates the assessment of landscape and visual impact on the WHS from other landscape or visual impact assessments where for example factors such as the landscape designation of the landscape or viewpoint may be more significant. It can therefore be seen that in assessing impact on the setting, the landscape and visual impact is intricately wrapped up with the historical setting. In addition it will also be necessary to assess impact on specific historical assets related to the OUV of the WHS, this may include impacts on hill forts associated with Bath and its founding, Roman sites or features of significance to the founding or management of the city and Georgian buildings and landscapes known to be of significance in Georgian times. Any assessment of impact on the setting will assess each of these aspects of setting and provide an overall assessment of the significance of the impact.

Impact Assessment Framework

In order to guide policy for protecting the setting (and the WHS itself) and to foster a consistent approach to assessing impact on the WHS and its setting, a draft impact assessment framework is given in Appendix 12. This is intended as a basic framework which will be revised and expanded as appropriate, taking account of both emerging and future guidance and best practice, and learning from assessing current and future schemes. The design process needs to be fully integrated with and informed by the assessment process. There are four key stages of assessment which are summarised below. While Stage A should be carried out early on it may also be advisable, depending on the scale of the proposals and on the potential impact, to also carry out Stages B and C early on when options are being considered. The level of detail of the assessment will be dictated by the stage the project has reached.

Stage A Description of Existing Conditions of the WHS and its setting.

This requires identifying and describing the component assets which may be affected and researching into their significance in relation to the OUV under the headings Landscape Character and Topography, Visual Setting, Historic Context and Setting and, where applicable, Other Aspects of Setting.

In the case of landscape and topography this requires identifying specific landscapes using existing Landscape Character Assessments and, if appropriate, bespoke more detailed assessments to provide detail down to individual landscape types and features. Their significance needs to be assessed to identify their part in supporting the OUV.

In the case of visual setting this requires identifying views which may be affected, both those thought to have been significant historically and those valued or of significance today. The significance of each needs to be assessed in supporting the OUV. While a selection of significant views has been included in Appendix 11 these are not intended to be exhaustive.

In the case of historic context and setting this requires identifying known and potential for unknown historic assets and their significance to the OUV.

There may also be other aspects of setting which either are not directly covered by the other headings or for various reasons may be better covered separately.

Stage B Description of the Proposed Development or Other Changes

At this stage the key aspects of the development need to be described and illustrated especially those aspects which are likely to affect the assets described at Stage A. This section should also describe aspects of the development such as phasing which may be relevant to the impact of the proposals and other options or locations considered.

Stage C The Impact of the Proposals on the WHS and / or its Setting

This stage requires a detailed assessment of the impacts for each of the aspects identified in Stage A including the impacts on each of the components, the degree of change, opportunities for mitigation and the overall degree and significance of the impact.

It is a key stage which will inform whether it is appropriate to take the proposals on to the next stage and if so the form the development may take.

Stage D Detailed Design Considerations and Detailed Mitigation

This stage requires a detailed assessment of how the proposals respond to the location and specifically needs to show how detailed design issues respond to the OUV.

Part 3 Summary and Protection of the World Heritage Site Setting

6. Management of the World Heritage Site

The next step after identifying the key characteristics and extent of the World Heritage Site (WHS) setting is to ensure the proper protection and enhancement of the site and its setting and the Outstanding Universal Value (OUV) which underpins them. Some of the key issues which need to be addressed are listed below.

- Design policies and guidance for new development covering issues such as building heights, massing, layout, colour and materials
- Policy for protecting important views and important hillsides, tree cover and undeveloped slopes and features such as the River Avon corridor through Bath
- Policy for protecting the WHS setting
- Landscape, tree and woodland strategy to include objectives and management of green and other spaces, trees and woodlands with a particular emphasis on landscape features and vegetation which support the OUV and the enhancement of important views. The strategy needs to address developing issues such as improving the vegetation cover in the city and opportunities for sustainable urban drainage in response to climate change issues
- Monitoring programme for the condition of, and changes to, the setting to keep a check on the effectiveness of the policy for protecting setting in conjunction with the guidance provided in this study

These issues will be considered in the ongoing development of the World Heritage Site Management Plan and the emerging Core Strategy.

7. Conclusions

Summary

This report sets out in Part 1, the results of the landscape and topographical, visual and historical setting surveys. When put together, these provide an understanding of the character and extent of the City of Bath World Heritage Site (WHS). The setting is shown in an indicative form in Maps 3, 4 and 5n. The actual setting boundary will need to be assessed for individual cases taking account of the form of any proposals, and the aspects of the Outstanding Universal Value (OUV) and the components of setting likely to be affected.

Part 2 sets out a framework for assessing impacts on the setting using existing methodologies and best practice guidance to support policies for protecting the setting.

Part 3 includes recommendations and actions which need to be considered as part of the ongoing development of the World Heritage Site Management Plan.

Policy for Protecting the World Heritage Site Setting

The existing planning designations (see planning designations in Appendix 14) do not specifically seek to protect the setting of the WHS and a key consideration integral to this study is the means of protecting the setting through planning policy. This is being developed as part of the Core Strategy process. It is anticipated that this study will be adopted as a Supplementary Planning Document in due course initially to supplement policy BH.1 in the Bath and North East Somerset Local Plan and subsequently to supplement policy in the Core Strategy.

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City of Bath World Heritage Site
Statement of Outstanding Universal Value
Approved by ICOMOS July 2008

The City of Bath is of outstanding universal value for the following cultural attributes:

- The Roman remains, especially the Temple of Sulis Minerva and the baths complex (based around the hot springs at the heart of the Roman city of Aquae Sulis, which have remained at the heart of the City's development ever since) are amongst the most famous and important Roman remains north of the Alps, and marked the beginning of Bath's history as a spa town.

- The Georgian city reflects the ambitions of John Wood Senior, Ralph Allen and Richard "Beau" Nash to make Bath into one of the most beautiful cities in Europe, with architecture and landscape combined harmoniously for the enjoyment of the spa town's cure takers.

- The Neo-classical style of the public buildings (such as the Assembly Rooms and the Pump Room) harmonises with the grandiose proportions of the monumental ensembles (such as Queen Square, Circus and Royal Crescent) and collectively reflects the ambitions, particularly social, of the spa city in the 18th century.

- The individual Georgian buildings reflect the profound influence of Palladio, and their collective scale, style and the organisation of the spaces between buildings epitomises the success of architects such as the John Woods, Robert Adam, Thomas Baldwin and John Palmer in transposing Palladio's ideas to the scale of a complete city, situated in a hollow in the hills and built to a Picturesque landscape aestheticism creating a strong garden city feel, more akin to the 19th century garden cities than the 17th century Renaissance cities.

Criterion (i): *Represents a masterpiece of human creative genius*

Bath's grandiose neo-classical Palladian crescents, terraces and squares spread out over the surrounding hills and set in its green valley, are a demonstration par excellence of the integration of architecture, urban design and landscape setting, and the deliberate creation of a beautiful city. Not only are individual buildings such as the Assembly Rooms and Pump Room of great distinction, they are part of the larger overall city landscape that evolved over a century in a harmonious and logical way, drawing together public and private buildings and spaces in a way that reflects the precepts of Palladio tempered with picturesque aestheticism.

Bath's quality of architecture and urban design, its visual homogeneity and its beauty is largely testament to the skill and creativity of the architects and visionaries of the 18th and 19th centuries who applied and developed Palladianism in response to the specific opportunities offered by the spa town and its physical environment and natural resources (in particular the hot springs and the local Bath Oolitic limestone). Three men – architect John Wood Senior, entrepreneur and quarry owner Ralph Allen and celebrated social shaper and Master of Ceremonies Richard "Beau" Nash – together provided the impetus to start this social, economic and physical rebirth, resulting in a city that played host to the social, political and cultural leaders of the day. That the architects who followed were working over the course of

a century, with no master plan or single patron, did not prevent them from contriving to relate each individual development to those around it and to the wider landscape, creating a city that is harmonious and logical, in concord with its natural environment and extremely beautiful.

Criterion (ii): *Exhibit an important interchange of human values, over a span of time or within a cultural area of the world, on developments in architecture or technology, monumental arts, town planning or landscape design.*

Bath exemplifies the 18th century move away from the inward-looking uniform street layouts of Renaissance cities that dominated through the 15th-17th centuries, towards the idea of planting buildings and cities in the landscape to achieve picturesque views and forms, which could be seen echoed around Europe particularly in the 19th century. This unifying of nature and city, seen throughout Bath, is perhaps best demonstrated in the Royal Crescent (John Wood Younger) and Lansdown Crescent (John Palmer). Bath's urban and landscape spaces are created by the buildings that enclose them, providing a series of interlinked spaces that flow organically, and that visually (and at times physically) draw in the green surrounding countryside to create a distinctive garden city feel, looking forward to the principles of garden cities developed by the 19th century town planners.

Criterion (iv): *Be an outstanding example of a type of building or architectural or technological ensemble or landscape which illustrates (a) significant stage(s) in human history.*

Bath reflects two great eras in human history: Roman and Georgian. The Roman Baths and temple complex, together with the remains of the city of Aquae Sulis that grew up around them, make a significant contribution to the understanding and appreciation of Roman social and religious society. The 18th century re-development is a unique combination of outstanding urban architecture, spatial arrangement and social history. Bath exemplifies the main themes of the 18th century neoclassical city; the monumentalisation of ordinary houses, the integration of landscape and town, and the creation and interlinking of urban spaces, designed and developed as a response to the growing popularity of Bath as a society and spa destination and to provide an appropriate picturesque setting and facilities for the cure takers and social visitors. Although Bath gained greatest importance in Roman and Georgian times, the city nevertheless reflects continuous development over two millennia with the spectacular mediaeval Abbey Church sat beside the Roman temple and baths, in the heart of the 18th century and modern day city.

PRINCIPAL HISTORIC ROUTES INTO AND OUT OF BATH

The following deals principally with Bath's main approach roads, which, for most of its history constituted the main access into or out of the city or the means of enjoying its environs. Routes by water or rail are discussed briefly at the end of this section. Each main road is described as it would have appeared during the Georgian period when the resort was at the height of its popularity, starting from 1707 onward when the first local turnpike trusts were established and the obstacles that previously made the city so inaccessible were progressively removed. From hereon better information about the roads becomes available, particularly relating to the Bath Turnpike Trust whose jurisdiction extended some three to four miles from the centre of Bath where visitors would first become aware of their approach to the city. The end of this period is marked by the decline in Bath's popularity as a fashionable resort in the mid-19th century, and the growth of the railway system that eclipsed long-distance road travel for the next hundred years. Practically all the roads described here are still in use today, although a few sections, cut off by later deviations, survive merely as minor roads or lanes. In most cases, the descriptions follow the in-bound journey towards the city.

The historic main roads are delineated on the accompanying map with the following key:

Red Lines: Original (medieval) roads taken over by the Turnpike Trusts
Green Lines: Later diversions along these roads, with date of construction
Yellow Lines: Completely new roads built by the Turnpike Trusts, with date of construction
Blue Lines: Traceable routes of former Roman roads

Also shown, at the approaches to the city: -

Principal Inns: In the days of horse transport, these were best sited at the summits of the hills, but villages on the main roads (principally Batheaston, Kelston and Twerton) naturally acquired two or three coaching inns. Except for a few dating from the 17th century, most were established during the first half of the 18th century.

Turnpike gates: All known turnpike gates are shown, although not all co-existent. Initially they were sited at the outskirts of the city suburbs, but were continually moved as the city expanded and the turnpike road system developed.

A Note on Local Turnpike Trusts

Until the early 1700s all the roads through Bath (as shown on Thorpe's 1742 map) had grown up during the Middle Ages (some based on even earlier Roman roads) over terrain which was only suitable for travellers on horse-back or with pack animals. Celia Fiennes, who visited Bath by coach in the 1680s, noted that '*the ways to Bath are all difficult – the town lies in a bottom and it is steep ascents all ways out of the town*', and that '..*there is little use of a coach … for the ways are not proper for coaches*'. The magnificent views of the city from its approaches was a small compensation for the danger and discomfort of negotiating its hills.

It was already evident that the city could not develop as a premier resort unless this problem was solved, and a Turnpike Act was therefore granted in 1707 (one of the earliest in the country) which brought the approach roads under the jurisdiction of the Bath Turnpike Trust. Improvements by way of road widening, surfacing and drainage were soon carried out, and by the middle of the 18th century, following several new Acts, diversions and new roads built on

easier gradients also started to appear. Indeed, the approach roads became so popular with visitors for excursions and 'airings' that in 1751 arrangements were made for the turnpike tolls paid by horsemen and coaches on short outings to be refunded. Despite the inconvenience of numerous turnpike gates, the new roads also provided a great stimulus to the development of stage-coach services and, more particularly, to the introduction of the fast mail-coach, initiated by John Palmer of Bath.

The Bath roads also began to link up with other local trusts set up about this time, such as Bristol (established 1727) and Wells (1752), all eventually forming part of a nation-wide system. From hereon it could be said that Bath possessed some of the best roads in the country, particularly after the famous road-maker John Loudon McAdam (1756-1836) become General Surveyor of the Bath Trust in 1826, followed by his grandson William until 1861. The Bath Trust continued to manage these roads until 1878 when, in line with the national trend, it was replaced by the local authorities.

The Roads

THE LONDON ROAD
Despite the importance of this route, the original Roman road from this direction had long fallen out of use and by the 18th century there was no single main road from London. Travellers came either through Devizes (the present A365) or Chippenham (the present B3109, shown on Ogilby's 1675 road map). These roads however met on the open down at Chapel Plaster, and from hereon all traffic had to descend the notorious Kingsdown Hill through Bathford Village, one of the most difficult hills to negotiate in the Bath area. When the Bath Turnpike Trust was first established, its jurisdiction was immediately extended as far as the top of the hill (about five miles from Bath, just beyond the county boundary), and by 1759 some improvements had been made, including a straightened section between the villages of Kingsdown and Bathford. The abandoned section is still traceable along Ashley Road in Bathford, although mostly as a farm track. Soon after, in 1761, the Brickers Barn Trust built a completely new by-pass road (the present A4) at a lower level through Box to Bathford Bridge, via Chippenham. However, since most of the traffic still came via Devizes, it was not until 1828, when the present road between Blue Vein and Box was joined up with the lower road, that Kingsdown Hill was finally avoided as a major highway.

In 1795 the Bradford on Avon Turnpike Trust opened up another new road (the present A363), from Bradford through Warleigh Woods, to join the main road at Bathford. As today, this does not seem to have been a very important route into Bath, but served instead as a bypass to the north after the opening at about that time of the new Gloucester Road, mentioned below. In 1771 William Pulteney, the owner of Bathwick, proposed to seek an Act of Parliament granting him powers to build a bridge across the Avon at Bathford and put in a new turnpike road to the as yet uncompleted Pulteney bridge. The effect would have been to divert the main London traffic across Bathampton to enter the city through the Bathwick estate. Clearly Pulteney's hope was for a consequential rapid rise in land values and profitable building development. However, the Corporation was hostile to Pulteney's proposal, and by a decision of a large majority, a counter petition opposing the scheme was drawn up to present to Parliament. It was also opposed by the Bath Turnpike Trust at a large meeting packed with representatives from Bath including Ralph Allen, John Wood and other notable citizens. In the face of such collective opposition Pulteney eventually abandoned the idea. In the 1830s the opportunity to build this road in combination with Brunel's route for the GWR between Bath and Bathford was again discussed but not taken up. Although a road bridge was eventually built over the Avon at Bathford for the recent Batheaston Bypass, the route into Bath via Bathwick was not adopted.

From Bathford the London Road crossed the 17th century Box Brook Bridge (still in use today), before entering Batheaston village over the St.Catherine's Brook Bridge at 'Stambridge'. Here it

joined the Fosse Way, then known as the **Oxford Road**, which descended from Bannerdown via Fosse Lane. The present route down Bannerdown Road on an easier gradient was adopted after 1757 when the road was taken over by the Bath Trust as far as the turning to Colerne, just beyond the Three Shire Stones. Although this does not appear to have been a particularly busy route, visitors such as Richard Pococke who had an antiquarian interest in the Roman road would ride out along Bannerdown (still unenclosed) to villages along the way as far as Nettleton. A turnpike gate was initially sited at the Colerne junction, but in the 19th century was moved back to the London Road junction where it could control both roads.

Following the Fosse Way, the remaining section of the London Road, through Batheaston High Street, provided a better prospect for the visitor (illus., 1773), on easier terrain and with a fine view of the Avon valley, universally regarded as one of the finest pieces of landscape around Bath. At the Lam Bridge, the London Road was joined in the 1790s by an important new road from the north, built by the Cirencester & Bath Turnpike Trust, which became the **(New) Gloucester Road** (the present A46, now joined to the Batheaston Bypass). Diverging from the old Gloucester Road (mentioned below) at Dyrham, this provided a much easier gradient from the Cotswold scarp at Nimlet Down through the Swainswick valley. Its turnpike gate was situated a little way up the road in Lower Swainswick, where the toll-house still stands.

On the London Road, the first turnpike gate belonging to the Bath Trust stood at the top of Walcot Street by St.Swithin's Church, but this was soon removed to the end of Walcot village, at the bottom of Snow Hill. After the development of Grosvenor Place it was moved yet again to the top of the rise there at the entrance to the later St.Saviour's Road. There was also a gate in Batheaston Village, initially outside Batheaston House, but this was relocated in 1829 next to Bailbrook Lane with a side-bar to intercept any traffic cutting across from the new Gloucester Road.

Being level and easily accessible from the city, the London Road soon became one of the most fashionable for visitors wishing to ride out or take an 'airing'. The broad strand between Lower East Hayes and Grosvenor Place was presumably laid out with this in mind, and prints were frequently published of views along the road between Walcot village and Bathford. In the early 18th century Walcot village still remained in open countryside, and the final approach to the city, along Walcot Street, could still give good views over the river (according to John Wood), before passing through the North Gate into the Market Place. Nevertheless, the suburb of Walcot Street did not give a good impression of Bath. Wood complained that, despite the presence of a few notable buildings such as Ladymead House, the street was also occupied by 'Hovels for the Refuse of the People'. However, as the upper part of the town began to develop, many stage-coach lines took the opportunity to continue along the Paragon (opened up in the 1770s) to a new terminus outside the York House Hotel and General Post Office in George Street.

THE OLD GLOUCESTER ROAD

The York House was also a convenient terminus for traffic arriving down Lansdown Road. Known as the Gloucester Road until superseded in the early 1800s by the new Gloucester Road (mentioned above), this was the main route from the north, over Lansdown, which entered the North Gate of the city via the suburb of Broad Street. It is thought to have been a branch (later adopted by the Romans) of the so-called 'Jurassic Way', a prehistoric trackway along the Cotswold Edge towards the Somerset marshes. In 1707 the Bath Trust's jurisdiction only reached to the summit of the hill, with a turnpike gate at the top of Broad Street, but in 1757 this was extended to the county boundary at the Granville Monument. The road along the top of Lansdown ran across open grassland and was very popular with visitors for riding out and airing. Indeed, complaints were made when the Down was finally enclosed in the 1790s, and a subscription was even proposed to keep it open, but only the broad verges remain today. It was also about this time that the first race meetings were held here, in preference to their previous

site on Claverton Down. As late as the 1830s the ancient Lansdown fair was still held annually on the green in front of the old chapel near the top of Weston Lane, but until the building of Beckford's Tower in 1826 the only other landmark was the old Hare and Hounds Inn (originally known as Lansdown House), at the crest of the hill into Bath.

The steep slope of Lansdown Hill was perhaps even more dangerous than Kingsdown, and it was here in 1703 that Queen Anne's horses were so exhausted that her coach ran backwards into a ditch - an event that presumably contributed to the granting of the Turnpike Act only four years later. The most likely site of this incident would have been between the site of Belvedere and St.Stephen's Church, the most difficult section even today. Maps of the 1740s show that the road originally ran on a steeper slope in a direct line between these points (approximately following St.Stephen's Road and Camden Road), but was diverted, according to John Wood, along its present course in 1707.

Some time later the Broad Street turnpike was moved to the upper end of this section, at the junction of Charlcombe Lane (now Richmond Road), probably after 1757 when the Bath Trust extended its jurisdiction to join the Chippenham to Bristol Road (the present A420) at Wick. It was also after this time that the road at the north end of Lansdown was realigned. Originally it passed directly in front of the Granville Monument, on the east side, instead of the west, as today, and would have descended a very steep slope on its way down past Dr.Jerry Pierce's Lilliput Farm (the present 'Battlefields'). Until the 19th century the Wick road also turned off at the Monument, but this was re-routed on a better gradient around the present S-bend lower down the hill, and the old road, which climbed steeply along the side of Beach Wood, has since disappeared.

THE UPPER BRISTOL ROAD

The 'Upper' Bristol Road, which followed the northern bank of the river, appears to have been largely based on the course of the Roman Road from Bath to the Severn at Sea Mills (the so-called 'Via Julia'). Though the two Bristol Roads had fewer gradients than those approaching from the downs, their condition was no better, and were frequently foundrous in bad weather. In 1707 the Bath Trust's jurisdiction along this road (also known as the Bitton Road, now the A431) only ran as far as Lox Brook Bridge, but in 1757 this was extended to meet the Bristol Turnpike Trust at Buckle Brook bridge below Kelston Park, and again in the 19th century to Coombe Brook towards Swineford. As conditions improved, the road often became busy with local traffic, particularly with coal wagons from the Kingswood Coalfield, and for this reason was often avoided by travellers. Indeed, many preferred the slower but more civilised wherry service along the River Avon after it was made navigable in 1727.

Nevertheless, the road remained generally popular for riding out and airings as far as Bitton, mainly because it provided the best views of the Avon Valley between Kelston Park and Newton St.Loe, much praised for its beauty by John Wood and others. For this reason a view from the top of Old Newbridge Hill, engraved by Jacob Spornberg, is included in Collinson's *History of Somerset*, 1791. Although this particular view is now partly obscured by buildings, the valley is still a spectacularly sight from this road, especially in evening light.

Crossing the river below, was a ford used by local traffic that was removed in the 1720s to make the river navigable and replaced in 1736 with bridge by Ralph Allen's clerk of works, Richard Jones. In 1759 the 'New Bridge' was adopted by the Bath Trust who built connecting roads each side to link the Upper and Lower Bristol Roads, with a new turnpike gate called the 'Cross Post' at the Lower Road junction next to a group of Coal Pits in Newton St.Loe parish. However, it is unlikely that this link road was initially very popular. Besides the steep connection with the Upper Road (now Old Newbridge Hill), the bridge itself was very steep and narrow, requiring (according to Wood) a fair degree of courage to cross. Indeed, it collapsed during a bad flood in

1774, and had to be rebuilt with a stronger arch and with proper graded ramps on each side. Even so, it was still narrow, and the two-lane traffic which it carries today was only made possible by J.L.McAdam who widened the bridge in 1831. At the same time, to avoid Old Newbridge Hill, a new diversion (the present Newbridge Road, now part of the A4) was built between Lox Brook Bridge and the bottom of the Hill. On the opposite side of the river the T-junction at the Cross Post was changed to a fork and provided with a new central toll house (demolished in the 1960s) to control both roads.

During the 18th century the only building between Kelston village and Lox Brook was 'Halfway House' (now 'Warlands'), near the junction of Penn Hill Road where there was later a turnpike gate. Towards Bath, at the bottom of what is now Park Lane, was another turnpike amongst a group of buildings associated with a mineral spring there called Limekiln Spa - named after a limekiln overlooking the road. One of these buildings was a fine house called 'West Hall' which presumably served visitors taking the waters. However in 1817 the Bath Gas Light and Coke Works was built on the south side of the road next to the river, and by the mid-19th century 'West Hall' had disappeared, to be replaced by road-side terrace housing.

Until the end of the 18th century the stretch of road below the Town Common and Crescent Fields remained relatively open, providing a fine view of the Royal Crescent to the north and the riverside meadows to the south. Katherine Plymley, returning from Bristol on 1794 was moved to write; '*It was dark before we reach'd Bath, the lamps, particularly in the Crescent & Landsdown Crescent, seen from the road, had a beautiful effect*'. This appears to be the first notice, even before the days of gas lighting, of the 'Lights of Bath' at night for which the city later became well known. In the early 18th century the main road entered the western suburb of the city at a turnpike gate by the King's Arms Inn in Monmouth Place before continuing on through Monmouth Street to the West Gate. This is now a one-way system for out-bound traffic, the main in-bound route being along Charlotte Street, opened up to Queen Square in the 1820s.

THE LOWER BRISTOL ROAD

Although the Lower Bristol Road (also known as the Keynsham Road, now part of the A4) was a longer route to Bristol than the Bitton Road, it was often preferred by travellers who wished to avoid the traffic from the Kingswood coalfield. The views of Avon valley were not as fine as the Upper Road, but it was still popular for riding out and airing, passing through almost completely open countryside on fairly level ground between Keynsham and Bath. Until the 20th century, Saltford village did not extend up to the road, and the traveller would only encounter the Crown Inn at the top of Saltford Hill and the Ship Inn and toll house at the bottom (all of which still remain). In 1707 the Bath Trust's jurisdiction ran only as far as Twerton Church, but in 1757 was extended to meet the Bristol Turnpike Trust at the Globe Inn in the parish of Newton St.Loe. There appears to have been a turnpike gate in Twerton High Street, but this would have been superseded by the Cross Post gate opposite Newbridge after 1759. At the Globe one could turn off to view Newton Park and Mansion, newly landscaped by Capability Brown in 1761.

The Globe Inn was a notable landmark along this part of the road, surrounded (until the mid-19th century) by the Newton Coal Pits, and standing at the junction of two other roads. One of these was previously an old route leading westward through Corston, with connections to the Bristol to Wells Road (the present A38). This was taken over in 1761 by the Bath Trust as far as Rush Hill in Ston Easton and known as the **Lower Wells Road** (the present A39), thereby avoiding the steep gradients on the Upper Wells Road, described below. Despite many improvements, this was a long detour and does not appear to have been very popular with travellers other than coal hauliers from the North Somerset Coalfield. Leading south-east also from the Globe was the ancient **Frome Road (or Salisbury Road)**, crossing Pennyquick Bottom and climbing past High Barrow Hill to Rush Hill on Odd Down. From there it continued on across the Midford Valley as the Warminster Road (discussed below), and therefore formed

an important route between Bristol and Salisbury. This is the most likely road taken by the Duke of Monmouth in 1685 when he led his army from Keynsham, calling on Bath, on his way to Norton St.Philip and (finally) Sedgemoor. It was presumably for this reason that it was quickly taken over by the Bristol Trust in the early 1730s as far as the top of Midford Hill. Although entirely by-passing Bath, it nevertheless provided a link between all the main roads leading south from the city and may well have served as a useful circuit for excursions. However, as time went on, it seems that new routes between Bristol and Salisbury were becoming more profitable, and powers over this road were abandoned by the Bristol Trust in the early 19th century. Unfortunately the records of the Bristol Trust have not survived.

Beyond the Newton meadows and Cross Post turnpike, the rest of the Lower Bristol road towards Bath (now part of the A36), crossed Newton Brook by the 'Avon Bridge' (a corruption of its earlier name, 'Eden Bridge'). The present bridge, rebuilt by the Bath Trust in 1824, is a fine structure which still carries today's heavy traffic. Following the river Avon along 'Twerton Flat' to the Twerton Lower Mill, travellers had then to negotiate a steep climb before reaching Twerton High Street. This slope, below St.Michael's Church, remains today as a short slip-way called Connection Road. A more gradual by-pass for the hill was opened up from what is now Howe Hill through Twerton Wood in the 1820s, but this only lasted until 1839 when it was demolished for the Great Western Railway. In its place, Brunel built the present stretch of road along the north side of the railway embankment between Ferry Lane and Twerton Lower Mill which completely by-passed the whole of Twerton village.

The rest of the route to Bath, between the last house in the village (Fielding's Lodge, now Fielding's Road) and Bath Bridge, passed through open meadows with fine views of Green Park and the western side of the town, as depicted in an engraving by Spornberg in Warner's 1801 *History of Bath*. Indeed, this view (taken from the present junction with Brougham Hayes) would have remained unchanged until 1869 when the meadow in the foreground became the engine depot and goods sidings of the Midland Railway. A few yards further on, to the right, was the site of a turnpike gate in the early 19th century, but this appears to have been removed to the bottom of Brook Road when St.James's Cemetery was laid out in the adjoining field by Major Charles Davis. Opposite Green Park, there were some fine villas built beside the road in the early 19th century, but after 1858 when the Stothert & Pitt foundry was built nearby this whole stretch became engulfed in industrial buildings as far as Bath Bridge.

THE UPPER WELLS ROAD

In the early 18th century travellers approaching the city from the south were still obliged to cross the Avon by the medieval St.Lawrence's Bridge, with its oratory chapel and fortified gateway at the southern entrance, before continuing along the suburb of Southgate Street to the South Gate. In 1707 a tollgate was erected in front of the old gate at the southern end of the bridge, but as traffic increased, the narrow bridge became such a nuisance that in 1754 it was rebuilt (again by Richard Jones) and the turnpike moved elsewhere. Confusingly, the new Bath Bridge came to be known as the 'Old Bridge' - to distinguish it from the 'New Bridge' on the Bristol Road.

Three turnpike roads converged at the bridge; the Wells Road, Lower Bristol Road and Bradford Road. The most important of these was the Wells Road (now part of the A367), particularly during the early middle ages when communication was required between the cathedral city of Bath and its diocese in Somerset. Most of this route followed the old Roman Fosse Way which, on its straight course, typically ignored the long and difficult gradients across the Cam and Wellow valleys. In 1707 the Bath Trust was only given jurisdiction as far as 'the top of Odd Down', where the Wansdyke crossed the road at the parish boundary of Lyncombe & Widcombe. The 'Burnt House Turnpike Gate' was set up here, but in 1759 an extension was granted as far as the 'White Post' a few miles south of Radstock at the meeting with the Wells Turnpike Trust.

Various long diversions with better gradients were soon carried out, particularly on Dunkerton Hill (thereby preserving much of the Fosseway, now a public trackway), but the result was never regarded as satisfactory, and even a tunnel was proposed. There is still a stable near the summit of the hill, opposite the former Crossways Inn, which until the 20th century provided trace horses to assist with heavy loads in the ascent. Also at the Crossways was an alternative route to Wells, leading through Paulton and Tunley (the present B3115) to the Lower Wells road, which John Leland used in the 16th century, and was still shown as the main road on Ogilby's map in the 17th century. However, it was never turnpiked and has remained a local road ever since.

An increasing problem on both roads towards the end of the 18th century was the quantity of heavy traffic, particularly colliers' wagons from Timsbury and Radstock in the North Somerset Coalfield, a situation only partly alleviated by the opening of the Somersetshire Coal Canal through to Bath in 1801. Near the base of Dunkerton Hill the canal bridge can still be seen under the main road, together with the sites of several wharves just above the ancient Swan Inn where William Smith first penned his geological discoveries. Also crossing the road next to the Inn was the GWR viaduct which by-passed the abandoned canal in 1910, but this was demolished with explosives in the 1970s and only the embankments remain.

Unlike the other downs, Odd Down had been mainly enclosed by the 18th century, and it is probably for these various reasons that this part of the Wells Road was not popular for excursions except for those with antiquarian interests. Indeed, industry continued to feature prominently along this road in the 1880s when a fuller's earth mine was opened on the crest of the Down above Combe Hay. A wind engine that powered the machinery (the largest windmill in the country at that time) provided a spectacular landmark on the Down until it was destroyed by fire in 1904. The mine however continued in use until the 1980s, and its rusting silos remain a prominent feature of the Down today.

In the vicinity of the junction of Combe Hay Lane, traditionally known as 'The Burnt House', a building called 'Odd Down House' is shown on Ogilby's 1675 road map. Later maps, from 1742 onward, show nothing on this site except the turnpike gate, which suggests that at some time between these dates this house was destroyed by fire, its blackened ruins remaining a gaunt landmark for travellers for many years. Since the present Wellsway was not built until 1803, the original road continued along the (Upper) Bloomfield Road to the northern summit of Odd Down where it crossed the Frome Road. In the 18th century the only building on the crossing, nowadays known as Noad's Corner, was the Red Lion Inn which served traffic negotiating the steep ascent from Bath. Later, when Wellsway was built to avoid this gradient, the old Inn was abandoned and the present Red Lion Inn built next to the new crossroads to intercept the diverted traffic. Just beyond the Red Lion crossroads, at the crest of the hill, was the site of a gallows, and in 1748 a convicted murderer was executed here in the presence of a large crowd and his corpse hung up in chains to the view of passing travellers.

Below the summit there were extensive quarry workings (some still visible today) with a fine view towards Bath before Cottage Crescent was built in 1801. At the bottom of the hill the Wells Road converged with the Warminster Road from Entry Hill road (described below) on the level area known as the 'Bear Flat'. Throughout most of the 18th century this remained an open space except for the Bear Inn at the northern end towards Holloway, and it was on this site that the ancient 'Holloway Fair' continued to be held annually until the 1830s. At the summit of Holloway there was a turnpike gate until the late 18th century when the present Wells Road was built. To control both roads, it was later replaced by a toll house in the middle of the Flat, at the fork between of the Wells and Warminster roads.

The steep descent through Holloway provided a fine view of the town, and all the early commentators seem to have entered from this direction. The earliest, John Leyland, who visited Bath in the 1530s noted that:

> 'Or ever I cam to the bridge of Bath that is over Avon I cam doun by a rokky hille fulle of fair springes of water: and on this rokky hille is sette a longe streate as a suburbe to the cyte of Bath; and [in] this streat is a chapelle of S.Mary Magdalen … Bytwixt the bridge and the south gate of Bath I markid fair medows on each hand, but especially on the lift hond, and they ly by south west on the toun. The cite of Bath is sette booth yn a fruteful and pleasant botom, the which is environid on every side with greate hilles …'.

There has recently been some doubt whether this part of the Wells Road actually followed the course of the Roman Fosse Way, and indeed there is good evidence for an alternative route diverging from the Burnt House (along 'Old Fosse Lane') on a more westerly course following the parish boundary to the Avon below the Royal Crescent. However, the antiquity of the suburb at the foot of the hill is not in doubt, and is now recognised as the Saxon village of 'Cliftune', the original manorial centre of Lyncombe and Widcombe, mentioned in a charter granted to the monastery at Bath in 970.

By the mid-18th century Holloway contained some moderately respectable houses, but like Walcot Street, it gradually declined as a result of increasing commercial activity. To avoid the narrow climb up Holloway, the present Wells Road diversion through Hayesfield was completed in the 1780s, but the junction at the bridge foot where the three turnpike roads converged remained one of the busiest thoroughfares into the city. By 1800 Holloway had became a disreputable district avoided by visitors, and for many years remained a thorn in the side of the City Corporation who had no jurisdiction in that parish until later. In 1840 it was further isolated by the construction of the Great Western Railway viaduct and the clearance of houses clustered around the bridge, and by the 20th century had become very run-down. Finally in the 1970s the lower half of the street was almost entirely demolished and dug out for the roundabout under the railway viaduct, leaving the upper half as a cul-de-sac.

THE WARMINSTER ROAD

As mentioned above, in the past the road from Warminster and Salisbury (the present B3110) was not only a main route to Bath, but also to Bristol, and therefore more important than today. Approaching from Norton St.Philip, it crossed the Midford valley at the confluence of the Cam and Wellow Brooks where signs of an earlier Roman road to Bath can be traced across the fields towards a crossing further downstream. The name Midford (or Mitford, Old English, 'meeting ford') is evidence of a route in Saxon times, and it would seem that a stone bridge had already been long established here before the 16th century. Positioned at the junction of two valleys, the hamlet of Midford later became the focus of other communications systems, and the road today still features remains of two abandoned railway viaducts (of the Somerset & Dorset Joint Railway, built 1872, and the GWR, built 1910) and canal bridge (of the Somersetshire Coal, built 1801).

This part of the road was taken over in 1752 by the Bath and Warminster Trust (generally known as Black Dog Trust, after the inn used as its headquarters) as far as the summit of Midford Hill on Odd Down, where it met the Bristol Trust. This was a steep climb, and several deviations on a better gradient were put through land belonging to Midford Castle, probably in about 1775 when the house was being built. A turnpike was established by the bridge, and about the same time two new inns also appeared; the Fox on the south side of the bridge, and on the north side, the White Hart (later changed to the 'Hope & Anchor' when the Coal Canal was built next to it). These buildings still survive, and the Old Midford Road, cut off by the deviations, is still in use, though little more than a lane. Near the top of the old road is Pack Horse Farm, formerly the notorious 17th century Pack Horse Inn, known for its tea-smuggling

activities. Cut off by the new road diversions, and with the resulting loss in trade, the inn was eventually closed in the 1850s and its name transferred to the present Pack Horse public house in Southstoke Village.

The jurisdiction of the Bristol Trust began a little way beyond the crest of the hill where, like the Wells Road, the Wansdyke crossed the road on the boundary of Lyncombe & Widcombe parish. This was also the crossroads of a medieval route between Bath and Southstoke which led on to Wellow and Mells. By John Leland's time however, it offered a useful diversion into Bath from the Bristol to Salisbury Road. His description of this route provides a vivid impression of the open Down in those days:

> I ... passid over a ston bridge where ranne a litle broke there they callid Mitford-water … From this bridge to Bath 2 good miles al by mountayne ground and quarre, and litle wood in syte. About a mile from Bath I left the way that ledith to Bristow for them that use from Saresbyri to Bristow'.

Although the Down had become enclosed for pasture grounds by the early 18th century, it was still very open, with few buildings to be seen except the newly-built Cross Keys Inn at the Southstoke junction which was the staging post for the Salisbury and Southampton coaches. Whilst the Bath traffic could turn off here towards Entry Hill, traffic coming from the opposite direction could take a turning about a quarter of a mile further on which led eastward (the present A3062, across the summit of the Entry Hill and along Combe Down) to the Bradford Road at the top of Brassknocker Hill, described below. At this turning was a tall glass furnace cone which provided a notable landmark visible for many miles around. Built in the late 17th century, 'Mr.Bennet's Glass House' had already gone out of production by the early 18th century and had been converted to a farm, 'Glasshouse Farm', but the cone remained standing for use as a cart-shed and did not disappear until it collapsed in a storm in 1764. The farm was eventually demolished in the 1970s and replaced with a block of flats. When Wellsway was built in the early 1800s, a link road (the present Midford Road) was extended to the Cross Keys, cutting off part of the Old Frome Road and creating a new crossing over the Bradford Road which is still known locally as 'The Glasshouse'.

In 1707 the jurisdiction over the Warminster Road by the Bath Trust only reached to the top of Entry Hill, at the Bradford Road crossing, but in 1757 this was extended the extra quarter mile to the Bristol-Salisbury Road at the Cross Keys. Entry Hill (sometimes called Anthony Hill in the past, but spelled Enterry Hill by the Turnpike Trust) dropped steeply down to the Lyn Brook at the head of Lyncombe Vale before joining the Wells Road on the Bear Flat. The Lyn Brook at that point passes through a deep ravine which the Bath Trust appears to have overcome at some early stage by building a massive viaduct over 30ft high with a single culvert arch (illus., c.1839). Despite its crude construction, this still carries today's heavy traffic, and in the 19th century provided a picturesque feature for artists.

THE BRADFORD ROAD

This road, which leads across Claverton Down, was probably the most popular for riding out and airing and provided the best views of the city. For this reason it was mainly known as the Claverton Road, but was also the main route to Bradford on Avon which then led on to Winchester and Portsmouth. In 1707 the Bath Trust had powers as far as the top of Brassknocker Hill, but in 1757 these were extended as far as the bridge over the Combe Brook (now known as the Midford Brook) near its confluence with the River Avon in the Limpley Stoke Valley.

In former times the route from Bradford followed a rather tortuous route through Westwood, across the ancient bridge at Freshford and through Limpley Stoke village to the Combe Brook

bridge - as described by Leland on another of his visits to Bath; '*I passyd firste ovar by Frescheforde bridge of stone on Frome. And a myle and more beyond that at a new stone bridge I passyd ovar a litle broke that aftar a litle lower goythe in to Avon*'. In 1752 the Tinhead Turnpike Trust obtained jurisdiction over this route, with an intended diversion from Freshford to join the Warminster Road at Midford, but this was immediately dropped when the Bradford on Avon Trust acquired powers for a better route. This followed the present B3118 through Winsley and over the river Frome at Limpley Stoke where a new bridge (confusingly known as the 'New Bridge') had just been built at Stoke Ford in about 1740.

In 1800 the Somerset Coal Canal was built along the side of the Midford Valley to join the Kennet & Avon Canal at Dundas Aqueduct, cutting across the road a little way up Brassknocker Hill. In 1834 the bridge which carried the road over the canal became incorporated into the New Warminster Road viaduct (mentioned below) and can still be seen in the canal tunnel under the viaduct. The tunnel now serves as a covered dock at the end of a short stretch of the waterway which has been brought back into use for a marina. The new intersection between the Bradford Road and the viaduct remained a simple crossing until c.1910 when the GWR Camerton Branch railway was constructed beneath it. Since the railway ran a little way below the abandoned canal, the present dog-leg taking the Bradford Road over the viaduct was adopted to avoid building a second bridge.

Still standing near the summit of the hill is the former Brassknocker Inn (originally known as the Crown), a fine 18th century house converted back to a dwelling in about 1870. Beyond this point, the road divided as it joined a circuit road around the top of Claverton Down. One branch followed the circuit westward along Combe Down towards the Glasshouse (the present A3062, mentioned above); while the main road continued through a turnpike gate and followed the circuit northward. This circuit road had become established around the boundary wall of the private deer park set up in 1091 by the Norman Bishop, John of Tours, later shared with Priors of Bath Monastery. Leland goes on to note; '*A mile a this syde Bathe by southe est I saw 2 parks enclosyd with a ruinus stone walle, now with out dere. One longyd to the bysshope, an othar to the prior of Bathe* …'. In this instance he appears to have taken the western branch which passes the section of the park belonging to the Prior, and would therefore have entered Bath by turning off, as before, into Entry Hill. Since the Dissolution of the Monasteries, the park wall has been continuously repaired, and a large proportion of it still survives. At Ralph Allen's request, this stretch of the Bradford Road, from Brassknocker Hill to Entry Hill, was brought under the control of the Bath Trust in 1763. This was not only to the benefit to the quarry owners on Combe Down, but also provided better access to the entrance of Allen's mansion in Prior Park at the crossing of his carriage drive and quarry railway.

Continuing northward, the Bradford Road diverged from the park wall and headed north-west into the open and flat part of Claverton Down. At this point, near what is now Limekiln Lane, there was a gallows where a highwayman, John Poulter, was executed and hung up in chains as a warning to others. It was also a reminder that the uninhabited downs had become an ideal haunt for highwayman and footpads to waylay the increasing numbers of wealthy people visiting Bath. This problem was only resolved later in the 18th century by the adoption of armed stage-coach guards and the development of the banking system. After crossing the Down (site of the Bath race meetings before they were moved to Lansdown in the 1780s) to the western edge, the road presented one of the best views of the city as it descended Widcombe Hill between Smallcombe Wood and Ralph Allen's fir plantations. Though one of the steepest hills out of Bath, it was a popular excursion for many, including Spencer Cowper who took great pleasure in all the local rides: '*Every way the views are fine, and the Town, considering what a hole it is in, is seen from many to great advantage, particularly one, wch shews the New Square* [Queen Square]*... but my favorite one is from the road to Clerken* [Claverton] *Down …*'.

At the bottom of the hill it met the junction of Bathwick lane, opposite the White Hart Inn, before continuing over the level crossing of Ralph Allen's railway at the entrance to his stone wharf by the river. In anticipation of the development of the Bathwick Estate by William Pulteney, the lane to Bathwick village was taken over by the Bath Trust in 1759, and provided with its own turnpike gate at the junction. This road (the present Pulteney Road, part of the A36) remained something of a cul-de-sac until the 1830s when it was joined up with the new Warminster Road at Sydney Gardens. Its present use as a route through to the London Road via Bathwick Street did not occur until the Cleveland Bridge was purchased by the Corporation and freed from tolls in 1929. Similarly, Ralph Allen's Drive, originally the route of his railway and private drive, did not become fully opened as a public thoroughfare until the 1920s.

The rest of the Bradford road, between the bottom of Widcombe Hill and Bath Bridge, eventually become congested with housing during the early 19th century, particularly after the opening of the entrance to the Kennet & Avon Canal in Ralph Allen's wharf. Previously, the main obstacle on entering the suburb of Claverton Street was the turnpike gate near the bottom of Lyncombe Hill, where the road passed between Gibbs's Mill and its millpond. The road at this point was said to be so narrow that it was possible to jump across to the mill from the wall of the mill pond. In 1893, when the mill closed, the road was widened the pond removed, but eventually all the houses on the north side of Claverton Street were demolished for the Rossiter Road by-pass in the 1970s.

THE NEW WARMINSTER ROAD

The most ambitious of the later schemes for new roads into Bath was undertaken by the Black Dog Trust in 1834. This was the new Warminster Road (now the A36) which ran on a completely new route between Woolverton and Bath via Limpley Stoke and Claverton, its object being to avoid the hills at Midford on the old Warminster Road, as well as Brassknocker Hill on the Bradford Road. Forshadowing the railway age, it was a considerable engineering project which met with much opposition, particularly from the Kennet & Avon Canal Company who were concerned that the road would cause land-slips onto the canal below. Interestingly, one of the arbitrators who spoke in favour of the road was the engineer Isambard Kingdom Brunel, who had just arrived in the area to design the future Great Western Railway.

However the new road was hailed as a success, and the viaduct across the Midford valley was much praised. By-passing all the villages along the route, the only obstacle was the 'Dry Arch' at Bathampton, a bridge built to carry a tramway over the road from the quarries on Bathampton Down to a wharf on the K&A canal. Constructed on a sharp bend, this later became a dangerous corner and was eventually demolished in the 1970s. Curiously, an earlier 'Dry Arch' which had been built over the old parish lane to Claverton in 1810, and was by-passed by the new road, still survives overlooking the bend.

Today the road still presents a fine entry into Bath, towards Sydney Gardens from St.Georges Hill, and it is unfortunate that there is little information on its use by visitors, possibly as a result of competition from the Bath & Weymouth Railway constructed in 1857.

A note on other routes:

Waterways

Even before the Avon Navigation was fully open to Bath in 1727 a passenger boat or wherry (manned by oarsmen) was running between Bristol and Twerton, but the first person to make the full journey to Bath was Lord Falmouth on 3 January 1728. The Navigation received the royal seal of approval a few months later when the Princess Amelia, daughter of George II, whose dislike of road transport was well known, made the journey to Bristol in a wherry especially decorated for the occasion. Soon after, Samuel Tomkins, the wherry owner, ran a

regular service along the route, leaving for Bristol from the Bath Bridge at 10 am each morning. By 1740 two boats were running daily, taking about four hours on the journey at a fare of 1s. In the same year, Tomkins announced that he had added three new pleasure boats to his fleet *'.. with a House on each, with Sash Windows, &c.', one of which was ready 'to be lett, at an Hour's Warning, to any select Company; being neatly ornamented, and designed for Expedition … Mann'd with able London Watermen'*.

However, the main purpose of the Navigation was to carry freight, and it is difficult to assess the how important this route was for passengers. Outings along the river were certainly popular throughout the 18th century, but most passenger traffic to Bristol was probably local. Though river travel could be pleasant in good weather, providing fine views of the city as it wound its way through the meadows towards the town quay, it was dangerously unpredictable in adverse seasonal conditions. An alternative scheme for canal to Bristol was set up in 1811, but this was never carried out. The first steam-boat on the Navigation to Bath, a passenger packet doing a return trip from Welsh Back at Bristol each day, was in operation in 1814, quite a technological innovation for the time. The steam packet *City of Bath* was still doing the run to Bristol during the 1830s.

The Kennet & Avon Canal, opened in 1810, provided a new and picturesque route from London, and a successful passenger service was soon in operation to Bradford on Avon. By the 1830s fast 'scotch boats' to London could also be obtained several times a week, but again it seems that the main use of the canal was for outings and local traffic. Indeed, all passenger traffic along both waterways practically ceased after 1840 with the arrival of the railways.

Railways

Bath was well-served with railways, the first being the main GWR Bristol to London line in 1840, together with its branch to Westbury and Weymouth in 1857. Brunel's landscaping and spectacular engineering along the line in this region contributed much to Bath's prestige, as demonstrated by the views of the railway approaches to Bath in J.C.Bourne's prints. However, this was somewhat marred later on by industrial activity which, like the waterways before it, was inevitably attracted to the railway. For similar reasons the Midland Railway (Mangotsfield branch), connected to Bath in 1869 with its extension to Bournemouth and the south by the Somerset and Dorset Joint Railway in 1872, offered the visitor to Bath an even less favourable impression of the city. It was hoped that the railways might help restore Bath's flagging fortunes as a resort, and the Corporation was already placing advertisements at railway stations throughout the country by the 1850s, but the decline continued.

Postscript: Revival of the roads

However, throughout the rest of the 19th century the city became instead a residence for retired gentlefolk, for whom local rides and outings by road or rail remained an important amenity. Indeed, by the 1890s this activity had become available to all levels of the population thanks to the invention of the bicycle and the introduction of horse-buses and trams in the city suburbs. When the electric tramway system was laid in 1904, the line was extended for this purpose into the surrounding countryside to three rural termini; The Crown Inn at Bathford (via the London Road); The Globe Inn at Newton St.Loe (via the Upper Bristol Road); and the Combe Down Convalescent Home (via Wellsway and the Bradford Road). Further extensions were proposed, but feeder motor buses were adopted instead - from Bathford to Chippenham, Devizes and Trowbridge; from the Globe to Bristol; and from the Glasshouse to Radstock, Midsummer Norton and Frome. The trams were popular with the working population of Bath who could escape from the city and take circular walks across country between each terminus. As a result, tea-gardens and other amenities soon began to appear in previously out-of-the-way villages such as Englishcombe or Tucking Mill. However, motorised transport provided a more flexible alternative and the tramway was eventually abandoned in 1939. Since then the roads have

continued to regain dominance, particularly after the construction of the motorways in the last quarter of the 20th century, a significant feature in the revival of Bath as a world tourist centre.

Map 9

Historic Roads into and out of Bath

Bath World Heritage Site study

Scale 1:50000

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