



Northumberland County Council

NORTH NORTHUMBERLAND LOCAL AREA COUNCIL
RIGHTS OF WAY SUB-COMMITTEE
19 December 2018

REVIEW OF THE DEFINITIVE MAP AND STATEMENT OF PUBLIC RIGHTS OF WAY

ALLEGED BYWAY OPEN TO ALL TRAFFIC No 33 PARISH OF ADDERSTONE WITH LUCKER

Report of the Executive Director of Local Services
Cabinet Member: Councillor Glen Sanderson, Environment and Local Services

Purpose of report

In this report, the Council is asked to consider all the relevant evidence gathered in support and in rebuttal of the existence of public vehicular rights over the U2056 road, between the A1 road, at Adderstone Mains Lodge, to Adderstone Mains.

Recommendation

It is recommended that the Council agrees that:

- (i) there is sufficient evidence to indicate that public vehicular rights have been reasonably alleged to exist over the route Y-Z;**
- (ii) the Natural Environment and Rural Communities Act 2006 would not appear to have extinguished the public's motorized vehicular rights over the route;**
- (iii) the route would not appear to satisfy the balance of user criterion to justify be included in a future Definitive Map Modification Order as a byway open to all traffic.**

1.0 BACKGROUND

- 1.1 By virtue of section 53 of the Wildlife and Countryside Act, 1981 the County Council is required to keep the Definitive Map and Statement under continuous review and make modification orders upon the discovery of evidence, which shows that the map and statement need to be modified.

- 1.2 The relevant statutory provision which applies to adding a public right of way to the Definitive Map and Statement, based on historical documentary evidence, is Section 53(3)(c)(i) of the Wildlife and Countryside Act, 1981. This requires the County Council (as Surveying Authority) to modify the Definitive Map and Statement following:

“the discovery by the authority of evidence which (when considered with all other relevant evidence available to them) shows that a right of way which is not shown in the map and statement subsists or is reasonably alleged to subsist over land in the area to which the map relates, being a right of way such that the land over which the right subsists is a public path, a restricted byway or, subject to section 54A, a byway open to all traffic.”

- 1.3 All the relevant statutory provisions and competing rights and interests have been considered in making this report. The recommendations are in accordance with the law and proportionate, having regard to individuals' rights and the public interest.

2.0 PUBLIC EVIDENCE

- 2.1 In the late 1980s the County Council carried out consultations regarding proposals to add a number of unsealed tracks in the north of the County to the Definitive Map as byways open to all traffic on the basis that the routes were included in the County Council's "List of Streets" as unclassified County roads (UCR). The rationale for doing so was that it would not be obvious to members of the public (particularly horse riders, walkers and cyclists) that they were legally entitled to use routes such as these (which were considered to have vehicular status), because their physical appearance might suggest otherwise.
- 2.2 The view, held by those officers of the Council responsible for maintaining the 'List of Streets' for the County of Northumberland was (and still is) that only public roads (not public bridleways or public footpaths) were shown on this List. The only exceptions to this are the surfaced paths and alleyways providing pedestrian links between roads, in urban streets. Thus, tracks in rural settings, which have their own unique reference numbers (e.g. the 'U2056' road), were considered to be all-purpose public highways maintainable at public expense.
- 2.3 Shortly afterwards, the processing of applications from third parties seeking to record public footpath or public bridleway rights was afforded a higher priority. Later on, the process of recording UCRs as byways open to all traffic was effectively suspended because the Ordnance Survey indicated that they would be showing such routes on their published maps as being an "Other route with public access". Although, on that basis, members of the public would still be unclear as to precisely what rights they had over routes identified in this fashion.
- 2.4 The most recent advice from DEFRA (paragraph 4.42, Rights of Way Circular 1/09) is that inclusion on the List of Streets may provide evidence of vehicular rights but that this should be examined on a case by case basis. In view of this advice, it is considered prudent to evaluate the status of the U2056

unclassified County road based upon more than simply its inclusion in the List of Streets.

3. LANDOWNER EVIDENCE

- 3.1 In August 2014, J & P Clough of Adderstone House responded to the consultation, providing a plan which indicated the sections of land adjoining the road, which they owned.

4. CONSULTATION

- 4.1 In July 2014, the Council carried out a consultation with the Parish Council, known owners and occupiers of the land, the local County Councillor and the local representatives of the “prescribed and local organisations” listed in the Council’s “Code of Practice on Consultation for Public Path Orders”. Three replies were received and are included below.

- 4.2 By letter, dated 17th October 2014, Ms E Bamford responded to the consultation, on behalf of the Ramblers’ Association, stating:

“Parish of Adderstone Byway open to all traffic 33 No comment.”

- 4.3 By letter, dated 28th October 2014, Mr D Roberts responded to the consultation, on behalf of the Cyclists’ Touring Club, indicating he had no comment regarding this particular proposal.

- 4.4 By email, on 4th November 2014, Ms S Rogers responded to the consultation, on behalf of the British Horse Society, stating:

“ADDERSTONE with LUCKER PARISH
Alleged Byway Open to All Traffic 33
This track shown on map 27 leads from the A1 as the access to Adderstone Mains where it is a dead end for cyclists and horse riders as it leads only to one footpath. Even walkers are unlikely to use it as they are also vulnerable on a road like the A1. There appears to be little public value to this route so the BHS recommends that it be given very low priority.”

5. DOCUMENTARY EVIDENCE

- 5.1 A search has been made of archives relating to the area. Evidence of Quarter Sessions Records, Council Highways records, County Maps and O.S. Maps was inspected, and the following copies are enclosed for consideration.

1769 Armstrong’s County Map

There is no evidence of a road or track approximating to the route of alleged Byway No 33 (although the settlement of “Mains” is identified on the map).

1820 Fryer's County Map

There is no evidence of a road or track approximating to the route of alleged Byway No 33 (although, again, the settlement of "Adderston Mains" is identified on the map).

1820-32 Cary's Map

There is no evidence of a road or track approximating to the route of alleged Byway No 33.

1828 Greenwood's County Map

There is clear evidence of a road or track approximating to the route of alleged Byway No 33.

1865-6 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an enclosed road / track over the route of alleged Byway No 33.

1899 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an enclosed road / track over the route of alleged Byway No 33.

1925-6 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an enclosed road / track over the route of alleged Byway No 33.

1932 Belford RDC Handover Map

The route of alleged Byway Open to All Traffic No 33 is not coloured so as to identify it as a publicly maintainable road.

c.1938 Restriction of Ribbon Development Act 1935 Map

The route of alleged Byway Open to All Traffic No 33 is not coloured so as to identify it as a publicly maintainable road to be protected from ribbon development.

1951 Highways Map

The route of alleged Byway Open to All Traffic No 33 is coloured in purple, so as to identify it as a publicly maintainable road. The road number is also coloured purple, which suggests this route was a later addition, probably not present when the map was originally prepared.

c.1951 Definitive Map – original Survey Map

The route of the U2056 road (i.e. alleged Byway Open to All Traffic No 33) exists on the base map. It is not identified as a public right of way; nor is it coloured brown. Known public roads were generally coloured

brown to indicate what the extent of the road network was considered to be.

Draft Map

The route of the U2056 road exists on the base map. Most of it is identified for inclusion on the Definitive Map as part of a public footpath numbered "1". The remainder of the U2056 is not identified as being either a public footpath, public bridleway or Road Used as a Public Path (RUPP).

Provisional Map

The route of the U2056 road exists on the base map. Most of it is identified for inclusion on the Definitive Map as part of a public footpath numbered "1". The remainder of the U2056 is not identified as being either a public footpath, public bridleway or Road Used as a Public Path (RUPP).

1962 Original Definitive Map

The route of the U2056 road exists on the base map. Most of it is identified as part of Public Footpath No 24. The remainder of the U2056 is not identified as being either a public footpath, public bridleway or Road Used as a Public Path (RUPP). A pencilled annotation identifies the western part of Public Footpath No 24 as being the U2056.

Highway Dedication Agreements

These two documents, dated 15th December 19 [i.e. no year specified], signed by Cuthbert John Dixon-Johnson, indicate that the route Y-Z was "dedicated to the use of the public as a highway" from that date.

First Review Definitive Map

The route of the U2056 road exists on the base map. That part of Footpath No 24 that used to follow the route of what became part of the U2056 road has been deleted from the Definitive Map. The U2056 is not identified as being either a public footpath, public bridleway or Road Used as a Public Path (RUPP).

1964 Highways Map

The route of alleged Byway Open to All Traffic No 33 is coloured in purple so as to identify it as a publicly maintainable road.

1970 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an enclosed road / track over the route of alleged Byway No 33.

1988 Ordnance Survey Map: Scale 1:10,000

There is clear evidence of an enclosed road / track over the route of alleged Byway No 33.

2006 The Council's 'List of Streets' (2 May 2006)

The route of the alleged byway is clearly identified as publicly maintainable highway.

- 5.2 The County Council's Bridges and Roads Committee minutes for the 18th March 1957 contain the following entry:

"(5) Private Streets

...

Belford Rural District

Road to Adderstone Mains

An application has been received from Mr CD Dixon-Johnson for the above road to be adopted. The road serves five cottages, a house and the farm, and subject to any necessary repairs and improvements being completed in a satisfactory manner, I recommend that the road be taken over.

The minutes report that the decision of the Committee (in relation to this and other routes) was:

"That subject to the roads being completed to the satisfaction of the County Surveyor they be taken over as highways repairable by the inhabitants at large and the necessary notices be signed by the Clerk of the Council and fixed up therein pursuant to Section 19 of the Private Street Works Act, 1892."

- 5.3 There is no entry for the U2056 road in the 1958 County Road Schedule. That Schedule is dated 31 January 1958. This suggests that the 15 December (but no year identified) dedications were probably not completed earlier than December 1958.

- 5.4 The entry for the U2056 road, in the 1964 County Road Schedule is:

"U2056 Adderstone Mains Road, Belford

From A1 at Adderstone Mains Lodge eastwards and southwards to entrance to Adderstone Mains Farm House (1,090 yds)."

The length of the U2056 road is identified as being 0.62 miles.

- 5.5 The entry for the U2056 road, in the 1974 County Road Schedule is:

"U2056 Adderstone Mains Road, Belford

From A1 at Adderstone Mains Lodge (NU 127314) eastwards and southwards to entrance to Adderstone Mains Farm House (1090 yards)."

The length of the U2056 road is identified as being 0.62 miles.

- 5.6 The original Definitive Statement for the public right of way that connects with this road states:

Public Footpath No 24 (Parish of Adderstone with Lucker)

“From the Lucker - Adderstone road opposite Adderstone Hall in a north-westerly and westerly direction near Adderstone Mains to the Alnwick - Belford road at Adderstone Mains Lodge.”

6. SITE INVESTIGATION

- 6.1 From a point marked Y on the A1 road, 25 metres north-west of Adderstone Mains Lodge, a 3 metre wide tarmac road, in a 5.8 to 6.7 metre wide corridor proceeds in a general easterly direction for a distance of 280 metres. Thereafter, the route continues in an easterly direction, within a 7.3 to 7.6 metre wide corridor, for a distance of 500 metres (passing a junction with the northern end of existing Public Footpath No 24 at a point marked M). It then proceeds within a 7.3 to 8.5 metre wide corridor, in a south-easterly direction for a distance of 150 metres. Finally, a 4 to 4.5 metre wide mainly tarmac surfaced road within an 8.5 metre, narrowing to 4.7 metre, then widening again to 10 metre corridor, in a general southerly direction for a distance of 60 metres, to a point marked Z on the south side of the entrance to Adderstone Mains House.

7. COMMENTS RECEIVED ON THE DRAFT REPORT

- 7.1 In October 2018, a copy of the report was circulated to those landowners / occupiers who responded to the initial consultation for their comments. No additional comments have been received.

8. DISCUSSION

- 8.1 Section 53 (3)(c)(i) of the Wildlife and Countryside Act 1981, requires the County Council to modify the Definitive Map when evidence is discovered which, when considered with all other relevant evidence available to them shows:
- that a right of way, which is not shown in the Map and Statement, subsists or is reasonably alleged to subsist over land in the area to which the Map relates, being a right of way such that the land over which the right subsists is a public path, a restricted byway or; subject to section 54A, a byway open to all traffic.
- 8.2 When considering an application / proposal for a modification order Section 32 of the Highways Act, 1980 provides for “any map, plan or history of the locality or other relevant document” to be tendered in evidence and such weight to be given to it as considered justified by the circumstances, including the antiquity of the tendered document, the status of the person by whom and the purpose for which it was made or compiled, and the custody in which it has been kept and from which it is produced.

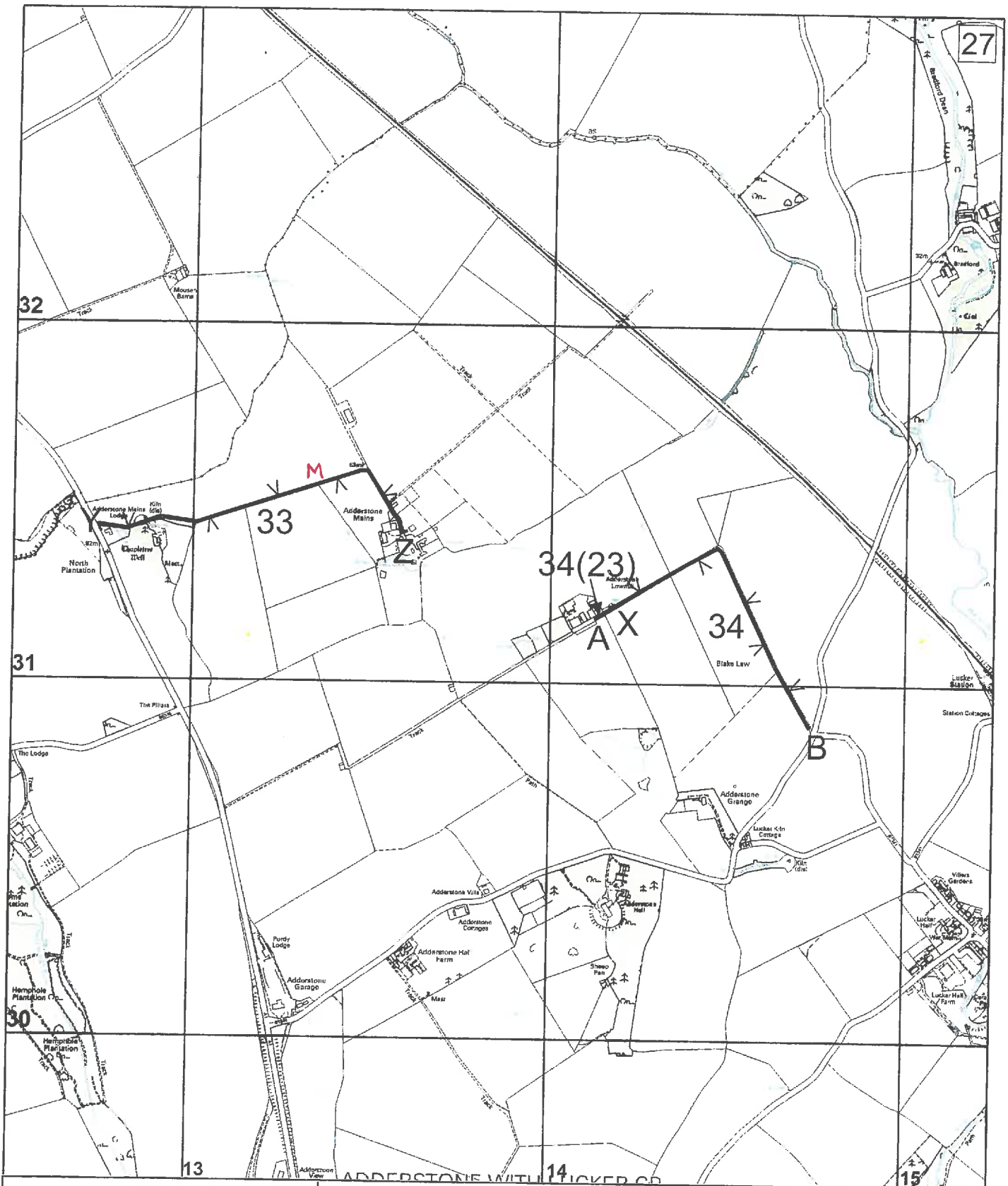
- 8.3 The representation of a path or track on an Ordnance Survey Map is not evidence that it is a public right of way. It is only indicative of its physical existence at the time of the survey.
- 8.4 The route of alleged Byway Open to All Traffic No 33 is identified on the County Council's current List of Streets as being the U2056 road. The route was not identified as being publicly maintainable on the 1932 Belford Rural District Council Handover Map, nor in the map or schedule of roads produced in relation to the Restriction of Ribbon Development Act 1935. It was identified on the Council's 1951 Highways Map (almost certainly as a post 1951 addition - given that the road number is coloured purple rather than black, and the Council's Bridges and Roads Committee did not approve a proposal to adopt the road until 1957), the 1964 Highways Map and County Road Schedule and the 1974 County Road Schedule.
- 8.5 The route has been consistently identified as an enclosed road / track on Ordnance Survey maps since circa 1865/6. The route is not shown on either Armstrong's or Fryer's County Maps of 1769 and 1820 nor on Cary's Map of 1820-32. The whole route is, however, clearly shown on Greenwood's County Map of 1828.
- 8.6 The 640 metre long Y-M part of the route was recorded on the original Definitive Map of Public Rights of Way, as part of public Footpath No 24, when that map was drawn up in the 1950s. The remainder of the route does not appear to have been considered for inclusion (as footpath, bridleway or Road Used as Public Path).
- 8.7 The County Council accepts that, given the way the regulations were written with regard to the way highway authorities could include publicly maintainable highways in the List of Streets, there was no impediment to public bridleways and public footpaths also being included. That is not to say that any bridleways or footpaths were so shown – just that they could be. It must, therefore, be entirely proper to consider each UCR on a case by case basis, but that does not mean that we should begin with the assumption that each UCR is no more than a public footpath unless higher rights can be proven by other means. In Northumberland there is no evidence to suggest that public footpaths and public bridleways were deliberately shown on the 1958, 1964 or 1974 County Road Schedules (forerunners of the modern day List of Streets). The fact that a route is shown on these schedules must, therefore, be evidence of some weight that public vehicular rights exist.
- 8.8 Letters from DEFRA, dated 2003 and November 2006, and Rights of Way Circular 1/09 set out the approach Inspectors and order making authorities should take in determining the status of routes included on the List of Streets. In summary, the guidance states that the inclusion of a route on the List of Streets is not a record of what legal rights exist over that highway but may provide evidence of vehicular rights. However, this must be considered with all other relevant evidence in order to determine the nature and extent of those rights. Highway Authorities are recommended to examine the history of such

routes and the rights that may exist over them on a case by case basis in order to determine their status.

- 8.9 As indicated above, the alleged Byway No 33 route was not identified in the 1958 County Road Schedule. It can be identified as a (presumably later) penned addition to the 1951 County Highways Map. It seems likely it was added as a result of the Bridges and Roads Committee resolution of 18th March 1957 and Cuthbert John Dixon-Johnson's highway dedication on 15 December 19xx.
- 8.10 On 15th December 19xx, a document / plan was signed by Cuthbert John Dixon-Johnson stated:
- "I Cuthbert John Dixon-Johnson do hereby declare that I have dedicated to the use of the public as a highway that portion of Adderstone Mains Farm road in the County of Northumberland which is coloured red hereon as from todays date."
- 8.11 On 15th December 19xx, a second document / plan was signed by Cuthbert John Dixon-Johnson stated:
- "I Cuthbert John Dixon-Johnson do hereby declare that I have dedicated to the use of the public as a highway that portion of Adderstone Mains Farm road in the County of Northumberland which is coloured red hereon as from todays date."
- 8.12 Between the two imperfectly dated (neither has a year identified) dedication documents mentioned above, the route of alleged Byway Open to All Traffic No 33 is highlighted in red on the plans. The width of the highway being dedicated is not given, but the highlighting extends across the full width of the corridor, between boundaries and does not appear to be limited to just the width of the present day tarmac carriageway.
- 8.13 Until Mr Dixon-Johnson's highway dedications, the accepted position appears to have been that the Y-M section was a public footpath (part of Public Footpath No 24) and that the M-Z section had no public status.
- 8.14 Unfortunately, in the dedication documents it does not specify precisely what public highway rights were being dedicated. Those highway rights need not, necessarily, be vehicular ones. Public footpaths and public bridleways are also "highways". There are a number of reasons why it could reasonably be argued that the landowner's actual intention was to dedicate a public vehicular highway:
- Firstly, persons unfamiliar with highway law are unlikely to be aware that public footpaths and bridleways are public highways; the term "highway" – in everyday usage – is generally used to refer to a vehicular route.

- Secondly, the dedication plan is entitled “Adderstone Mains Farm Road”.
- Thirdly, given the width of the highway being dedicated (4.7 to 10 metres between the boundaries), it seems unlikely that the landowners were dedicating something less than a public vehicular right of way.
- Fourthly, since more than half of the route was already recorded as being a publicly maintainable public footpath, there would be no need for the landowners to dedicate public footpath rights over this section.
- Fifthly, if the landowners had simply been intending to upgrade the existing public footpath to a public bridleway and dedicate public bridleway rights over the remainder of the route, this would almost certainly have been achieved through negotiations with the Council’s Countryside Service (not its ‘roads’ section), the dedication would have explicitly mentioned the creation of public bridleway rights, and the Definitive Map would then have been amended to reflect the route’s new status. Since the new ‘bridleway’ would be a cul-de-sac (linking only with an existing public footpath and not any other public bridleways) it is difficult to see why the Council would have pursued a bridleway dedication to Adderstone Mains.

- 8.15 The Natural Environment and Rural Communities Act 2006 (NERC Act 2006) had a major impact upon the recording of byways open to all traffic based upon historical documentary evidence. Under section 67 of the Act, any existing, but unrecorded, public rights of way for mechanically propelled vehicles were extinguished unless one of the ‘saving’ provisions applied. In brief, these saving provisions were: (a) if the main lawful public use between 2001 and 2006 was with motor vehicles; (b) if the route was on the List of Streets (on 2 May 2006) and not also on the Definitive Map as something less than a byway open to all traffic; (c) the route was legally created expressly for motor vehicular use; (d) the route was a road deliberately constructed for public motor vehicular use; or (e) the vehicular highway came about as a result of unchallenged motor vehicular use before December 1930.
- 8.16 Of the saving provisions above, (b) will apply to the route of alleged Byway No 33. The public’s motor vehicular rights would not have been extinguished by the NERC Act 2006.
- 8.17 For a route to be a byway open to all traffic, it has to be (i) a public motor vehicular right of way and (ii) a route which is nevertheless used (or is likely to be used) by the public mainly for the reasons which footpaths and bridleways are used.
- 8.18 The majority of this route has a reasonable tarmac surface. Although drivable with a ‘normal’ family car, the route is a vehicular cul-de-sac, serving farmland and ten residential properties (eight of them at its eastern end). The route is



NORTHUMBERLAND

Northumberland County Council
 Sustainable Transport
 Local Services
 County Hall Morpeth Northumberland
 NE61 2EF
 Telephone 0845 600 6400

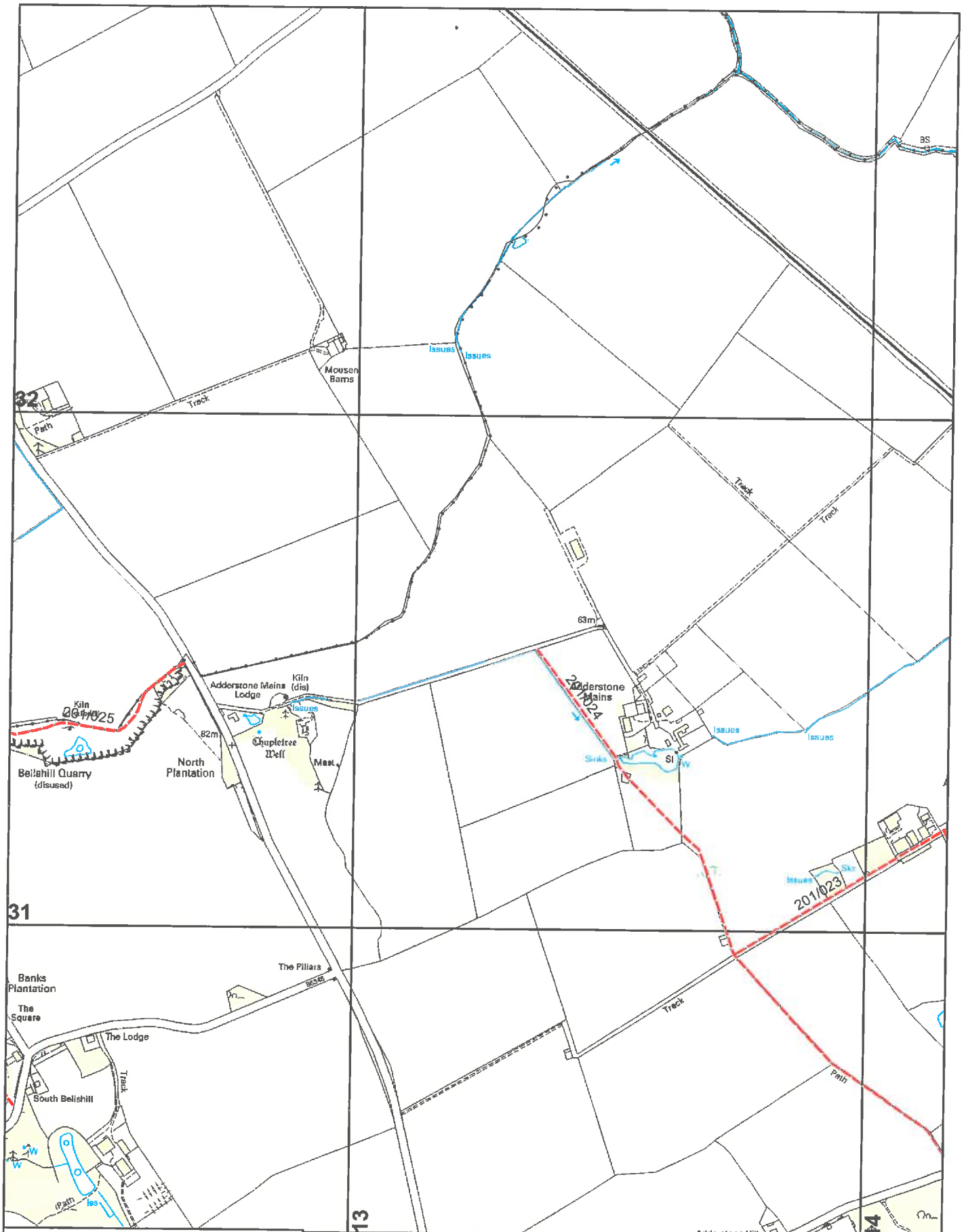
Wildlife and Countryside Act 1981 Public Rights of Way



Alleged Byway Open to All Traffic

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Former District(s)	Berwick	Parish(es)	Adderstone with Lucker	Scale	1:15,000
Def. Map No.	31	O.S. Map	NU 13 SW	Date	February 2014



Northumberland
County Council

Contact: Alex Bell
Telephone: 01670 624133
Email: Alex.Bell@northumberland.gov.uk

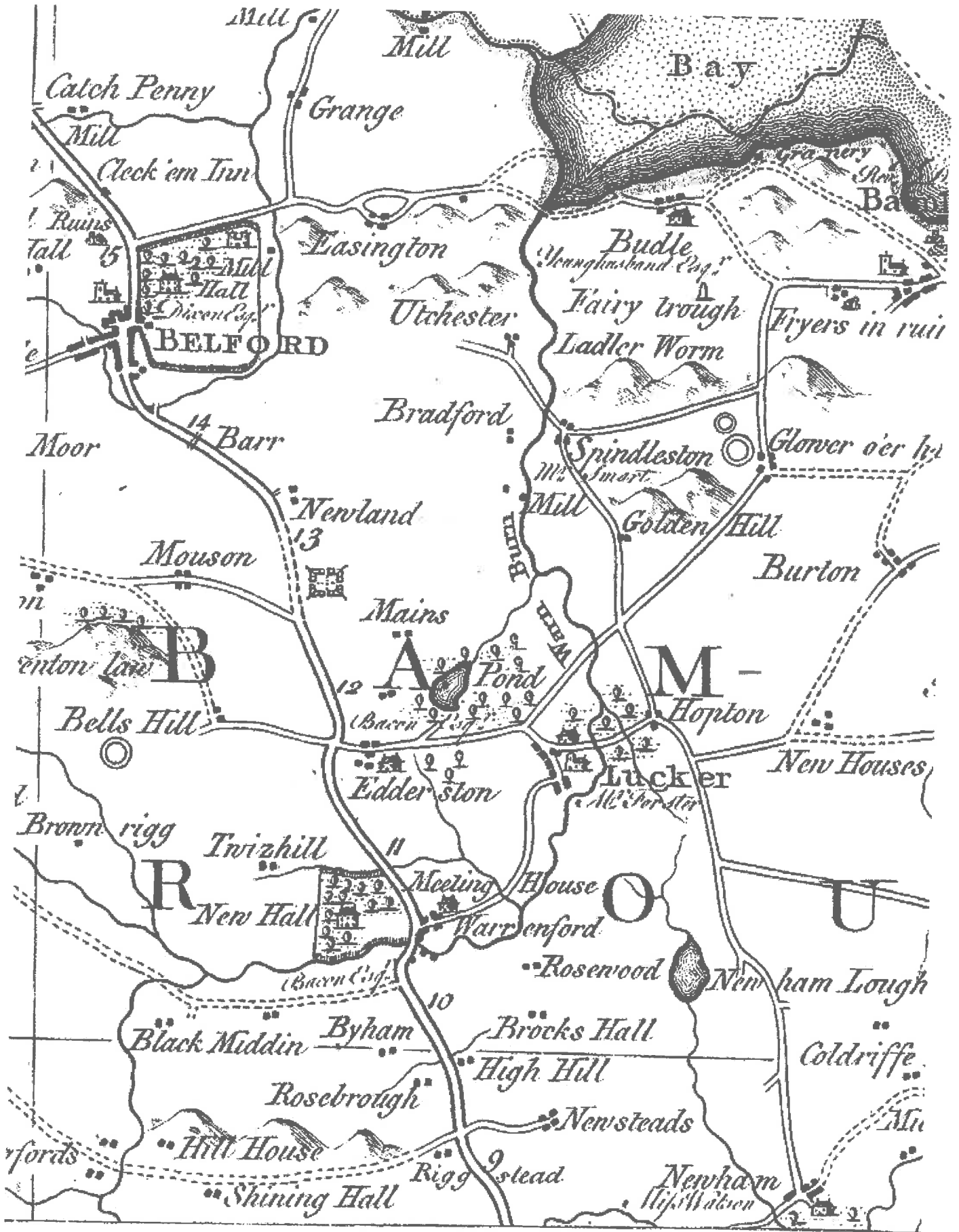
Legend

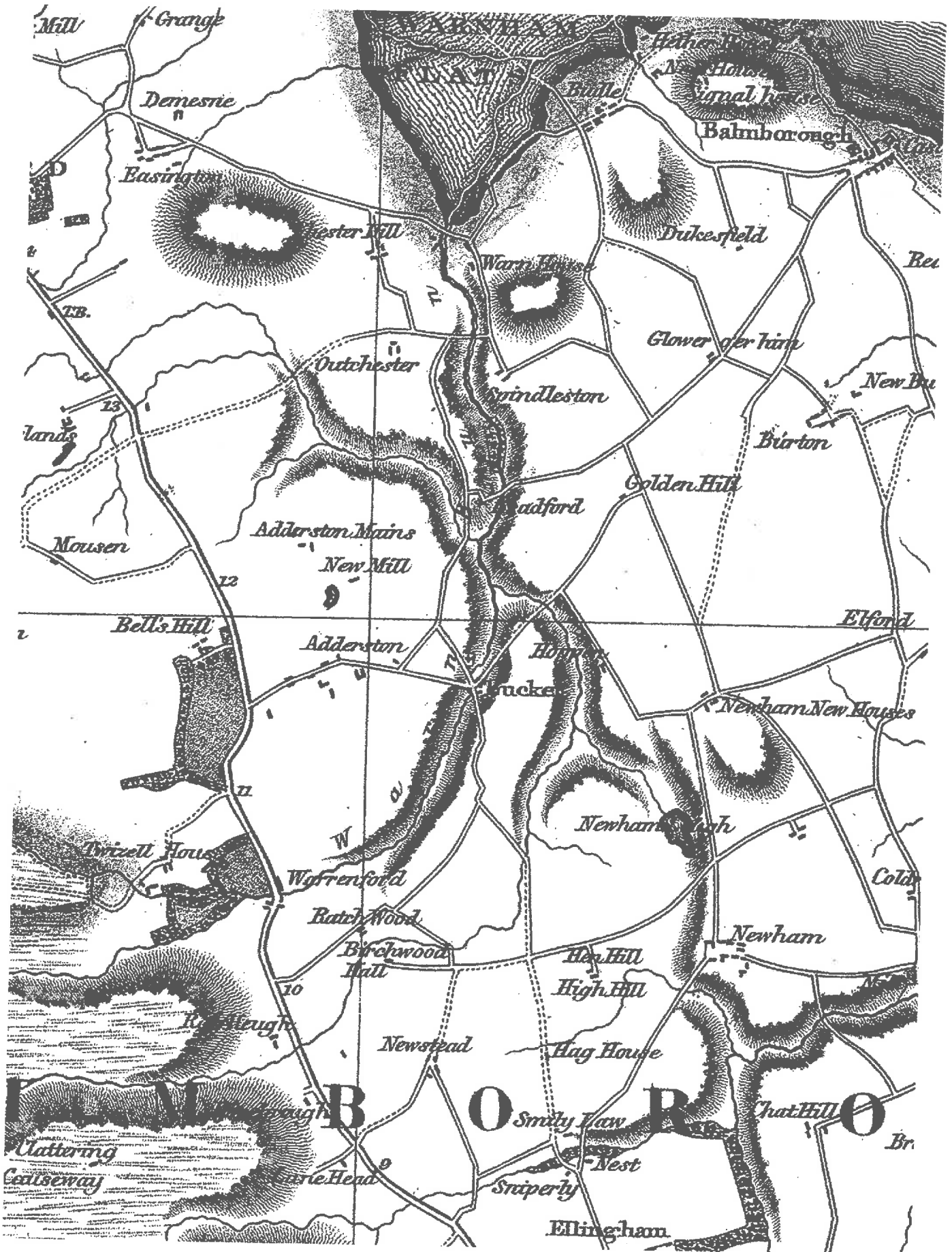
- Footpath
- Bridleway
- Restricted Byway
- Byway Open to All Traffic

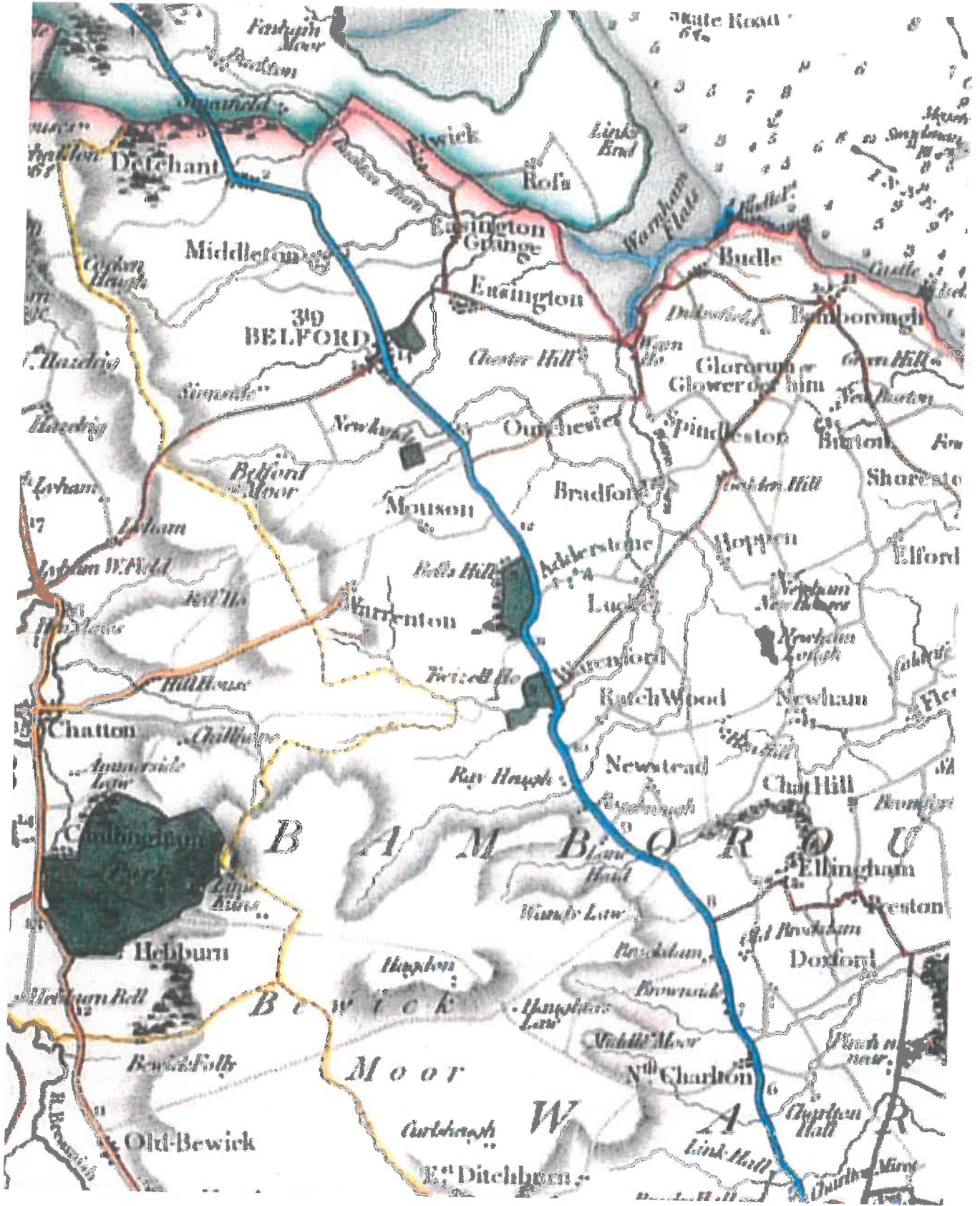
This is a computer generated extract of the Working Copy of the Definitive Map of Public Rights of Way

Scale: 1:10,000

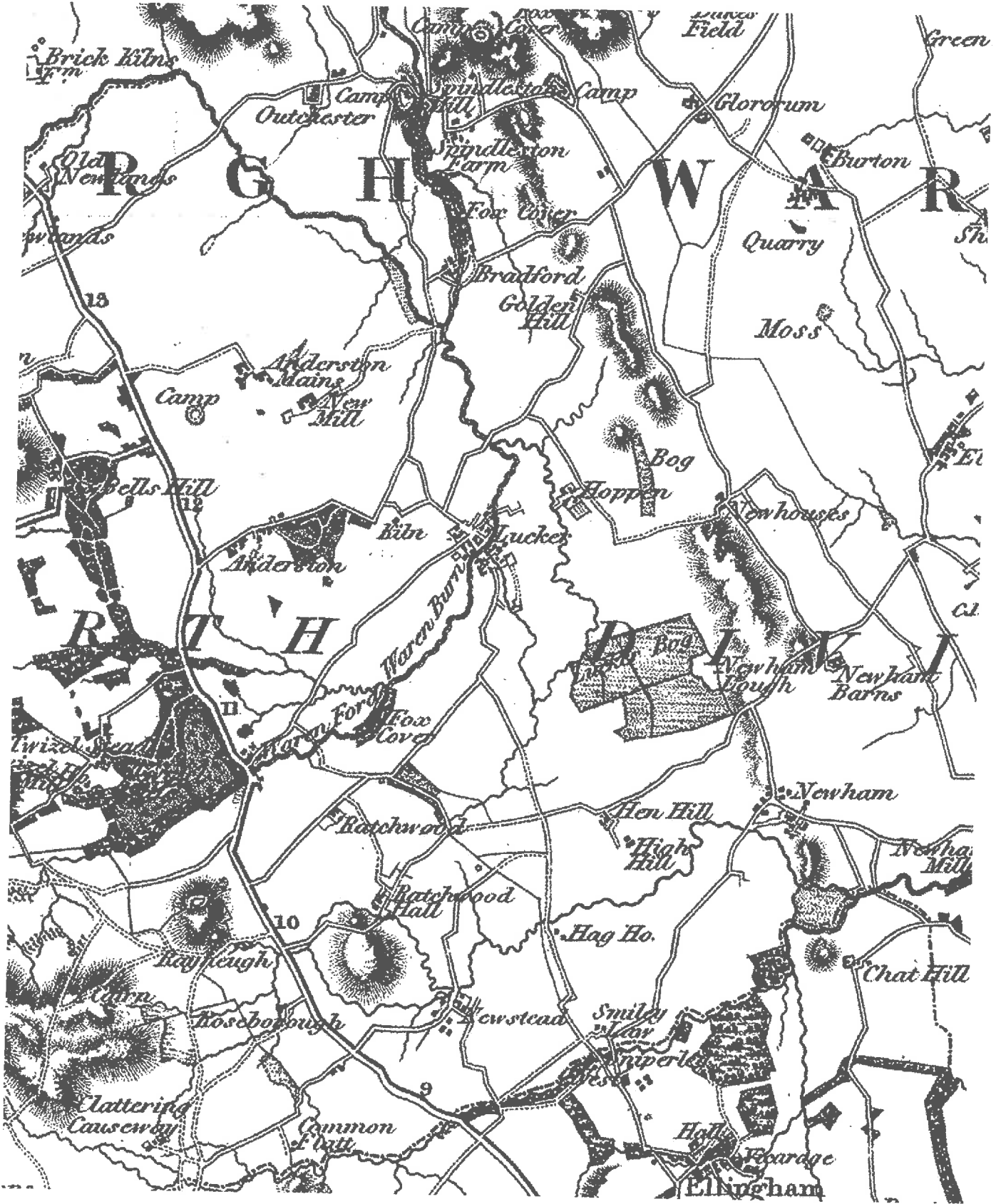
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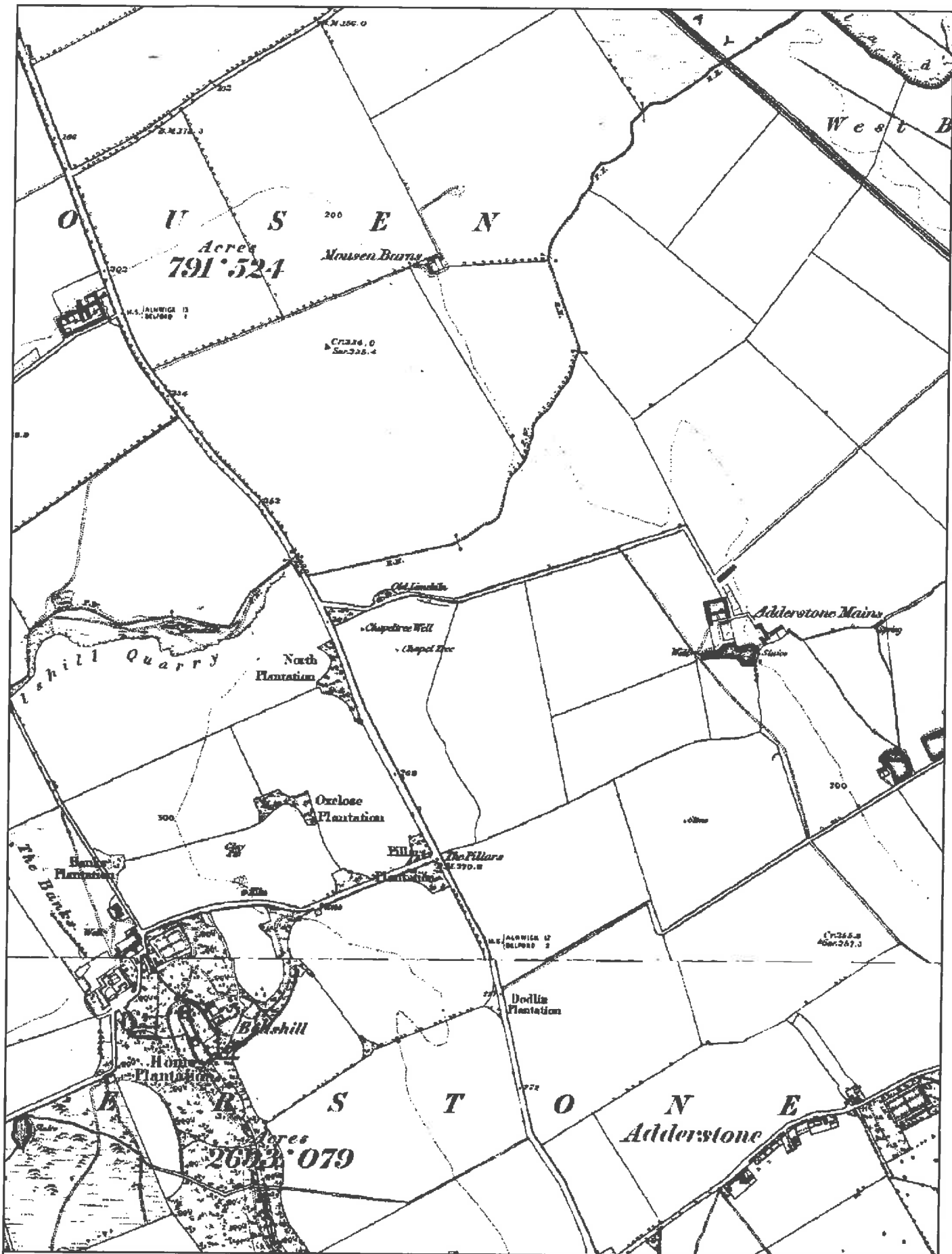






Greenwood's County Map
1828

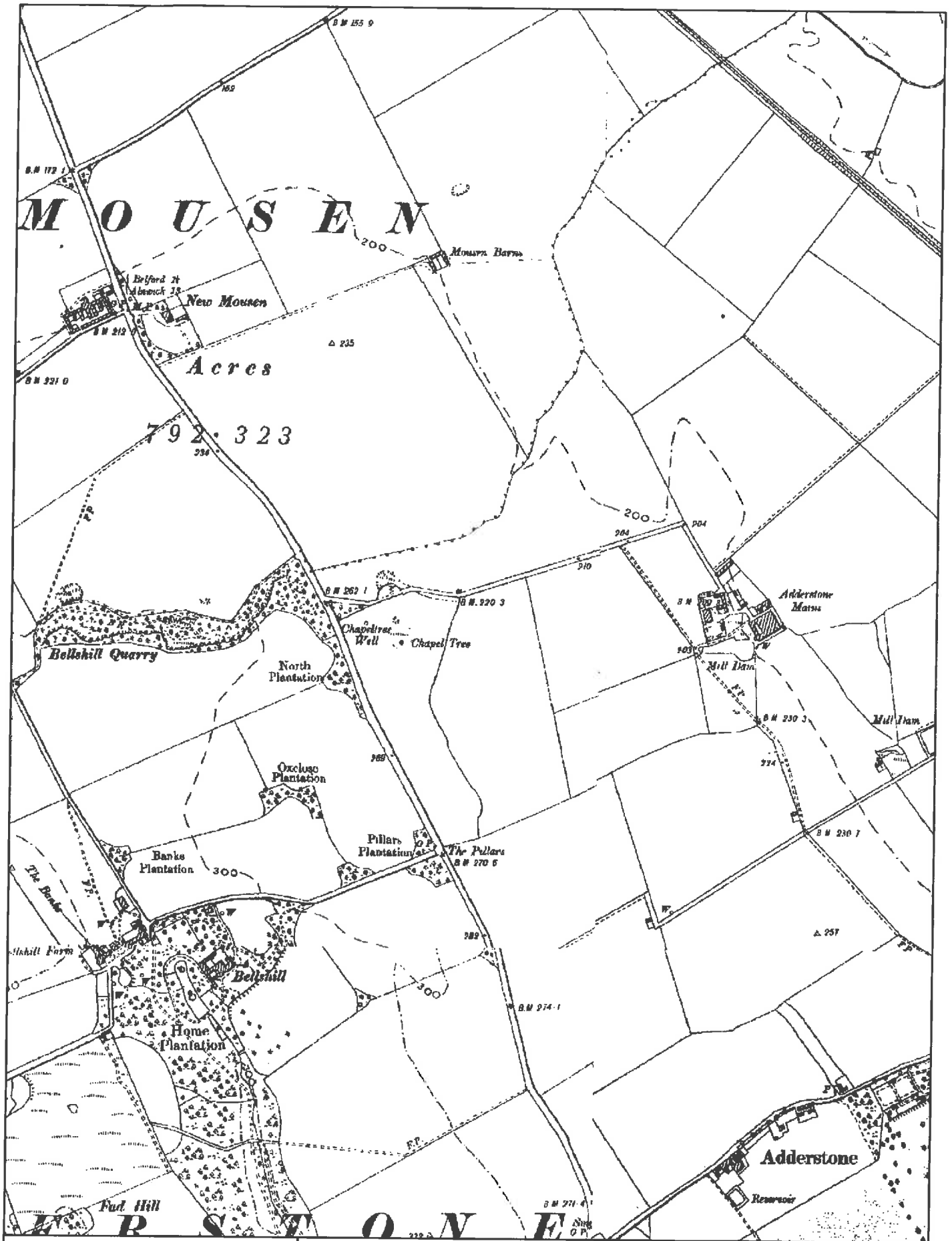




Northumberland
County Council

SCALE 1:10,560

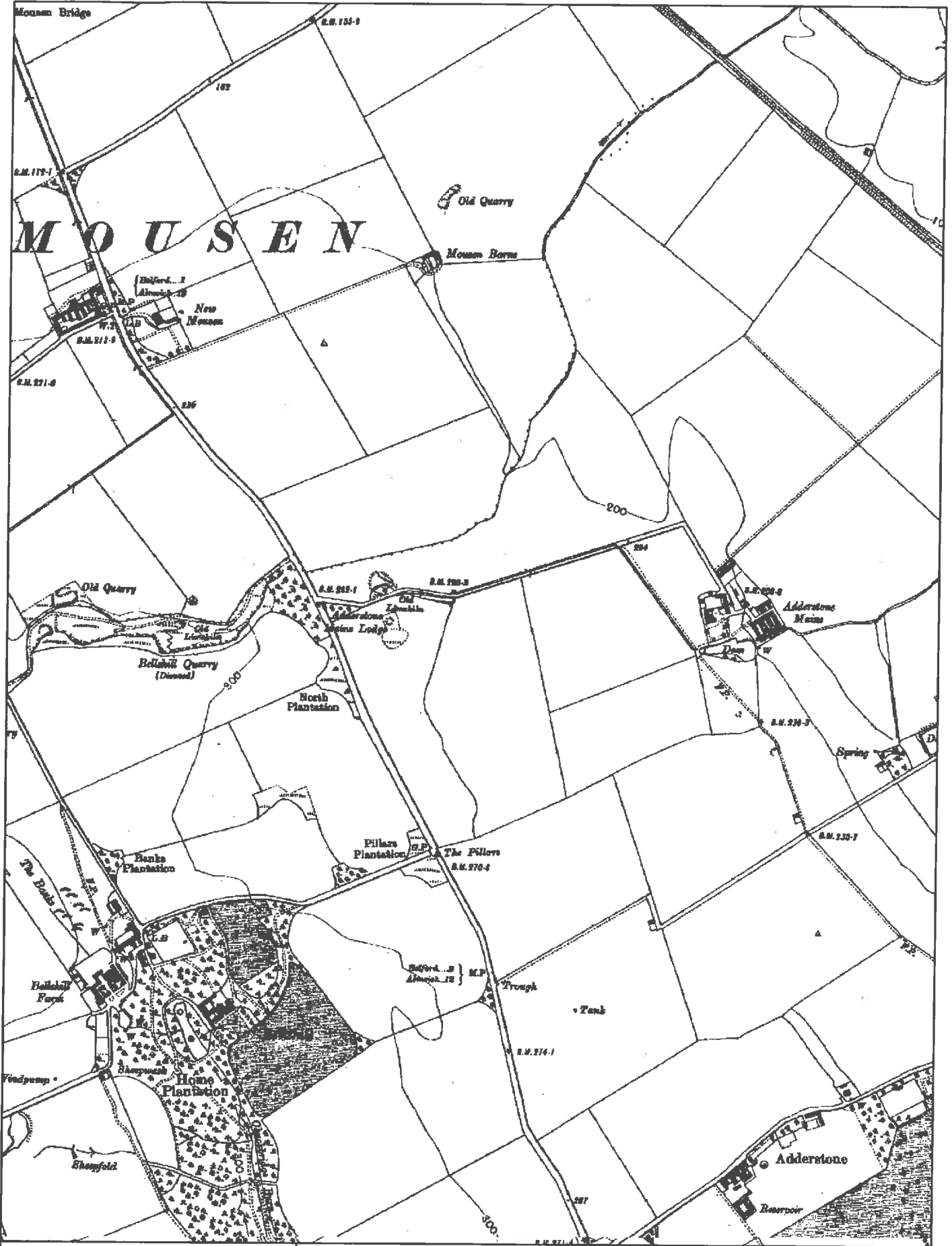
Ordnance Survey 1st Edition 6" map (1865-66)



SCALE 1:10,560


Northumberland
 County Council

Ordnance Survey 2nd Edition 6" map (1899)



Northumberland
County Council

SCALE 1:10,560

Ordnance Survey 3rd Edition 6" map (1925)

Belford RDC Handover Map 1932



Feet on the One Inch Map.

Extract from Northumberland County Council One Inch Maps showing restrictions under Sections 1 and 2 of the Restriction of Ribbon Development Act 1935

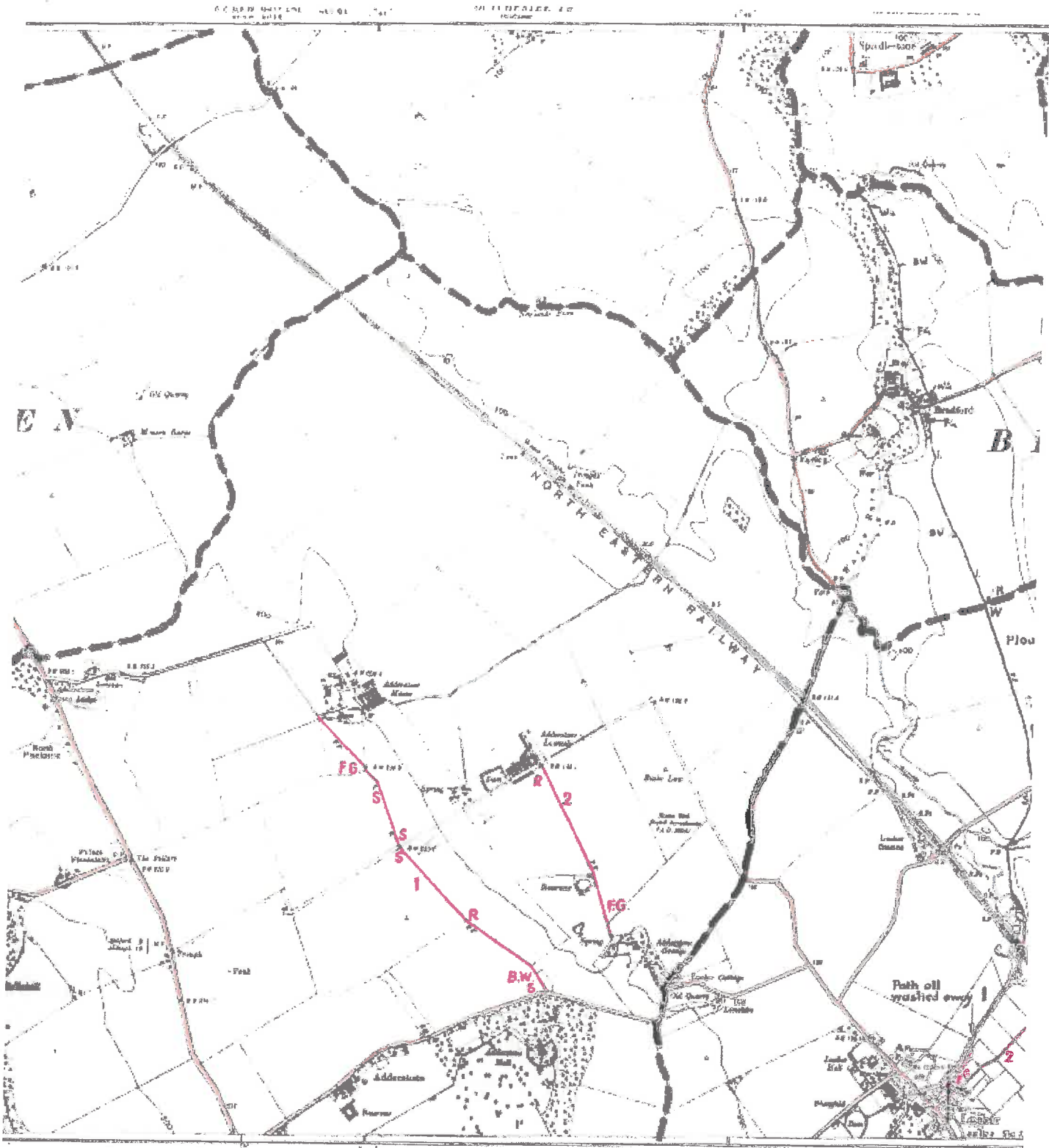


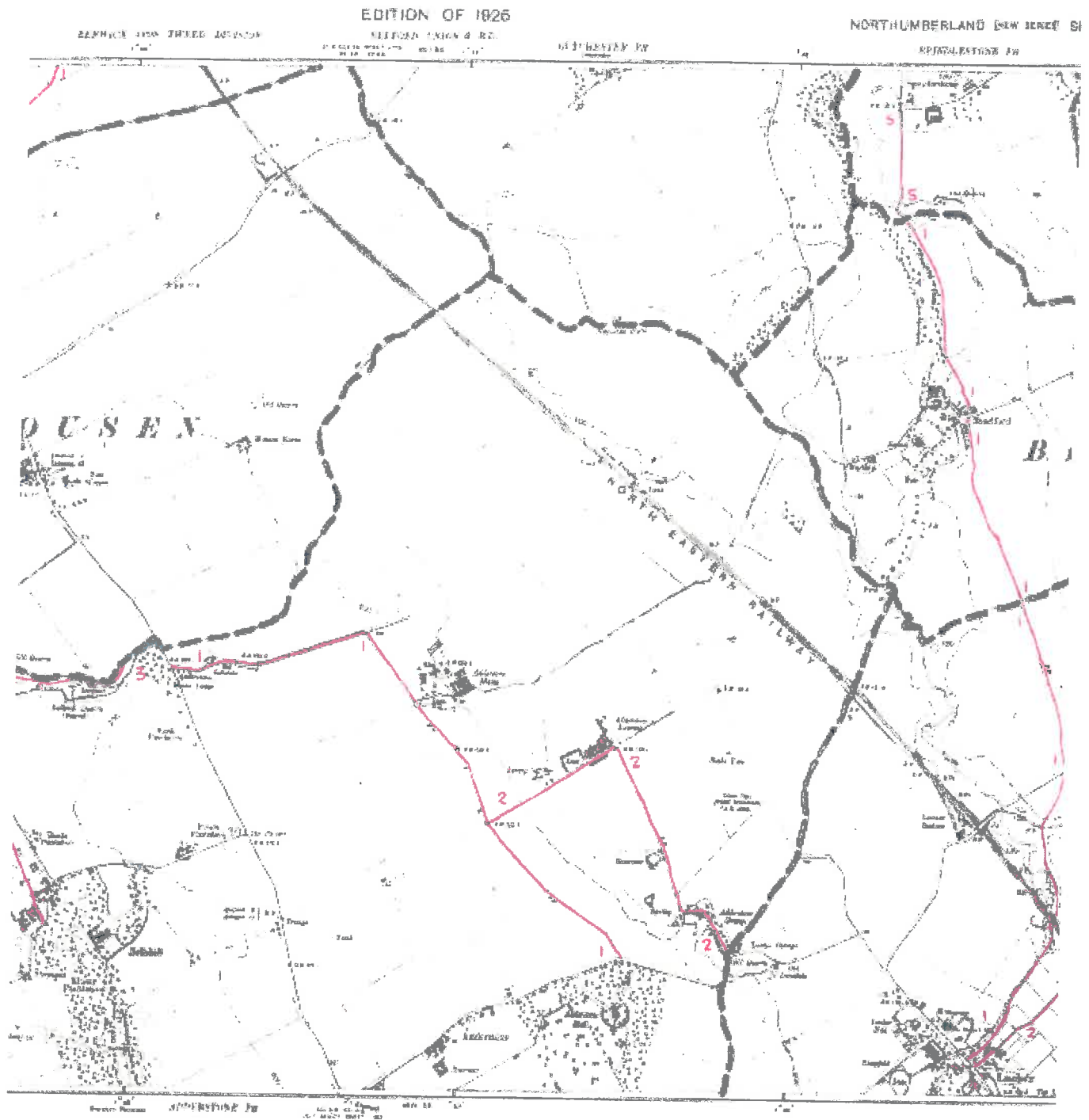
Reproduced plan is not to scale

Extract from the Council's 1951 Highways Map



Survey Map





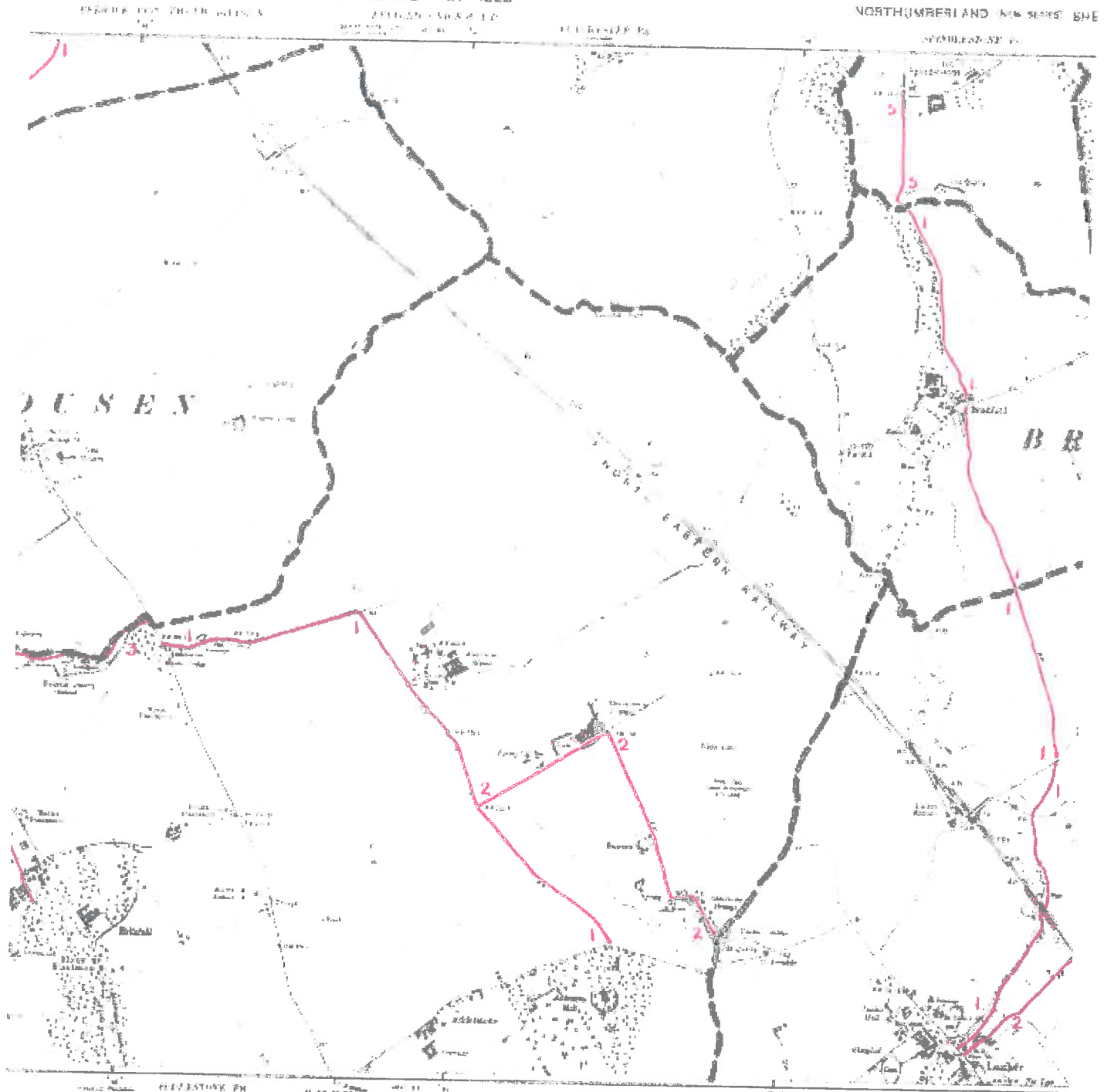
ONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949. PART IV. PUBLIC RIGHTS OF WAY.

SYMBOLS TO BE USED IN MARKING MAPS. (MARK SYMBOLS IN CAPITALS.)

<p>KIND OF PATH</p> <p>Footway (not way for traffic)</p> <p>Carriageway (not way for traffic)</p> <p>Public Path (not way for traffic)</p> <p>Public Footway (not way for traffic)</p> <p>Public Carriageway (not way for traffic)</p> <p>Public Path (not way for traffic)</p> <p>Public Footway (not way for traffic)</p> <p>Public Carriageway (not way for traffic)</p> <p>Public Path (not way for traffic)</p> <p>Public Footway (not way for traffic)</p> <p>Public Carriageway (not way for traffic)</p>	<p>MEANS OF PASSAGE</p> <p>Footway</p> <p>Carriageway</p> <p>Public Path</p> <p>Public Footway</p> <p>Public Carriageway</p> <p>Public Path</p> <p>Public Footway</p> <p>Public Carriageway</p> <p>Public Path</p> <p>Public Footway</p> <p>Public Carriageway</p>	<p>OBSTRUCTIONS, NOTICE SIGNS, DIVERSIONS</p> <p>Obstruction</p> <p>Notice Sign</p> <p>Barbed Wire</p> <p>Private roads of path diverted or closed</p>
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EDITION OF 1925

NORTHUMBRIA AND NEW SERIES SHE



NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949. PART IV. - PUBLIC RIGHTS OF WAY.

It is shown that

KIND OF PATH

of which the survey
made in 1949
has not been used as

(1) Footpath
(2) Railway

Mark
CP
EP
C.P.
T.P.

SYMBOLS TO BE USED IN MARKING MAPS (MARK SYMBOLS IN CAPITALS)

EXAMPLE

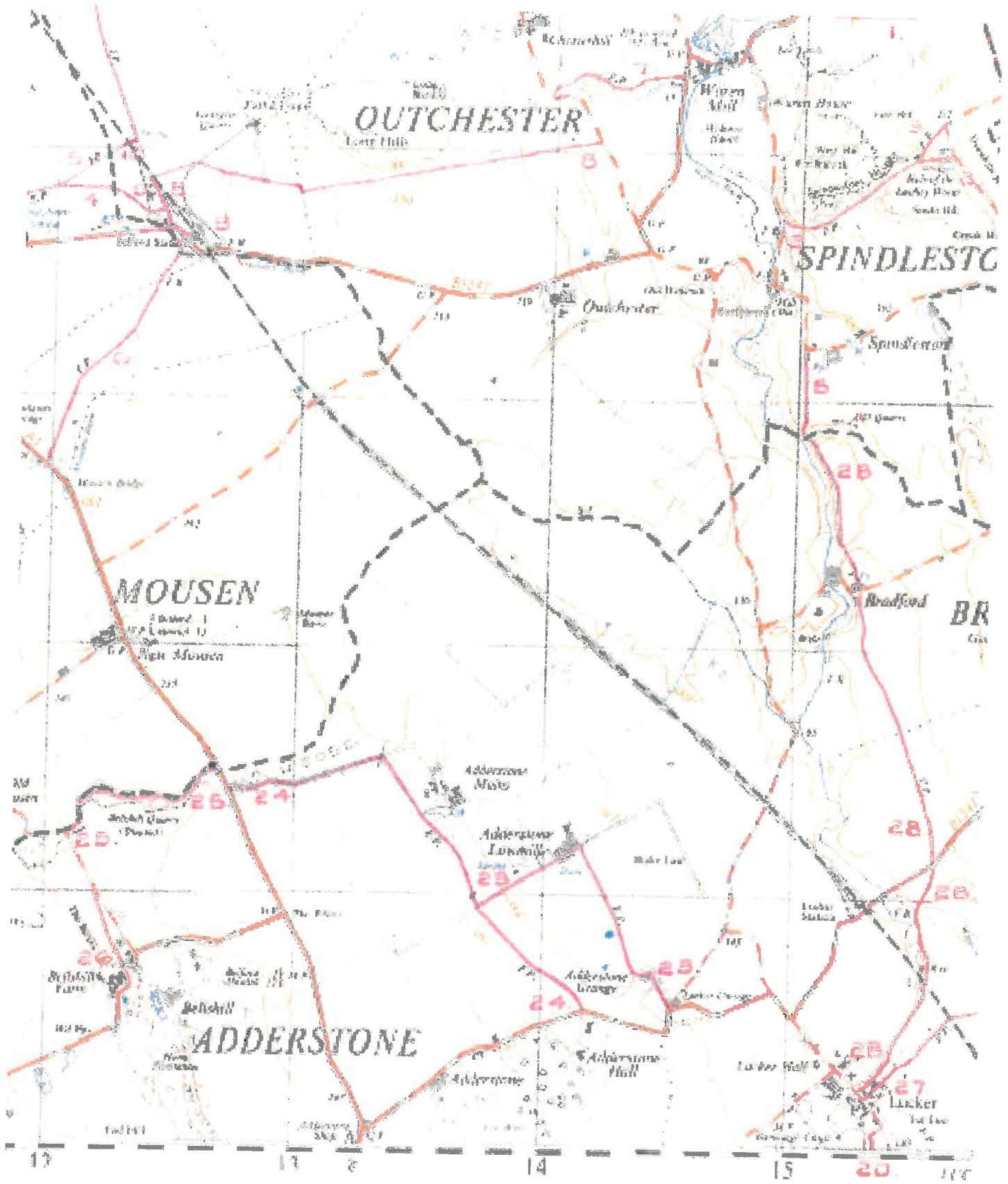


OBSTRUCTIONS, NOTICE BOARDS, DIVERSIONS

Obstruction
Notice Board
Diversions

C
N
B.W.

Original Definitive Map



NORTHUMBERLAND COUNTY COUNCIL.

NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949.
PART IV.

PUBLIC RIGHTS OF WAY - STATEMENT.

1. Borough
~~Urban District~~
Rural District BELFORD
2. Parish ADDERSTONE WITH LUCKER
3. Number of Footpath on Map 24
4. Name of Path
5. Kind of Path (i.e. FP/BR) F.P.
6. General Description of Path From the Lucker - Adderstone road
.....
.....
..... opposite Adderstone Hall in a north-westerly and westerly direction near
..... ~~Adderstone Mains to the Alnwick - Belford road at Adderstone Mains Lodge.~~
.....
..... direction to join the County Road U.205G. north west
..... of Adderstone Mains.
.....
.....
7. Other relevant information

County Surveyor's reports. 86.—The County Surveyor submitted the following reports which the Committee resolved be dealt with as stated in the second column:—

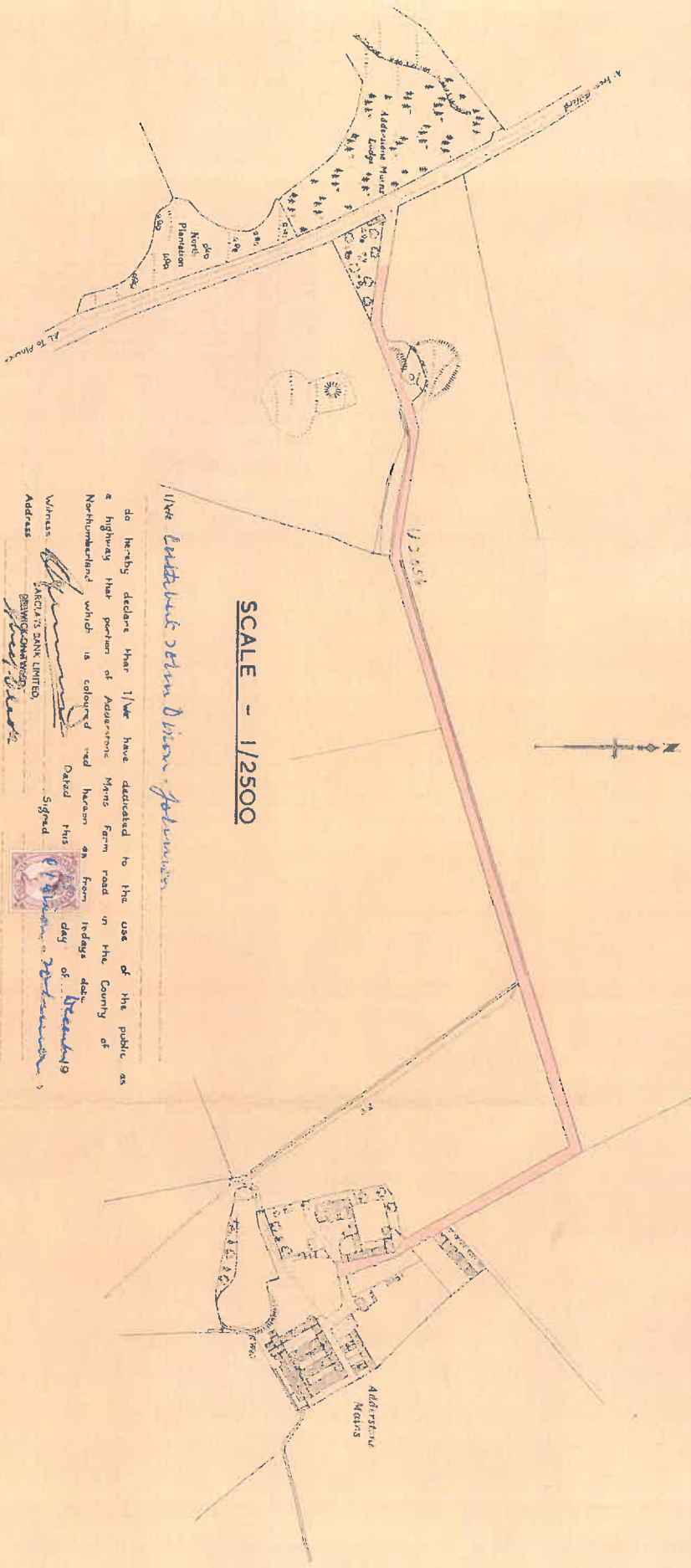
REPORTS OF COUNTY SURVEYOR		Decision of the Committee																		
(1) Quarterly Estimate. Cheques to be issued, when required, on the requisition of the Bridges and Roads Committee:— £60,000, £60,000, £60,000, £60,000, £60,000, £40,000, £40,000, £20,000. Total £400,000.		Approved.																		
(2) Acquisition of Land. I have to report that the land specified in Appendix B is required for the widening and improvement of roads in the County and I recommend that the terms and conditions as set forth in the Appendix be approved.		That the land be purchased.																		
(3) Trunk Roads. The Ministry of Transport and Civil Aviation have invited the County Council to submit detailed plan and estimate for the following improvement:— <i>A.696 Newcastle—Edinburgh Trunk Road.</i> Widening to a width of 50 feet to provide a 24 feet carriageway between Ogle Road junction and Shining Pool, Belsay (Section 1).		That the invitation be accepted.																		
(4) Plant. The estimate for 1957-58 includes the sum of £46,700 for the purchase of plant and lorries, of which it is proposed to provide £24,725 by way of loan. I ask the Committee to approve the purchase of the following items out of loan, and for their approval for loan sanction to be obtained:—	<table border="1"> <thead> <tr> <th></th> <th>£</th> </tr> </thead> <tbody> <tr> <td>2 No. 3-4 ton Diesel Wagons</td> <td>2,375</td> </tr> <tr> <td>3 No. 3-4 ton Diesel Wagons</td> <td>4,500</td> </tr> <tr> <td>3 No. Sweeper Collectors</td> <td>7,000</td> </tr> <tr> <td>4 No. Atkinson Gritters</td> <td>1,600</td> </tr> <tr> <td>6 No. Light Single Blade Ploughs</td> <td>750</td> </tr> <tr> <td>3 No. Self-Powered Poker Vibrators</td> <td>500</td> </tr> <tr> <td>1 No. Medium size Tractors-Shovels</td> <td>8,000</td> </tr> <tr> <td></td> <td><u>£24,725</u></td> </tr> </tbody> </table>		£	2 No. 3-4 ton Diesel Wagons	2,375	3 No. 3-4 ton Diesel Wagons	4,500	3 No. Sweeper Collectors	7,000	4 No. Atkinson Gritters	1,600	6 No. Light Single Blade Ploughs	750	3 No. Self-Powered Poker Vibrators	500	1 No. Medium size Tractors-Shovels	8,000		<u>£24,725</u>	Approved.
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	<u>£24,725</u>																			

REPORTS OF COUNTY SURVEYOR—continued.

	Decision of the Committee.																				
I also ask for the approval of the Committee to purchase the following out of revenue:—	Approved.																				
<table border="1"> <thead> <tr> <th></th> <th>£</th> </tr> </thead> <tbody> <tr> <td>2 No. 3-4 ton Diesel Wagons</td> <td>2,375</td> </tr> <tr> <td>3 No. 5-6 ton Diesel Wagons</td> <td>4,200</td> </tr> <tr> <td>3 No. 10 cwt. Vans (Supervisory Foremen)</td> <td>1,600</td> </tr> <tr> <td>1 No. Spreader Finisher (Bituminous)</td> <td>5,600</td> </tr> <tr> <td>2 No. 8-10 ton Diesel Rollers</td> <td>5,200</td> </tr> <tr> <td>1 No. 110 c.ft. Compressor with Tools</td> <td>1,000</td> </tr> <tr> <td>1 No. Double Acting Pile Hammer with accessories and boiler</td> <td>1,700</td> </tr> <tr> <td>3 No. Reversible Single Blade Ploughs</td> <td>300</td> </tr> <tr> <td></td> <td><u>£21,975</u></td> </tr> </tbody> </table>		£	2 No. 3-4 ton Diesel Wagons	2,375	3 No. 5-6 ton Diesel Wagons	4,200	3 No. 10 cwt. Vans (Supervisory Foremen)	1,600	1 No. Spreader Finisher (Bituminous)	5,600	2 No. 8-10 ton Diesel Rollers	5,200	1 No. 110 c.ft. Compressor with Tools	1,000	1 No. Double Acting Pile Hammer with accessories and boiler	1,700	3 No. Reversible Single Blade Ploughs	300		<u>£21,975</u>	Approved.
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	<u>£21,975</u>																				
I ask the Committee to confirm the placing of a provisional order in respect of piling equipment, to be supplied by the British Steel Piling Company, at a cost of £1,670, which is required urgently at Wylam Bridge.	Approved.																				
(5) Private Streets. <i>Alnwick Rural District.</i> <i>Loughoughton—R.A.F. Married Quarters.</i> An application has been received from the Air Ministry for the roads at the above development to be adopted and, subject to any necessary repairs being completed in a satisfactory manner, I recommend that the roads be taken over on completion of the maintenance period. <i>Low Newton, Boatmen's Place.</i> The Alnwick Rural District Council have asked for the above road to be adopted and I recommend that it be taken over on the 1st June, 1957. <i>Davison Avenue (Extension), The Oval, South Lane, and South View, Felton.</i> An application has been received from the District Council for the above roads to be adopted and I recommend that, subject to necessary repairs being completed, they be taken over. <i>Belford Rural District.</i> <i>Road to Adderstone Mains.</i> An application has been received from Mr. C. D. Dixon-Johnson for the above road to be adopted. The road serves five cottages, a house and the farm, and subject to any necessary repairs and improvements being completed in a satisfactory manner, I recommend that the road be taken over.	That subject to the roads being completed to the satisfaction of the County Surveyor they be taken over as highways repairable by the inhabitants at large and that the necessary notices be signed by the Clerk of the Council and fixed up therein. pursuant to Section 19 of the Private Street Works Act, 1892.																				

COUNTY OF NORTHUMBERLAND

ADDERSTONE MAINS FARM ROAD



SCALE - 1/2500

I/we certify that I/we have declared to the use of the public as a highway that portion of Adderstone Mains Farm road in the County of Northumberland which is coloured red hereon on from today's date.

Witness: *[Signature]* *[Signature]*
 Address: *[Signature]* *[Signature]*
 Witness: *[Signature]* *[Signature]*
 Address: *[Signature]* *[Signature]*

Witness: *[Signature]* *[Signature]*
 Address: *[Signature]* *[Signature]*

Witness: *[Signature]* *[Signature]*
 Address: *[Signature]* *[Signature]*

PLAN NO P12/32/8

718/30 718

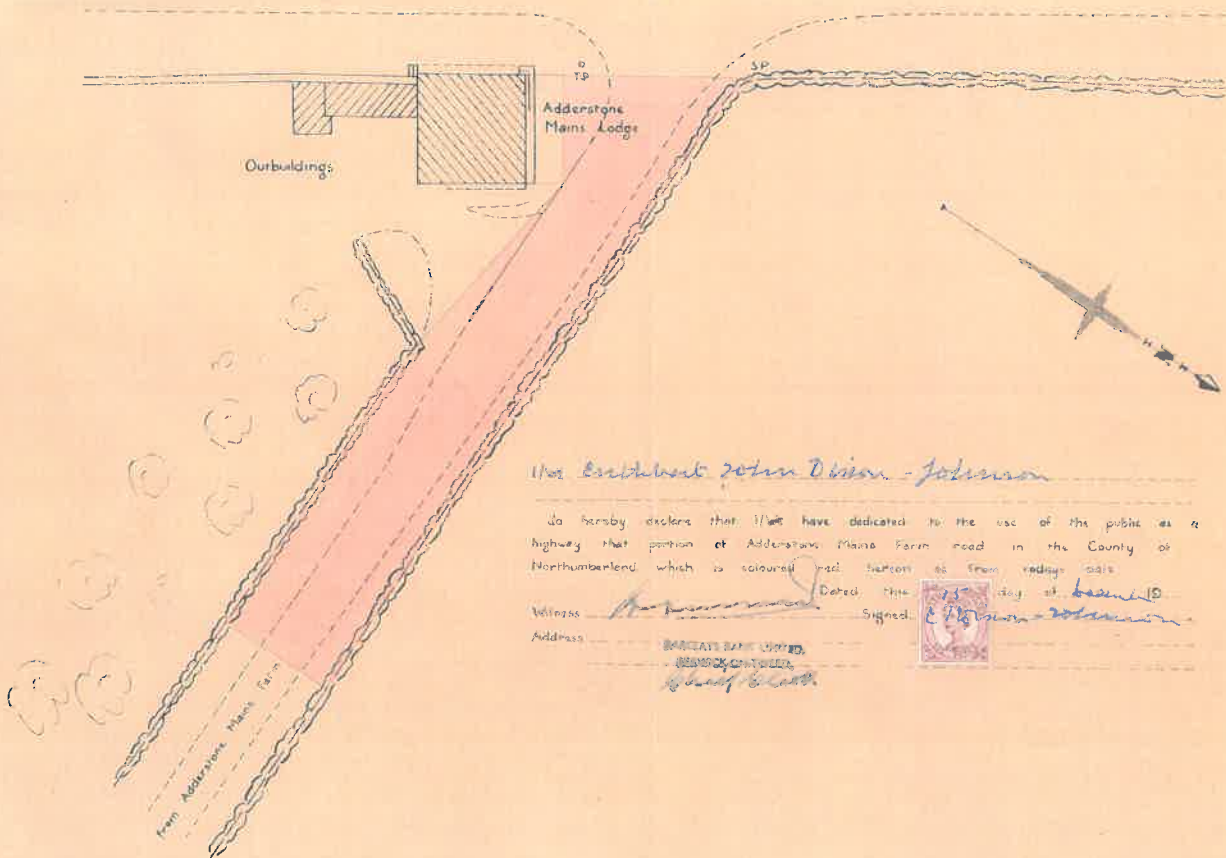
COUNTY OF NORTHUMBERLAND
JUNCTION WITH TRUNK ROAD A1

ADDERSTONE MAINS FARM ROAD

SCALE : 20 FT TO 1 IN

A1 From Alnwick

A1 To Berwick



Wm Eschlehart John Dixon - Johnson

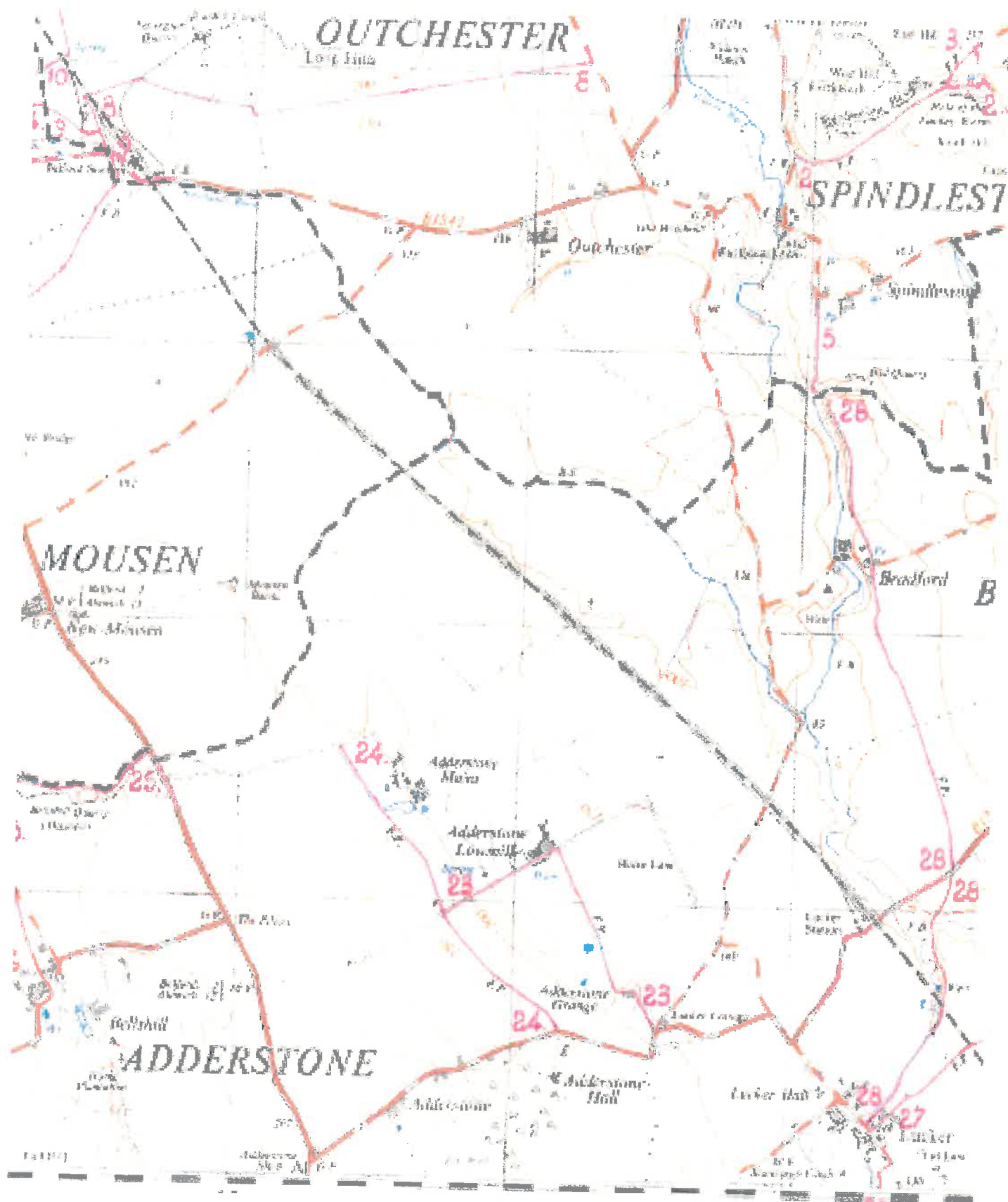
do hereby declare that I/we have dedicated to the use of the public as a highway that portion of Adderstone Mains Farm road in the County of Northumberland which is coloured red hereon so from roadway side

Witness *[Signature]* Dated this 15th day of June 19

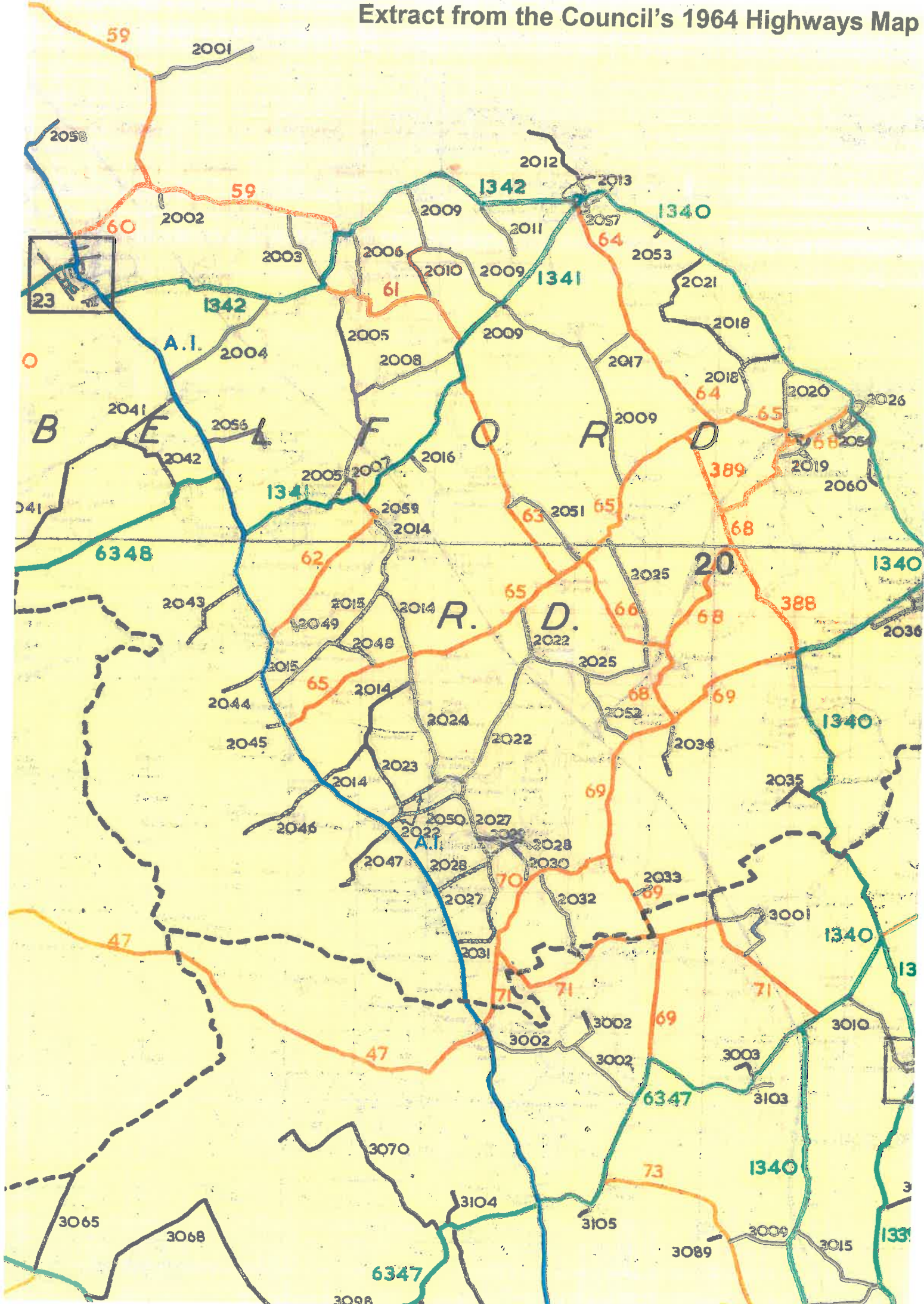
Address *[Signature]* Signed *[Signature]*
SHERIFFS OFFICE
NEWCASTLE
[Signature]

PLAN NO P12 /33/10

First Review Definitive Map



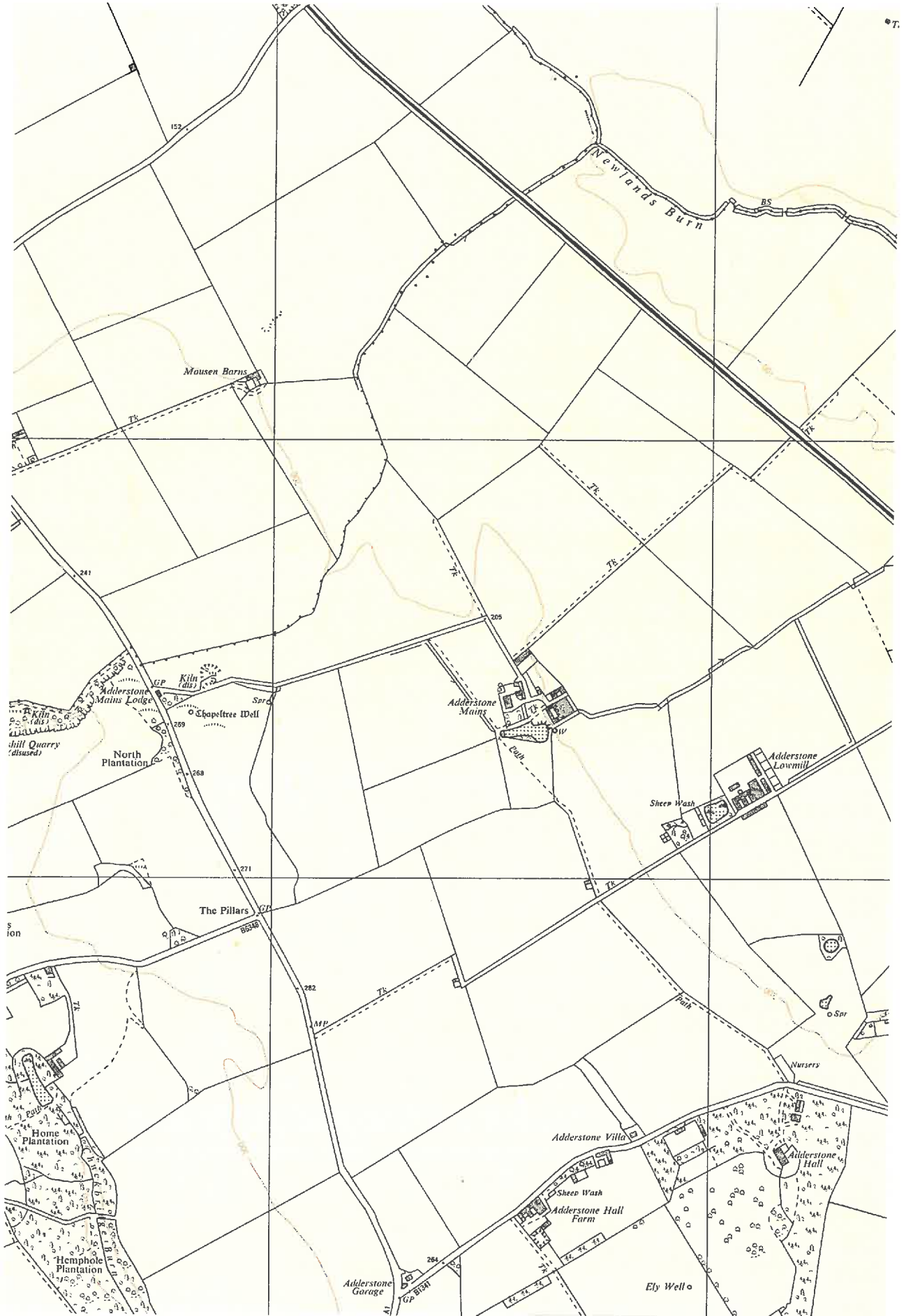
Extract from the Council's 1964 Highways Map



1964 County Road Schedule

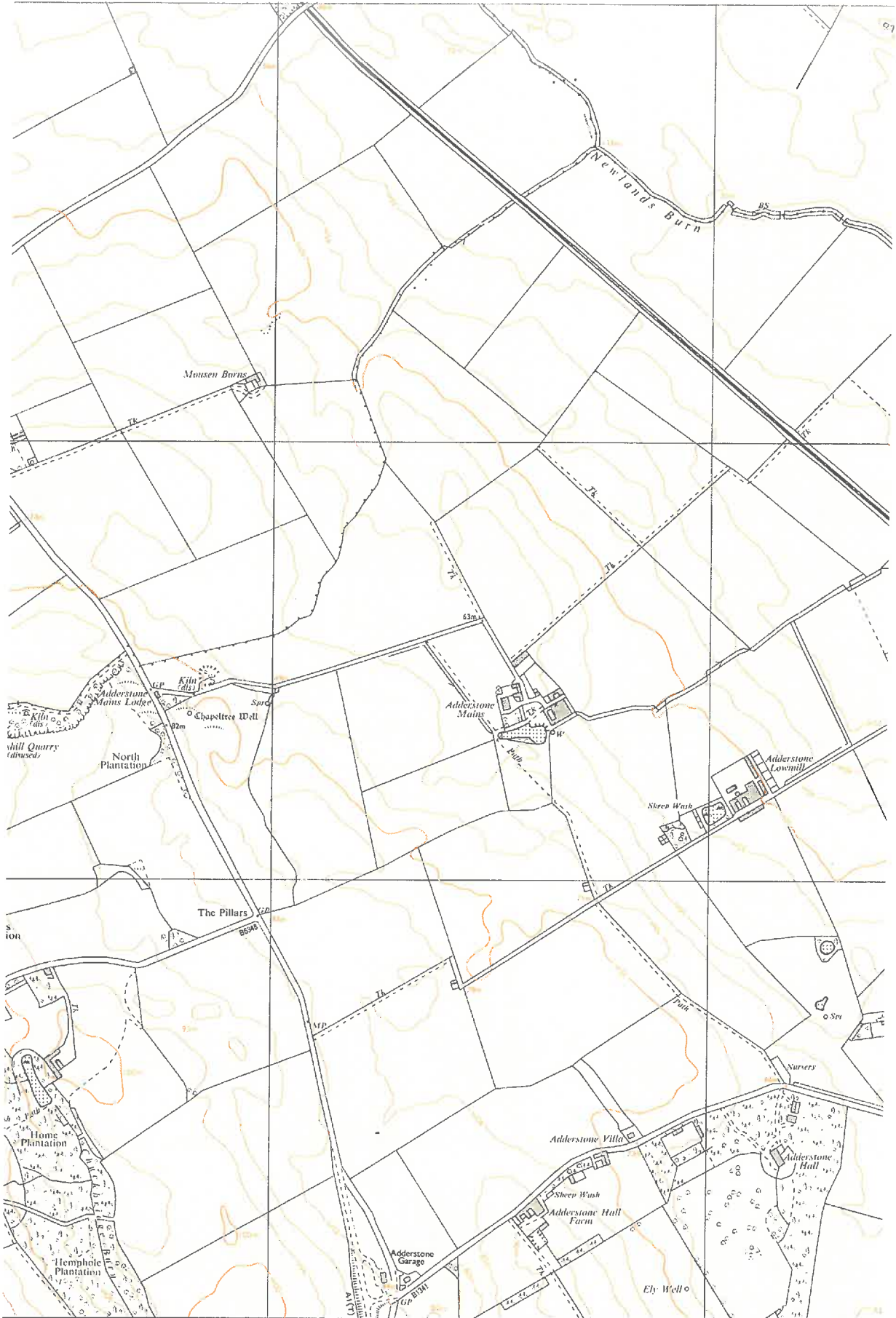
- 75A -

<u>Route No.</u>	<u>Name of Road.</u>	<u>Description.</u>	<u>Responsible Division or Authority.</u>	<u>Mileage.</u>	<u>Total Mileage.</u>
U.2056	Adderstone Mains Road, Belford.	From A.1 at Adderstone Mains Lodge eastwards and southwards to entrance to Adderstone Mains Farm House, (1,090 yds).	Wooler.	0.62	0.62
U.2057	Lindisfarne Avenue, Bamburgh.	From C.64 at Bamburgh eastwards towards Lepers Wall for 117 yards.	Wooler.	0.07	0.07
U.2058	Low Middleton Farm Road.	From A.1 at Middleton Cottages north-eastwards to western boundary of British Railways, (788 yards).	Wooler.	0.45	0.45
U.2059	Villiers Gardens, Lucker.	Off north side of Station Road, Lucker, C.62, for 39 yards.	Wooler.	0.02	0.02
U.2060	Annstead Bridge Old Road.	From B.1340 southwards over old Annstead Bridge returning back to B.1340, (303 yards).	Wooler.	0.17	0.17
U.2061	Adderstone Low Mill Road.	From U.2005 at its junction with U.2007 northwards and westwards for 1040 yards to Adderstone Low Mill Farm.	Wooler	0.59	0.59
U.2062	Newlands Farm Road Belford.	From A.1. at Newlands East Lodge, in a South-westerly direction to Newlands Farm. (540 yds.)	Wooler	0.31	0.31



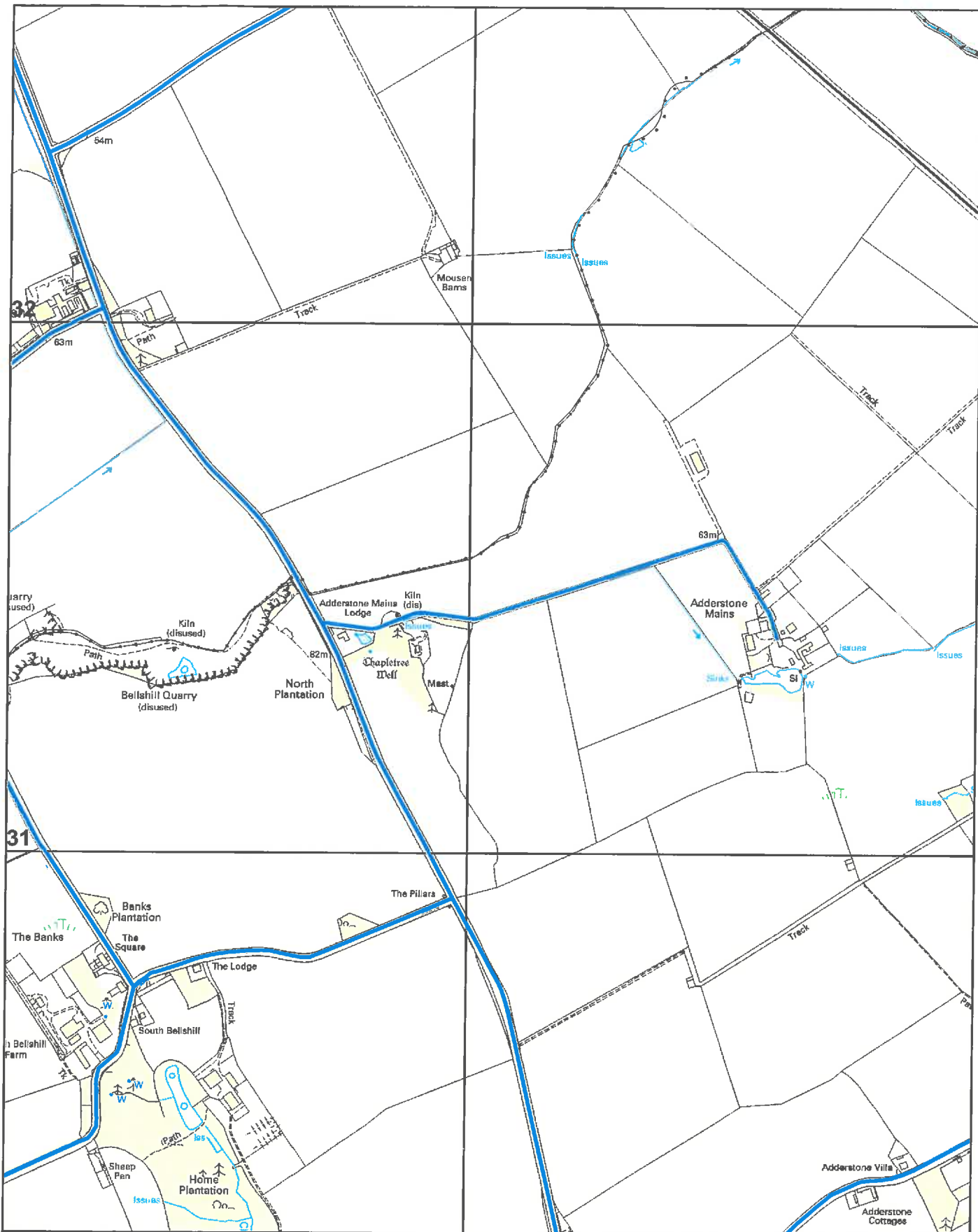
1974 County Road Schedule

Route No.	Name of Road	Description	Responsible Division or Authority	Mileage	Total Mileage
U.2055.	Burnside Estate, Belford. (See also U.2039).	The following streets at Belford (NU.107336) - William's Way, from B.6349, (including Workhouse Lane, 70 yards), southwards to estate boundary. 345 yards. Burnside from B.6349 south-eastwards to estate boundary. 228 yards. Bell Road. 119 yards. Cragview Road. 126 yards. Coronation Crescent. 75 yards.	Wooler Division.		0.51
U.2056	Adderstone Mains Road, Belford.	From A.1 at Adderstone Mains Lodge (NU.127314) eastwards and southwards to entrance to Adderstone Mains Farm House, (1,090 yards).	Wooler Division.		0.62
U.2057	Lindisfarne Avenue, Bamburgh.	From C.64 at Bamburgh (NU.17934) eastwards towards Lepers Wall for 117 yards.	Wooler Division.		0.07
U.2058	Low Middleton Farm Road.	From A.1 at Middleton Cottages (NU.101356) north-eastwards to western boundary of British Railways. (788 yards).	Wooler Division.		0.45
U.2059	Villiers Gardens, Lucker.	Off north side of Station Road, Lucker, C.62 (NU.151305) for 39 yards.	Wooler Division.		0.02
U.2060	Annstead Bridge Old Road.	From B.1340 southwards over old Annstead Bridge returning back to B.1340, (303 yards). (NU.222310).	Wooler Division.		0.17
U.2061	Adderstone Low Mill Road.	From U.2005 at its junction with U.2007 (NU.147309) northwards and westwards for 1040 yards to Adderstone Low Mill Farm (NU.142312).	Wooler Division.		0.59
U.2062	Newlands Farm Road, Belford.	From A.1 at Newlands East Lodge (NU.119327) south-westwards for 540 yards to Newlands Farm (NU.117326).	Wooler Division.		0.31



Highways Act 1980 Section 36(6)
County Of Northumberland
List of Streets which are highways maintainable at the public expense
As at 02-May-2006

Road Number	Description	Length - Metres
U2053		
	B1340 JCT TO RED BARNS CRESCENT	160
	<i>Total length for U2053</i>	<i>457</i>
U2056		
	A1(T) JCT TO ADDERSTONE MAINS FARM	1,002
	<i>Total length for U2056</i>	<i>1,002</i>
U2057		
	C64 JCT TO LINDISFARNE CUL-D-SAC BAM	115
	U2057 TO ST CUTHBERTS GARTH BAMBU	17
	<i>Total length for U2057</i>	<i>132</i>
U2058		
	C58 JCT TO A1(T) JCT	486
	A1(T) JCT TO RAILWAY BRIDGE JCT	244
	<i>Total length for U2058</i>	<i>731</i>
U2059		
	C62 JCT TO VILLIERS GARDENS CUL-DE-S	55
	<i>Total length for U2059</i>	<i>55</i>
U2060		
	B1340 (S) TO B1340 (N)	285
	<i>Total length for U2060</i>	<i>285</i>
U2061		
	U2005 JCT TP ADDERSTONE LOW MILL FA	985
	<i>Total length for U2061</i>	<i>985</i>
U2062		
	B6349/B1342 JCT TO GATEWAY ACROSS R	991
	U2062 TO NEWLANDS FARM (SURFACE C	502
	<i>Total length for U2062</i>	<i>1,492</i>



**Network Management
Information System**

Highways Act 1980 Section 36(6)
County of Northumberland
List of Streets which are highways
maintainable at the public expense
as at 02-May-2006

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Drn:	Date:	Scale:
AB	Oct 2018	1:10,000