



# Northumberland County Council

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

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

### ALLEGED PUBLIC BRIDLEWAY No xxx PARISH OF AKELD

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

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#### **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 a public right of way over a route extending beyond the existing western end of Public Bridleway No 2 (Parish of Wooler) at Bells Valley Cottage, west of Wooler.

#### **Recommendation**

**It is recommended that the Council agrees that there is insufficient evidence to indicate that public bridleway / footpath rights have been reasonably alleged to exist over a route extending beyond the western end of Public Bridleway No 2 at Bells Valley Cottage (Point N).**

#### **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 Ever since the Definitive Map of Public Rights of Way was first published, in 1962, an anomaly has existed where Public Bridleway No 2 in the Parish of Wooler meets the Akeld parish boundary, at Bells Valley Cottage. There is no recorded continuation of this public right of way within Akeld parish.

## **3. LANDOWNER EVIDENCE**

- 3.1 By note, received in August 2014, Mr R Winter, owner of Bell's Valley Cottage, responded to the consultation with regard to the east-west Wooler - Commonburn route, but not the continuation of any public bridleway rights beyond Bells Valley Cottage.

## **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 17<sup>th</sup> October 2014, Ms E Bamford responded to the consultation, on behalf of the Ramblers' Association, stating:

“My comments are attached. Where we have no facts or evidence and no objections I have written No Comment. We would support these additions.

“Parish of Akeld Bridleway xxx (continuation of Wooler BR 2) We have no information and have not walked it but would support a continuation linking to BW 6.”

- 4.3 By letter, dated 28<sup>th</sup> October 2014, Mr D Roberts responded to the consultation, on behalf of the Cyclists' Touring Club, stating:

"I attach comments and evidence which I judge to be relevant on behalf of Cyclists Touring Club.

"To clarify locations I attach annotated copies of your plans. These are confined to routes of which I have knowledge. Where I have no knowledge of a route or where I know it is surfaced with tarmac and therefore suitable for ALL TRAFFIC I have omitted any comment.

"Where an obstruction has been encountered I have endeavoured to provide as accurate date as possible.

"Routes traced in red have been cycled without problem. [The route of alleged Bridleway No xxx was NOT one of the ones highlighted by Mr Roberts].

"I have commented on issues where I consider an omission has been made in your consultation.

"No distinction has been made between Restricted and All Traffic Byways."

- 4.4 By email, on 6<sup>th</sup> November 2014, Ms S Rogers responded to the consultation, on behalf of the British Horse Society, stating:

"AKELD PARISH

Proposed addition of Bridleway xxx (a continuation of Wooler BR 2 to Bell's Valley)

Whether the route did in fact cross the parish boundary in the past could be confirmed by checking the OS Boundary Records to be found at the National Archives at Kew. For details see 'Rights of Way, Restoring the Record' by Sarah Bucks and Phil Wadey pages 114-131.

These records were the outcome of the Ordnance Survey Act 1841. Surveyors were given the duty of checking the boundaries between parishes. Three types of records were created - Boundary remarks Books (OS 26 records), Boundary Sketch Maps (OS 27 records) and Journals of Inspection (OS 29 records). Where the boundary runs along or crosses a highway it is often noted sometimes with a note as to where the route goes to and from. These records were agreed by representatives of each parish concerned and were open to public inspection. So where ever there is uncertainty about a public right of way which crosses a parish boundary, the are probably the best form of document to consult."

## **5. DOCUMENTARY EVIDENCE**

- 5.1 A search has been made of archives relating to the area. Evidence of Inclosure Awards, 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 existing Wooler Bridleway No 2 or any continuation within Akeld parish.

1820 Fryer's County Map

There is no evidence of a road or track approximating to the route of existing Wooler Bridleway No 2 or any continuation within Akeld parish.

1820-32 Cary's Map

There is no evidence of a road or track approximating to the route of existing Wooler Bridleway No 2 or any continuation within Akeld parish.

1828 Greenwood's County Map

There is no evidence of a road or track approximating to the route of existing Wooler Bridleway No 2 or any continuation within Akeld parish.

1866 Ordnance Survey Map: Scale 1:10,560

Whilst there is clear evidence of a track over the route of existing Wooler Bridleway No 2, there is no evidence of any continuation within Akeld parish.

1869 Wooler & Humbleton Common Inclosure Award

The possible northerly continuation (within Akeld parish) of existing Wooler Bridleway No 2, lies just outside (i.e. north of) the area of land being inclosed. The route of Wooler Bridleway No 2 is, however, set out in the Inclosure Award as "One Private Carriage and Occupation Road of a width of Eighteen feet" which is "set out for the use of the persons interested for the time being in the Allotments numbered 2a, 2b, 6 and 49." These plots are all within Wooler parish and directly served by this occupation road. It is not acknowledged as being an ancient (i.e. pre-existing) public road or public bridleway. The description makes no reference to any continuation (either public or private) beyond the parish boundary, and on the Award Map the route is not annotated with any "from ....." or "to ....." information at its northern end.

1899 Ordnance Survey Map: Scale 1:10,560

Whilst there is clear evidence of a track over the route of existing Wooler Bridleway No 2, there is no evidence of any continuation within Akeld parish.

1924-5 Ordnance Survey Map: Scale 1:10,560

Whilst there is clear evidence of a track over the route of existing Wooler Bridleway No 2, there is no evidence of any continuation within Akeld parish.

### c.1951 Definitive Map – original Survey Schedules & Map

Whilst the route of existing Public Bridleway No 2 (Parish of Wooler) leading northwards to Bells Valley Cottage, is clearly identified for inclusion as a public bridleway, there is no continuation / linking path identified in Akeld parish. In the Schedule for Wooler BR 2, a continuation into Akeld parish is not implied.

#### Draft Map

Whilst the route of existing Public Bridleway No 2 (Parish of Wooler) leading northwards to Bells Valley Cottage, is clearly identified for inclusion as a public bridleway, there is no continuation / linking path identified in Akeld parish.

#### Provisional Map

As with the Survey and Draft Maps, whilst the route of existing Public Bridleway No 2 (Parish of Wooler) leading northwards to Bells Valley Cottage, is clearly identified for inclusion as a public bridleway, there is no continuation / linking path identified in Akeld parish.

### 1957 Ordnance Survey Map: Scale 1:10,560

Whilst there is clear evidence of a track over the route of existing Wooler Bridleway No 2, there is no evidence of any continuation within Akeld parish.

#### Original Definitive Map

The route of existing Public Bridleway No 2 in Wooler Parish is clearly shown. This route stops at the Akeld parish boundary (at Bells Valley Cottage). There is no recorded continuation within Akeld parish.

#### First Review of the Definitive Map (Relevant Date 1 Nov 1963)

The route of existing Public Bridleway No 2 in Wooler Parish is clearly shown. This route stops at the Akeld parish boundary (at Bells Valley Cottage). There is no recorded continuation within Akeld parish.

### 1988 Ordnance Survey Map: Scale 1:10,000

Whilst there is clear evidence of a track over the route of existing Wooler Bridleway No 2, there is no evidence of any continuation within Akeld parish.

### 5.2 The original Definitive Statement for Public Bridleway No 2 (Parish of Wooler) states:

“From the Akeld Parish boundary west of Coldberry Hill in a south-easterly direction across the Humbleton Burn to join BR 1.”

## **6. SITE INVESTIGATION**

- 6.1 No site visit has been carried out.

## **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**

- 7.1 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.

- 7.2 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.
- 7.3 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.
- 7.4 It is unusual to have a public right of way simply terminating at a parish boundary. Unless that parish boundary was also a destination point / place of public resort it is, more often than not, the case that some public rights (as yet unrecorded) continued beyond the parish boundary. The 2014 consultation into an Akeld parish continuation of Wooler Public Bridleway No 2 was formulated on that basis.
- 7.5 The original Definitive Map was the product of a multi-stage process. First of all, locally produced survey maps identified the routes which were being proposed for inclusion. Survey schedules were produced for most of these routes. A certain degree of vetting presumably took place then, based on these initial surveys, Draft Maps were published. These Draft Maps were the first official stage in the process. Anyone had an opportunity to object or make representations regarding what was shown on these maps. Typically land owners might dispute the inclusion of certain routes, individual users or path

user groups might challenge the omission of certain routes and all parties might take issue with the proposed status or alignment of these routes. The County Council employed independent barristers to hear the evidence presented both for and against alterations to the Map. Some alterations were approved, others were rejected. The approved alterations were identified on Modified Draft Maps and the whole process moved forward to the next official stage, with publication of Provisional Maps. At this stage landowners (only) had a second opportunity to make objections or representations regarding what was shown on the Maps. Again, objections or representations were considered by independent barristers (looking at all the evidence available). The Provisional Maps, as amended by the last round of successful challenges, were published as Definitive Maps.

- 7.6 The first Definitive Map was prepared in sections, based upon the old rural and urban district boundaries. Within the RDC areas, the collection of public rights of way information was further broken down into parish units. For this reason, it was not unknown for Parish A to identify a linear route within its area as being a public bridleway with the neighbouring Parish B identifying the continuation of that route as a public footpath. Occasionally, one parish might identify a cross-boundary route as a public footpath or bridleway with the neighbouring parish not identifying the continuation as a public right of way at all.
- 7.7 The current case differs from the abovementioned example, however, in that the historical map evidence available does not depict a linear route across the two parishes. The map evidence indicates that the wooler Bridleway No 2 route (which was recognized only as a private road - not a public right of way - at the time of the 1869 inclosure award did, in fact, terminate at Bells Valley Cottage / the Akeld parish boundary. It was for this reason that the 2014 consultation schedule, very unusually, did not identify a 'claimed route' for the Akeld bridleway; only that it was an Akeld parish continuation proceeding from Point N at the north end of Wooler Bridleway No 2. The consultation process did not yield any additional information which would assist in the identification of a precise route.
- 7.8 It is not known precisely on what basis the route to Bells Valley Cottage was identified as a public bridleway (Wooler Bridleway No 2) when the Definitive Map was originally prepared in the 1950s and early 1960s. Although that route was, as previously mentioned, set out as a private road in the 1869 inclosure award, that would not be an obstacle to it subsequently acquiring public bridleway rights. In the Survey Schedule for Wooler Bridleway No 2 the ground for believing the route to be public is identified as being "Usage". However, the relatively 'late' acquisition of public bridleway rights over the route of Wooler Bridleway No 2, combined with the absence of any maps identifying the physical existence of a continuation into Akeld parish mitigates against there being any public rights of way continuation north of point N.
- 7.9 Advice from the Planning Inspectorate in their 'consistency guidelines' states that it is important to have the correct width, where it can be determined, recorded in the definitive statement. Usually there is a boundary to boundary presumption for public highways – particularly those based on historical documentary evidence. In this instance, because the route is not enclosed, if members did decide a public bridleway continuation should be included in a future Definitive Map Modification Order, it is proposed that the bridleway be

recorded with the Council's standard width of 3 metres (wide enough for two horses travelling in opposite directions to pass each other).

## **8. CONCLUSION**

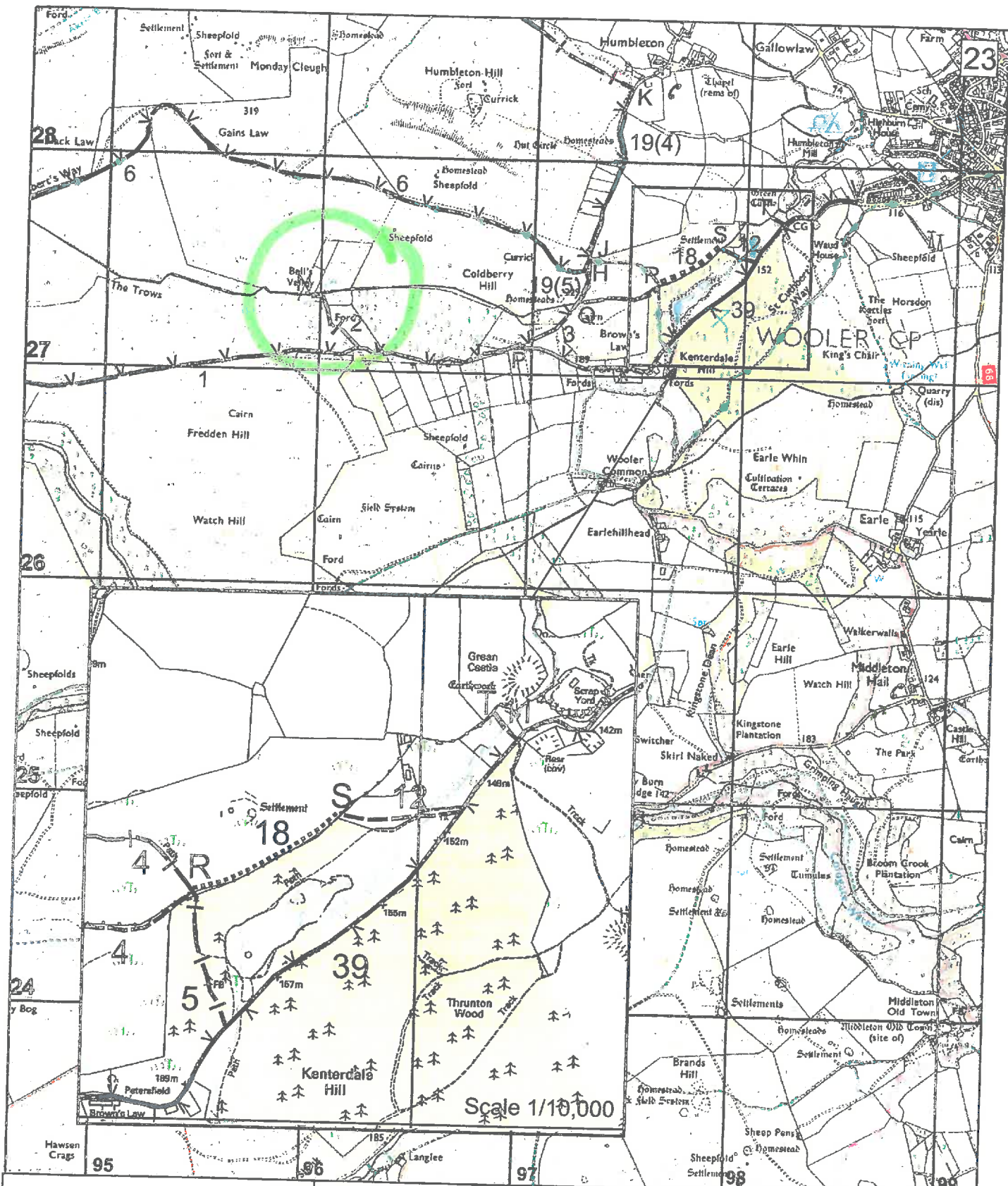
- 8.1 In light of the documentary evidence submitted, it does not appear that public bridleway rights have been reasonably alleged to exist over any continuation of Wooler Bridleway No 2, within Akeld parish.

## **BACKGROUND PAPERS**

Local Services Group File: B/2/xxxx

Report Author      Alex Bell – Definitive Map Officer  
(01670) 624133  
Alex.Bell@Northumberland.gov.uk





# NORTHUMBERLAND

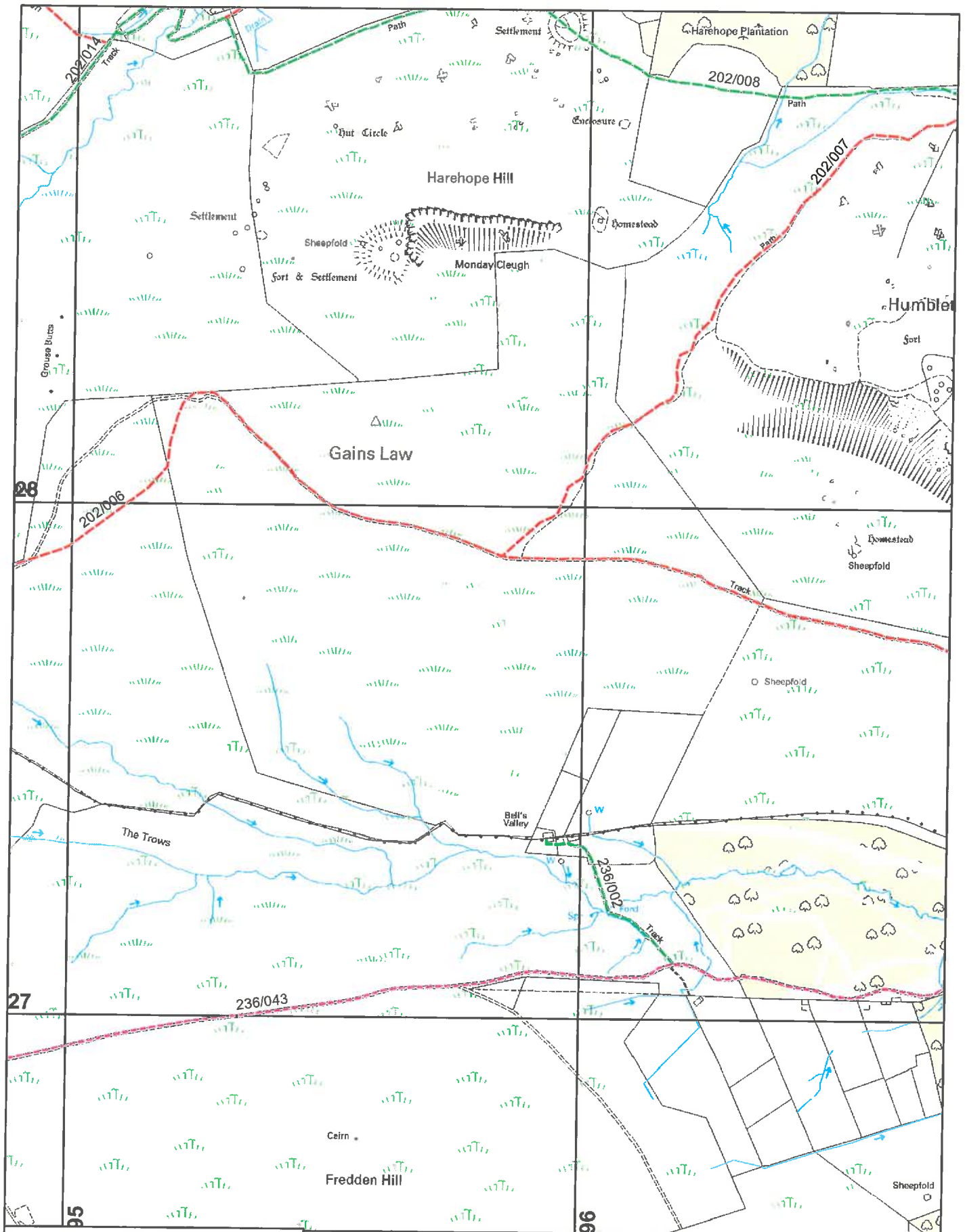
Northumberland County Council  
 Sustainable Transport  
 Local Services  
 County Hall Morpeth Northumberland  
 NE61 2EF  
 Telephone 0845 600 6400

## Wildlife and Countryside Act 1981 Public Rights of Way

- Selected Existing Public Footpaths
- Selected Existing Public Bridleways
- Alleged Public Footpath
- Alleged Restricted Byway
- Alleged Byway Open to All Traffic

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Former District(s)	Parish(es)	Scale
Berwick	Akeld/Wooler	1:25,000
Def. Map No.	O.S. Map	Date
37	NT 92 NE	February 2014



**Northumberland**  
County Council

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

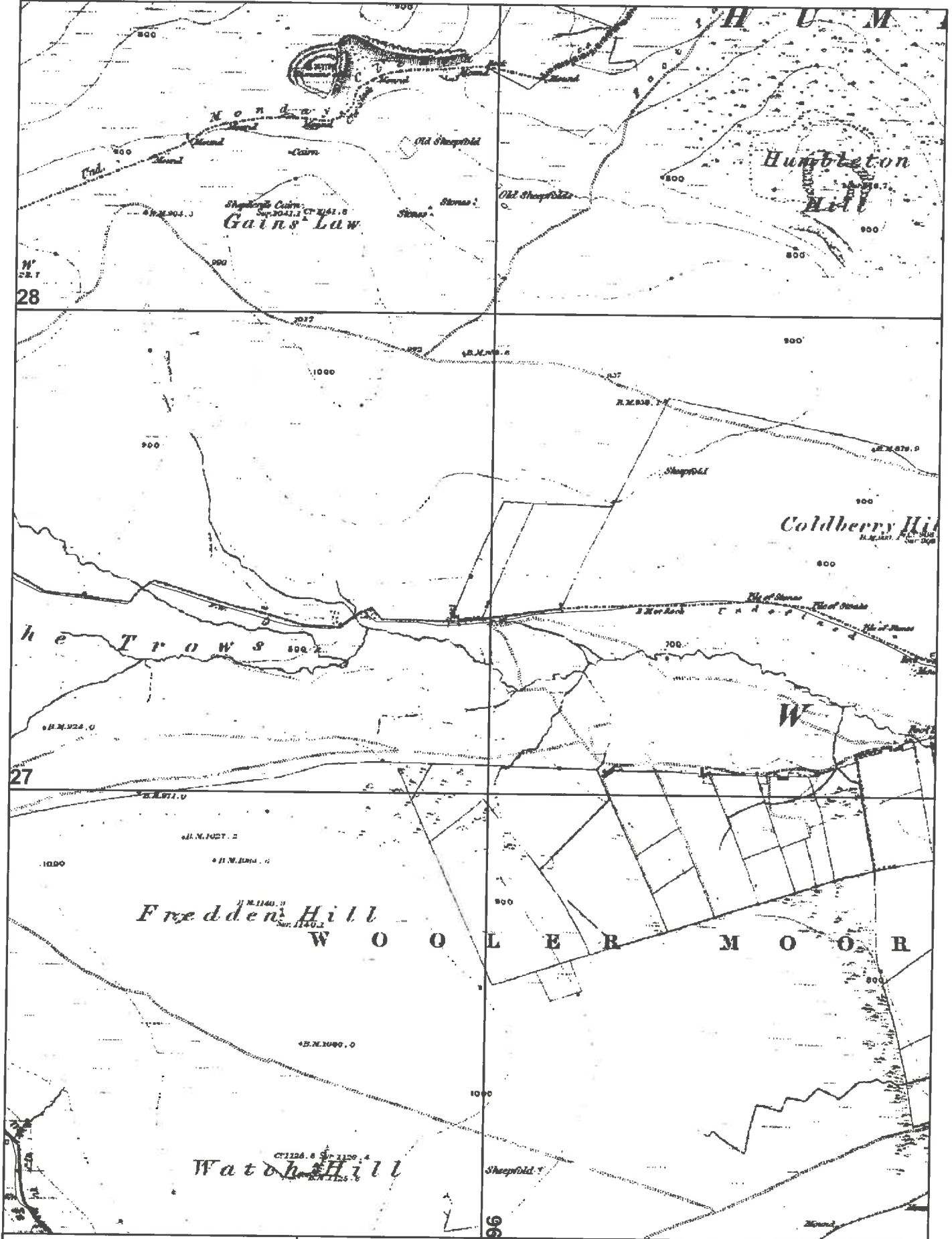
**Legend**

- 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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Northumberland  
County Council

SCALE 1:10,560

Ordnance Survey 1st Edition 6" map (1866)

Wooler & Humbleton Common Inclosure Award  
1869

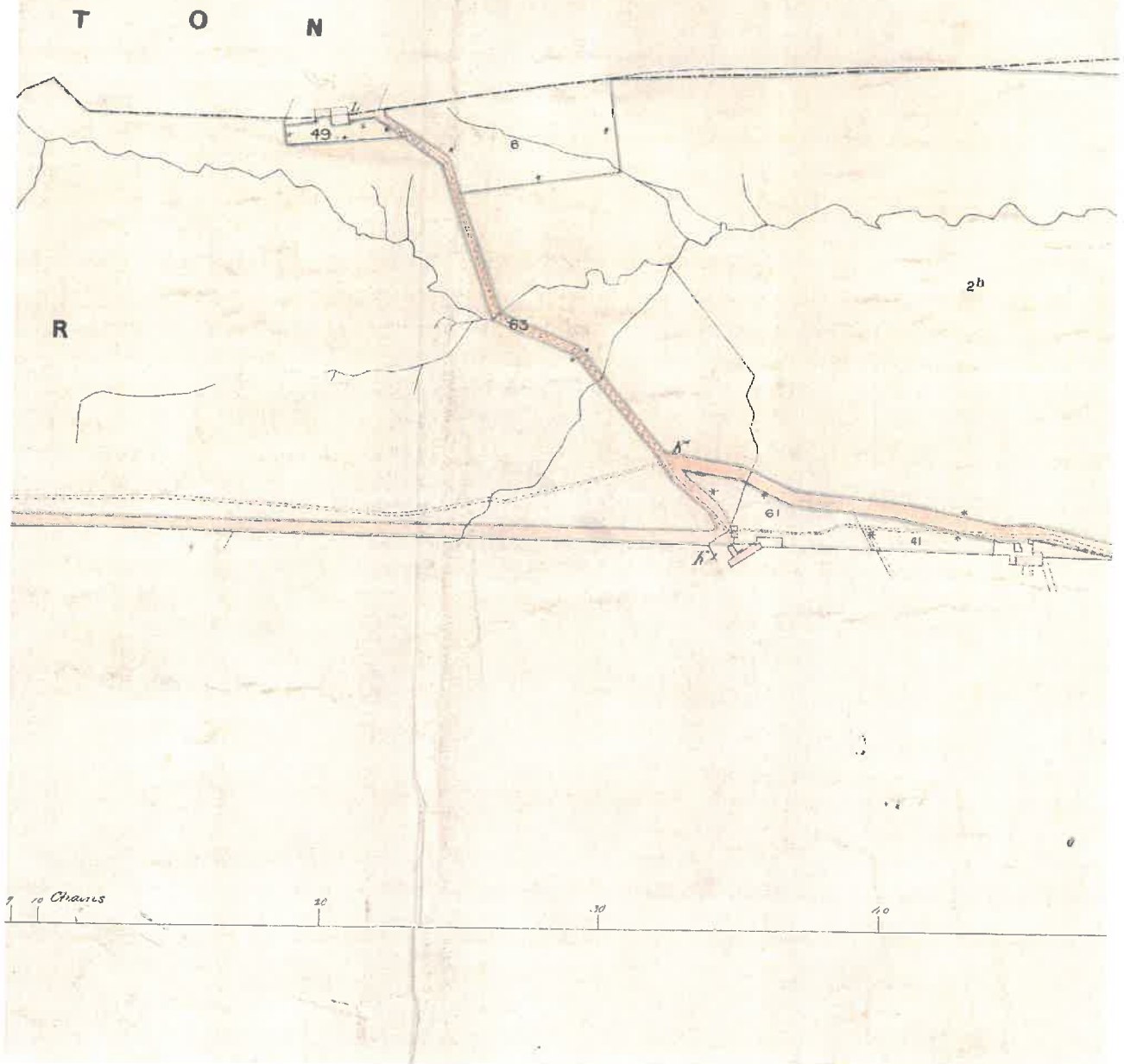
WOOLER AND HUMBLETON COMMON INCLOSURE

IN THE  
TOWNSHIP & PARISH OF WOOLER

AND  
COUNTY OF NORTHUMBERLAND

1866

*Outline from Ordnance Plan*



# Wooler & Humbleton Common Inclosure Award 1869

These other Public Carriage Road or Highway of the width of thirty feet also to be called the Wooler and Common Burn Road being a continuation of the Road near town before set out commencing at the said point marked K and continuing thence in a Southwardly direction to a point marked K' on the said Map and thence in a Westwardly direction to and terminating at a point marked K'' on the said Map.

And I further declare that I have set out and appointed and do hereby set out and appoint the following Private Carriage and Occupation Roads that is to say

One Private Carriage and Occupation Road of the width of eighteen feet and numbered 63 on the said Map commencing at a point marked K and extending thence Northwardly to and terminating at a point marked L on the said Map which said road is set out for the use of the persons interested for the time being in the Allotments numbered 2<sup>a</sup> 2<sup>b</sup> 6 and 49

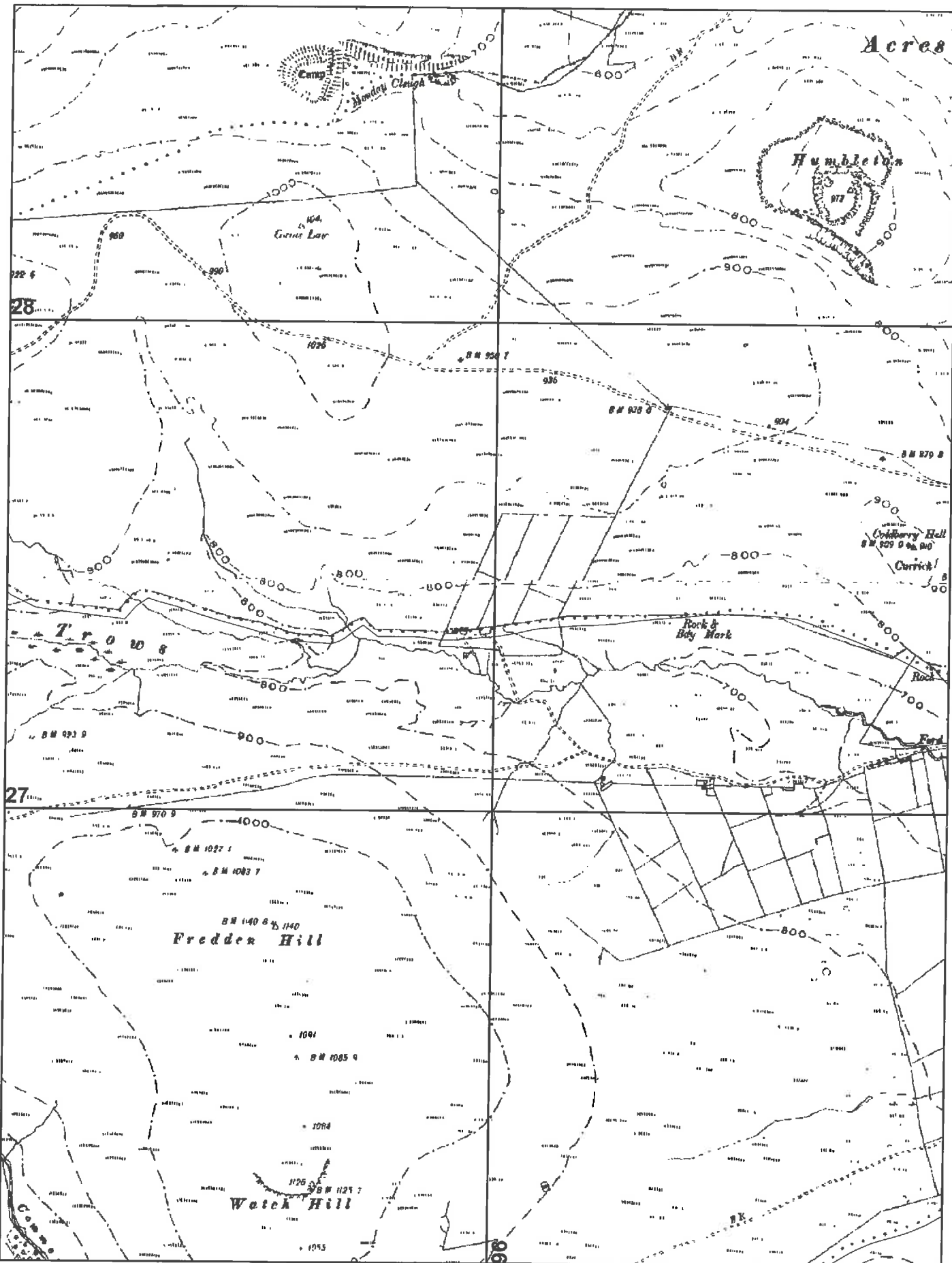
And I direct and appoint that the expense of maintaining and repairing the said Private Carriage and Occupation Road shall for ever hereafter be raised by rate to be levied on the said Allotments numbered 2<sup>a</sup> 2<sup>b</sup> 6 and 49 in the following proportions that is to say

N <sup>o</sup> of Allotments	Proportion of rate to be levied on - allotment		
	£	s	d
2 <sup>a</sup> 2 <sup>b</sup>		15	6
6		2	9
49		1	9
	1		

One other Private Carriage and Occupation Road of the width of 30 feet and numbered 66 on the said Map commencing at a point marked C on the said Map and extending thence in a westwardly direction to a point marked A thence in a southwardly direction to a point marked E and thence in a Southwardly direction to and terminating at a point marked D on the said Map which said road between the points C and A is set out for the use of the persons interested for the time being in the allotment numbered 8 on the said map and between the points A and D for the use of the persons interested for the time being in the allotments numbered 7 9 11 16 19 17 29 29 13 15 18 10 20 24 28 34 35 37 39 33 43 47 48 52 56 and 22 on the said map.

And I direct and appoint that the said Private Carriage and Occupation road shall for ever hereafter be maintained and repaired between the points C and A by the owner and proprietor of the said allotment numbered 8 and between the points A and D by the owner and proprietor of the said allotments numbered 7 9 11 16 19 17 29 29 13 15 18 10 20 24 28 34 35 37 39 33 43 47 48 52 56 and 22

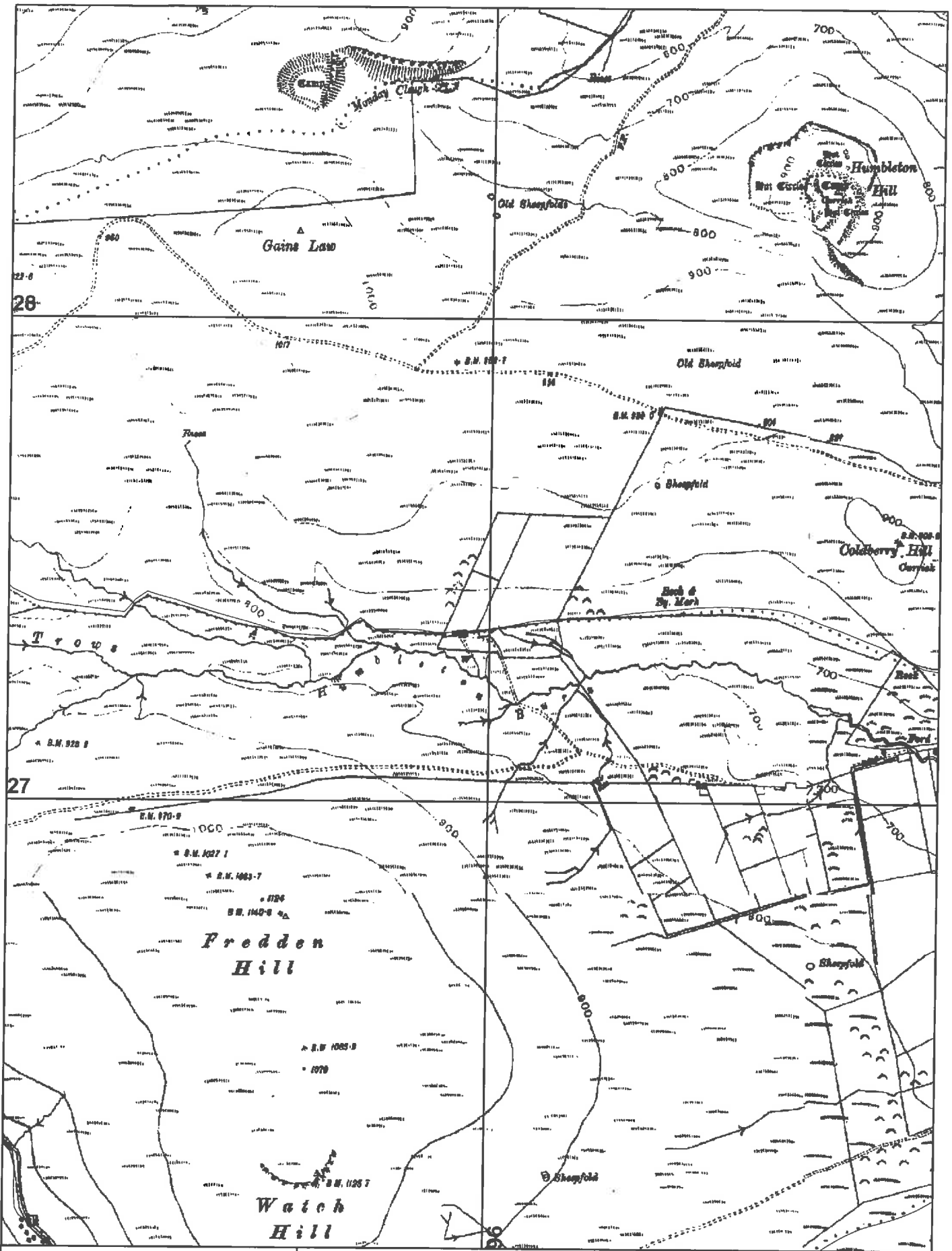
Acres



Northumberland  
County Council

SCALE 1:10,560

Ordnance Survey 2nd Edition 6" map (1899)



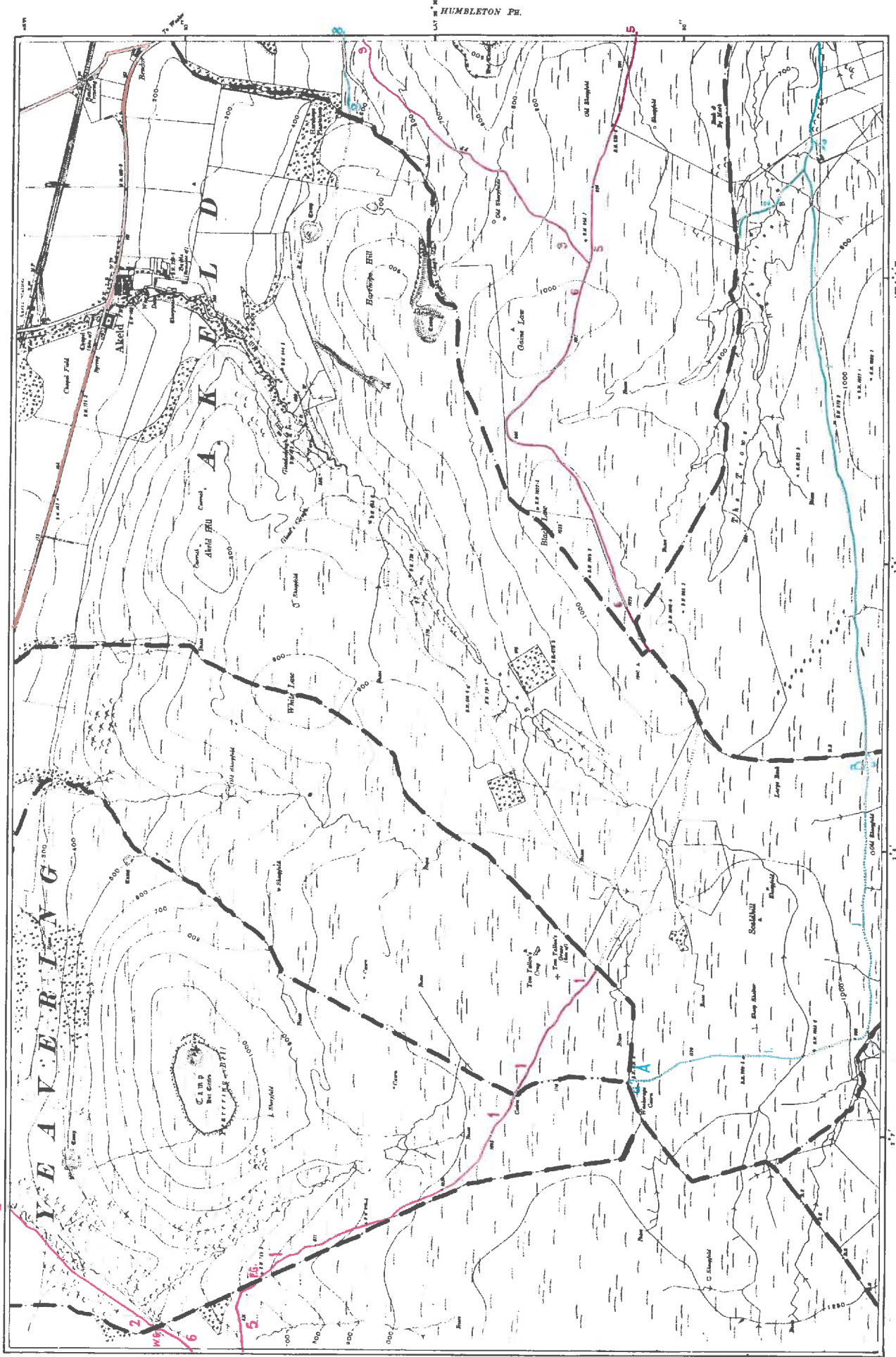
Northumberland  
County Council

SCALE 1:10,560

Ordnance Survey 3rd Edition 6" map (1924-25)

COUPLAND PH

2



KIRKNEWTON PH

SELDY'S FOREST PH

WOOLER PH



NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949.  
SCHEDULE ACCOMPANYING SURVEY MAPS.

Parish of Wooler in the Rural District of Isleworth

~~Borough~~  
~~Urban District~~ } of \_\_\_\_\_  
(Delete whichever is inapplicable).

1. Number of highway on Map \_\_\_\_\_
2. Kind of Path (i.e., F.P., B.R.) B.R.
3. Starts at the junction of the road to the farm buildings known as the valley
4. Name of Path (if any) \_\_\_\_\_
5. Is the Path well defined? Yes
6. Is the Path metalled? If so, define length No
7. If its width can be stated, insert here \_\_\_\_\_
8. What is the present condition of the path, stiles, etc.? Path in good repair
9. Is it subject to being ploughed out? No
10. Details of any notice boards, direction signs or warning signs against trespassers, stating their location, wording on them, their condition and date of erection, if known

None

11. Grounds for believing the path to be public (if known), e.g. "Awarded," "Repaired at Public Expense" (with date) or "mentioned in Minutes of Parish Council" or any other evidence such as that of an old inhabitant

Usage

12. Have persons been prevented using the highway? No
13. Give particulars of any obstructions None
14. Names of owners of freehold and previous owners, if known, for past 30 years  
J. H. Simpson, Yeale House, Wooler  
P. J. Rouse, Merwin Hall, Jedburgh

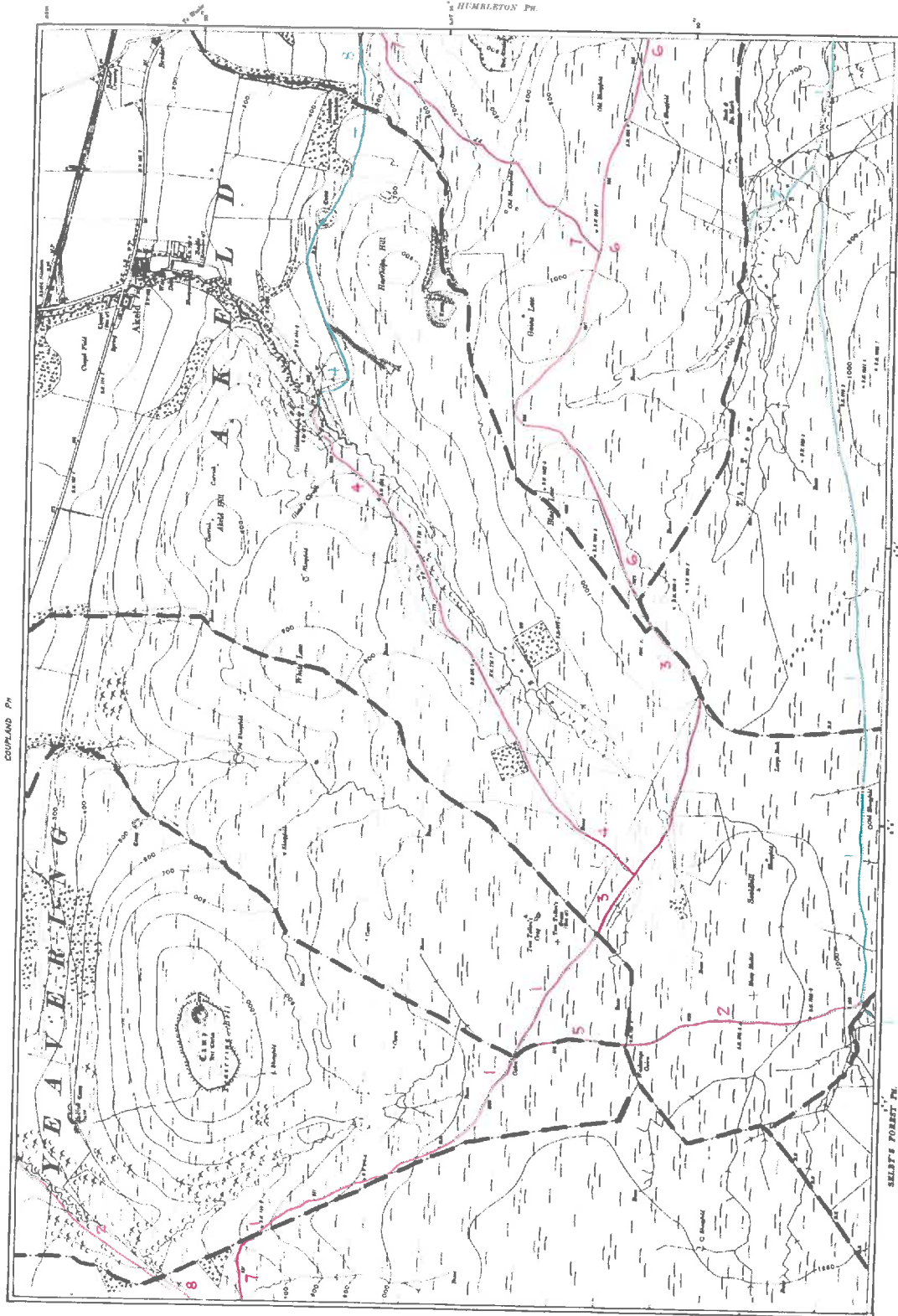
15. What maps have been consulted, and where are they deposited?  
Ordnance Survey

16. What records have been consulted, and where are they deposited?  
None

17. Any other relevant information

Surveyed by	Address	Dates of Survey

Important:—Sheet No. of Map on which Highway is shown  
225 / 43 / 5 SE / 4.



COUNCIL PH

KIRKINTON PH

SELKIRK FOREST PH

NORTHUMBERLAND COUNTY COUNCIL  
PARISH of \_\_\_\_\_ in the  
Rural District of GLENDALE

GLENDALE of  
GLENDALE (Check whether appropriate)

PLAN  
DRAFT  
REGIONAL  
SCHEMATIC  
(Check whether appropriate)

Survey Map with the  
sanction of the Controller  
of the Crown Copyright  
Registrar  
(Check whether appropriate)

TOTAL No. 158

### NATIONAL 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.)

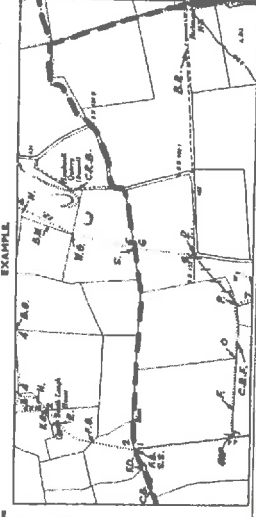


Table of symbols for National Parks and Access to the Countryside Act, 1949. Includes columns for 'KIND OF PATH' and 'MEANS OF PASSAGE'.

KIND OF PATH	MEANS OF PASSAGE
Footpath	F.P.
Bridle Road (including driveway or carts)	B.R.
Public Carriage or Cartroad (P.C.)	P.C.
Green Lane (unimproved)	G.L.
Footway	F.W.
Footway with	
(1) Footpath	F.P.
(2) Bridle Road	B.R.
(3) Public Carriage or Cartroad	P.C.
(4) Green Lane	G.L.

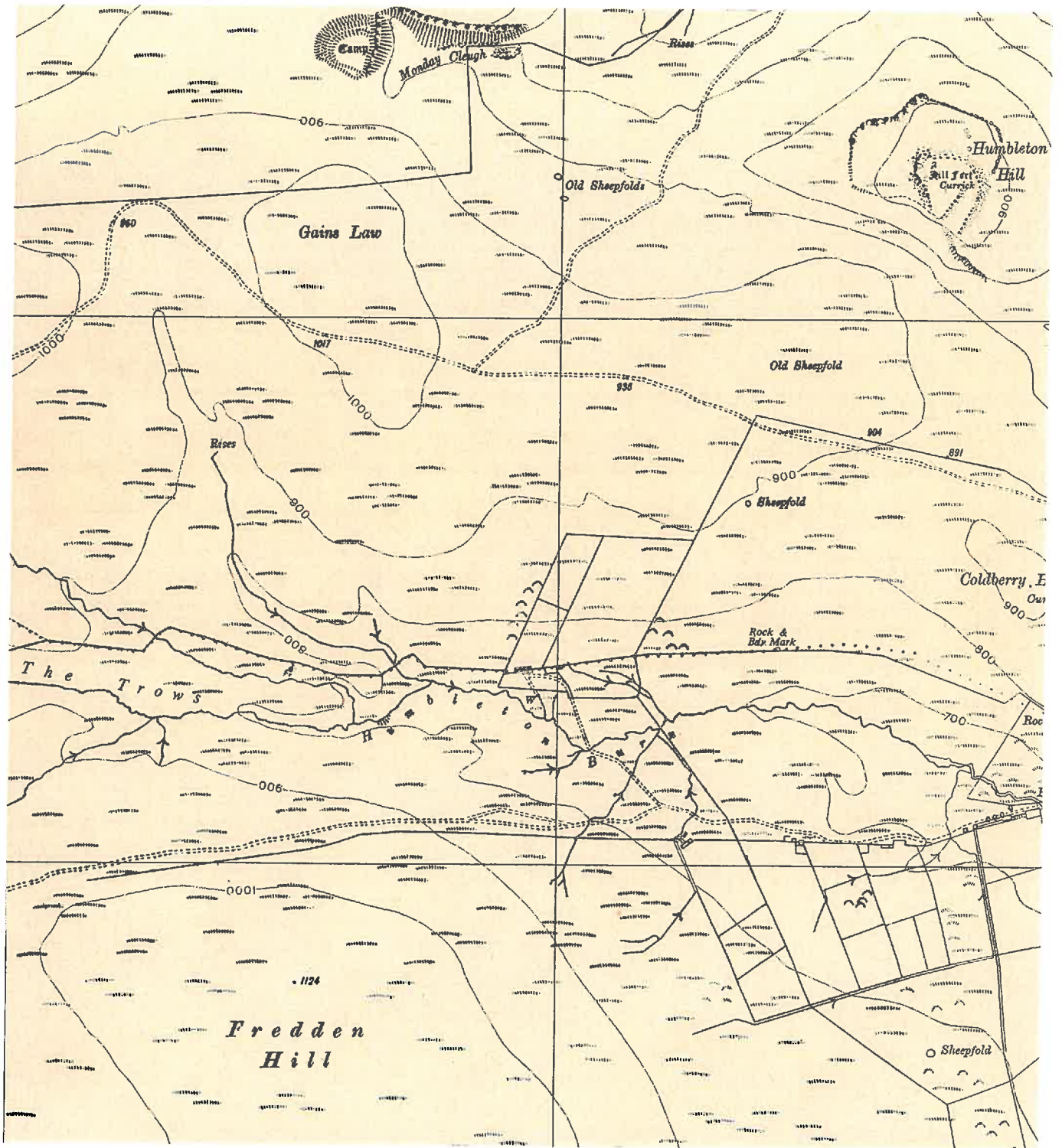
Other symbols listed: C.B., C.P., C.G., C.H., C.M., C.N., C.O., C.P., C.S., C.W., C.Y., C.Z.

- OBSTRUCTIONS, NOTICE BOARDS, DIRECTIONS
  - Notes Board
  - Notice Board
  - Barbed Wire
  - Former course of path (dashed or solid)
- NOTES—  
(1) Show Paths, etc., in solid black lines.  
(2) Number each path or direction commencing at the point where it leaves the main highway.  
(3) Where conditions of Path Rules are indicated on a selective condition, the letter 'A', 'B', 'C', 'D', 'E', 'F', 'G', 'H', 'I', 'J', 'K', 'L', 'M', 'N', 'O', 'P', 'Q', 'R', 'S', 'T', 'U', 'V', 'W', 'X', 'Y', 'Z' shall be put in brackets after the letter.

MAP 1106 No. U 15 SE 27  
Surveyed by \_\_\_\_\_ Date \_\_\_\_\_

Address \_\_\_\_\_  
Name \_\_\_\_\_  
Post Office \_\_\_\_\_  
Telephone \_\_\_\_\_  
Chairman O.B.C.





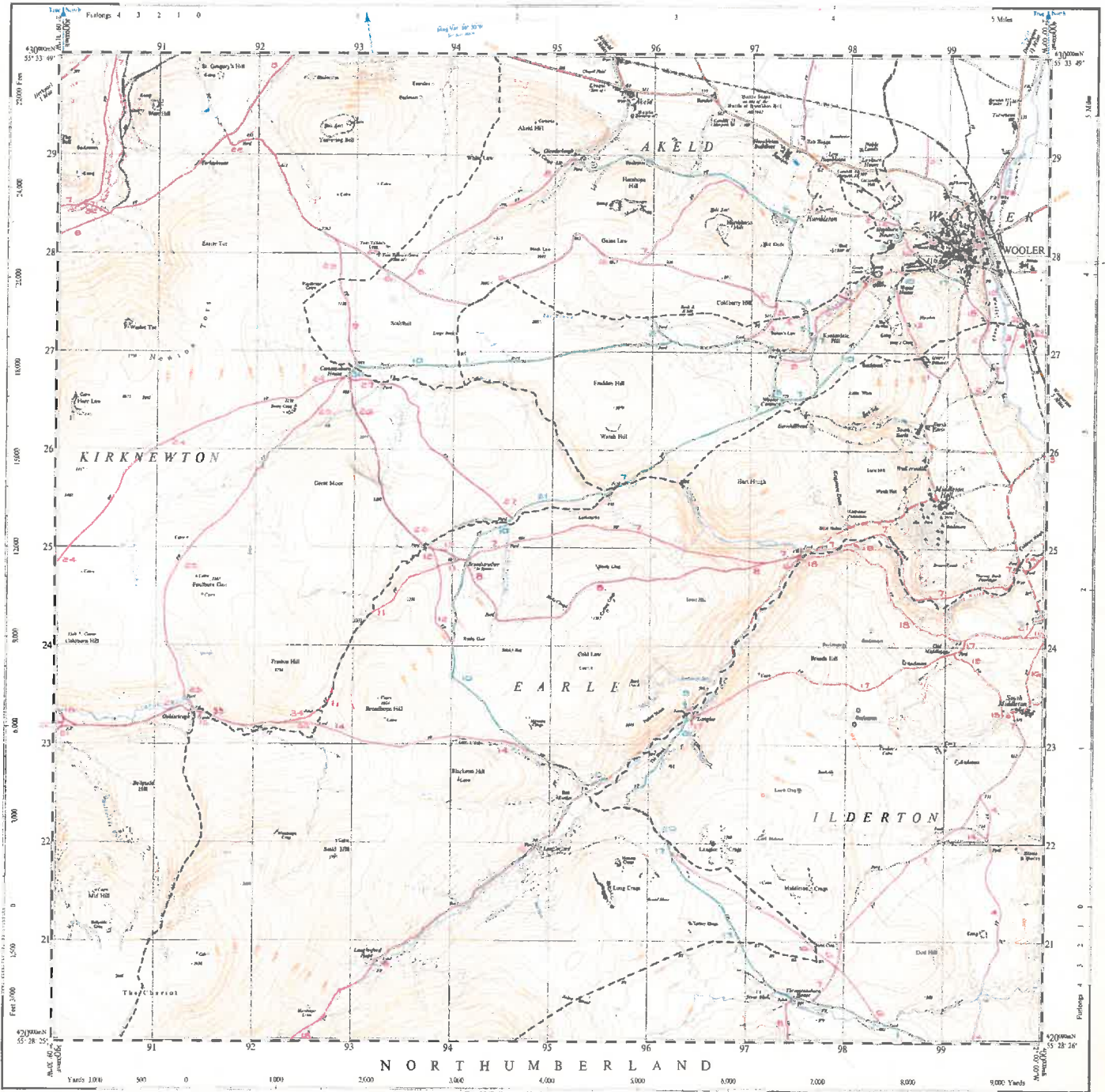
ORDNANCE SURVEY

Scale 1:25,000 or about 2½ Inches to 1 Mile

Provisional Edition

SHEET NT92

SHEET NT92



SHEET NT92

Grid North at the centre of this sheet is 0° 02' 55" W of True North  
Magnetic Variation is 67° 30' W of Grid North for June 1954  
Annual Change 8 E

1:25,000	1:50,000	1:100,000
1:250,000	1:500,000	1:1,000,000
1:2,500,000	1:5,000,000	1:10,000,000

The GRID lines on this sheet are at 1 kilometre intervals  
Height are in feet above Mean Sea Level or Sea Level  
1:25,000 1:50,000 1:100,000  
To save paper the reference to the Conventional  
Signs are omitted. They are published separately

Compiled from 6" sheets last fully revised 1950-1952  
Other partial revisions 1952-53, 1954-55

Maps and publications to the Director General of the Ordnance Survey, Clerkenwell, London, E.C.1

SHEET NT92

Price 4/- net  
This sheet is also available in reduced size

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 ..... **GLENDALE** .....
2. Parish ..... **WOOLER** .....
3. Number of Footpath on Map ..... **2** .....
4. Name of Path .....
5. Kind of Path (i.e. FP/BR) ..... **B.R.** .....
6. General Description of Path ..... **From the Akeld Parish boundary west of** .....  
..... **Goldberry Hill in a south-easterly direction across the Humbleton Burn** .....  
..... **to join B.R.1.** .....  
.....  
.....  
.....
7. Other relevant information .....
- .....
- .....
- .....
- .....
- .....

ORDNANCE SURVEY

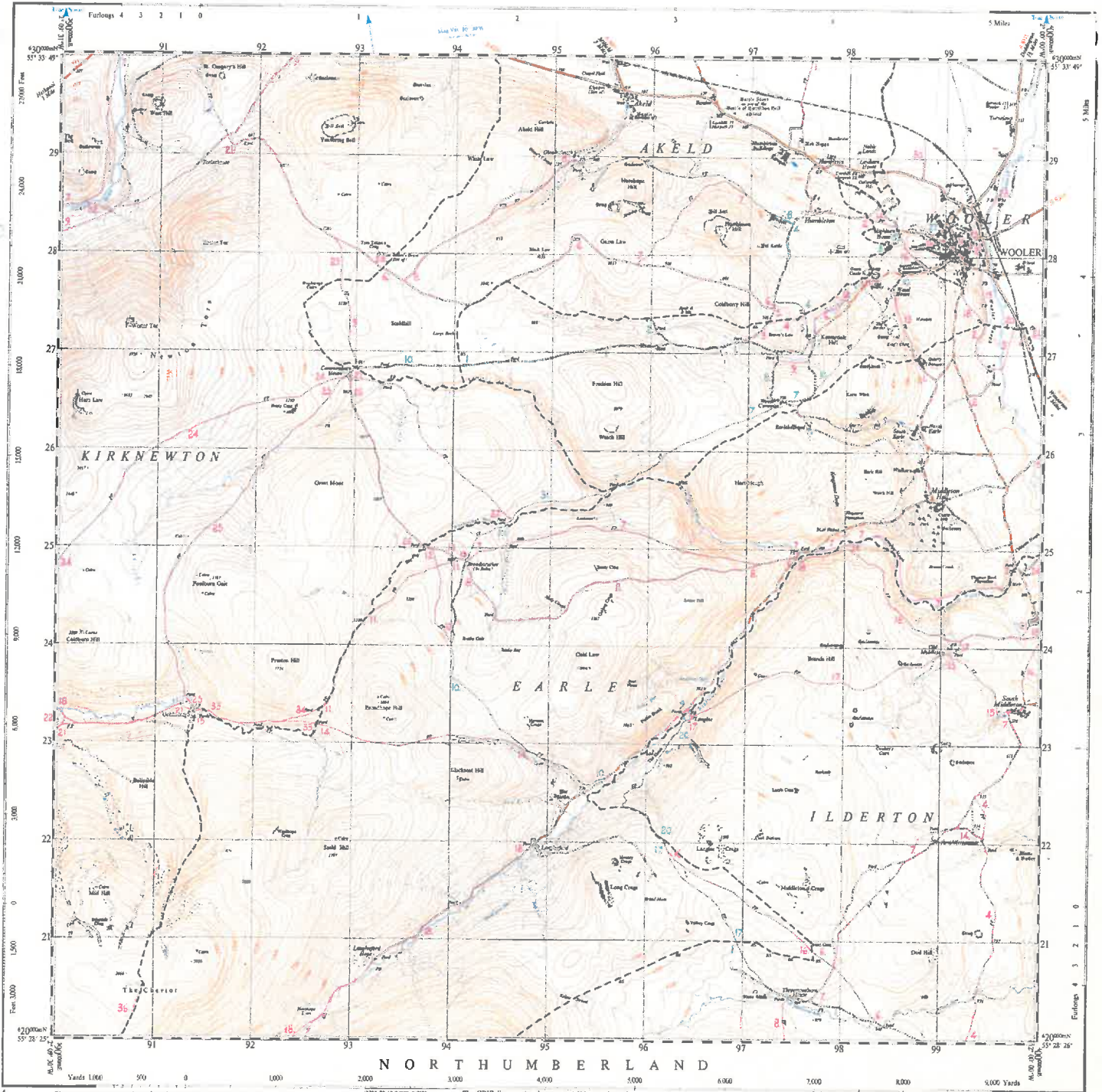
Scale 1:25,000 or about 2 1/2 Inches to 1 Mile

Provisional Edition

NORTHUMBERLAND  
FIRST EDITION DEFINITIVE MAP  
RELEVANT DATE 1.11.1963

SHEET NT92

SHEET NT92



SHEET NT92

Grid North at the centre of this sheet is 0° 03' 55.74" of True North  
Magnetic Variation is 30° 30' W of Grid North for June 1954.  
Annual Change 8 E.

Meters to Feet Conversion	
100	328
200	656
300	984
400	1312
500	1640
600	1968
700	2296
800	2624
900	2952
1000	3280

The GRID lines on this sheet are at 1 Kilometre interval.  
Heights are in feet above Mean Sea Level in brackets.

Heights (and on this map represent  
spot heights) are in feet.

To save paper the reference tables of Conversion  
Signs are omitted. They are published separately.

Copyright from 6" sheets last fully revised 1896-1922  
Other partial photostatic revisions 1952 has been  
discontinued.

Map and published by the Director General of the Ordnance Survey, Southampton, 1964.  
Paper and ink used throughout 1963

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