



# Northumberland

## County Council

NORTH NORTHUMBERLAND LOCAL AREA COUNCIL  
RIGHTS OF WAY SUB-COMMITTEE  
24 April 2019

---

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

#### ALLEGED BYWAY OPEN TO ALL TRAFFIC No 39 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 U2049 road, between the C62 road north-east of Warenford and the Waren Burn.

#### **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 A-X part of the route;**
- (ii) the Natural Environment and Rural Communities Act 2006 would not appear to have extinguished the public's motorized vehicular rights over that part of the route;**
- (iii) there is not sufficient evidence to show, on a balance of probability, that public vehicular rights exist over the X-B part of the route;**
- (iv) the A-X part of the route 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 Alternatively, in a case where the route is already shown on the Definitive Map as a highway of a lesser status than Section 53(3)(c)(ii) covers situations where:

“the discovery by the authority of evidence which (when considered with all other relevant evidence available to them) shows:

“that a highway shown in the map and statement as a highway of a particular description ought to be there shown as a highway of a different description;”

- 1.4 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

'U2049' 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 U2049 unclassified County road based upon more than simply its inclusion in the List of Streets.

### **3. LANDOWNER EVIDENCE**

- 3.1 By letter, dated 31 May 2018, the Northumberland Estates responded to the omnibus consultation stating:

"Thank you for your letter of the 9th February 2018 which requested information to either support or object to proposed modifications to the definitive map.

"The Estates comments are as follows:

"Parish of Adderstone Byway Open to All Traffic No 39 Plan 60  
We have no evidence of use other than by our agricultural tenant and the local Hunt. See photo no 8. The route is overgrown."

"Should you require any further evidence or information please do not hesitate to contact this office."

### **4. CONSULTATION**

- 4.1 In February 2018, 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". Two replies were received and are included below.
- 4.2 By email, on 26<sup>th</sup> February 2018, Ms H Evans responded to the consultation, on behalf of the Cycling UK, stating:

"Ted has now looked at these and come back to me with the attached and also the comment that "Most are standard changes to confirm existing BOATs but a few are really good gains to the access network. No comment means we support and no comments are necessary."

No comments relating specifically to Adderstone BOAT 39 were supplied.

- 4.3 By email, on 14<sup>th</sup> May 2018, 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 39  
Although this short track only leads to a footbridge over the river, it provides the link to two public footpaths. It is likely that these paths had higher rights which need to be investigated. Should they be shown to exist, the BHS would support the addition of this BOAT to the definitive map.”

## 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 39.

1820 Fryer's County Map

There is no evidence of a road or track approximating to the route of alleged Byway No 39.

1827 Cary's Map

There is no evidence of a road or track approximating to the route of alleged Byway No 39.

1828 Greenwood's County Map

There is clear evidence of a road or track approximating to the route of alleged Byway No 39, with a continuation, beyond, to join existing Byway Open to All Traffic No 35.

1846 Lucker Tithe Award Map

There is clear evidence of a road or track approximating to the route of alleged Byway No 39.

1866 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an enclosed road / track over the route of alleged Byway No 39. At its southern end, where the route meets the Waren Burn, it is annotated with “Slate Ford” and “Foot Br.”

1899 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an enclosed road / track over the route of alleged Byway No 39. At its southern end, where the route meets the Waren Burn, it is annotated with "Slate Ford" and "F.B."

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 39. At its southern end, where the route meets the Waren Burn, it is annotated with "Slate Ford" and "F.B."

1932 Belford RDC Handover Map

Although the route is identified as a track on the base map, it is not coloured so as to identify it as a publicly maintainable road.

c.1938. Restriction of Ribbon Development Act 1935 Map

Although the route is identified as a track on the base map, it 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 39 is coloured so as to identify it as a publicly maintainable road. It is labelled "U2049".

c.1952 Definitive Map – original Survey Schedules & Map

The route of alleged Byway Open to All Traffic No 39 exists on the base map, and is coloured brown. Known public roads were generally coloured brown to indicate what the extent of the road network was considered to be. Footpath No 4 crosses the southern end of the road. At the point where the road meets the river, the map is annotated with the comment "FB washed away CB newly erected by JR Robson". 'FB' clearly refers to 'Footbridge'. 'CB' is presumably 'Cart Bridge' or 'Carriage Bridge'. On the schedule for Footpath No 4 it is stated that "In parts this path has been washed away in the flood of 1948 .... The footbridge is also washed away."

Draft Map

The route of alleged Byway Open to All Traffic No 39 exists on the base map, but is not identified for inclusion on the Definitive Map as a public right of way. One public footpath (No 4) crosses the southern end of the road. Another public footpath (No 5) joins the first path just south of the bridge.

Provisional Map

The route of alleged Byway Open to All Traffic No 39 exists on the base map, but is not identified for inclusion on the Definitive Map as a public right of way. One public footpath (No 4) crosses the southern end of

the road. Another public footpath (No 5) joins the first path just south of the bridge.

1957 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an enclosed road / track over the route of alleged Byway No 39.

1962 Original Definitive Map

The route of alleged Byway No 39 exists on the base map, but is not identified as a public footpath, public bridleway or Road Used as a Public Path (RUPP). One public footpath (No 20) joins the southern end of alleged byway and appears to cross the Waren Burn by means of the bridge. Another public footpath begins on Footpath No 20, immediately south of the bridge.

1964 Highways Map

The route of alleged Byway Open to All Traffic No 39 is coloured so as to identify it as a publicly maintainable road. It is labelled "U2049".

1978 Ordnance Survey Map: Scale 1:10,000

There is clear evidence of an enclosed "Track" over the route of alleged Byway No 39. At its southern end, where the route meets the Waren Burn, it is annotated with "F.B."

2005 Ordnance Survey Explorer 340 Map: Scale 1:25,000

There is clear evidence of an enclosed track over the route of alleged Byway No 39. At its southern end, where the route meets the Waren Burn, it is annotated with "F.B." The route itself is annotated with two green dots. In the map key, under "Other Public Access" the green dot symbol denotes "Other route with public access ..."

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 entry for the U2049 road, in the 1958 County Road Schedule is:

"U2049 Slatehall Bridge Road  
From C62, 460 yards north-east of Warenford, south-eastwards to  
Slatehall Footbridge over Waren Burn."

The length of the U2049 road is identified as 0.09 miles.

5.3 The entry for the U2049 road, in the 1964 County Road Schedule is:

“U2049 Slatehall Bridge Road  
From C62, 460 yards north-east of Warenford, south-eastwards to  
Slatehall Footbridge over Waren Burn.” [with a handwritten addition  
stating “(but excluding ford)”]

The length of the U2049 road is identified as 0.09 miles.

5.4 The entry for the U2049 road, in the 1974 County Road Schedule is:

“U2049 Slatehall Bridge Road  
From C62, Some 460 yards north-east of Warenford (NU140289),  
south-eastwards to Slatehall Footbridge over Waren Burn.  
(NU141288).”

The length of the U2049 road is identified as 0.09 miles.

5.5 The route of the alleged byway does not appear to be identified in the Schedule of unclassified roads identified under the provisions contained within the Restriction of Ribbon Development Act 1935.

5.6 The original Definitive Statements for the public rights of way that connect with this road state:

**Public Footpath No 20 (Parish of Adderstone with Lucker)**

“From the Ellingham - Lucker road at the south end of Lucker in a south-westerly direction along the right bank of the Waren Burn and crossing this Burn north-east of Warenford to join the Warenford - Lucker road at Warenford.”

**Public Footpath No 21 (Parish of Adderstone with Lucker)**

“From FP 20 near where it crosses the Waren Burn in a southerly, easterly and northerly direction to rejoin FP 20.”

## 6. SITE INVESTIGATION

6.1 From a point marked A, on the C62 road north-east of Warenford, a 2.5 to 3 metre wide mainly grass-surfaced track, within a 9.14 metre (i.e. 30 foot) wide corridor proceeds in a south-easterly direction for a distance of 145 metres. At this point the corridor narrows, and the grass surfaced track continues in a south-easterly direction within a 4.9 to 5 metre wide corridor for a further 10 metres to a junction with existing Public Footpath No 20 at the northern end of a 7.25 metre long, 2.5 metre wide vehicle bridge over the Waren Burn (Point X). The U2049 / alleged Byway No 39 is shown crossing to the southern bank of the Waren Burn, to Point B.

## 7. COMMENTS RECEIVED ON THE DRAFT REPORT

7.1 In March 2019, a copy of the report was circulated to those landowners / occupiers who responded to the initial consultation for their comments. No additional comments were received.

## 8. DISCUSSION

- 8.1 Section 53 (3)(c)(i) and (ii) 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 [s53(3)(c)(i)]; or

that a highway shown in the map and statement as a highway of a particular description ought to be there shown as a highway of a different description [s53(3)(c)(ii)].

- 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 39 is identified on the County Council's current List of Streets as being the U2049 road. The route was not identified as being publicly maintainable on the 1932 Belford Rural District Council Handover Map, nor on the map and schedule of roads produced in relation to the Restriction of Ribbon Development Act 1935. The whole route appears to have been identified on both the Council's 1951 Highways Map and the later 1964 Highways Map, albeit slightly clumsily drawn on this latter map. It was also included in the 1958, 1964 and 1974 County Road Schedules.
- 8.5 The route has been consistently identified as a mainly unenclosed road / track on Ordnance Survey maps since 1866. Although the route is not shown on Armstrong's or Fryer's County Maps of 1769 and 1820, or on Cary's Map of 1827, it is shown (with a south-easterly continuation) on Greenwood's County Map of 1828 and on the Lucker Tithe Award map of 1846.
- 8.6 Although existing Public Footpath No 20 crosses the southern end of the alleged byway, the byway route was not included on the original Definitive Map as a footpath, bridleway or Road Used as Public Path (RUPP). On the Survey Map the route is coloured brown in the same way that other public roads were identified, and from that Map and the accompanying Survey Schedule, it is apparent that the footbridge which previously crossed the stream was washed away in the 1948 flood, and that this bridge was replaced with a vehicular



bridge by a JR Robson (one imagines he was probably the Duke of Northumberland's tenant farmer at that time).

- 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 Even if it is accepted that the totality of historical documentary evidence indicates that the U2049 is a public vehicular right of way, there remains the matter of determining what the southern extent of that road actually is. The current List of Streets identifies the road as extending across the Waren Burn. This was also what the List of Streets showed on 2 May 2006. The Brown colouring on the early 1950s rights of way Survey Map also extended across the Waren Burn and Greenwood's County Map of 1828 shows a route extending across the burn and continuing south-eastwards for a significant distance. These four documents would appear to support the position that the U2049 crossed the Waren Burn. A number of other documents must be considered neutral on the matter. The 1951 and 1964 Highways Maps are too small scale to show the precise extent of the public road. The Ordnance Survey maps show the physical existence of a route extending across the burn, but are silent regarding the status of the route. On the other hand, the Draft, Provisional and Definitive Maps all show a single public footpath proceeding from Warenford, crossing the Waren Burn at the end of the road, then continuing eastwards in the direction of Lucker. The 1958, 1964 and 1974 County Road Schedules all identify the U2049 as having a length of 0.09 miles. The metric equivalent of this is 145 metres. The next increment up

(0.10 miles) would be 160 metres. As can be seen from paragraph 6.1, this route is 155 metres long up to the bridge and slightly over 160 metres long if the bridge is included, so these schedules are identifying the road as stopping on the north side of the Waren Burn. The schedules identify the road ending at "Slatehall Footbridge" (a footbridge inadequate for vehicular traffic) and a handwritten addition to the 1964 County Road Schedule states "but excluding ford". The Ordnance Survey map evidence indicates that there clearly used to be a ford (Slate Ford), with a footbridge crossing alongside. The notes on the Survey Map and Schedule (completed in 1953) indicate that the footbridge was washed away in 1948. Whilst Public Footpath No 20 crosses this bridge, if any higher rights do exist, they would presumably need to be exercised using the former ford crossing.

- 8.10 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.
- 8.11 Of the saving provisions above, (b) will apply to the route of alleged Byway No 39. The public's motor vehicular rights would not have been extinguished by the NERC Act 2006.
- 8.12 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.
- 8.13 The majority of this route has a firm grass surface. From my site visit and the consultation responses, the route would appear to be occasionally used by members of the public travelling on foot and never, or hardly ever, by the public with motor vehicles. It would be a short and unexciting cul-de sac for public motor vehicles, so this is to be expected.
- 8.14 Advice from the Planning Inspectorate in their 'consistency guidelines' states that it is important to have the correct width, where known, recorded in the definitive statement. Where no width can be determined by documentary means (such as an Inclosure Award, Highway Order or dedication document), there is usually a boundary to boundary presumption for public highways. On this basis it is proposed to record Byway Open to All Traffic No 39 with a width varying from 4.9 to 9.14 metres, as identified in paragraph 6.1, above.






Warenford

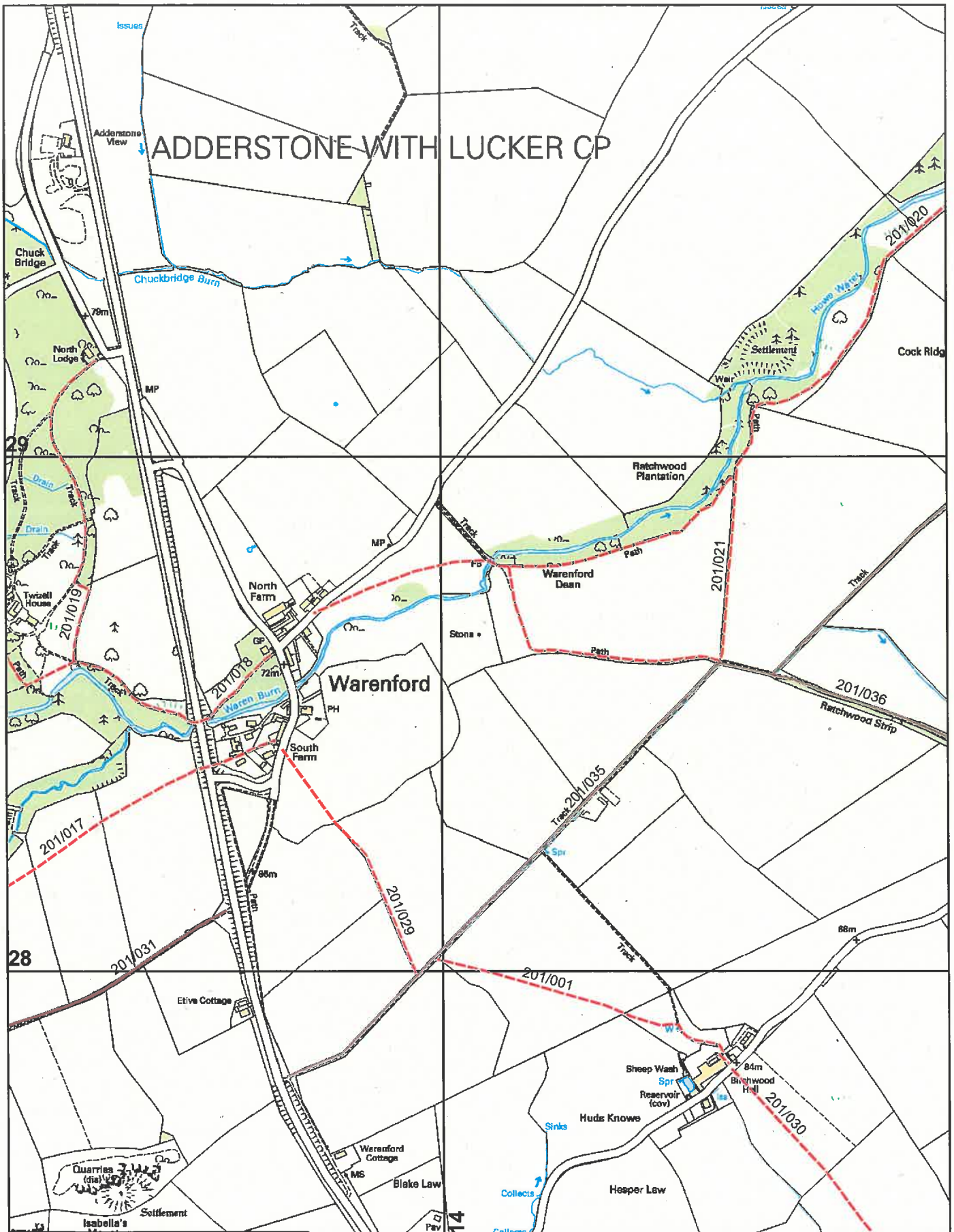
**Northumberland**  
 Northumberland County Council  
 Sustainable Transport  
 Local Services  
 County Hall Morpeth Northumberland  
 NE61 2EF  
 Telephone 0845 600 6400

Wildlife and Countryside Act 1981  
 Public Rights of Way

 Alleged Byway Open to All Traffic

Reproduced from / based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of H.M.S.O. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Northumberland County Council O.S. Licence No 100049048

Former District(s) Berwick	Parish(es) Adderstone with Lucker	Scale 1:2500
Def. Map No. 40	O.S. Map NU 12 NW	Date August 2017



# ADDERSTONE WITH LUCKER CP

## Wareford



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

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. License no. 100049048 (2010).

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 ..... 20
4. Name of Path .....
5. Kind of Path (i.e. FP/BR) ..... F.P.
6. General Description of Path ..... From the Ellingham - Lucker road at the  
south end of Lucker in a south-westerly direction along the right bank  
of the Waren Burn and crossing this Burn north-east of Warenford to join  
the Warenford - Lucker road at Warenford  
.....  
.....
7. Other relevant information .....  
.....  
.....  
.....  
.....

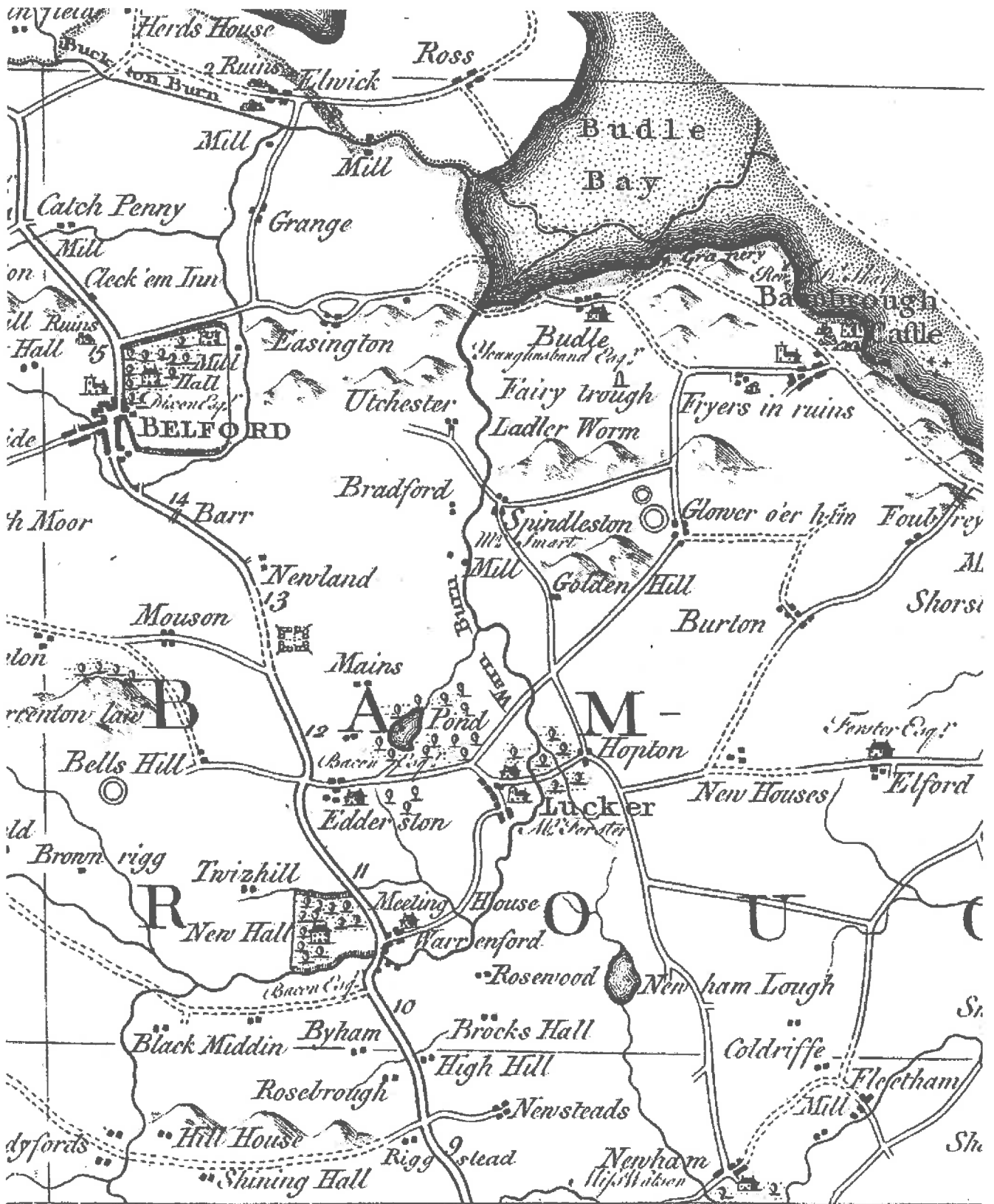
NORTHUMBERLAND COUNTY COUNCIL.

NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949.

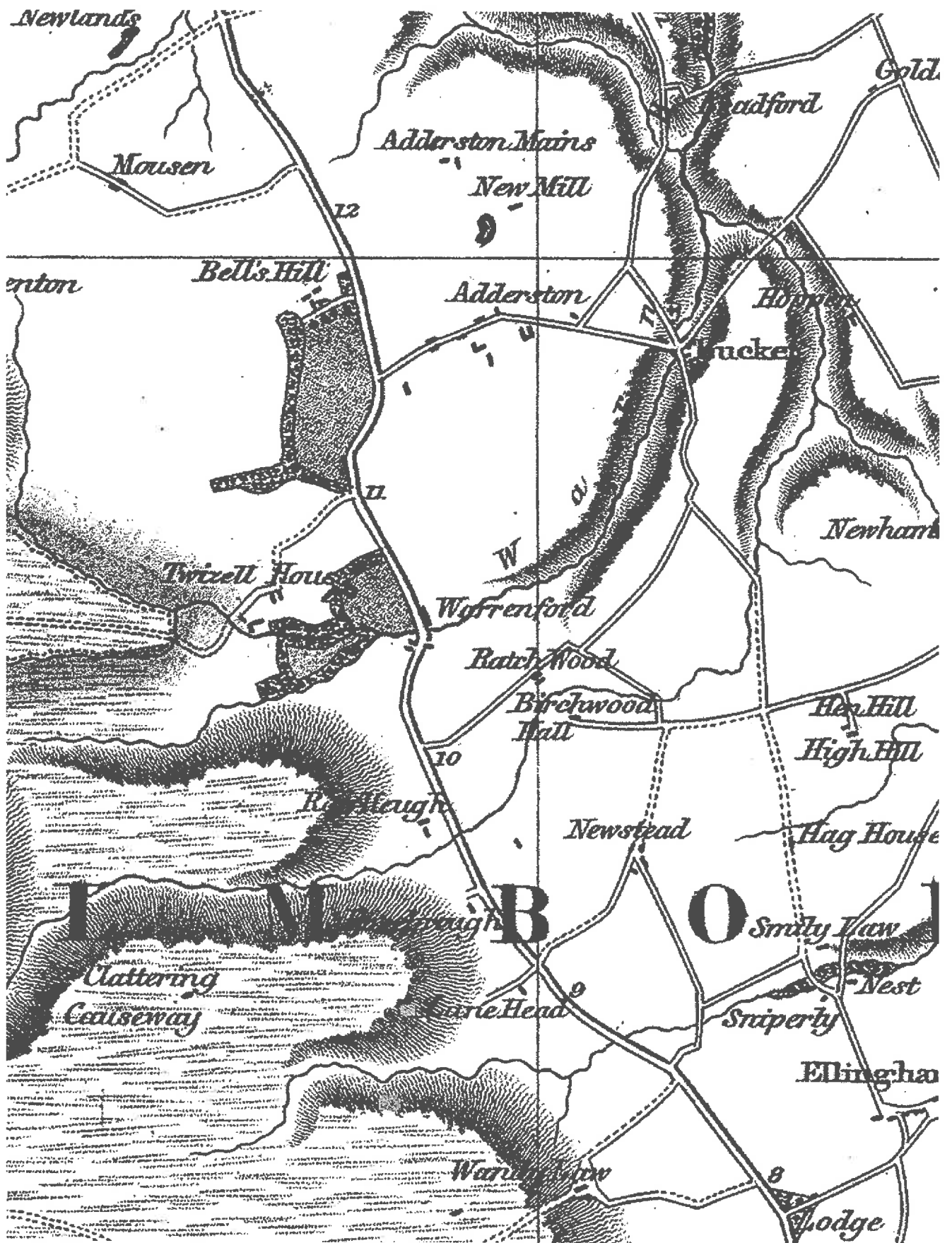
PART IV.

PUBLIC RIGHTS OF WAY - STATEMENT.

1. ~~Borough~~ .....  
~~Urban District~~ .....  
Rural District ..... BELFORD
2. Parish ..... ADDERSTONE WITH LUCKER
3. Number of Footpath on Map ..... 21
4. Name of Path .....
5. Kind of Path (i.e. FP/BR) ..... F.P.
6. General Description of Path From F.P.20 near where it crosses the .....  
. Warren Burn in a southerly, easterly and northerly direction to rejoin .....  
. F.P.20. ....  
.....  
.....  
.....
7. Other relevant information .....  
.....  
.....  
.....  
.....  
.....

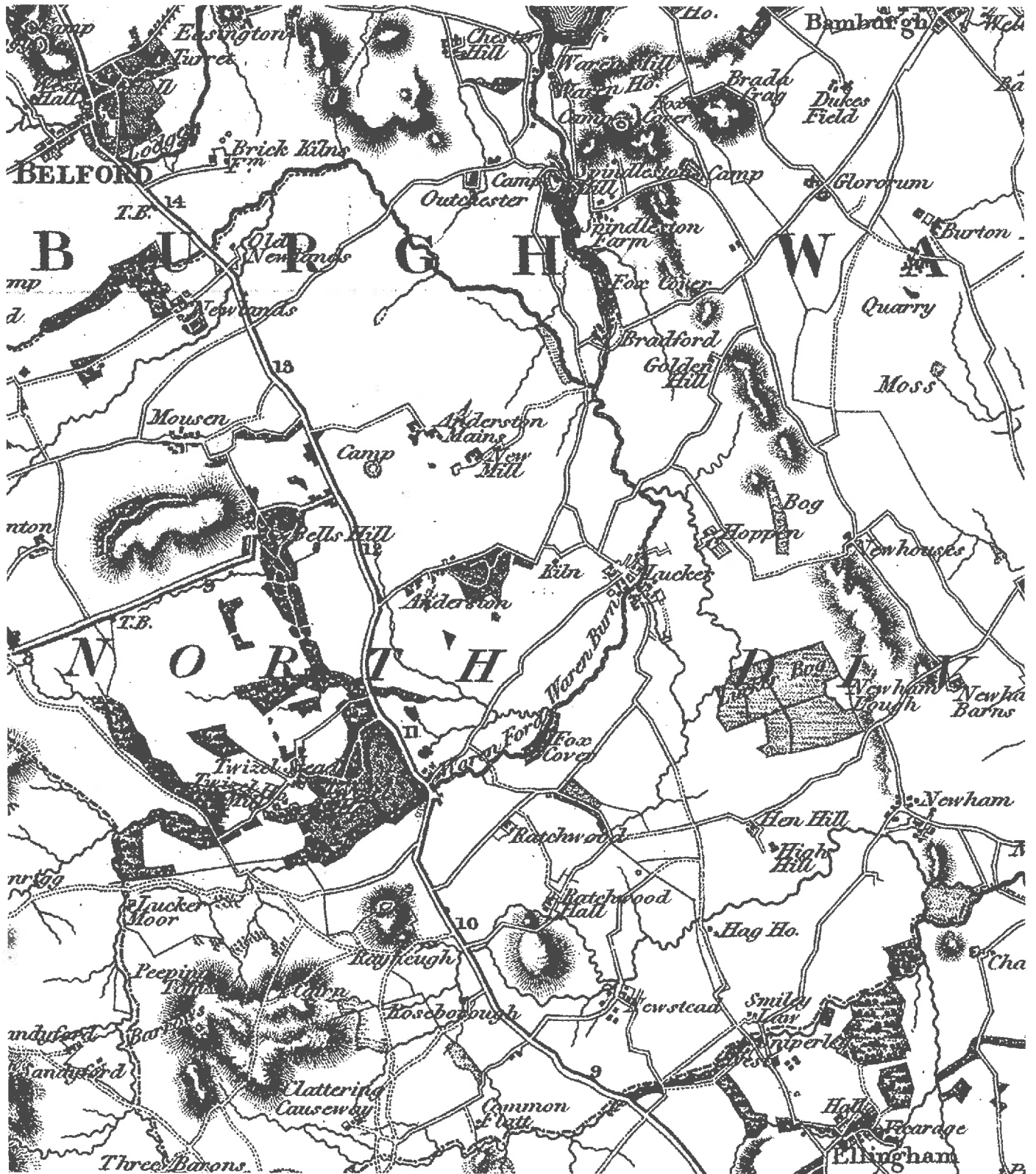






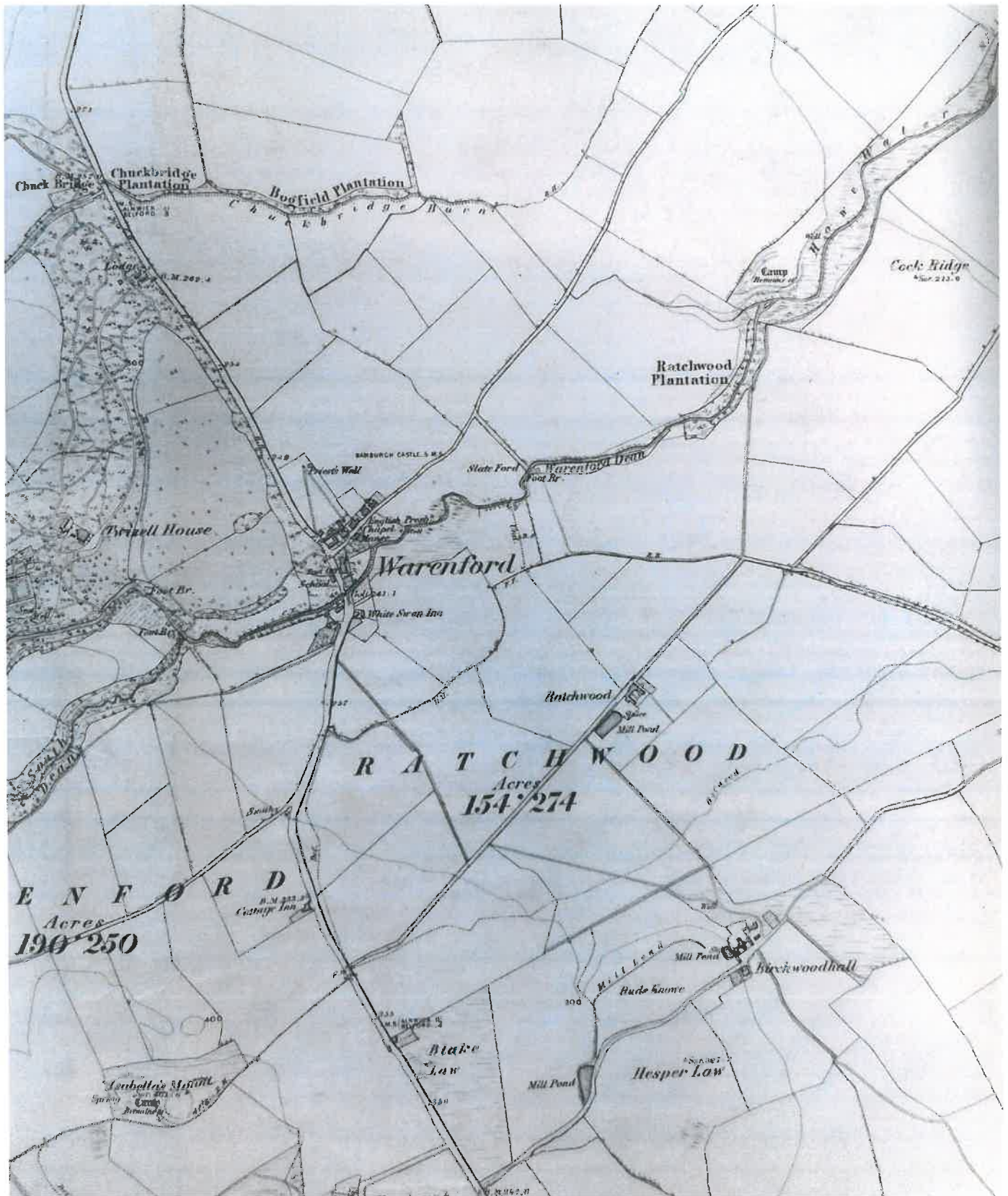


Greenwood's County Map  
1828



Lucker Tithe Award  
1846







Ordnance Survey data © Crown copyright and database right 2018,  
 Ordnance Survey data © Crown copyright and database right 2018. OS  
 100030994

SCALE 1:10,560

  
 Northumberland  
 County Council

Ordnance Survey 2nd Edition 6" map (1899)

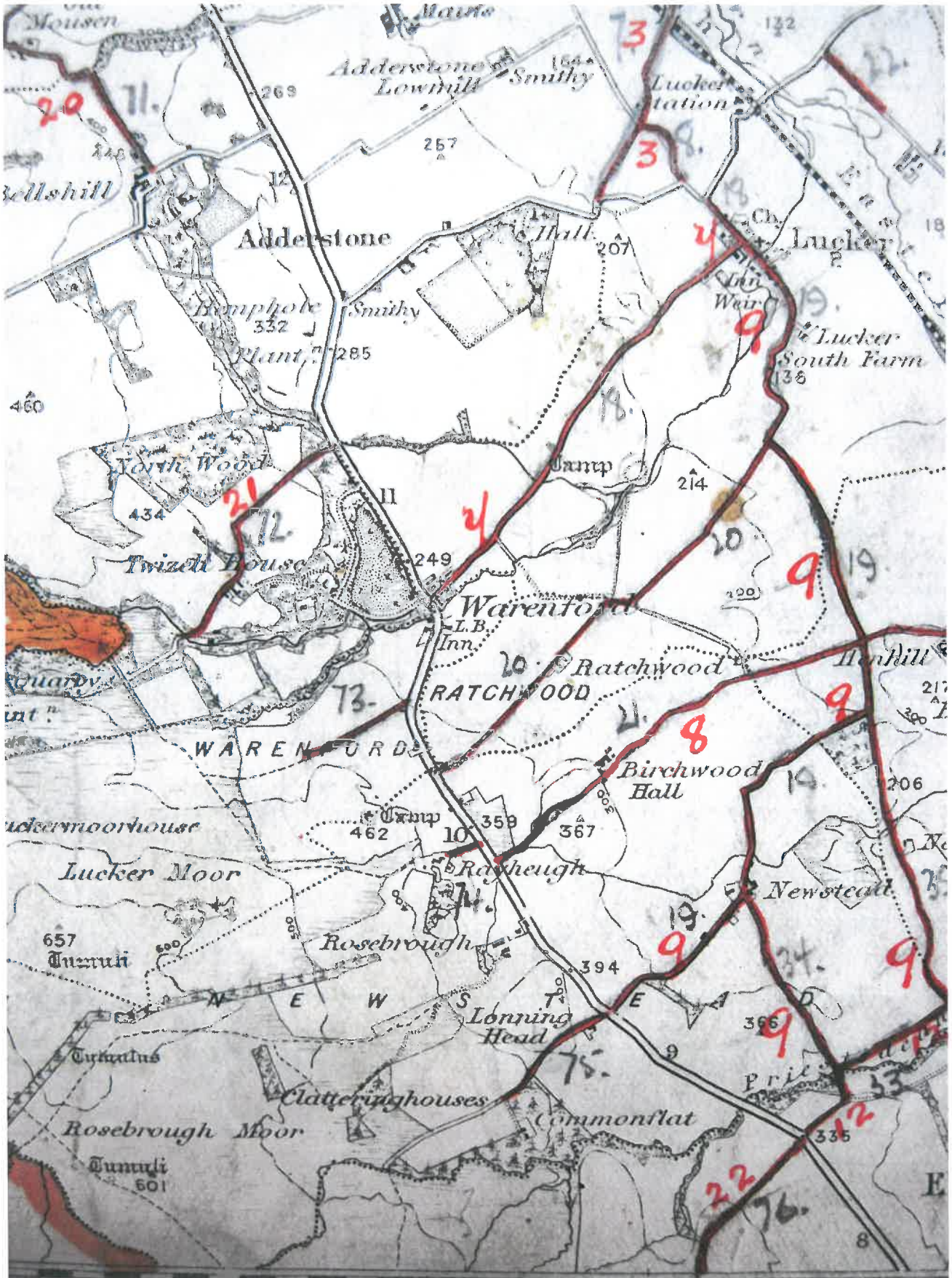


  
 Northumberland  
 County Council

SCALE 1:10,560

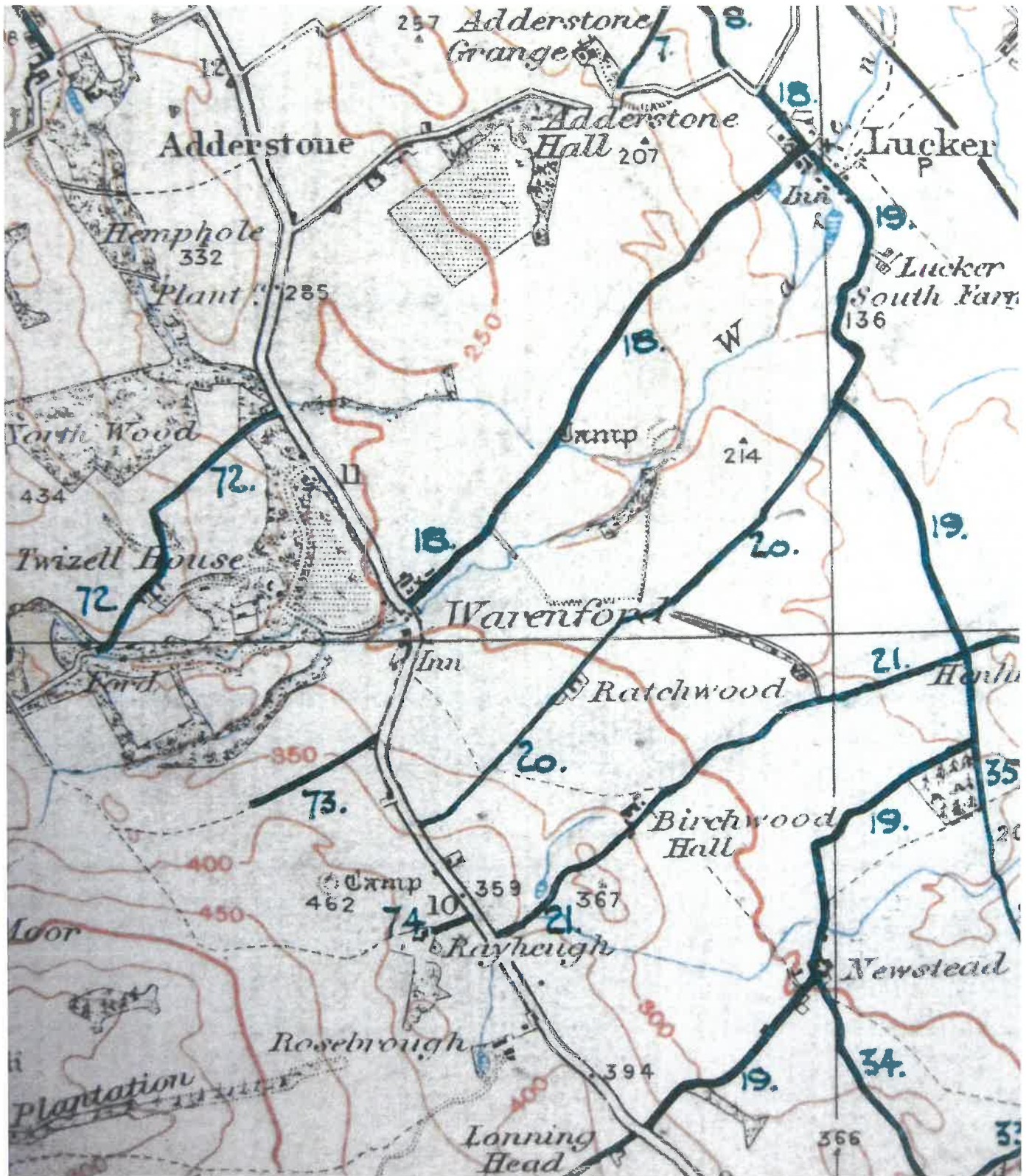
Ordnance Survey 3rd Edition 6" map (1925-26)

Belford RDC Handover Map  
1932



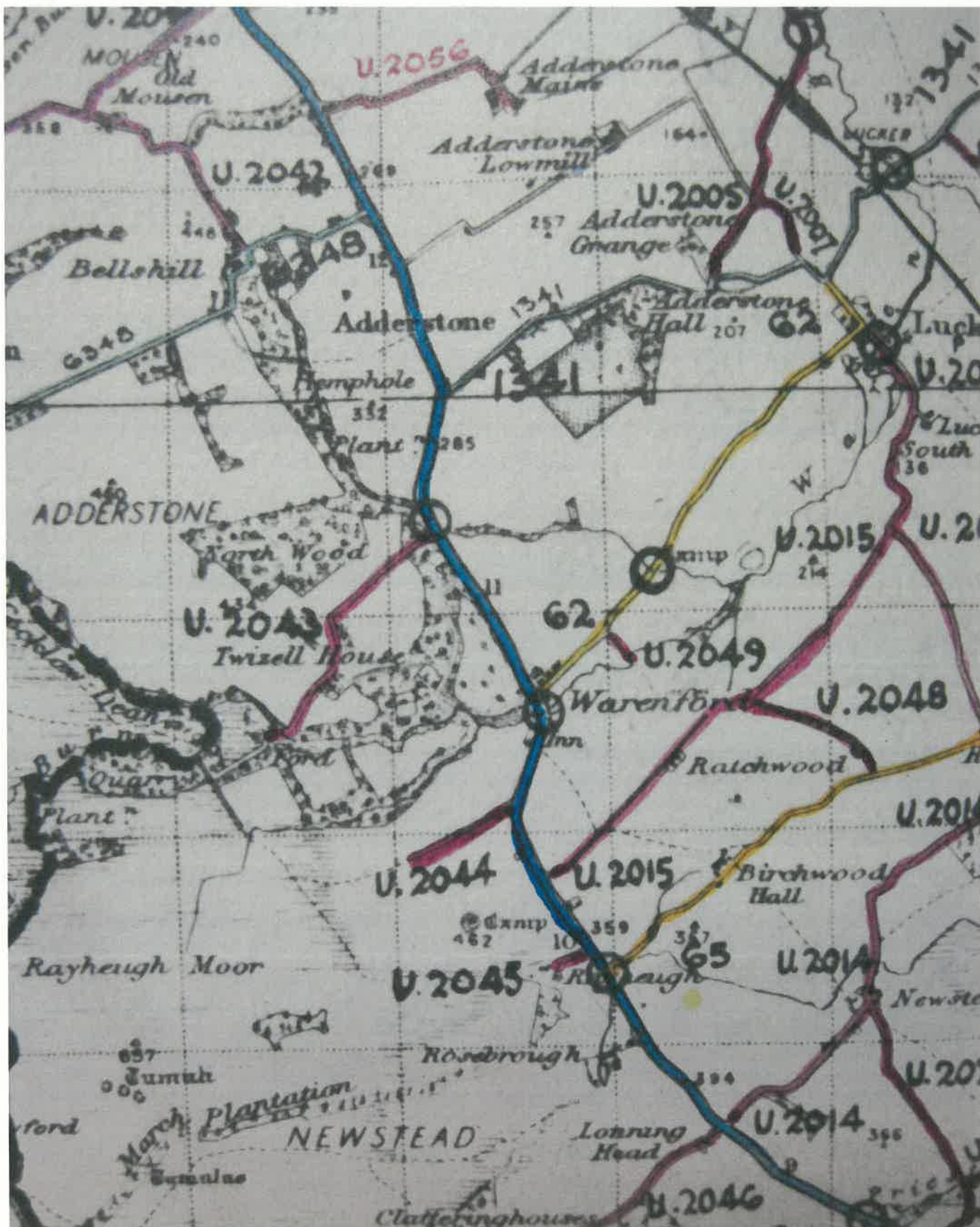


Extract from Northumberland County Council One Inch Maps showing restrictions under Sections 1 and 2 of the Restriction of Ribbon Development Act 1935

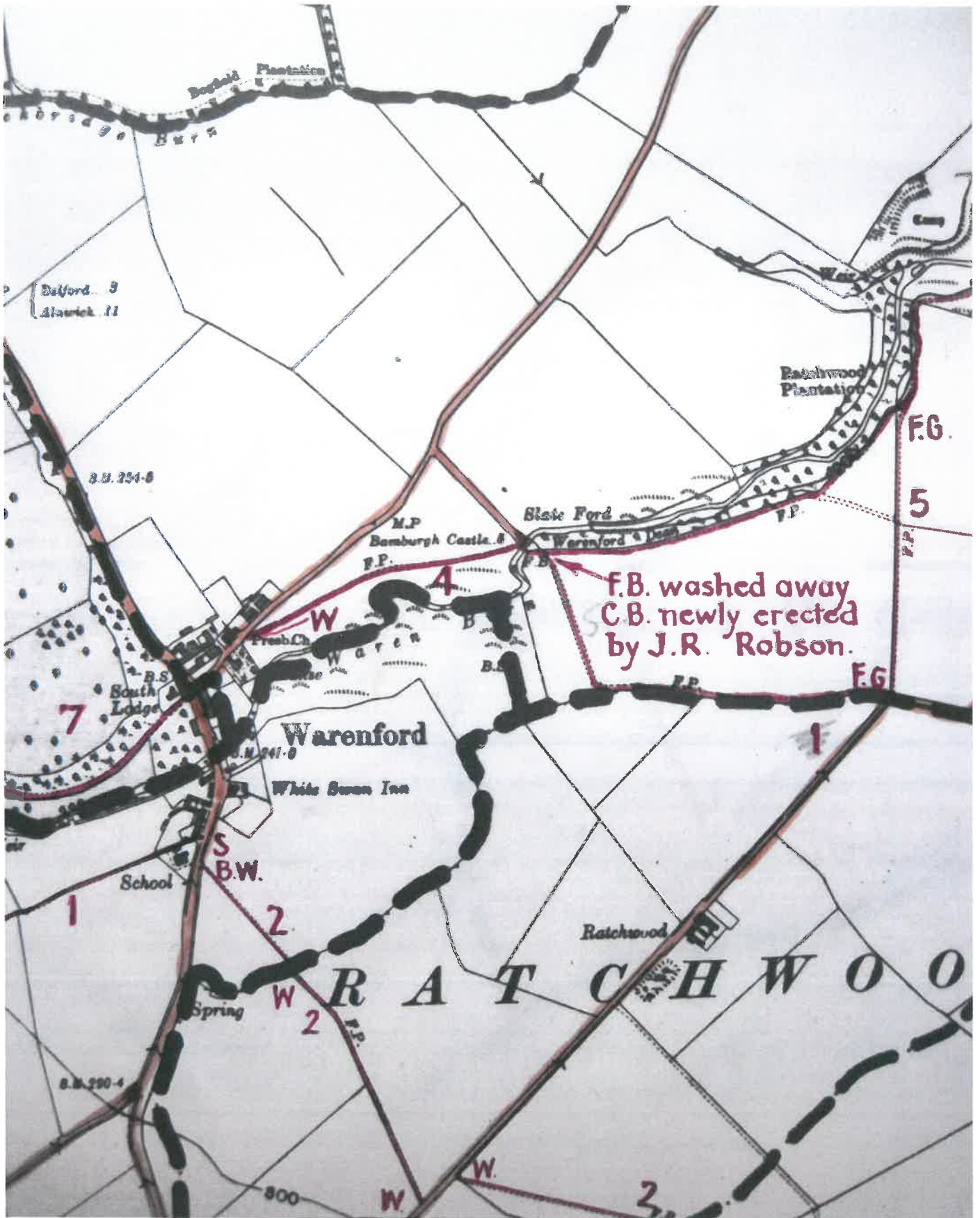


Reproduced plan is not to scale

Extract from the Council's 1951 Highways Map



Survey Map



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

Parish of LUCKER. in the Rural District of  
BELFORD.  
Borough }  
Urban District } of \_\_\_\_\_  
(Delete whichever is inapplicable).

1. Number of highway on Map 47. 2. Kind of Path (i.e., F.P., B.R.) F.P.
3. Starts at LUCKER MILLS. to WARRENFORD
4. Name of Path (if any) \_\_\_\_\_
5. Is the Path well defined? Yes in Parts.
6. Is the Path metalled? If so, define length \_\_\_\_\_
7. If its width can be stated, insert here \_\_\_\_\_
8. What is the present condition of the path, stiles, etc.? in part in path  
highway crossing way in the Road. 1948 Stiles taken down.
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  
Evidence of old inhabitant.
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  
Mrs Green The Sister of William Green.
15. What maps have been consulted, and where are they deposited? \_\_\_\_\_
16. What records have been consulted, and where are they deposited? \_\_\_\_\_
17. Any other relevant information \_\_\_\_\_

Surveyed by	Address	Dates of Survey
<u>J. A. Rose</u>	<u>2. Lane James Seahouses.</u>	<u>24. 4. 53</u>

Important:—Sheet No. of Map on which  
OS. 7 26 Highway is shown  
IV. / VII / SE.

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

Parish of LUCKER in the Rural District of BELFORD.

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

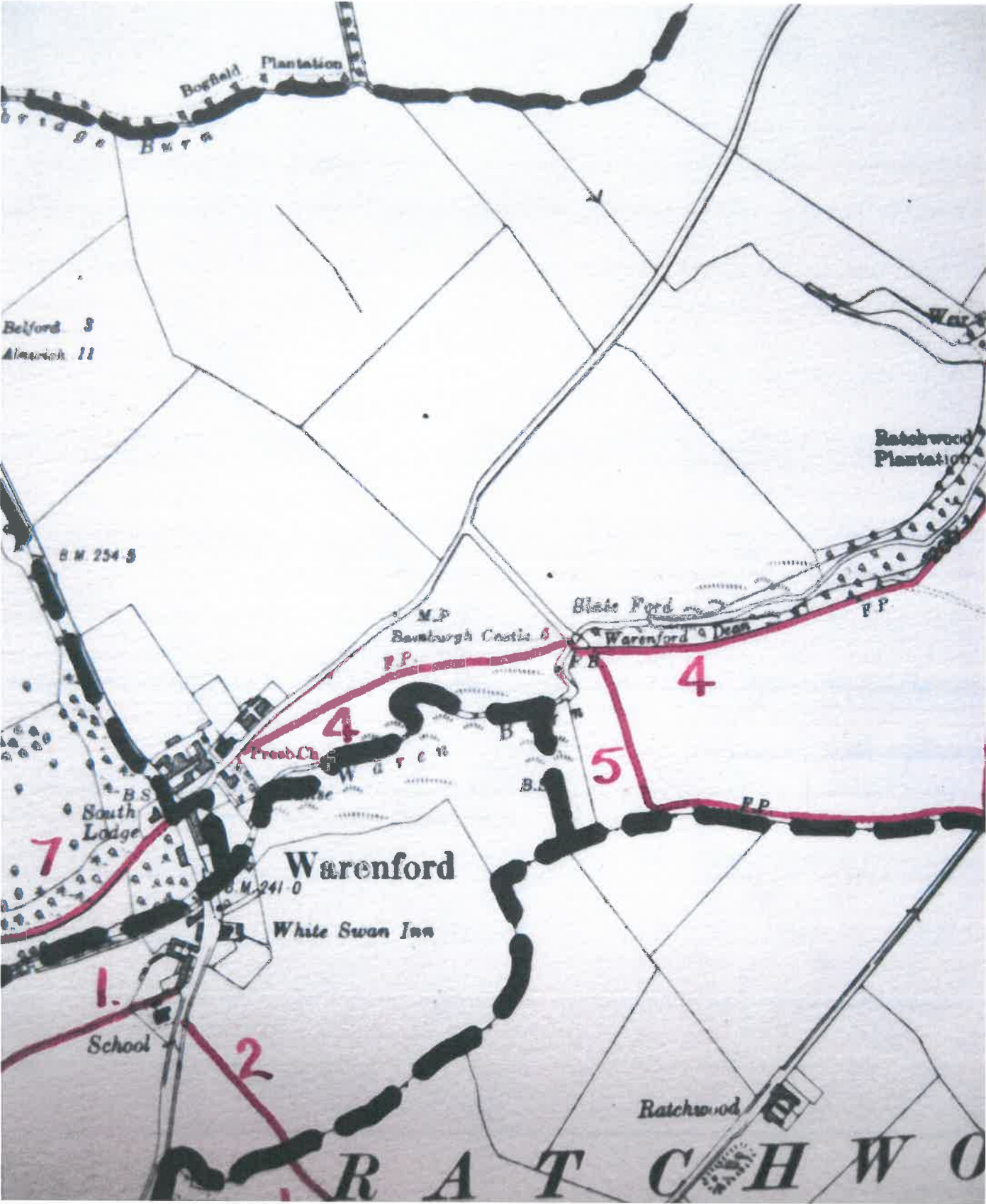
1. Number of highway on Map S. ✓ 2. Kind of Path (i.e., F.P., B.R.) F.P.
3. Starts at Between Spouty and Cateburnhoe
4. Name of Path (if any) \_\_\_\_\_
5. Is the Path well defined? Yes.
6. Is the Path metalled? If so, define length Yes.
7. If its width can be stated, insert here \_\_\_\_\_
8. What is the present condition of the path, stiles, etc.?  
Path good stiles gates
9. Is it subject to being ploughed out? Yes.
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  
Evidence of old inhabitant.
12. Have persons been prevented using the highway? Yes.
13. Give particulars of any obstructions None.
14. Names of owners of freehold and previous owners, if known, for past 30 years  
Mr. G. H. ...
15. What maps have been consulted, and where are they deposited?
16. What records have been consulted, and where are they deposited?
17. Any other relevant information

Surveyed by	Address	Dates of Survey
<u>A. J. Dever</u>	<u>2, Langrithme Salisbury</u>	<u>31/12/53.</u>

Important :- Sheet No. of Map on which Highway is shown  
N. / XVII / S.E.



Provisional Map







# 1958 County Road Schedule

## BELFORD DIVISION

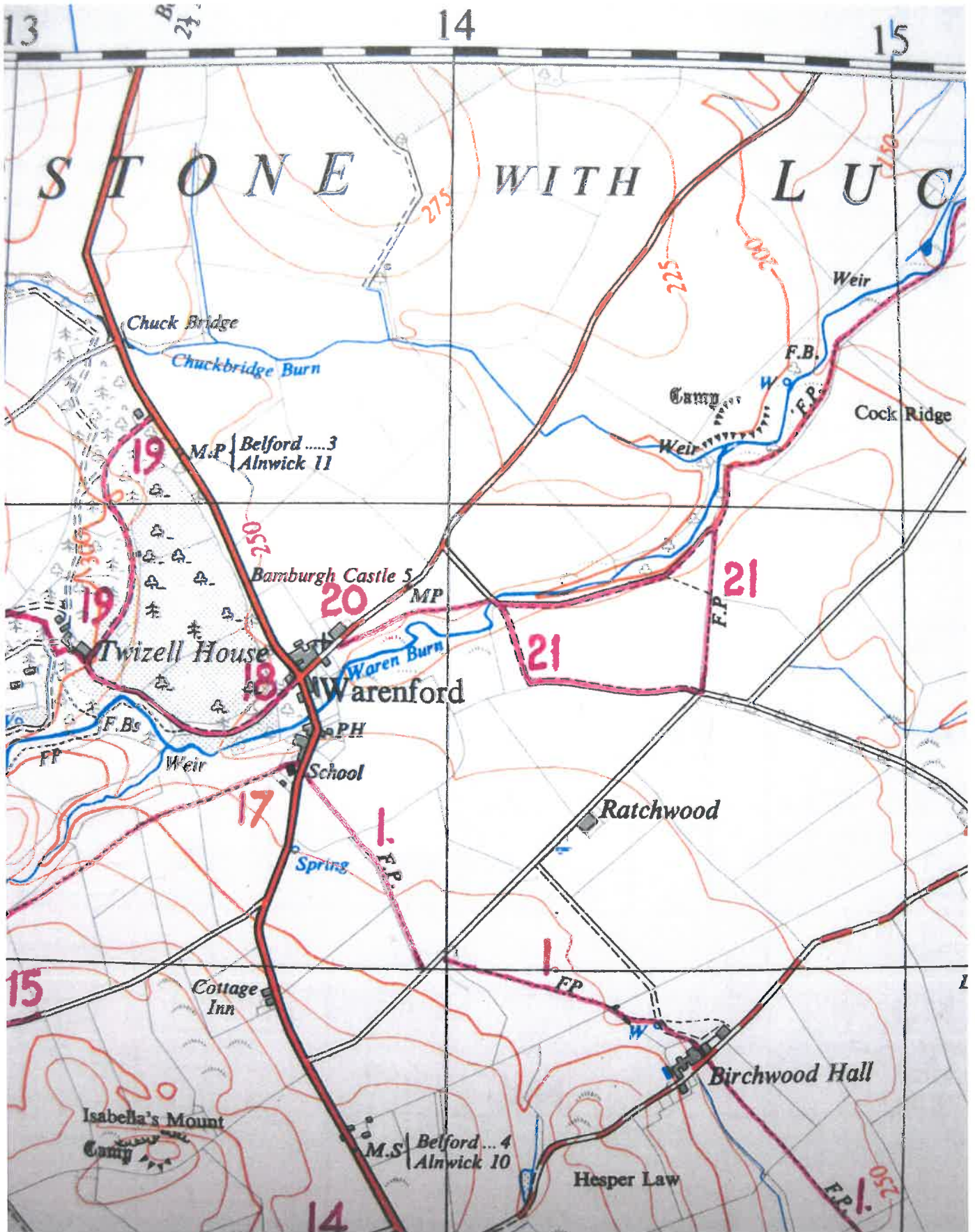
### Unclassified Roads in Belford Rural District

		Brought Forward	41.385
U.2042	Old Mousen - Bellshill Road	From U.2041 at Old Mousen to B.6348 at Bellshill.	0.77
U.2043	Twizell Mill Road	From A.I. at Church Bridge via Twizell House to Ford at Twizell Mill	0.85
U.2044	Warenford Shop Road	From A.I. near Warenford Bridge towards Incker Moorhouse.	0.35
U.2045	Rayneugh Farm Road	From A.I. near Warenford Bridge towards Rayneugh Farm.	0.10
U.2046	Commonflat Road	From A.I. at Lonninghead via Common Flat to gateway 56 yards north-east of Sate Ford.	0.82
U.2047	Windylaw Road	From A.I. near Priestdean Bridge south-west to Windy Law Cottages.	0.76
U.2048	Ratchwood Strip Road	From C.65, 800 yards north-east of Birchwood Hall via Ratchwood Strip to U.2015, 500 yards north-east of Ratchwood.	0.44
U.2049	Slatehall Bridge Road	From C.62, 460 yards north-east of Warenford, south-eastwards to Slatehall Footbridge over Waren Burn.	0.09
U.2050	Priest Dene - The Nest	From U.2022, 150 yards south of ford at Priest's Dene via Pond Plantation to U.2027 at The Nest.	0.55
U.2051	Newhouses Back Road	From C.65, 470 yards north-east of Newham Hall via Addams Knowe to C.63 at Newhouses.	0.96
U.2052	Trap Lonnen, Newham.	From U.2025 at a point 0.55 mile east of Newham Village, Southwards to C.69, at a point 0.20 miles east of Chathill Station. (Old highway).	0.79
U.2053	Old Gesworks Road, Bamburgh	From B.1340 at a point $\frac{3}{4}$ mile south of Bamburgh, westwards to Old Gesworks.	0.09
U.2054	Southfield Avenue, Seahouses	From Swinhoe Cottage C.68 at Old Cemetery southwards for 188 yards.	0.107
		Carried forward	<u>48.062</u>

# Original Definitive Map



First Review Definitive Map



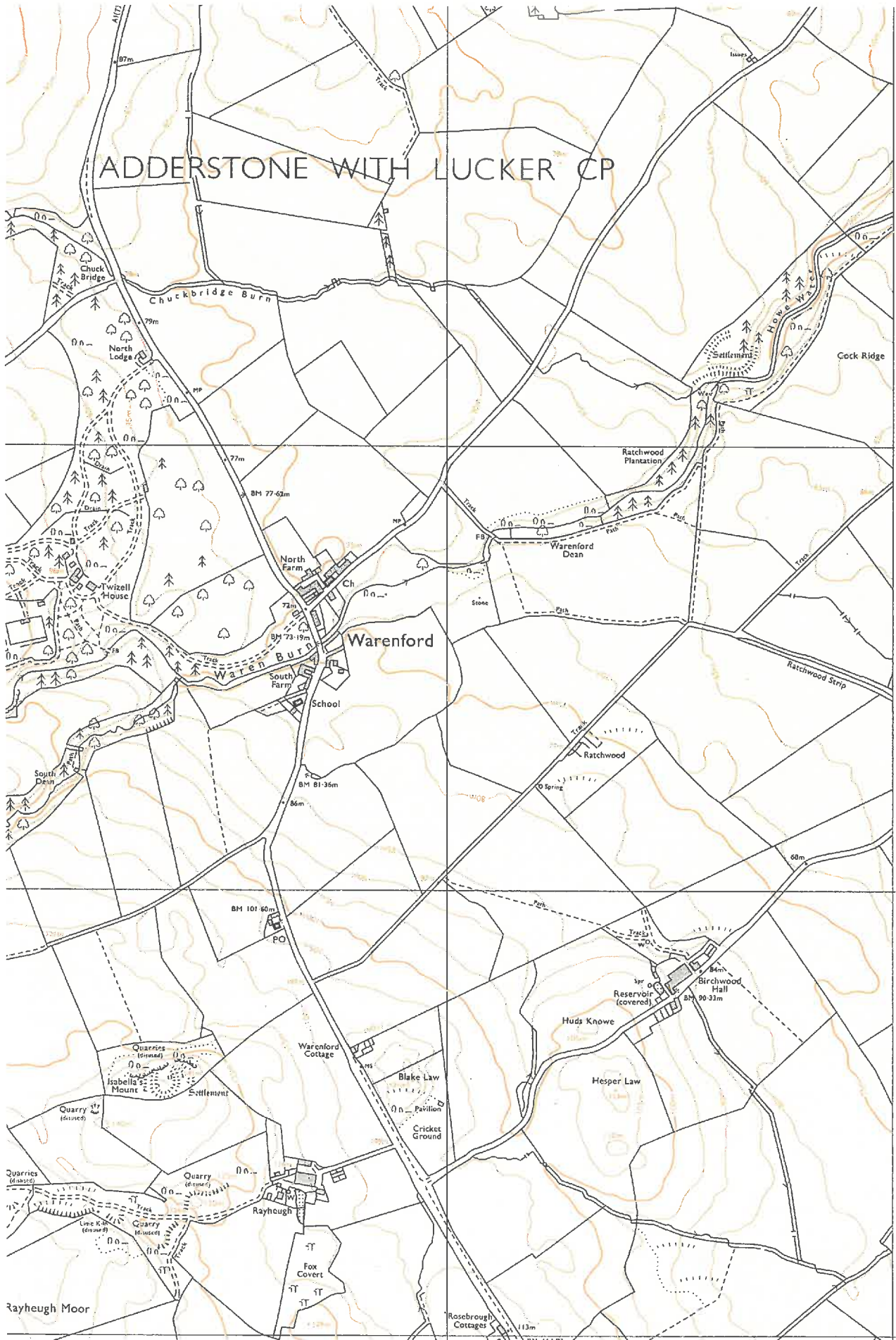


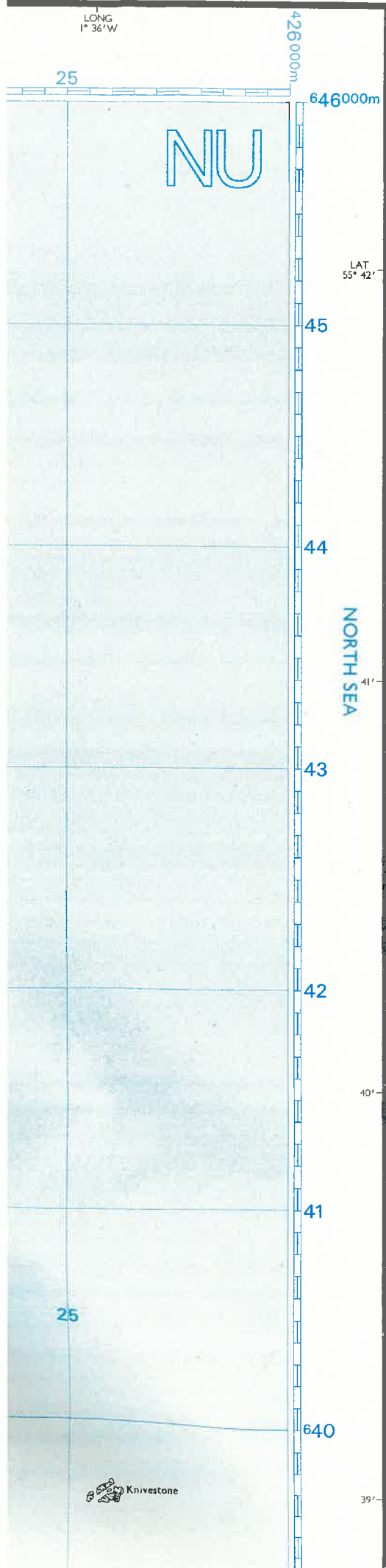
# 1964 County Road Schedule

Route No.	Name of Road.	Description.	Responsible Division or Authority.	Mileage.	Total Mileage.
U.2047	Windylaw Road.	From A.1 near Priestdean Bridge south-west to Windylaw Cottages.	Wooler.		0.76
U.2048	Ratchwood Strip Road.	From G.65, 800 yards north-east of Birchwood Hall via Ratchwood Strip to U.2015, 500 yards north-east of Ratchwood.	Wooler.		0.44
U.2049	Slatehall Bridge Road.	From C.62, 460 yards north-east of Warenford, south-eastwards to Slatehall Footbridge <i>over Waren Burn. (half secondary fence)</i>	Wooler.		0.09
U.2050	Priestdean-The Nest.	From U.2022, 150 yards south of Ford at Priestdean via Pond Plantation to U.2027 at The Nest.	Wooler.		0.55
U.2051	Newhouses Back Road.	From C.65, 470 yards north-east of Newham Hall via Addams Knowe to C.63 at Newhouses.	Wooler.		0.96
U.2052	Trap Lonnen, Newham.	From U.2025 at a point 0.55 mile east of Newham Village, southwards to C.69 at a point 0.20 mile east of Chathill Station. (Old highway).	Wooler.		0.79
U.2053	Old Gasworks Road, Bamburgh.	From B.1240 at a point $\frac{1}{2}$ of a mile south of Bamburgh, westwards towards Red Barns.	Wooler.		0.09
U.2054 (Jan 66)	Seahouses Roads.	Streets as follows in Seahouses:- Southfield Avenue. James Street. Kippy Law. Jackson Place.	Wooler.	258 yards. 296 and 156 yards. 271 and 74 yards. 35 yards.	0.68
U.2055	Burnside Estate, Belford.	William's Way, from B.6349, (including Workhouse Lane, 70 yards), southwards to estate boundary. Burnside from B.6349 south-eastwards to estate boundary. Bell Road. Cragview Road. Coronation Crescent.	Wooler.	345 yards. 228 yards. 119 yards. 126 yards. 75 yards.	0.51

# 1974 County Road Schedule

oute No.	Name of Road	Description	Responsible Division or Authority	Mileage	Total Mileage
U. 2047	WindyLaw Road.	From A.1 near Priestdean Bridge (NU.154259) south-westwards to Windylaw Cottages. (NU.149251).	Wooler Division.		0.76
U. 2048	Ratchwood Strip Road.	From C.65 Some 800 yards north-east of Birchwood Hall (NU.152282) westwards via Ratchwood Strip to U.2015, some 500 yards north-east of Ratchwood. (NU.147285).	Wooler Division.		0.44
U. 2049	Slatehall Bridge Road.	From C.62, Some 460 yards north-east of Warenford (NU.140289) south-eastwards to Slatehall Footbridge over Waren Burn. (NU.141288).	Wooler Division.		0.09
U. 2050	Priestdean-The Nest.	From U. 2022, some 150 yards south of Ford at Priestdean (NU.156261) eastwards via Pond Plantation to U.2027 at The Nest. (NU.165267).	Wooler Division.		0.55
U. 2051	Newhouses Back Road.	From C.65, some 470 yards north-east of Newham Hall (NU.181298) North-westwards via Addams Knowe to C.63 at Newhouses. (NU.170305).	Wooler Division.		0.96
U. 2052	Trap Lonnen, Newham.	From U. 2025 east of Newham Village (NU.182282) southwards to C.69 east of Chethill Station. (NU.188273).	Wooler Division.		0.79
U. 2053	Old Gasworks Road, Bamburg.	From B.1340, some three-quarters of a mile south-east of Bamburg (NU.191345) westwards towards Red Barns for 160 yards.	Wooler Division.		0.09
U. 2054	Seahouses Roads. (See also U.2026).	Streets as follows in Seahouses (NU.218318) - Southfield Avenue. 258 yards. James Street. 296 and 156 yards. Kippy Law. 371 and 74 yards. Jackson Place. 35 yards. Stone Close. 315 and 72 yards.	Wooler Division.		0.90





# OS Explorer Map 340

## Holy Island & Bamburgh

### Wooler & Belford

1:25 000 scale

#### Customer Information

Edition - A1  
 Revised for significant change 2000  
 Revised for selected change 2005  
 © Crown copyright 2005. All rights reserved

Whilst we have endeavoured to ensure that the information in this product is accurate, we cannot guarantee that it is free from errors and omissions, in particular in relation to information sourced from third parties.

Reproduction in whole or part by any means is prohibited without the prior written permission of Ordnance Survey

Ordnance Survey, the OS Symbol and OS are registered trademarks and Explorer is a trademark of Ordnance Survey, the national mapping agency of Great Britain

Made, printed and published by Ordnance Survey, Southampton, United Kingdom

General information about the work of Ordnance Survey, its products and services is available from Customer Contact Centre, Ordnance Survey, Romsey Road, SOUTHAMPTON, United Kingdom, SO16 4GU  
 Phone: Customer Contact Centre 08456 05 05 05 (Lo-call), Fax: 023 8079 2615.  
 Web site: [www.ordnancesurvey.co.uk/leisure](http://www.ordnancesurvey.co.uk/leisure)

#### Communications

##### ROADS AND PATHS Not necessarily rights of way

	Motorway		Service area		Junction number
	Dual carriageway				
	Trunk or main road				
	Secondary road				
	Narrow road with passing places				
	Road under construction				
	Road generally more than 4 m wide				
	Road generally less than 4 m wide				
	Other road, drive or track, fenced and unfenced				
	Gradient: steeper than 20% (1 in 5); 14% (1 in 7) to 20% (1 in 5)				
	Ferry; Ferry P - passenger only				
	Path				

##### RAILWAYS

	Multiple track	standard gauge		Road over; road under; level crossing
	Single track			
	Narrow gauge		Station, open to passengers; siding	
	Light rapid transit system (LRTS), station			

##### PUBLIC RIGHTS OF WAY

	Footpath
	Bridleway
	Byway open to all traffic
	Road used as a public path (From late 2004 roads used as public paths are to be redesignated as 'Restricted byways'. Restricted byways provide a right of way for walkers, horse riders, cyclists and other non-mechanically propelled vehicles)

Public rights of way shown on this map have been taken from local authority definitive maps and later amendments. The map includes changes notified to Ordnance Survey by 1st Mar 2005. Rights of way are liable to change and may not be clearly defined on the ground. Please check with the relevant local authority for the latest information

The representation on this map of any other road, track or path is no evidence of the existence of a right of way

##### OTHER PUBLIC ACCESS

	Other routes with public access (not normally shown in urban areas)
	National Trail / Long Distance Route; Recreational Route
	Permitted path
Paths and bridleways along which landowners have permitted public use but which are not rights of way.	

The exact nature of the rights on these routes and the existence of any restrictions may be checked with the local highway authority. Alignments are based on the best information available

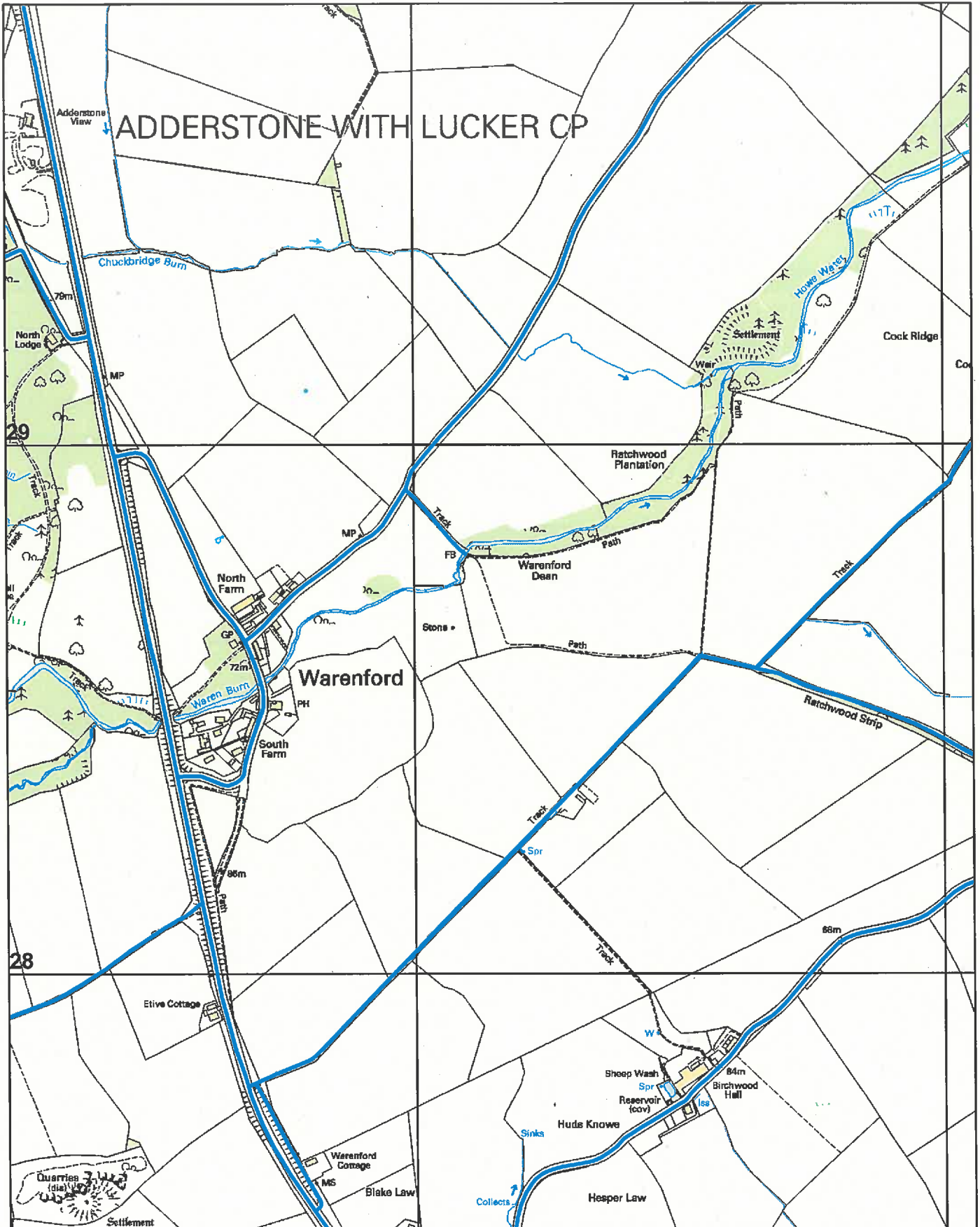


# ADDERSTONE WITH LUCKER CP



**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**

<b>Road Number</b>	<b>Description</b>	<b>Length - Metres</b>
<b>U2045</b>	A1(T) JCT TO RAYHEUGH FARM	163
	<i>Total length for U2045</i>	163
<b>U2046</b>	A1(T) JCT TO GATEWAY	1,311
	<i>Total length for U2046</i>	1,311
<b>U2047</b>	A1(T) JCT TO WINDYLAW COTTAGES ROA	1,216
	<i>Total length for U2047</i>	1,216
<b>U2048</b>	U2015 JCT TO C65 JCT	703
	<i>Total length for U2048</i>	703
<b>U2049</b>	C62 JCT TO SLATEHALL FOOTBRIDGE	168
	<i>Total length for U2049</i>	168
<b>U2050</b>	U2022 JCT TO U2027 JCT	910
	<i>Total length for U2050</i>	910
<b>U2051</b>	C65 JCT TO C63 JCT	1,549
	<i>Total length for U2051</i>	1,549
<b>U2052</b>	C69 JCT TO U2025 JCT	1,266
	<i>Total length for U2052</i>	1,266
<b>U2053</b>	ARMSTRONG COTTAGES BAMBURGH	29
	ARMSTRONG COTTAGES BAMBURGH	268



ADDERSTONE WITH LUCKER CP

Wareford



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

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. License no. 100049048 (2015).

Drn:	Date:	Scale:
AB	Feb 2019	1:10,000