



# Northumberland

## County Council

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

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

#### ALLEGED BYWAY OPEN TO ALL TRAFFIC No 20 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 public vehicular rights over part of the U1076 road at Humbleton.

#### **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;**
- (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 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 'U1076' 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 U1076

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

### **3. LANDOWNER EVIDENCE**

- 3.1 By letter, dated 7th March 2018, Mr J Short of Humbleton, responded to the consultation stating:

“Please find enclosed map.

“The route marked L-M on the map is principally used as vehicular access by:-

The owners of and service to Homildon cottage marked in RED at M on the map.

Myself and farm employees to access fields and land adjoining the track south of point M.

Occasionally by Lilburn Estate to access their land from the track heading south of point M.

“The public use of this access is primarily on foot, dog walkers, hikers, runners etc. 98% or more.

“There is a very occasional mountain biker but as the route leads to a cycle unfriendly section of the A679 it seems rarely repeated.

“It is years since any horse has been ridden on this route except as occasional guests / friends accessing our land.”

- 3.2 By letter, received on 25th April 2018, Mr J Wedderburn, owner of Homildon Cottage, responded to the consultation stating:

“My understanding is that the section marked overleaf L-M is a public road, forming a spur off U1076, and therefore is indeed a Byway Open to All Traffic. None of the roadway marked falls within our ownership.

“Usage is an even mixture of walkers and motor vehicles. The latter comprises farm traffic and access to Homildon Cottage. I’m afraid we have no knowledge of historic use prior to 2015.

“Please don’t hesitate to get in touch should you need to know anything further. However, as I’m only at the cottage occasionally, this is best done via email ....”

### **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 Akeld BOAT 20 were supplied.

- 4.3 By email, on 2<sup>nd</sup> April 2018, Ms S Rogers responded to the consultation, on behalf of the British Horse Society, stating:

“Akeld parish  
Alleged byway open to all traffic 20 (Humbleton)  
This is a track which links the tarmac road network to a public bridleway and a restricted byway which lead into the hills. It is used by walkers, horse riders and cyclists. The BHS supports its addition to the definitive map to protect the access to these major public tracks in the hills.”

## 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 some evidence of a road or track approximating to the route of alleged Byway No 20.

1820 Fryer's County Map

There is no evidence of a road or track approximating to the route of alleged Byway No 20.

1827 Cary's Map

There is no evidence of a road or track approximating to the route of alleged Byway No 20.

1828 Greenwood's County Map

There is clear evidence of a road or track over the route of alleged Byway No 20.

1849 Humbleton Tithe Award

There is clear evidence of a road or track over the route of alleged Byway No 20.

1869 Wooler and Humbleton Common Inclosure Award

Although this Award does not cover any part of the alleged byway itself, there is, nevertheless, clear evidence of a road or track over a route linking to the southern end of existing Restricted Byway No 19 and, ultimately, to alleged Byway Open to All Traffic No 20. The route is identified on the Award plan as being an "Ancient Public Road" called "Common Burn and Humbleton Road" and at the northern edge of the Award map, the route's destination is indicated by the label "To Humbleton".

1866 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an enclosed road / track over the route of alleged Byway No 20.

1899 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an enclosed road / track over the route of alleged Byway No 20.

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

There is clear evidence of an enclosed road / track over the route of alleged Byway No 20.

1932 Glendale RDC Handover Map

The route of alleged Byway Open to All Traffic No 20 is coloured so as to identify it as a publicly maintainable road.

c.1938 Restriction of Ribbon Development Act 1935 Map

There doesn't appear to be a surviving map covering the former Glendale RDC area.

1951 Highways Map

The route of alleged Byway Open to All Traffic No 20 is coloured so as to identify it as a publicly maintainable road. It is labelled as part of the "U1076".

c.1952 Definitive Map – original Survey Schedules & Map

The route of alleged Byway Open to All Traffic No 20 exists on the base map and it is coloured brown. Known public roads were generally coloured brown to indicate what the extent of the road network was considered to be. The southerly continuation, beyond Point M, is not identified as a part of either the road or public rights of way networks.

### Draft Map

The route of alleged Byway Open to All Traffic No 20 exists on the base map. A public bridleway (No 4) is identified terminating at the southern end of the alleged byway.

### Provisional Map

The route of alleged Byway Open to All Traffic No 20 exists on the base map. A public bridleway (No 4) is identified terminating at the southern end of the alleged byway.

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

There is clear evidence of an enclosed road / track over the route of alleged Byway No 20.

#### 1962 Original Definitive Map

The route of alleged Byway No 20 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 bridleway (No 4) terminates at the southern end of the alleged byway.

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

The route of alleged Byway No 20 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 bridleway (No 4) terminates at the southern end of the alleged byway.

#### 1964 Highways Map

The route of alleged Byway Open to All Traffic No 20 is coloured so as to identify it as a publicly maintainable road. It is labelled as part of the "U1076".

#### 1979 Ordnance Survey Map: Scale 1:10,000

There is clear evidence of an enclosed road / track over the route of alleged Byway No 20.

#### 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 U1076 road, in the 1958 County Road Schedule states:

"U1076 Humbleton Village Roads  
From A697 Low Humbleton via Humbleton to C50 near Highburn House, including Village road."

The length of the U1076 road is identified as 0.94 miles.

5.3 The entry for the U1076 road, in the 1964 County Road Schedule states:

“U1076 Humbleton Village Roads  
From A697 Low Humbleton via Humbleton to C50 near Highburn House, including Village road.”

The length of the U1076 road is identified as 0.94 miles.

5.4 The entry for the U1076 road, in the 1974 County Road Schedule states:

“U1076 Humbleton Village Roads  
From A697 Low Humbleton (NT 976289) southwards and eastwards via Humbleton to C50 near Highburn House (NT 983285) including Village road.”

The length of the U1076 road is identified as 0.94 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. The remainder of the U1076 road, however, appears to be covered by the entry:

“113. Road from the Morpeth - Cornhill road A697 at the Pop Inn, via High Humbleton to a point on the Pop Inn - Highburn House road 360 yards north-west of Highburn House.”

5.6 The original Definitive Statement for the public rights of way that connected with this road states:

**Public Bridleway No 4 (Parish of Akeld)**  
“From BR 5 at the Wooler Parish boundary in a westerly and northerly direction to the Humbleton Village road south-west of Humbleton.”

## 6. SITE INVESTIGATION

6.1 From a point marked L, at the 3-way junction of limbs of the U1076 road, 30 metres south-west of Glendale View, Humbleton, a 2.5 to 3 metre wide rough tarmac track, in a 6 to 7 metre wide corridor (the first few metres are not in an enclosed corridor), proceeds in a south-westerly direction for a distance of 135 metres to the driveway of Homildon Cottage. Thereafter a 3 metre wide stone surfaced track, in an 8 to 10 metre wide corridor continues in a south-westerly direction for a further 25 metres to a point marked M, at the northern end of existing Restricted Byway No 19, at the southern corner of Homildon Cottage.

## 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

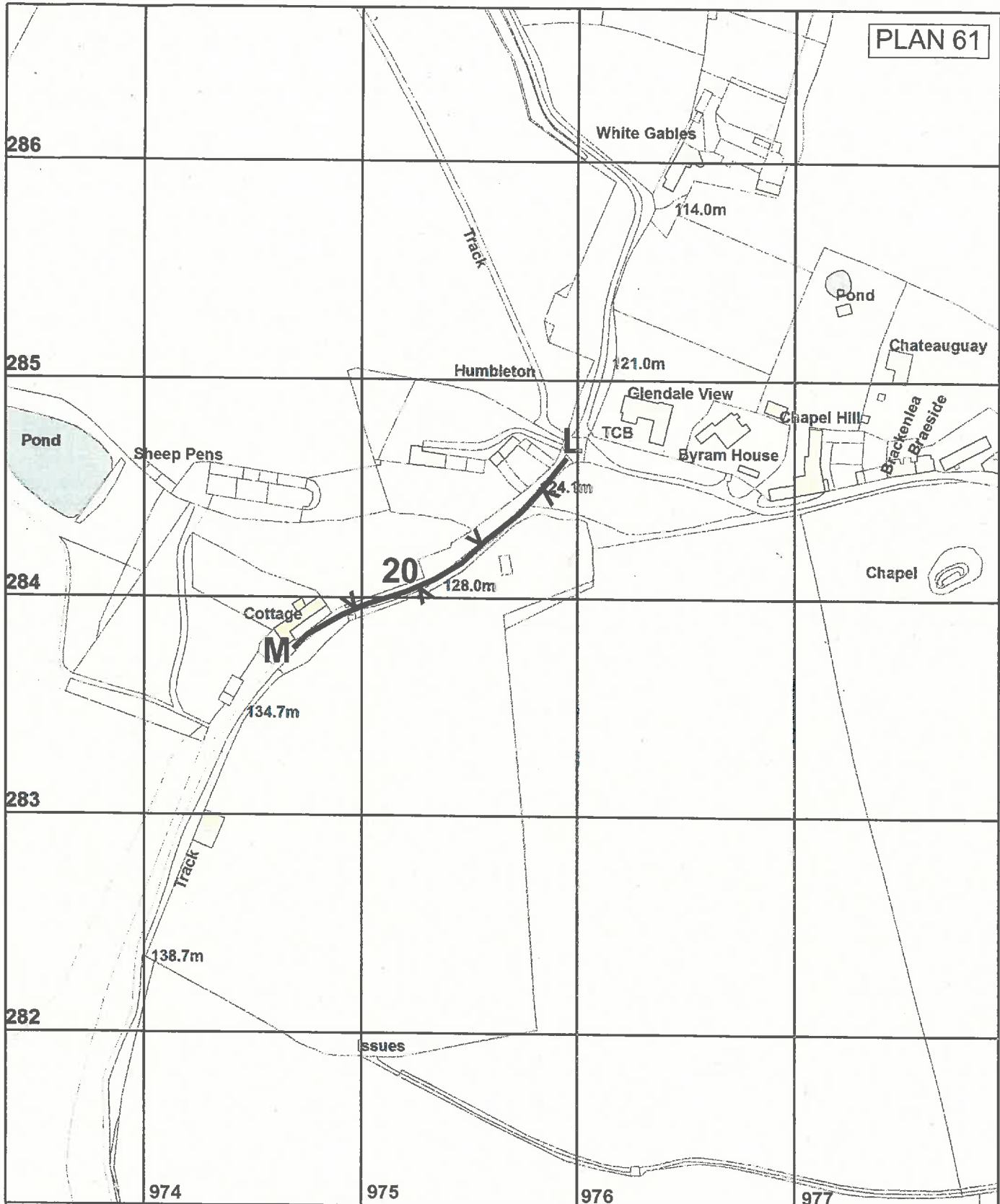
- 8.1 Section 53 (3)(c)(i) of the Wildlife and Countryside Act 1981, requires the County Council to modify the Definitive Map when evidence is discovered which, when considered with all other relevant evidence available to them shows:
- that a right of way, which is not shown in the Map and Statement, 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 20 is identified on the County Council’s current List of Streets as being part of the U1076 road. The route was identified as being publicly maintainable on the 1932 Glendale Rural District Council Handover Map, but does not appear to be mentioned in the schedule of roads produced in relation to the Restriction of Ribbon Development Act 1935. The whole route appears to have been depicted on both the Council’s 1951 Highways Map and the later 1964 Highways Map. It was also clearly identified in the 1958, 1964 and 1974 County Road Schedules.
- 8.5 The route has been consistently identified as an enclosed road / track on Ordnance Survey maps since 1866. Although the route is not shown on Fryer’s County Map of 1820 or Cary’s Map of 1827, it does appear to be shown on Armstrong’s Map of 1769 and is clearly shown on Greenwood’s County Map of 1828. It is also clearly identifiable on the Humbleton Tithe Award plan of 1849 and is an obvious continuation of the Common Burn and Humbleton Road (ancient public road) identified in the Wooler and Humbleton Common Inclosure Award of 1869.
- 8.6 Although existing Restricted Byway No 19 (formerly Public Bridleway No 4) terminates on the alleged byway, that 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.
- 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 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.
- 8.10 Of the saving provisions above, (b) will apply to the route of alleged Byway No 20. The public's motor vehicular rights would not have been extinguished by the NERC Act 2006.
- 8.11 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.
- 8.12 This route has a driveable, mostly tarmac, surface. From my site visit and the consultation responses, the route would appear to be well used by members of the public travelling on foot and also occasionally used by cyclists and horse





# NORTHUMBERLAND

Northumberland County Council

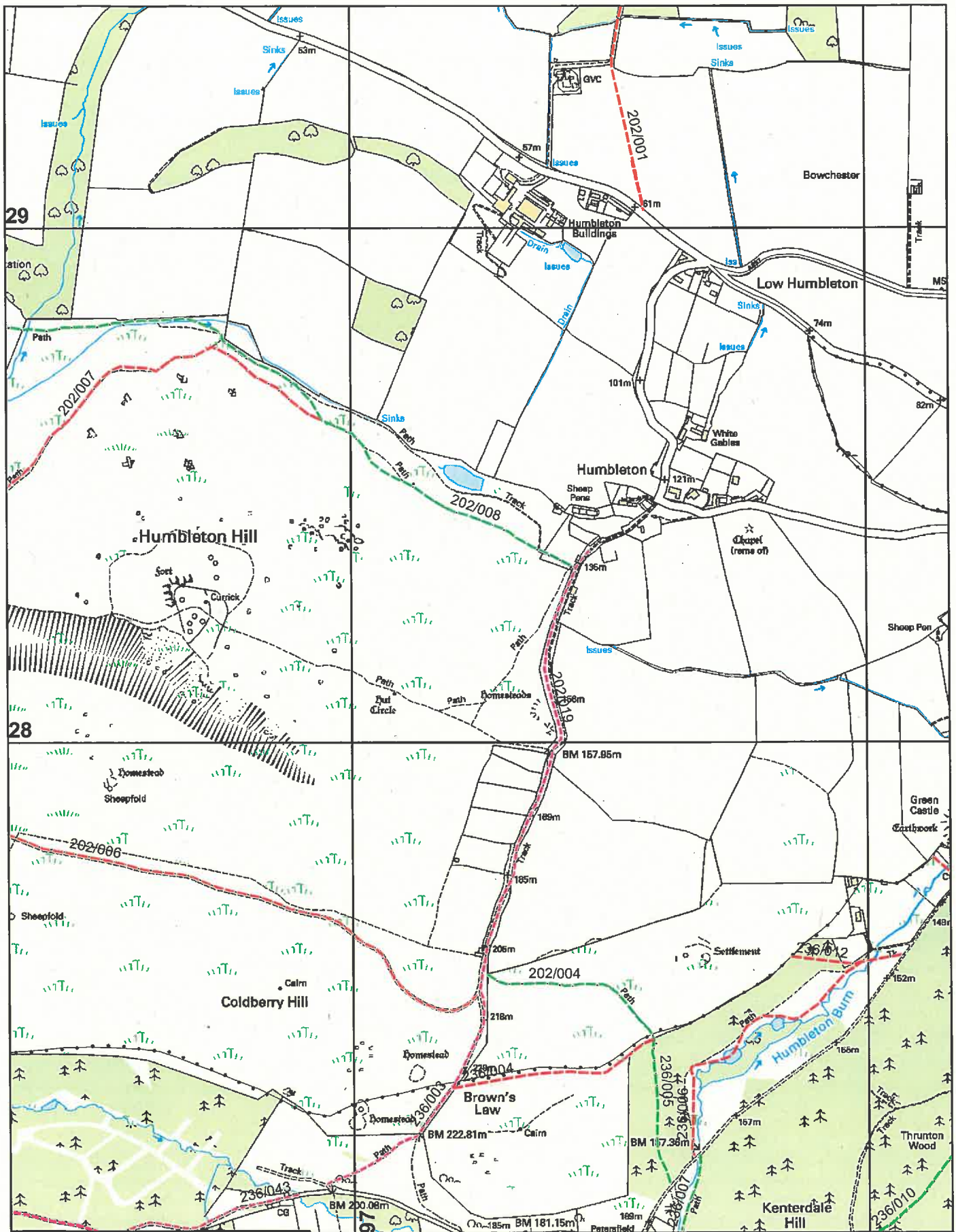
Infrastructure  
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## Wildlife and Countryside Act 1981 Public Rights of Way

 Alleged Byway Open to All Traffic

Former District(s) Berwick	Parish(es) Akeld	Scale 1:2500
Def. Map No. 37	O.S. Map NT 92 NE	Date August 2017



  
**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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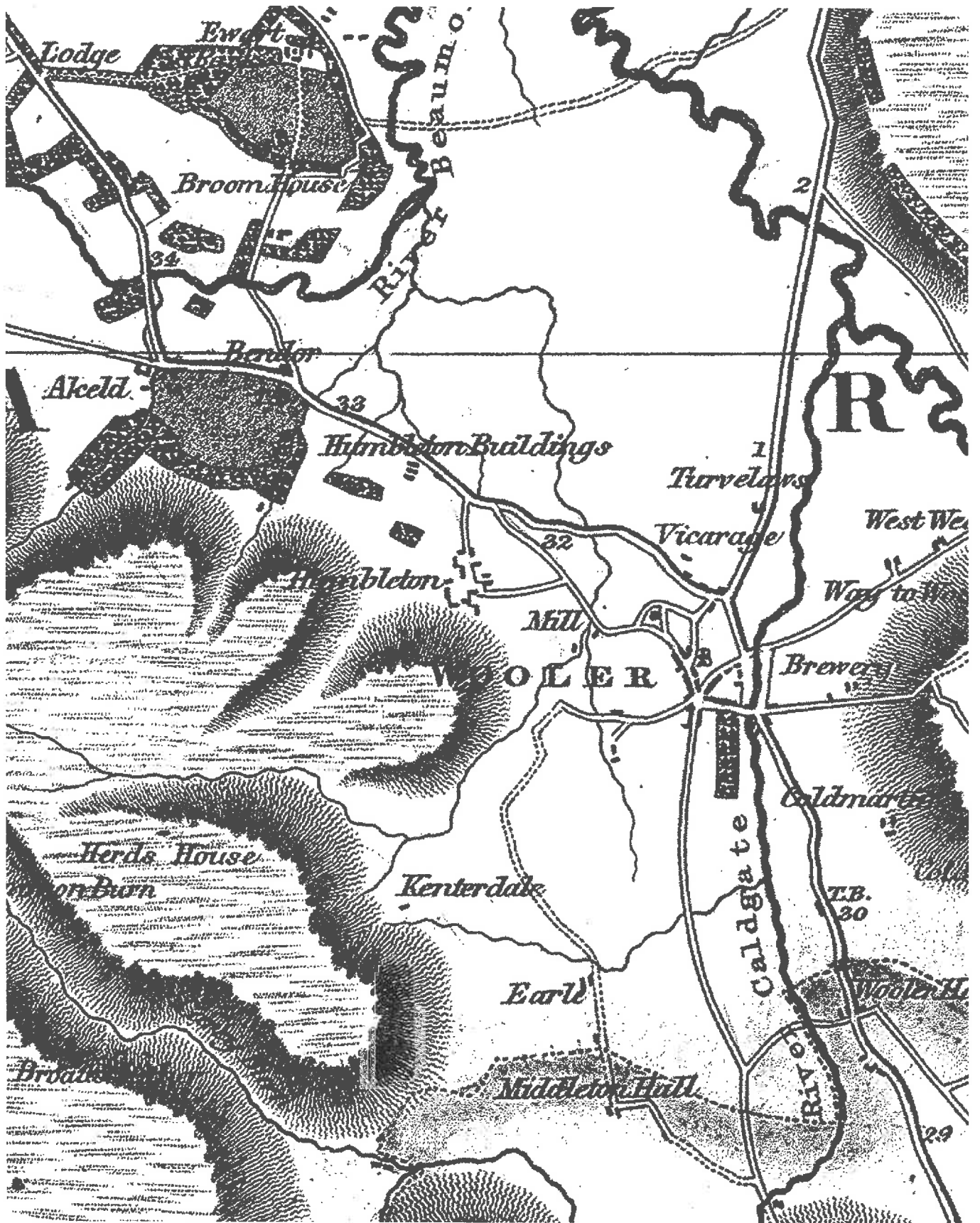
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Greenwood's County Map  
1828

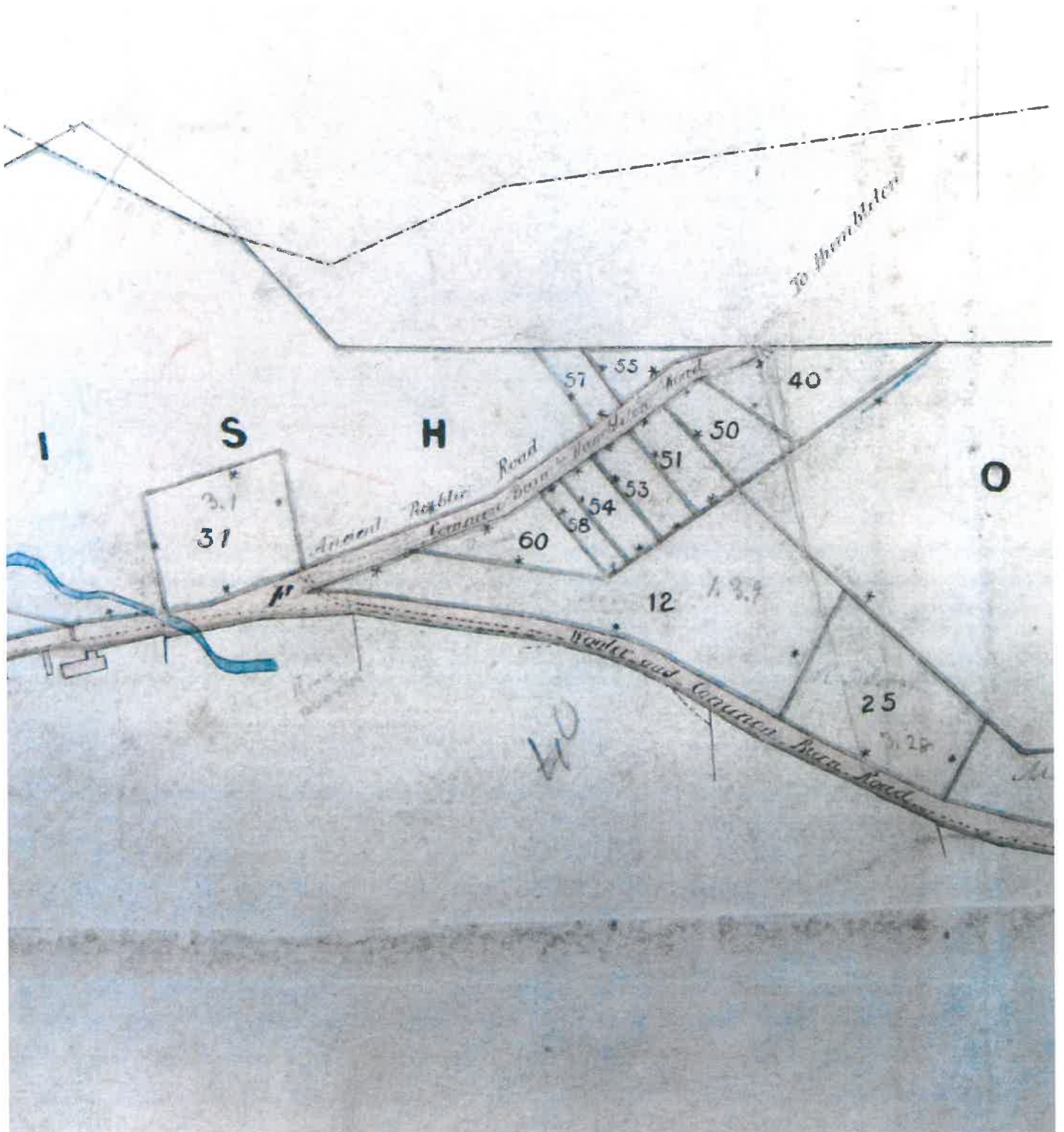


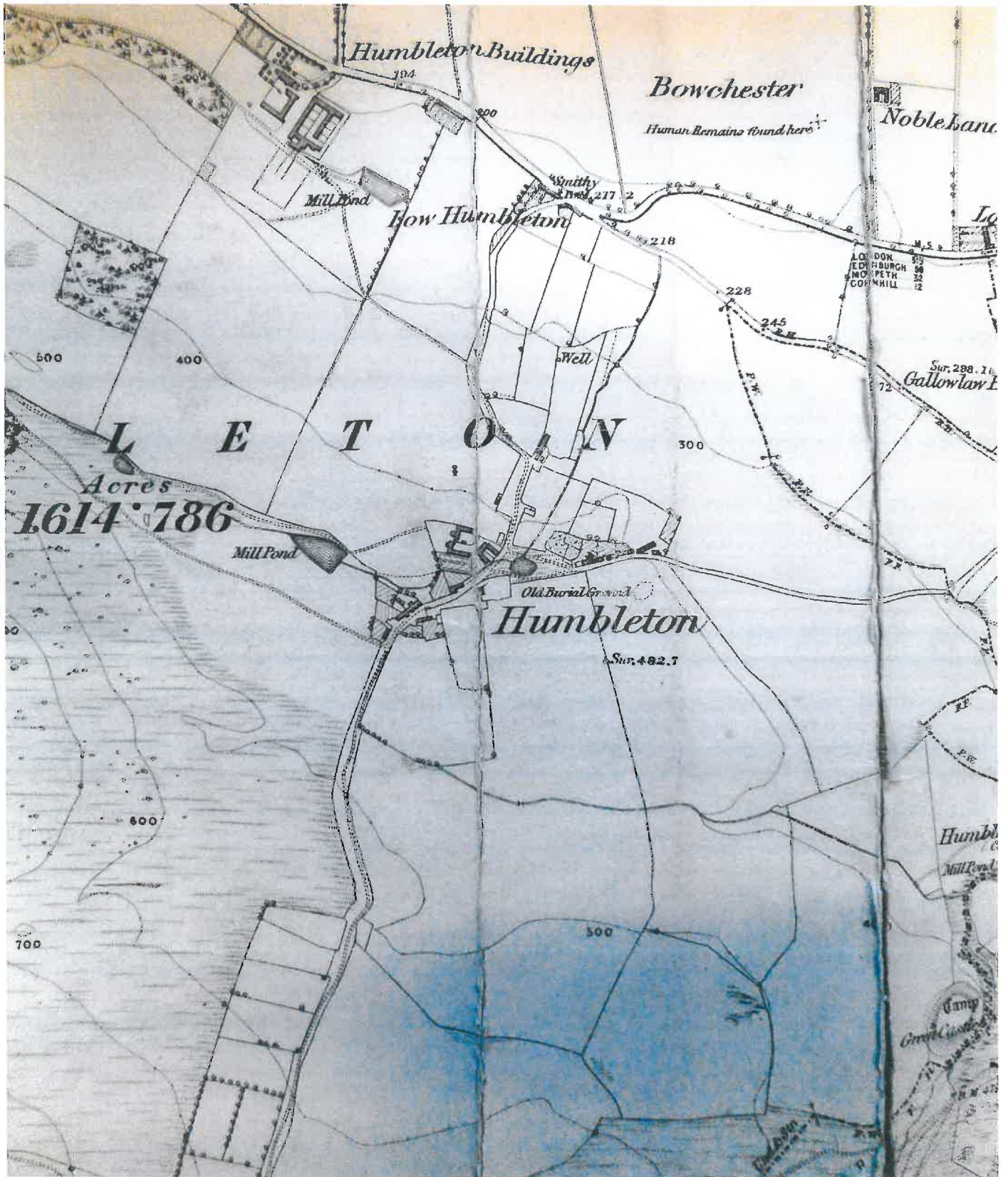


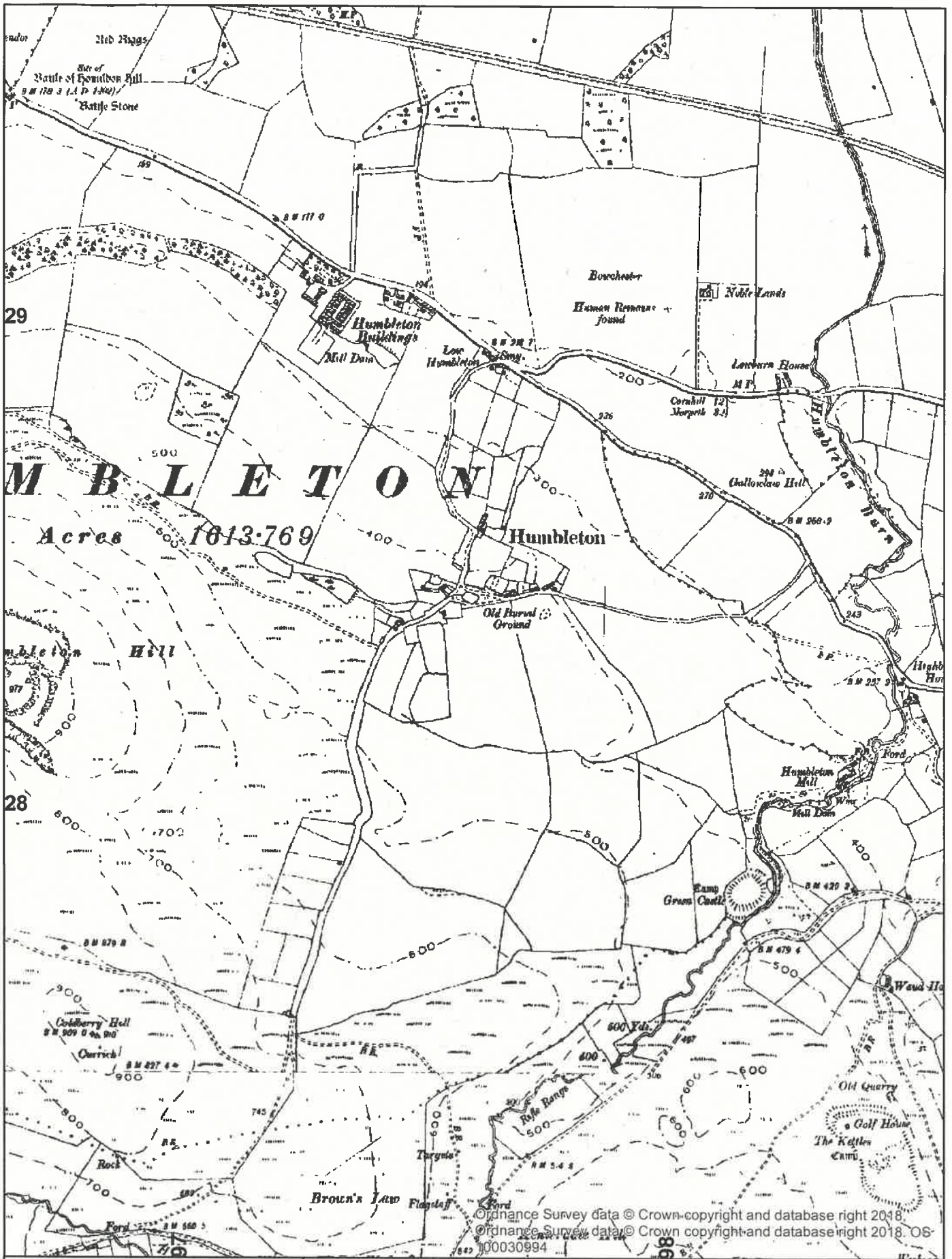
Humbleton Tithe Award  
1849



Wooler & Humbleton Common Inclosure Award  
1869





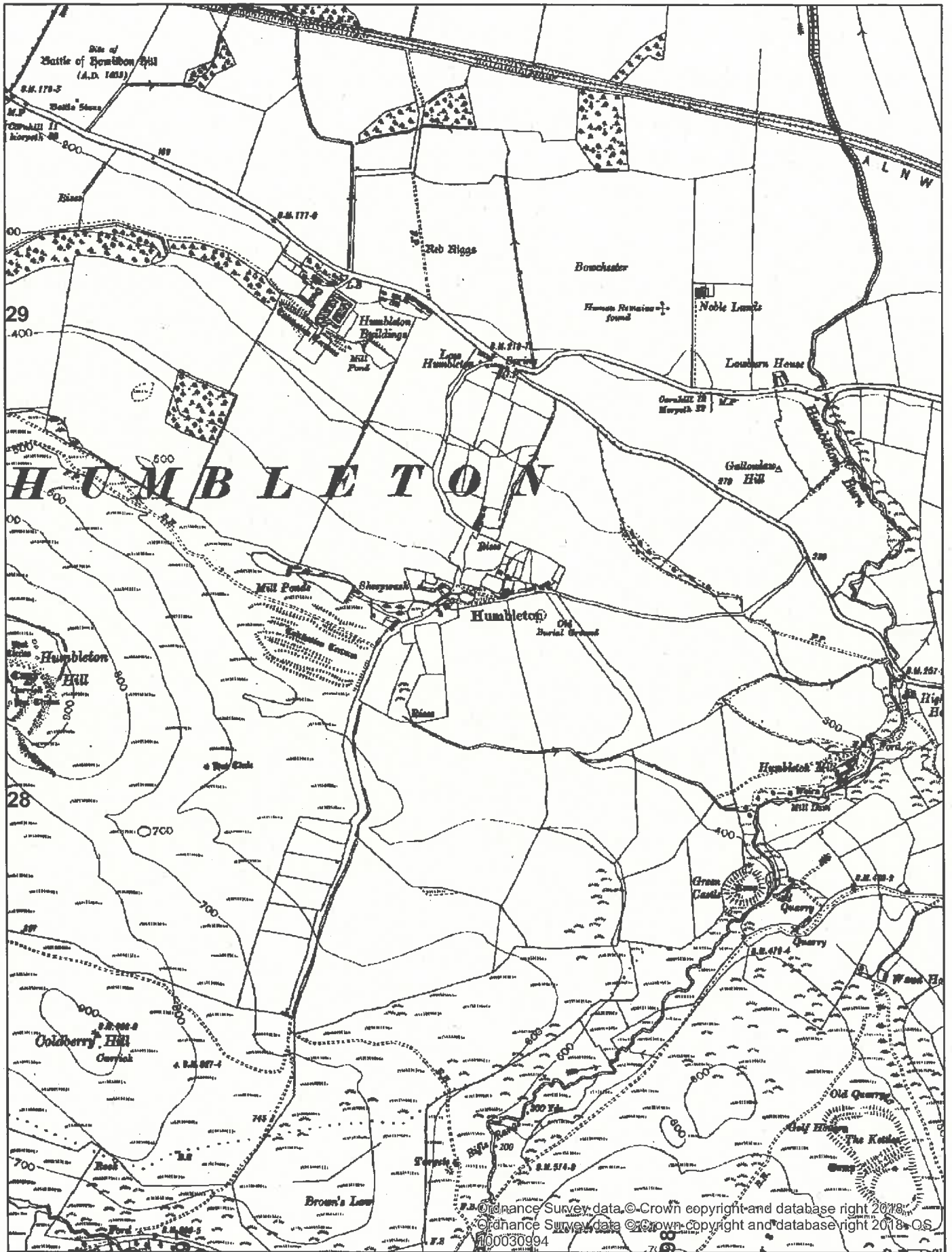


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Ordinance Survey 2nd Edition 6" map (1899)

SCALE 1:10,560



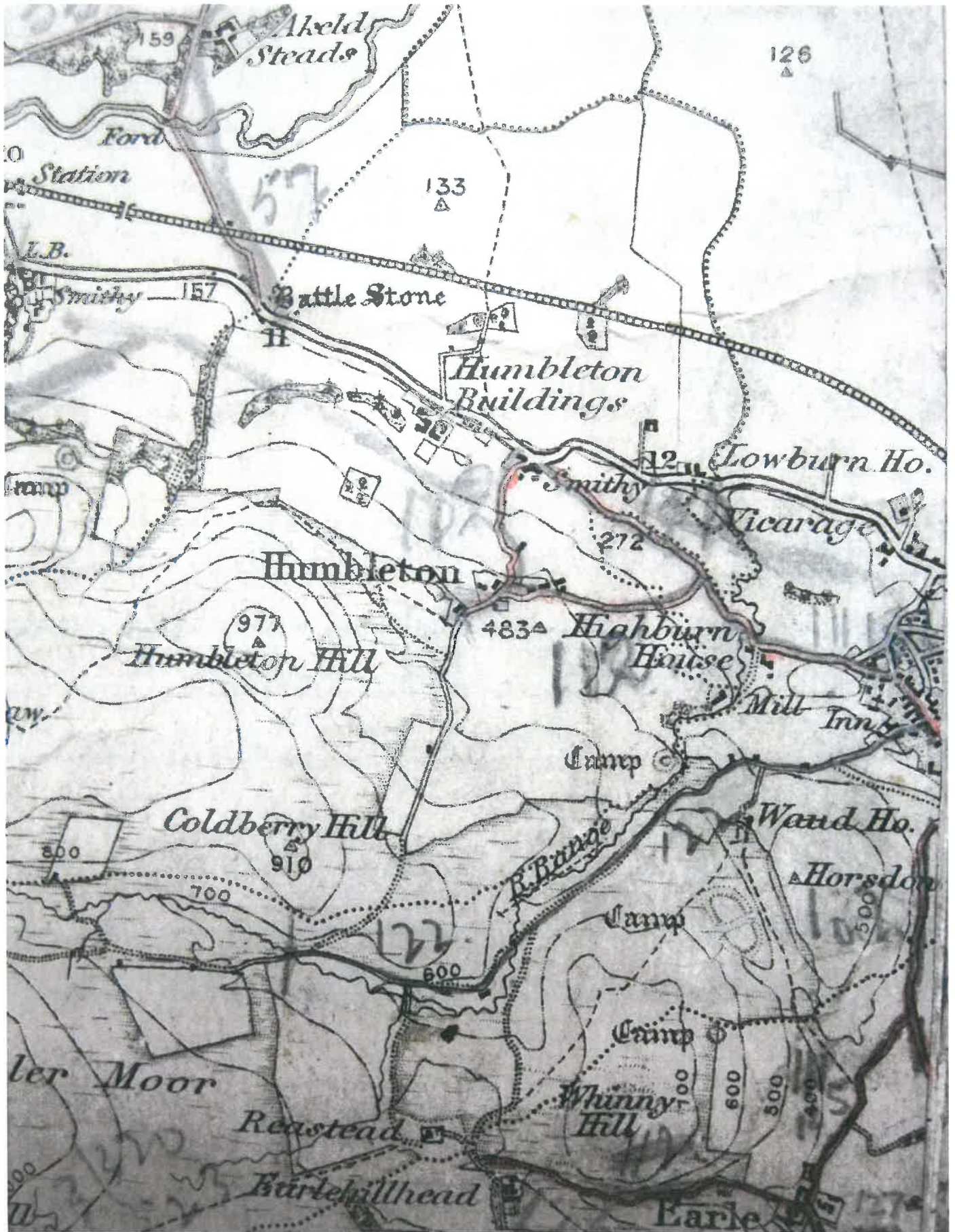
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SCALE 1:10,560

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

Glendale RDC Handover Map  
1932



## APPENDIX B.

## GLENDALE RURAL DISTRICT.

## UNCLASSIFIED ROADS IN AND ADJACENT.

1. Road from a point on the Morpeth-Cornhill road A.697,  $\frac{1}{2}$ -mile south-east of Bareles via East Learmouth to the Flodden-Town Yetholm road B.6352 at Mindrummill.
2. Road from a point on the Bareles-Mindrummill road, 1,000 yards north-east of Mindrummill via Mindrum Station to the Flodden-Town Yetholm road B.6352 at Mindrum Council School (with the exception of 177 yards thereon at Mindrum L. & N.E. Railway Bridge).
3. Road from the Bareles-Mindrummill road at East Learmouth War Memorial to East Learmouth Farm Cottages, on the road to Campfield.
4. Road from the Bareles-Mindrummill road at East Learmouth via Lightpipehall, Wark Common Farm and Warkcommon Covert to the Northumberland County Boundary, 750 yards south-west of the entrance to Wark Westcommon.
5. Road from a point on the East Learmouth-Wark Westcommon road, 920 yards west of East Learmouth Smithy via West Learmouth to the Cornhill-Carham road B.6350 at West Learmouth road end,  $\frac{3}{4}$ -mile south-west of Cornhill.
6. Road from the Bareles-Mindrummill road at East Learmouth War Memorial via Panama Cottage to a point on the West Learmouth-Cornhill road, 350 yards north of West Learmouth Railway Viaduct.
7. Road from the East Learmouth-Wark Westcommon road at Lightpipehall to the East Learmouth-West Learmouth road at West Learmouth.
8. Road from the East Learmouth-Wark Westcommon road,  $\frac{3}{4}$ -mile east of Wark Common Farm via Sunilaws to the Cornhill-Carham road B.6350 at Wark.
9. Road from a point on the Cornhill-Carham road B.6350, 50 yards east of Wark School southwards for a distance of 163 yards to The Goat.
10. Road from the Cornhill-Carham road B.6350 at the west end of Wark Post Office north-eastwards for a distance of 123 yards.
11. Road from the Cornhill-Carham road B.6350 at Wark Farm northwards to the River Tweed.
12. Road from the Cornhill-Carham road B.6350 at Wark Farm, south-eastwards for a distance of 533 yards to the sheepwash at Tree Burn.
13. Road from the East Learmouth-Wark Westcommon road at Wark Common Farm via Shidlaw to the Cornhill-Carham road B.6350 at Carham (with the exception of 51 yards thereon at Shidlaw L. N.E. Railway Bridge).

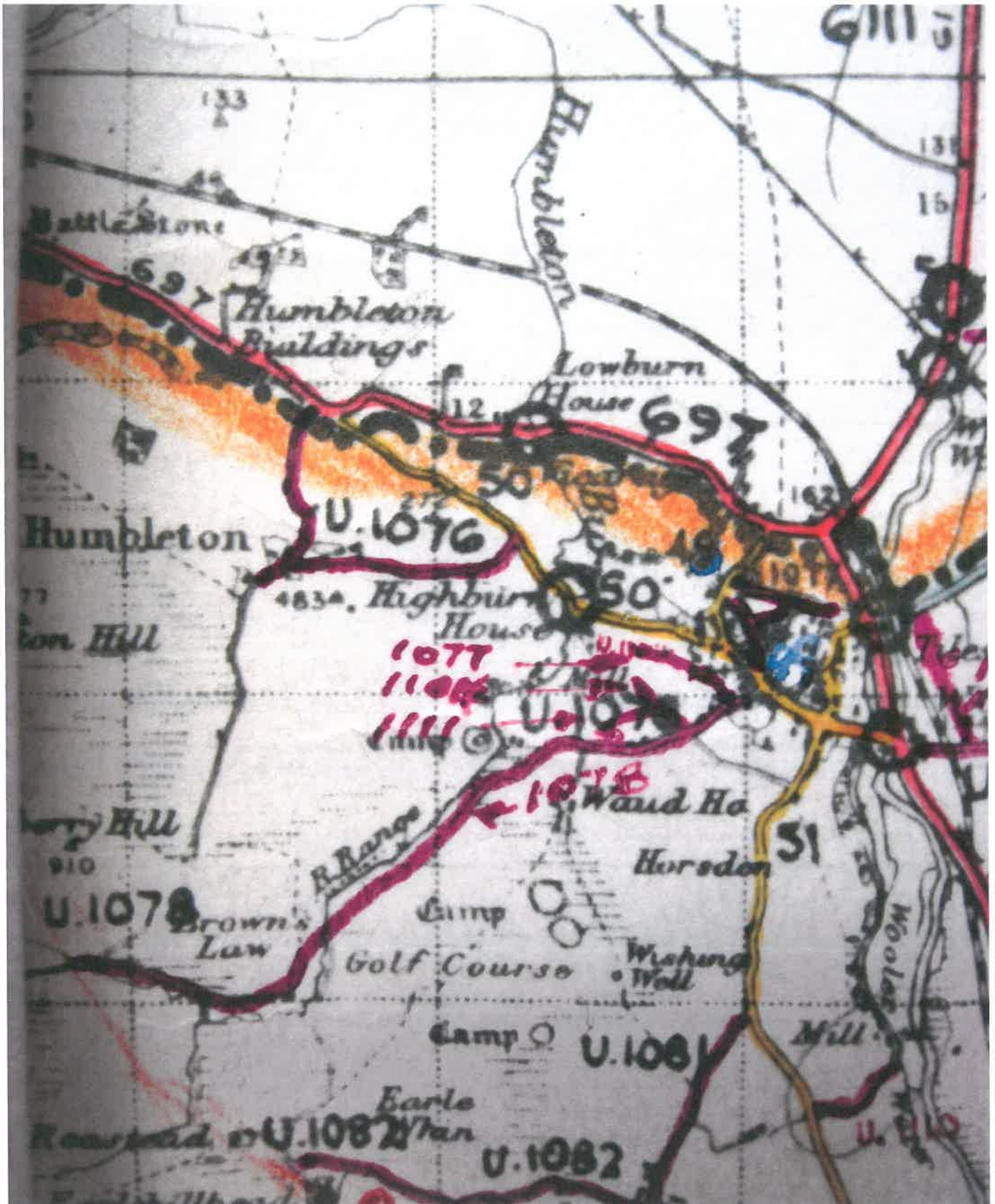
14. Road from a point on the Sunilaws-Wark road, 150 yards north-west of Sunilaws Station south-westwards to a point on the Wark Common Farm-Carham road, 280 yards north-west of Wark Common Farm cross roads.
15. Road from a point on the Wark Common Farm-Carham road, 500 yards south of Shidlaw L. & N.E. Railway Bridge westwards towards Hadden for a distance of 820 yards to the Northumberland County Boundary.
16. Road from a point on the East Learmouth-Wark Westcommon road,  $\frac{1}{2}$ -mile west of East Learmouth Smithy via Pressen and Howburn towards Pressenhill to a point thereon 890 yards south-west of Howburn Mission Church.
17. Road from the East Learmouth-Wark Westcommon road at Wark Common Farm southwards to the East Learmouth-Pressenhill road at Howburn.
18. Road from a point on the Mindrummill-Pressenhill road B.6391, 1,600 yards east of Pressenhill via Horse Rigg to the Northumberland County Boundary at No Man's Land Wood.
19. Road from a point on the Morpeth-Cornhill road A.697, 260 yards east of Pallinsburn via Lookout towards Heaton Moor to a point thereon 370 yards south-east of Heaton Moor.
20. Road from the Morpeth-Cornhill road A.697 at Pallinsburn via Branxton and Branxton Buildings to a point on the Morpeth-Cornhill road A.697,  $\frac{1}{2}$ -mile south-east of Bareles.
21. Road from the Morpeth-Cornhill road A.697 at Fishes Stead via Encampment and Branxtonmoor to the Flodden-Town Yetholm road B.6352 at Thornington.
22. Road from a point on the Fishes Stead-Thornington road, 500 yards south-west of Branxtonmoor north-westwards to the Bareles-Mindrummill road at East Learmouth.
23. Road from a point on the Branxtonmoor-East Learmouth road 13 miles south-east of East Learmouth Farm via East Monylaws and Hagg to a point on the Bareles-Mindrummill road 14 miles north of Mindrummill.
24. Road from the Pallinsburn-Branxton-Bareles road at Branxton via Flodden Field Monument to a point on the Branxtonmoor-East Learmouth road 500 yards north-west of Monylaws road end.
25. Road from the Pallinsburn-Branxton-Bareles road at Branxton via the entrance to Branxtonhill to a point on the Fishes Stead-Thornington road,  $\frac{1}{2}$ -mile east of Branxtonmoor.
26. Road from the Flodden-Town Yetholm road B.6352 at West Thornington via Branxton Allotment to the Fishes Stead-Thornington road at Branxtonmoor.
27. Road from a point on the Flodden-Town Yetholm road B.6352,  $\frac{1}{2}$ -mile west of West Flodden northwards to a point on the West Flodden-Branxton Moor road,  $\frac{1}{2}$ -mile south-east of Branxton Allotment.
28. Road from the Flodden-Town Yetholm road B.6352 at Bowmont Presbyterian Church southwards to Reedsford.
29. Road from a point on the Flodden-Town Yetholm road B.6352  $\frac{1}{2}$ -mile south-east of Thornington Lodge south-westwards to the Akeld-Kilham road B.6351 at Kilham railway sidings.

91. Road from a point on the Wooler-Adderstone road B.6348,  $\frac{1}{2}$ -mile west of Wandon via Fowberry Tower East Lodge to the Wooler-Belford road B.6349 at Fowberry Smithy.
92. Road from a point on the Chatton-Ilderton Station road,  $\frac{1}{2}$ -mile south-west of Broomhouse via Fowberry Mains to a point on the Wooler-Adderstone road B.6348,  $\frac{1}{2}$ -mile west of Wandon.
93. Road from the Wooler-Adderstone road B.6348 at the west end of Chatton Village via Chillingham Castle West Lodge and Old Bewick to the Wooperton-Alnwick road B.6346 at Harehope Cottages.
94. Road from the Morpeth-Cornhill road A.697 at Bridge End, Wooler, via Wooler Brewery, West Plantation and Newtown to the Chatton-Harehope road at Chillingham Castle West Lodge.
95. Road from a point on the Wooler-Chillingham Castle road,  $\frac{1}{2}$ -mile east of Wooler Brewery north-eastwards for a distance of 250 yards to the gateway leading onto Westwood Moor.
96. Road from a point on the Morpeth-Cornhill road A.697, 580 yards north of Haugh Head, to Coldmartin.
97. Road from the Morpeth-Cornhill road A.697 at Haugh Head via Lilburn Hill and Lilburn Tower Farm to the Chatton-Ilderton Station road at Lilburn Tower East Lodge.
98. Road from a point on the Haugh Head-Lilburn Tower road, 300 yards south-east of Haugh Head via the old quarries near Plantation House, and Westwood Moor to a point on the Wooler-Adderstone road B.6348,  $\frac{1}{2}$ -mile west of Wandon.
99. Road from a point on the Chatton-Harehope road, 300 yards north of Chillingham Post Office, to Chillingham Barns.
100. Road from the Chatton-Harehope road at Chillingham Post Office via Chillingham School to St. Peter's Church.
101. Road from the Chatton-Harehope road at the south-west corner of Chillingham Park via Hepburn, Hepburn Moor, Botany, and Quarry House, towards North Charlton to a point thereon 600 yards north-west of the entrance to Haughterslaw.
102. Road from the Chatton-Ilderton Station road at Lilburn Tower Bridge via Lilburn School, East Lilburn, and Bewick Bridge to a point on the Chatton-Harehope road  $\frac{1}{2}$ -mile north-west of Old Bewick Monument.
103. Road from a point on the Lilburn Tower-Old Bewick road, 400 yards west of Bewick Bridge, southwards via Pilmoor Wood to a point on the Wooperton-Alnwick road B.6346, 360 yards north-east of the junction of that road with the Morpeth-Cornhill road A.697.
104. Road from the Lilburn Tower-Old Bewick road at East Lilburn via Newton Mill to a point on the Wooler-Chillingham Castle road 150 yards south of Newtown.
105. Road from a point on the Lilburn Tower-Old Bewick road, 340 yards east of East Lilburn via Hepburn Bell to a point on the Chatton-Harehope road,  $\frac{1}{2}$ -mile south of Chillingham Castle West Lodge.
106. Road from the Lilburn Tower-Old Bewick road at East Lilburn via Lilburn Pond to a point on the Morpeth-Cornhill road A.697, 380 yards south of Lilburn Glebe Presbyterian Church.

107. Road from a point on the Chatton-Harehope road, 970 yards north of Old Bewick Monument, to Bewick Folly.
108. Road from a point on the Chatton-Harehope road, 970 yards north of Old Bewick Monument, south-eastwards to a point on the Lilburn Tower-Old Bewick road, 200 yards east of Bewick Bridge.
109. Road from the Wooperton-Alnwick road B.6346 at New Bewick via the fordway through the River Breamish to a point on the Chatton-Harehope road,  $\frac{1}{2}$ -mile south-east of Old Bewick School.
110. Road from the Wooperton-Alnwick road B.6346 at New Bewick Bridge southwards to Waterside Plantation.
111. Road from a point on the Wooler-Berwick road A.6111, 120 yards south of the entrance to Turvelaws via the fordway through the Wooler Water to Way to Wooler.
112. Road from the Morpeth-Cornhill road A.697 at Wooler Bridge via The Peth, High Street and Highburn House to the Morpeth-Cornhill road A.697 at the Pop Inn.
113. Road from the Morpeth-Cornhill road A.697 at the Pop Inn, via High Humbleton to a point on the Pop Inn-Highburn House road 360 yards north-west of Highburn House.
114. Ryecroft Road, Wooler, from High Street to the Morpeth-Cornhill road A.697.
115. Road in Wooler from High Street at the R.C. Cemetery via the R.C. Church to Ryecroft road.
116. Glendate Road, Wooler.
117. Queens Road, Wooler.
118. Granville Road, Wooler.
119. Tenter Hill, Wooler.
120. Church Street, Wooler.
121. Tankerville Terrace, Wooler.
122. Market Place, Wooler.
123. Road from the Market Place, Wooler, via Ramsey's Lane, Common Road, and Petersfield to the fordway through Humbleton Burn, 780 yards west of Petersfield.
124. Road from The Peth, Wooler, at the Anchor Inn, via Cheviot Street, North Middleton, Iderton and Roseden to the Morpeth-Cornhill road A.697 at Roseden Crossing.
125. Road from the Morpeth-Cornhill road A.697 at Haugh Head via Middleton Hall, Shining Pool and Harthope Burn to Langleeford.
126. Road from a point on the Wooler-North Middleton road, 940 yards south of Wooler Presbyterian Church via Earle to the Haugh Head-Langleeford road at Middleton Hall.
127. Road from the Wooler-Middleton Hall road at Earle to Earlehill-head.
128. Road from a point on the Wooler-North Middleton road, 400 yards north-west of its crossing of the Haugh Head-Middleton Hall road westwards to a point on the Wooler-Middleton Hall road 200 yards south of Earle.



Extract from the Council's 1951 Highways Map

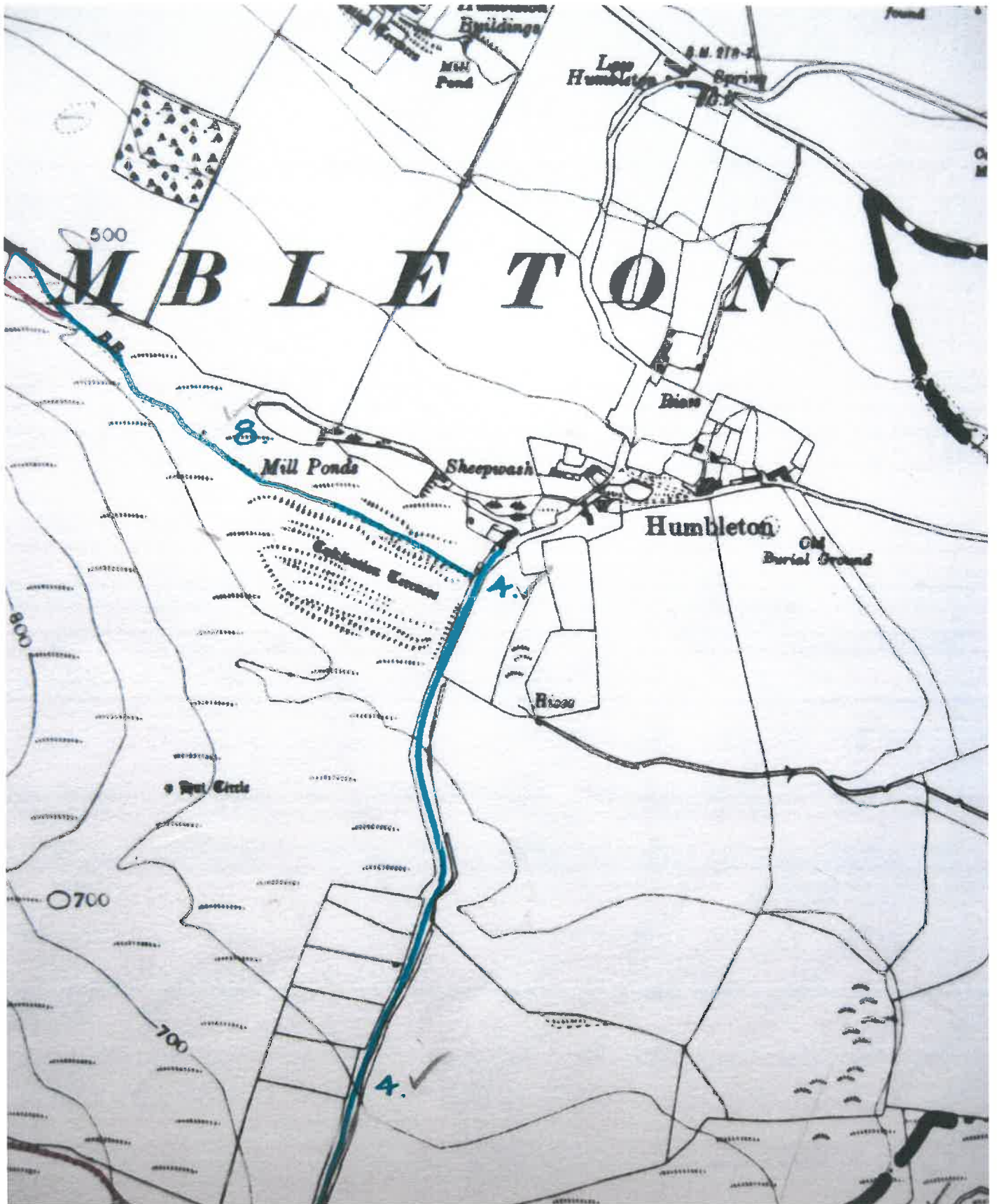


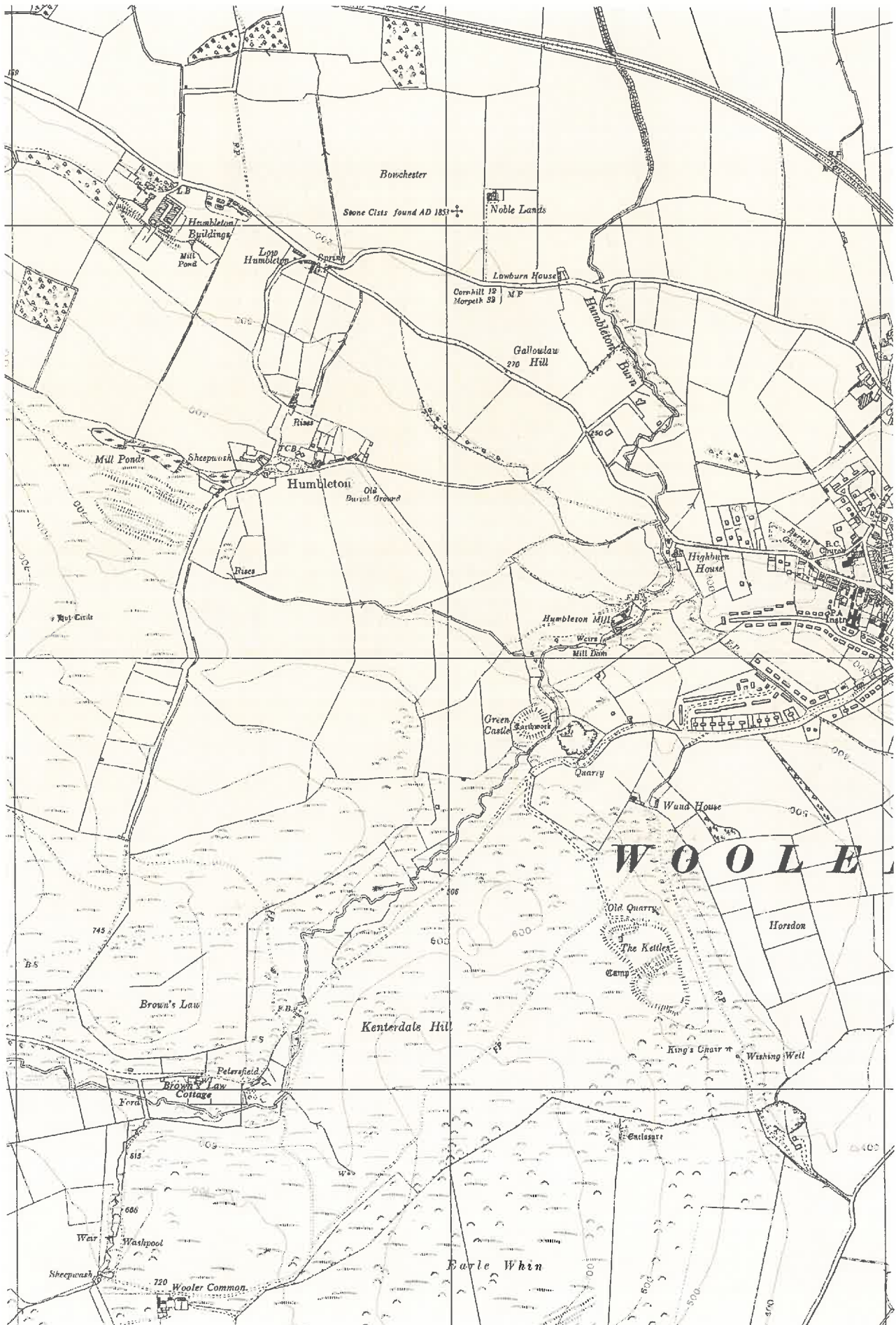
Survey Map





Provisional Map





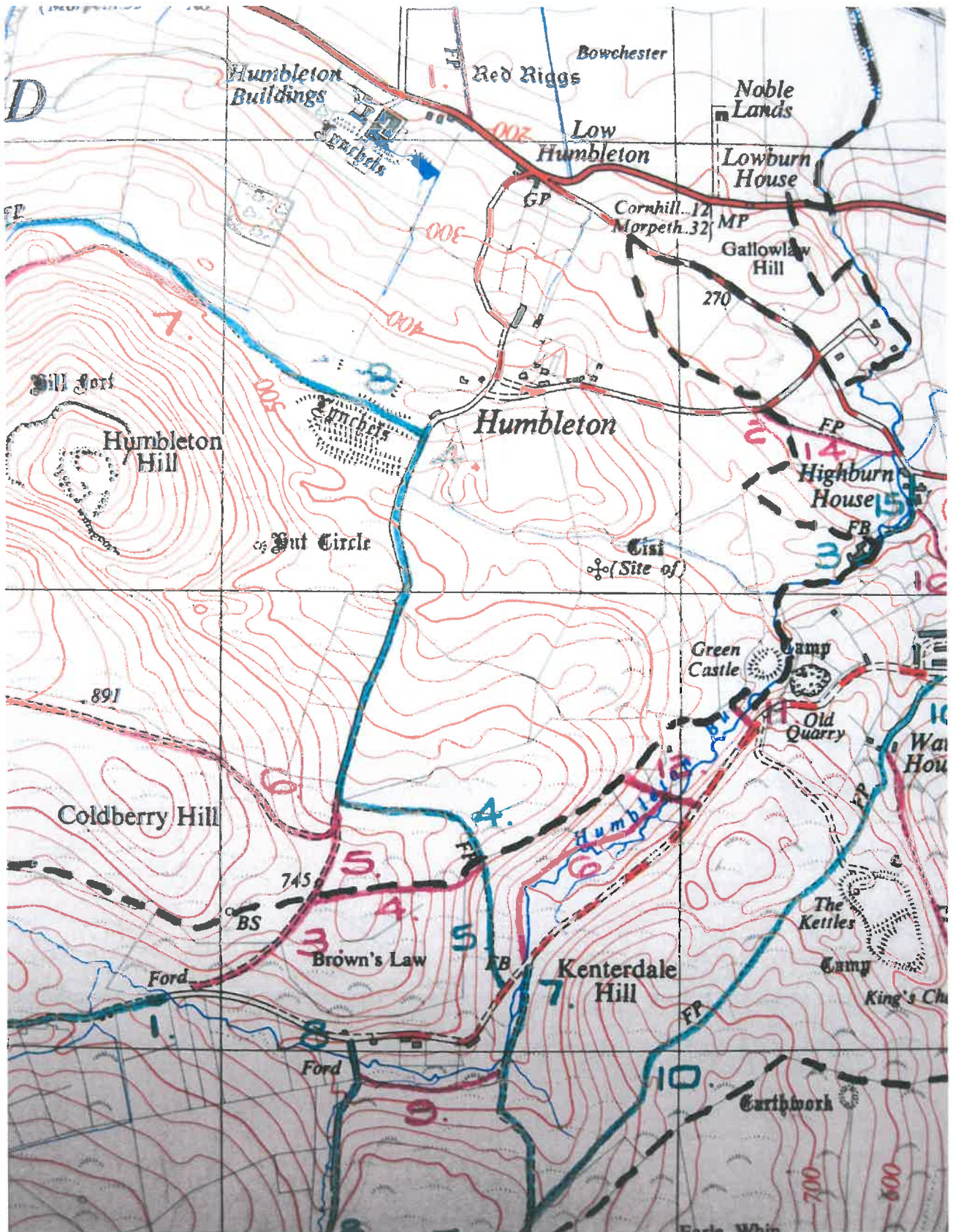
# 1958 County Road Schedule

## RELFORD DIVISION

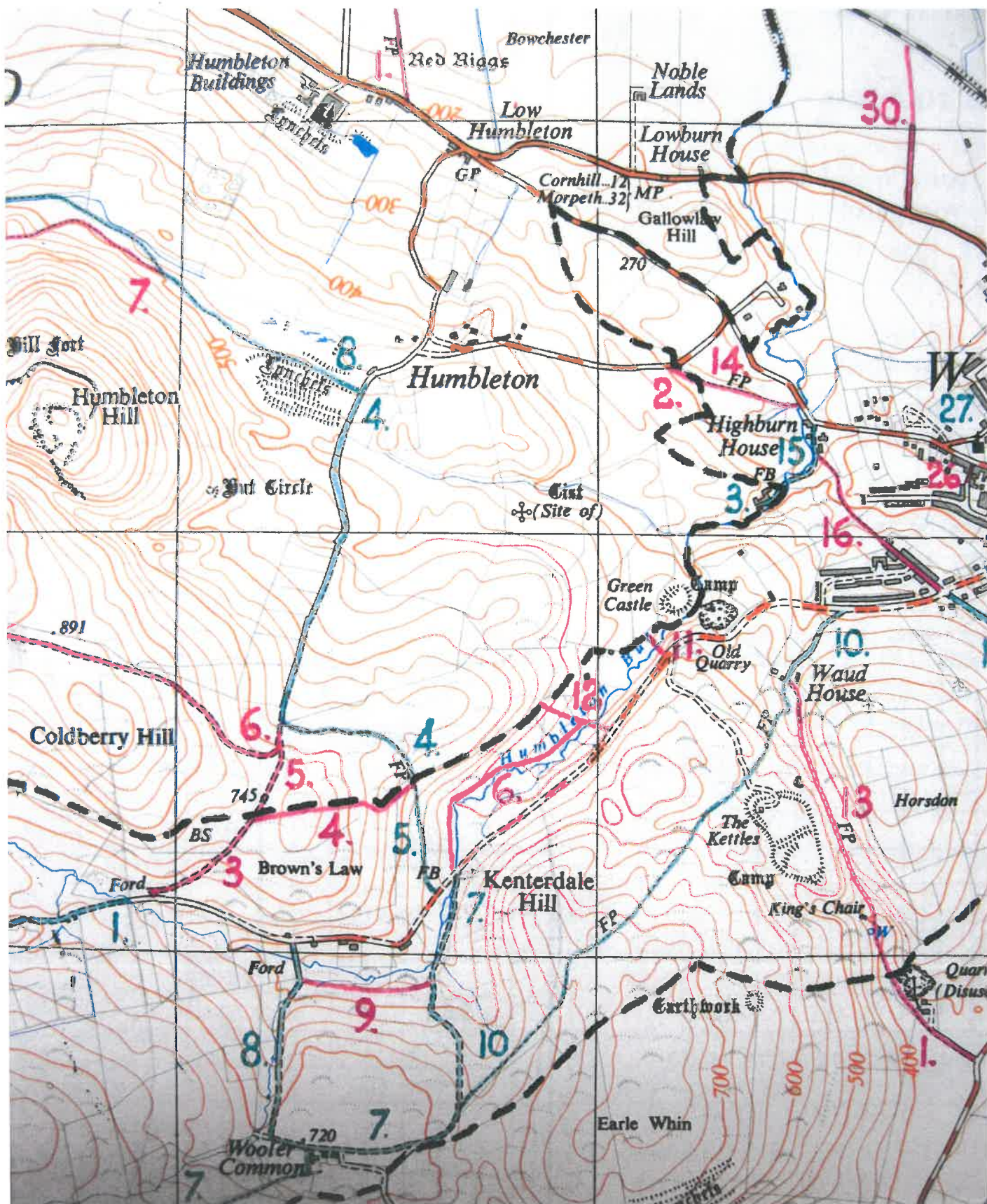
### Unclassified Roads in Glendale Rural District

		Brought Forward	
U.1070	Millburn Glebe - East Millburn Road.	19.75	From A.697 near Millburn Glebe via Millburn Ford to C.44 at East Millburn.
U.1071	Bewick Bridge - Bewick Folly Road	1.22	
U.1072	Old Bewick Trinity Church Road	0.64	From C.44 at Bewick Bridge, crossing C.43 to Bewick Folly.
U.1073	New Bewick - Old Bewick Road	0.23	From C.43 to Trinity Church.
U.1074	New Bewick Bridge to Beanley Road	0.49	From B.6346 at New Bewick to C.43 near Old Bewick.
U.1075	Thurvelaws - Brewery Lane	0.39	From B.6346 at New Bewick Bridge to R.D. boundary at Waterside Plantation.
U.1076	Humbleton Village Roads	0.46	From B.6348 at Way to Wooler via Tiledsheds to U.1063 330 yards East of Wooler Brewery.
U.1077	Wooler Roads	0.94	From A.697 Low Humbleton via Humbleton to C.50 near Highburn House, including Village road. R.C. Church Road 133 yards Glendale Road 300 yards Queen's Road 266 yards Tenter Hill 250 yards Tankerville Terrace 166 yards Oliver Road 367 yards
U.1078	Wooler - Petersfield Road.	0.936	1,482 yards (Add 165 yards June, 1949)
U.1079	North Middleton - Rosedean Road	1.72	From C.50 at Wooler via Rasy's Lane Common Road and Petersfield to ford.
U.1080	Langlee Ford - Haugh Head Road	3.28	From C.51 at North Middleton, crossing the C.54 at Ilderton via sedan to A.697
		4.40	From Langlee Ford, via Middleton Hall, crossing C.51 to A.697 at Haugh Head.
		<u>34.456</u>	
			Carry forward

Original Definitive Map



# First Review 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 ..... GLENDALE

2. Parish ..... AKELD

3. Number of Footpath on Map ..... 4 ✓

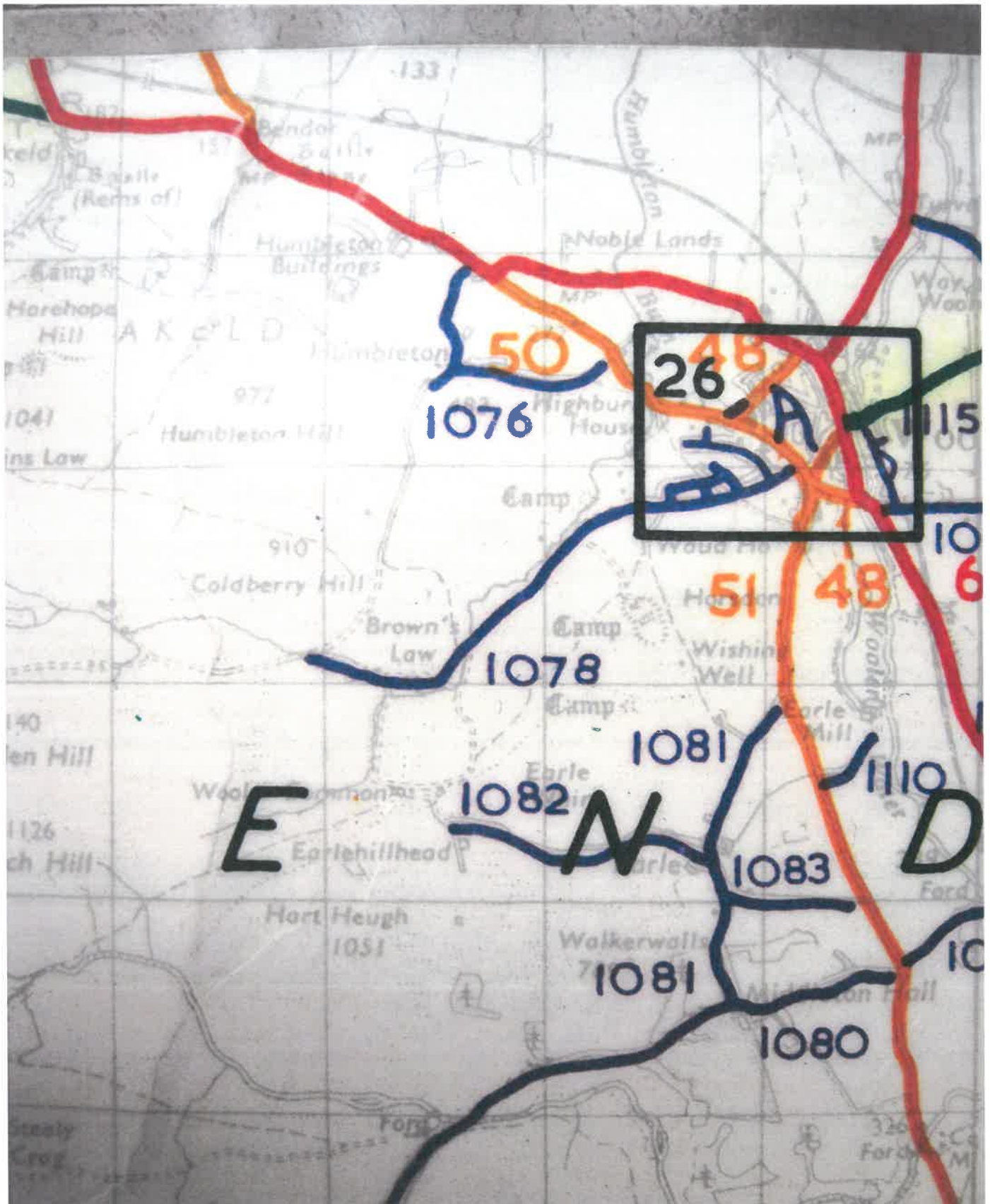
4. Name of Path .....

5. Kind of Path (i.e. FP/BR) ..... B.R.

6. General Description of Path ..... From B.R.5 at the Wooler Parish boundary  
..... in a westerly and northerly direction to the Humbleton Village road  
..... south-west of Humbleton.  
.....  
.....  
.....

7. Other relevant information ..... Scheduled under the Rights of Way Act, 1932.  
.....  
.....  
.....  
.....

Extract from the Council's 1964 Highways Map



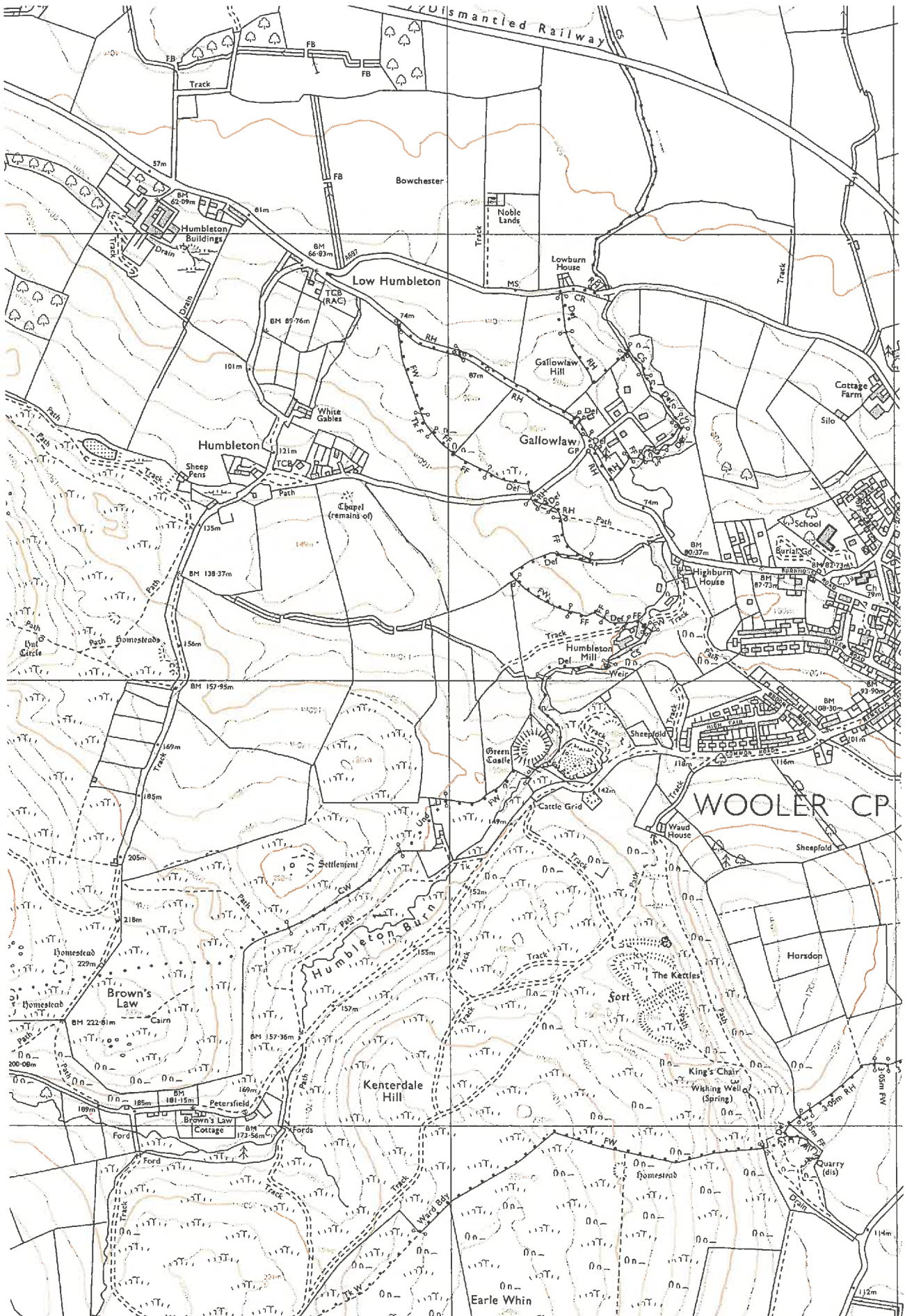
# 1964 County Road Schedule

- 65 -

Route No.	Name of Road.	Description.	Responsible Division or Authority.	Mileage.	Total Mileage.
U.1068	St. Peter's Church Road, Chillingham.	From C.43 at Chillingham via St. Peter's Church to Church Wood.	Wooler.	0.78	0.78
U.1069	East Lilburn-Chillingham Castle.	From C.44 near East Lilburn via Hepburn Bell to C.43 near Chillingham Castle West Lodge.	Wooler.	1.44	1.44
U.1070	Lilburn Glebe-East Lilburn.	From A.697 near Lilburn Glebe via Lilburn Pond to C.44 at East Lilburn.	Wooler.	1.22	1.22
U.1071	Bewick Bridge-Bewick Folly.	From C.44 at Bewick Bridge, crossing C.43 to Bewick Folly.	Wooler.	0.64	0.64
U.1072	Old Bewick Trinity Church Road.	From C.43 at Old Bewick to Trinity Church.	Wooler.	0.23	0.23
U.1073	New Bewick-Old Bewick.	From B.6346 at New Bewick to C.43 near Old Bewick.	Wooler.	0.49	0.49
U.1074	New Bewick Bridge-Beanley.	From B.6346 at New Bewick Bridge southwards to Rural District boundary at Waterside Plantation. (Road continues in Alnwick Rural District as U.3064).	Wooler.	0.39	0.39
U.1075	Turvelaws-Brewery Lane.	From A.6111 at Turvelaws, crossing B.6348 at Way to Wooler, via Tiledsheds to U.1063 330 yards east of Wooler Brewery.	Wooler.	1.01	1.01
U.1076	Humbleton Village Roads.	From A.697 Low Humbleton via Humbleton to C.50 near Highburn House, including Village road.	Wooler.	0.94	0.94
U.1077	Wooler Roads.	R.C. Church Road 133 yds. Glendale Road 300 yds. Queen's Road 266 yds. Tender Hill 250 yds. Tankerville Terrace 166 yds. Oliver Road 367 yds. Oliver Road Extension 165 yds. Fenton Drive 113 yds. Golden Square 100 yds.	Wooler. "	1.06	1.06

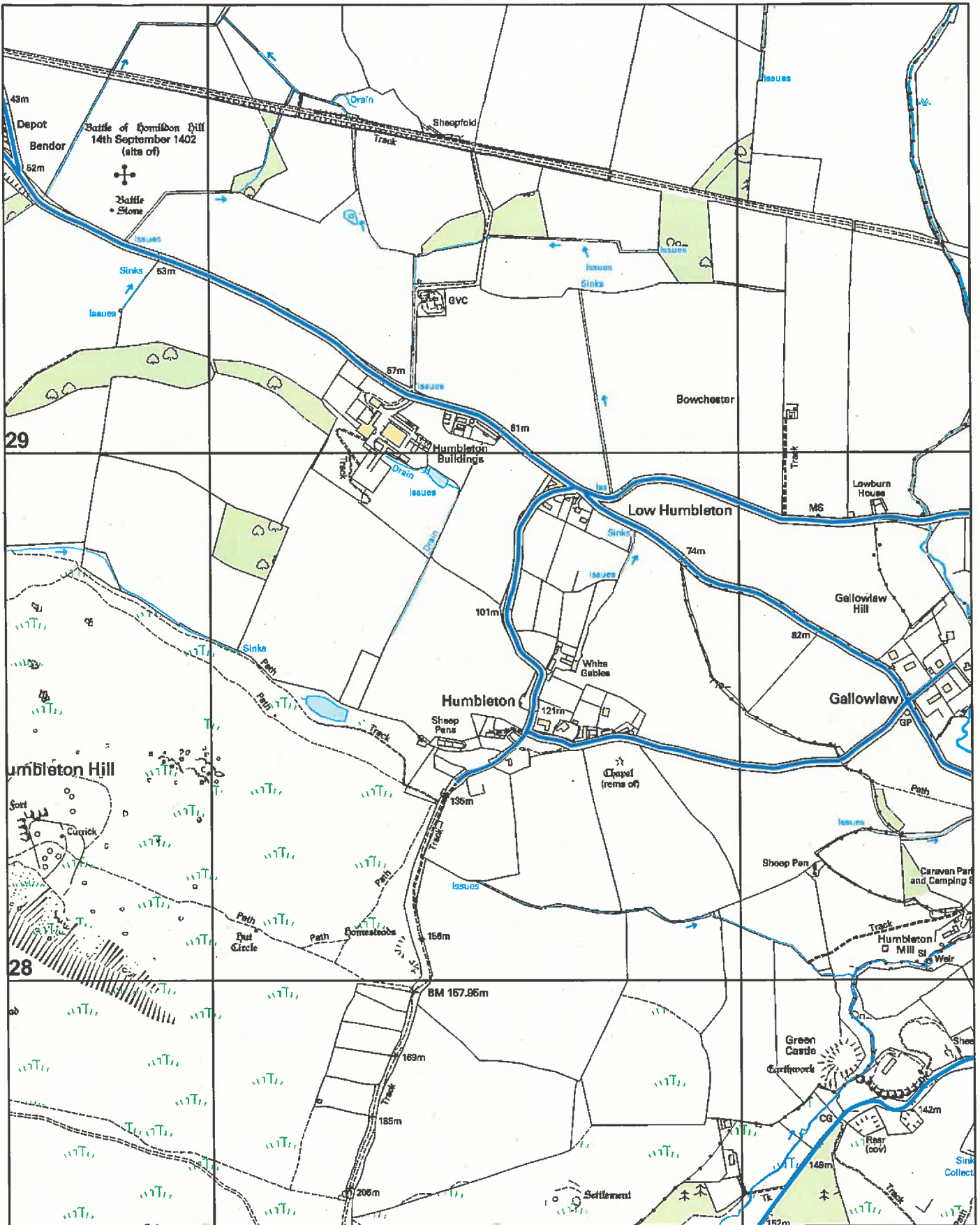
# 1974 County Road Schedule

Route No.	Name of Road	Description	Responsible Division or Authority	Mileage	Total Mileage
.1075	Turvelavis-Brewery Lane.	From B.6525 at Turvelaws (N.T.997292) southwards crossing B.6348 at Way to Wooler via fillesheds to U.1063 330 yards east of Wooler Brewery (N.U.002278).	Wooler Division.		1.01
.1076	Humbleton Village Roads.	From A.697 Low Humbleton (N.T.976289) southwards and eastwards via Humbleton to C.50 near Highburn House, (N.T.983285) including Village road.	Wooler Division.		0.94
.1077	Wooler roads.	The following Streets in Wooler:- H.C. Church Road 133 yds. Glendale Road 300 yds. Queen's Road 266 yds. Tender Hill 250 yds. Tankerville Terrace 166 yds. Oliver Road 367 yds. Oliver Road Extension 165 yds. Fenton Drive 113 yds. Golden Square 100 yds.			1.06
.1078	Wooler-Petersfield.	<del>C.48</del> From <del>C.50</del> at Wooler (N.T.991280) south-westwards and westwards via Ramsey's Lane, Common Road and Petersfield to Ford at (N.T.969271).	Wooler Division.		1.72
.1079	North Middleton-Roseden.	From C.51 at North Middleton (N.U.001241) south-eastwards crossing C.54 at Ilderton, via Roseden to A.697 east of Roseden (N.U.037217).	Wooler Division.		3.28
.1080	Haugh Head - Langleeferd.	From A.697 at Haugh Head (N.U.003260) westwards via Middleton Hall thence south-westwards to Langleeferd. (N.T.948220).	Wooler Division.		4.40
.1081	Wooler-Middleton Hall	From C.51 near United Reformed Church (N.T.991269) Southwards via Barle to U.1080 at Middleton Hall. (N.T. 988255)	Wooler Division.		0.99



**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>U1074</b>		
	DISTRICT BOUNDARY TO B6346 JCT	615
	<i>Total length for U1074</i>	<i>615</i>
<b>U1075</b>		
	B6348 JCT TO B6525 JCT	905
	U1063 JCT TO B6348 JCT	754
	<i>Total length for U1075</i>	<i>1,659</i>
<b>U1076</b>		
	HUMBLETON VILLAGE ROAD TO C50 JCT	781
	HUMBLETON VILLAGE ROAD	165
	A697 JCT TO HUMBLETON VILLAGE ROAD	555
	<i>Total length for U1076</i>	<i>1,500</i>
<b>U1077</b>		
	RYECROFT CRESCENT	177
	RYECROFT PARK	173
	RYECROFT PARK	18
	FIVEACRES	80
	RYECROFT PARK	35
	RYECROFT VIEW	59
	CURLEW COURT	59
	RYECROFT PARK TO A697 FOOTPATH	35
	RYECROFT PARK	38
	GOLDEN SQUARE	133
	C50 JCT TO C48 JCT	133
	TENTER HILL OFFSHOOT	55
	FOOTPATH GOLDEN SQUARE TO U1078 J	126
	GLENDALE ROAD	295
	FENTON DRIVE	107



**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:  
AB

Date:  
Feb 2019

Scale:  
1:10,000