



Northumberland

County Council

NORTH NORTHUMBERLAND LOCAL AREA COUNCIL RIGHTS OF WAY SUB-COMMITTEE 28 August 2019

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

ALLEGED PUBLIC BRIDLEWAY No 7 PARISH OF HEDGELEY

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

Purpose of report

In this report, the North Northumberland Local Area Council Rights of Way Sub-Committee is asked to consider all the relevant evidence gathered in support and in rebuttal of the existence of public bridleway rights over a route between the existing western end of Public Bridleway No 7 at Titlington Mount and the C83 road south-west of Titlington Mount.

Recommendation

It is recommended that the sub-committee agrees that there is not sufficient evidence to indicate that public bridleway rights have been reasonably alleged to exist over the route M-L.

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 (as is the case with the short M-N part of this particular alleged byway) then 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 Ever since the Definitive Map of Public Rights of Way was first published, in 1962, an anomaly has existed where Public Bridleway No 7 in the Parish of Hedgeley terminates on Public Footpath No 5, at Titlington Mount. There is no recorded bridleway continuation beyond Titlington Mount.

3. LANDOWNER EVIDENCE

- 3.1 By letter, dated 18 February 2018, Mr R Poppleton of 2 Titlington Mount responded to the consultation stating:

“Thank you for your letter of 9th February and its contents. I am glad to have been given the opportunity to comment on the suggestion that the access road to Titlington Mount Farm and its associated dwellings become an extension of the existing Public Bridleway No 7.

“I attach our comments and one of your supplied maps with some annotations.

“I should be grateful to be kept informed of results of this process of consultation and the decision reached in relation to this particular proposal. I should be happy for this to happen by email to the address above.

"We respond as residents, for a quarter of a century, of: Greystone Cottage, 2 Titlington Mount, Alnwick NE66 2EA.

"Considerably before our time here the access to Titlington Mount Farm and its associated properties was via what is now the designated public footpath from Titlington Farm (marked blue on the annotated Plan). When this was the Titlington Mount access the route was through Titlington Farm itself and emerged on the public road via the access drive to Titlington Farm and Titlington Hall. Some years ago this route was changed, formally via the County Council, to its current route, thus removing public access through the farm steading at Titlington.

"Interestingly Public Footpath No 5 is not marked on the Plan. We have added its route in blue and it should be noted that the junction between the relevant section of Public Footpath No 5 and Public Bridleway No 7 is, as far as we understand, not "95 metres north east of Titlington Mount Farmhouse" as stated in your accompanying notes, but is actually at Point M on the Plan, 10 metres south-west of the farmhouse.

"In the 1950s (we think) Titlington Mount Farm created a new access road along the route marked 7 on the Plan and because this was a paved roadway it entirely superseded the original access route across the fields.

"This 'new' access road is entirely private to Titlington Mount farm and its associated properties and all maintenance costs fall on the farm and the other residents.

"Inevitably, although there is no entitlement to do so, the road marked 7 on the Plan is used by walkers, cyclists and horse riders to access the bridleway at point N on the Plan. However, although no objection has ever been lodged (to our knowledge) by the farm or any of the other residents to this use of the route 7, that is a very different matter to having the County Council formally alter the maps to make it an extension of the Public Bridleway No 7.

"Our objection, therefore, to allowing this route to become a formal Public Bridleway is that without any commitment by the County Council to contribute to the upkeep, marking it as such on maps would undoubtedly increase usage and increase the wear and tear which we, amongst others, will have to pay for. In addition, because this happens to be a paved roadway, there seems little doubt that before too long there would be quad bikes and off-road vehicles that would have no right to be there. This is not a BOAT and nor should it ever become one.

"Accordingly we wish to object to any change in the designation of route 7 to a Public Bridleway."

- 3.2 By letter, dated 27 February 2018, Mr E and Ms S Chinn of The Farmhouse, Titlington Mount, responded to the consultation stating:

"Response to Consultation on Plan 39

"Owners and residents of The Farmhouse, Titlington Mount, Alnwick, Northumberland, NE66 2EA.

"We did not receive any correspondence regarding the proposed changes to public rights of way, our neighbours have passed the information on to us this week.

"We object to the change in designation of route 7 to a Public Bridleway. This is a private access road to Titlington Mount Farm only. There has never been a public right of way along this access road. The upkeep of the road is paid for entirely by the farm and residents living at the farm. We do not wish any increase in traffic be that car, bike or horse along this access road which is used by residents' children for playing and riding bikes etc.

"I hope our objection will be taken into consideration."

- 3.3 By email, on 5 March 2018, Mr D Higgins of The Bothy, Titlington Mount, responded to the consultation stating:

"Objection to the planned extension of the bridleway along the private track from Titlington Mount Farm.

"I am writing to object to the potential extension of the bridleway near our home. There is no history of a bridleway along the 1km private single track. The residents and farm pay for the upkeep of this metalled frequently potholed track. Increasing traffic along this quiet track with quad bikes or 4x4 vehicles is my main concern. The track is already used by walkers, horse riders and cyclists without objection. There is an existing foot path connection from the farm to the lane anyway which appears on the OS map. As a keen walker and cyclist myself I can see no rationale for formally making this bridleway 1km longer unless it was part of a grand scheme to create another long distance route like the Sandstone Way.

"Incidentally the existing bridleway is usually very boggy as are other nearby connectable bridleways eg on Eglingham moor and in the other direction north of Bolton so linking multiple routes in this vicinity doesn't stack up unless you plan to invest money in improving the route quality."

- 3.4 By letter, dated 16 March 2018, Drs C and P Blenkinsopp of Barn Law, Titlington Mount, responded to the consultation stating:

"Re Parish of Hedgeley Public Bridleway No 7

"We are writing in response to your letter of 9th February to object in the strongest possible terms to the proposal to extend Public Bridleway 7 to include the access road to our property and the other properties at Titlington Mount.

"The "alleged public bridleway" shown on the plan is a private road which was, we understand, constructed specifically to access the farm at Titlington Mount and replace the former access via Titlington Farm and Hall. It is not, and to our knowledge never has been, a public right

of way, and is maintained entirely at the expense of the residents, it could be argued that it is de facto the driveway to our residences.

“Whilst we personally have no objection to the occasional walkers and horse riders we have seen using the roadway, we feel that to put it on the map as a public bridleway, when it is seen to be a paved road, would inevitably increase motorised and other traffic and the possibility of illegal use of our land for parking. Any of these consequences would result in considerable inconvenience and expense to us, and especially to the use of the roadway as sole access to a working farm and sole vehicular access to our properties. The road is single track with no designated passing places, and we feel it would be unsafe to use as a public bridleway.”

- 3.5 By undated letter, Mr I Brown and Ms B Cocks of Titlington Mount Farm, responded to the consultation stating:

“Response to Consultation on Plan 39

“I am responding to your correspondence re the farm road from Titlington Mount Farm to the C83 road.

“My family have farmed here since 1871 and at no time has there been any public right of way along this stretch of road. The original farm road was from Titlington Mount in a SSW Direction to Titlington Hall and Farm. This is now a footpath, which you failed to mark on your map. The present farm road was constructed by my family when it became necessary to have access for motor vehicles and was built by the farm. I remember when quite young my father asking the Council if they would adopt the road and was told there was no chance of it being taken over by the Council. Therefore the upkeep and maintenance of this private road is the responsibility of residents of Titlington Mount and always has been.

“I object very strongly to making our private road a Public Bridleway, as this would have the effect of increasing traffic along the road and also the problem of off road vehicles and quad bikes which are already a problem in the area as Northumbria Police will confirm. This would increase the cost of upkeep of the road without any contribution from NCC towards it, and could be an additional cause of nuisance to my livestock.

“Myself and my partner wish to object of the route marked 7 on your map being made a Public Bridleway.”

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 26th February 2018, Ms H Evans responded to the consultation, on behalf of 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”.

Cycling UK did not make any comments in relation to this particular proposal.

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

“Alleged public bridleway 7 (Titlington Mount)

This route provides a well surfaced access road to the farm and other properties close to it, the owners of which presumably have legally recorded private rights for vehicles along it. It joins a long bridleway leading to Eglingham. So this route is used by horse riders, walkers and cyclists. For this reason the BHS supports its addition 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 Bridleway No 7 (or existing Bridleway No 7).

1781 Eglingham Inclosure Award

The Award covers land in Eglingham, not Titlington, but the existing Eglingham public bridleway (No 26) continuation beyond the eastern end of existing Hedgeley Public Bridleway No 7 (north of Kimmer Lough) is identified in that Award as being a forty foot wide public road, known as Titlington Road.

1820 Fryer's County Map

There is no evidence of a road or track approximating to the route of alleged Bridleway No 7 (or existing Bridleway No 7). There is evidence of a track over the Eglingham Parish continuation of existing Public Bridleway No 7, north-west of Kimmer Lough, and evidence of a track over the existing road between the C83 and Titlington, then extending slightly further north-eastwards.

1827 Cary's Map

There is no evidence of a road or track approximating to the route of alleged Bridleway No 7 (or existing Bridleway No 7). A property at

"Mount" is indicated. There is also evidence of a track over the existing road between the C83 and Titlington.

1828 Greenwood's County Map

There is clear evidence of a road or track approximating to the route of alleged Bridleway No 7. The road to Titlington and the public footpath route between Titlington and Titlington Mount are also depicted. The route of existing Public Bridleway No 7 across Eglingham Moor is not shown.

1866/7 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an unenclosed road / track over the route of alleged Public Bridleway No 7.

1897 Ordnance Survey Map: Scale 1:2500

There is clear evidence of an unenclosed road / track over the route of alleged Public Bridleway No 7.

Finance Act 1910 plan

There is clear evidence of an unenclosed road / track over the route of alleged Public Bridleway No 7. The route is not identified as being separate from the adjacent land by coloured boundaries. This is not unexpected, since the boundaries are usually only drawn when the road is enclosed (which is not the case here). If it had been separated by coloured boundaries or identified with "public road " labelling of some description, this would have been a good indication that the road was considered to be public at that time.

1926 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an unenclosed road / track over the route of alleged Bridleway No 7.

1932 Alnwick RDC Handover Map

Both the route of alleged Bridleway No 7 to Titlington Mount and existing Bridleway No 7 north-east of Titlington Mount are shown on the OS base map, but neither is coloured so as to identify them as a publicly maintainable road. Slightly further to the south, the short route to Titlington is coloured.

c.1938 Restriction of Ribbon Development Act 1935 Map

Neither the route of alleged Bridleway No 7 to Titlington Mount, nor existing Bridleway No 7 north-east of Titlington Mount, are coloured so as to identify them as publicly maintainable roads to be protected from ribbon development.

1951 Highways Map

Neither the route of alleged Bridleway No 7 to Titlington Mount, nor existing Bridleway No 7 north-east of Titlington Mount, are coloured so as to identify them as publicly maintainable roads. Further to the south, the road to Titlington is labelled as "U3067".

c.1952 Definitive Map – original Survey Schedules & Map

The route of alleged Bridleway No 7 exists on the base map, but the majority of it is not identified for inclusion as a public right of way. The route of existing Bridleway No 7 is identified for inclusion as a public bridleway (then numbered 5), and the route of existing Public Footpath No 5 is identified for inclusion as a public footpath (then numbered 3).

Draft Map

The route of alleged Bridleway No 7 exists on the base map. Apart from the short section between Points M and N, it is not identified for inclusion on the Definitive Map as either a public footpath, public bridleway or Road Used as a Public Path (RUPP). As before, the route of existing Bridleway No 7 is identified for inclusion as a public bridleway (then numbered 5).

Provisional Map

As with the Draft Map, the route of alleged Bridleway No 7 exists on the base map. Apart from the short section between Points M and N, it is not identified for inclusion on the Definitive Map as either a public footpath, public bridleway or Road Used as a Public Path (RUPP). The route of existing Bridleway No 7 is identified for inclusion as a public bridleway (then numbered 5).

1957 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of mainly enclosed road / track over the route of alleged Bridleway No 7.

1962 Original Definitive Map

The route of alleged Bridleway No 7 exists on the base map but, apart from the section between Points M and N, is not identified as a public footpath, public bridleway or Road Used as a Public Path (RUPP). The route of existing Bridleway No 7 is shown.

1964 Highways Map

As with the 1951 Highways Map, neither the route of alleged Bridleway No 7 to Titlington Mount, nor existing Bridleway No 7 north-east of Titlington Mount, are coloured so as to identify them as publicly maintainable roads. Further to the south, the road to Titlington is labelled as "U3067".

1976/81 Ordnance Survey Map: Scale 1:10,000

There is clear evidence of mainly enclosed road / track over the route of alleged Bridleway No 7.

2005 Ordnance Survey Explorer 332 Map: Scale 1:25,000

There is clear evidence of an enclosed track over the route of alleged Bridleway No 7. The route is coloured yellow, and the map key identifies this as a "Road generally less than 4 m wide".

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

The route of the alleged bridleway is not identified as publicly maintainable highway.

- 5.2 In the Eglingham Inclosure Award of 1781, Titlington Road (currently identified on the Definitive Map of Public Rights of Way as being Public Bridleway No 26 in the Parish of Eglingham) is set out as follows:

"To make our Award and Determination upon the things so by the said recited Indenture referred to us in manner following (that is to say) first we do hereby set out and appoint the several public highways or roads in upon or through the said Tract or Parcel of Ground called Eglingham Outfield or Outpasture of such breadth and assize as hereinafter mentioned (that is to say)

....

One other public highway or road forty feet in breadth between Hedge and Hedge or Fence and Fence leading from the Redford aforesaid southwards to Eglingham Burn and from thence southwards to Titlington Boundary and which we direct shall be called the name of **Titlington Road** which said last mentioned public highway or road we have caused to be markt, set out and staked accordingly ..."

- 5.3 In the Schedule of reputed Public Rights of Way prepared by Alnwick Rural District Council, under the Rights of Way Act 1932 there is one route (FP 3) which appears to be identified along a short portion (Point M to Point N) of the route of alleged Bridleway No 7:

3. F. Titlington to Eglingham, running in a N direction through field Nos 25, 24, 10, then passing through Titlington Mount and across Moor in a N direction to the Beanley Parish Boundary, joining footpath No 4 in that Parish.

- 5.4 The Council's Bridges and Roads Committee considered this route in 1951. The minutes of the 24 September 1951 Bridges and Roads Committee state:

"(6) Private Streets
"Alnwick Rural District

...

Mr WJ Brown has asked for the road to Titlington Mount to be taken over. For the greater part of its length the road consists of two 3 foot

widths of tarmac laid on the earth foundation. It serves the farm and three cottages and is 0.8 miles long.

The decision of the Committee is stated as "Referred to the Private Street Works Sub-Committee for inspection and report".

- 5.5 The Council's Bridges and Roads Committee further considered this route later in 1951. The minutes of the 17 December 1951 Bridges and Roads Committee state:

"(5) Private Street Works Sub-Committee

The Private Street Works Sub-Committee have inspected the following private streets:-

...

"Road to Titlington Mount Farm (Alnwick Rural District)

This road, which serves the farm and four cottages, is 0.8 miles long and for the greater part of its length consists of strips of tar macadam with an unmade central strip. The Sub-Committee recommend that it be adopted provided the central strip is surfaced and the whole road is put into a satisfactory state of repair."

The decision of the Committee is stated as: "That the roads be taken over as highways repairable by the inhabitants at large when the repairs have been carried out, and that the necessary notices be signed by the Clerk of the Council and fixed up therein pursuant to Section 19 of the Private Street Works Act 1892."

- 5.6 The original Definitive Statements for the public rights of way intersecting with the alleged public bridleway state:

Public Footpath No 5

"From the Bolton - Beanley road north-west of Titlington Hall in a south, easterly, northerly and westerly direction by Titlington Hall, Titlington, Titlington Mount, east of Beanley Plantation and across Beanley Moor to join the Glanton - Eglington road."

Public Bridleway No 7

"From Footpath No 5 at Titlington Mount in a north - easterly direction west of Hunterheugh Craggs to join BR 26 at the Eglington Parish boundary."

6. SITE INVESTIGATION

- 6.1 From Point L, on the C83 road, a 3 metre wide tarmac road in a variable width, mainly wire fenced corridor, proceeds in a north-easterly direction for a distance of 1140 metres a junction with existing Public Footpath No 5, at The Farmhouse, Titlington Mount (Point M). A variable width, tarmac road then proceeds in a northerly then westerly direction for a distance of 150 metres, following the route of existing Public Footpath No 5, through Titlington Mount, to a point marked N, 15 metres south of number 1 Titlington Mount, where existing Public Bridleway No 7 meets existing Public Footpath No 5.

7. COMMENTS RECEIVED ON THE DRAFT REPORT

- 7.1 In July 2019, a draft copy of the report was circulated to those landowners / occupiers who responded to the initial consultation for their comments.
- 7.2 By email, on 2 August 2019, Mr I Brown and Ms B Cocks of Titlington Mount Farm, made the following comments in relation to the draft report:

“Thank you for the comprehensive report regarding the alleged extension to bridleway no.7 from Titlington Mount farm to the C83 road. I think your report confirms the comments I made in my reply to your letter of February 2018 and I agree with your recommendation.”

8. DISCUSSION

- 8.1 Section 53 (3)(c)(i)+(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; [53(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. [53(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 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. This case is unusual in that although both Eglington and Hedgeley parishes identified the public right of way proceeding eastwards from Titlington Mount as a public bridleway, Hedgeley failed to identify any westerly

continuation beyond Titlington Mount. The anomaly exists within the parish, not at the parish boundary. The result is that Bridleway No 7 is (and has been since the Definitive Map was first drawn up, in the 1950s) a very long cul-de-sac for equestrians (and, now, cyclists). Pedestrians could, of course, continue westwards or return north-eastwards on Footpath No 5.

- 8.5 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. Where disputes could not satisfactorily resolved, 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.
- 8.6 The original Survey schedule for existing Parish of Hedgeley Public Bridleway No 7, completed in the early 1954, indicates that this bridleway was identified as such on the basis of evidence of old inhabitants (i.e. public user). The path was apparently well defined. There is no real clue as to why the bridleway was identified as stopping where it did, at Titlington Mount. It is tempting to speculate that it was because the westerly continuation was (mistakenly) believed to be an acknowledged public road, but this theory is undermined by the fact that the M-N section is identified as being part of existing Public Footpath No 5. If the Public Footpath from the north had terminated at Point N and the footpath from the south had terminated at Point M, the case would have been much stronger. There have been instances where, presumably for convenience (though in reality it is very inconvenient) footpaths which have staggered junctions with tarmac roads have, briefly, been identified as proceeding along the road; in reality the footpaths should have been depicted simply as two separate paths, with different numbers. If there had been a clear error in the identification of the western termination point of Public Bridleway No 7, we might have expected objections from members of the public and path user organisations at the Draft Map stage.
- 8.7 A track resembling the claimed bridleway route is shown on Greenwood's Map of 1828, and on Ordnance Survey Maps since 1866 /7. However, since these same maps also identify a track over the original route of Footpath No 5, between Titlington Mount and Titlington, it could be argued that this route is no less likely to be the correct route of any bridleway continuation than the L-M one. A further complicating factor is the Eglington Inclosure Award of 1781. In this Award, the easterly continuation of Hedgeley Bridleway No 7, within

Eglingham parish (Bridleway No 26) is clearly set out as a 40 ft wide public road. In the absence of any evidence that these vehicular rights were ever subsequently stopped up, they must (subject to s.67 of the Natural Environment and Rural Communities Act 2006) be presumed still to exist. If the Eglingham Award was setting out the existence of a 40 foot wide public road called "Titlington Road", it follows that any continuation with Hedgeley parish was also likely to be a public road. The Eglingham section of the road is shown on Fryer's County Map of 1820 but the Hedgeley continuation isn't shown on any maps until the 1866/7 Ordnance Survey map. Again, even if Bridleway No 7 is actually a part of an ancient public road called Titlington Road, there is still significant uncertainty regarding the alignment of the road west of Titlington Mount. The road's name, the fact that, historically, Titlington would appear to have been a more significant settlement than Titlington Mount, and the fact that a short length of existing road between Titlington and the C83 road already exists, all combine to perhaps make the original Footpath No 5 route a more likely historical continuation than the route L to M.

- 8.8 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.
- 8.9 None of the saving provisions, above, would appear to apply to the route of alleged Bridleway 7 / existing Bridleways Nos 7 and 26. If the public did have motor vehicular rights over any part of this route, then the motorized element is considered to have been extinguished by the NERC Act 2006, leaving restricted byway rights.
- 8.10 The residents of five of the properties at Titlington Mount responded to the consultation, all of them opposing the recognition of public bridleway rights over the access road leading up to Titlington Mount. Mr Poppleton suggested that the M-N portion of the route was already part of the recorded public bridleway, but the map evidence shows that this is not the case. Whilst all of the concerns raised are understandable, some of them are not relevant when seeking to determine what public rights exist over the route. In general, the objections fall under four headings:
- (i) The extra maintenance responsibility it would impose upon residents. If public bridleway rights were to be recorded over this route, it is difficult to see how a modest increase in the amount of pedestrian, equestrian and bicycle traffic (most of the residents acknowledge that a limited amount of such use is occurring at present anyway) would alter the amount of maintenance work necessary. If the route is determined to be a pre-1950 public bridleway, then the public bridleway would almost certainly be publicly maintainable anyway. In any event, the burden of future maintenance responsibility is not considered to be a factor which is relevant when determining what public rights actually exist.

(ii) Increased vehicular use of the route.

It has been suggested that recording the route as a public bridleway will lead to an increase in public vehicular use of the route. Even if that seemed likely to be true, this aspect would not be considered relevant when determining what public rights actually exist. Whilst the public are entitled to walk, ride horses and cycle along public bridleways they have no right to drive a vehicle along one. Anyone driving a vehicle along a public bridleway, without lawful authority, is likely to be committing a road traffic offence. Recording this route as a public bridleway is considered more likely to reduce, rather than increase, public use of it with motor vehicles. At the moment, people might drive along the road in the mistaken belief that it is a public road. This is the 'logical' conclusion some people will draw from the route being shown as a yellow road on Ordnance Survey Explorer Maps and the otherwise cul-de-sac Bridleway No 7 starting at Titlington Mount.

(iii) The track has been privately surfaced and repaired.

Residents have pointed out that the track has been privately surfaced and repaired for many years. The Council is not claiming that it has been responsible for maintenance, or that the private maintenance carried out in any way implies the existence of a public right of way, but past private maintenance would not affect any public rights of way that do exist. Mr Brown has indicated that his father sought to have the road adopted many years ago (he doesn't say when this was) but his application was rejected. The minutes of the Council's Bridges and Roads Committee from 17 December 1951 suggest, however, that Mr Brown's application was actually approved, subject to the road being improved to an adoptable standard.

(iv) No history of a public right of way over the route.

Several of the residents have argued there is no history of any public right of way over the route. Of course, if the route had already been recorded as a public bridleway, there would be no need to go through this process. The fact that public rights are not currently recorded does not mean they don't exist. That said, the evidence in support of public bridleway rights over this route is not especially strong.

8.11 Whilst the existence of a cul-de-sac public bridleway, that proceeds no further westwards than Titlington Mount, would be unusual, such a scenario is not impossible. Even if we accept that a bridleway continuation is more likely than not, it would be difficult to argue that the evidence in support of the route N-M-L is any more compelling than the evidence in support of upgrading the original route of Public Footpath No 5 to Titlington. If we also factor in the, albeit fairly limited, evidence in support of a public vehicular right of way over the Public Bridleways Nos 26 and 7 and Footpath No 5 route between Eglington and Titlington, via Kimmer Lough, then the case in support of public bridleway rights over the M-L route is weakened still further.

8.12 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. Where a bridleway route is not enclosed and / or cannot be determined by reference to documentary evidence, the Council has adopted a standard width of 3 metres (wide enough for two horses travelling in opposite directions to pass each other). Where a restricted byway route is not enclosed and / or cannot be determined by reference to documentary evidence, the Council has adopted a standard width of 5 metres (wide enough

for two vehicles travelling in opposite directions to pass each other). If an Order is made to record the L-M-N route as a public bridleway it is proposed to identify a width of 3 metres.

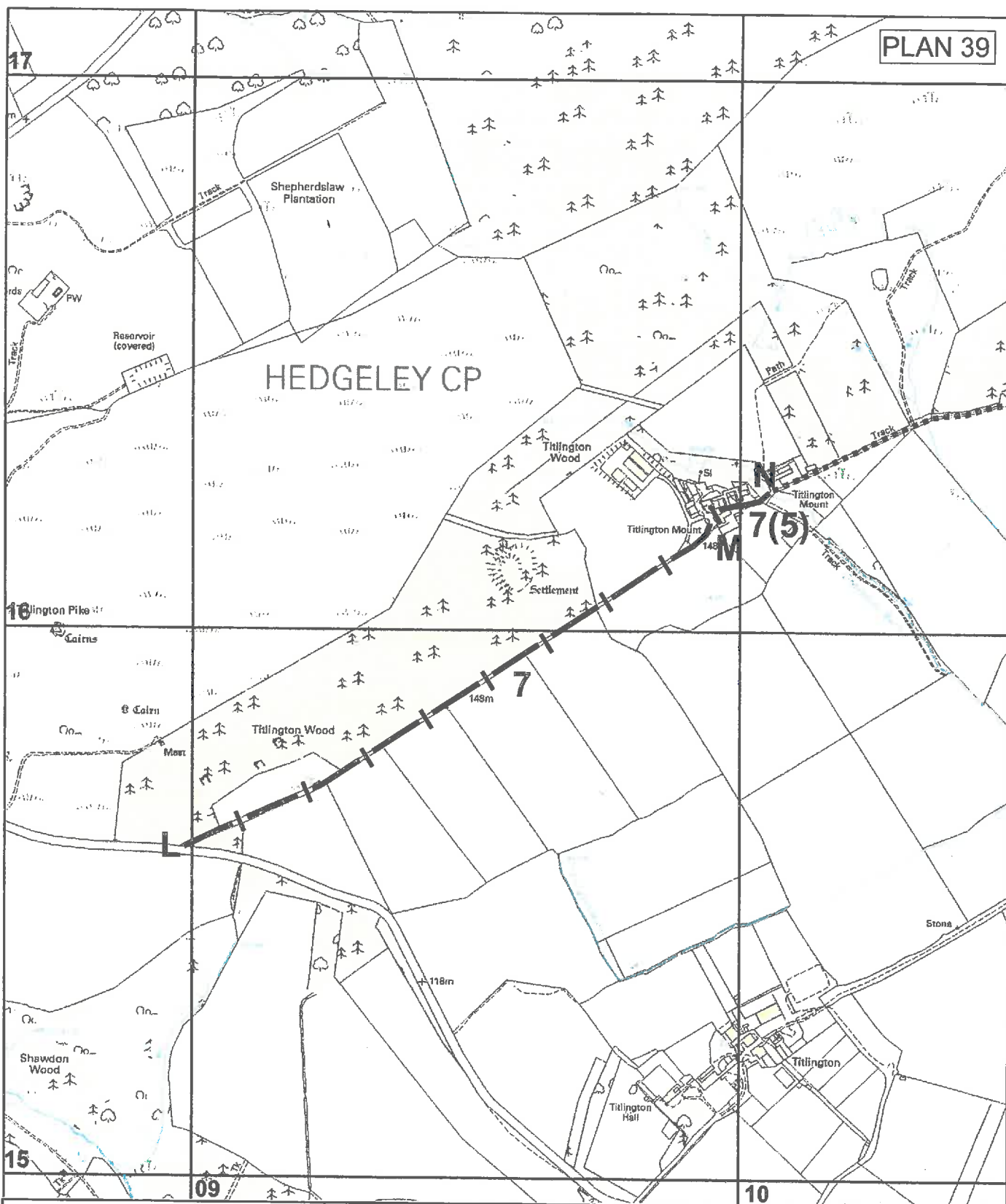
9. CONCLUSION

- 9.1 In light of the documentary evidence currently available, public bridleway rights have not been reasonably alleged to exist over the route M-L.
- 9.2 Further investigations need to be carried out to determine whether public vehicular rights exist over a route between the B6346 road south of Eglington and the north end of the U3067 road at Titlington (via Kimmer Lough and Titlington Mount).

BACKGROUND PAPERS

Local Services Group File: A/19/7z

Report Author Alex Bell – Definitive Map Officer
(01670) 624133
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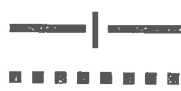
Northumberland

Northumberland County Council

Infrastructure
Local Services
County Hall Morpeth Northumberland
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Telephone 0845 600 6400

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Wildlife and Countryside Act 1981 Public Rights of Way



Alleged Public Bridleway

Existing Public Bridleway

Former District(s)

Alnwick

Parish(es)

Hedgeley

Scale

1:10,000

Def. Map No.

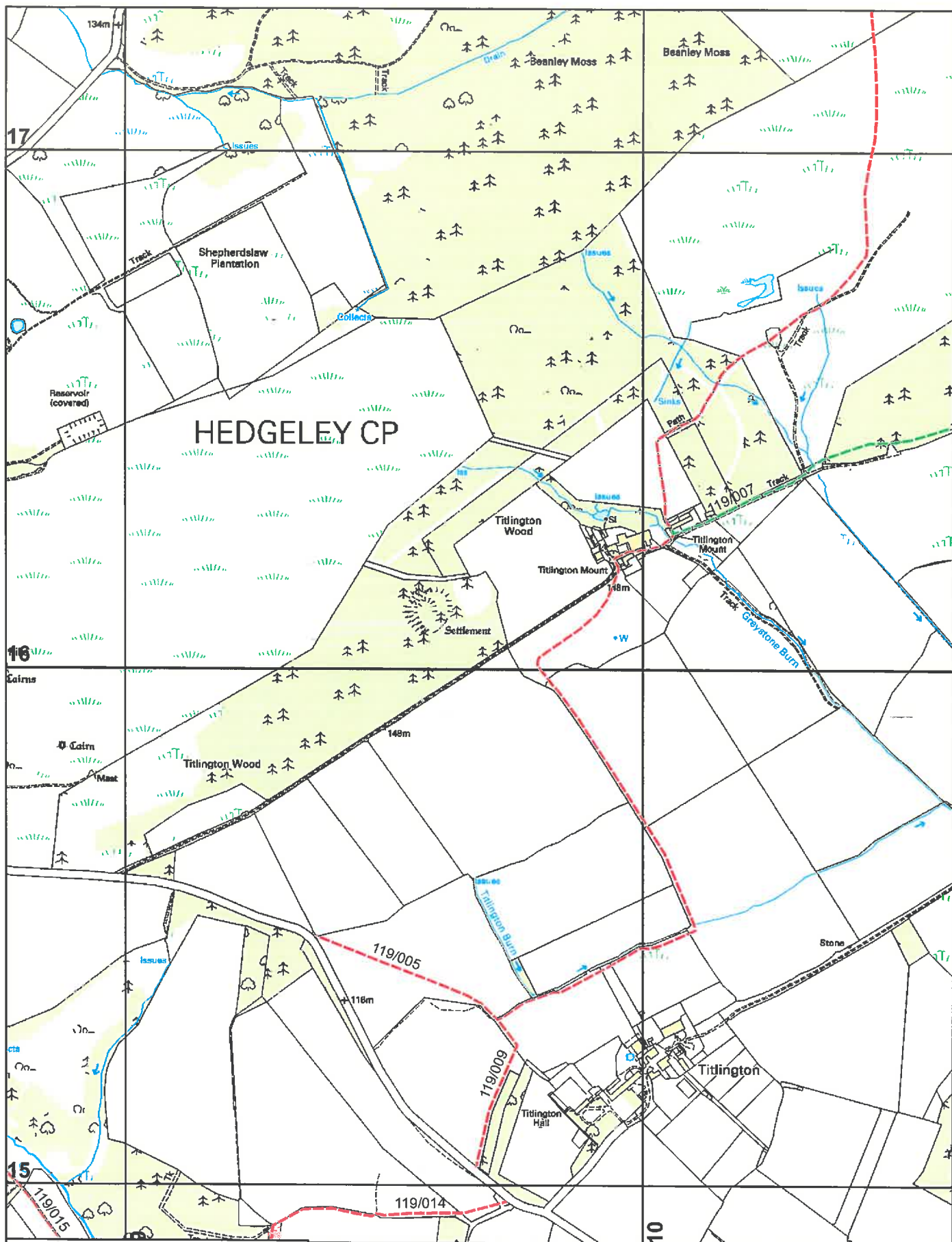
56/57

O.S. Map

NU 01 NE/ NU 11 NW

Date

October 2016




Northumberland
 County Council

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

Legend

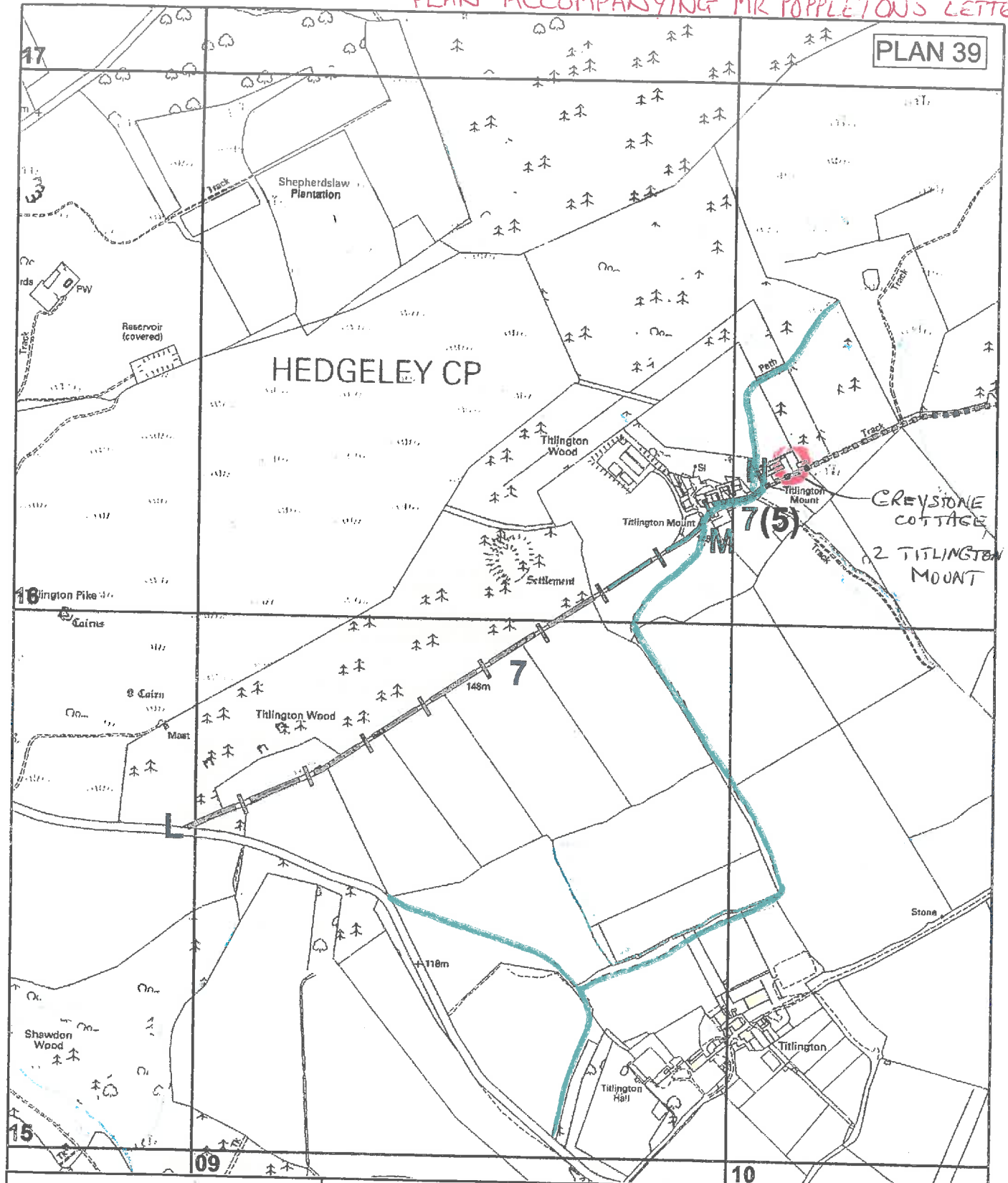
- Footpath
- Bridleway
- Restricted Byway
- Byway Open to All Traffic

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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PLAN 39



Northumberland

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Wildlife and Countryside Act 1981 Public Rights of Way

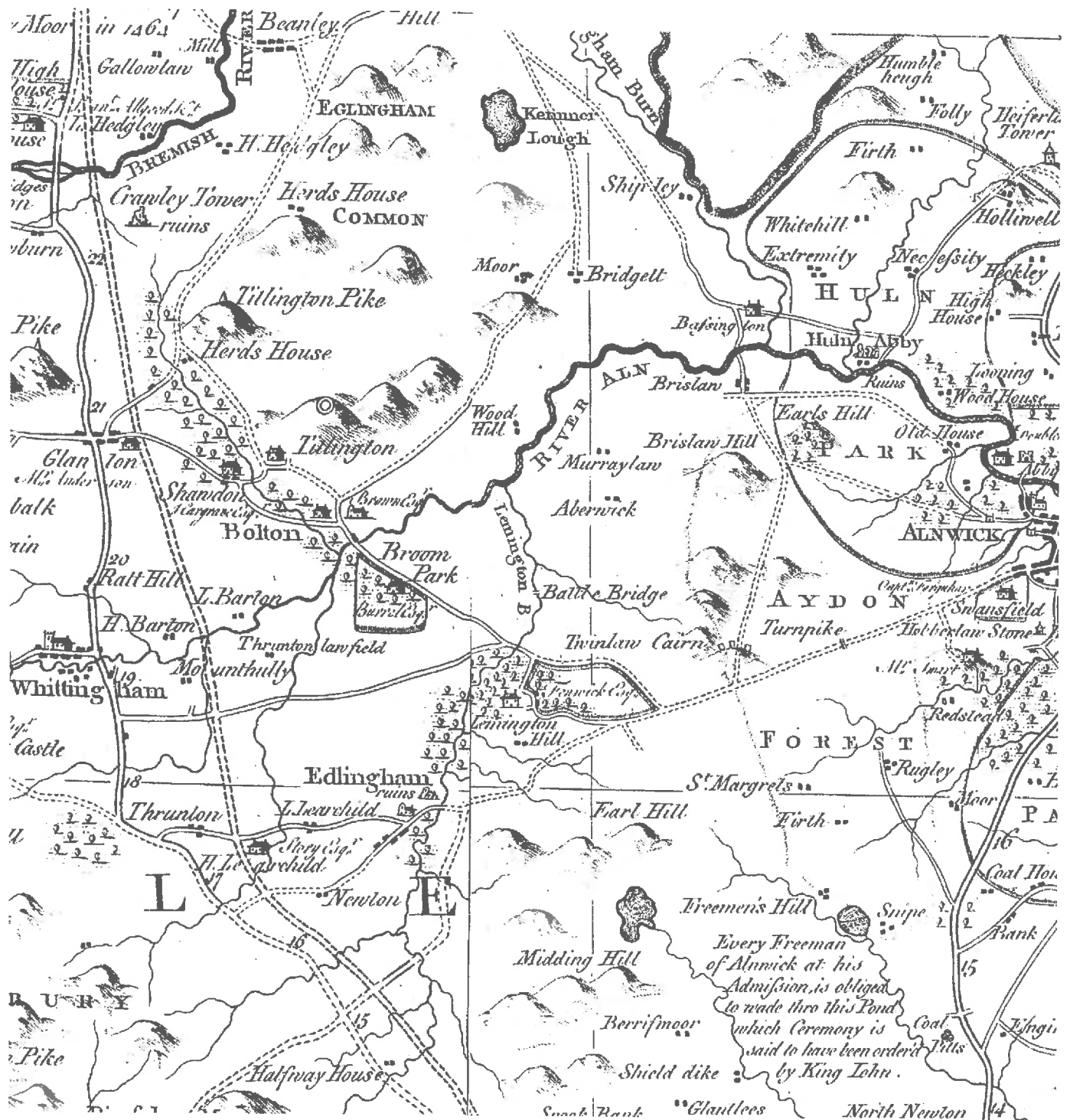


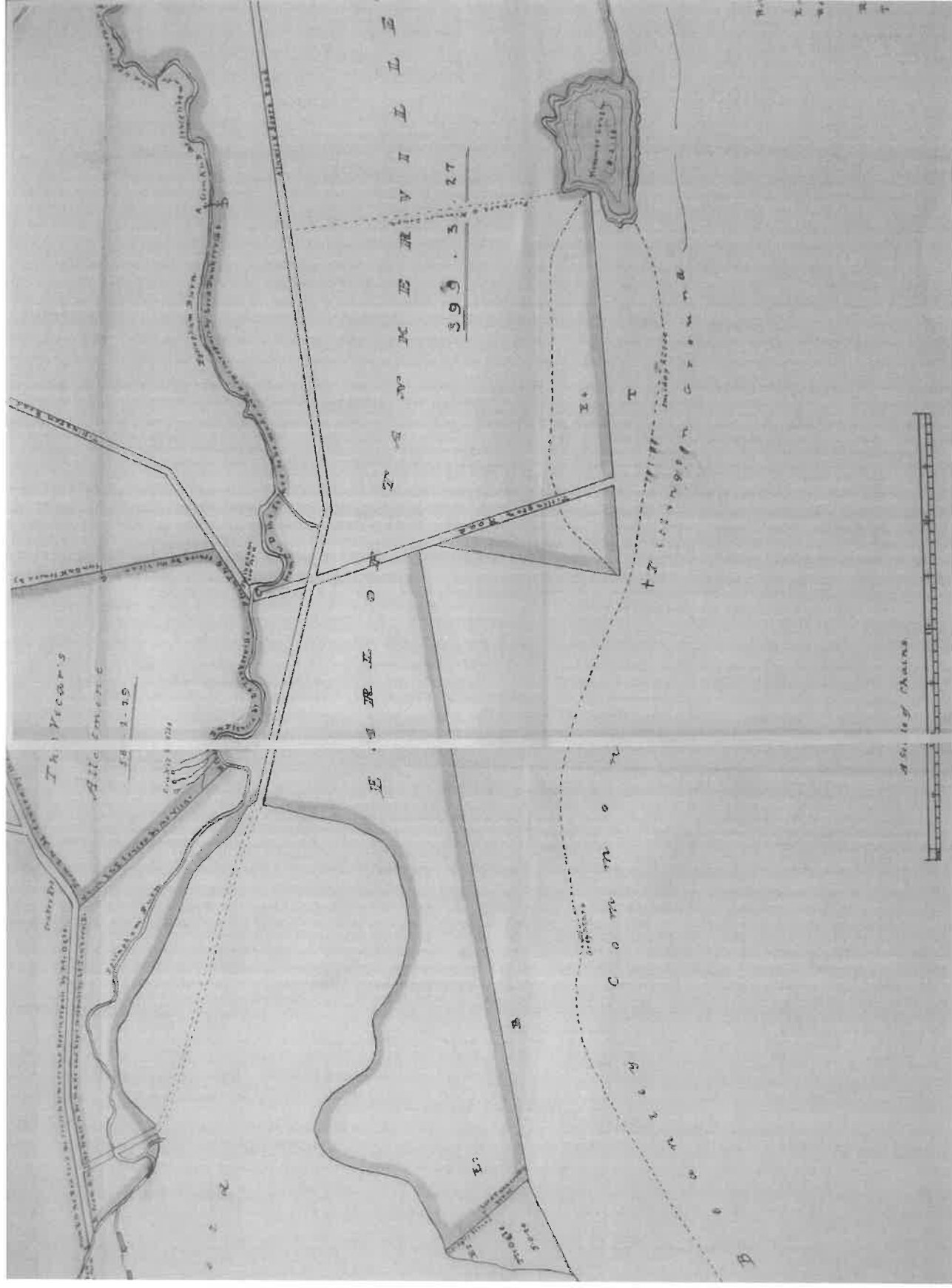
Alleged Public Bridleway

Existing Public Bridleway

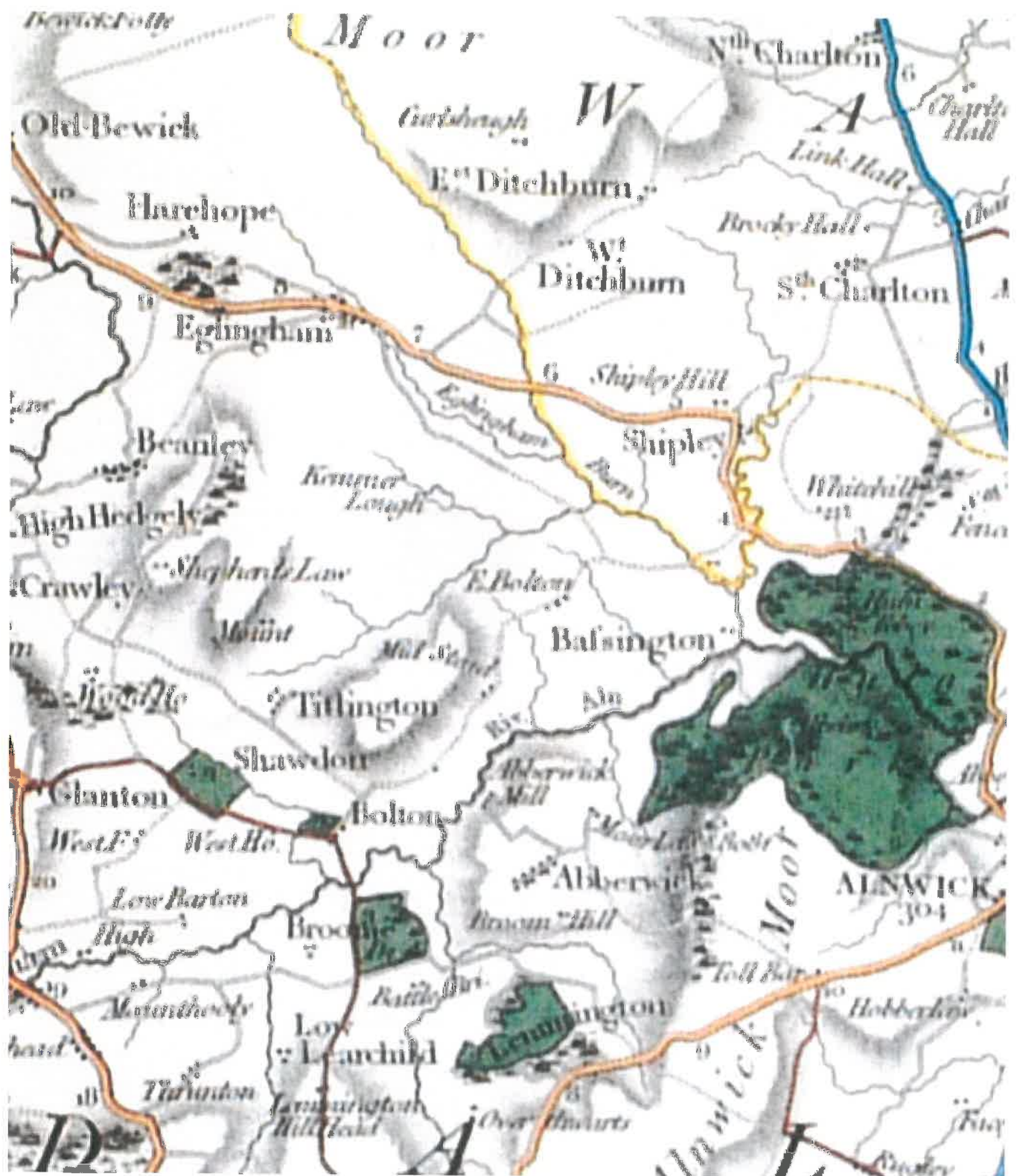
Existing Public Footpath

Former District(s) Alnwick	Parish(es) Hedgeley	Scale 1:10,000
Def. Map No. 56/57	O.S. Map NU 01 NE/ NU 11 NW	Date October 2016

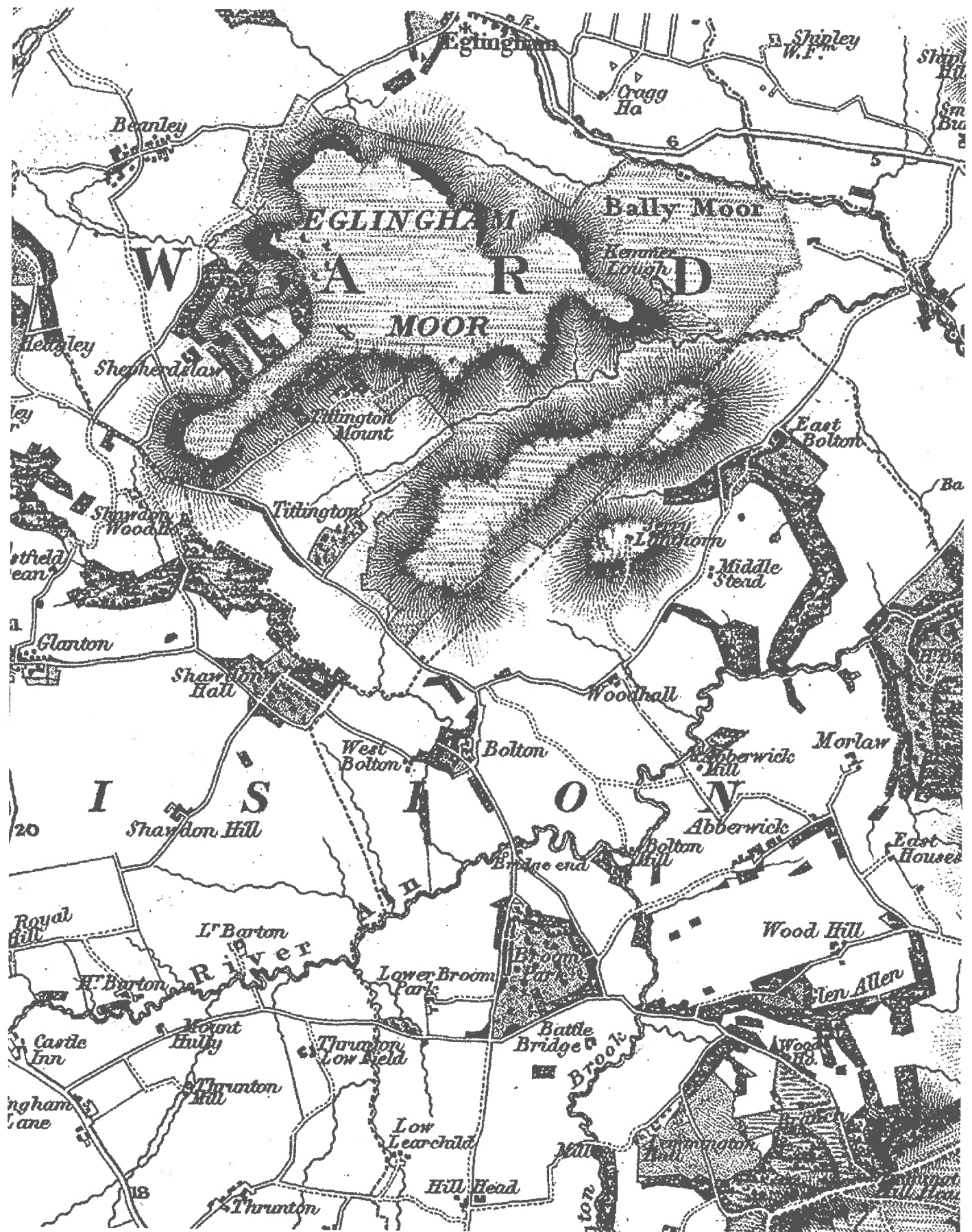




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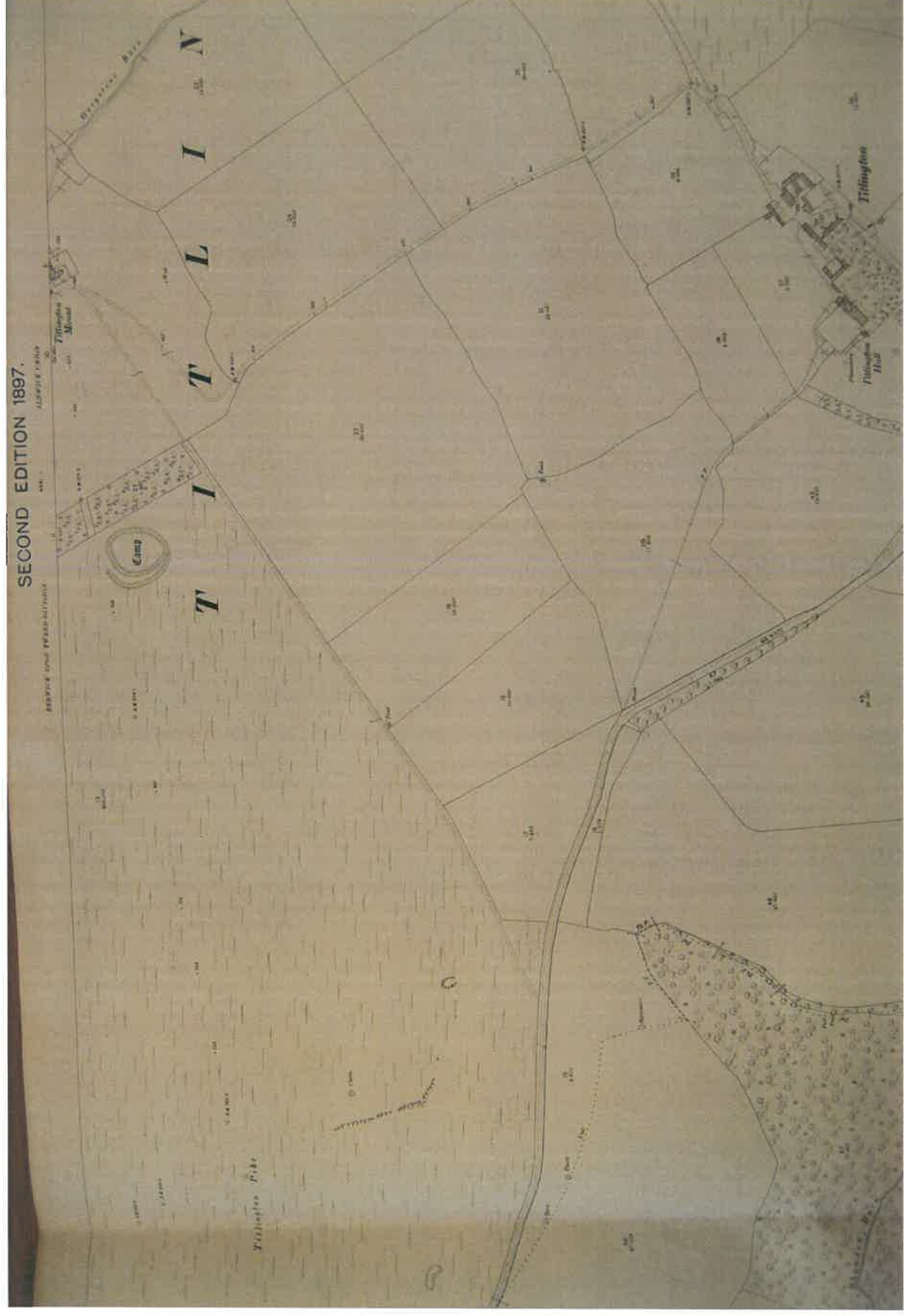


Greenwood's County Map 1828



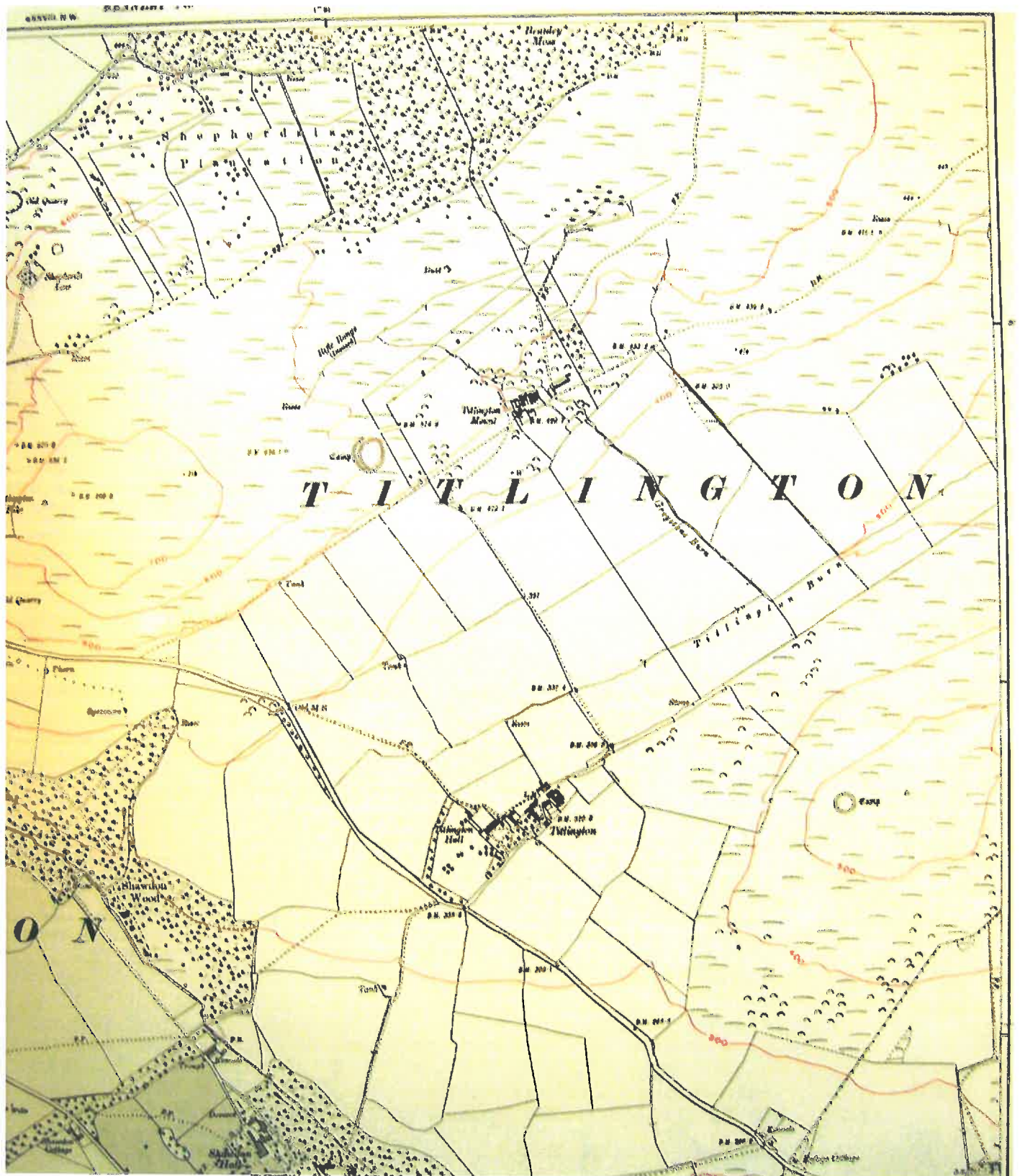


2nd Edition 25" O.S. Map
1897

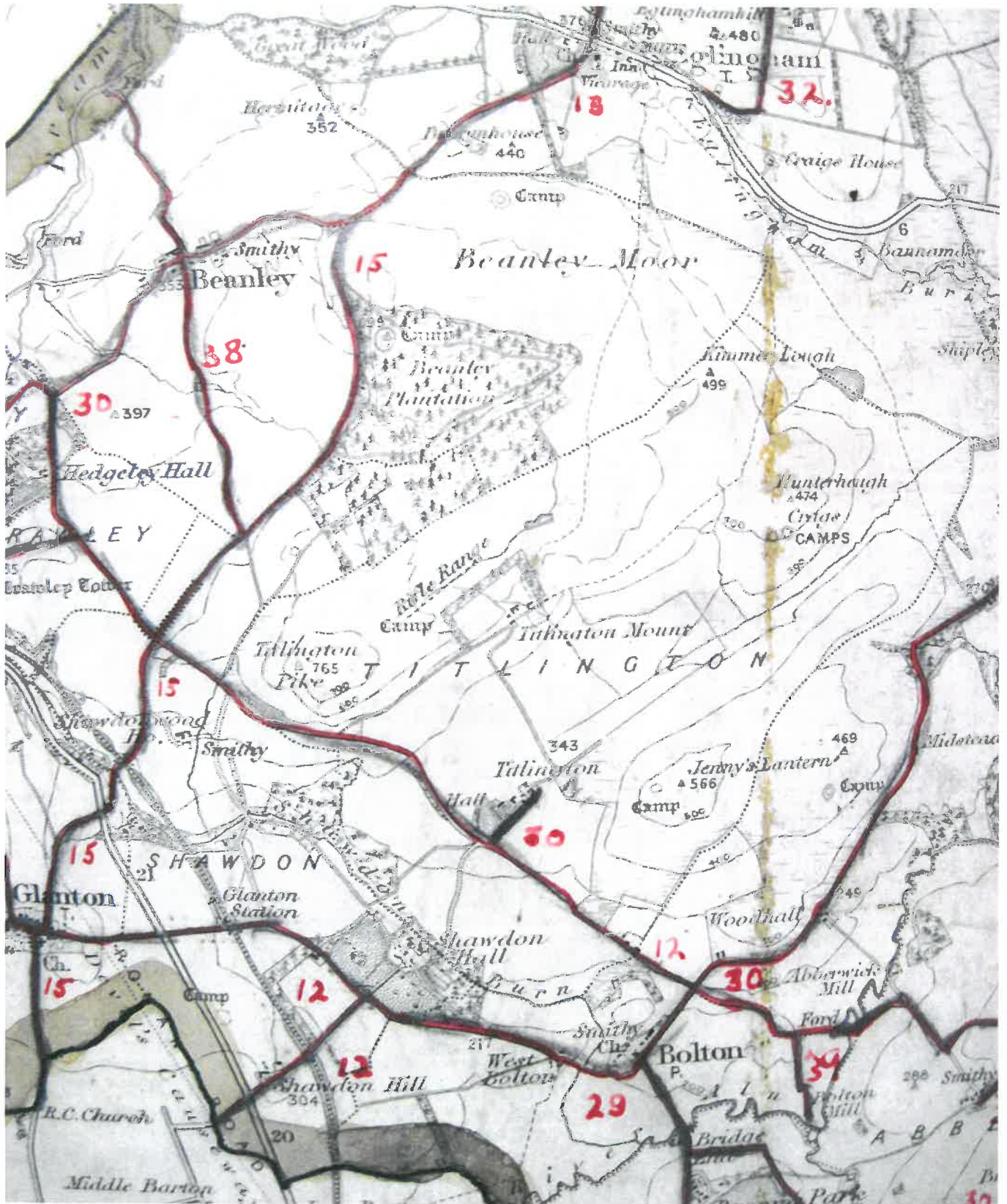


Finance Act 1910 Plan





Alnwick RDC Handover Map 1932



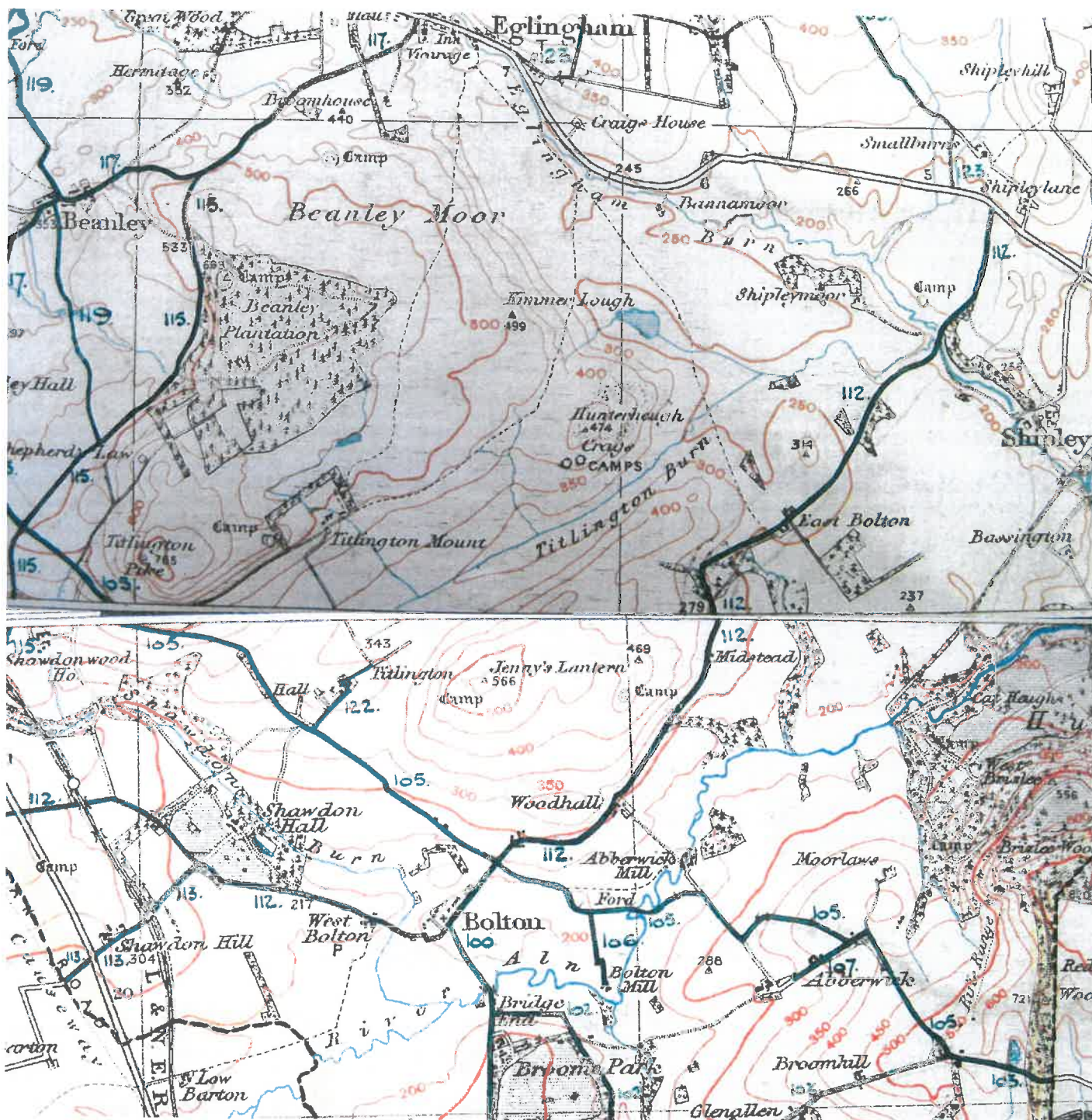
Alnwick

**ALNWICK RURAL DISTRICT
COUNCIL**

**SCHEDULE
OF
REPUTED
PUBLIC RIGHTS
OF WAY**

Right of Way.	Description.
3. F.	From Eastfield Avenue near Eastfield along fence of field No. 48 in a N. direction to join bridge road No. 4 at the N.E. corner of field No. 28.
4. B.R.	From E. end of Eastfield Avenue along fence of field Nos. 48, 28, running in a N. direction across field No. 26 to Low Buston Parish Boundary, joining bridge road No. 6 in that Parish.
5. F.	Continuing footpath No. 1 in Parish of Guyzance at Parish Boundary running W. then N. along western fence of field Nos. 97, 96, 67, 66, 65, 64, 45a, to Eastfield Avenue.
6. F.	From main road at South Side in a N.E. direction over field No. 72 to join footpath No. 5 in field No. 45.
7. F.	From main road to South Side running W. over field No. 36 past Old Quarry to Boundary of Parish of Hazon and Hartlaw, joining footpath No. 4 in that Parish.
54. PARISH OF SWARLAND.	
1. F.	Swarland to Lanehead, from public road running in an E. direction over cart road to East House, then through field No. 136 to Acton and Old Felton Parish Boundary, joining footpath No. 5 in that Parish.
2. C.R.	Swarland Fence to Felton Fence, running in a S.E. direction from main road through field No. 206 to Felton Parish Boundary, joining cart road No. 5 in that Parish.
3. F.	Swarland Hall to Long Row, from public road at Old Hall running N. over cart road, then W. through field Nos. 112, 107, to footbridge over Swarland Burn at the Rothbury Rural District Boundary.
4. F.	Swarland Mill to Longframlington, from public road at Swarland Mill, running in a W. direction through field No. 212 then crossing the 'Swarland Burn' by stepping stones, then W. through field Nos. 219, 218a, to the Rothbury Rural District Boundary.
55. PARISH OF TITLINGTON.	
1. F.	Titlington to Glanton Station, from public road at Titlington running in a W. direction through field No. 44 and along S. end of Shawdon Wood to Shawdon Parish Boundary, joining footpath No. 2 in that Parish.
2. C.R.	From Hedgeley-Bolton Road, running in a N.E. direction through Titlington Farm as far as the gate joining footpath No. 3.
3. F.	Titlington to Eglingham, running in a N. direction through field Nos. 25, 24, 10, then passing through Titlington Mount and across Moor in a N. direction to the Beasley Parish Boundary, joining footpath No. 4 in that Parish.
4. B.R.	East Bolton to Eglingham, from the Bolton Parish Boundary running in a N.W. direction across Moor to Eglingham Parish Boundary, joining bridge road No. 12 in that Parish.
56. PARISH OF TOSTON.	
1. B.R.	Togston Crescent to Warkworth from the public road at Togston running in a N. direction over Temple Hill and through field Nos. 1, 2, 81, 82, 93, 94 to the Green Lane at Amble Urban District Boundary.
2. F.	Togston to Acklington, from the public road near Togston running in a W. direction through field No. 82 to the Acklington Parish Boundary, joining bridge road No. 1.
3. F.	From public road in front of Togston Terrace, running along the Morpeth Rural District Boundary, past S. end of Togston Terrace and in front of Garden Terrace to the L.N.E.R.
4. F.	From public road in front of Togston Crescent running in a S. direction in front of Queen Street, joining footpath No. 3.
57. PARISH OF WALKMILL.	
1. F.	From public road running in a S.W. direction to East House, through field No. 6 and small plantation to the Guyzance Parish Boundary, joining footpath No. 3 in that Parish.
58. PARISH OF WARKWORTH.	
1. B.R.	From public road near Cemetery, running in an E. direction over cart road on New Farm to the coast, as far as the Birling Parish Boundary, joining bridge road No. 2 in that Parish.
2. F.	From Castle Terrace to the Butts road running behind the house gardens in Castle Street and Bridge Street, known as Elmire Path.
3. F.	From public road at top of Wellfield Bank to public well.
4. F.	From the Butts road at Lindsley Cottages running in a S. direction by the side of the River Coquet to public road near Meadowcroft.
5. F.	Through Churchyard.
6. F.	From Tower at Bridge running in a W. direction by side of River Coquet to public road near Church.
7. C.R.	From Market Cross through Market Square to Stanners, then along Stanners and Brewery Lane to Castle Street.
8. F.	From W. end of Brewery Lane, running by N. side of River Coquet past the Castle, through Mill Walk Wood then through field No. 175, then over cart road to public road at Howlet Hall.
9. F.	From public road at Heatherleazes to Castle Street, running in an E. direction through field No. 118 then N.E. through field No. 100 past the Castle joining public road at S. end of Castle Street.
10. F.	Connecting footpath Nos. 8 and 9 on the Castle Bank.
11. F.	Through Cricket Field from the Acklington public road, running in a N. direction through field No. 100 joining footpath No. 9.
12. F.	From Amble public road to Gloster Hill running in a S.W. direction through field No. 75 to the Gloster Hill Parish Boundary, joining footpath No. 2 in that Parish.
13. F.	From Amble public road across the Braid to Amble, to the Birling Parish Boundary, joining footpath No. 5 in that Parish.
14. B.R.	From Amble public road at bottom of Beal Bank running in a S. direction through field Nos. 82, 83, then over cart road to public road at Maudlin Farm.

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



This historical map depicts the Beanley Moor area in North Yorkshire. Key features include:

- Geographical Features:** Beanley Moor, Titlington, Shawdon Burn, Kimmer Lough, and various hills and mountains.
- Settlements and Landmarks:** Beanley, Shawdon, Titlington, Eglington, and locations like Woodhall and Bolton.
- Military Sites:** Numerous camps are marked, including Beanley Plantation, Titlington Mount, and Jenny's Lantern. Other sites include Broomhouse, Camp, and Abberwick.
- Infrastructure:** Roads are shown with numbers like 82, 83, 84, 85, and 89. Railways are indicated by lines with cross-ticks.
- Topography:** Elevation points are marked with numbers like 582, 585, 543, 566, 545, 574, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

REPORTS OF THE COUNTY SURVEYOR—continued.

Decision
of the
Committee.

recommended authorities not to submit individual returns in this way as the whole matter was being discussed between the Ministry and the Association, who had agreed to supply a global figure for the whole country.

To accede to the Ministry's request for the limitation of the current year's expenditure, the amount to be spent on unclassified roads in Northumberland should not exceed £93,027, whereas the amount provided in the estimate is £94,777. The Sub-Committee were therefore of opinion that no curtailment of the estimate was necessary as this County had given effect to the spirit of the Circular. This amount of £94,777 is made up as follows:—

	£
General maintenance, including patching, etc.	54,717
Surface dressing—69½ miles ...	17,715
Resurfacing—7 miles ...	11,925
Bridges, including footbridges ...	10,420
	<u>£94,777</u>

The total mileage of unclassified roads is 928.14.

Maintenance and Minor Improvements on Trunk and Classified Roads.

The Ministry of Transport have now made a firm allocation to this County of additional grants of £25,000 for Trunk Roads and of £40,000 for Classified Roads. Detailed proposals have therefore been submitted to the Ministry for additional expenditure, as follows:—

	Gross Expenditure.	Ministry of Transport Grant.	Net cost to County Council.
Trunk Roads ...	£ 25,000	£ 25,000	—
Class I, II and III Roads	56,586	39,957	16,629
	<u>£81,586</u>	<u>£64,957</u>	<u>£16,629</u>

The net cost of £16,629 will involve a supplementary estimate, but it is anticipated that some saving in the amount provided for major improvement schemes will be possible as grants are unlikely to be issued towards a number of these.

Details of the proposed additional expenditure on Classified Roads is set out in Appendix B.

REPORTS OF COUNTY SURVEYOR—continued.

Decision
of the
Committee.

(5) B.6350, Wark-on-Tweed.—30 m.p.h. Speed Limit.

Alderman Straker-Smith, as the local County Council representative and as Chairman of the School Managers, has applied for a 30 m.p.h. speed restriction to be imposed on the road through the village of Wark-on-Tweed, and the application is supported by the Chief Constable. The Committee approved a similar application in 1946, but the Ministry of Transport then intimated that they were not prepared to confirm the necessary Order as they were not satisfied that the restriction was justified.

The road is used to a considerable extent by traffic from Kelso and Coldstream and there are four roads leading into the village within a distance of half-a-mile, which adds to the danger from fast-moving traffic. The Chief Constable also considers that a fresh application is justified by the increase in traffic through the village since 1946 owing to the derationing of petrol, and I therefore recommend that an Order under Section 1 of the Road Traffic Act, 1934, be made and submitted to the Minister of Transport for confirmation.

(6) Private Streets.

Alnwick Rural District.

Mr. A. Robinson, of Tughall, has asked for the road to Glantlees Farm to be taken over and the Alnwick Rural District Council support the application. The road, which is the approach to the farm standing at Glantlees Cottage, Crookbank, and Glantlees Reservoir, is three-quarters of a mile long and has a good foundation, but is not surfaced and in places requires re-shaping.

Mr. W. J. Brown has asked for the road to Tillington Mount to be taken over. For the greater part of its length the road consists of two 3 foot widths of tarmac laid on the earth foundation. It serves the farm and three cottages, and is 0.8 miles long.

Haltwhistle Rural District.

The Haltwhistle Rural District Council have asked for the road known as Westlands on the Park Estate to be taken over, and subject to satisfactory repairs being carried out, I recommend that it be adopted.

Hexham Rural District.

The Hexham Rural District Council have asked for the following roads to be adopted:—

Allenfields, Allendale.
Broadway, Fourstones.
South Park, Slaley.
Warden View, Wall.
West Crescent, Ginnerton.
Whittis Crescent, Haydon Bridge.
The Green, Ovington.
The Grove, New Bidley.
Hordley Acres, Haydon Bridge.

Referred to the Private Street Works Sub-Committee for inspection and report.

That the roads be taken over as highways for repairable by the Ministry at large, as the repairs have been carried out, and that the necessary work be done by the Council of the District and fixed up therein pursuant to Section 19 of the Private Street Works Act, 1932.

2nd August, 1951, and the exhibition has now been delivered. It is hoped that District Committees will make the fullest use of the exhibits, which provide an excellent method of impressing upon both adults and children the importance of road safety.

(4) *Expenditure.*

The annual subscription of £4 0s. 0d. to the North Eastern Accident Prevention Federation has been renewed, and bills amounting to £182 4s. 8d. have been passed and are recommended for payment.

Resolved that the report be forwarded to the County Council for adoption.

Private streets at Wylam.

142.—The Clerk of the Council reported that notice of the resolution passed by the Council on the 3rd May, 1951, approving the specifications, plans, sections, estimates and provisional apportionments for the making up under the Private Street Works Act, 1892, of six private streets at Wylam had been advertised on the 19th November, 1951, and the statutory notices had been served on the owners of the 149 properties concerned. Eight owners had given notice of objection to the proposals, and Mr. Rupert Speir, M.P. for the Hexham constituency, had asked on behalf of the owners of some of the houses in Stephenson Terrace that only Back Stephenson Terrace should be dealt with for the present and that the front street be left over, at least for the time being. In addition, a number of owners had asked to be allowed to pay the street charges by instalments.

Resolved—

(1) That the report be received and that the Clerk of the Council be authorised to apply to the appropriate Court of Summary Jurisdiction to determine the objections;

(2) That the decision to make up the west end of Stephenson Terrace be adhered to, and that the question of the remainder of this street be deferred until details of the work involved have been prepared;

(3) That the Council be recommended to agree to payment of the street charges being spread, if desired, over periods up to ten years, with interest at such rate as shall be applicable to expenses of this nature at the date of the final apportionments.

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

REPORTS OF THE COUNTY SURVEYOR.		Decision of the Committee.
(1) Quarterly Estimate.		
Cheques to be issued when required on the requisition of the Bridges and Roads Committee.—£40,000, £40,000, £40,000, £30,000, £20,000, £10,000 and £10,000. Total £220,000.		
(2) Acquisition of Land.		
I have to report that the land specified in Appendix A is required for the widening and improvement of roads in the County, and I recommend that the terms and conditions as set out in that Appendix be approved.		
		That the land be purchased and any necessary documents be sealed.

County Surveyor's report.

REPORTS OF THE COUNTY SURVEYOR—continued.		Decision of the Committee.
(3) Highway Expenditure, 1951-52.		
The Ministry of Transport have allocated an additional grant of £6,000 towards expenditure on classified roads. This is not to provide for additional work to be carried out, but is to be used as a contribution towards the recent increases in wages and the cost of haulage and materials.		
(4) Annual Estimate, 1952-53.		
In response to a request from the Ministry of Transport, I have sent them a preliminary estimate of expenditure for the next financial year, but as they have not yet notified me of the amount of grant funds likely to be available, I am unable to submit detailed estimates to the Committee. I suggest, therefore, that the preparation of the Annual Estimate for 1952-53 be referred to the Accounts Sub-Committee, with power to act, as has been done for the last few years.		
(5) Private Street Works Sub-Committee.		
The Private Street Works Sub-Committee have inspected the following private streets :—		
<i>Road to Glantrees Farm (Alnwick Rural District).</i>		
This road runs from the Newton-Longframlington Road and serves Glantrees Farm and Steward's cottage and part of Snook Bank Farm, and is a right of way to Newton-on-the-Moor reservoir. The section 0.76 miles long to the Steward's cottage has a good foundation but requires extensive repairs and resurfacing, and the Sub-Committee recommend that it be taken over provided it is first put into a satisfactory state of repair and that the four existing gates at Glantrees Farm are re-sited so as to reduce the number.		
<i>Road to Tillington Mount Farm (Alnwick Rural District).</i>		
This road, which serves the farm and four cottages, is 0.8 miles long and for the greater part of its length consists of strips of far macadam with an unmade central strip. The Sub-Committee recommend that it be adopted provided the central strip is surfaced and the whole road is put into a satisfactory state of repair.		
<i>Ford Village (Glendale Rural District).</i>		
The roads in the village of Ford serve 34 cottages, a school, an assembly hall, smithy, farm buildings and other premises, and can conveniently be divided into five sections of a total length of approximately 0.47 miles. Three of these are in fair condition, but the other two require extensive repairs and shaping. The Sub-Committee recommend that all the roads be taken over provided they are first put in a satisfactory state of repair.		

That the grant be accepted.

That the preparation of the Annual Estimate for 1952-53 for submission to the Finance Committee be referred to the Accounts Sub-Committee with power to act.

That the roads be taken over as highways repairable by the inhabitants at large when the repairs have been carried out, and that the necessary notices be signed by the Clerk of the Council and fixed up there-in pursuant to Section 19 of the Private Street Works Act, 1892.

Survey Map



NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949.
SCHEDULE ACCOMPANYING SURVEY MAPS.Parish of TILKINGTON in the Rural District ofALNWICKBorough
Urban District

} of

(Delete whichever is inapplicable).

1. Number of highway on Map. 3
2. Kind of Path (i.e., F.P., B.R.) F.P.
3. Starts at TILKINGTON to EGGLINGHAM
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.? good
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 A. H. Brown & Co.
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>[Signature]</u>	<u>21. Green Street</u> <u>Alnwick</u>	<u>4/1/50</u>

Important:—Sheet No. of Map on which
Highway is shownO.S.T.
883 / 1/1/11 / S.W.

NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949.
SCHEDULE ACCOMPANYING SURVEY MAPS.Parish of TITLINGTON in the Rural District ofALNWICKBorough }
Urban District } of _____
(Delete whichever is inapplicable).

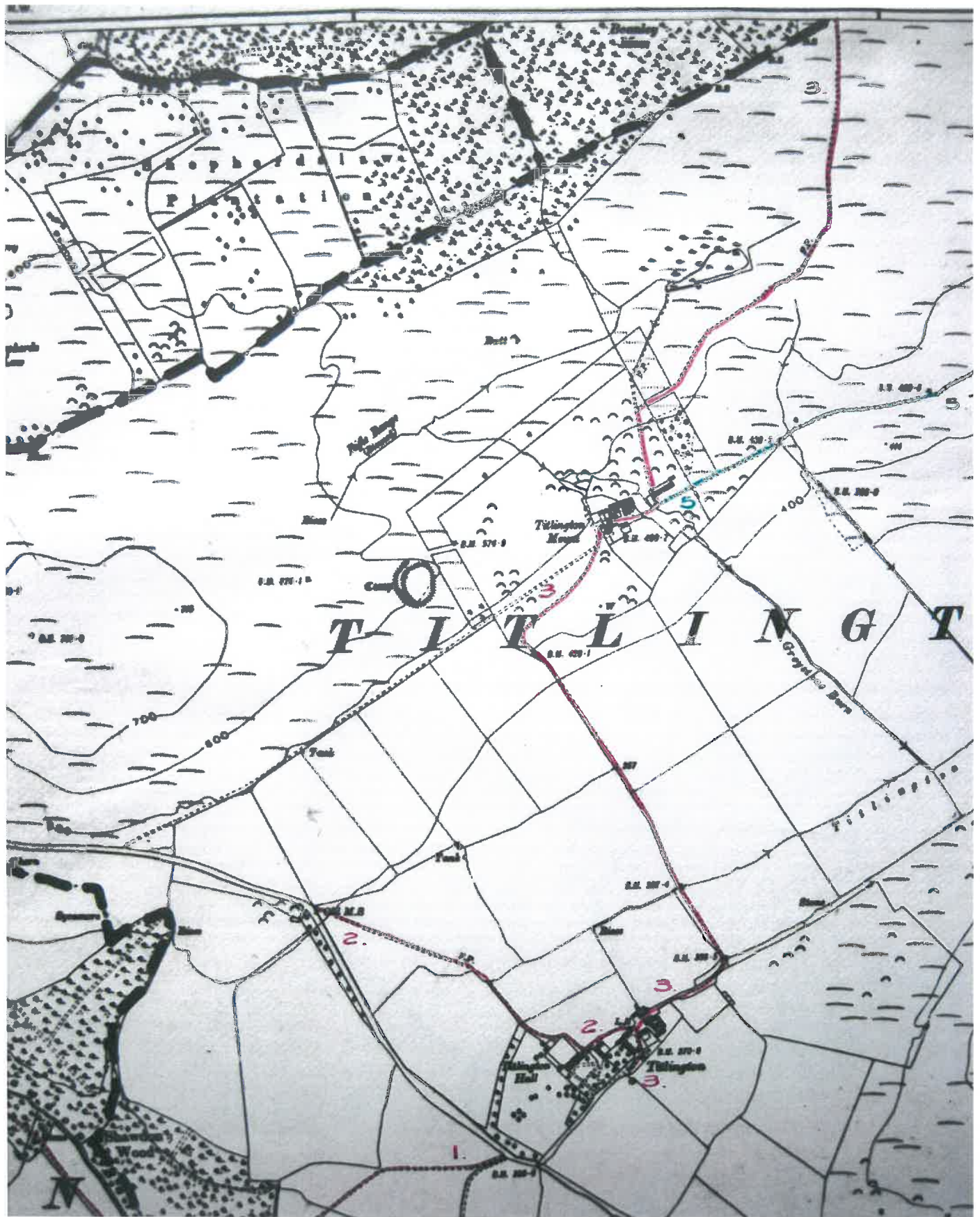
1. Number of highway on Map 5 2. Kind of Path (i.e., F.P., B.R.) B.R.
3. Starts at TITLINGTON MOUNT to EGHLINGHAM
4. Name of Path (if any) ho
5. Is the Path well defined? ye
6. Is the Path metalled? If so, define length _____
7. If its width can be stated, insert here _____
8. What is the present condition of the path, stiles, etc.? 2m
9. Is it subject to being ploughed out? ho
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
low
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
Public House
12. Have persons been prevented using the highway? ho
13. Give particulars of any obstructions low
14. Names of owners of freehold and previous owners, if known, for past 30 years
John Brown & Co
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

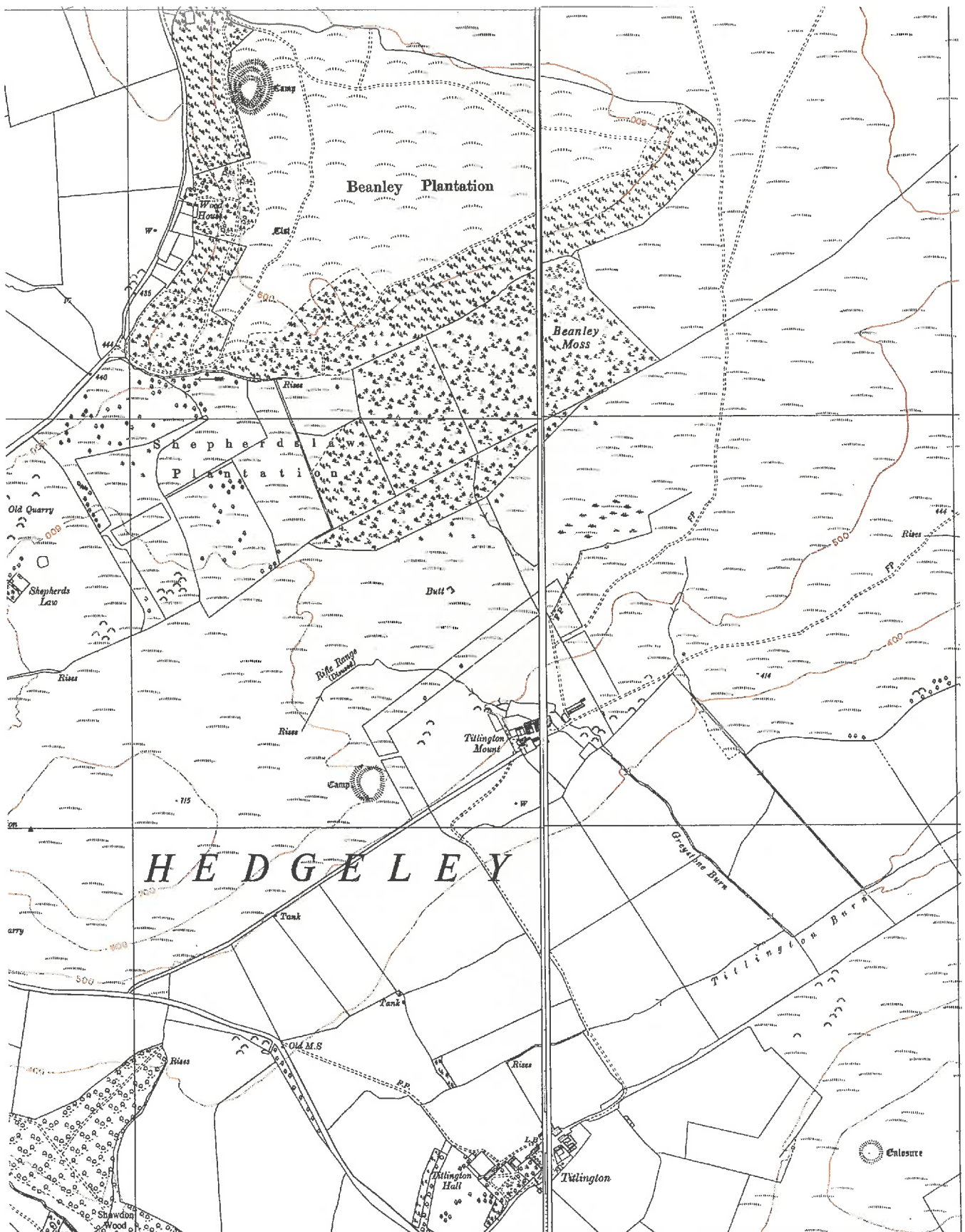
Surveyed by	Address	Dates of Survey
<u>[Signature]</u>	<u>21. Lane, Lanchester</u> <u>Chesham</u>	<u>8/1/21</u>

Important :—Sheet No. of Map on which
 0.5. 1. 2. Highway is shown
 0.5. 1. 2. / 1. 2. 3. / S.W
 0.5. 1. 2. / 1. 2. 3. / S.E

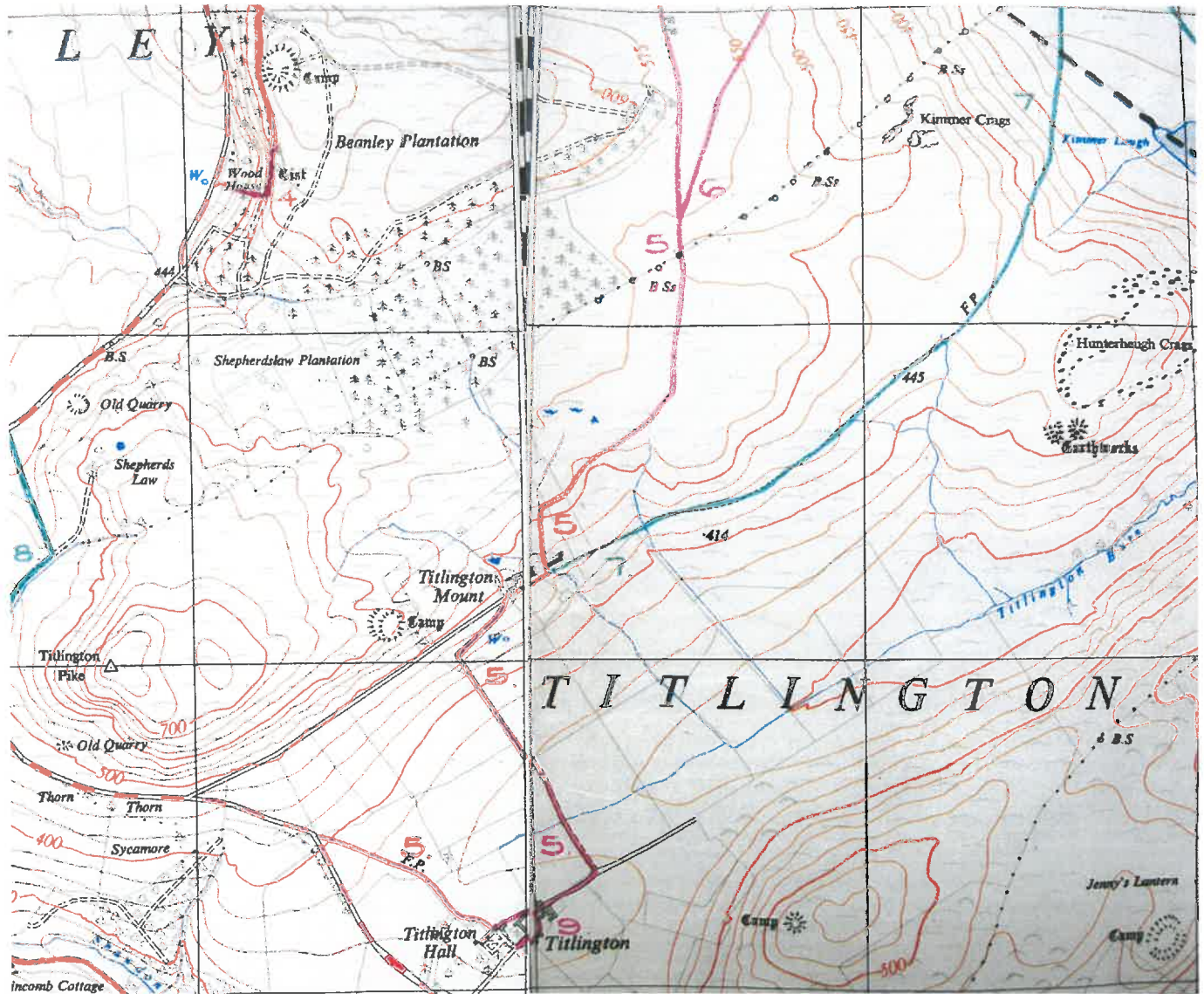


Provisional Map





Original Definitive Map



NORTHUMBERLAND COUNTY COUNCIL.

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

PUBLIC RIGHTS OF WAY - STATEMENT.

1. Borough
Urban District
Rural District **ALNWICK**
2. Parish **HEDGELEY**
3. Number of Footpath on Map **5**
4. Name of Path
.....
5. Kind of Path (i.e. FP/BR) **F.P.**
6. General Description of Path **From the Bolton-Beanley road north-west of....**
Titlington Hall in a south, easterly, northerly and westerly direction by....
Titlington Hall, Titlington, Titlington Mount, east of Beanley Plantation and....
across Beanley Moor to join the Glanton-Eglington road.
.....
.....
7. Other relevant information
.....
.....
.....
.....
.....

NORTHUMBERLAND COUNTY COUNCIL.

NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949.

PART IV.

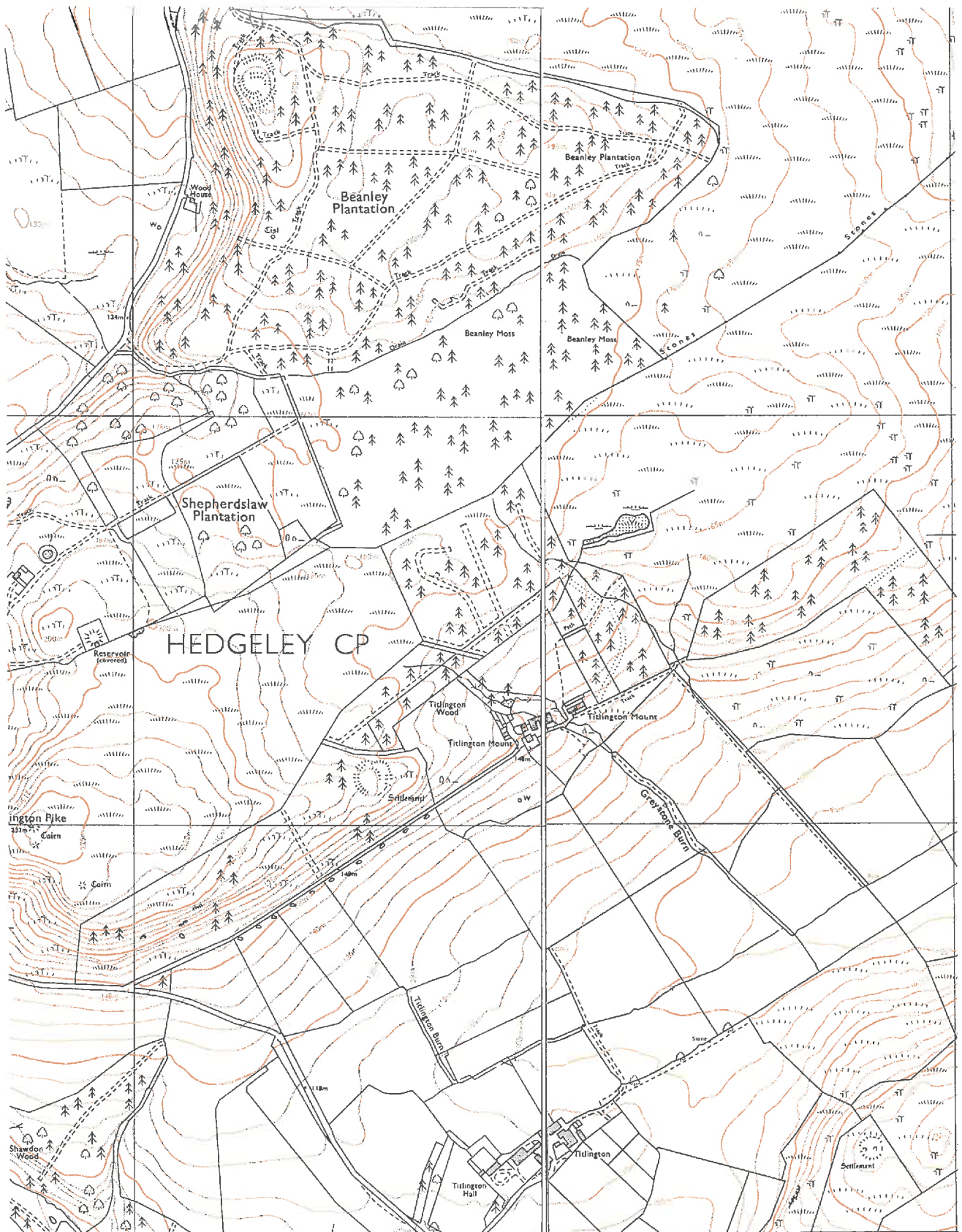
PUBLIC RIGHTS OF WAY - STATEMENT.

1. ~~Borough~~
~~Urban District~~
Rural District **ALNWICK**
2. Parish **HEDGELEY**
3. Number of Footpath on Map **7**
4. Name of Path
5. Kind of Path (i.e. FP/BR) **B.R.**
6. General Description of Path **From F.P. 5 at Titlington Mount in a north-
easterly direction west of Hunterhaugh Craggs to join B.E. 26 at the Eglington
Parish boundary.**
.....
.....
.....
7. Other relevant information
.....
.....
.....
.....

Extract from the Council's 1964 Highways Map

The map shows a complex network of roads. Key features include:

- Major Roads (Orange/Red):** Roads numbered 41, 44, 46, 47, 43, 53, 54, 55, 82, 83, 84, 85, 89, 90, 169, 172, 174, 178, 3064, 3065, 3066, 3067, 3068, 3069, 3070, 3071, 3072, 3073, 3074, 3075, 3076, 3077, 3078, 3079, 3080, 3081, 3082, 3083, 3084, 3085, 3086, 3087, 3088, 3089, 3090, 3091, 3092, 3093, 3094, 3095, 3096, 3097, 3098, 3099, 3100, 3101, 3102, 3103, 3104, 3105, 3106, 3107, 3108, 3109, 3110, 3111, 3112, 3113, 3114, 3115, 3116, 3117, 3118, 3119, 3120, 3121, 3122, 3123, 3124, 3125, 3126, 3127, 3128, 3129, 3130, 3131, 3132, 3133, 3134, 3135, 3136, 3137, 3138, 3139, 3140, 3141, 3142, 3143, 3144, 3145, 3146, 3147, 3148, 3149, 3150, 3151, 3152, 3153, 3154, 3155, 3156, 3157, 3158, 3159, 3160, 3161, 3162, 3163, 3164, 3165, 3166, 3167, 3168, 3169, 3170, 3171, 3172, 3173, 3174, 3175, 3176, 3177, 3178, 3179, 3180, 3181, 3182, 3183, 3184, 3185, 3186, 3187, 3188, 3189, 3190, 3191, 3192, 3193, 3194, 3195, 3196, 3197, 3198, 3199, 3200, 3201, 3202, 3203, 3204, 3205, 3206, 3207, 3208, 3209, 3210, 3211, 3212, 3213, 3214, 3215, 3216, 3217, 3218, 3219, 3220, 3221, 3222, 3223, 3224, 3225, 3226, 3227, 3228, 3229, 3230, 3231, 3232, 3233, 3234, 3235, 3236, 3237, 3238, 3239, 3240, 3241, 3242, 3243, 3244, 3245, 3246, 3247, 3248, 3249, 3250, 3251, 3252, 3253, 3254, 3255, 3256, 3257, 3258, 3259, 3260, 3261, 3262, 3263, 3264, 3265, 3266, 3267, 3268, 3269, 3270, 3271, 3272, 3273, 3274, 3275, 3276, 3277, 3278, 3279, 3280, 3281, 3282, 3283, 3284, 3285, 3286, 3287, 3288, 3289, 3290, 3291, 3292, 3293, 3294, 3295, 3296, 3297, 3298, 3299, 3300, 3301, 3302, 3303, 3304, 3305, 3306, 3307, 3308, 3309, 3310, 3311, 3312, 3313, 3314, 3315, 3316, 3317, 3318, 3319, 3320, 3321, 3322, 3323, 3324, 3325, 3326, 3327, 3328, 3329, 3330, 3331, 3332, 3333, 3334, 3335, 3336, 3337, 3338, 3339, 3340, 3341, 3342, 3343, 3344, 3345, 3346, 3347, 3348, 3349, 3350, 3351, 3352, 3353, 3354, 3355, 3356, 3357, 3358, 3359, 3360, 3361, 3362, 3363, 3364, 3365, 3366, 3367, 3368, 3369, 3370, 3371, 3372, 3373, 3374, 3375, 3376, 3377, 3378, 3379, 3380, 3381, 3382, 3383, 3384, 3385, 3386, 3387, 3388, 3389, 3390, 3391, 3392, 3393, 3394, 3395, 3396, 3397, 3398, 3399, 3400, 3401, 3402, 3403, 3404, 3405, 3406, 3407, 3408, 3409, 3410, 3411, 3412, 3413, 3414, 3415, 3416, 3417, 3418, 3419, 3420, 3421, 3422, 3423, 3424, 3425, 3426, 3427, 3428, 3429, 3430, 3431, 3432, 3433, 3434, 3435, 3436, 3437, 3438, 3439, 3440, 3441, 3442, 3443, 3444, 3445, 3446, 3447, 3448, 3449, 3450, 3451, 3452, 3453, 3454, 3455, 3456, 3457, 3458, 3459, 3460, 3461, 3462, 3463, 3464, 3465, 3466, 3467, 3468, 3469, 3470, 3471, 3472, 3473, 3474, 3475, 3476, 3477, 3478, 3479, 3480, 3481, 3482, 3483, 3484, 3485, 3486, 3487, 3488, 3489, 3490, 3491, 3492, 3493, 3494, 3495, 3496, 3497, 3498, 3499, 3500, 3501, 3502, 3503, 3504, 3505, 3506, 3507, 3508, 3509, 3510, 3511, 3512, 3513, 3514, 3515, 3516, 3517, 3518, 3519, 3520, 3521, 3522, 3523, 3524, 3525, 3526, 3527, 3528, 3529, 3530, 3531, 3532, 3533, 3534, 3535, 3536, 3537, 3538, 3539, 3540, 3541, 3542, 3543, 3544, 3545, 3546, 3547, 3548, 3549, 3550, 3551, 3552, 3553, 3554, 3555, 3556, 3557, 3558, 3559, 3560, 3561, 3562, 3563, 3564, 3565, 3566, 3567, 3568, 3569, 3570, 3571, 3572, 3573, 3574, 3575, 3576, 3577, 3578, 3579, 3580, 3581, 3582, 3583, 3584, 3585, 3586, 3587, 3588, 3589, 3590, 3591, 3592, 3593, 3594, 3595, 3596, 3597, 3598, 3599, 3600, 3601, 3602, 3603, 3604, 3605, 3606, 3607, 3608, 3609, 3610, 3611, 3612, 3613, 3614, 3615, 3616, 3617, 3618, 3619, 3620, 3621, 3622, 3623, 3624, 3625, 3626, 3627, 3628, 3629, 3630, 3631, 3632, 3633, 3634, 3635, 3636, 3637, 3638, 3639, 3640, 3641, 3642, 3643, 3644, 3645, 3646, 3647, 3648, 3649, 3650, 3651, 3652, 3653, 3654, 3655, 3656, 3657, 3658, 3659, 3660, 3661, 3662, 3663, 3664, 3665, 3666, 3667, 3668, 3669, 3670, 3671, 3672, 3673, 3674, 3675, 3676, 3677, 3678, 3679, 3680, 3681, 3682, 3683, 3684, 3685, 3686, 3687, 3688, 3689, 3690, 3691, 3692, 3693, 3694, 3695, 3696, 3697, 3698, 3699, 3700, 3701, 3702, 3703, 3704, 3705, 3706, 3707, 3708, 3709, 3710, 3711, 3712, 3713,



Ordnance Survey Explorer Map 332

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