



Northumberland County Council

NORTH NORTHUMBERLAND LOCAL AREA COUNCIL
RIGHTS OF WAY SUB-COMMITTEE
30 October 2019

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

ALLEGED BYWAY OPEN TO ALL TRAFFIC No 64 PARISH OF ALWINTON

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 vehicular rights over a spur of the U4023 road, from the main U4023 road, in an easterly and northerly direction to Barrowburn.

Recommendation

It is recommended that the sub-committee agrees that:

- (i) there is sufficient evidence to indicate that public vehicular rights have been reasonably alleged to exist over the route G-H;**
- (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 'U4023' 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 spur of the U4023 unclassified County road based upon more than simply its inclusion in the List of Streets.

3. LANDOWNER EVIDENCE

3.1 To date, no landowner / rebuttal evidence has been received.

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 2 April 2018, Ms S Rogers responded to the consultation, on behalf of the British Horse Society, stating:

"Alwinton Parish
"Alleged Byway Open to all Traffic 64 (Barrowburn)
This is a short track leading from the public road to public bridleways that lead into the hills. It is well used by horse riders, walkers and cycles to access this network. 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 clear evidence of a road or track approximating to the route of main U4023 road. Given the relatively small scale of the mapping, it isn't possible to determine whether or not the route of alleged Byway No 64 forms part of this.

1820 Fryer's County Map

There is clear evidence of a road or track over the route of main U4023 road. Given the relatively small scale of the mapping, it isn't possible to determine whether or not the route of alleged Byway No 64 forms part of this.

1827 Cary's Map

There is clear evidence of a road or track over the route of main U4023 road. Given the relatively small scale of the mapping, it isn't possible to determine whether or not the route of alleged Byway No 64 forms part of this.

1828 Greenwood's County Map

There is clear evidence of a road or track over the route of alleged Byway No 31. The modern day spur to Barrowburn does not appear to be a part of this.

c.1865/6 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an unenclosed road / track over the middle part of the route of alleged Byway No 64. The northern section proceeds through a farm yard area (so is not identified as distinct track). The southern part does not appear to match the modern day tarmac road, instead following a more southerly alignment. At this point in time, this route would appear to be part of the 'main' Alwinton-Chew Green road.

1899 Ordnance Survey Map: Scale 1:10,560

As with the earlier 1st Edition OS map, there is clear evidence of an unenclosed road / track over the middle part of the route of alleged Byway No 64. The northern section proceeds through a farm yard area (so is not identified as distinct track). The southern part does not appear to match the modern day tarmac road, instead following a more southerly alignment. At this point in time, this route would appear to be part of the 'main' Alwinton-Chew Green road.

1924 Ordnance Survey Map: Scale 1:10,560

As with the earlier 1st and 2nd Edition OS maps, there is clear evidence of an unenclosed road / track over the middle part of the route of alleged Byway No 64. The northern section proceeds through a farm yard area (so is not identified as distinct track). The southern part does not appear to match the modern day tarmac road, instead following a more southerly alignment. At this point in time, this route would appear to be part of the 'main' Alwinton-Chew Green road.

1951 Highways Map

Given the small scale of the mapping it is difficult to be clear precisely where the 'main' U4023 road runs, but it does appear to be shown

proceeding through the yard area at Barrowburn (i.e. utilising at least part of the route of alleged Byway No 64.

c.1952 Definitive Map – original Survey Schedules & Map

The route of the main Alwinton - Chew Green road is coloured brown and is identified as passing immediately to the east of Barrowburn. However, it is shown crossing the Barrow Burn at the ford immediately south of Point H, and so no part of it coincides with alleged Byway Open to All Traffic No 64.

Draft Map

The route of alleged Byway Open to All Traffic No 64 does not appear to be shown on the base map. 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). There is a pencilled annotation to the plan indicating that "BR1 not shown to County Rd" (BR 1 ends at the ford at Point H).

Draft (Modified) Map

The route of alleged Byway Open to All Traffic No 64 does not appear to be shown on the base map. 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). Notwithstanding the comment shown on the preceding Draft Map, Bridleway No 1 is still shown terminating at Point H and a new Bridleway (BR 28) is identified for inclusion, terminating on the track just north of Point H.

Provisional Map

Again, the route of alleged Byway Open to All Traffic No 64 does not appear to be shown on the base map. 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). Bridleway No 1 is shown terminating at Point H and Bridleway No 28 is shown terminating on the track just north of Point H.

1957 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an unenclosed road / track over the route of alleged Byway No 64.

1962 Original Definitive Map

The route of alleged Byway No 64 exists as an unenclosed road / track on the base map, but is not identified as a public footpath, public bridleway or Road Used as a Public Path (RUPP). Bridleway No 20 proceeds north-westwards from Lounges Knowe, over the ford, to Point H, then continuing north-westwards along a short section of the old Alwinton - Chew Green Road north of Barrowburn. A new section of road is shown on the base map, lying between Barrowburn and the

River Coquet and a new bridge crossing of the Coquet, south-west of Barrowburn is also clearly shown.

1964 Highways Map

The current route of the U4023 road is clearly identified. Given the small scale of the map it would be difficult to show, but the short spur to Barrowburn does not appear to be identified.

First Review Definitive Map (Relevant Date 1 Nov 1963)

As with the original Definitive Map, the route of alleged Byway No 64 exists as an unenclosed road / track on the base map, but is not identified as a public footpath, public bridleway or Road Used as a Public Path (RUPP). Bridleway No 20 proceeds north-westwards from Lounges Knowe, over the ford, to Point H, then continuing north-westwards along a short section of the old Alwinton - Chew Green Road north of Barrowburn. A 'new' section of road is shown on the base map, lying between Barrowburn and the River Coquet and a 'new' bridge crossing of the Coquet, south-west of Barrowburn is also clearly shown.

Internal Highways Map: Scale 1:10,560

The northern section of alleged Byway No 64 through the farm yard area is coloured purple so as to identify it as part of the U4023 road. The southern part does not appear to match the modern day tarmac road, instead following a more southerly alignment. A pencil note on the map states "Part of loop road superceded when bridge built in 1933 & not closed."

1981 Ordnance Survey Map: Scale 1:10,000

There is clear evidence of an unenclosed track over the route of alleged Byway No 64.

2005 Ordnance Survey Explorer OL 16 Map: Scale 1:25,000

There is clear evidence of a mainly unenclosed track over the route of alleged Byway No 64. The route is marked with a single green dot, signifying that it is an "Other route with public access" (i.e. ORPA).

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 Council's Bridges and Roads Committee minutes from 9 November 1931 state:

(15) Shillmoor, Bygate and Barrowburn Fords

My attention has been drawn on several occasions recently to the condition of the above fords which are situated in the Upper Coquet Valley. Bridges are required at each of these places, but in view of the

present financial circumstances, it is suggested that it would meet the most urgent needs if the fords were concreted, and I recommend that this be done.

The "Action of the Committee" is stated to be:

"A Sub-Committee consisting of Aldermen Bainbridge and Bell and Councillors Brogdon and Pringle appointed to inspect the fords."

5.3 The Council's Bridges and Roads Committee minutes from 21 December 1931 state:

"(31) Coquet Fords

The sub-Committee appointed by the Bridges and Roads Committee at their last meeting, inspected the Fords at Shilmoor, Bygate and Barrowburn in the Upper Coquet Valley, on December 17th, 1931. There were present County Councillors Brogden and Pringle, the County Surveyor and the Surveyor to Rothbury Rural District Council.

"It was found that there are approximately 76 people whose only means of communication with other parts of the County is by way of these fords. There are a number of tradesmen who regularly use these fords each week, supplying goods to the residents, and further, the whole of the produce in this area is now taken away by motor lorry.

"All the fords are in bad condition and it is impossible to keep them in good condition owing to the action of floods and the heavy vehicles now using them.

"The Sub-Committee recommend that bridges be constructed at each of these fords. It is intended that these bridges shall only be small structures about 12 feet between parapets, but strong enough to carry the heaviest loads likely to use them.

"There is a convenient site for a bridge at Shilmoor about 100 yards west of the existing ford and a short length of new road would be necessary. The estimated cost of a bridge and approach road is £500.

"A bridge can be built adjoining the present ford at Bygate, for a cost of £1000, but in view of the section of road between Shilmoor and this ford, known as the Racks, which is narrow and dangerous, the Sub-Committee recommend that a bridge be built at a point east of the Racks and a new length of road constructed from this point to join the existing road near Bygate ford. The estimated cost of the bridge is £500 and the road £1,000.

"A bridge can be built on the west side of Barrowburn ford, and a new approach road should be constructed across the field. The estimated cost of the bridge is £500 and the new approach road £300.

"The total estimated cost of these bridges and approach roads is therefore £2,800."

The "Action of the Committee" is stated to be:

"To be considered in connection with the estimates for next year."

5.4 The entry for the U4023 road, in the 1958 County Road Schedule, states:

"U4023 Alwinton - Coquet Valley Road
From C172 at Alwinton via Shillmoor, Barrowburn to Makendon."

The length of the U4023 road is identified as 11.70 miles.

5.5 The entry for the U4023 road, in the 1964 County Road Schedule, states:

"U4023 Alwinton - Coquet Valley Road
From C172 at Alwinton via Shillmoor, Barrowburn to Makendon,
including 133 yd long spur from just north of Barrowburn Bridge
north-eastwards to Barrowburn Farm."

The length of the U4023 road is identified as 11.78 miles.

5.6 The entry for the U4023 road, in the 1974 County Road Schedule states:

"U4023 Alwinton - Coquet Valley Road
From C172 at Alwinton (NT923060) via Shillmoor, Barrowburn to
Makendon (NT 804094), including 133 yd long spur from just north of
Barrowburn Bridge north-eastwards to Barrowburn Farm."

The length of the U4023 road is identified as 11.78 miles.

5.7 The original Definitive Statement for the public right of way intersecting with the alleged byway open to all traffic states:

Public Bridleway No 20 (Parish of Alwinton)
"From BR14 east of Middle Hill in a south-westerly and north-westerly
direction by Lounges Knowe, crossing the Barrow Burn by the
footbridge and by Barrowburn to join the Alwinton - Coquet Valley Road
north-west of Barrowburn."

6. SITE INVESTIGATION

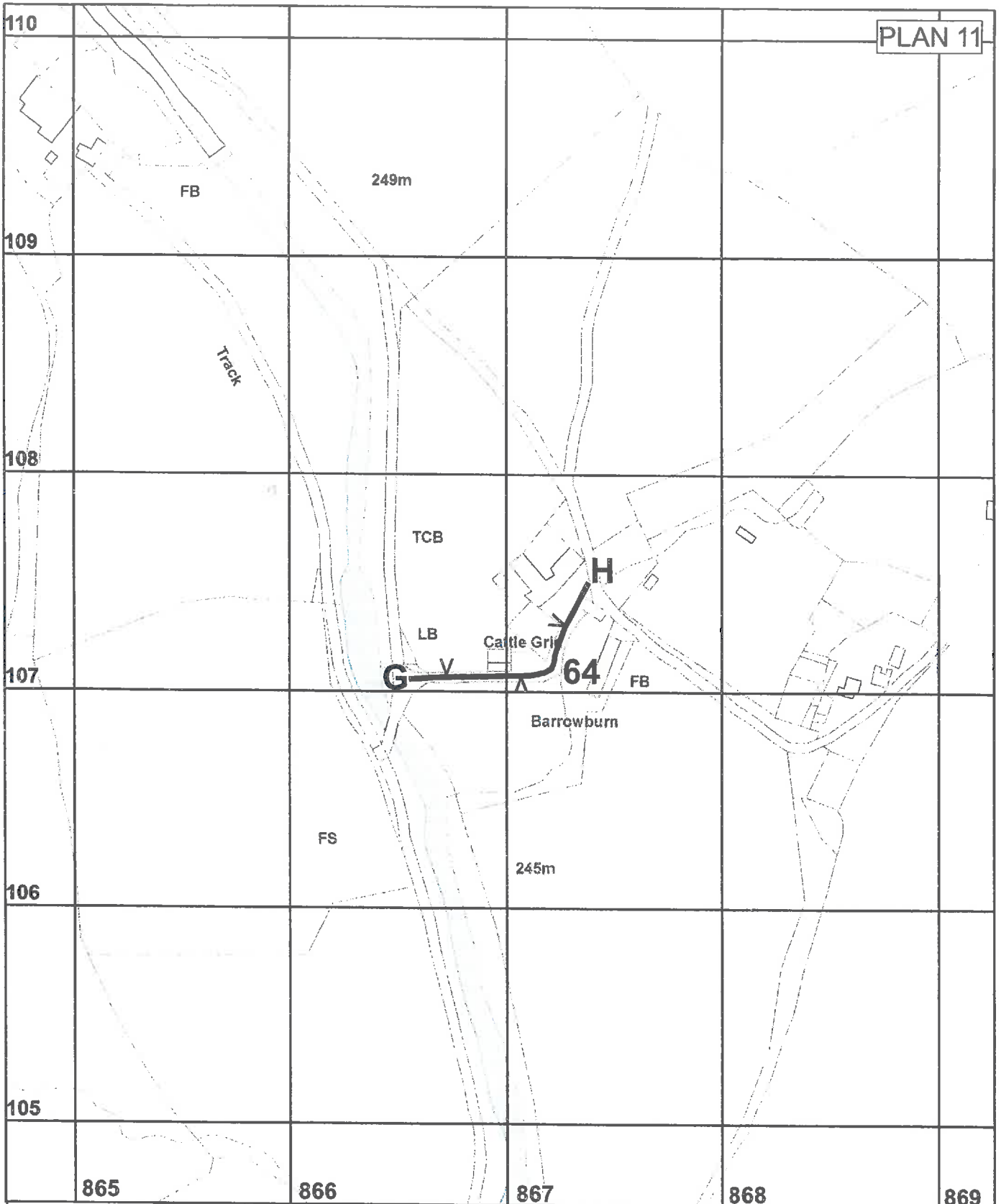
6.1 From Point G, on the 'main' U4023 road, 70 metres south-west of Barrowburn, an unenclosed 2.7 to 3 metre wide tarmac road proceeds in an easterly direction for a distance of 65 metres. A 2.7 metre wide tarmac road in a 4 to 4.5 metre wide corridor proceeds in a north-easterly direction for a distance of 25 metres. The alleged byway then continues, undefined, through a minimum 9 metre wide farm yard area for a further 20 metres to a junction with existing Public Bridleway No 20 at Point H, immediately south-east of Barrowburn. Immediately east of Point G there is a cattle grid - field gate combination (with the field gate at quite an acute angle) where the width of the highway must be at least 7 metres.

7. DISCUSSION

- 7.1 Section 53 (3)(c)(i) of the Wildlife and Countryside Act 1981, requires the County Council to modify the Definitive Map when evidence is discovered which, when considered with all other relevant evidence available to them shows:
- that a right of way, which is not shown in the Map and Statement, subsists or is reasonably alleged to subsist over land in the area to which the Map relates, being a right of way such that the land over which the right subsists is a public path, a restricted byway or; subject to section 54A, a byway open to all traffic.
- 7.2 When considering an application / proposal for a modification order Section 32 of the Highways Act 1980 provides for “any map, plan or history of the locality or other relevant document” to be tendered in evidence and such weight to be given to it as considered justified by the circumstances, including the antiquity of the tendered document, the status of the person by whom and the purpose for which it was made or compiled, and the custody in which it has been kept and from which it is produced.
- 7.3 The representation of a path or track on an Ordnance Survey Map is not evidence that it is a public right of way. It is only indicative of its physical existence at the time of the survey.
- 7.4 The route of alleged Byway Open to All Traffic No 64 is identified on the County Council’s current List of Streets as being a spur of the U4023 road. The route was not identified on either the Council’s 1951 Highways Map nor the later 1964 Highways Map, though the scale of these maps would have made representation of this short spur difficult. It was not mentioned in the 1958 County Road Schedule, but is identified in both the 1964 and 1974 County Road Schedules. No 1932 Handover Maps or Maps / Schedules produced under the Restriction of Ribbon Development Act 1935 appear to have survived for the former Rothbury Rural District Council area.
- 7.5 A mainly unenclosed road / track to Barrowburn has been identified on Ordnance Survey maps since 1865 / 66, though the alignment of most of this track differs slightly from the present day tarmac road. The route does not appear to be shown on Armstrong’s County Map of 1769. Given the relatively small scale of the mapping, it isn’t possible to say whether the route of the alleged byway is identified on Fryer’s and Greenwood’s County Maps of 1820 and 1828 or on Cary’s Map of 1827.
- 7.6 Although other public rights of way were identified nearby, and one public bridleway connects with the eastern end of the alleged byway route itself, this route was not included on the Draft, Provisional or original Definitive Maps as a footpath, bridleway or Road Used as Public Path (RUPP).
- 7.7 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.

- 7.8 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.
- 7.9 The evidence suggests that, historically, the road up the Coquet Valley between Alwinton and Chew Green passed immediately to the east of Barrowburn (having crossed the River Coquet at a ford, very close to where Barrow Burn joins that river). It seems that, in the early 1930s, the ford was replaced by a new bridge, located slightly further to the north and that, at the same time, the road was realigned onto the (present) more direct route passing to the west of Barrowburn. It appears that the section of old road north of Point H was downgraded to public bridleway status, but that the section of road west of Point H was retained (presumably as access to the property). That said, the old Ordnance Survey maps suggest that the access road south-west of Barrowburn ran in a more-or-less direct line to the site of the old ford, whereas the modern-day access road proceeds in a more east-west direction to the north end of the bridge. It is not clear whether the highway was formally diverted to this alignment, but this is the one currently recorded on the Council's List of Streets. It is possible that highway rights may still exist over the old route too.
- 7.10 The Natural Environment and Rural Communities Act 2006 (NERC Act 2006) had a major impact upon the recording of byways open to all traffic based upon historical documentary evidence. Under section 67 of the Act, any existing, but unrecorded, public rights of way for mechanically propelled vehicles were extinguished unless one of the 'saving' provisions applied. In brief, these saving provisions were: (a) if the main lawful public use between 2001 and 2006 was with motor vehicles; (b) if the route was on the List of Streets (on 2 May 2006) and not also on the Definitive Map as something less than a byway open to all traffic; (c) the route was legally created expressly for motor vehicular use; (d) the route was a road deliberately constructed for public motor vehicular use; or (e) the vehicular highway came about as a result of unchallenged motor vehicular use before December 1930.
- 7.10 Of the saving provisions above, (b) will apply to the route of alleged Byway No 64. The public's motor vehicular rights would not have been extinguished by the NERC Act 2006.



Northumberland

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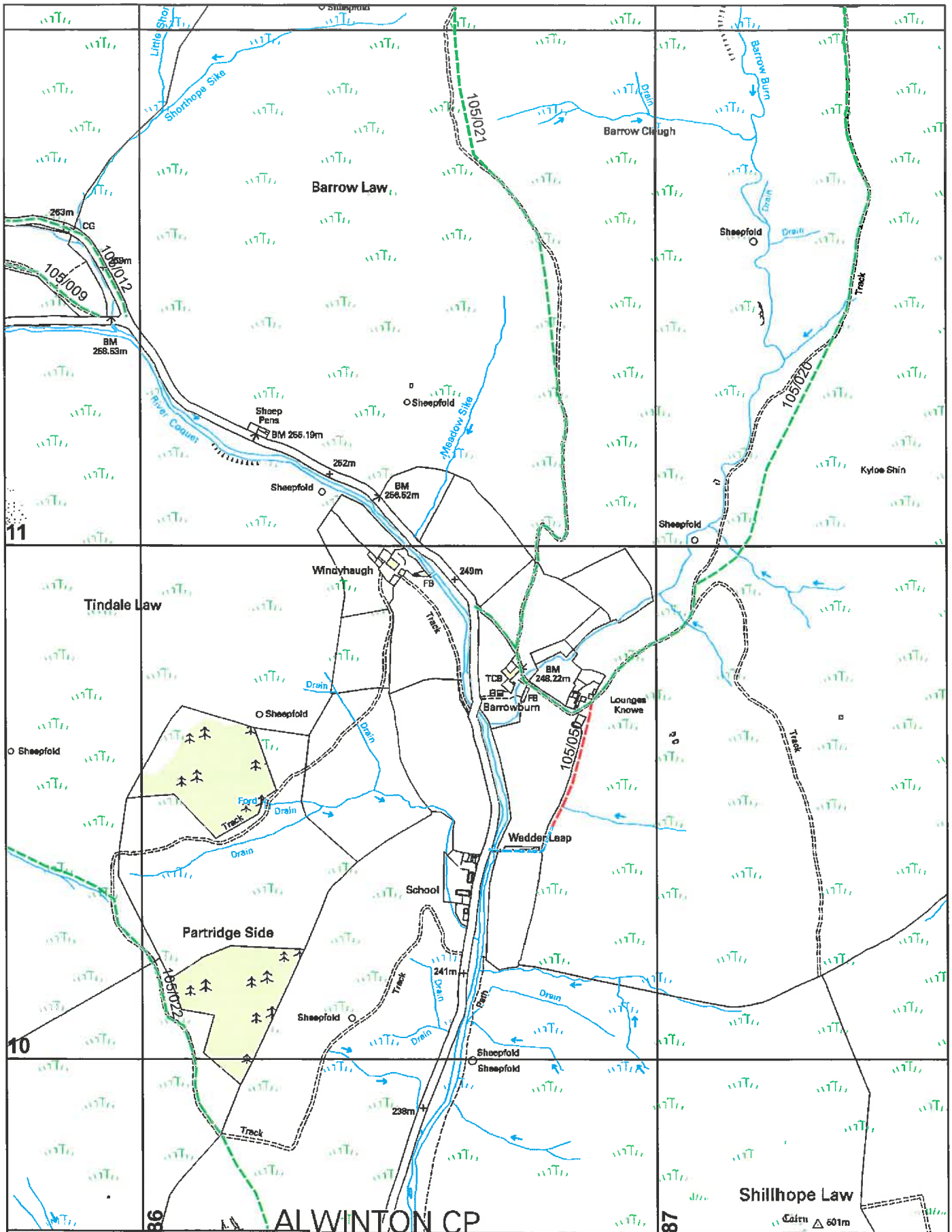
Wildlife and Countryside Act 1981 Public Rights of Way



Alleged Byway Open to All Traffic

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Former District(s) Alnwick	Parish(es) Alwinton	Scale 1:2500
Def. Map No. 63	O.S. Map NT 81 SE	Date October 2016



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105/009

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Contact: Alex Bell
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Email: Alex.Bell@northumberland.gov.uk

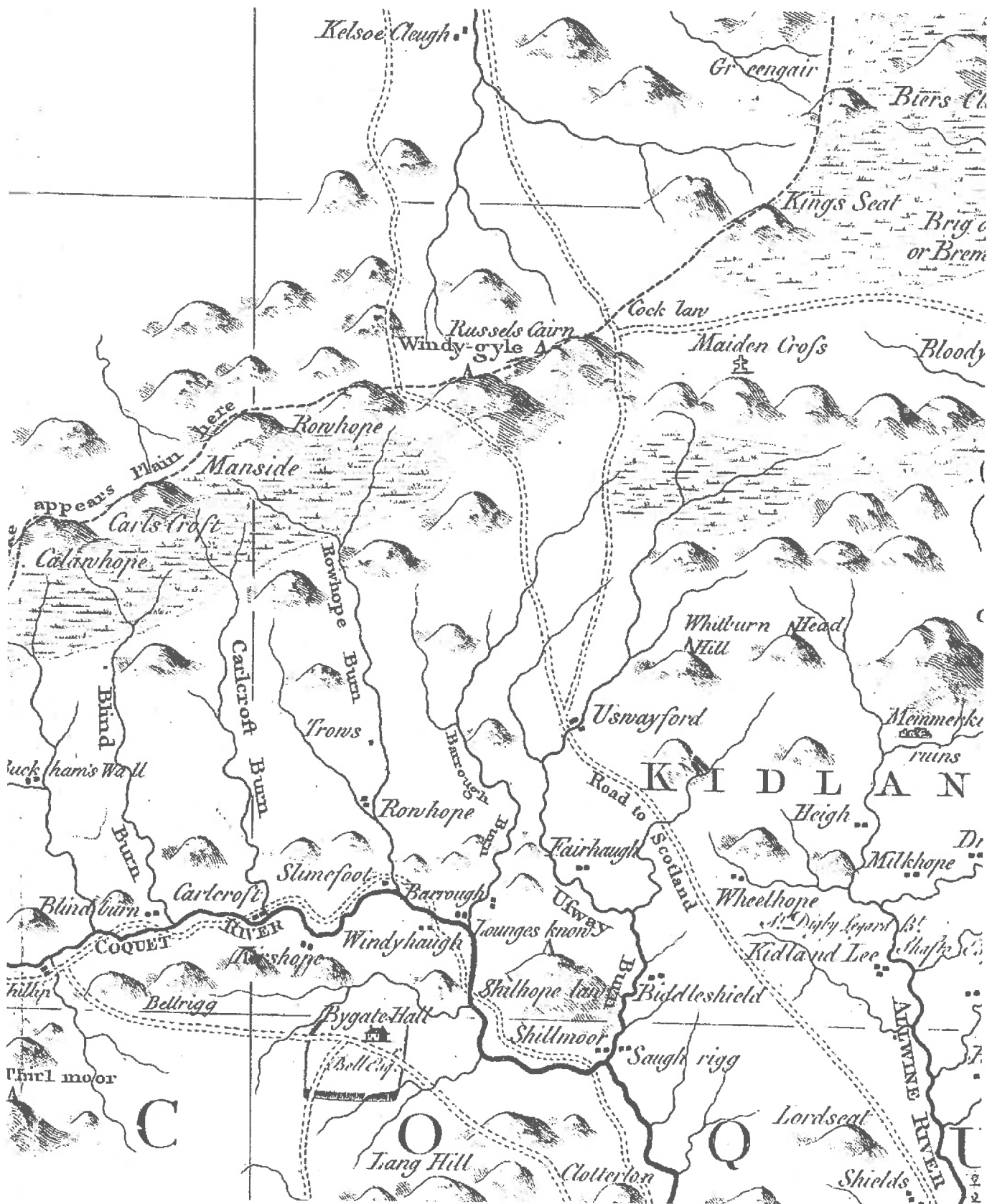
- Legend**
- Footpath
 - Bridleway
 - Restricted Byway
 - Byway Open to All Traffic

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

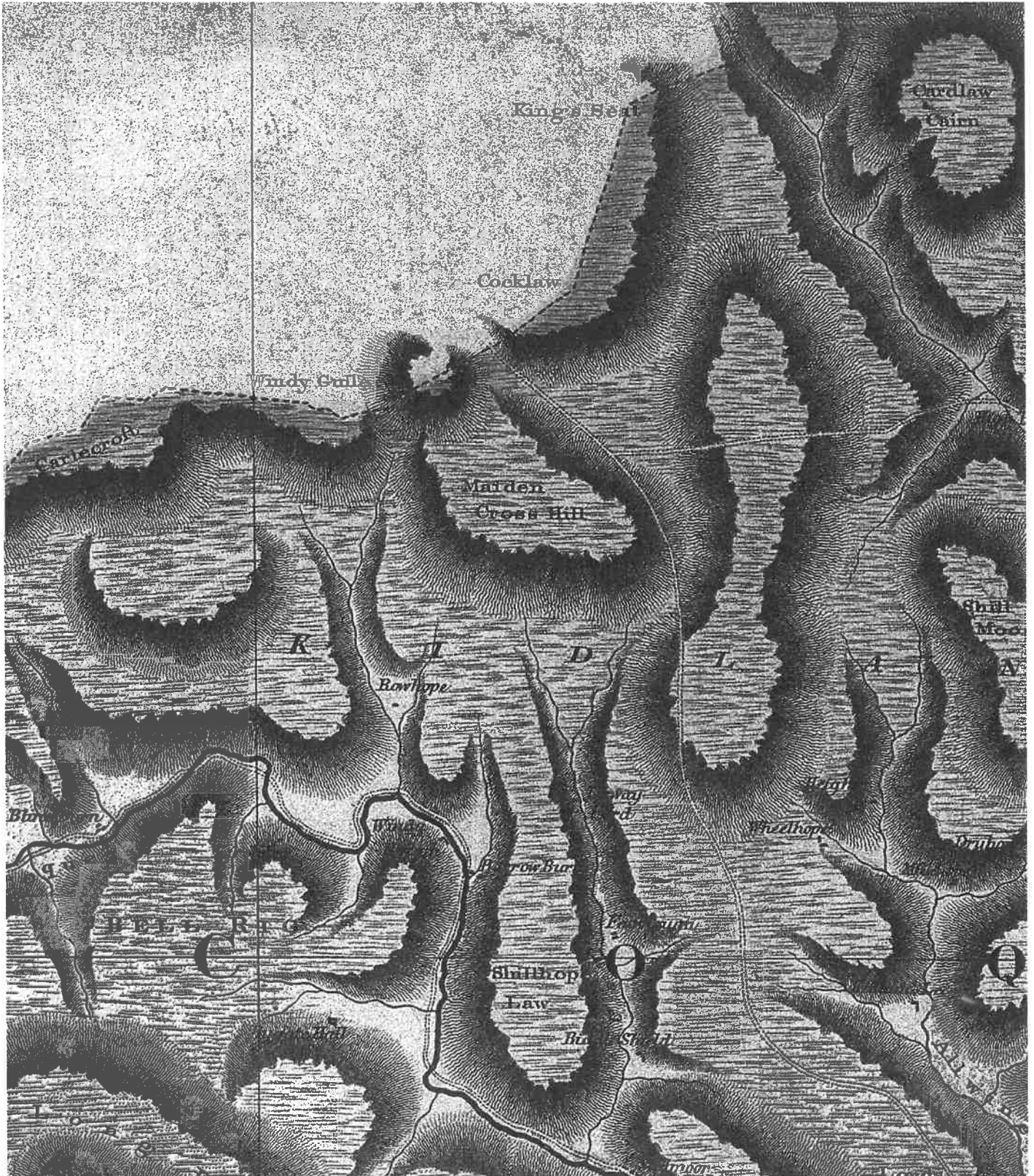
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Armstrong's County Map
1769

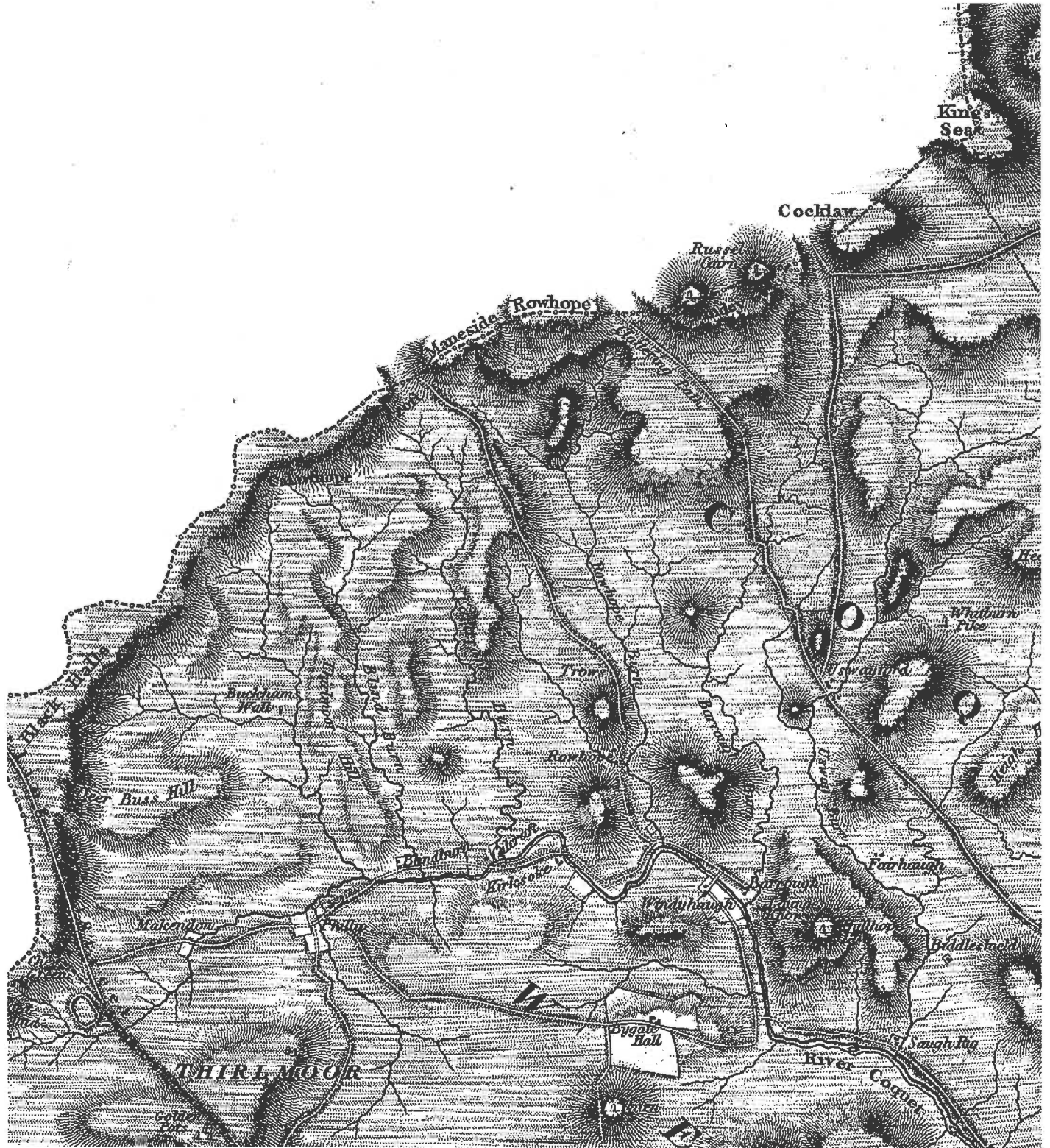


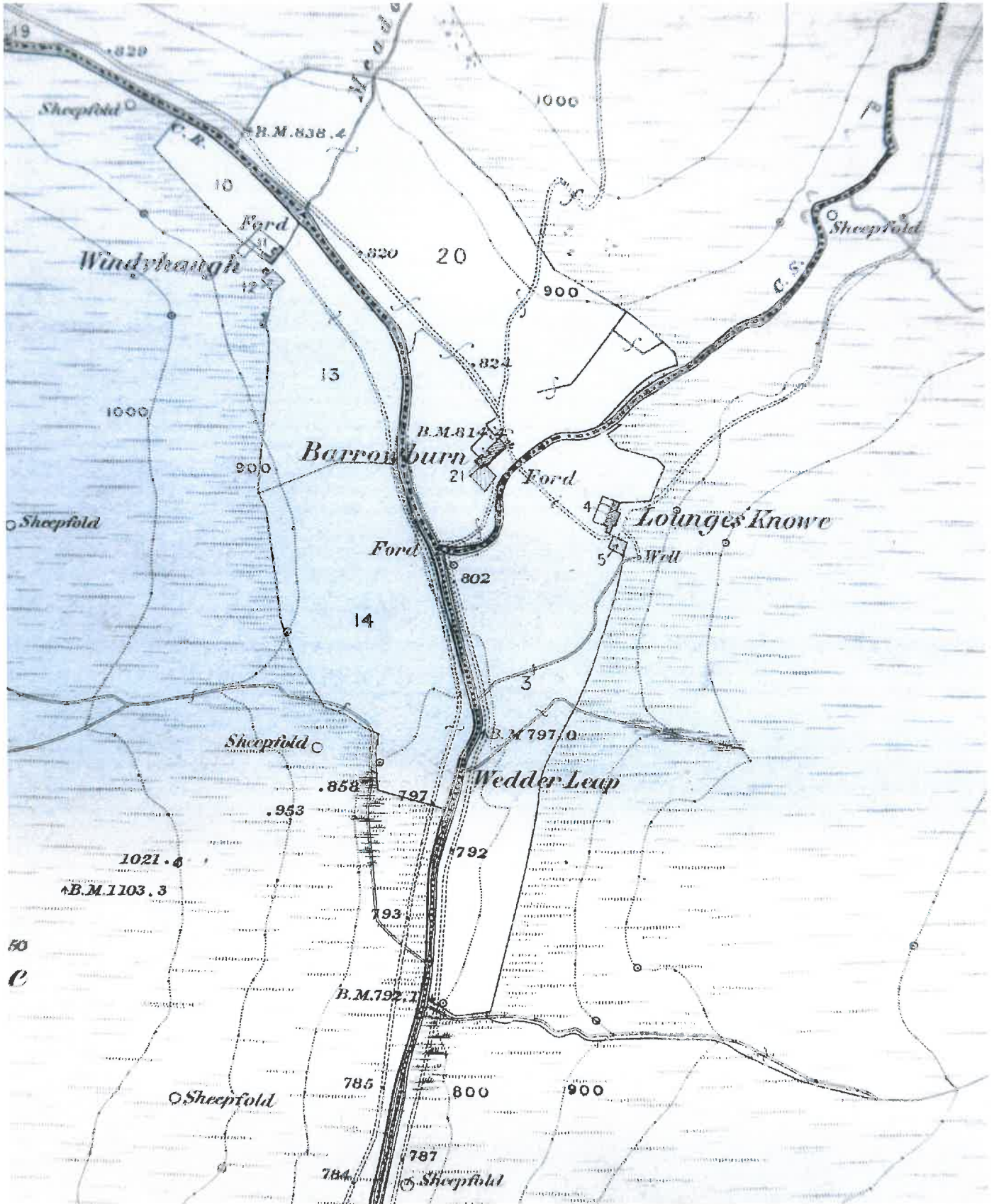
Fryer's County Map 1820

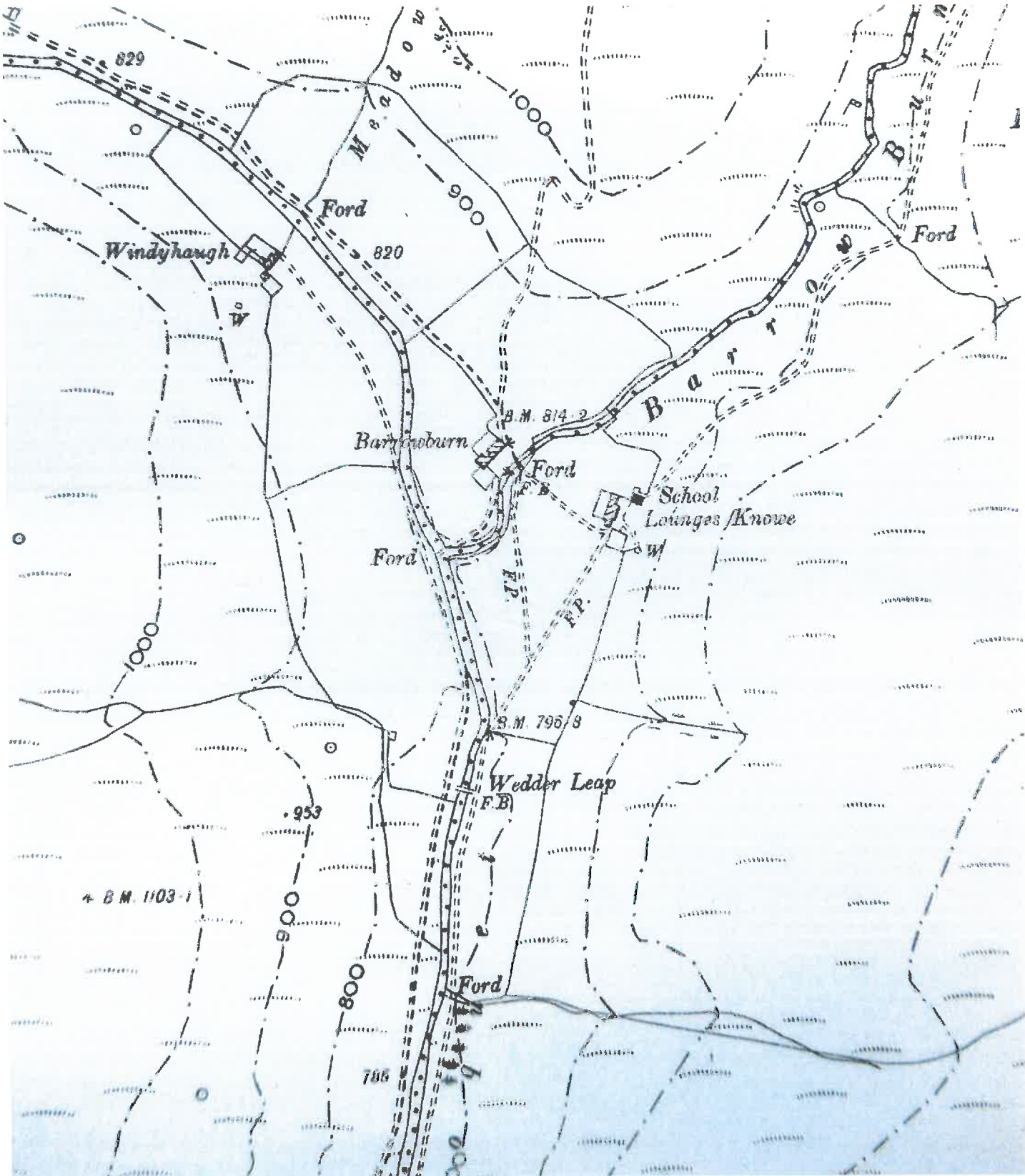


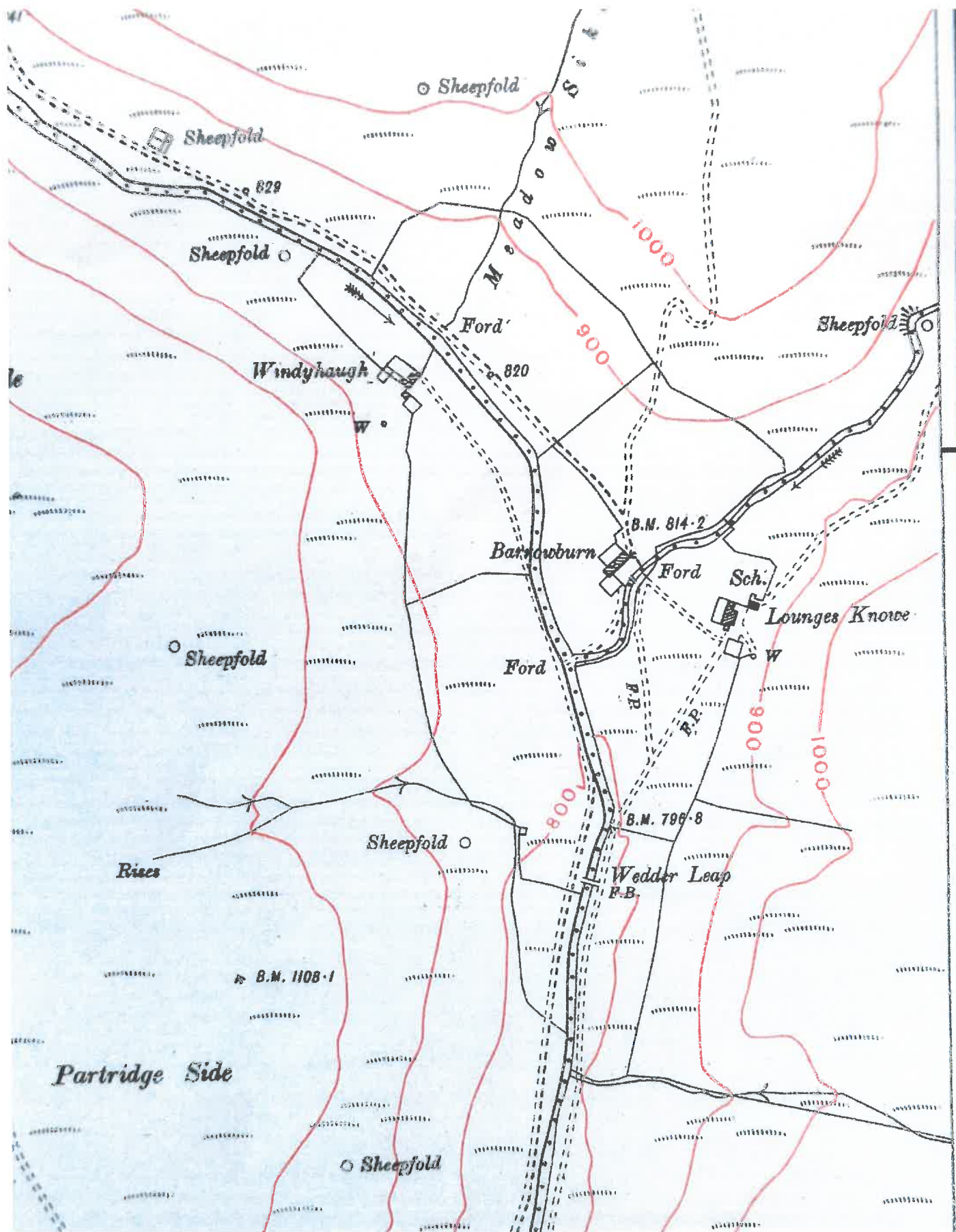


Greenwood's County Map 1828









REPORTS OF COUNTY SURVEYOR.—Continued.	ACTION OF COMMITTEE.
<p>(10) STAFF. I regret to report that Mr. F. W. Gilroy, one of the temporary draughtsmen employed in the department, was drowned on August 3rd whilst on holiday. It is not intended to fill the vacancy on the staff.</p> <p>I also regret to report that Mr. G. Rest, the supervising foreman in the Central Division, was killed on the Portofino Road on October 12th whilst riding a motor cycle in the course of his duties. He had been in the employ of the County Council for 29 years.</p>	
<p>(11) SEATON SLUICE DIVERSION: Acquisition of land from Lord Hastings.</p> <p>The District Valuer has been in negotiation with the agent to Lord Hastings in connection with the purchase of the land required for the above diversion, and his own reports that he has been unable to come to terms. We have been in possession of the land with the consent of the agent, for a considerable time, and I shall be glad if you will give authority to the Clerk of the County Council to take the necessary steps for the acquisition of the land including, if required, a reference to arbitration.</p>	
<p>(12) SEATON SLUICE DIVERSION: Surface water drain.</p> <p>It has been necessary to lay a surface water drain across land belonging to the Seaton Burn Valley Joint Sewerage Board. The Engineers state that provided the County Council will agree to remove or divert this pipe if required, they do not anticipate objection. The same pipe also crosses land belonging to Lord Hastings, and his Agent agrees to it doing so subject to an annual acknowledgment of 5/- to be paid on the 15th November in every year, and the County Council agreeing to remove or divert the drain if and when called upon to do so.</p> <p>I recommend that these conditions be agreed to.</p>	
<p>(13) ALLENSEFORD TO RIDING MILL ROAD. A.68.: Kilnpit Hill (Cross Roads).</p> <p>The Agent of the Minsteres Estate met me recently at the above Cross Roads and made the suggestion that they were prepared to pull down the wash-house and coal-house on the corner provided the County Council would not raise objection to them re-erecting the buildings on the roadside waste at the side of the Kilnpit Hill-Whittonstall Road, and would also raise objection to them substituting a substantial fence in place of a rather dilapidated fence adjoining the same road. The latter fence encloses an area which has, in my opinion, at some time formed part of the roadside waste.</p> <p>The removal of the wash-house and coal-house would be a very desirable improvement as they obstruct the view at the corner, but I do not think that the Committee should agree to their suggestion.</p> <p>There are a number of other enclosures near this point which appear to be encroachments and which will have to be enquired into in the future.</p>	
<p>(14) THE WILLOWS, CORBRIDGE.</p> <p>(15) SHILMOOR, BYGATE AND BARROWBURN FORDS.</p> <p>My attention has been drawn on several occasions recently to the condition of the above fords which are situated in the Upper Coquet Valley. Bridges are required at each of these places, but in view of the present financial circumstances, it is suggested that it would meet the most urgent needs if the fords were concreted, and I recommend that this be done.</p> <p>(16) BELLINGHAM R.D.C.: Wellhaugh Footbridge.</p> <p>The Bellingham Rural District Council have considered the question of a footbridge across the North Tyne at Wellhaugh, and have instructed their Surveyor to go into the matter with me.</p>	
<p>tion is that there is no bridge crossing the North Tyne in the Parish of Plashetts Station. A private bridge existed until some years ago but this has now collapsed.</p> <p>£455 10s. 0d. has been raised locally towards the cost of a new bridge, and I understand that a contribution of £10 had been promised by the County Council. Sir Hubert Swinburne has also promised £10 towards the cost, subject to certain conditions.</p> <p>Proposals to the old bridge were across private property, but it is proposed that a new bridge being built, the owners on both sides, viz. Mr. J. Swinburne and the Duke of Northumberland, are prepared to give way along defined lines from Plashetts to Hawkthrust. It appears to be a need for a bridge across the river in this neighbourhood, and I suggest that a Sub-Committee be appointed to consider the matter. R.D.C.</p> <p>For £98 10s. 0d. was obtained some years ago for constructing a footbridge, making use of some rails which were procured from the Railway Company for the pier. The cost of adapting the rails to the site of the tender. The details of the tender are rather vague, but I estimate the cost of erecting a wooden footbridge with a centre span of 47 ft. and a steel footbridge at £350.</p>	<p>Councillors H. S. Bell and A. H. Ridley requested to inspect the site.</p>
<p>REPORTER'S COMPENSATION.</p> <p>It was reported that G. G. Statham, of 6, Whitehorn Crescent, Coventry, was employed in moving farmacadm by means of a barrow in connection with the construction of roads at Woolley on 20th November, 1929, receiving compensation at the rate of 1s. 6d. per week up to the 1st February, 1930.</p> <p>It is stated he was certified for light employment and from that date he was employed in the same work at the rate of 1s. 6d. per week. The total amount of compensation paid to him up to the 1st February, 1931, is £58 12s. 6d.</p>	<p>With a view to reducing or terminating the compensation payments, the cost of the operation to be delayed.</p>
<p>REPORTER'S COMPENSATION.</p> <p>It was reported that Mr. R. J. Willan had examined Statham on 20th January, 1930, and advised an operation as a cure.</p> <p>It has been on the waiting list at the Royal Infirmary since 1930, and states he has made frequent enquiries but is unable to get any information as to when he is likely to be admitted. The Council are unable to offer him suitable light employment and have referred the matter to the Labour Exchange.</p> <p>The Council proposed to undergo an operation provided the County Council would meet the cost. He is wearing a truss.</p> <p>It is suggested that the charges for an operation it is expected that he will incur should be met by the County Council for one or two months after the operation.</p> <p>It is suggested that Statham be again examined by Mr. R. J. Willan and that necessary arrangements be made for an operation.</p>	<p>Price and conditions approved.</p>
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REPORTS OF COUNTY SURVEYOR.—Continued.

The Company to indemnify the Council against all actions, proceedings, claims and demands and take out insurance policy in the sum of £2,500.

The agreement to continue for ten years and thereafter subject to twelve months notice.

Within three months after determination of Agreement, Company shall remove all wires.

There does not appear to be any objection to the Company's proposals and I recommend that an agreement be entered into with the Company on similar terms, with the exception of the royalty subject to such amendments and additions as the Clerk of the County Council may consider necessary.

(31) COQUET FORDS.

The Sub-Committee appointed by the Bridges and Roads Committee at their last meeting inspected the Fords at Shilmoor, Bygate and Barrowburn in the Upper Coquet Valley, on December 17th, 1931. There were present County Councillors Broughton and Pringle, the County Surveyor and the Surveyor to Rothbury Rural District Council.

It was found that there are approximately 76 people whose only means of communication with other parts of the County is by way of these fords. There are a number of tradesmen who regularly use these fords each week, supplying goods to the residents, and further, the whole of the produce in this area is now taken away by motor lorry.

All the fords are in bad condition and it is impossible to keep them in good condition owing to the action of floods and the heavy vehicles now using them.

The Sub-Committee recommend that bridges be constructed at each of these fords. It is intended that these bridges shall only be small structures about 12 feet between parapets, but strong enough to carry the heaviest loads likely to use them.

There is a convenient site for a bridge at Shilmoor about 100 yards west of the existing ford and a short length of new road would be necessary. The estimated cost of a bridge and approach road is £500.

A bridge can be built adjoining the present ford at Bygate, for a cost of £1,000, but in view of the section of road between Shilmoor and this ford, known as the Racks, which is narrow and dangerous, the Sub-Committee recommend that a bridge be built at a point east of the Racks and a new length of road constructed from this point to join the existing road near Bygate ford. The estimated cost of the bridge is £500 and the road £1,000.

A bridge can be built on the west side of Barrowburn ford, and a new approach road should be constructed across the field.

The estimated cost of the bridge is £500 and the new approach road £300.

The total estimated cost of these bridges and approach roads is therefore £2,800.

(32) WELSHAUGH FOOTBRIDGE.

The Sub-Committee appointed by the Bridges and Roads Committee at their last meeting met at the site of the proposed footbridge on December 17th. There were present County Councillors Bell, Ridley and Kinsopp-Road, the County Surveyor, representatives of the Bellingham Rural District Council and members of the local Bridge Committee.

The Sub-Committee recommend that the local Bridge Committee raise £75 towards the cost, the County Council should erect a footbridge at this place.

(33) HEXHAM ROAD DIVERSION: Priesthope to Woodlands.

In my report with regard to the purchase of land from Messrs. Thompson for the above-mentioned improvement, the sentence on the last line of p. 75 and the first and second lines on p. 76 of the printed Minutes of your Committee, dated 28th September, 1931, should read as follows:—

"The vendors to terminate any existing tenancies at the earliest possible date and any loss of rent which may occur to the vendors to be borne by the purchasers."

The word "vendors" instead of "purchasers" was inadvertently inserted in the report.

Act
Coun.

Appr.
agrees
for sale

20/11/31

To be
in con-
with
note of
year

Bel
Rd
Comm
approv
adopt

5

Appr.

REPORTS OF COUNTY SURVEYOR.—Continued.

ACTION OF
COMMITTEE.

BROUGH OF WALLSEND: Tyneside Tramways and Tram-roads Company.

Resolved to the Bridges and Roads Committee in May last that an agreement had been come to between the Wallsend Corporation and the Tramways Company in respect of the reinstatement of the tram-roads.

It was found that in respect of certain lengths of road, the Tramways Company should pay to Wallsend Corporation at the rate of 3/4 per sq. yard for the area of the tracks and sets and the Corporation should lift the track and hand over the rails and heads to the Tramways Company, the Corporation retaining the sets.

In case of the other length of road, the Tramways Company should be paid at the rate of 3/4 per sq. yard and the whole of the rails, bends, and sets.

It was found that the assumption that the section of road which would be reconstructed in the near future. In view of the financial situation, it is not anticipated that the work of reinstatement will be carried out for some considerable time and after a meeting between the Wallsend Corporation, representatives of the Tramways Company, and myself, it was decided to recommend that the reinstatement should be 3/4 per sq. yard for the whole area, the Corporation retaining the whole of the rails, bends and sets.

The amount to be paid by the Tramways Company now amounts to £2,341, and this will be credited to the County Roads account, and the value of the rails, bends and sets when recovered.

BROUGH OF BLYTH: Bebside Hall Corner.

The Corporation have been in negotiation with the Mansel and the acquisition of land for the widening of the above corner, and by the purchase of Mr. J. F. Grandy has agreed to recommend that the Corporation should acquire 64 sq. yards of land at 6d. per sq. yard, making a total of 215 sq. yds., subject to the creation of a cross-fence.

It is recommended that the Corporation be authorised to acquire the land at the above rate.

BUNK ROAD SCHEME: Stunington Road Division.

The Valuer has negotiated with Mr. Brewis, Viscount Ridley's agent, with regard to the timber removed by the County Council, on 19th July. Mr. Brewis is willing to accept £35 10s. 0d. in payment for the timber, and I recommend that his offer be accepted.

T.T. Co.

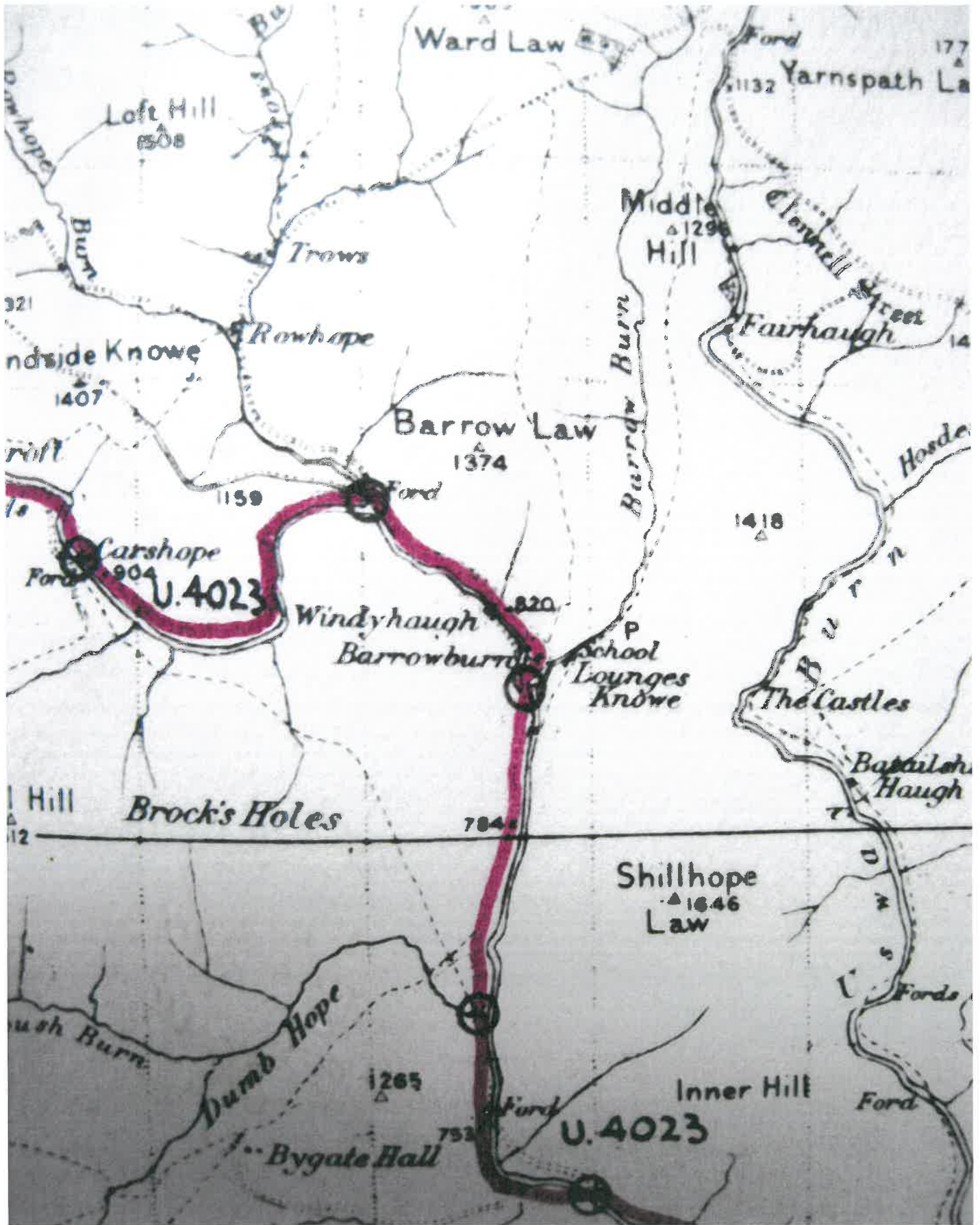
Approved.

Bel
Rd
Comm

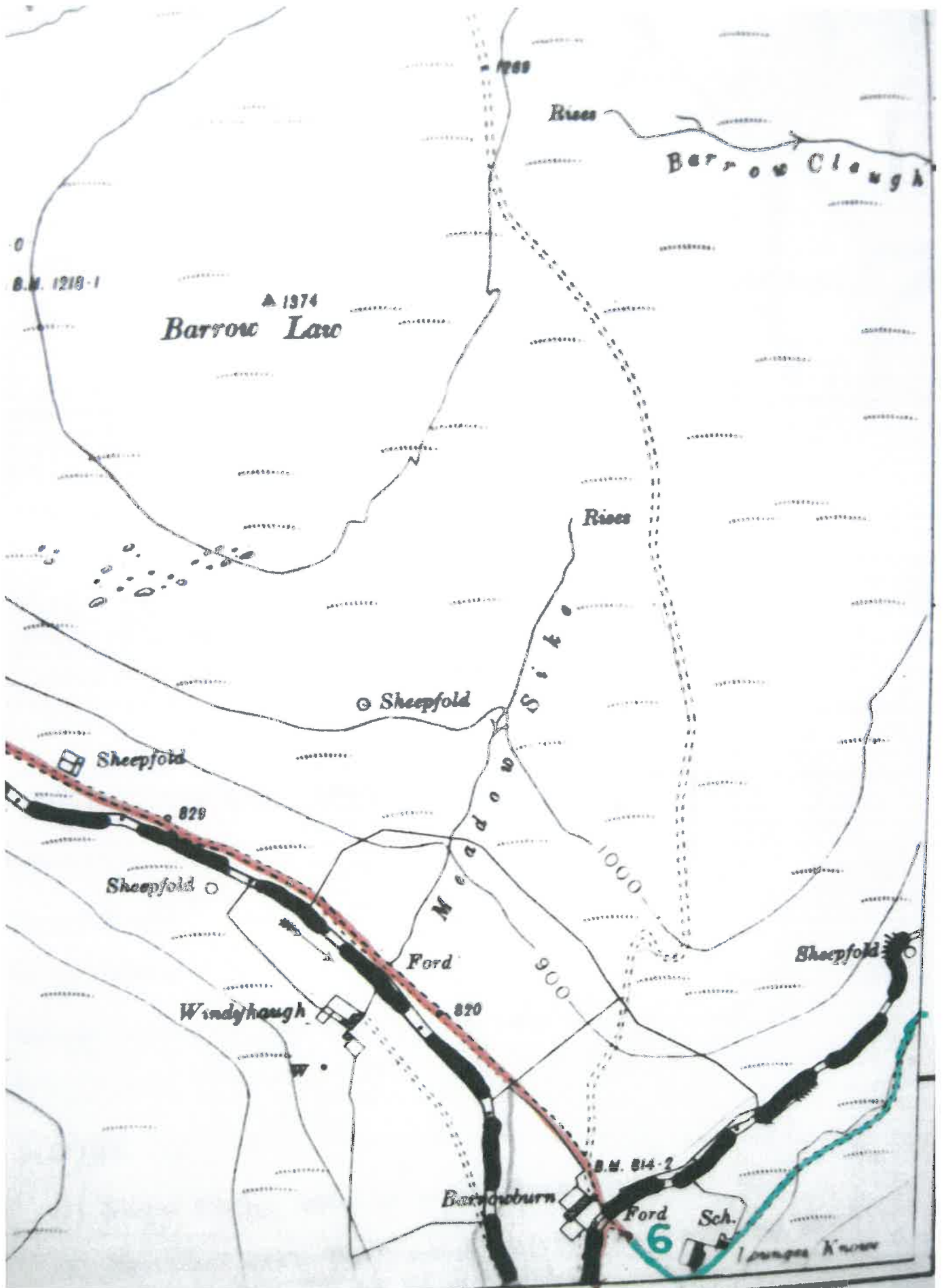
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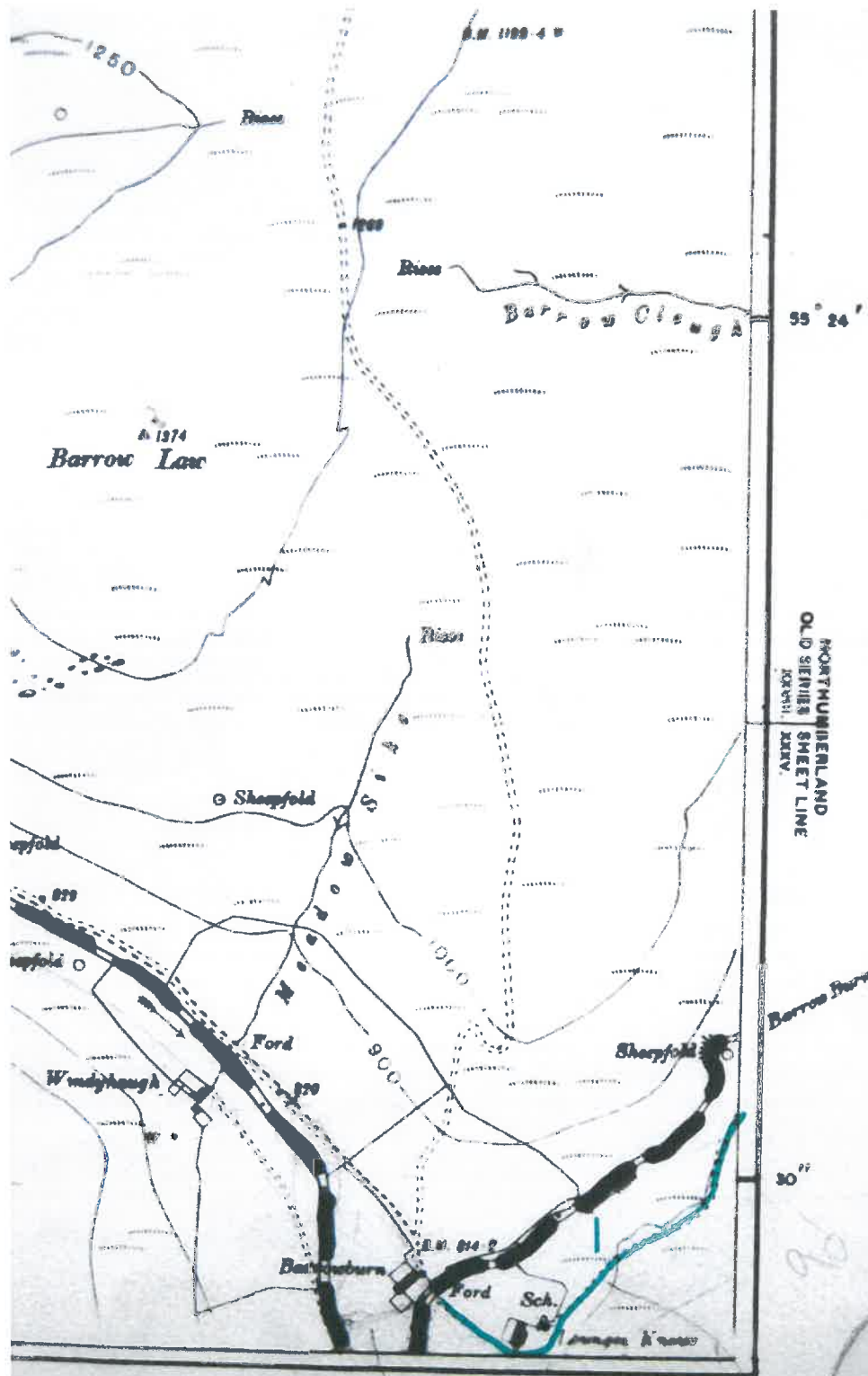
Approved.

Extract from the Council's 1951 Highways Map



Survey Map





NORTHUMBERLAND
OLD SERIES
SHEET LINE
XXXXII XXXV

Barrow Burn

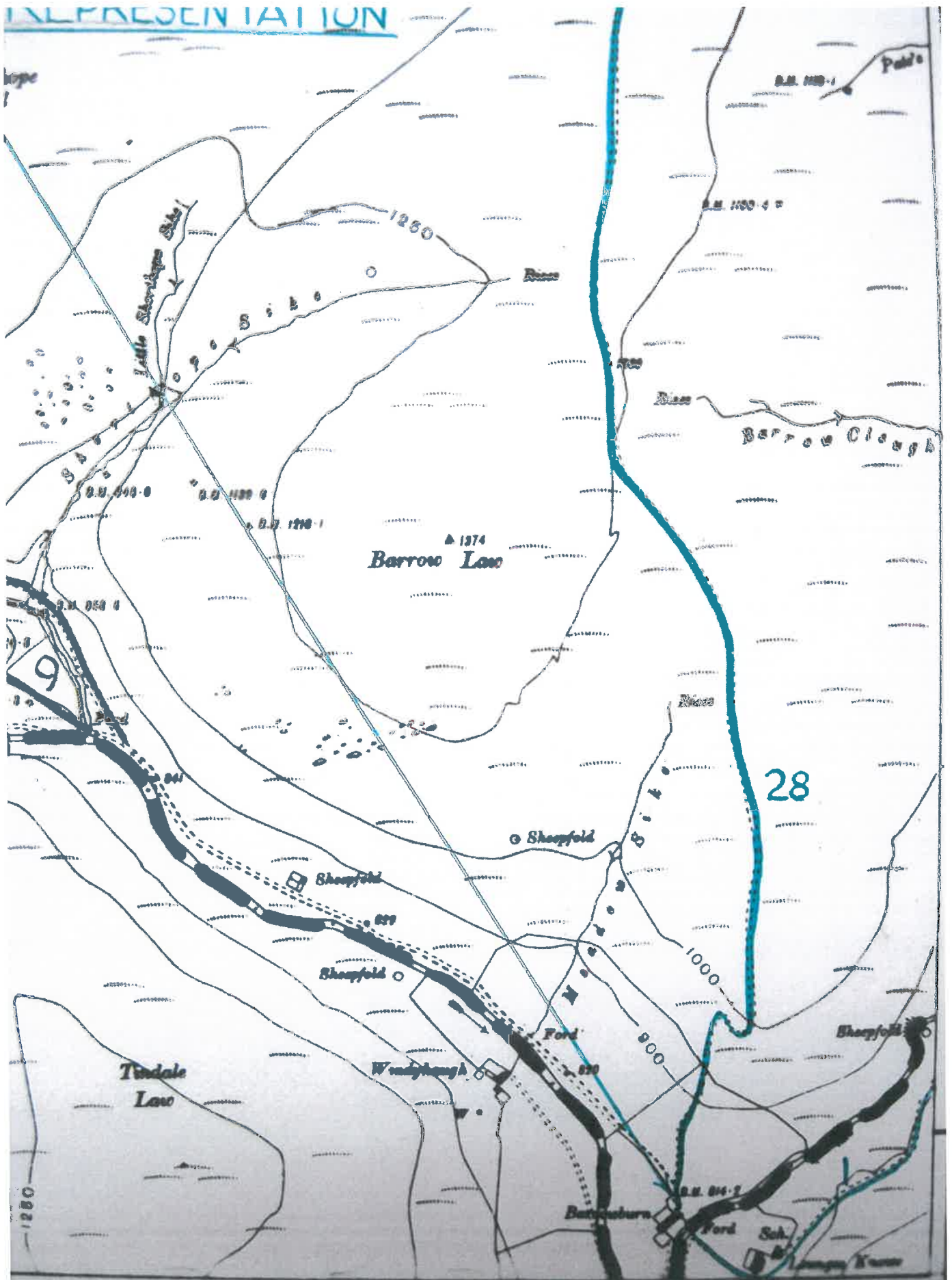
LINBRIDGE PH.

BR 1.
not shown to
County Rd.

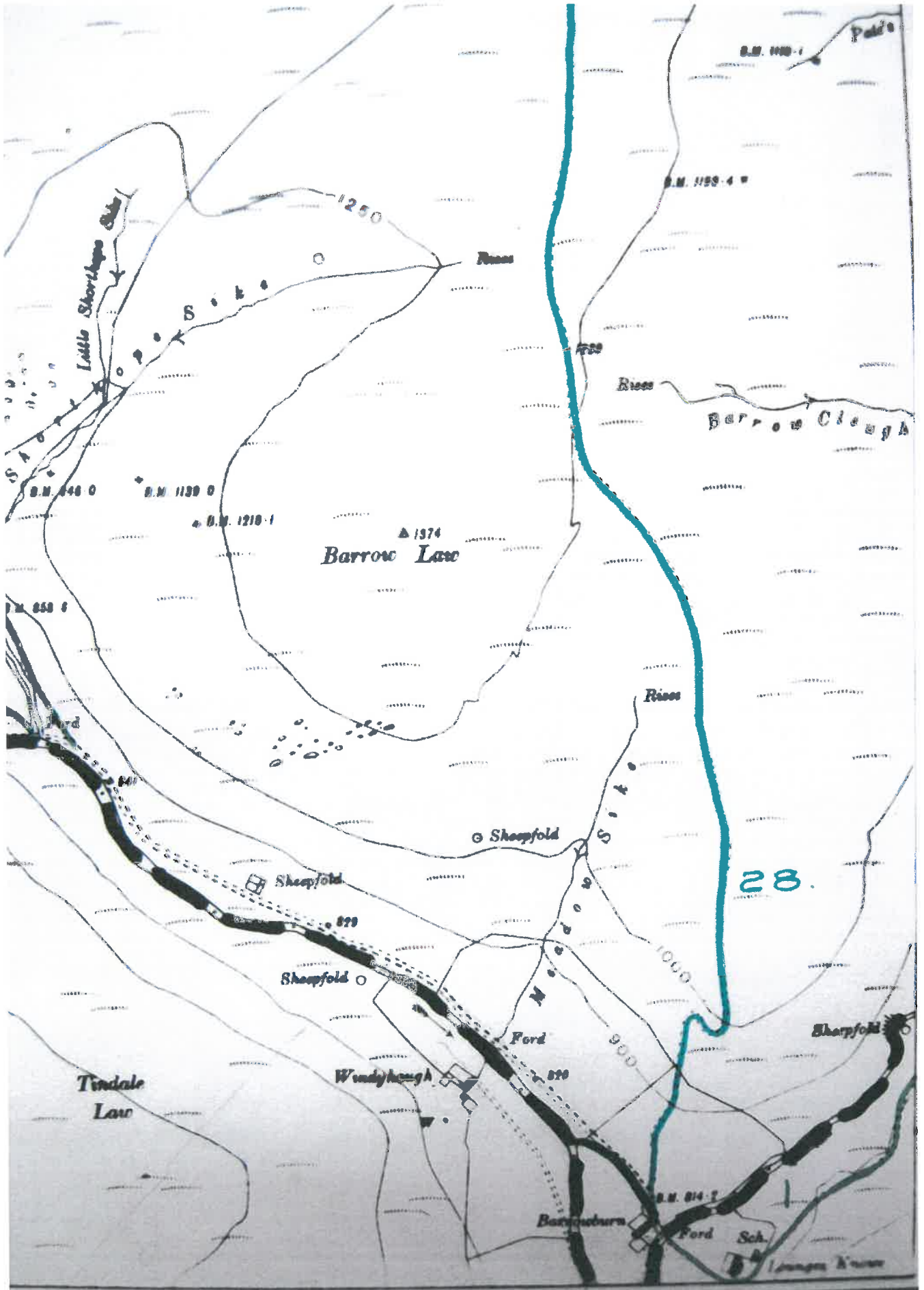
OF WAY.

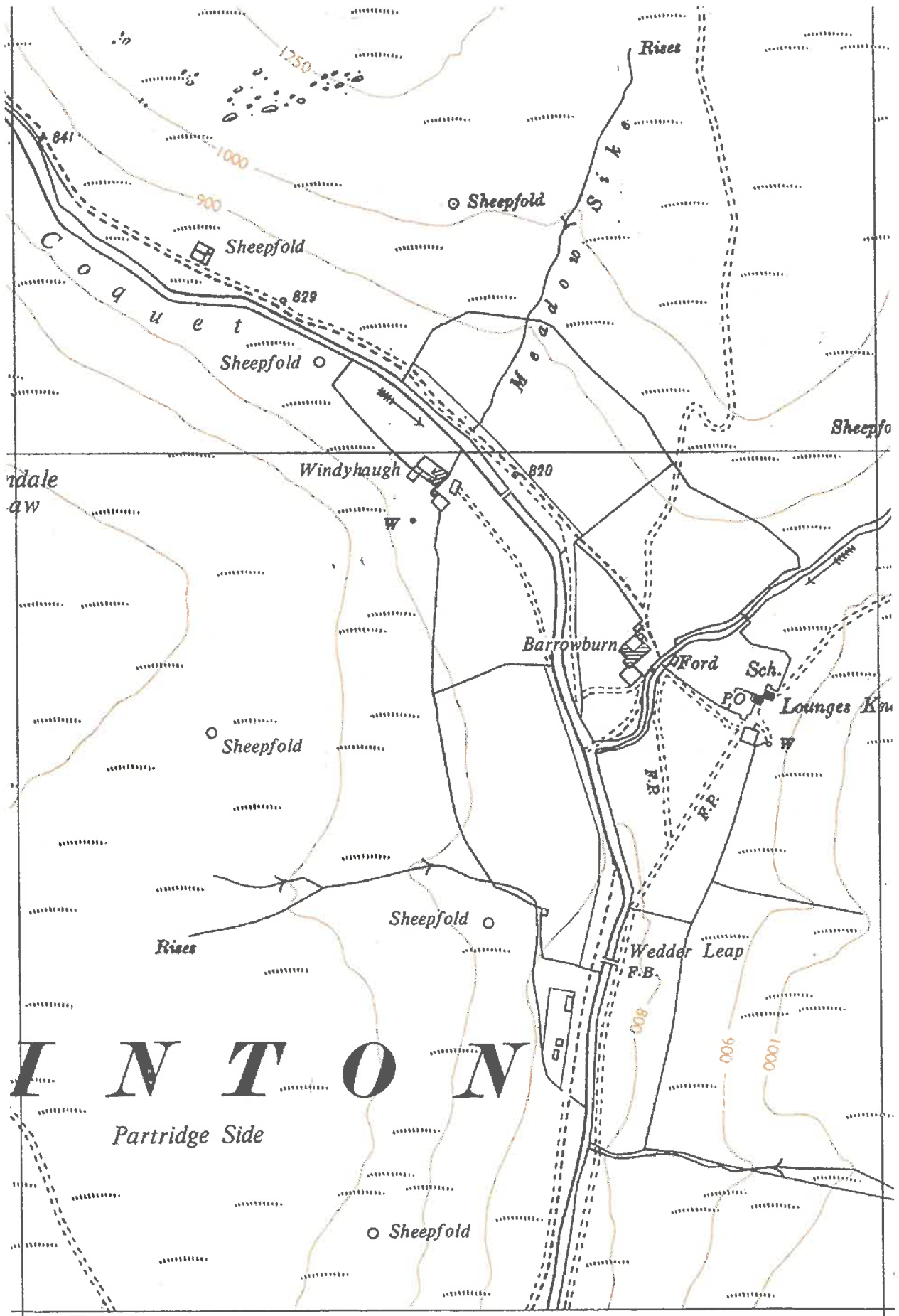
MAP (N.C.C.)

No. Z 31NE / II /



Provisional Map





INTON

Partridge Side

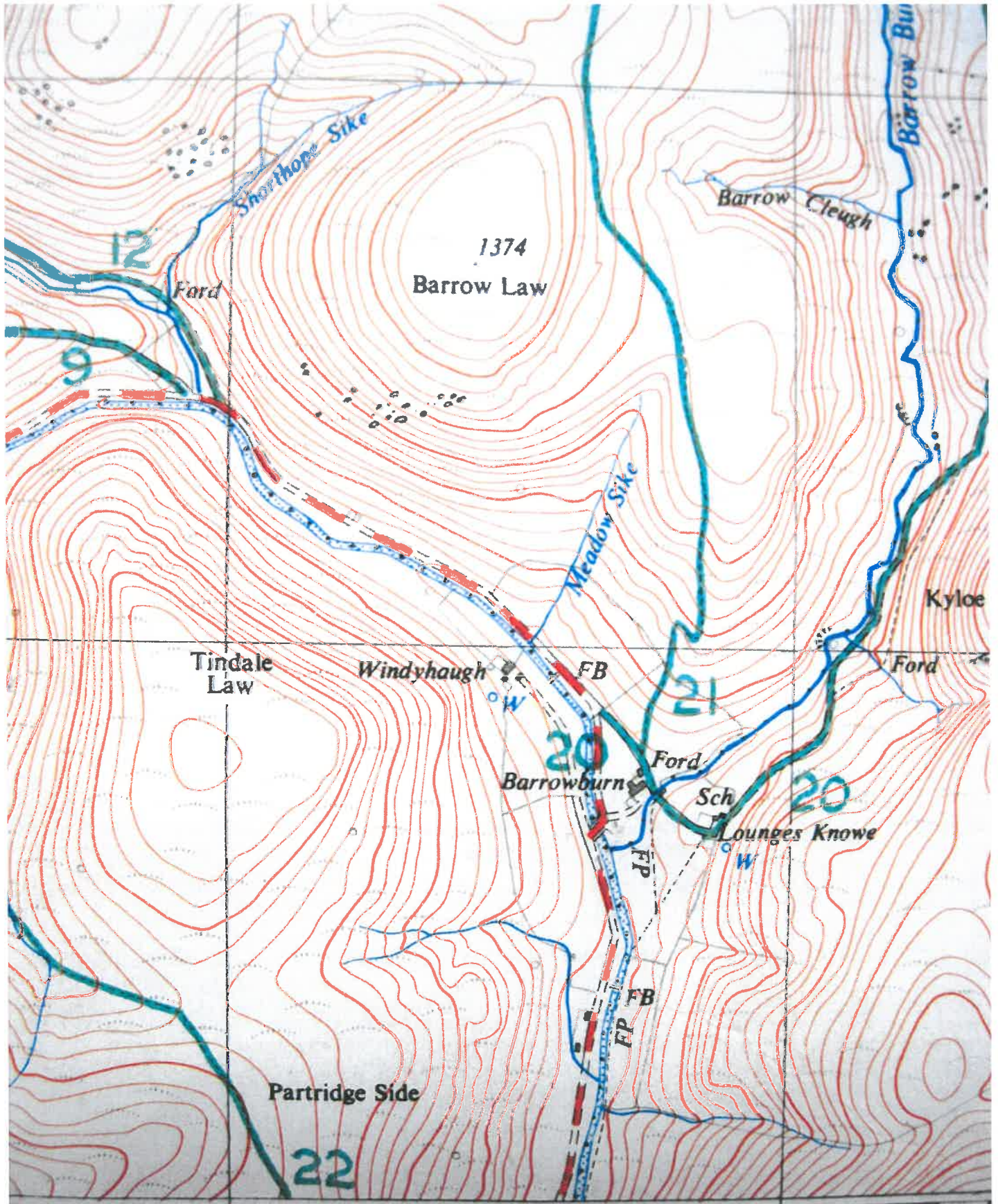
1958 County Road Schedule

ALNWICK DIVISION

Unclassified Roads in the Rothbury Rural District

		Brought Forward	19.410 miles
U.4015	Scrainwood - Netherton Buildings Road	From C.169 at Scrainwood to C.172 east of Netherton Buildings.	1.04
U.4016	Scrainwood - Union Gate Road	From U.4015 south-east of Scrainwood to C.172 at Union Gate	0.97
U.4017	Ellilaw - Biddlestone Road	From C.169 east of Ellilaw via Biddlestone Park to C.172 west of Biddlestone Edge.	2.72
U.4018	Biddleston Edge - Harbottle Road	From C.172 east of Biddleston Edge via Well House to C.172 at Harbottle (Includes de-classified length of road)	2.46
U.4019	Well House - Sharperton Edge Road	From U.4018 at Well House to U.4029 at North west of Sharperton Edge.	1.60
U.4020	Sharperton - Ridges Plantation Road	From C.172 at Sharperton to U.4019 at Ridges Plantation.	0.61
U.4021	Sheepbenks Road	From U.4019 at Ridges Plantation to U.4013 north-east of Well House	0.67
U.4022	Burradon - Biddlestone Hall	From C.172 at Burradon Mains to U.4017 at Biddlestone Hall.	0.08
U.4023	Alwinton - Coquet Valley Road	From C.172 at Alwinton via Shillmoor, Barrowburn to Makendon	11.70
U.4024	Alwinton - Clennell Road	From C.172 east of Alwinton to Clennell.	0.63
U.4025	Farnham Tile Works - Low Farnham - Plainfield	From C.172 at Farnham Tile Works via Low Farnham to C.179 east of Plainfield	2.76
U.4026	Snitter Barns Road	From C.179 south of its crossing with the Foxton Burns, via Snitter Burns to C.176 south of the entrance to Silverside.	1.76
		Forward	<u>46.430 miles</u>

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

ROTHBURY

ALWINTON

2. Parish

20

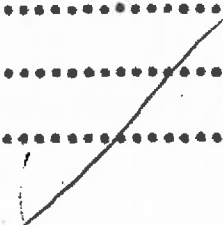
Number of Footpath on Map

4. Name of Path

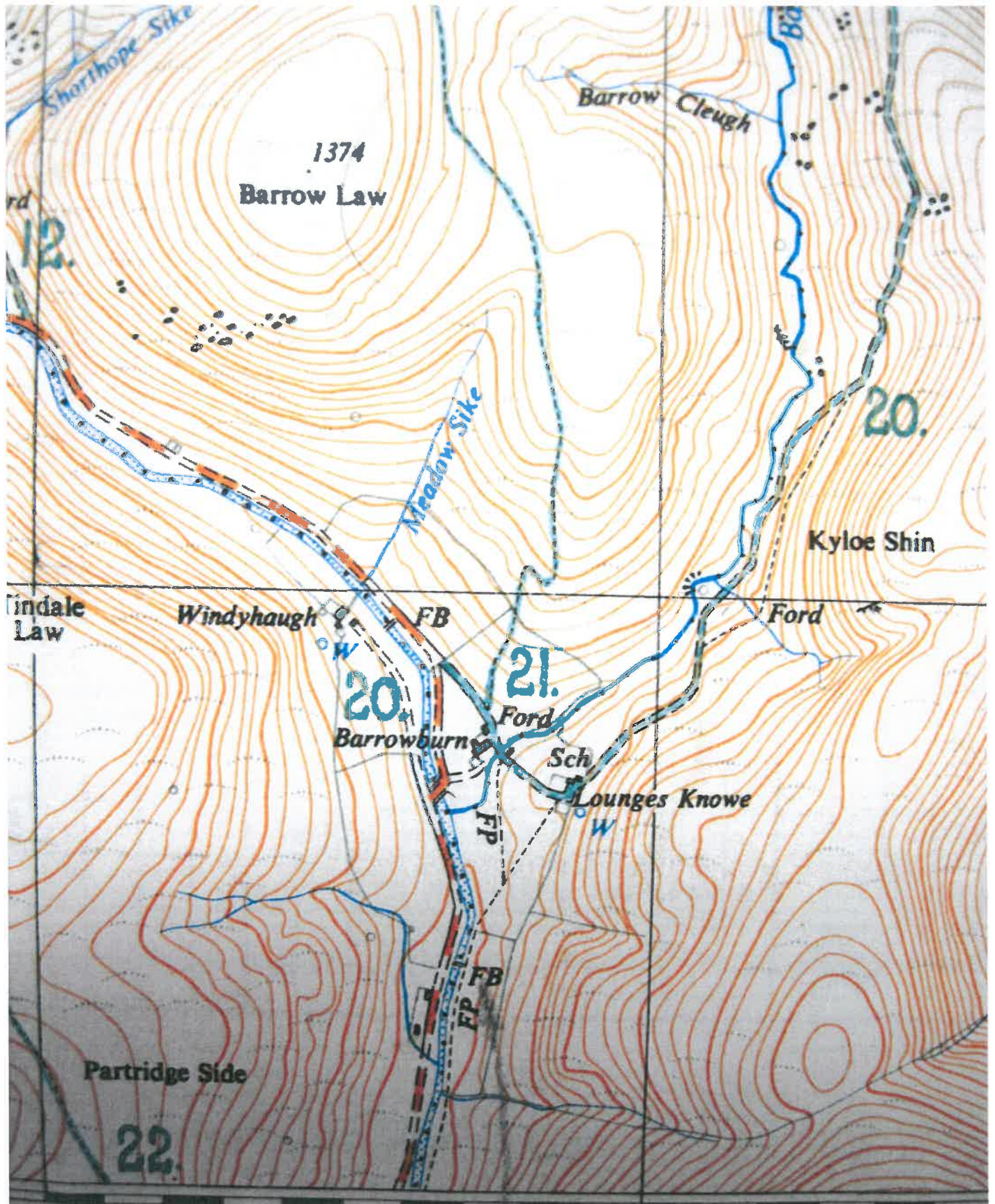
5. Kind of Path (i.e. FP/BR) B.R. (6'-8'wide)

6. General Description of Path From BR 14 east of Middle Hill in a south-westerly
 and north-westerly direction by Lounges Knowe, crossing the Barrow Burn by the
 footbridge and by Barrowburn to join the Alwinton-Coquet Valley Road north-west of
 Barrowburn.

7. Other relevant information Footbridge at Barrow Burn School recorded on
 County Council Schedule as FB 4020.



First Review Definitive Map

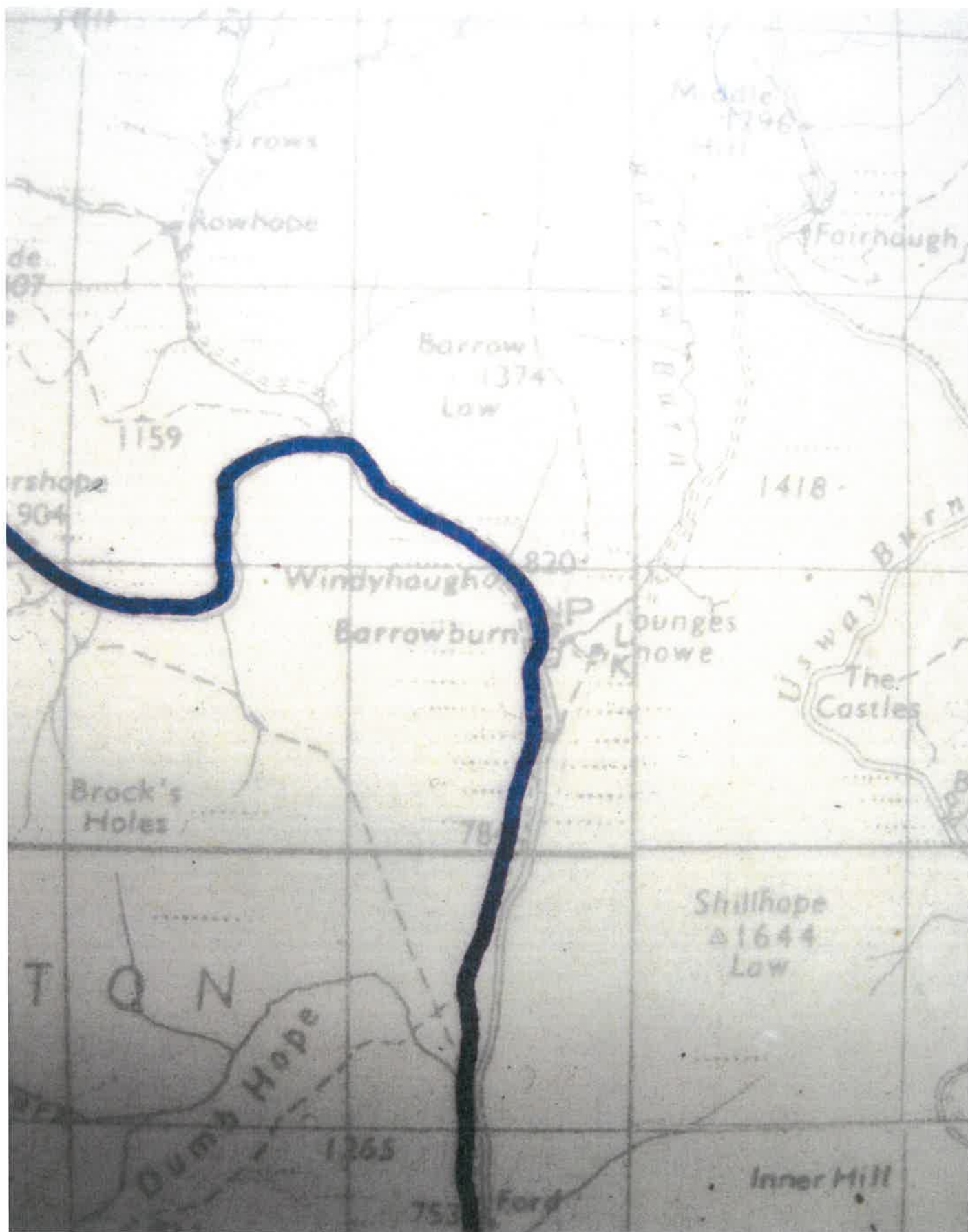


1964 County Road Schedule

- 89 -

<u>Route No.</u>	<u>Name of Road.</u>	<u>Description.</u>	<u>Responsible Division or Authority.</u>	<u>Mileage.</u>	<u>Total Mileage.</u>
U.4013	Whittingham-Mountain Road.	From C.90 north-west of Whittingham north-westwards to U.4014 at The Mountain.	Alnwick.	1.20	
U.4014	Eslington Lowhill-Mile End Road.	From C.172 at Eslington Lowhill northwards to C.169 south-west of Mile End.	Alnwick.	1.14	
U.4015	Scrainwood-Netherton Buildings Road.	From C.169 at Scrainwood southwards to C.172 east of Netherton Buildings.	Alnwick.	1.04	
U.4016	Scrainwood-Union Gate Road.	From U.4015 south-east of Scrainwood eastwards to C.172 at Union Gate.	Alnwick.	0.97	
U.4017	Ellilaw-Biddlestone Road.	From C.169 east of Ellilaw via Biddlestone Park to C.172 west of Biddlestone Edge.	Alnwick.	2.72	
U.4018	Biddlestone Edge-Harbottle Road.	From C.172 east of Biddlestone/southwards and south-westwards via Well House to C.172 at Harbottle. (Includes declassified length of road as link to C.172 at Harbottle End).	Alnwick.	2.56	
U.4019	Well House-Sharperton Edge Road.	From U.4018 at Well House eastwards to U.4029 north of Sharperton Edge.	Alnwick.	1.60	
U.4020	Sharperton-Ridges Plantation.	From C.172 at Sharperton northwards to U.4019 at Ridges Plantation.	Alnwick.	0.61	
U.4021	Sheepbanks Road.	From U.4019 at Ridges Plantation northwards to U.4018 north-east of Well House.	Alnwick.	0.67	
U.4022	Burradon-Biddlestone Hall.	From C.172 at Burradon Mains northwards to U.4017 at Biddlestone Hall.	Alnwick.	0.80	
U.4023	Alwinton-Coquet Valley Road.	From C.172 at Alwinton via Shillmoor, Barrowburn to Makendon, including 133 yd. long spur from just north of Barrowburn Bridge north-eastwards to Barrowburn Farm.	Alnwick.	11.78	
U.4024	Alwinton-Clenell Road.	From U.4023 south-east of Alwinton, north-eastwards to Clennell	Alnwick.	0.79	

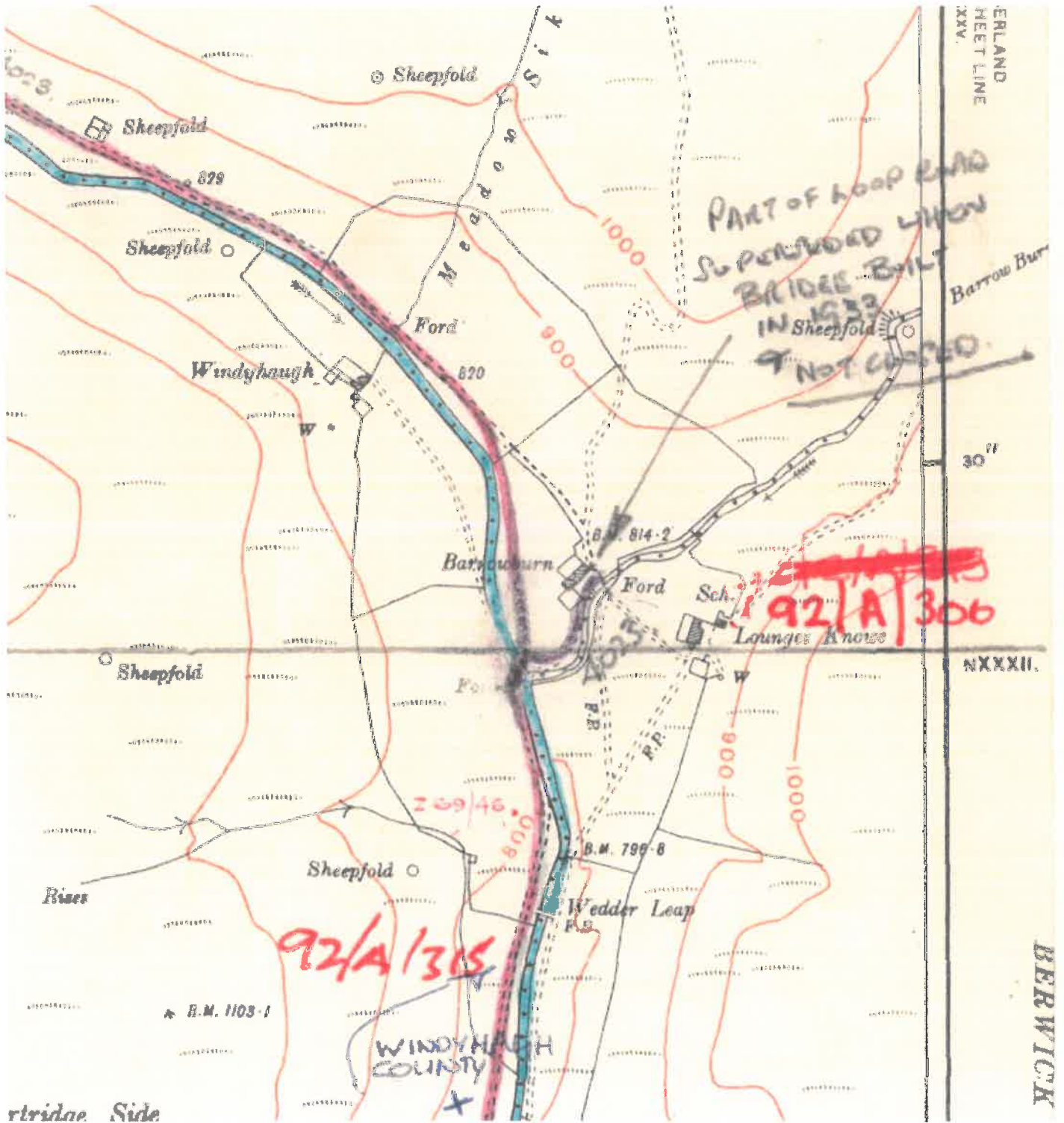
Extract from the Council's 1964 Highways Map

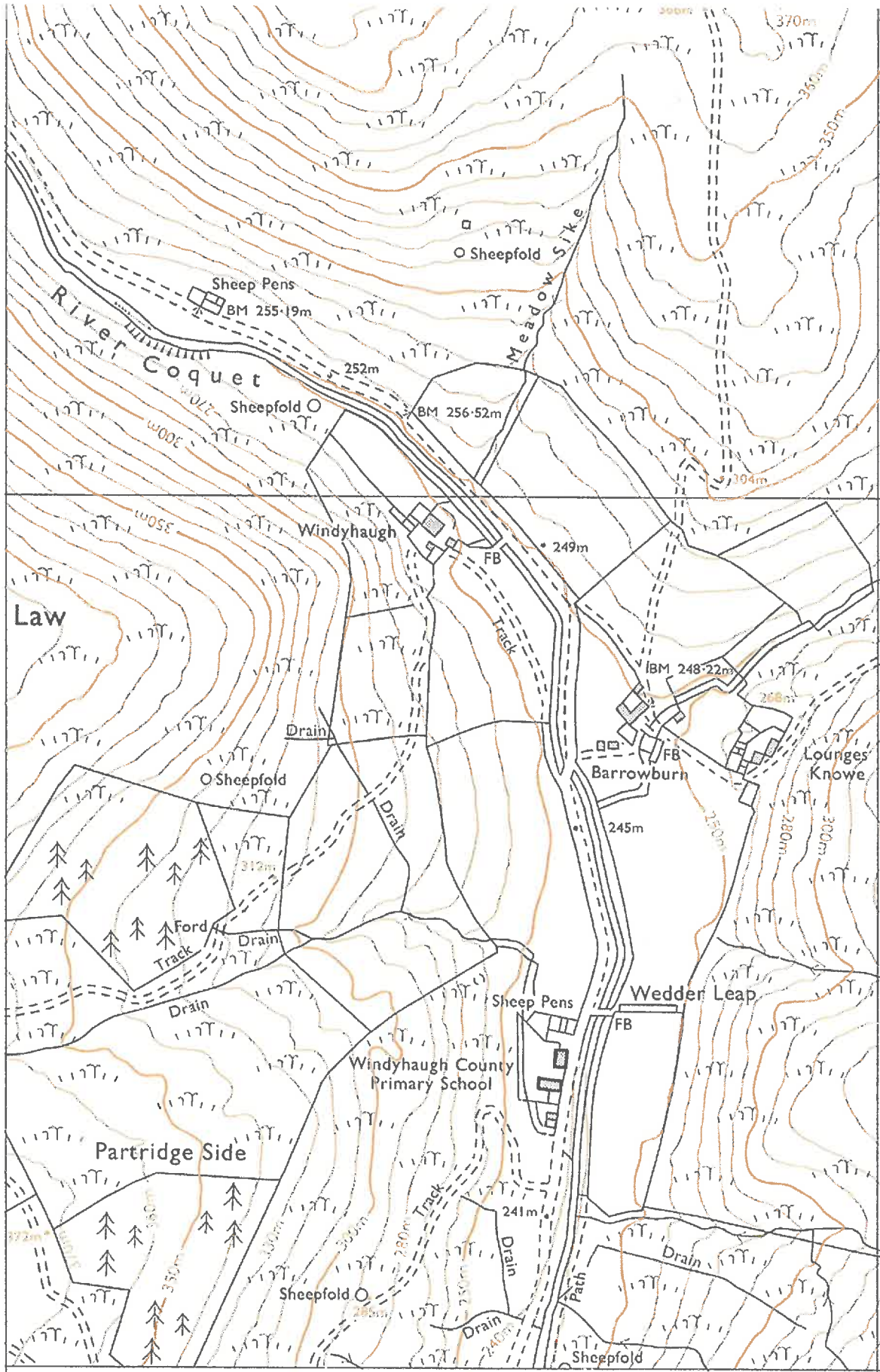


1974 County Road Schedule

Route No.	Name of Road	Description	Responsible Division or Authority	Mileage	Total Mileage
U. 4022	Burradon-Biddlestone Hall.	From C. 172 at Burradon Mains (NF. 963070) northwards to U. 4017 at Biddlestone Hall (NF. 960082).	Alnwick Division.		0.80
U. 4023	Alwinton-Coquet Valley Road.	From C. 172 at Alwinton (NF. 923060) north-westwards and westwards via Shillmoor, Barrowburn to Makendon (NF. 804094) including 133 yd. long spur from just north of Barrowburn Bridge north-eastwards to Barrowburn Farm.	Alnwick Division.		11.78
U. 4024	Alwinton-Clennell Road.	From U. 4023 south-east of Alwinton (NF. 923060) north-eastwards to Clennell (NF. 929070).	Alnwick Division.		0.79
U. 4025	Farnham Tile Works-Low Farnham-Plainfield.	From C. 172 at Farnham Tile Works (NF. 967036) southwards, eastwards and north-eastwards via High Farnham and Low Farnham, recrossing C. 172 at Farnham Moor to join C. 179 east of Plainfield (NF. 998034).	Alnwick Division.		2.78
U. 4026	Snitter Windyside Road.	From C. 179 north of Plainfield (NF. 990040) eastwards via Snitter Windyside to join C. 176 south of Silverside (NU. 015045).	Alnwick Division.		1.76
U. 4027	Warton-Snitter Windyside Road.	From C. 179 at Warton (NU. 009029) northwards to U. 4026 west of Snitter Windyside (NU. 006044).	Alnwick Division.		0.96
U. 4028	Netherton Burnfoot-Follions Road.	From C. 176 at Netherton Burnfoot (NF. 997073) north-eastwards to C. 175 south of Follions (NU. 007076).	Alnwick Division.		0.76
U. 4029	Sharperton-Burradon Road.	From C. 172 east of Sharperton (NF. 963037) north-eastwards via Sharperton Edge to C. 179 at Burradon (NF. 980060).	Alnwick Division.		2.08
U. 4030	Billsmoor Foot-Highshaw Road.	From B. 6341 south of Billsmoor Foot (NF. 943967) northwards via Hinchford and Haw Farm to the entrance to Highshaw Farm (NF. 941982).	Alnwick Division.		1.21

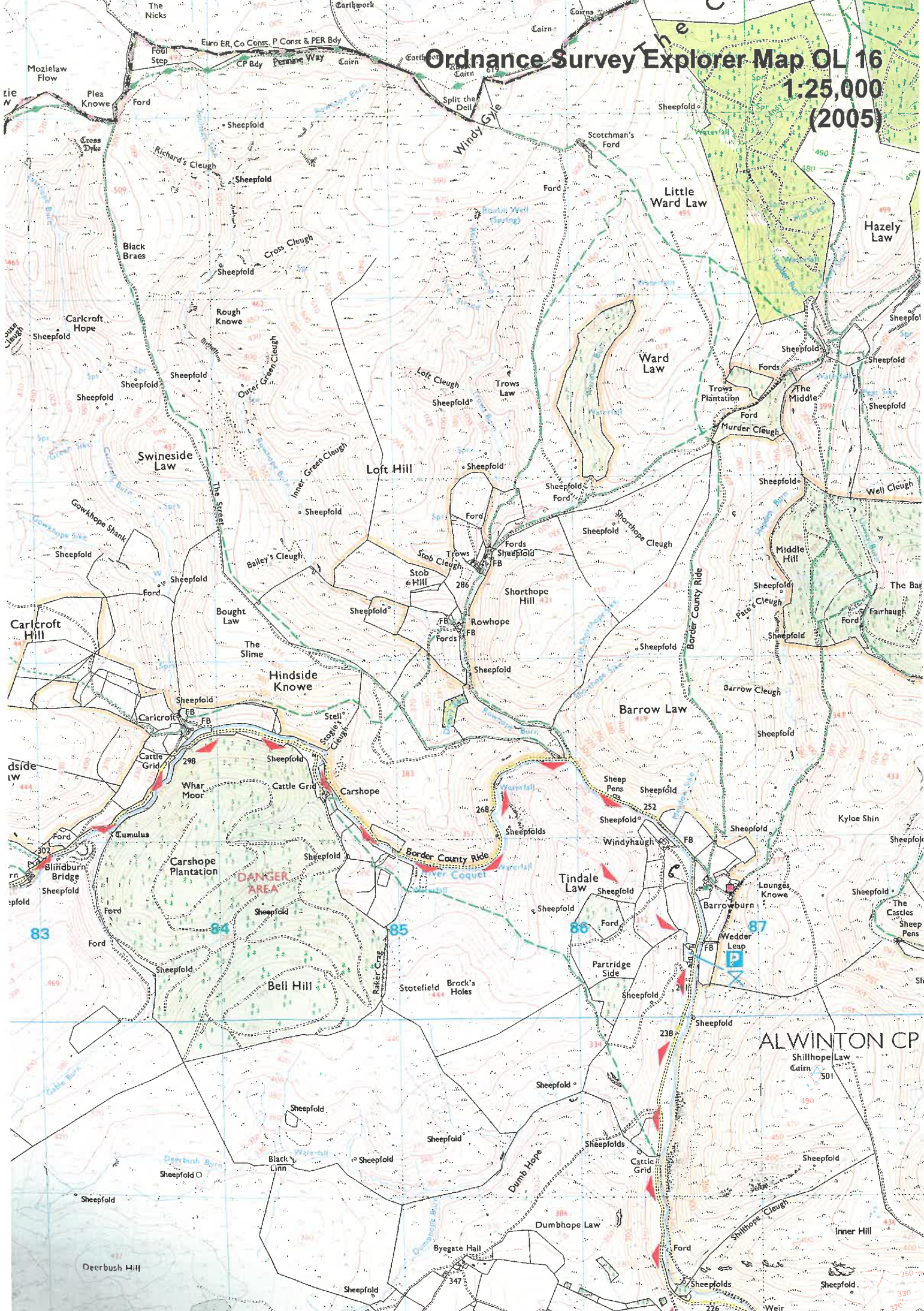
Extract from the Council's Internal 6" Highways Map

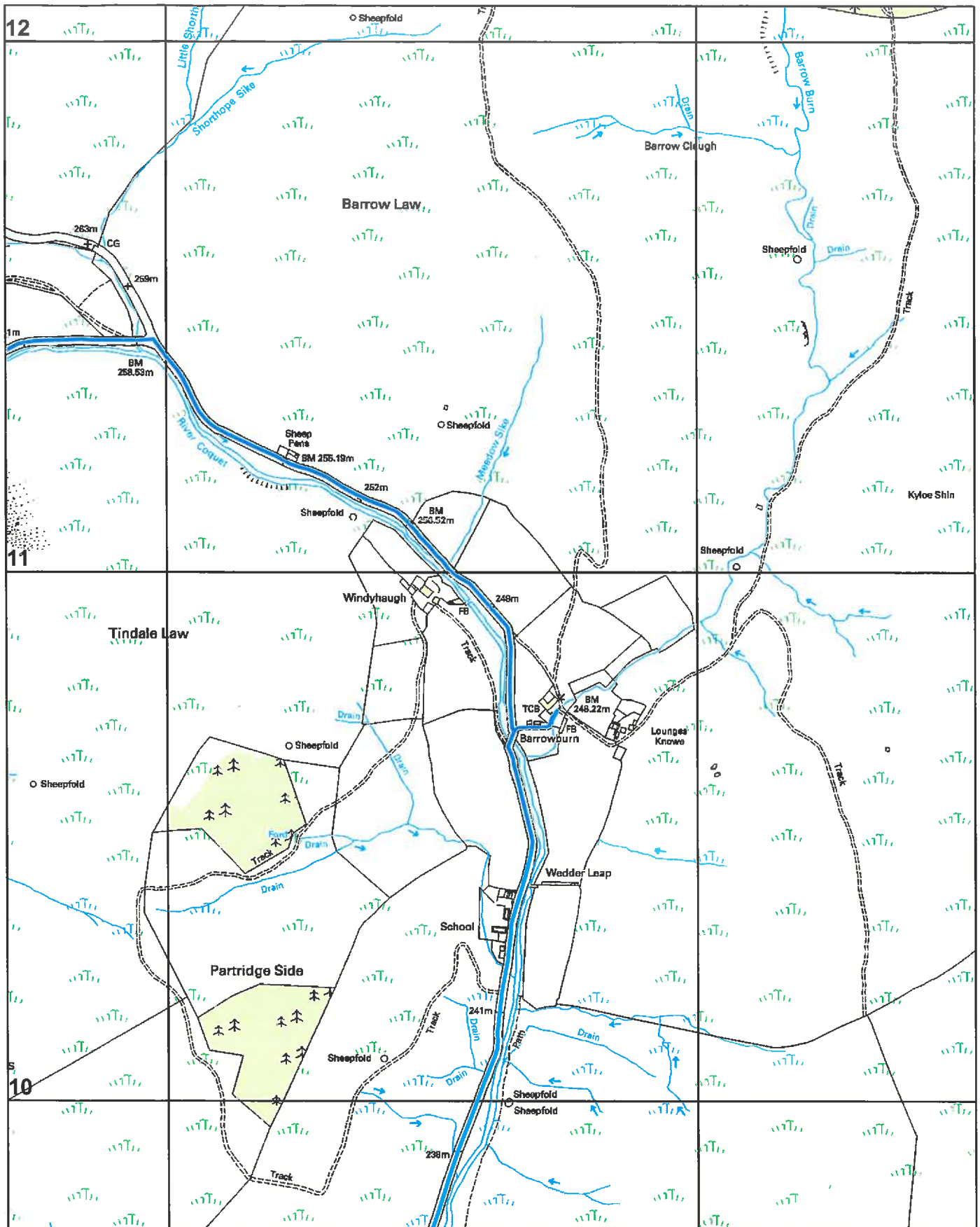




Ordnance Survey Explorer Map OL 16

1:25,000
(2005)





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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Drm:	Date:	Scale:
AB	Aug 2019	1:10,000