



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 BYWAYS OPEN TO ALL TRAFFIC Nos 65 & 25 PARISHES OF ALWINTON AND BIDDLESTONE

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 the U4024 road, from the U4023 road south-east of Alwinton, north-eastwards to Clennell.

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 J-K-L;**
- (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 byways open to all traffic;**
- (iv) the apparent misrecording of public rights of way over the route L-D-C be corrected by means of a future Definitive Map Modification Order;**
- (v) the possible misalignment of Public Footpath No 36 over the route A-B be remedied by means of future public path orders.**

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 'U4024' 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 U4024 unclassified County road based upon more than simply its inclusion in the List of Streets.
- 2.5 At the time of writing this report, officers became aware of what appears to be a minor error on the existing Definitive Map in relation to the extent of existing Public Bridleway No 13 and Public Footpath No 17 in the Parish of Biddlestone and Public Footpath No 36 in the Parish of Alwinton. According to the original Definitive Map, the two Biddlestone paths should terminate on the route of the alleged Byway No 25, in the vicinity of Point L. This position is supported by the more detailed Draft Map and Provisional Map, which were the formal stepping stone stages preceding publication of the Definitive Map and by the Definitive Statements for these two public rights of way. There is no evidence these two public rights of way have ever been upgraded, stopped up or diverted subsequently, so their status and alignment should still be as was originally recorded in the 1950s. Instead, however, Bridleway No 13 is shown as extending further westwards along part of the Footpath No 17 route, terminating half way across a footbridge over the River Alwin; Public Footpath No 17 is shown terminating on Footpath No 36, some 15 metres short of the footbridge, and Footpath No 36 is now shown with a spur extending further eastwards, part way across the footbridge. It is believed that these errors occurred when all the County's rights of way information was digitized, prior to publishing a consolidated Definitive Map in December 2005. It might be considered appropriate to correct these errors in conjunction with any future Definitive Map Modification Order made in relation to the alleged byways.
- 2.6 Whilst investigating the apparent error outlined in paragraph 2.5, above, officers also discovered what appears to be a possible error in relation to the alignment of a 330 metre length of Public Footpath No 36 (Parish of Alwinton). Although the current Definitive Map does appear to reflect the original Definitive Map, and also the Draft and Provisional Maps that were published beforehand, it does not correspond with the path which currently exists on the ground or the alignment depicted on the 1st and 2nd Edition Ordnance Survey maps. The Draft, Provisional and original Definitive Maps show the footpath following the route depicted on the 3rd Edition Ordnance Survey maps. It may be that the walked route had indeed migrated northwards in time for the 3rd Edition maps being surveyed (in the 1920s), and then switched back again, subsequently, or it could be that the 3rd edition maps contained a rare surveying error.

3. LANDOWNER EVIDENCE

- 3.1 By email, on 28 June 2018, Mr T Kenny of Surrey responded to the consultation stating:

"I am responding very belatedly to your letter of the 27th February which got buried in a pile of papers.

"Together with my wife we are the owners of Alwinton Farm our tenant being Graham Dixon. I am sending you in the post a copy of your plan with the extent of our ownership marked in red with my name and address on the back.

...

"Turning to proposed Boat 65 I note on the current definitive map it is shown coloured yellow with no designation. To my mind the road has all the characteristics of a public highway serving Clennell Hall Hotel, an adjacent caravan park, a farm and extensive forestry land. Further north of point K and between there and Clennell Hall it had recently had fairly extensive works carried out after flood damage from the River Alwin.

"I hope my comments are of some help."

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, though did ask what the situation was with regard to the "well used" 400 metre long northerly continuation of this route, to link with Public Bridleway No 16, which currently has no recorded status.

- 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 65 (Clennell Hall))

This is an unfenced tarmac road which passes into Biddlestone parish at the river. It is well used by horse riders, walkers and cyclists accessing the rights of way network further up the valley. It is also used by motor vehicles accessing Clennell Hall. The BHS supports its addition to the definitive map.

"Biddlestone Parish

“Alleged Byway Open to all Traffic 25 (Clennell Hall))

This is a tarmac road from the bridge over the river which is the parish boundary. It leads to an entrance to Clennell Hall, at which point (L) a public bridleway begins which leads to other bridleways so it forms part of the off-road network for horse riders, walkers and cyclists. It is also used by vehicles accessing Clennell Hall. The BHS supports its addition to the definitive map.

“There is a short section of track which continues from L across a cattle grid to join BW 139/016 which goes up the valley towards Kidland Forest. This is also well used by horse riders, walkers and cyclists though there are notices saying that there is no vehicular access. Perhaps the council should consider recording it as a restricted byway?”

- 4.4 By email, on 10th May 2018, Netherton & Biddlestone Parish Council responded to the consultation, stating:

“Further to correspondence dated 14/2/18, Netherton & Biddlestone Parish Council are only aware of walkers and horse riders using the routes, as opposed to open to all traffic.”

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

Although a road or track between Alwinton and Clennell is depicted on the map, this would appear to be identifying a different route to that of alleged Byways Nos 65 and 25.

1820 Fryer's County Map

There is clear evidence of a road or track approximating to the route of alleged Byways Nos 65 & 25.

1827 Cary's Map

There is clear evidence of a road or track approximating to the route of alleged Byways Nos 65 & 25.

1828 Greenwood's County Map

Although a road or track between Alwinton and Clennell is depicted on the map, this would appear to be identifying a different route to that of alleged Byways Nos 65 and 25.

c.1860 Ordnance Survey Map: Scale 1:2500

There is clear evidence of an unenclosed road / track over the route of alleged Byway No 65 and the southern end of alleged Byway No 25 (the map sheet above, covering the remainder of the route is not available). The Alwinton section is identified by the parcel number "38a" and the Clennell (i.e. Biddlestone) section is identified by the parcel number "32". In the accompanying Book of Reference, the corresponding entries identify these parcels as "Public road".

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

There is clear evidence of a mainly unenclosed road / track over the route of alleged Byways Nos 65 and 25.

1897 Ordnance Survey Map: Scale 1:2500

There is clear evidence of an unenclosed road / track over the route of alleged Byways Nos 65 and 25.

1899 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an unenclosed road / track over the route of alleged Byways Nos 65 and 25.

Finance Act 1910 plan

There is clear evidence of an enclosed road / track over the route of alleged Byways Nos 65 and 25. The northern part of the route (between the River Alwin and field boundaries to the east of it) is identified as being separate from the adjacent land by coloured boundaries. This is a good indication that the road was considered to be public at that time.

1923 Ordnance Survey Map: Scale 1:2500

There is clear evidence of an unenclosed road / track over the route of alleged Byways Nos 65 and 25.

1925 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an unenclosed road / track over the route of alleged Byways Nos 65 and 25.

1951 Highways Map

The route of alleged Byways Open to All Traffic Nos 65 and 25 is coloured so as to identify it as a publicly maintainable road. It is labelled as the "U4024". The southern end of the route does appear to be shown on a different alignment (i.e. along the southern / eastern bank of the River Alwin rather than following the route J-K). The J-K route appears to have been scratched out.

c.1952 Definitive Map – original Survey Schedules & Map

The route of alleged Byways Open to All Traffic Nos 66 & 25 exists on the base map, and the K-L section is coloured brown. Known public roads were generally coloured brown to indicate what the extent of the road network was considered to be. The J-K section is clearly annotated in green ink as a “Metalled Council Road”. The brown coloured ‘road’ proceeding southwards from Point K, along the eastern bank of the River Alwin has been crossed out.

Draft Map

The route of alleged Byways Open to All Traffic Nos 65 & 25 exists 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).

Provisional Map

The route of alleged Byways Open to All Traffic Nos 65 & 25 exists 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).

1957 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a mainly unenclosed road / track over the route of alleged Byways Nos 65 & 25. At Point K, the River Alwin crossing appears to be by means of a ford.

1962 Original Definitive Map

The route of alleged Byways Nos 65 & 25 exists on the base map, but is not identified as a public footpath, public bridleway or Road Used as a Public Path (RUPP).

1964 Highways Map

A route resembling that of alleged Byways Open to All Traffic Nos 65 & 25 is coloured so as to identify it as a publicly maintainable road. It is labelled as the “U4024”. The map is relatively small scale, but nevertheless appears not to show the J-K section of the route. The purple line still appears to be following a route along the southern / eastern bank of the River Alwin, albeit that it is now shown ending on the purple U4023 road, rather than the orange C172 road.

1981 Ordnance Survey Map: Scale 1:10,000

There is clear evidence of a mainly unenclosed road / track over the route of alleged Byways Nos 65 & 25. At Point K, the River Alwin now appears to be crossing by means of a bridge.

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

There is clear evidence of an enclosed track over the route of alleged Byways Nos 65 and 25. 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 byway is clearly identified as publicly maintainable highway.

2016 Sandstone Way route map

All but the northern end of the route of the alleged byway is clearly identified as part of the main Sandstone Way mountain bike route.

5.2 The entry for the U4024 road, in the 1958 County Road Schedule, states:

"U4024 Alwinton - Clennell Road
From C172 east of Alwinton to Clennell."

The length of the U4024 road is identified as 0.63 miles.

5.3 The entry for the U4024 road, in the 1964 County Road Schedule, states:

"U4024 Alwinton - Clennell Road
From U4023 south-east of Alwinton, north-eastwards to Clennell."

The length of the U4024 road is identified as 0.79 miles.

5.4 The entry for the U4024 road, in the 1974 County Road Schedule states:

"U4024 Alwinton - Clennell Road
From U4023 south-east of Alwinton (NT 923060), north-eastwards to Clennell (NT 929070)."

The length of the U4024 road is identified as 0.79 miles.

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

Public Bridleway No 13 (Parish of Biddlestone)

"From the public road to Clennell south of Clennell in an easterly and north-easterly direction by Clennell Cottages to join the Biddlestone Hall - Newton Road east of Rookland."

Public Footpath No 17 (Parish of Biddlestone)

"From the Public road to Clennell in a north-westerly, westerly and south-westerly direction crossing the River Alwin by the footbridge and by Clennellstreet to the Alwinton Parish Boundary joining BR 18 in that parish."

6. SITE INVESTIGATION

- 6.1 From Point J on the U4023 road, 325 metres north-west of St Michael's Church, Alwinton, an unenclosed 3 metre wide tarmac road proceeds in a north-easterly direction across a pasture for a distance of 375 metres to the parish boundary at the centre of a bridge (4.5 metres wide) over the River Alwin (Point K). From this point an unenclosed 3.5 metre wide tarmac road continues in a north-easterly direction for a further 20 metres, then in a northerly direction for 115 metres, then north-easterly for 400 metres then northerly direction for a distance of 210 metres to a junction with an access road leading to a campsite. Thereafter a 3 to 3.5 metre wide tarmac track continues in a northerly direction for a distance of 100 metres, then north-westerly direction for a distance of 50 metres, to a junction with Public Bridleway No 13 (Parish of Biddlestone) at the entrance to Clennell Hall (Point L).

7. COMMENTS RECEIVED ON THE DRAFT REPORT

- 7.1 In September 2019, a draft copy of the report was circulated to those landowners / occupiers who responded to the initial consultation for their comments. No additional comments have been received.

8. DISCUSSION

- 8.1 Section 53 (3)(c)(i) of the Wildlife and Countryside Act 1981, requires the County Council to modify the Definitive Map when evidence is discovered which, when considered with all other relevant evidence available to them shows:

that a right of way, which is not shown in the Map and Statement, subsists or is reasonably alleged to subsist over land in the area to which the Map relates, being a right of way such that the land over which the right subsists is a public path, a restricted byway or; subject to section 54A, a byway open to all traffic.

- 8.2 When considering an application / proposal for a modification order Section 32 of the Highways Act 1980 provides for "any map, plan or history of the locality or other relevant document" to be tendered in evidence and such weight to be given to it as considered justified by the circumstances, including the antiquity of the tendered document, the status of the person by whom and the purpose for which it was made or compiled, and the custody in which it has been kept and from which it is produced.
- 8.3 The representation of a path or track on an Ordnance Survey Map is not evidence that it is a public right of way. It is only indicative of its physical existence at the time of the survey.
- 8.4 The route of alleged Byways Open to All Traffic Nos 65 & 25 is identified on the County Council's current List of Streets as being the U4024 road. The route appears to have been identified on both the Council's 1951 Highways Map and the later 1964 Highways Map. It was also included in the 1958, 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.

- 8.5 The route has been consistently identified as an unenclosed road / track on Ordnance Survey maps since c.1860. Although the route is not shown on Armstrong's County Map of 1769 or, apparently, on Greenwood's County Map of 1828, it is shown on Fryer's County Maps of 1820 and on Cary's Map of 1827. In plans prepared under the 1910 Finance Act, the northern half of the route clearly shown separated from the surrounding land by coloured boundaries. This is a good indication that this section of road was considered to be public.
- 8.6 Although other public rights of way were identified nearby, and one public footpath and one public bridleway actually begin / terminate on the alleged byway route itself, that route was not included on the Draft, Provisional or original Definitive Maps as a footpath, bridleway or Road Used as a Public Path (RUPP). On the Survey Map the route is coloured brown in the same way that other public roads were identified.
- 8.7 The County Council accepts that, given the way the regulations were written with regard to the way highway authorities could include publicly maintainable highways in the List of Streets, there was no impediment to public bridleways and public footpaths also being included. That is not to say that any bridleways or footpaths were so shown – just that they could be. It must, therefore, be entirely proper to consider each UCR on a case by case basis, but that does not mean that we should begin with the assumption that each UCR is no more than a public footpath unless higher rights can be proven by other means. In Northumberland there is no evidence to suggest that public footpaths and public bridleways were deliberately shown on the 1958, 1964 or 1974 County Road Schedules (forerunners of the modern day List of Streets). The fact that a route is shown on these schedules must, therefore, be evidence of some weight that public vehicular rights exist.
- 8.8 Letters from DEFRA, dated 2003 and November 2006, and Rights of Way Circular 1/09 set out the approach Inspectors and order making authorities should take in determining the status of routes included on the List of Streets. In summary, the guidance states that the inclusion of a route on the List of Streets is not a record of what legal rights exist over that highway but may provide evidence of vehicular rights. However, this must be considered with all other relevant evidence in order to determine the nature and extent of those rights. Highway Authorities are recommended to examine the history of such routes and the rights that may exist over them on a case by case basis in order to determine their status.
- 8.9 The Natural Environment and Rural Communities Act 2006 (NERC Act 2006) had a major impact upon the recording of byways open to all traffic based upon historical documentary evidence. Under section 67 of the Act, any existing, but unrecorded, public rights of way for mechanically propelled vehicles were extinguished unless one of the 'saving' provisions applied. In brief, these saving provisions were: (a) if the main lawful public use between 2001 and 2006 was with motor vehicles; (b) if the route was on the List of Streets (on 2 May 2006) and not also on the Definitive Map as something less than a byway open to all traffic; (c) the route was legally created expressly for

motor vehicular use; (d) the route was a road deliberately constructed for public motor vehicular use; or (e) the vehicular highway came about as a result of unchallenged motor vehicular use before December 1930.

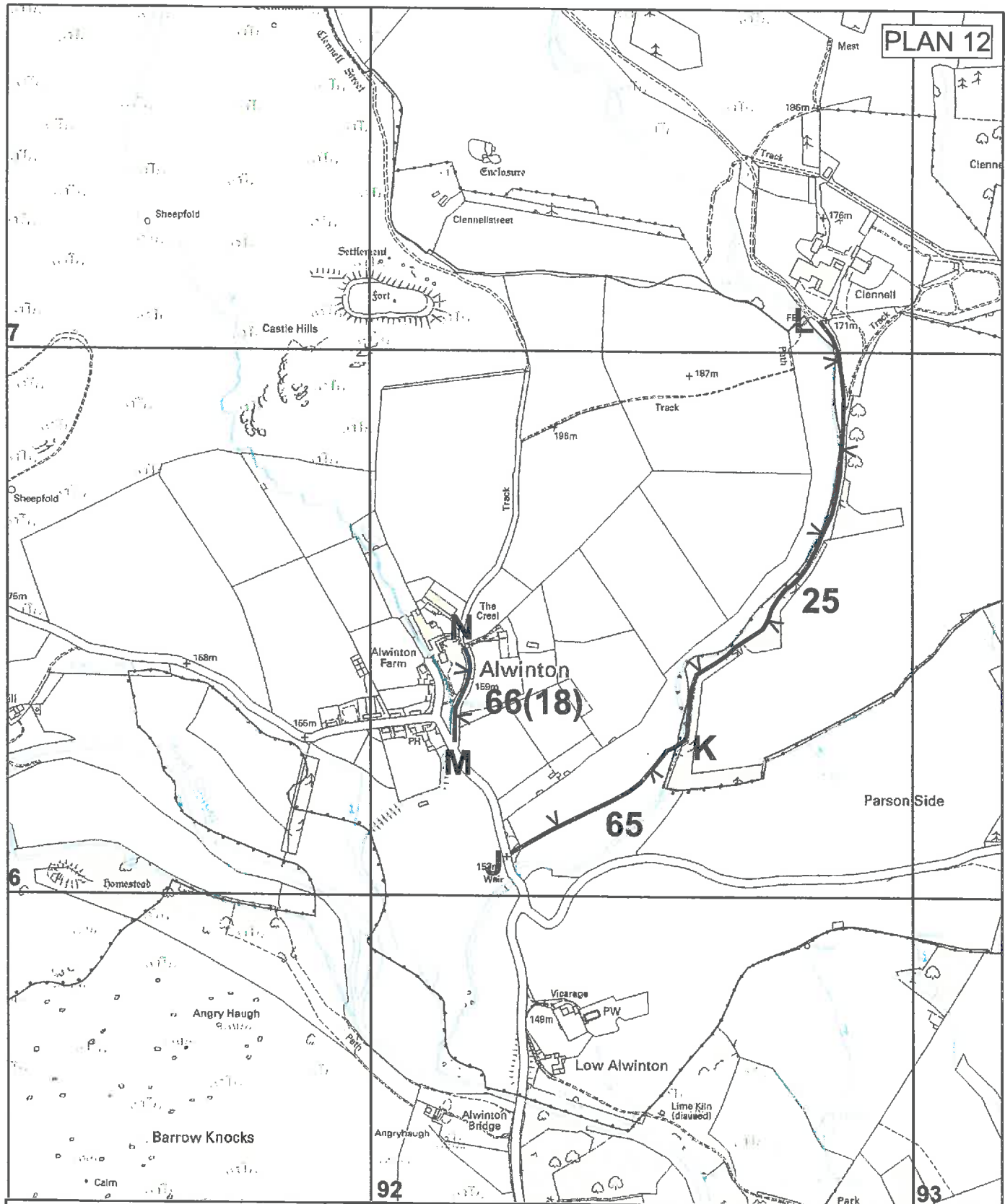
- 8.10 Of the saving provisions above, (b) will apply to the route of alleged Byways Nos 65 & 25. The public's motor vehicular rights would not have been extinguished by the NERC Act 2006.
- 8.11 Mr Kenny and his wife are the owners of the J-K (i.e. Alwinton) section of this route. They appear to acknowledge that a public vehicular right of way exists across their land. Mr Kenny also notes that fairly extensive works were recently carried out on the section of road north of point K (i.e. not on his land) as a result of flood damage.
- 8.12 For a route to be a byway open to all traffic, it has to be (i) a public motor vehicular right of way and (ii) a route which is nevertheless used (or is likely to be used) by the public mainly for the reasons which footpaths and bridleways are used.
- 8.13 Although this route has a drivable surface, it is a cul-de-sac for public motor vehicles. The road is likely to be driven by the owners / occupiers of Clennell Hall, Clennell Hall Farm, the five cottages at Clennell, as well as visitors to the caravan site. It is clearly also used by forestry vehicles associated with Kidland Forest. It is not known how much equestrian, pedestrian or bicycle use the route gets. None of the consultation respondents provided any estimates regarding levels of current or past user. The majority of the route is part of the 120 mile long Sandstone Way cycle trail between Berwick and Hexham. It is estimated that as many as 3000 people per year cycle this route. Whilst most visitors to the caravan site are likely to arrive by car, it is also true that many are then likely to 'explore' on foot, and this route is probably the easiest one to follow for anyone wishing to walk to Alwinton village. The British Horse Society and Cycling UK consultation responses suggest that this route is well used by walkers, horse riders and cyclists.
- 8.14 Advice from the Planning Inspectorate in their 'consistency guidelines' states that it is important to have the correct width, where known, recorded in the definitive statement. Usually there is a boundary to boundary presumption for public highways. However, where no defined corridor exists, and there is no (usually) documentary evidence to establish width, the Council has adopted a standard width of 5 metres (wide enough for two vehicles travelling in opposite directions to pass each other) for vehicular rights of way. On this basis it would be proposed to record almost all Byway Open to All Traffic No 65 & 25 with the default width of 5 metres. The only exception to this would be to identify the short section of road in the vicinity of the cattle grid and bypass gate combination, immediately east of Point J, with a width of 9.75 metres.
- 8.15 There does not appear to be any evidence which would support Public Bridleway No 13 (Parish of Biddlestone) being extended westwards beyond Point L and, in particular, no evidence to suggest that the Definitive Map was deliberately altered to reflect some legal Order. There does not appear to be any evidence which would support Public Footpath No 17 (Parish of Biddlestone) contracting westwards to Point C, or for Public Footpath No 36 (Parish of Alwinton) to be extended to Point D and again, in particular, no evidence to suggest that the Definitive Map was deliberately altered in respect

of these two paths to reflect some legal Order. The discrepancy between the original Definitive Map and the current Definitive Map would appear to be simply a cartographical error, when the rights of way information was being electronically digitised in the early 2000s. Having discovered this apparent error, it would be appropriate to correct it by including the necessary changes in an evidential event definitive map modification order.

- 8.16 Unlike the example above, the anomaly with regard to the A-B section of Public Footpath No 36 is more complicated. The currently walked route on the ground would appear to be the route A-E-B. The 1st Edition and 2nd Edition Ordnance Survey maps (from the 1860s and 1890s) identify the route A-E-B. However, the 3rd Edition Ordnance Survey maps (from the 1920s), which were used as the base maps for the Draft and Provisional Maps, and the 1:25,000 scale OS map used as the base map for the original Definitive Map identified a route over the more direct alignment A-B. The current Definitive Map (properly) reflects the same, direct, A-B alignment which was consistently shown on the earlier Draft, Provisional and original Definitive Maps. If it wasn't for the fact that the route which is actually walked on the ground, now, reflects the route depicted on the much earlier OS maps (and also on OS maps today), we might assume that sometime between the 1890s and the 1920s the path had migrated northwards for some reason. Possibly the route did migrate northwards for some reason, then shifted back again. Possibly - though this would be a rare event, if it was the case - the route was wrongly surveyed by the Ordnance Survey for the 3rd Edition maps. It is going to be difficult to determine, with any confidence, what the true position is. Because of this uncertainty, officers propose to correct or re-align this section of path by making public path orders to extinguish the direct route A-B and 'create' public footpath rights over the preferred route A-E-B.

9. CONCLUSION

- 9.1 In light of the documentary evidence submitted, it appears that public vehicular rights have been reasonably alleged to exist over the route of alleged Byways Open to All Traffic Nos 65 & 25.
- 9.2 The Natural Environment and Rural Communities Act 2006 would not appear to have extinguished the public's motor vehicular rights over the route. It would be appropriate to recognize the public's rights over the route by recording it on the Definitive Map as byways open to all traffic.
- 9.3 The alignment of existing Public Bridleway No 13 and Public Footpath No 17 (Parish of Biddlestone) and Public Footpath No 36 (Parish of Alwinton) be corrected by means of an evidential event Definitive Map Modification Order (meaning that anyone who disagrees with these corrections would have an opportunity to object to them).
- 9.4 The apparent misalignment of Public Footpath No 36 (Parish of Alwinton) between points A and B be corrected by means of public path orders (again meaning that anyone who disagrees with this correction would have an opportunity to object to it).



NORTHUMBERLAND

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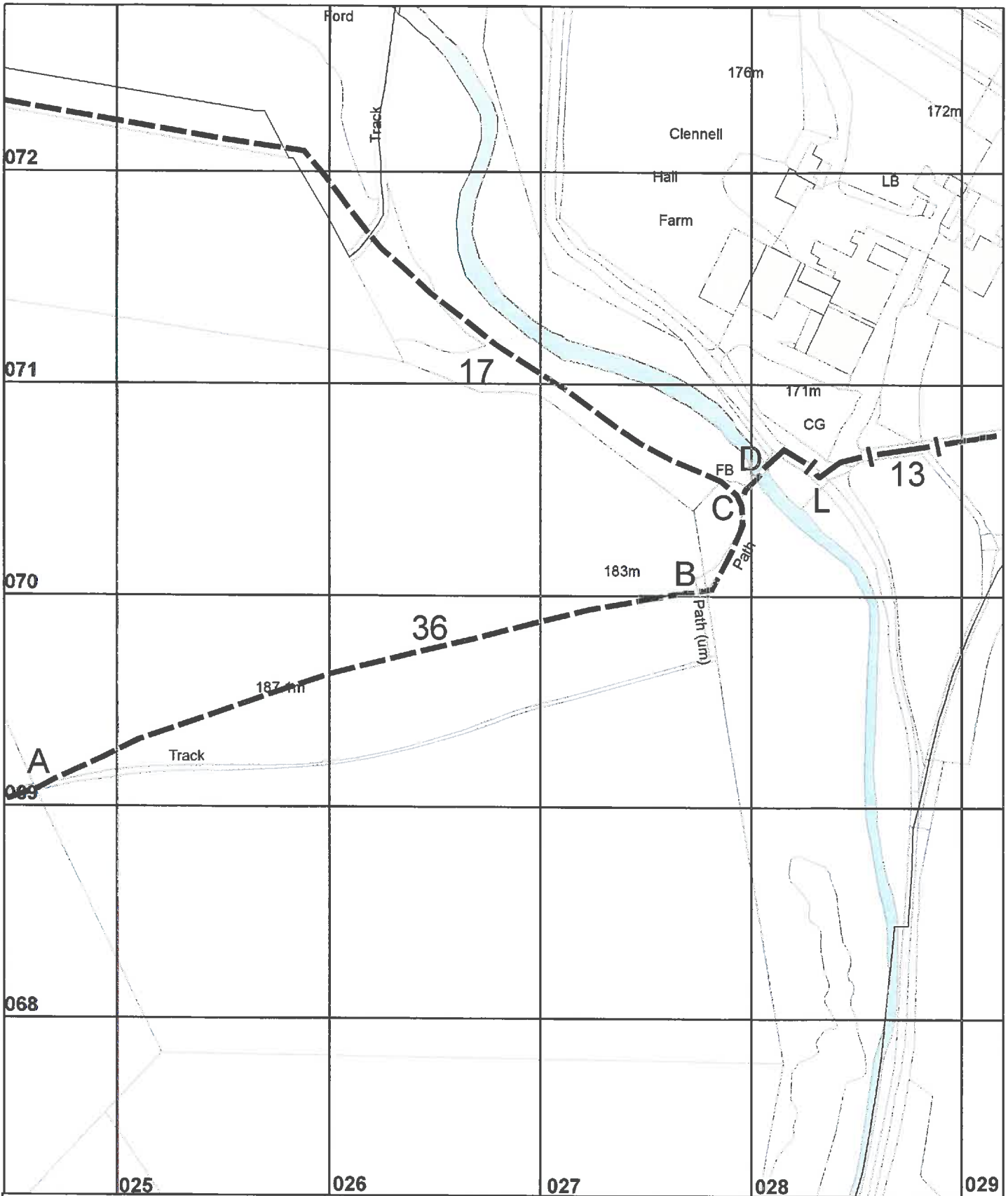
Infrastructure
Local Services
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NE61 2EF
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Wildlife and Countryside Act 1981 Public Rights of Way

 Alleged Byway Open to All Traffic

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Former District(s) Alwink	Parish(es) Alwinton/Biddlestone	Scale 1:10,000
Def. Map No. 77	O.S. Map NT 90 NW	Date October 2016



Northumberland
County Council

Infrastructure
Local Services
County Hall, Morpeth, Northumberland
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Telephone 0845 600 6400

Public Rights of Way

Current alignment as per Definitive Map

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Former District(s)
Alnwick

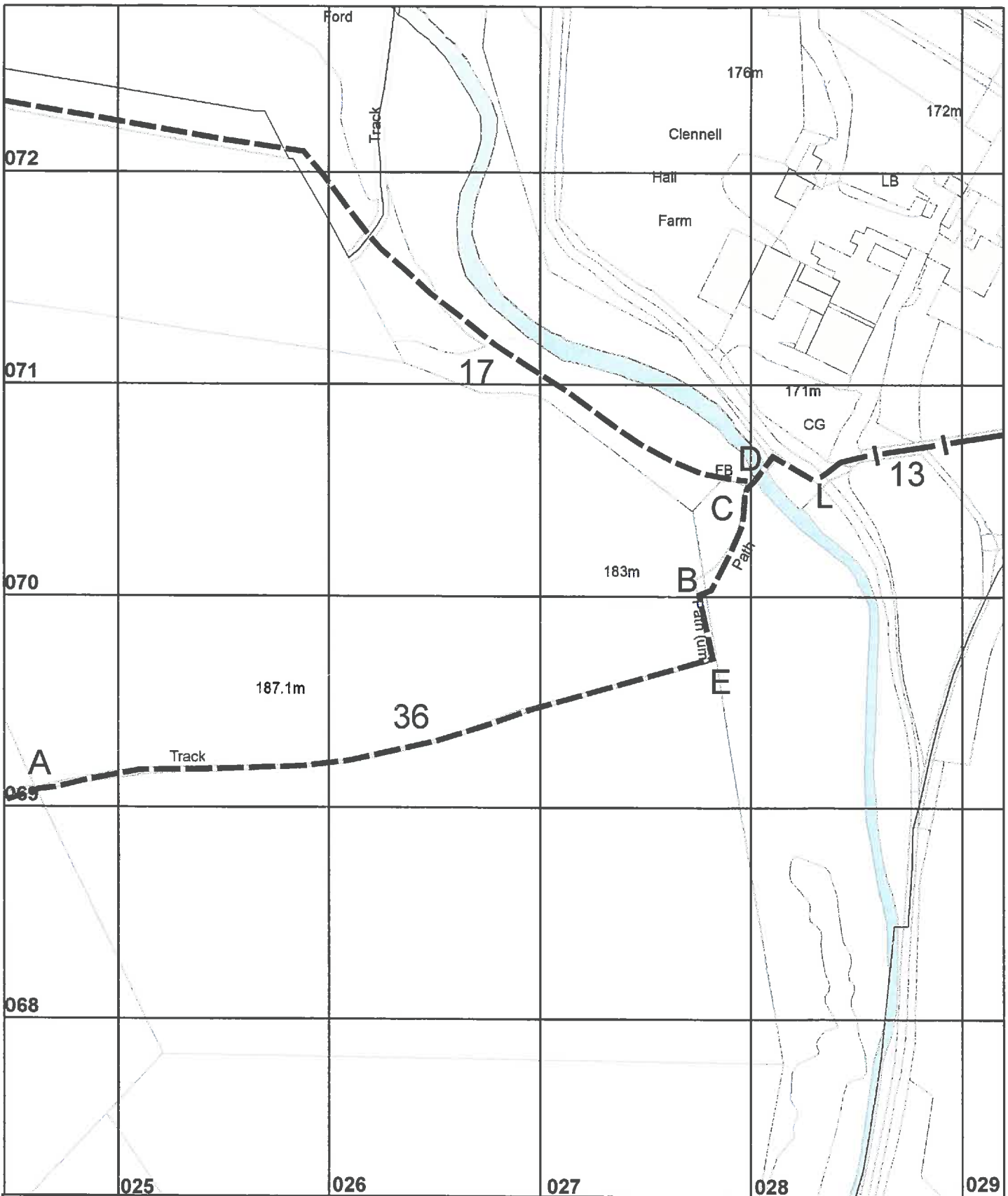
Parish(es)
Alwinton/Biddlestone

Scale
1:2500

Def. Map No.
77

O.S. Map
NT 90 NW

Date
October 2019




Northumberland
 County Council

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 Local Services
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Public Rights of Way

Suggested amendments to
 Public Rights of Way Network/Definitive Map

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Former District(s)
 Alnwick

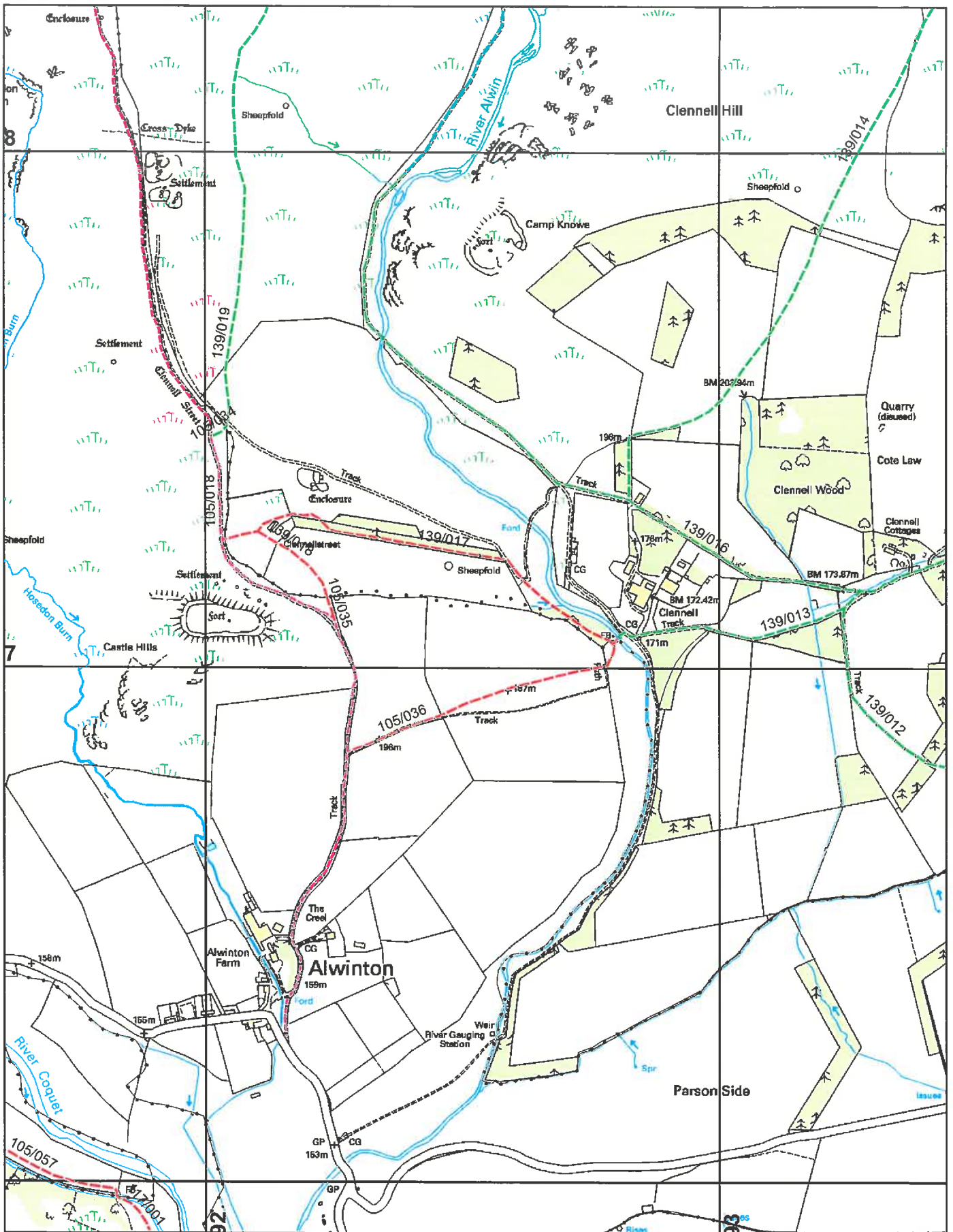
Parish(es)
 Alwinton/Biddlestone

Scale
 1:2500

Def. Map No.
 77

O.S. Map
 NT 90 NW

Date
 October 2019



Northumberland
County Council

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

Legend

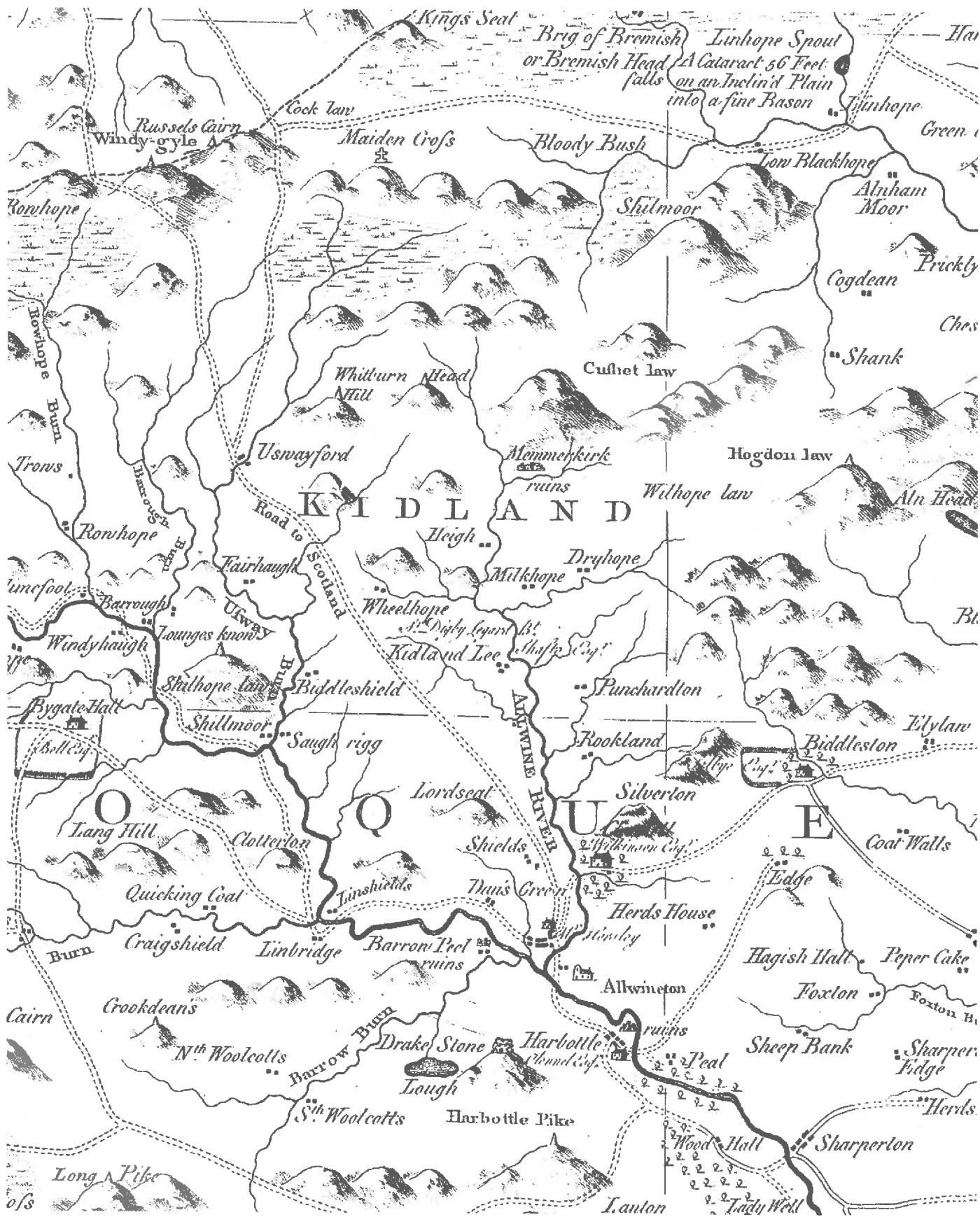
- Footpath
- Bridleway
- Restricted Byway
- Byway Open to All Traffic

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

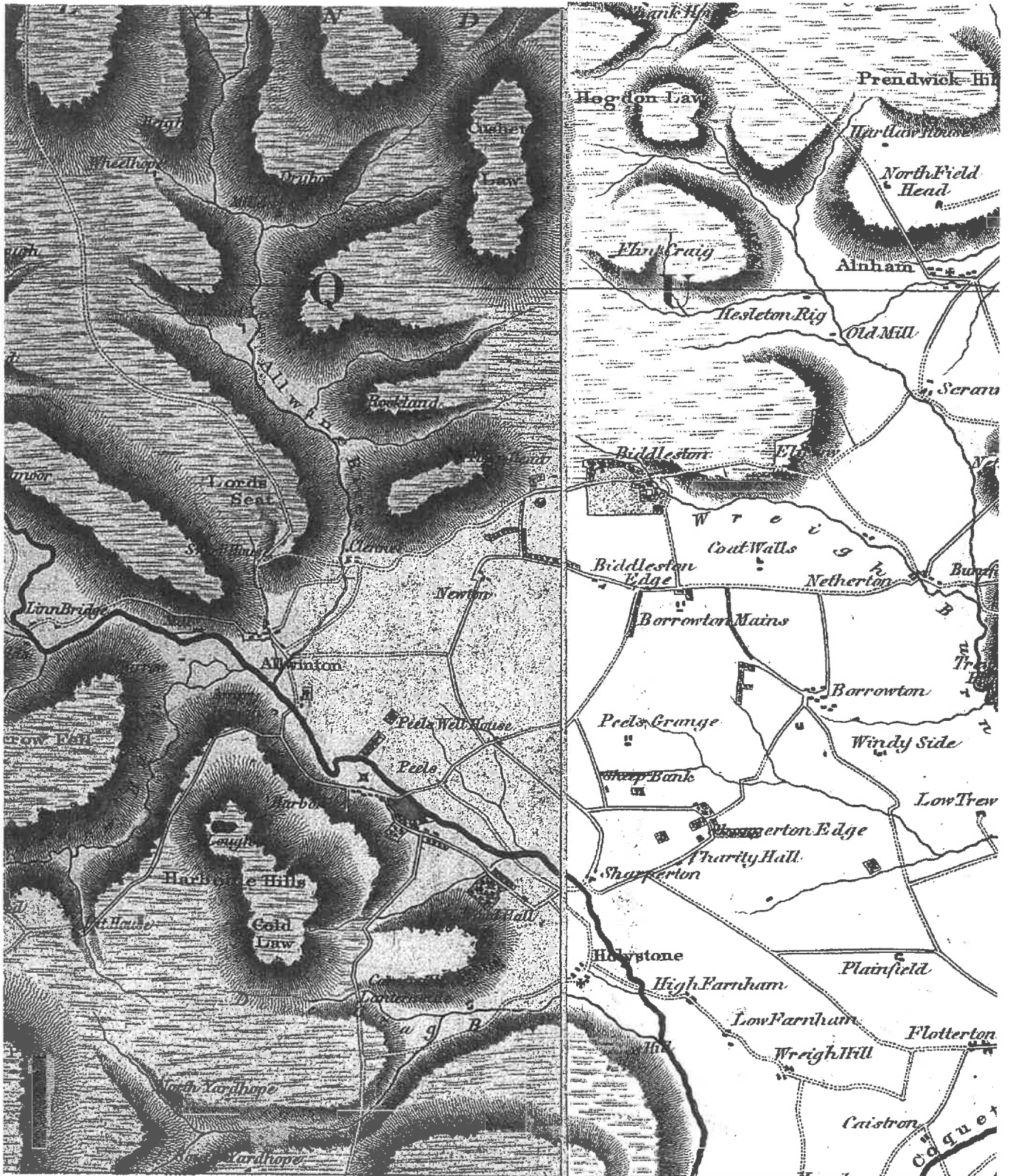
Scale: 1:10,000

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Armstrong's County Map
1769



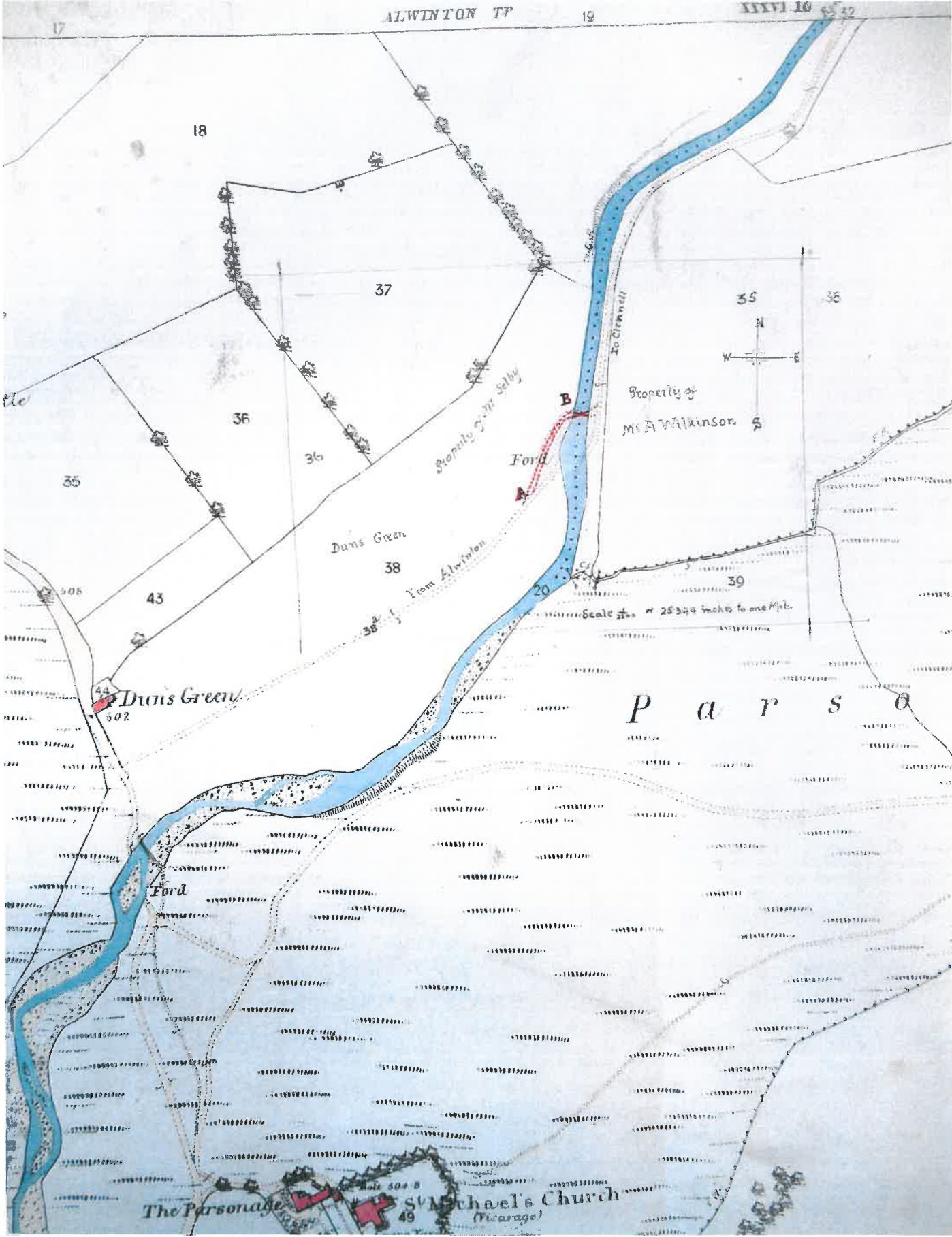
Fryer's County Map
1820





Greenwood's County Map
1828





PARISH OF ALWINTON,
 COUNTY OF NORTHUMBERLAND
 NORTHERN DIVISION.

COQUETDALE WARD.

No on Plan.	Area in Acres.	Remarks.	No on Plan.	Area in Acres.	Remarks.
TOWNSHIP OF ALWINTON.					
1	657.439	Rough pasture, &c.	39	911.399	Brought forward
2	33.048	Arable.	39a	119.689	Rough pasture, &c.
2a	.081	Rough pasture.	40	1.794	Public road.
3	6.865	Pasture, &c.	41	86.465	Garden, &c.
4	.182	Fond.	42	6.707	Pasture, &c.
5	12.079	Pasture.	43	16.411	Rough pasture, &c.
6	10.714	Arable.	44	1.163	Pasture.
7	3.792	Public road.	45	3.849	House and garden (Dun's Green)
8	4.462	Pasture.	46	1.356	Rough pasture, &c.
9	3.137	Pasture.	47	.278	Houses, gardens, &c. (Low Alwinton).
10	15.656	Arable.	48	.890	Houses, gardens, &c. (The Parsonage).
11	6.295	Pasture.	49	.927	Saint Michael's Church (vicarage) and graveyard.
12	3.987	Pasture, &c.	50	.970	River Coquet.
13	1.745	Pasture.	51	8.680	Pasture, &c.
14	.283	Slackyard.	52	26.281	Arable.
15	11.721	Pasture.	53	3.915	Wood (Wellington Howe Plantation).
16	1.869	Private road.	54	87.966	Pasture, &c.
17	15.012	Arable.		1177.269	
18	11.210	Pasture.			
19	58.898	Pasture.			
20	5.034	River Alwin.			
21	4.037	Arable.			
22	.744	Houses, yards, &c.			
23	1.083	Houses, gardens, &c.			
24	.360	Houses, gardens, &c. (Alwinton).			
25	.782	Pasture.			
26	.019	House.			
27	.060	Gardens.			
28	.132	House, gardens, &c.			
29	.043	House, garden, &c.			
30	2.123	Arable, &c.			
31	4.095	Pasture, &c.			
32	.125	House, gardens, &c.			
33	.485	House, gardens, &c.			
34	2.641	Pasture.			
35	4.137	Arable, &c.			
36	8.866	Pasture.			
37	6.489	Pasture, &c.			
38	13.000	Pasture, &c.			
38a	.260	Public road.			
	911.399	Carrid forward.			

RECAPITULATION

1165.237	Land.
5.886	Public roads.
6.186	Water.
1177.269	Area of the Township of Alwinton, exclusive of the detached portion

TABLE

FOR CONVERTING DECIMAL PARTS OF AN ACRE INTO RODS AND PERCHES.

Perches.	1 Rod.	2 Rods.	3 Rods.	4 Rods.	5 Rods.	6 Rods.	7 Rods.	8 Rods.	9 Rods.	10 Rods.	1 Rod.	2 Rods.	3 Rods.	4 Rods.	5 Rods.
0	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
1	0.006	0.012	0.018	0.024	0.030	0.036	0.042	0.048	0.054	0.060	0.066	0.072	0.078	0.084	0.090
2	0.012	0.024	0.036	0.048	0.060	0.072	0.084	0.096	0.108	0.120	0.126	0.132	0.138	0.144	0.150
3	0.019	0.037	0.055	0.073	0.091	0.109	0.127	0.145	0.163	0.181	0.187	0.194	0.201	0.208	0.215
4	0.025	0.050	0.075	0.100	0.125	0.150	0.175	0.200	0.225	0.250	0.256	0.262	0.268	0.274	0.280
5	0.031	0.062	0.093	0.124	0.155	0.186	0.217	0.248	0.279	0.310	0.316	0.322	0.328	0.334	0.340
6	0.037	0.074	0.111	0.148	0.185	0.222	0.259	0.296	0.333	0.369	0.375	0.381	0.387	0.393	0.399
7	0.044	0.087	0.131	0.174	0.217	0.260	0.303	0.346	0.389	0.432	0.438	0.444	0.450	0.456	0.462
8	0.050	0.100	0.150	0.200	0.250	0.300	0.350	0.400	0.450	0.500	0.506	0.512	0.518	0.524	0.530
9	0.056	0.112	0.168	0.224	0.280	0.336	0.392	0.448	0.504	0.560	0.566	0.572	0.578	0.584	0.590
10	0.062	0.124	0.186	0.248	0.310	0.372	0.434	0.496	0.558	0.620	0.626	0.632	0.638	0.644	0.650
11	0.069	0.137	0.206	0.275	0.344	0.413	0.482	0.551	0.620	0.689	0.695	0.701	0.707	0.713	0.719
12	0.075	0.150	0.225	0.300	0.375	0.450	0.525	0.600	0.675	0.750	0.756	0.762	0.768	0.774	0.780
13	0.081	0.162	0.243	0.324	0.405	0.486	0.567	0.648	0.729	0.810	0.816	0.822	0.828	0.834	0.840
14	0.087	0.174	0.261	0.348	0.435	0.522	0.609	0.696	0.783	0.870	0.876	0.882	0.888	0.894	0.900
15	0.094	0.187	0.281	0.374	0.467	0.560	0.653	0.746	0.839	0.932	0.938	0.944	0.950	0.956	0.962
16	0.100	0.200	0.300	0.400	0.500	0.600	0.700	0.800	0.900	1.000	1.006	1.012	1.018	1.024	1.030
17	0.106	0.212	0.318	0.424	0.530	0.636	0.742	0.848	0.954	1.060	1.066	1.072	1.078	1.084	1.090
18	0.112	0.224	0.336	0.448	0.560	0.672	0.784	0.896	1.008	1.120	1.126	1.132	1.138	1.144	1.150
19	0.119	0.237	0.355	0.473	0.591	0.709	0.827	0.945	1.063	1.181	1.187	1.193	1.200	1.206	1.212
20	0.125	0.250	0.375	0.500	0.625	0.750	0.875	1.000	1.125	1.250	1.256	1.262	1.268	1.274	1.280

N.B.—To convert Decimal Fractions of an Acre into Rods and Perches, multiply the decimal first by 4 and then by 40, preserving the same number of decimals in the product.

Example.—

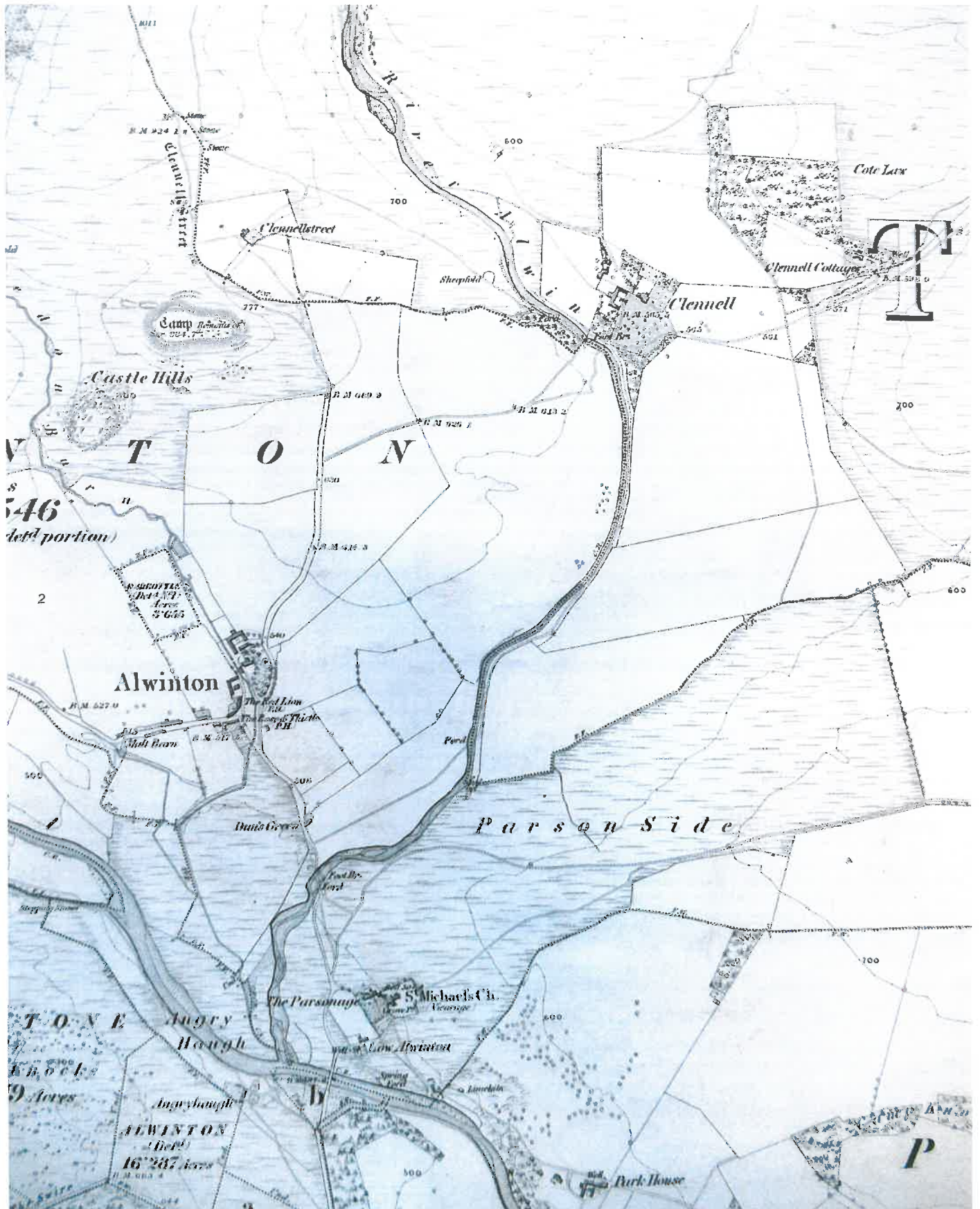
638	1	17	A. R. P.
638	1	17	Acres.
638	357	1	Acres.
638	357	1	Acres.
1	428	40	A. R. P.
1	428	40	Acres.
17	110	2	A. R. P.
17	110	2	Acres.

PARISH OF ALWINTON.

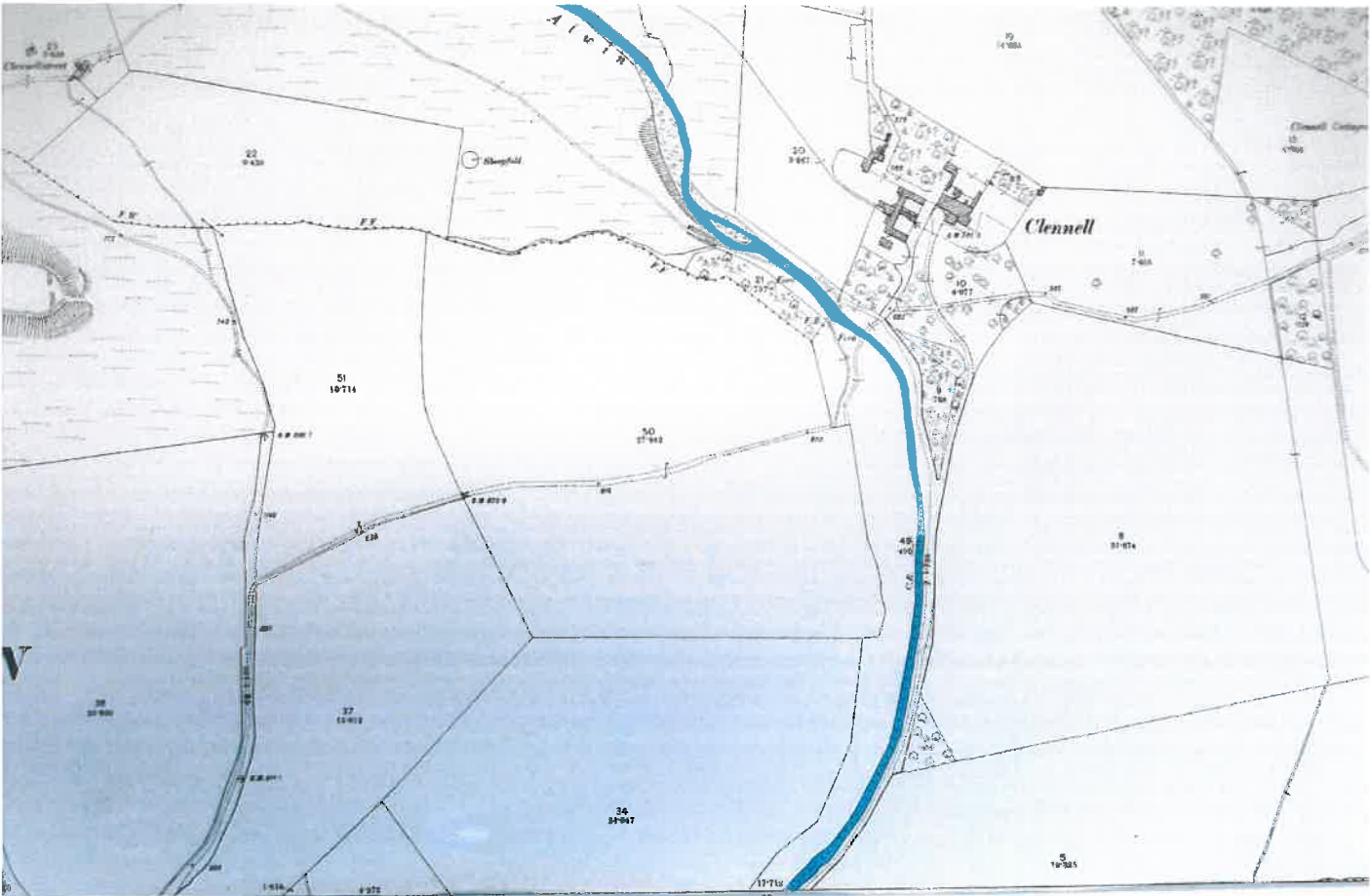
No. on Plan.	Area in Acres.	Remarks.	Area in Acres.	Remarks.
72	382-511	Brought forward.	1397-980	Brought forward.
73	1-106	Wood.	19-106	Pasture, &c.
74	1-204	Wood.	17-465	Arable.
75	2-508	Wood, &c. } Pasture.	28-726	Arable.
76	3-350	Pasture, &c.	12-097	Arable, &c.
77	4-875	Arable.	6-633	Pasture, &c.
78	5-517	Pasture.	4-76	Wood.
79	13-976	Arable.	23-695	Pasture.
80	3-244	Pasture, &c.	6-640	Wood.
81	31-987	Arable, &c.	1-043	Pasture, &c.
82	34-652	Pasture, &c.	8-308	Arable.
83	9-942	Wood, &c.	7-064	Arable, &c.
84	19-946	Pasture, &c.	4-91	Wood.
85	7-16	Lane.	3-912	Arable, &c.
86	1-355	Houses, yard & gar- dens, &c. (Low Burradon).	10-190	Pasture.
87	38-837	Pasture, &c.	8-732	Pasture.
88	3-338	Arable.	1540-525	
89	10-569	Arable.		
90	8-254	Arable.		
91	9-517	Pasture, &c.		
92	9-331	Pasture, &c.		
93	3-953	Wood, &c. (green- ish Plantation).		
94	19-172	Pasture, &c.		
95	17-031	Pasture.		
96	2-141	Arable.		
97	4-22	Wood.		
98	4-85	Houses, garden, &c. (Mavis Hall).		
99	1-412	Pasture, &c.		
100	10-296	Arable.		
101	12-784	Arable.		
102	281	Houses, yard, and gar- den (Windy- side).		
103	5-339	Pasture, &c.		
104	19-652	Pasture, &c.		
105	11-898	Pasture, &c.		
106	15-970	Pasture, &c.		
107	8-591	Pasture, &c.		
108	655	Houses, garden, &c. (Lark Hill).		
109	6-842	Pasture.		
110	5-564	Pasture, &c.		
111	17-228	Pasture, &c.		
112	4-025	Pasture.		
113	19-971	Pasture, &c.		
	1397-980	Carried forward.		
RECAPITULATION.				
	1530-593	Land.		
	9-532	Public roads.		
	1540-525	Total area of the Township of Burradon.		
TOWNSHIP OF CLENNELL.				
1	517-465	Rough pasture, &c.		
2	9-811	River Alwin.		
3	275-505	Rough pasture, &c.		
4	2-192	Rough pasture, &c. (island).		
5	4-636	Pasture, &c.		
6	202	House, garden, &c. (Clellandstreet).		
7	9-520	Pasture, &c.		
8	386	Rough pasture (is- land).		
9	090	House, yard, &c.		
10	4-847	Pasture, &c.		
11	778	Wood.		
12	1-354	House, garden, &c. (Clelland).		
13	1-907	Houses, yards, &c.		
14	433	Wood.		
	829-126	Carried forward.		

PARISH OF ALWINTON.

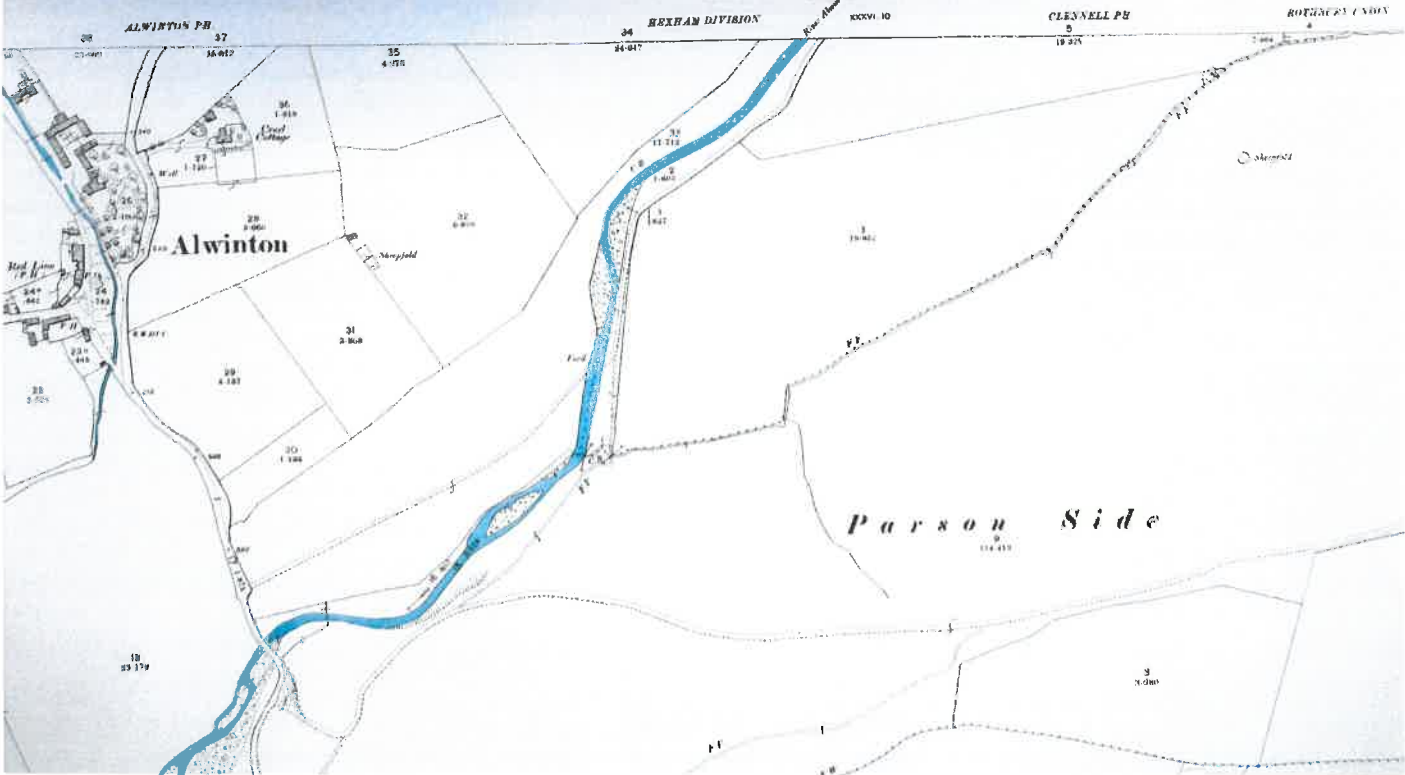
No. on Plan.	Area in Acres.	Remarks.	No. on Plan.	Area in Acres.	Remarks.
15	929-125	Brought forward.	10	141-230	Brought forward.
16	2-639	Ornamental ground.	11	740	Wood.
17	14-685	Arable, &c.	12	36-776	Dueshill Wood.
18	869	Wood, &c.	13	143	Pasture.
19	857	Wood, &c.	14	2-918	River Coquet.
20	5-444	Pasture.	15	6-606	Wood, &c. (Hawk's Nest).
21	2-832	Wood, &c.	16	301	Pasture, &c.
22	4-435	Arable.	17	9-674	Wood.
23	1-516	Houses, gardens, &c.	18	14-974	Rough pasture, &c.
24	3-230	Wood.	19	692	Rough pasture.
25	547	Wood.	20	2-105	Rough pasture.
26	7-662	Pasture, &c.	21	12-098	Wood, &c. (Stall Wood).
27	32-651	Arable, &c.	22	362	Houses and yards.
28	213	Wood, &c.	23	095	House and yard.
29	829	Wood.	24	7-758	Pasture, &c.
30	109-992	Pasture, &c.	25	10-056	Pasture.
31	3-860	Public road.	26	4-814	Wood, &c.
32	26-885	Arable, &c.	27	18-571	Arable, &c.
33	030	Pasture.	28	6-946	Wood, &c.
34	20-369	Pasture.	29	11-189	Pasture.
35	1070-778		30	698	Wood.
			31	470	Wood.
			32	471	Wood, &c.
			33	1-481	Wood, &c.
			34	19-756	Pasture, &c.
			35	7-723	Rough pasture.
			36	288	Wood.
			37	4-274	Wood, &c.
			38	11-910	Arable, &c.
			39	10-312	Rough pasture, &c.
			40	23-944	Arable, &c.
			41	180	Wood.
			42	288	Wood.
			42a	4-024	Pasture, &c.
			43	21-854	Pasture, &c.
			44	7-155	Pasture, &c.
			45	1-829	Pasture, &c.
			46	296	Occupation road. House, yard, and gar- den.
			47	687	Pasture.
			48	073	Houses and yard.
			49	201	House and gar- den.
			50	7-631	Pasture.
				414-388	Carried forward.
RECAPITULATION.					
	1057-107	Land.			
	3-860	Public roads.			
	9-811	Water.			
	1070-778	Total area of the Township of Clelland.			
TOWNSHIP OF DUESHILL.					
1	76-832	Rough pasture, &c.			
2	2-922	Rough pasture, &c.			
3	5-276	Rough pasture, &c.			
4	2-846	Wood.			
5	1-317	Wood.			
6	19-287	Pasture.			
7	13-990	Arable.			
8	1-637	Wood.			
9	18-233	Arable.			
	141-380	Carried forward.			

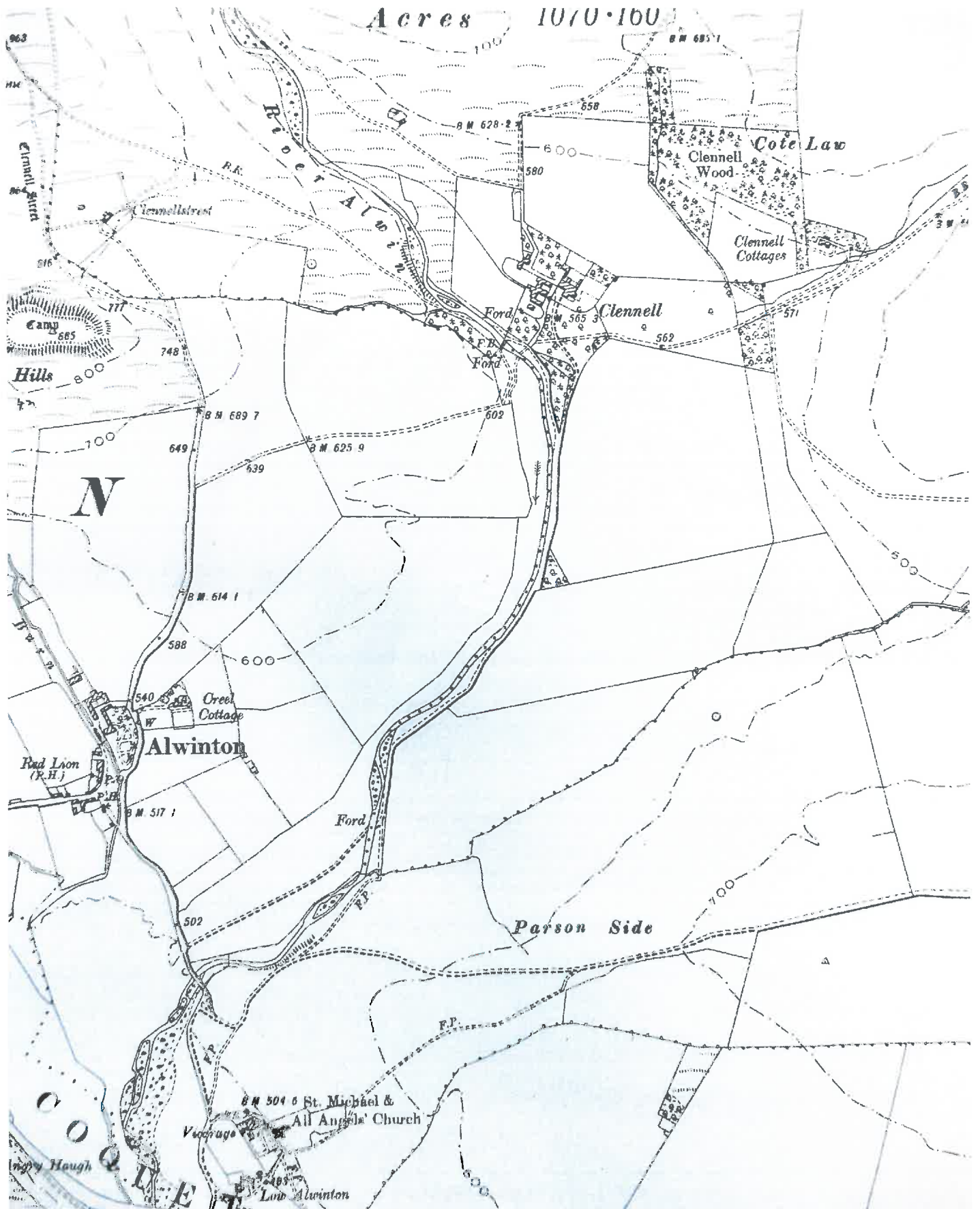


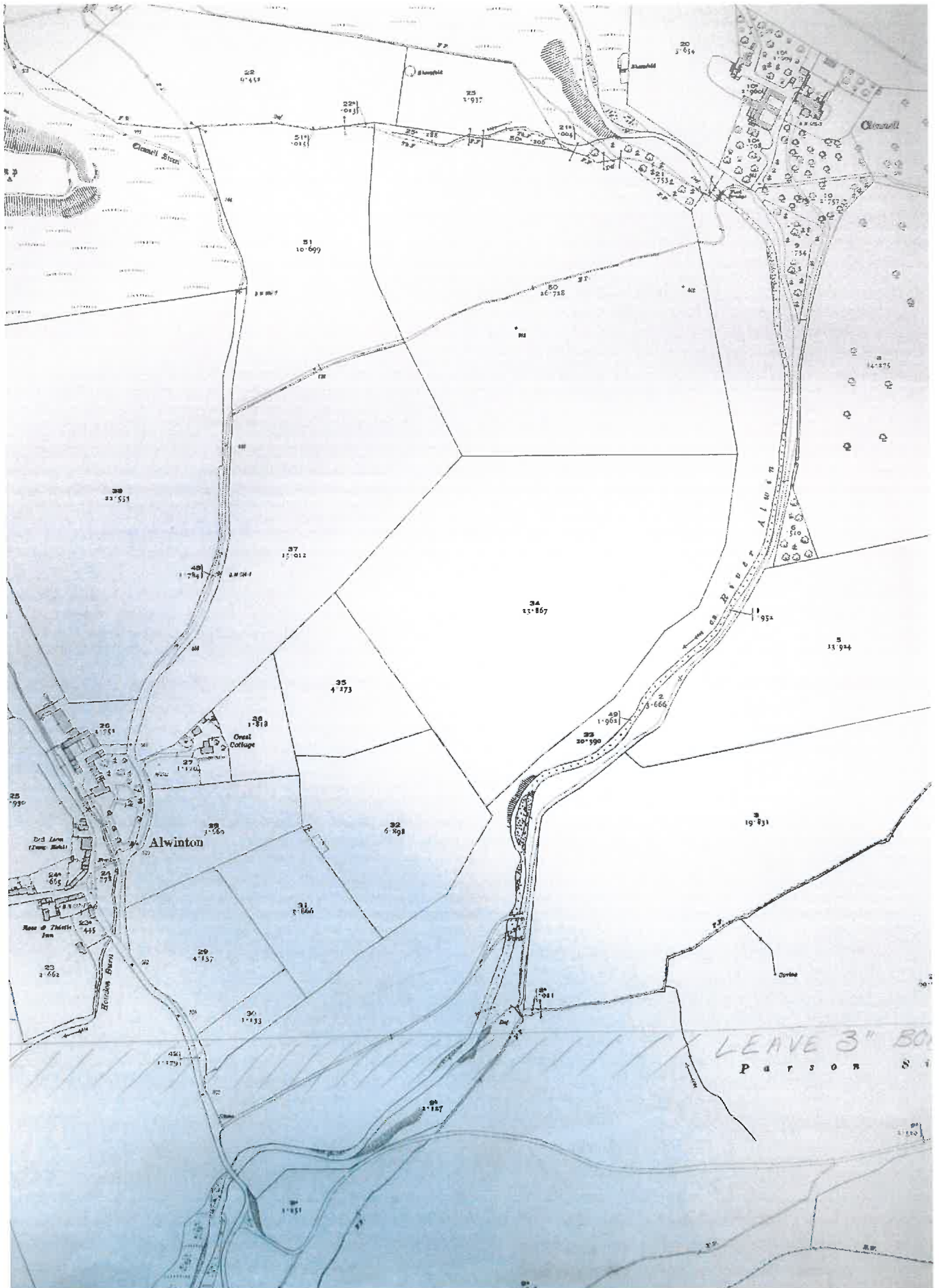
2nd Edition 25" O.S. Map
1897

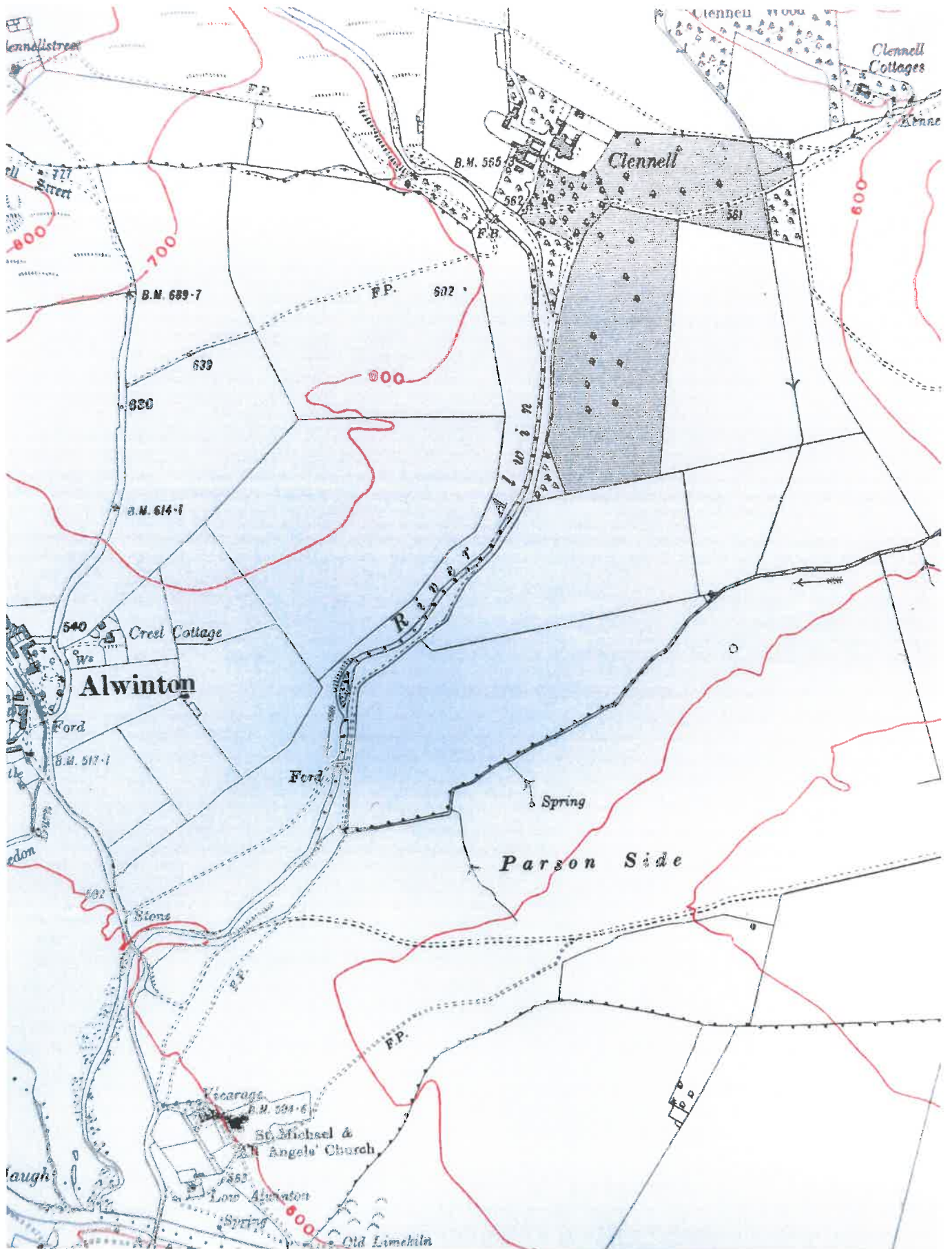


SECOND EDITION 1897



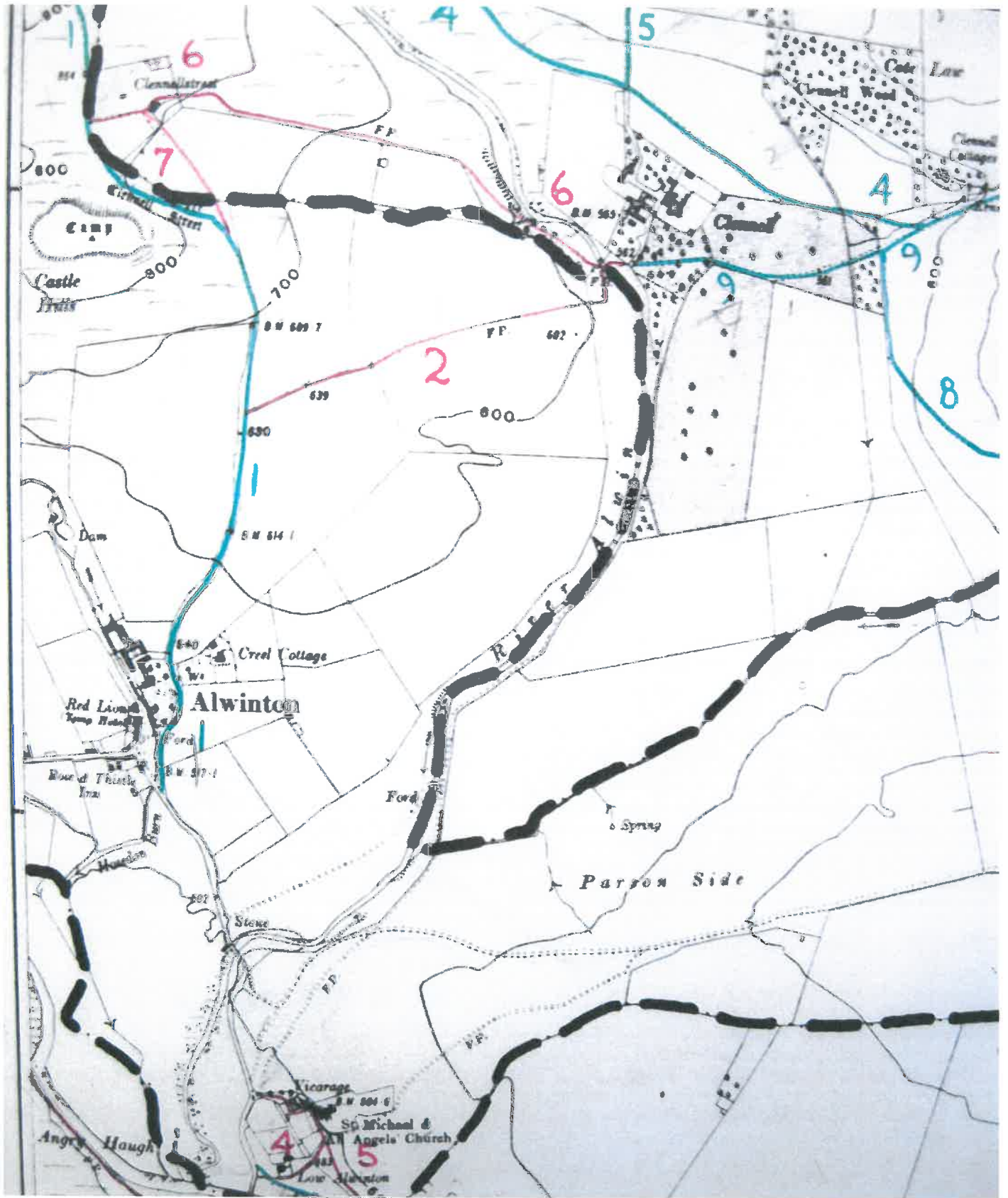




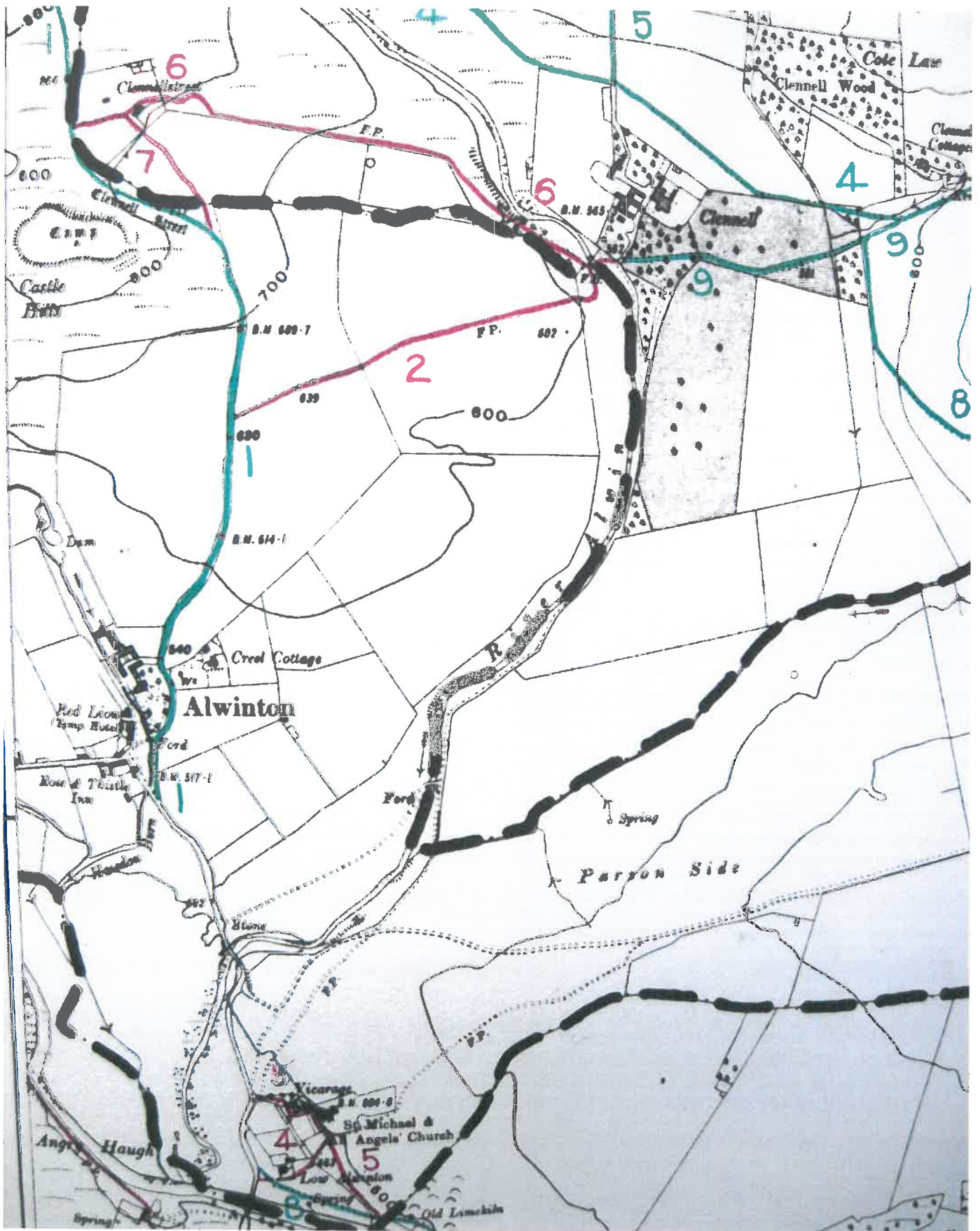


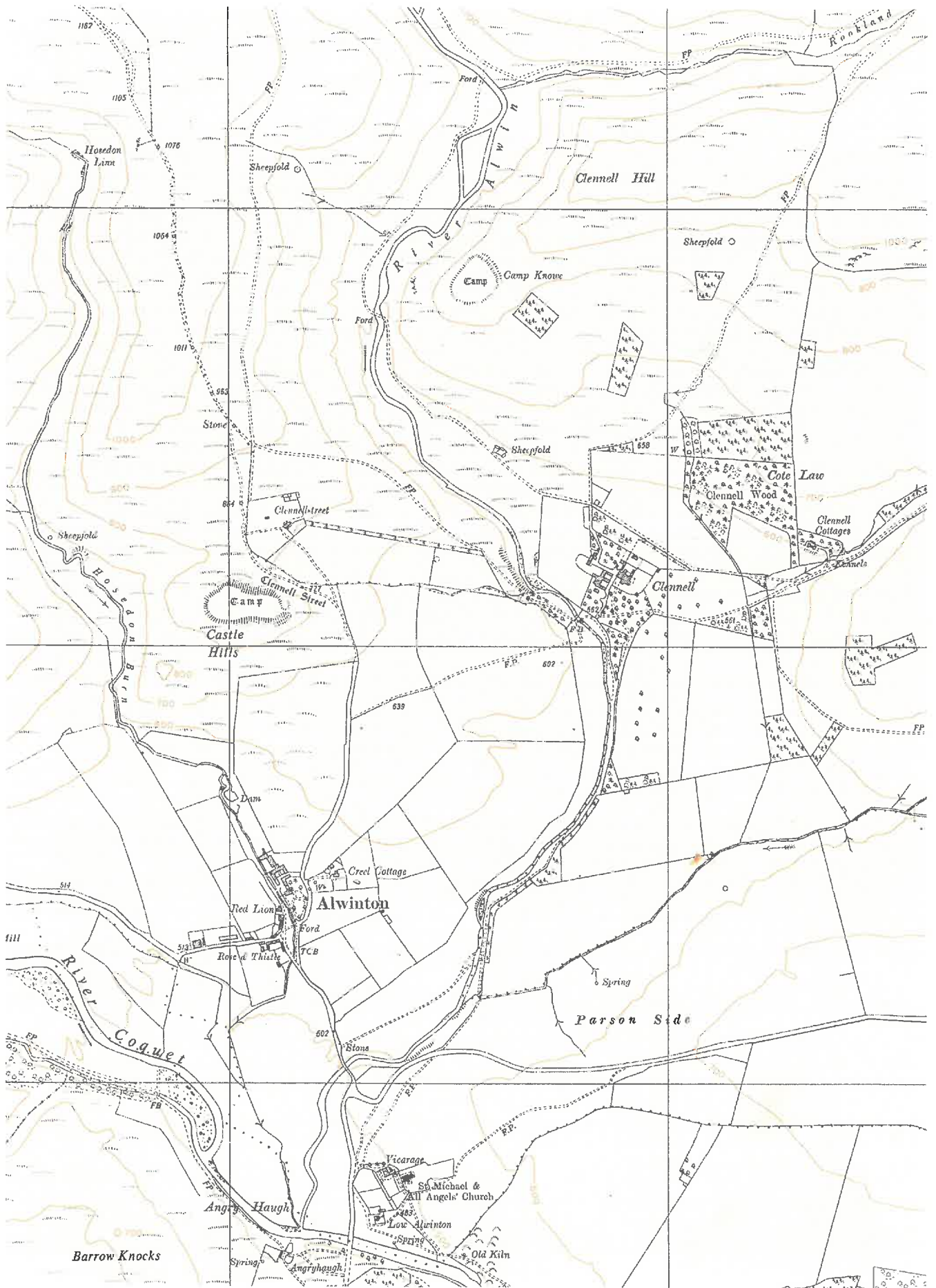
Extract from the Council's 1951 Highways Map





Provisional Map





1958 County Road Schedule

ALNWICK DIVISION

Unclassified Roads in the Robbary Rural District

		Brought Forward	19.410 miles
U.4015	Scrainwood - Netherthon Buildings Road	From C.169 at Scrainwood to C.172 east of Netherthon 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	Sheepbanks Road	From U.4019 at Ridges Plantation to U.4018 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 Burns 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</u> miles

Original Definitive Map

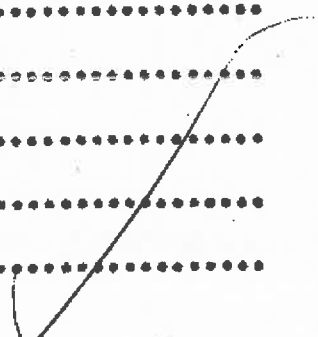


NORTHUMBERLAND COUNTY COUNCIL.

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

PUBLIC RIGHTS OF WAY - STATEMENT.

1. Borough
Urban District
Rural District ROTHBURY
2. Parish BIDDLESTONE
3. Number of Footpath on Map 13
4. Name of Path
5. Kind of Path (i.e. FP/BR) B.R.
6. General Description of Path From the public road to Glennell south of
Glennell in an easterly and north-easterly direction by Glennell Cottages to
join the Biddlestone Hall - Newton Road east of Rookland.
.....
.....
.....
7. Other relevant information
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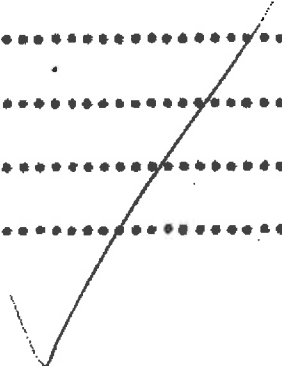


NORTHUMBERLAND COUNTY COUNCIL.

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

PUBLIC RIGHTS OF WAY - STATEMENT.

1. Borough
Urban District
Rural District ROTHEBURY
2. Parish BIDDLESTONE
3. Number of Footpath on Map 17
4. Name of Path
5. Kind of Path (i.e. FP/BR) F.P.
6. General Description of Path From the Public road to Glennell in a
north-westerly, westerly and south-westerly direction crossing the River
Alwin by the footbridge and by Glennellstreet to the Alwinton Parish Boundary ..
joining B.R. 18 in that parish.
.....
.....
7. Other relevant information Footbridge at Glennell recorded on
County Council Schedule as F.B. 4027.
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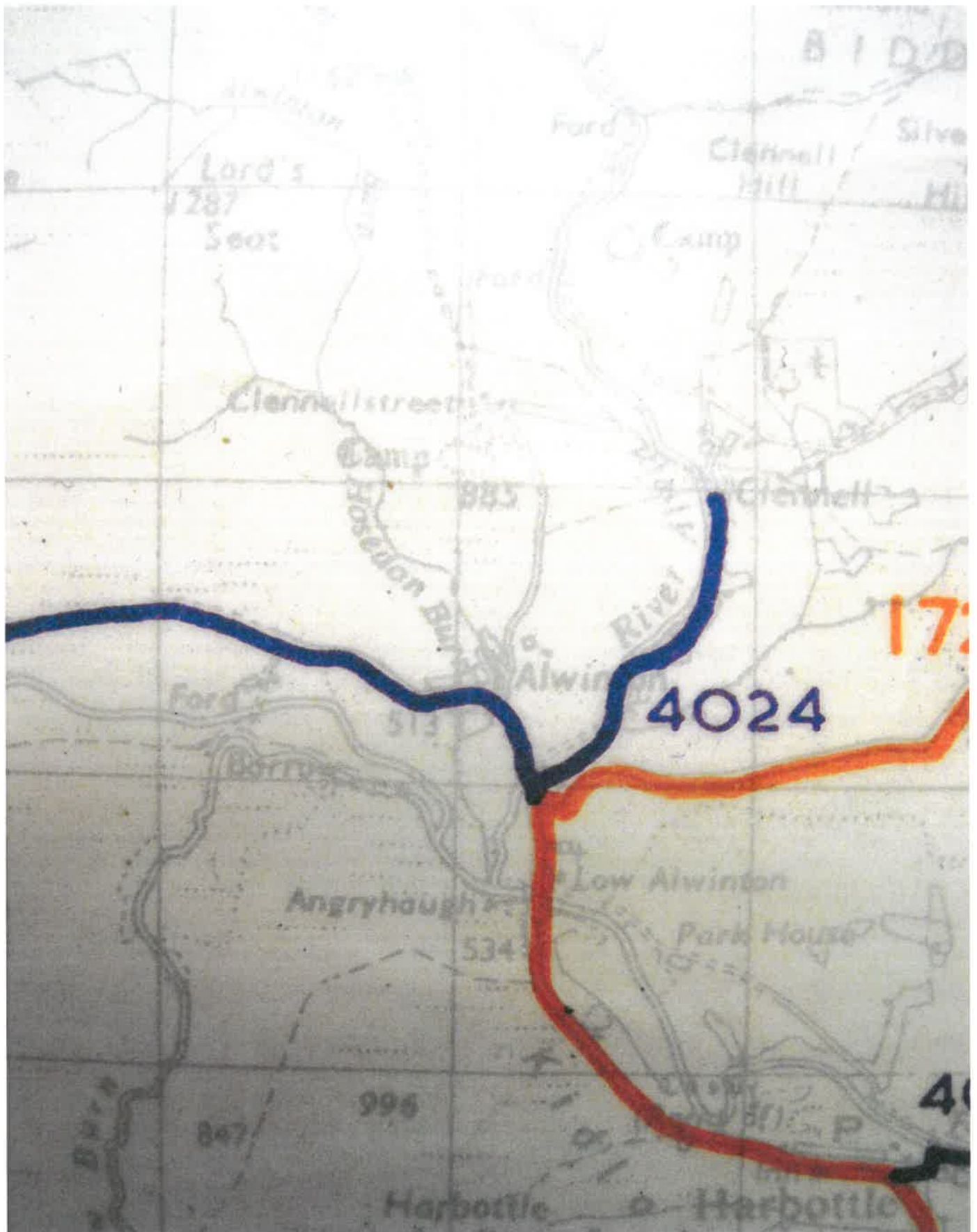


1964 County Road Schedule

- 89 -

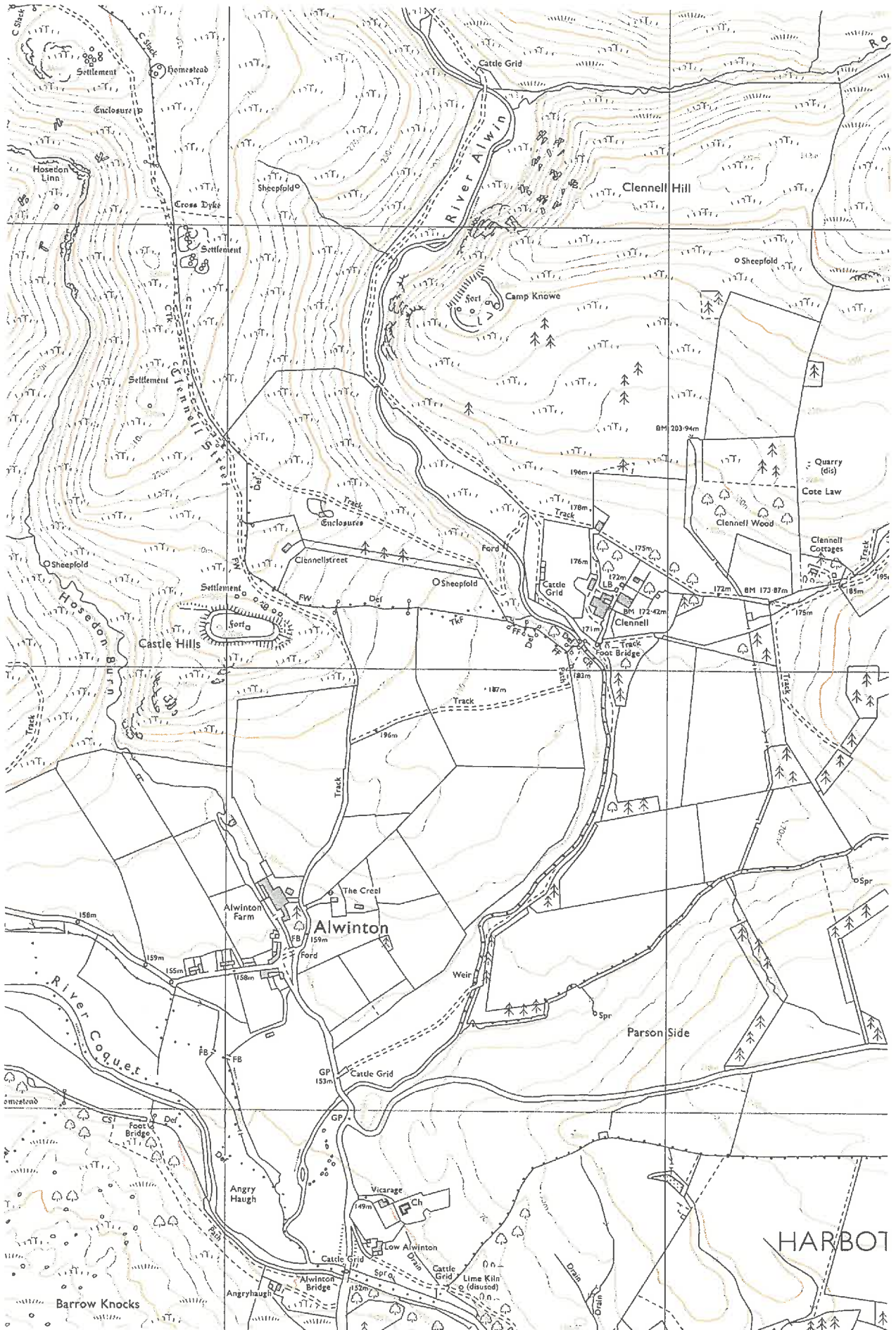
Route No.	Name of Road.	Description.	Responsible Division or Authority.	Mileage.	Total Mileage.
U.4013	Whittingham-Mountain Road.	From C.90 north-west of Whittingham north-westwards to U.4014 at The Mountain.	Alnwick.	1.20	1.20
U.4014	Eslington Lowhill-Mile End Road.	From C.172 at Eslington Lowhill northwards to C.169 south-west of Mile End.	Alnwick.	1.14	1.14
U.4015	Scrainwood-Netherton Buildings Road.	From C.169 at Scrainwood southwards to C.172 east of Netherton Buildings.	Alnwick.	1.04	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	0.97
U.4017	Elilaw-Biddlestone Road.	From C.169 east of Elilaw via Biddlestone Park to C.172 west of Biddlestone Edge.	Alnwick.	2.72	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). Edge	Alnwick.	2.56	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	1.60
U.4020	Sharperton-Ridges Plantation.	From C.172 at Sharperton northwards to U.4019 at Ridges Plantation.	Alnwick.	0.61	0.61
U.4021	Sheepbanks Road.	From U.4019 at Ridges Plantation northwards to U.4018 north-east of Well House.	Alnwick.	0.67	0.67
U.4022	Burradon-Biddlestone Hall.	From C.172 at Burradon Mains northwards to U.4017 at Biddlestone Hall.	Alnwick.	0.80	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	11.78
U.4024	Alwinton-Clennell Road.	From U.4023 south-east of Alwinton, north-eastwards to Clennell	Alnwick.	0.79	0.79

Extract from the Council's 1964 Highways Map



1974 County Road Schedule

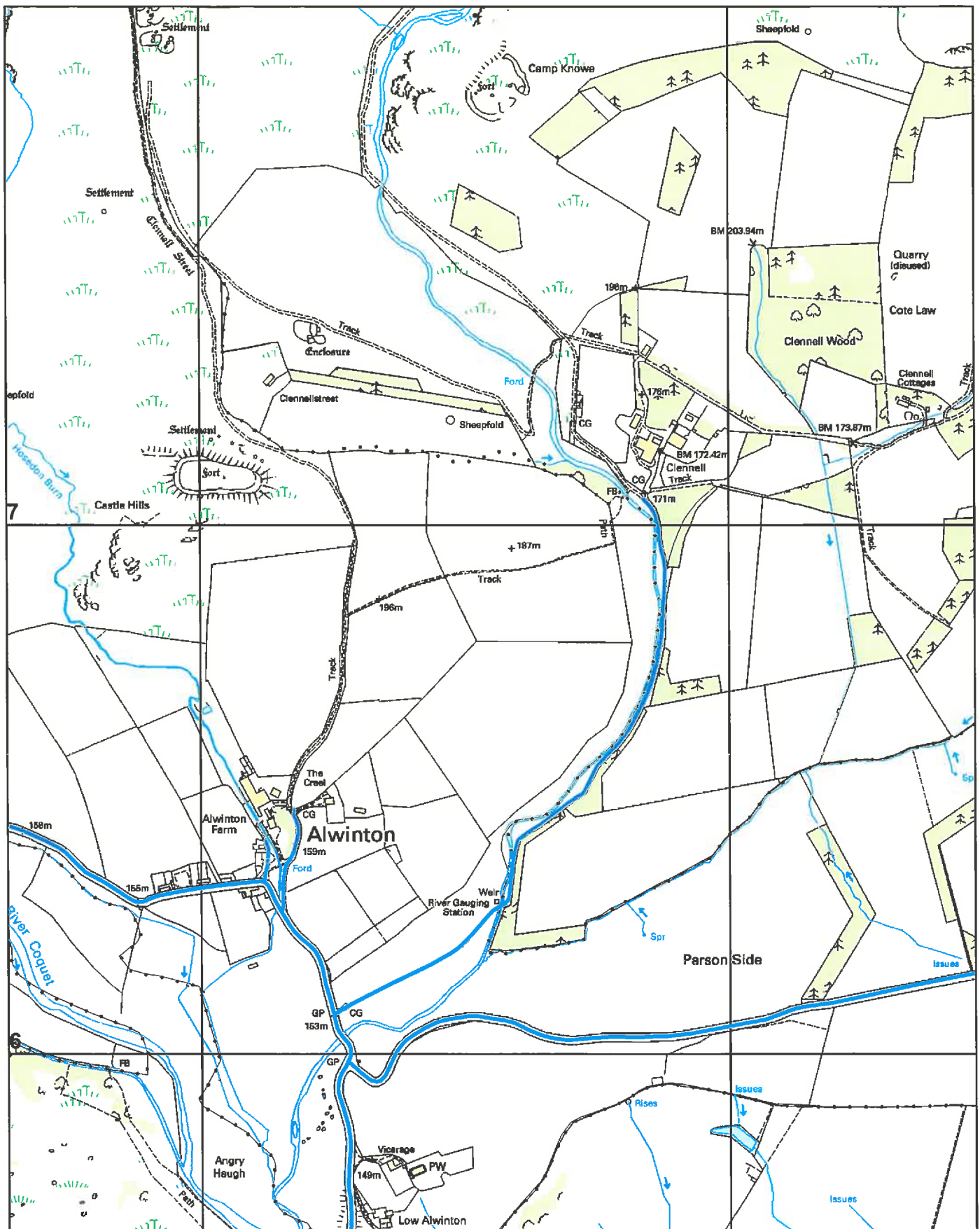
Route No.	Name of Road	Description	Responsible Division or Authority	Mileage	Total Mileage
U.4022	Burradon-Biddlestone Hall.	From C.172 at Burradon Mains (NT. 963070) northwards to U.4017 at Biddlestone hall (NT. 960082).	Alnwick Division.		0.80
U.4023	Alwinton-Coquet Valley Road.	From C.172 at Alwinton (NT. 923060) north-westwards and westwards via Shillmoor, Barrowburn to Makendon (NT. 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 (NT. 923060) north-eastwards to Clennell (NT. 929070).	Alnwick Division.		0.79
U.4025	Farnham Tile Works-Low Farnham-Plainfield.	From C.172 at Farnham Tile Works (NT. 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 (NT. 923034).	Alnwick Division.		2.78
U.4026	Snitter Windyside Road.	From C.179 north of Plainfield (NT. 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 (NT. 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 (NT. 963037) north-eastwards via Sharperton Edge to C.179 at Burradon (NT. 980060).	Alnwick Division.		2.08
U.4030	Billsmoor Foot-Highshaw Road.	From B.6341 south of Billsmoor Foot (NY. 943967) northwards via Penchford and Faw Farm to the entrance to Highshaw Farm (NY. 941982).	Alnwick Division.		1.21



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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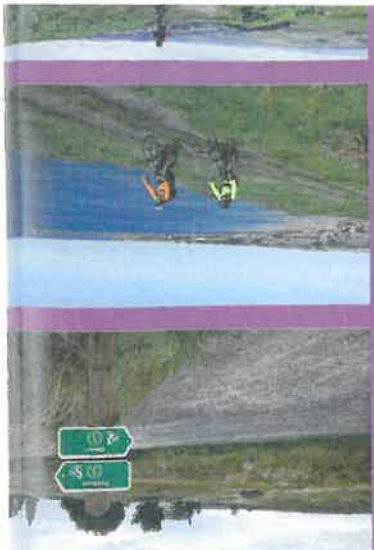
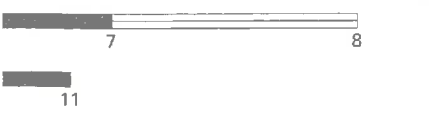
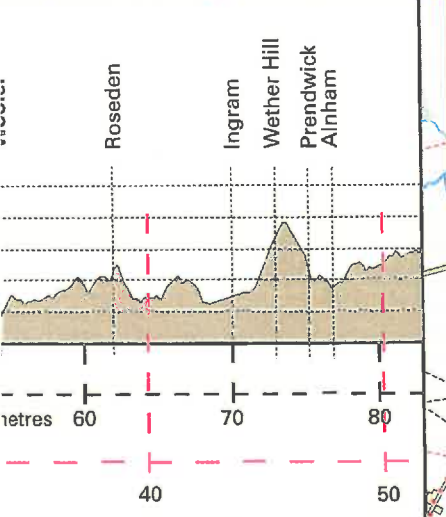
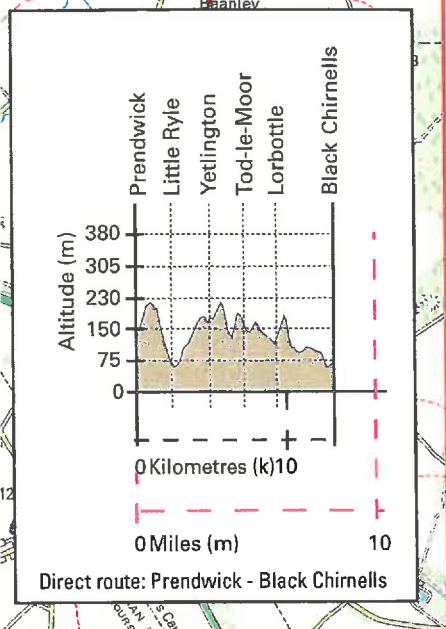
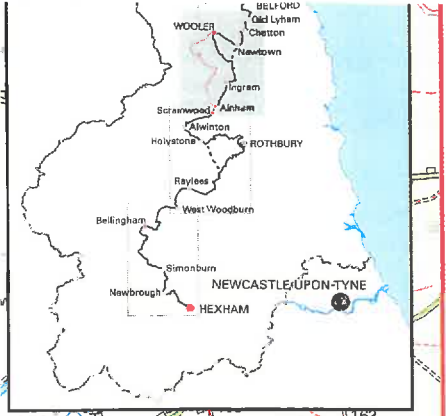
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Date:

Aug 2019

Scale:

1:10,000



The Sandstone Way is a new 120-mile mountain-biking route between Berwick-upon-Tweed and Hexham. It runs along the sandstone ridge in north Northumberland, effectively linking a number of sandstone features, crags and outcrops. The route passes through the picturesque market towns of Wooler, Rothbury and Bellingham and a number of smaller villages and rural hamlets, traversing an ever-changing landscape, rich in history, geology and iconic scenery. Waymarked with distinctive green and yellow rounds, the route will appeal to mountain bikers of all abilities. Most will take 3 days to complete the route, some will ride it in 2 days. The official website for this route is www.sandstoneway.co.uk

OFFICIAL CYCLE ROUTE MAP

SANDSTONE WAY
Between Berwick-upon-Tweed & Hexham
120miles / 193km



SANDSTONE WAY

Between Berwick-upon-Tweed & Hexham

120miles / 193km



OFFICIAL CYCLE ROUTE MAP



- Waymarked mountain bike route
- A mix of off-road tracks and quiet minor roads
- Discover hidden Northumberland
- Fabulous scenery





Follow waymarks through caravan site

Easy to miss

Direct route to Chartres via Hepple 5.7 miles / 9.2km

Southbound: Follow farm then cross

Northbound: PLEASE slow down turn right to cross s EASY TO MISS

DANGER AREA

