

RIGHTS OF WAY COMMITTEE

11 July 2017

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

ALLEGED BYWAY OPEN TO ALL TRAFFIC No 22 PARISH OF DODDINGTON

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

Purpose of report

In this report, the Committee is asked to consider all the relevant evidence gathered in support and in rebuttal of the existence of public vehicular rights over the U1034 road, between the U1033 road, south-east of Routin Lynn, and the western end of Public Bridleway No 11, east of Fenton Hill Farm.

Recommendation

It is recommended that the Committee agree that:

- (i) there is sufficient evidence to indicate that public vehicular rights have been reasonably alleged to exist over the route Z-A;**
- (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 'U034' 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 U1034 unclassified County road based upon more than simply its inclusion in the List of Streets.

3. LANDOWNER EVIDENCE

- 3.1 By undated note / plan, received in early August 2014, Mr H Logan of H Logan and Son of Fenton Hill Farm, responded to the consultation, stating:

“I am a tenant of Lambton Estate. I farm the land next to the route. We use it to get in and out of our fields.”

Mr Logan has identified the land he farms next to the road on the accompanying plan.

- 3.2 By letter, dated 30th October 2014, The Lambton Estates responded to the consultation, stating:

“I write regarding Alex Bells letter addressed to “The Owner / Occupier of Stewards House” dated 25 July 2014, together with email correspondence dated 29 August with Mr Bell in respect of the 3 Byway Open to All Traffic (BOAT) applications crossing my client, Lord Durhams, Fenton and Wrangham Estates. My comments are as follows:

“1. Application 22 (U1034 road) is a route from Z to A, which is effectively a dead end at point A for the public, as beyond this (to the south) is private land and on to the Fenton Estate.

“It has always been assumed that this was part of the adopted highway, as it has for many years been maintained by Northumberland County Council, whom have carried out road repairs and verge works. Thus I can see no reason to refuse this application.

“My only concerns are though that traffic then might start to stray either by continuing south through the gate towards Fenton House or indeed head west along the farm track to Fenton Hill farm once they see that it is a dead end, both of which are private and Fenton Estate properties.

...

“To summarise, application 22 is agreeable subject to appropriate signage, application 20 and 21 is not due to the aforementioned comments, however, would be if the routes are designated as restricted byways instead.”

4. CONSULTATION

- 4.1 In July 2014, 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”. Four replies were received and are included below.

4.2 By letter, dated 17th October 2014, Ms E Bamford responded to the consultation, on behalf of the Ramblers' Association, stating:

"My comments are attached. Where we have no facts or evidence and no objections I have written No Comment. We would support these additions.

"Parish of Doddington Byway open to all traffic 22

In our opinion this BOAT should continue beyond point A on your map in a southeasterly direction to join the B6525 at NT999 337. On the OS 6 inch maps of 1899 second edition and 1925 third edition it is shown as a continuous track from Routin Linn road end to the Wooler road with no differentiation at point A. Up until at least 1980 it was possible to use this road without any barrier or indication that it was private. I have driven or been driven along it, cycled it and walked it up till then. It was only on my return to the area in 1999 that when I tried to use it I found private notices near Fenton House. We have walked the section north of A on several occasions since."

4.3 By email, on 28th October 2014, Ms S Rogers responded to the consultation, on behalf of the British Horse Society, stating:

"Doddington Parish

"Alleged Byway Open to All Traffic 22

The track shown on map 33 is a stone track which is an important linking route in the bridleway network of the area as well as being the access to Fenton House. It joins the network from Routin Lynn (BW 220/019) to those to the east for example BWs 214/011 and 214/012. It is likely to be well used by horse riders, walkers and cyclists as it is an essential link in this network. For this reason BHS supports its addition to the definitive map."

4.4 By letter, dated 28th October 2014, Mr D Roberts responded to the consultation, on behalf of the Cyclists' Touring Club, stating:

"I attach comments and evidence which I judge to be relevant on behalf of Cyclists Touring Club.

"To clarify locations I attach annotated copies of your plans. These are confined to routes of which I have knowledge. Where I have no knowledge of a route or where I know it is surfaced with tarmac and therefore suitable for ALL TRAFFIC I have omitted any comment.

"Where an obstruction has been encountered I have endeavoured to provide as accurate date as possible.

"Routes traced in red have been cycled without problem. [The route of alleged Byway Open to All Traffic No 20 is NOT highlighted on Mr Roberts' plans].

"I have commented on issues where I consider an omission has been made in your consultation.

"No distinction has been made between Restricted and All Traffic Byways.

- 4.5 By letter, dated 31st October 2014, Doddington Parish Council responded to the consultation, stating:

"Following your request for evidence in relation to the above review, please find below comments from Doddington Parish Council regarding the three routes within Doddington Parish which you are considering.

....

"Route #22 (U1034)

This route is used by pedestrians, cyclists, horse riders and, motor vehicles going to and from Fenton House and other houses on the private Fenton Estate. Vehicles visiting the Fenton Estate may only do so if they have official business there. On reaching point A, they are faced with a gate and a sign saying "Lambton Estate. Private Property. No access". To the right is the private (not a PROW) farm track to Fenton Hill Farm and to the left, through a gate, is a public bridleway.

"It is right and proper that the road be designated as a public bridleway to connect with the bridleway going over Doddington North Moor. But we do not understand why you are proposing to designate it as an open byway. There is nowhere for vehicles driven by members of the public to go when they reach point A. They must either trespass on the Fenton Estate or Fenton Hill Farm or attempt to turn around in a very tight space. Vehicles visiting the Fenton Estate on official business already have permission to use the road regardless of the designation.

"Your open byway proposal would only make sense to us, if it was applied to the whole of the U1053 from point Z up to its junction with the B6525. Since this is not the case, we recommend that the designation is reduced to public bridleway."

5. DOCUMENTARY EVIDENCE

- 5.1 A search has been made of archives relating to the area. Evidence of Quarter Sessions Records, Council Highways records, County Maps and O.S. Maps was inspected, and the following copies are enclosed for consideration.

1769 Armstrong's County Map

There is no evidence of a road or track approximating to the route of alleged Byway No 22.

1820 Fryer's County Map

There is clear evidence of a road / track approximating to the route of alleged Byway No 22.

1820-32 Cary's Map

There is clear evidence of a road / track approximating to the route of alleged Byway No 22.

1828 Greenwood's County Map

There is no evidence of a road or track approximating to the route of alleged Byway No 22.

1849 Fenton Tithe Award

Although there is evidence of an east - west route from Fenton Hill, passing to the south of Hanging Hall, which crosses the route of alleged Byway No 22, there is no evidence of a road or track approximating to the route of alleged Byway No 22 itself.

c.1864-5 Ordnance Survey Map and Schedule: Scale 1:10,560

There is clear evidence of a road / track over the route of alleged Byway No 22.

1899 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an enclosed road / track over the route of alleged Byway No 22.

Finance Act 1910 Map

Although there is clear evidence of an enclosed route over the route of alleged Byway No 22, it is not coloured so as to separate it from the surrounding land. If it had been, this would have been good evidence that the route was considered to be a public vehicular highway at that time.

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

There is clear evidence of an enclosed road / track over the route of alleged Byway No 22.

1932 Glendale RDC Handover Map

The route of alleged Byway Open to All Traffic No 22 is shown on the base map, but it is not coloured in red (which would have identified it as a publicly maintainable road).

c.1939 Restriction of Ribbon Development Act (1935) Map

There do not appear to be any maps covering the Glendale Rural District area.

1951 Highways Map

The route of alleged Byway Open to All Traffic No 22 is coloured (in purple) so as to identify it as a publicly maintainable road. It is labelled as being the U1034 road.

Definitive Map – original Survey Schedules & Map

The route of the U1034 road (i.e. alleged Byway Open to All Traffic No 22) exists on the base map, and is coloured brown. Known public roads were generally coloured brown to indicate what the extent of the road network was considered to be. A public bridleway is shown terminating on the southern end of the U1034 road, east of Fentonhill.

Draft Map

The route of the U1034 roads exists on the base map. Public Bridleway No 5 terminates on the southern end of the route, east of Fentonhill.

Provisional Map

The route of the U1034 roads exists on the base map. Public Bridleway No 5 terminates on the southern end of the route, east of Fentonhill.

1958 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an enclosed road / track over the route of alleged Byway No 22.

1962 Original Definitive Map

The route of the U1034 road exists on the OS base map, though it is not identified as a public rights of way. Public Bridleway No 11 terminates at the southern end of the U1034 road, and would be a cul-de-sac if the U1034 was not a public highway of at least bridleway status.

1964 Highways Map

The route of alleged Byway Open to All Traffic No 22 is coloured (in purple) so as to identify it as a publicly maintainable road. It is labelled as being the U1034 road.

1988 Ordnance Survey Map: Scale 1:10,000

There is clear evidence of a road / track over the route of alleged Byway No 22.

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

The route of the alleged byway is clearly identified as publicly maintainable highway.

- 5.2 The entry for the U1034 road, in the 1958 County Road Schedule is:

“U1034 Fenton House Road
From U1033 towards Fenton House.”

The length of the U1034 road is identified as being 0.72 miles.

- 5.3 The original Definitive Statement for Public Bridleway No 11 (Parish of Doddington) describes the route of that bridleway as follows:

“From the Doddington - Lowick Road south-west of Doddington North Moor Bridge in a westerly direction through Fenton Wood to join the Public road east of Fentonhill.”

- 5.4 The entry for the U1034 road, in the 1964 County Road Schedule is:

“U1034 Fenton House Road
From U1033 southwards towards Fenton House.”

The length of the U1034 road is identified as being 0.72 miles.

- 5.5 The entry for the U1034 road, in the 1974 County Road Schedule is:

“U1034 Fenton House Road
From U1033 south of Routinglinn (NT 983367) southwards towards Fenton House (NT 986355)A698 just north of Cornhill (NT863396) north-eastwards to railway crossing at Cramond Hill (NT 865398).”

The length of the U1034 road is identified as being 0.72 miles.

6. SITE INVESTIGATION

- 6.1 From a point marked Z, on the U1033 road, 625 metres south-east of Routin Lynn, a 2.5 metre wide tarmac road, in a variable 10 to 15 metre wide 'corridor' proceeds in a southerly direction for a distance of 460 metres. Thereafter the 2.5 metre wide tarmac road, within a more uniform 14 to 15.5 metre wide corridor, continues in a southerly direction for a further 380 metres. Then the 2.5 metre wide tarmac road, within a 15 to 15.5 metre wide corridor, proceeds in a south-easterly direction for a distance of 315 metres to a junction with Public Bridleway No 11, then for a further 10 metres to a point where passage is blocked by a locked field gate, 825 metres east of Fenton Hill Farm (Point A). At the locked gate are two signs. One says "Private - No Unauthorised Access". The other, more faded one, says "Lambton Estate Private Property No Access". Although the road has a tarmac surface, it also has a grass strip running down the centre of most of it.

7. COMMENTS RECEIVED ON THE DRAFT REPORT

- 7.1 In May 2017, a copy of the report was circulated to those landowners / occupiers who responded to the initial consultation for their comments. No additional comments were made.

8. DISCUSSION

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

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

- 8.2 When considering an application / proposal for a modification order Section 32 of the Highways Act, 1980 provides for “any map, plan or history of the locality or other relevant document” to be tendered in evidence and such weight to be given to it as considered justified by the circumstances, including the antiquity of the tendered document, the status of the person by whom and the purpose for which it was made or compiled, and the custody in which it has been kept and from which it is produced.
- 8.3 The representation of a path or track on an Ordnance Survey Map is not evidence that it is a public right of way. It is only indicative of its physical existence at the time of the survey.
- 8.4 The route of alleged Byway Open to All Traffic No 22 is identified on the County Council’s current List of Streets as being the U1034 road. The route was not identified as being publicly maintainable on the 1932 Glendale Rural District Council Handover Map, nor does it appear to be shown in the schedule of roads produced in relation to the Restriction of Ribbon Development Act 1935. The route is, however, clearly identifiable on the Council’s 1951 Highways Map and is recorded in the 1958 County Road Schedule and in the 1964 County Road Schedule and on the Highways Map, produced at that time, to accompany that schedule. It is also recorded in the 1974 County Road Schedule. It was not identified as a public road on the plans produced in relation to the 1910 Finance Act.
- 8.5 The route has been consistently identified as an enclosed road / track on Ordnance Survey maps since 1899. The route is shown on Fryer’s County Map of 1820, and on Cary’s Map of 1820-32, but is not shown on Armstrong’s or Greenwood’s County Maps of 1769 and 1828.

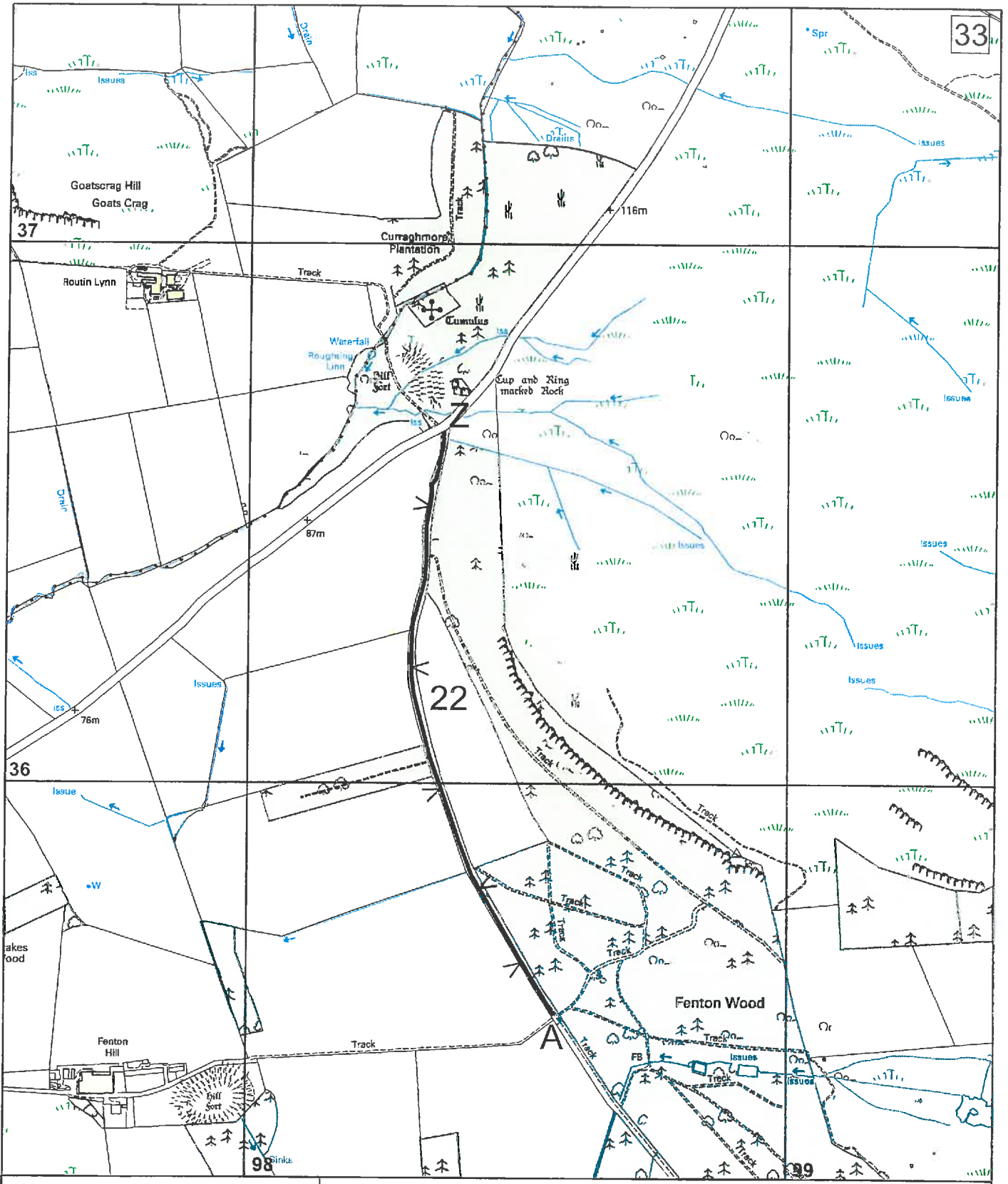
- 8.6 The route does not appear to have been considered for inclusion on the original Definitive Map of Public Rights of Way (as footpath, bridleway or Road Used as Public Path) in the 1950s, despite the fact that a public bridleway terminates on it, just 10 metres north of its southern end. This implies that the road was considered to be a public highway, but presumably one of sufficiently high status that it was not considered appropriate to record it on the Definitive Map.
- 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 It is not known on precisely what basis this route was added to the List of Streets. It has appeared on maps since Fryer's County Map of 1820, and on the Council's Highway records from 1951 onwards.
- 8.10 The Natural Environment and Rural Communities Act 2006 (NERC Act 2006) had a major impact upon the recording of byways open to all traffic based upon historical documentary evidence. Under section 67 of the Act, any existing, but unrecorded, public rights of way for mechanically propelled vehicles were extinguished unless one of the 'saving' provisions applied. In brief, these saving provisions were: (a) if the main lawful public use between 2001 and 2006 was with motor vehicles; (b) if the route was on the List of Streets (on 2 May 2006) and not also on the Definitive Map as something less than a byway open to all traffic; (c) the route was legally created expressly for

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

- 8.11 Of the saving provisions above, (b) will apply to this route. The public's motor vehicular rights would not have been extinguished by the NERC Act 2006.
- 8.12 For a route to be a byway open to all traffic, it has to be (i) a public motor vehicular right of way and (ii) a route which is nevertheless used (or is likely to be used) by the public mainly for the reasons which footpaths and bridleways are used.
- 8.13 This route has a relatively rough tarmac surface (with a grass strip down the middle of much of it). Although drivable with a 'normal' family car, the route is a public vehicular cul-de-sac. The route appears to be a secondary means of access for the properties at Fenton (i.e. beyond the locked gate), and to be used by farm vehicles to gain access to the adjoining fields. Existing Public Bridleway No 11 proceeds in an easterly direction (through Fenton Wood and across Doddington North Moor) from a point 10 metres north of point A. The Parish Council, Ramblers' Association and British Horse Society consultation responses suggest that the route is used by walkers, horse riders and cyclists. For these reasons it is considered likely that the alleged byway will be used by the general public mainly for the purposes for which footpaths and bridleways are so used; thereby satisfying the criteria for being recorded as a byway open to all traffic.
- 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. On this basis it is proposed to record Byway Open to All Traffic No 22 with a width varying from 10 to 15 metres, as identified in paragraph 6.1, above.

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 Byway Open to All Traffic No 22.
- 9.2 The Natural Environment and Rural Communities Act 2006 would not appear to have extinguished the public's motor vehicular rights over this route. It would be appropriate to recognize the public's rights over the route by recording it on the Definitive Map as a byway open to all traffic.



Northumberland

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

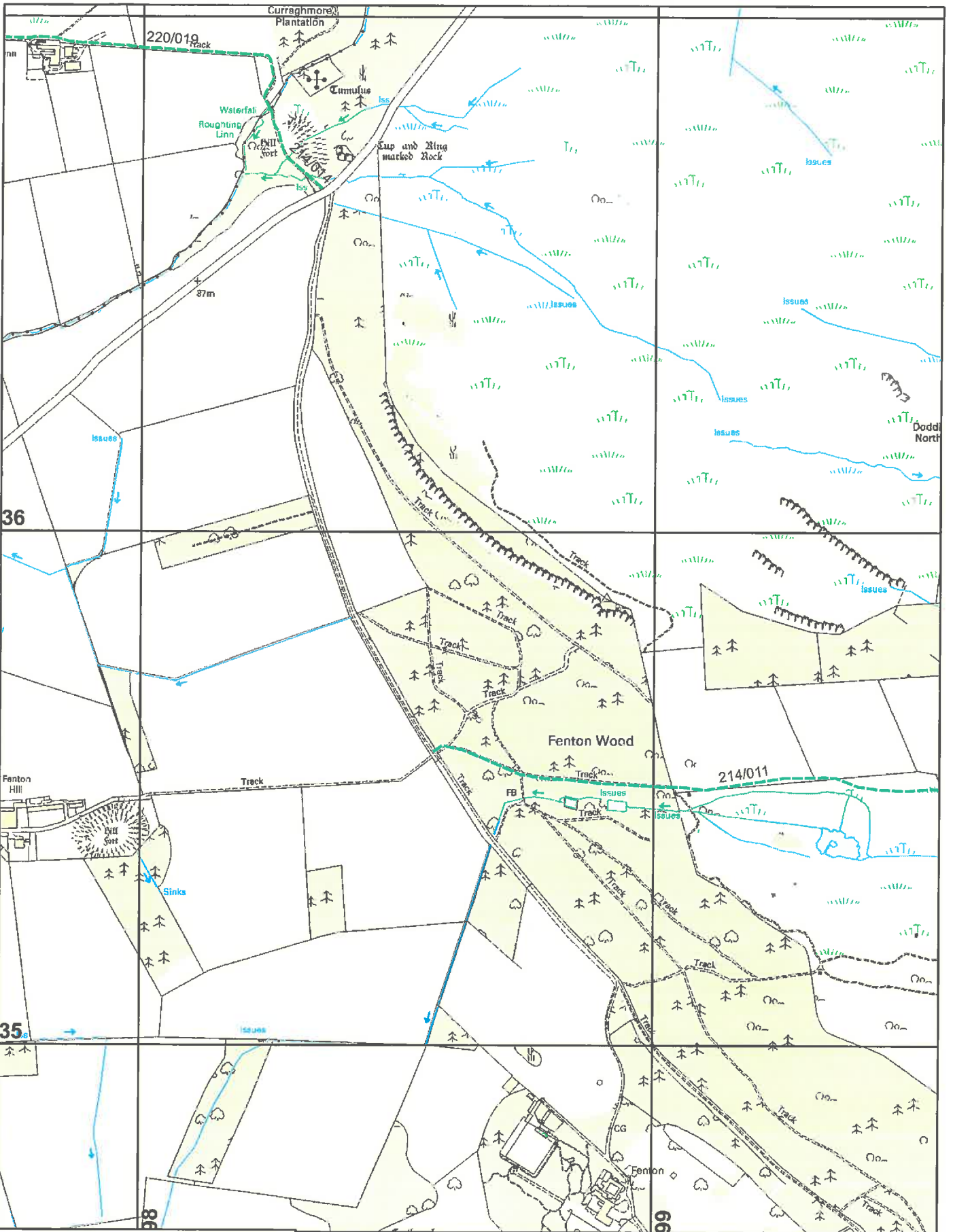
Wildlife and Countryside Act 1981 Public Rights of Way



Alleged Byway Open to All Traffic

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Former District(s) Berwick	Parish(es) Doddington	Scale 1:10,000
Def. Map No. 20	O.S. Map NT 93 NE	Date February 2014



NORTHUMBERLAND

Northumberland County Council
Infrastructure

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

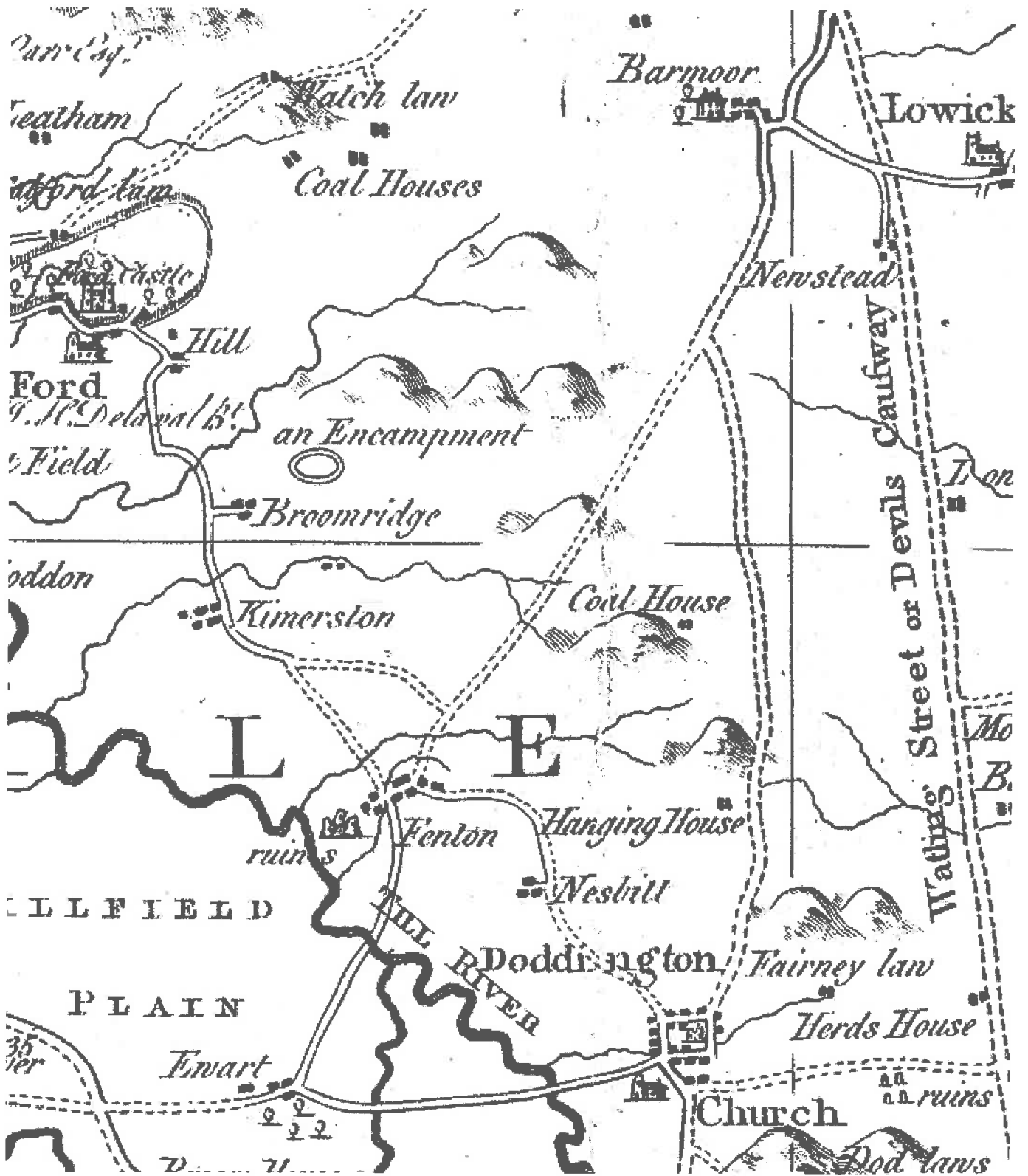
Legend

- 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

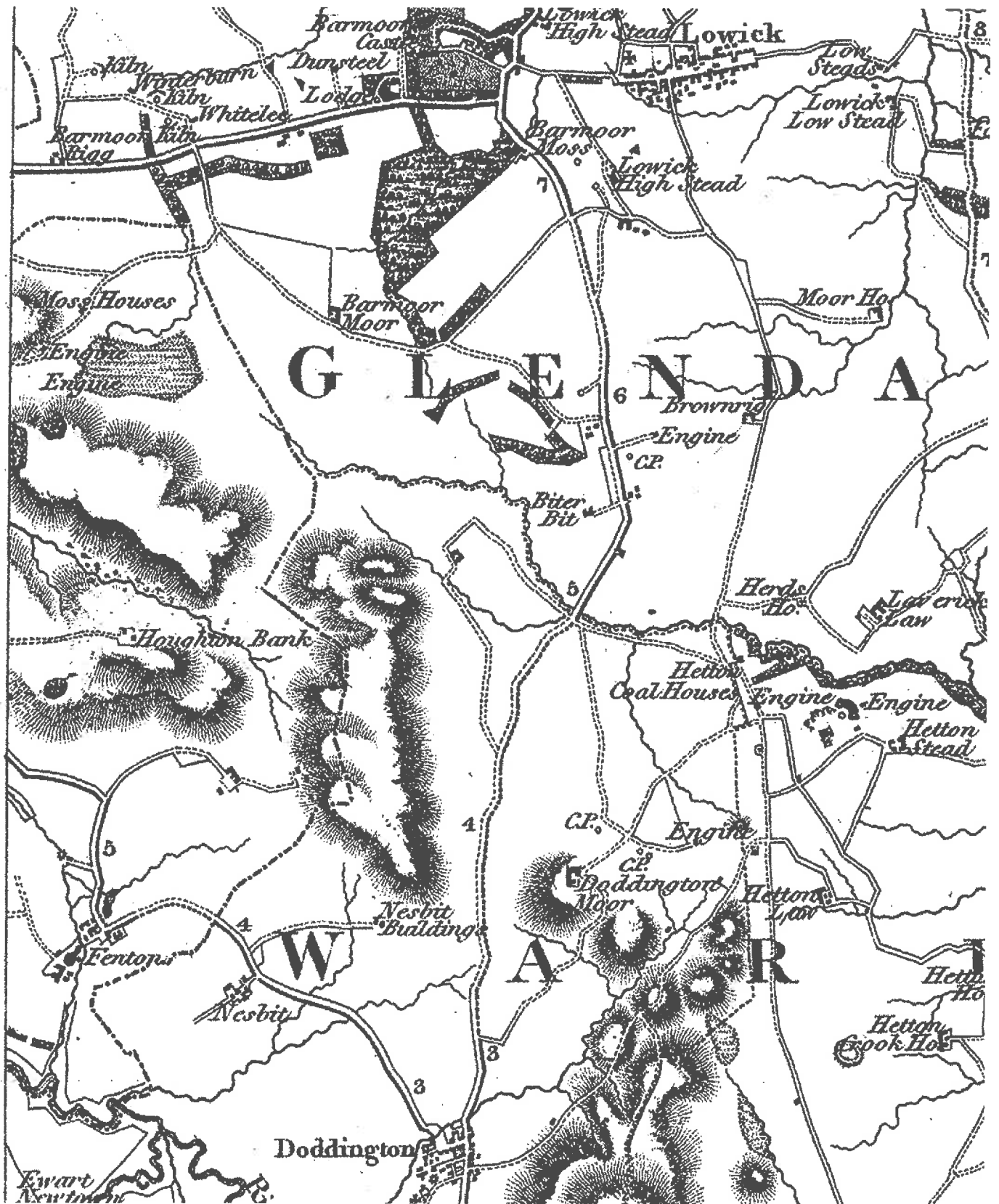
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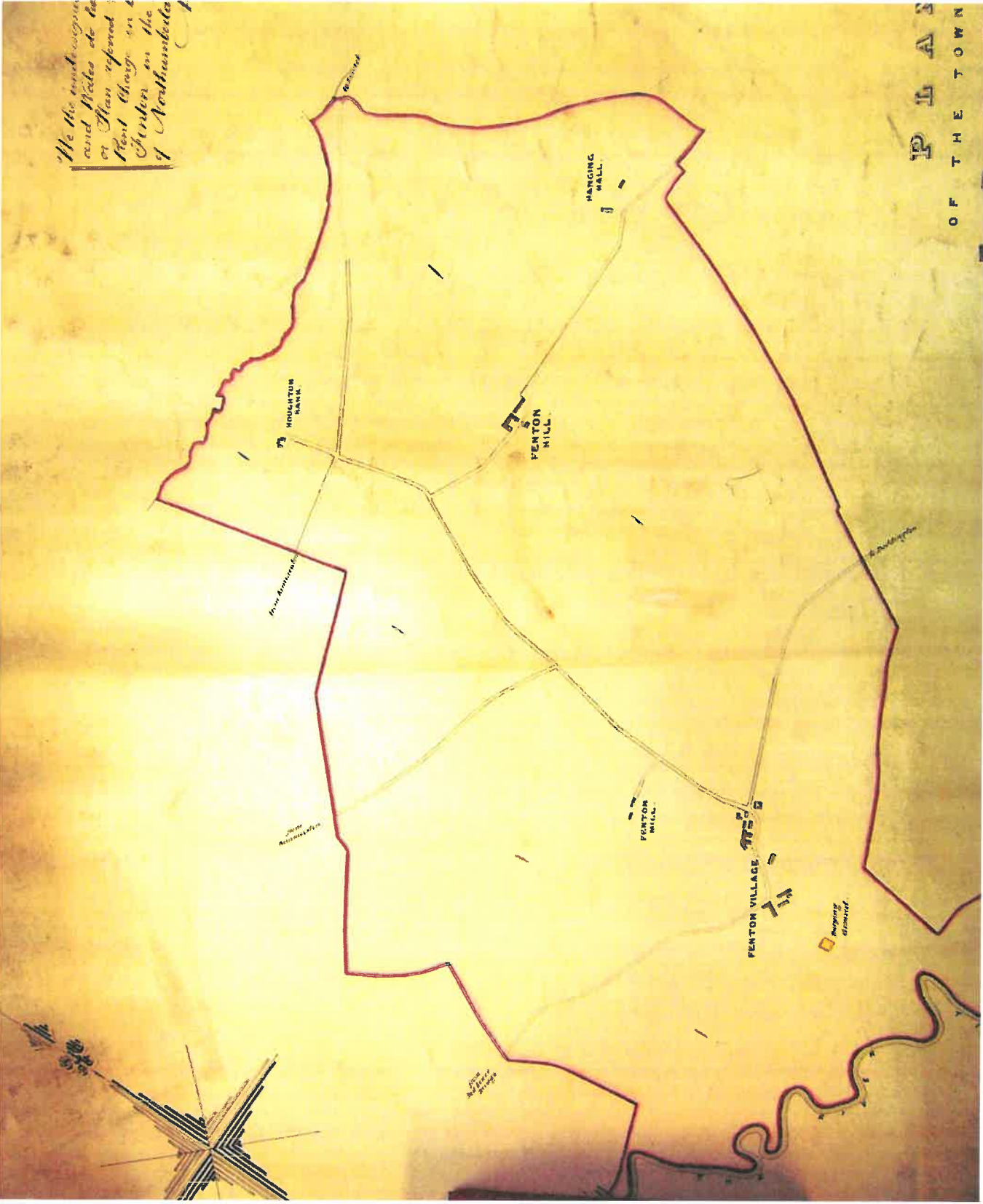
Fryer's County Map
1820



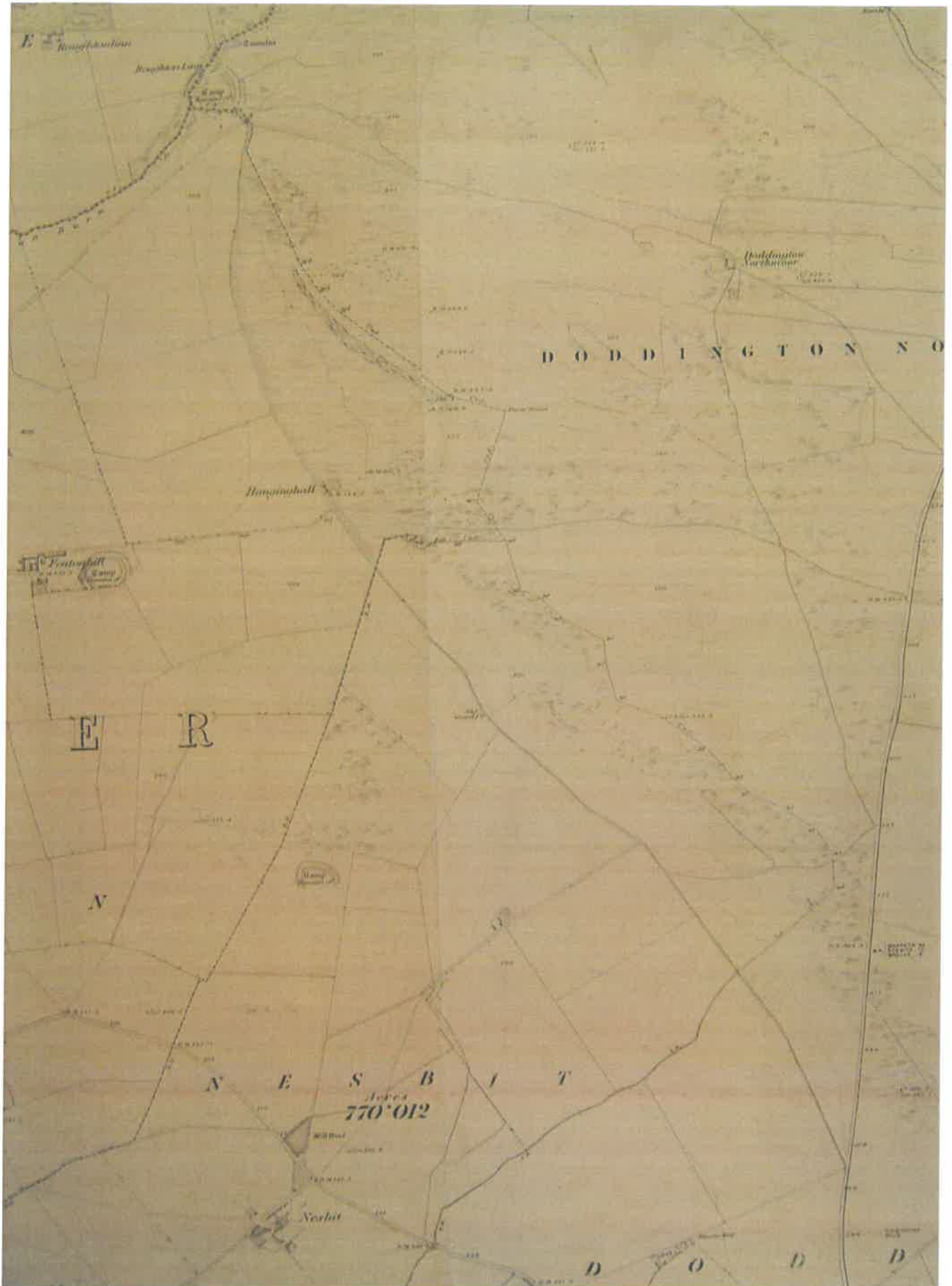


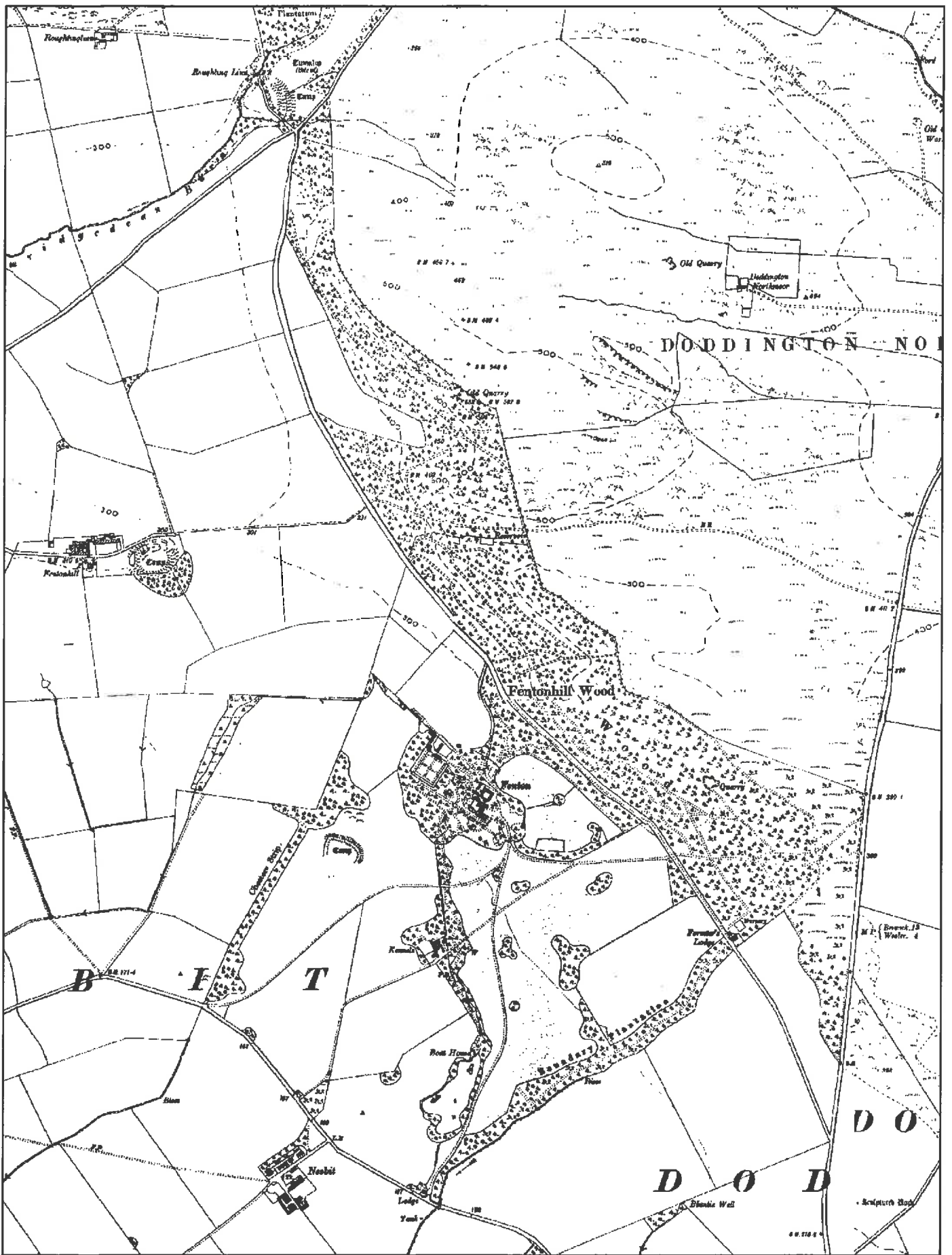


Fenton Tithe Award
1849



1st Edition 6" O.S. Map
c.1864/65

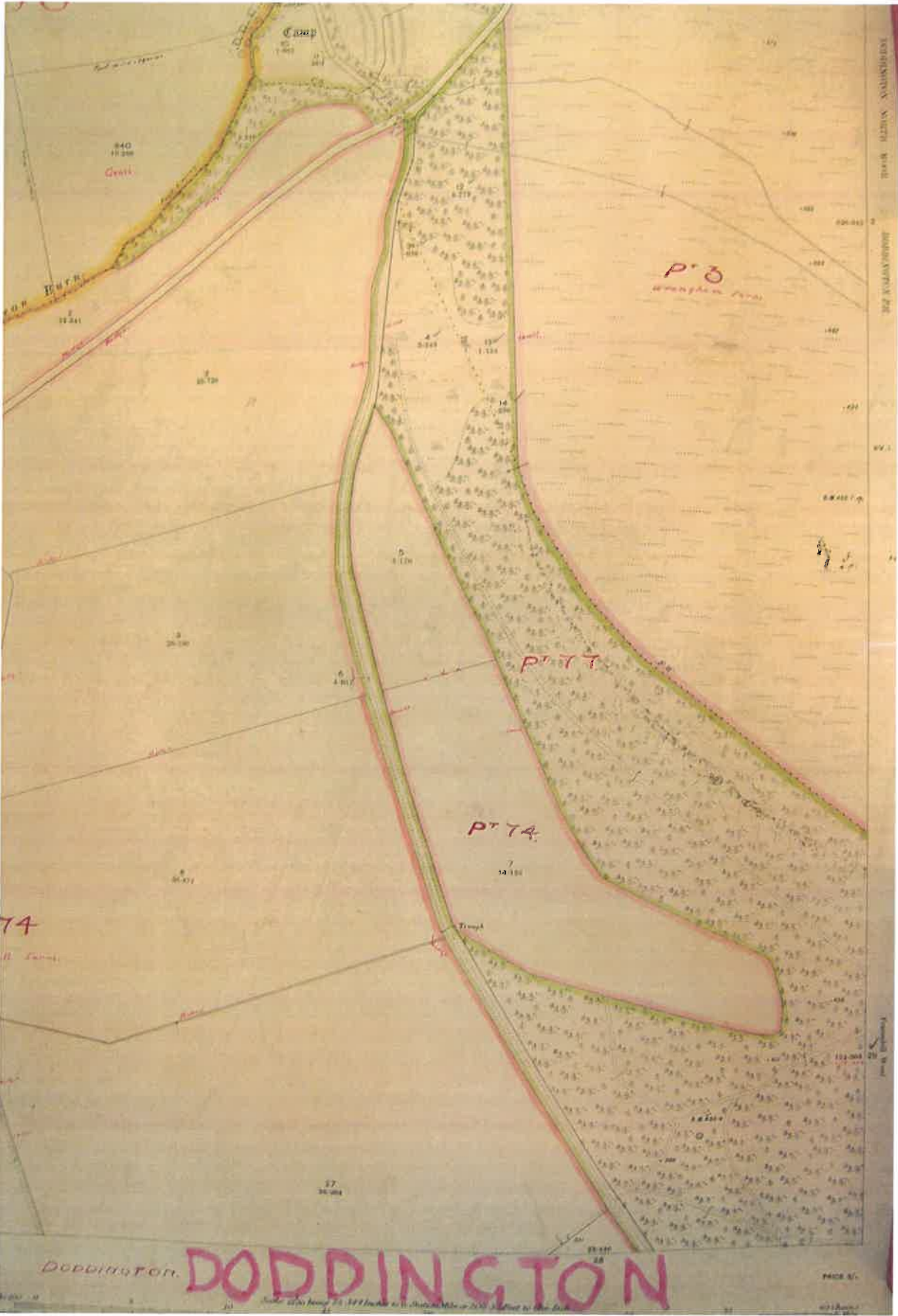


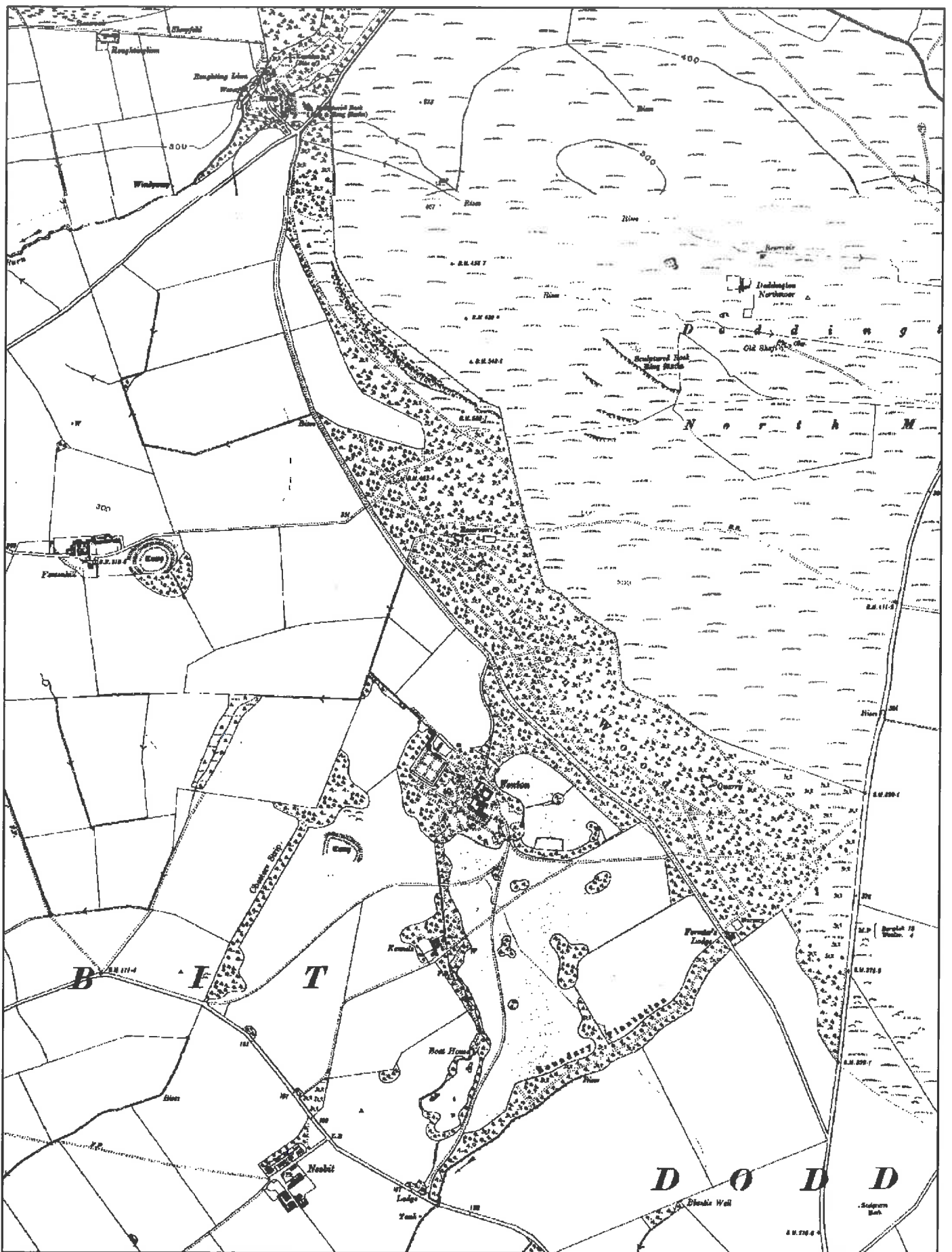


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SCALE 1:15,000
 Ordnance Survey 2nd Edition 6" map (1899)

Finance Act 1910 Plan





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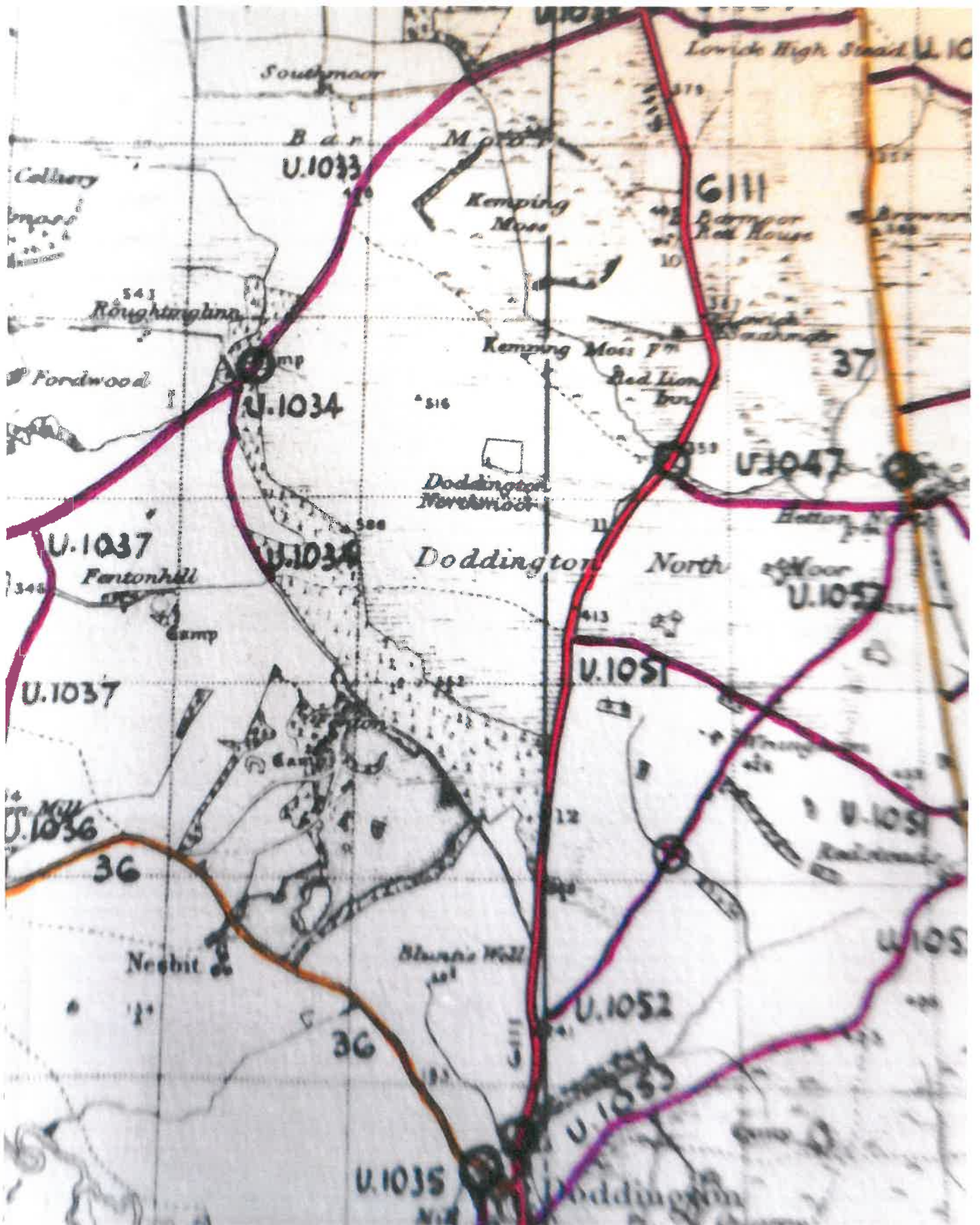
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Ordnance Survey 3rd Edition 6" map (1924-25)

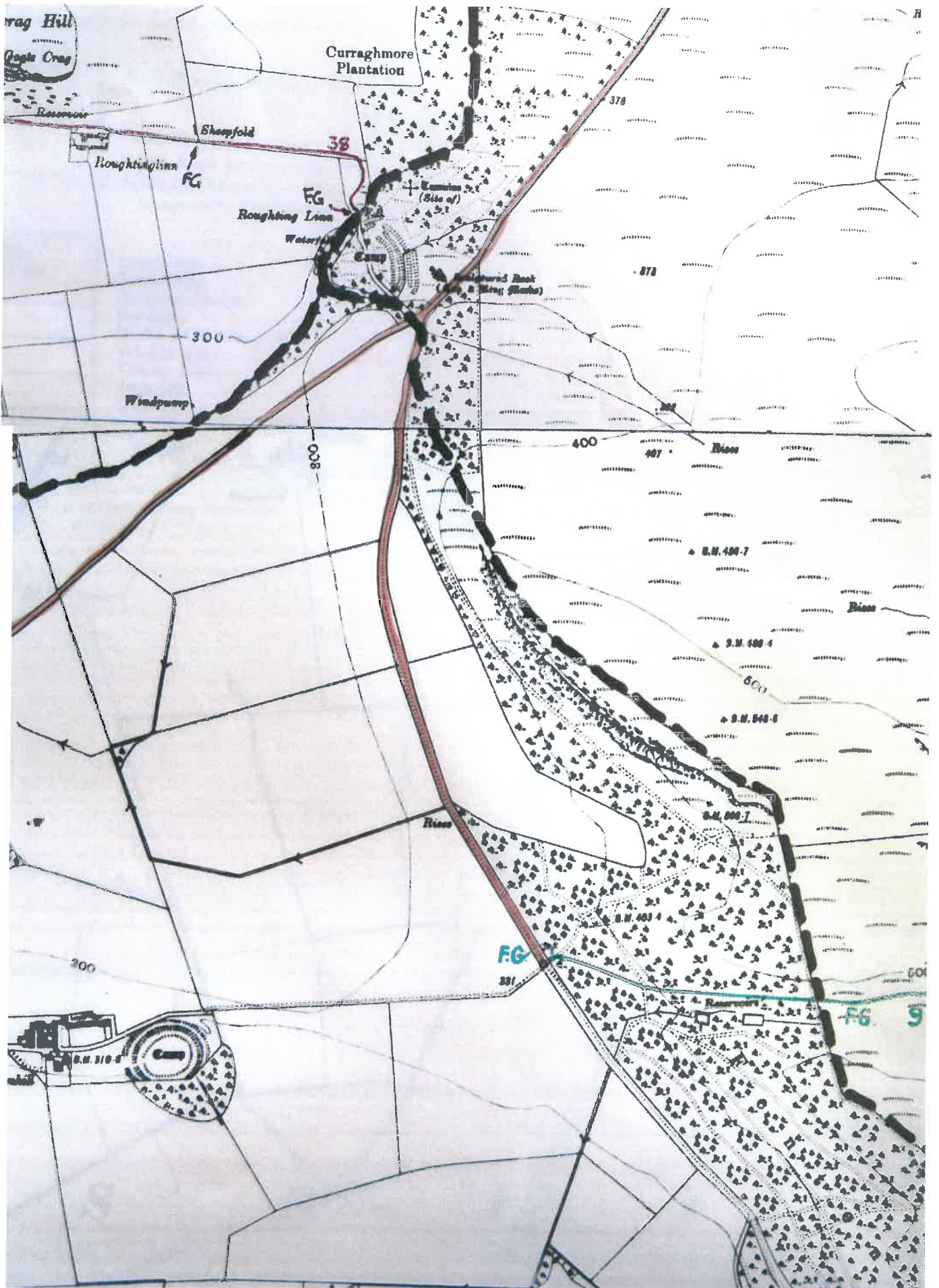
Glendale RDC Handover Map
1932

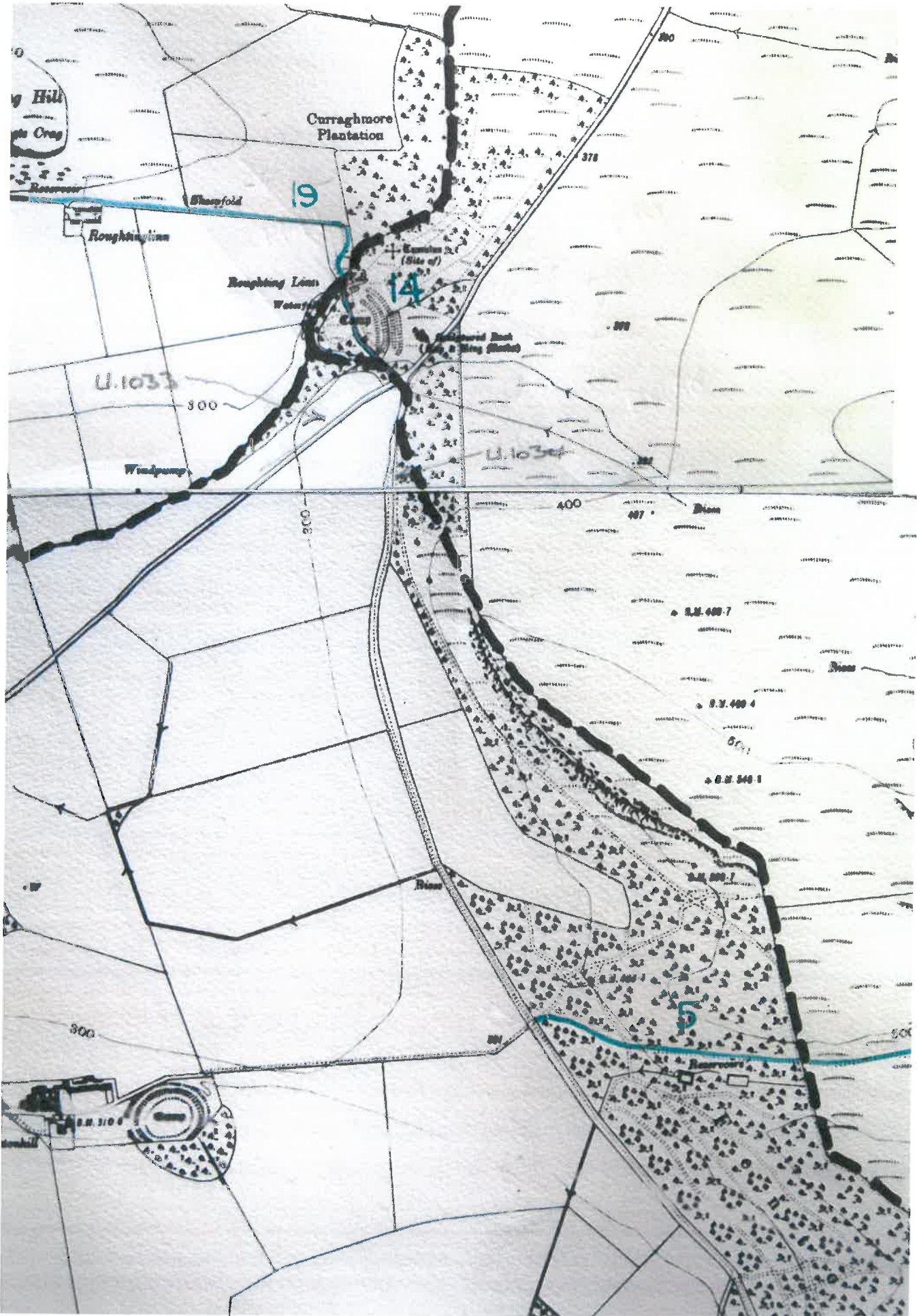


Extract from the Council's 1951 Highways Map

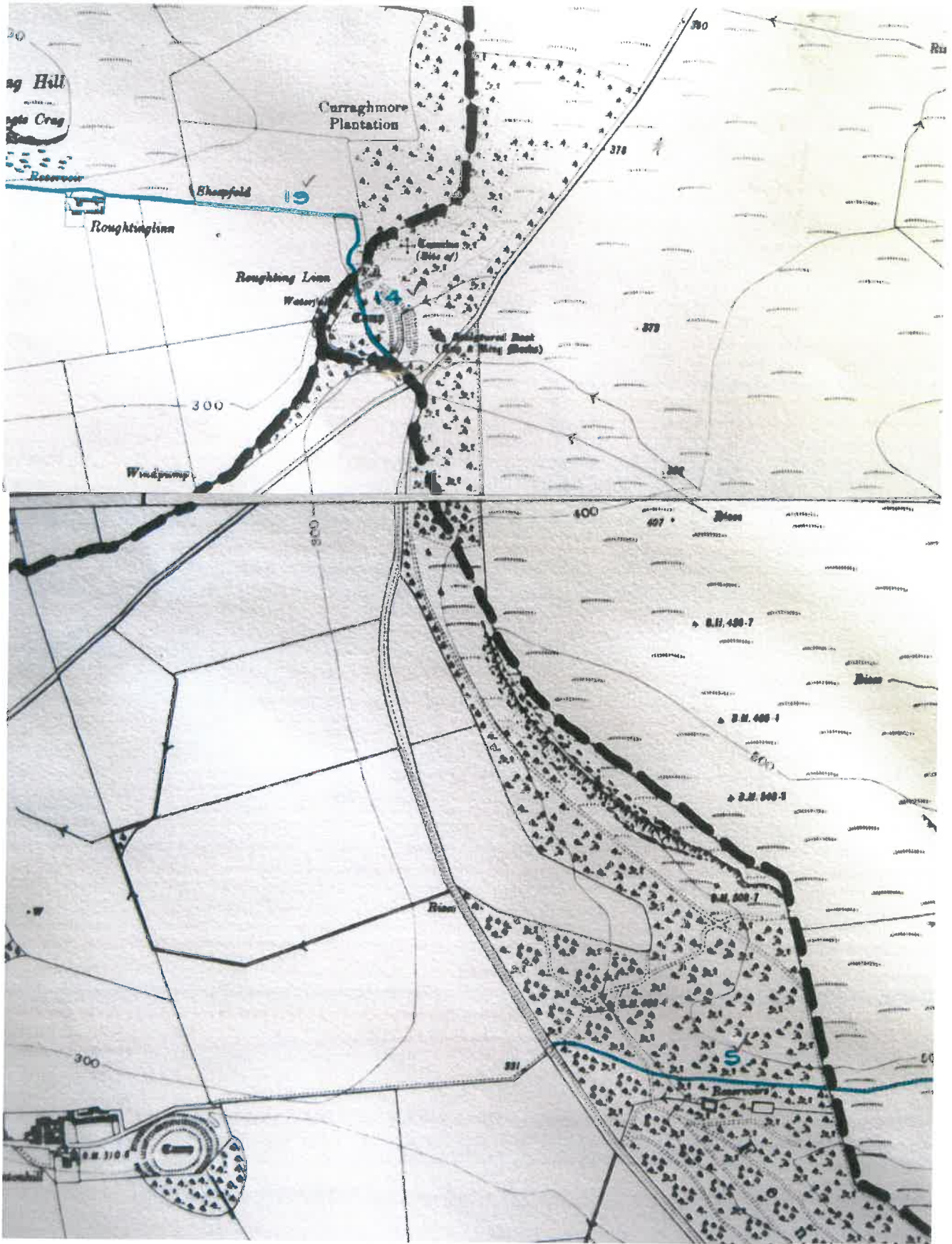


Survey Map





Provisional Map

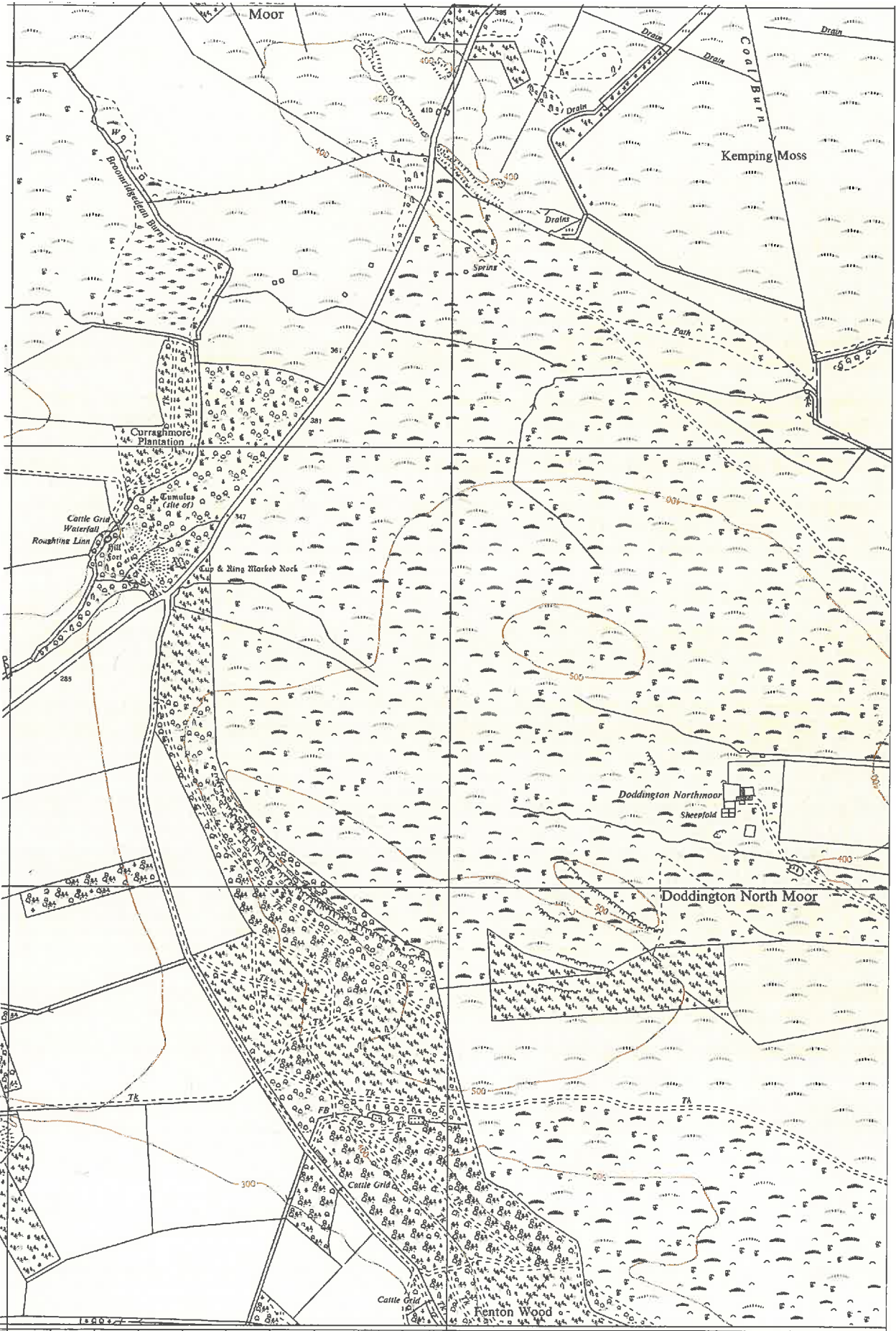


1958 County Road Schedule

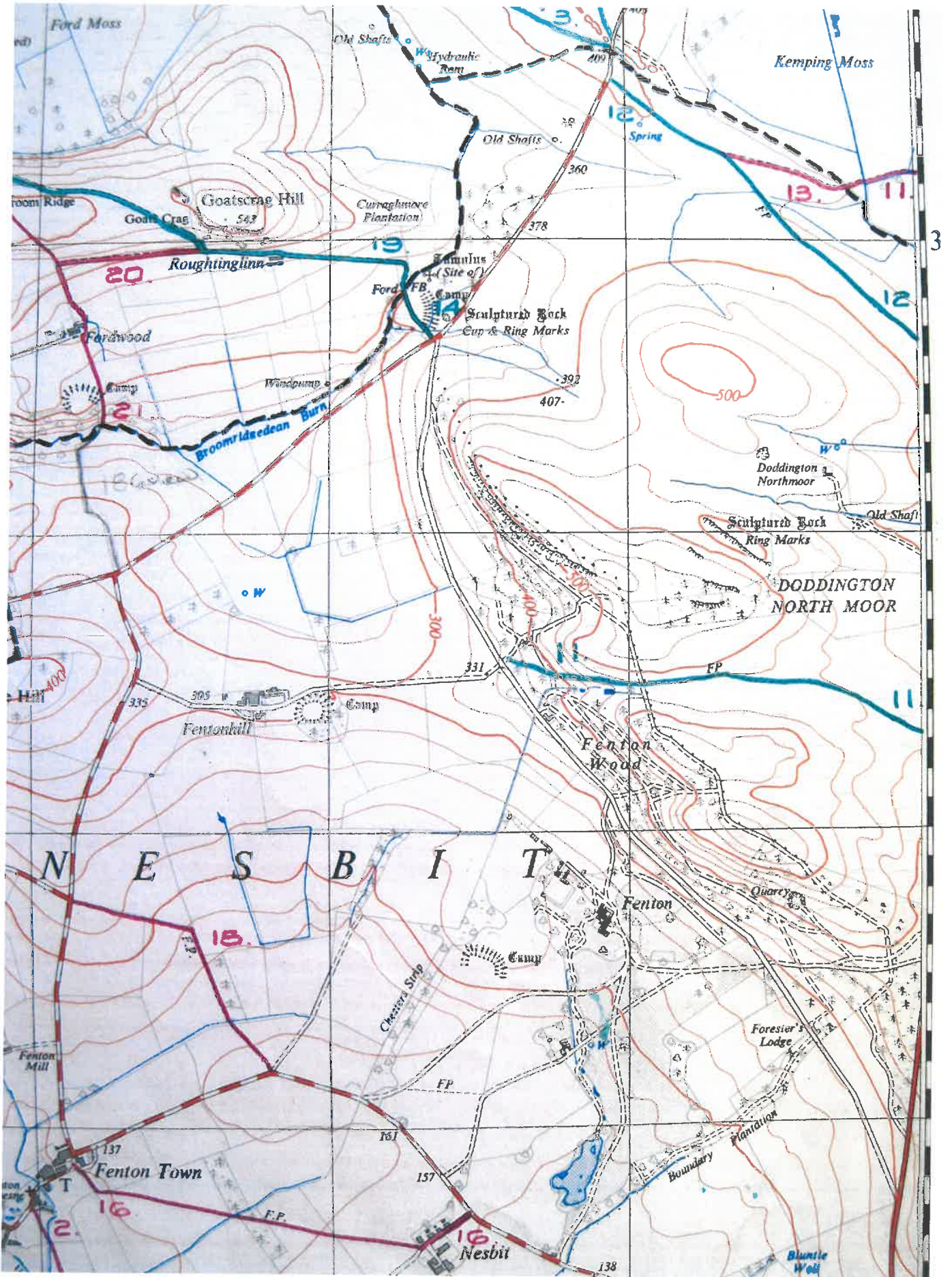
BERWICK DIVISION

Unclassified Roads in Glendale Rural District

		Brought Forward	36.755
U.1034	Fenton House Road.	From U.1033 towards Fenton House	0.72
U.1035	Doddington Village Road.	From A.6111 at Doddington to C.36 at Doddington North Farm.	0.34
U.1036	Kimmerston to Fenton Town Road	From C.34 at Kimmerston Cottage via Fenton Mill to C.36 at Fenton Town.	1.40
U.1037	Fentonhill Road	From U.1033 via Fentonhill to U.1036 near Fenton Mill.	0.68
U.1038	Akeld Bridge - Akeld Steads Road.	From A.697 near Akeld Bridge to C.35 at Akeld Steads.	0.56
U.1039	Lowick - Licker Road.	From B.6353 at Lowick to C.16 near Licker.	1.15
U.1040	Licker Bridge Road	From C.16 near Lowick Mill to R.D. boundary at Licker Bridge.	0.26
U.1041	Lowick Village Road	From B.6353 to C.37.	0.13
U.1042	Lambton Avenue	From C.16 to Hunting Hall.	0.04
U.1043	New Dryburn - Lowick	From A.6111 at New Dryburn to B.6353 Lowick.	1.095
U.1044	Lowick High Stead Road	From A.6111 at Barmoor via Lowick High Stead to C.37	0.77
U.1045	Moorhouse Road	From C.37 near Brownridge to Moorhouse.	0.49
U.1046	Lavercocklaw Road	From C.37 near Hetton North Farm via Lavercocklaw Strip to C.18 near Kylee Wood.	1.34
U.1047	Coal Burn Bridge - Hetton North Farm - Holburn Mill Road	From A.6111 near Coal Burn Bridge crossing C.37 at Hetton North Farm via Hetton Steads to C.18 near Holburn Mill.	2.34
U.1048	Hetton Smithy - Hetton Quarry Road.	From C.37 near Hetton Smithy to U.1047 at Hetton Quarry.	0.53
U.1049	Holburn Village Road	From C.18 Holburn Village Eastwards.	0.13
U.1050	Holburn Grange Road	From C.18 at Bootjack Wood to Holburn Grange	0.60
		Forward	<u>49.330</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 GLENDALE
2. Parish DODDINGTON.
3. Number of Footpath on Map 11. ✓
4. Name of Path
.....
5. Kind of Path (i.e. FP/BR) B.R.
6. General Description of Path From the Doddington - Lowick Road south-west
of Doddington North Moor Bridge in a westerly direction through Fenton Wood
to join the Public road east of Fentonhill
.....
.....
.....
7. Other relevant information
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.....
.....

NORTHUMBERLAND COUNTY COUNCIL.

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

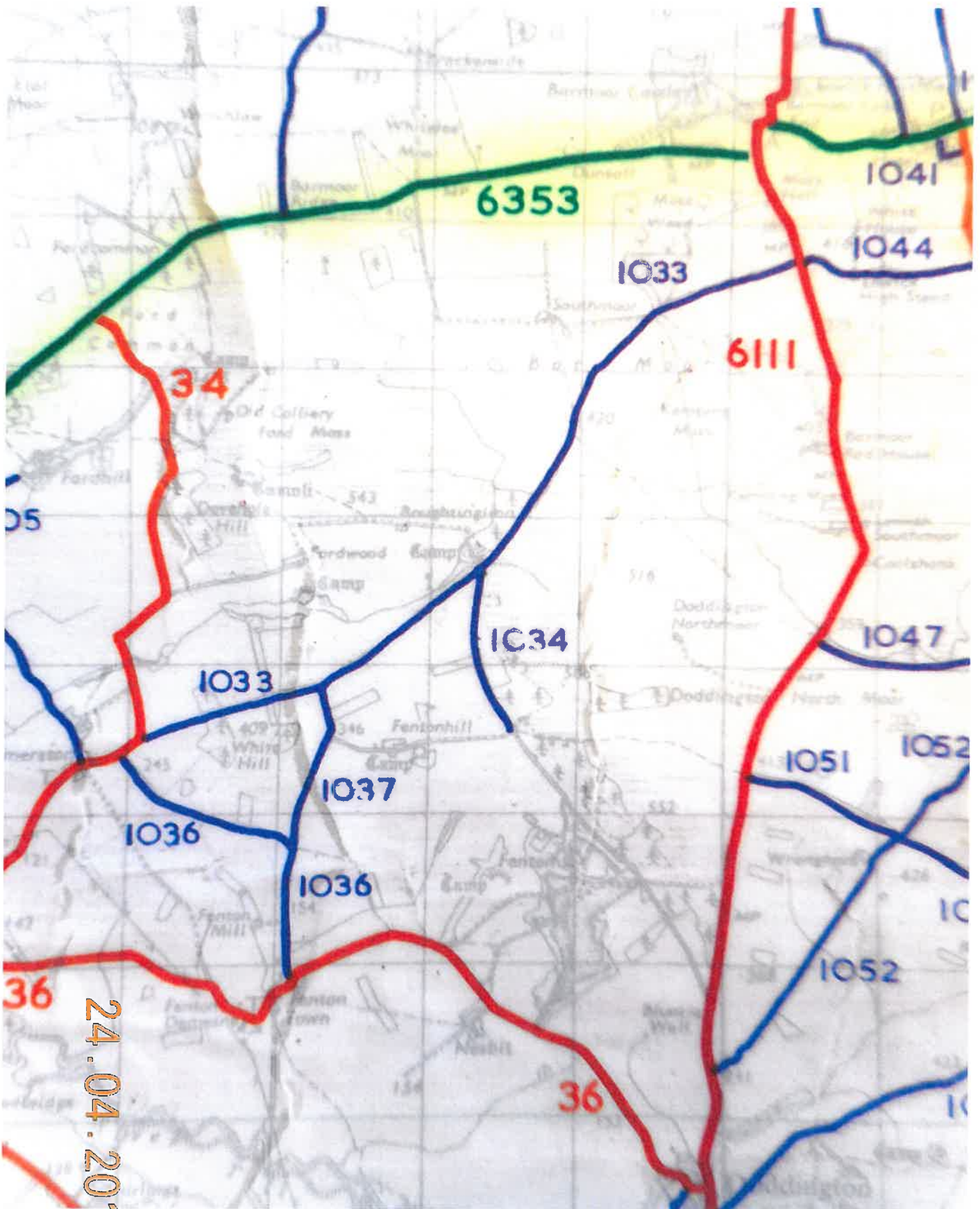
PUBLIC RIGHTS OF WAY - STATEMENT.

1. ~~Borough~~
~~Urban District~~
Rural District GLENDALE
2. Parish DODDINGTON
3. Number of Footpath on Map 14 ✓
4. Name of Path
5. Kind of Path (i.e. FP/BR) B.R.
6. General Description of Path From the Kimmerston - Kemping Bridge Road
opposite the road to Kemping Wood in a north-westerly direction to join B.R.
19 at the Ford Parish Boundary at the Broomridgedean Burn.
.....
.....
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7. Other relevant information
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1964 County Road Schedule

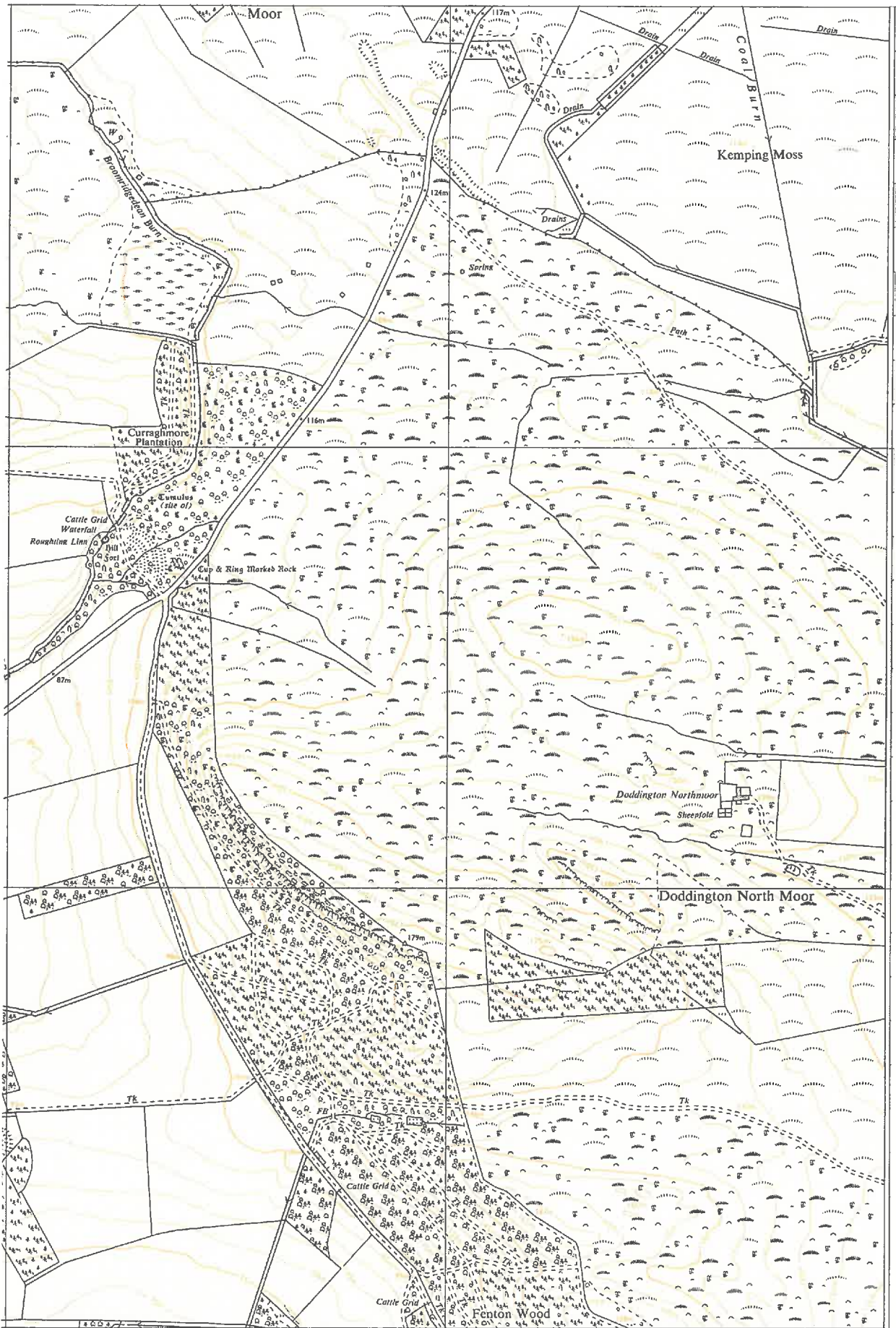
<u>Route No.</u>	<u>Name of Road.</u>	<u>Description.</u>	<u>Responsible Division or Authority.</u>	<u>Mileage.</u>	<u>Total Mileage.</u>
U.1029	Guinea Hill Road.	From C.14 at Bowsden Moor Cottages to Rural District boundary at Guinea Hill. (Road continues in Norham and Islandshires Rural District as U.25).	Wooler.	0.36	
U.1030	Barmoor Ridge-Whistlebare.	From B.6353 at Barmoor Ridge northwards via Woodside to C.14 at Whistlebare.	Wooler.	2.05	
U.1031	Mattilees-Woodside.	From C.14 at the Rural District boundary crossing C.15 near Gatherick via Woodend to join U.1030 near Woodside.	Wooler.	2.05	
U.1032	Kimmerston-Ford.	From C.34 near Kimmerston northwards via Ford Kennels to join B.6353 at Ford.	Wooler.	1.50	
U.1033	Kimmerston-Bar Moor.	From C.34 near Kimmerston via Roughtinglinn and Bar Moor to A.6111 near Moss Hall.	Wooler.	3.57	
U.1034	Fenton House Road.	From U.1033 southwards towards Fenton House.	Wooler.	0.72	
U.1035	Doddington Village Road.	From A.6111 at Doddington to C.36 at Doddington North Farm.	Wooler.	0.34	
U.1036	Kimmerston-Fenton Town.	From C.34 near Kimmerston via Fenton Mill to C.36 at Fenton Town.	Wooler.	1.40	
U.1037	Fentonhill Road.	From U.1033 via Fentonhill roadend to U.1036 near Fenton Mill.	Wooler.	0.68	
U.1038	Akeld Bridge-Akeld Steads.	From A.697 north of Akeld Bridge to C.35 at Akeld Steads.	Wooler.	0.56	
U.1039	Lowick-Lickar.	From B.6353 at Lowick northwards to C.16 near Lickar.	Wooler.	1.15	
U.1040	Lickar Bridge Road.	From C.16 near Lowickmill northwards to the Rural District boundary at Lickar Bridge. (Road continues in Norham and Islandshires Rural District as U.22).	Wooler.	0.26	
U.1041	Lowick Village Road.	From B.6353 to C.37 in Lowick Village.	Wooler.	0.13	
U.1042	Hunting Hall Road.	From C.16 near Lowickmill south-westwards towards Hunting Hall for a distance of approximately 70 yards.	Wooler.	0.04	

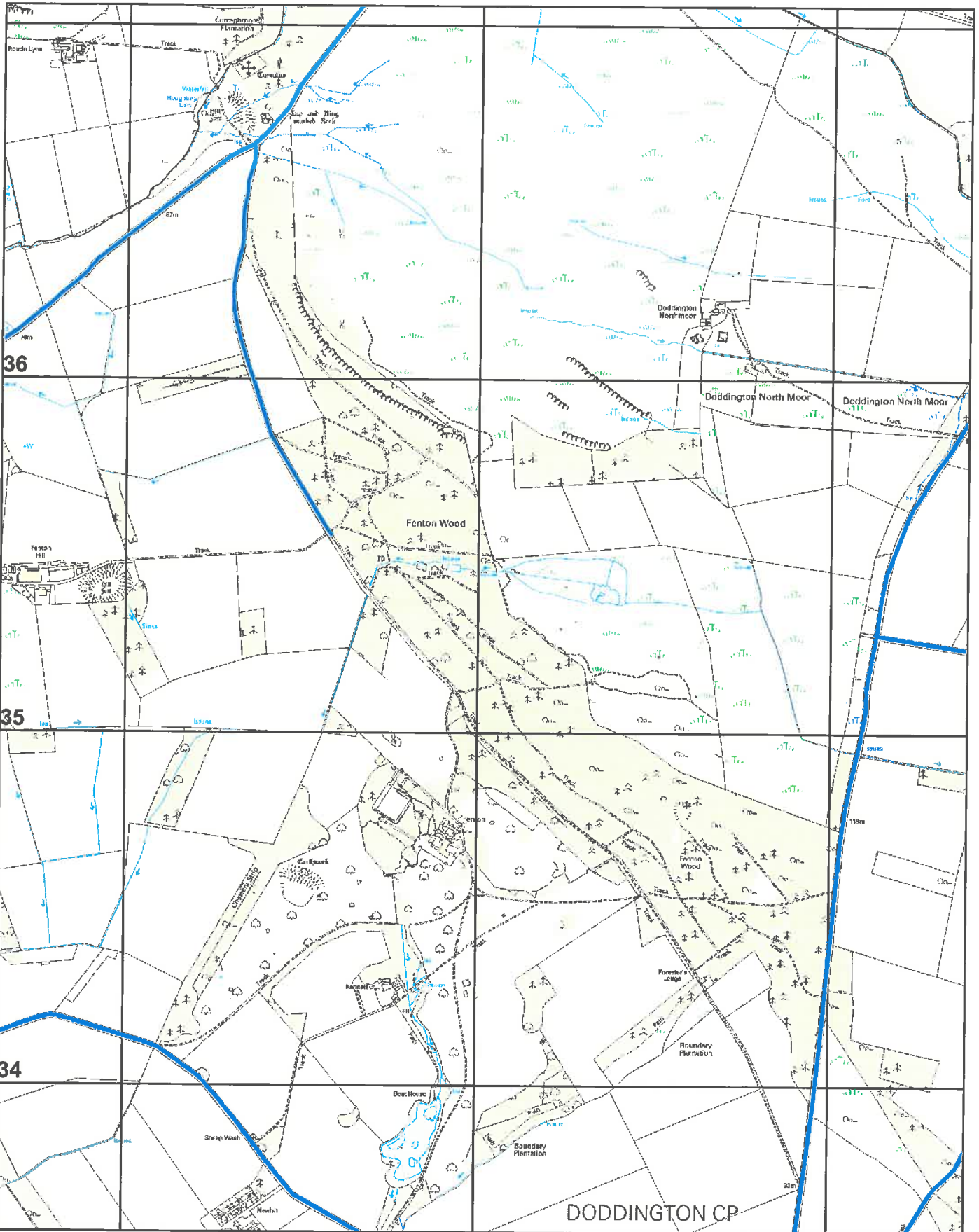
Extract from the Council's 1964 Highways Map



1974 County Road Schedule

Route No.	Name of Road	Description	Responsible Division or Authority	Mileage	Total Mileage
U. 1031	Mattillees-Woodside.	From C. 14 east of Mattillees (NT. 953426) southwards crossing C. 15 near Gatherick thence eastwards via Woodend to join U. 1030 near woodside (NT. 975412).	Wooler Division		2.05
U. 1032	Kimmerston-Ford.	From C. 34 near Kimmerston (NT. 957354) northwards via Ford Kennels to join B. 6353 at Ford (NT. 944373).	Wooler Division		1.50
U. 1033	Kimmerston-Bar Moor.	From C. 34 near Kimmerston (NT. 961355) north-eastwards via Roughtinglinn and Bar Moor to B. 6525 near Moss Hall (NU. 004387).	Wooler Division		3.57
U. 1034	Fenton House Road.	From U. 1033 south of Roughtinglinn (NT. 983367) southwards towards Fenton House to NT. 986355.	Wooler Division		0.72
U. 1035	Doddington Village Road.	From B. 6525 at Doddington (NT. 999324) westwards and northwards to C. 36 at Doddington North Farm (NT. 997326).	Wooler Division		0.34
U. 1036	Kimmerston-Fenton Town.	From C. 34 near Kimmerston (NT. 960354) eastwards and southwards via Fenton Mill to C. 36 at Fenton Town (NT. 971339).	Wooler Division		1.40
U. 1037	Fentonhill Road.	From U. 1033 (NT. 973358) southwards via Fentonhill roadend to U. 1036 near Fenton Mill (NT. 971348).	Wooler Division		0.68
U. 1038	Akeld Bridge-Akeld Steads.	From A. 697 north of Akeld Bridge (NT. 955305) eastwards to C. 35 at Akeld Steads (NT. 963307).	Wooler Division		0.56
U. 1039	Lowick-Lickar.	From B. 6353 at Lowick (NU. 015396) northwards to join C. 16 near Lickar (NU. 012413).	Wooler Division		1.15





Northumberland
Northumberland County Council

**Network Management
Information System**

Highways Act 1980 Section 36(6)
County of Northumberland
List of Streets which are highways
maintainable at the public expense
as at 02-May-2006

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Drn:	Date:	Scale:
AB	May 2017	1:15,000

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

Road Number	Description	Length - Metres
U1031		
	C15 JCT TO C14 JCT	1,054
	<i>Total length for U1031</i>	3,319
U1032		
	30MPH FORD (SOUTH) TO B6353	33
	C34 JCT TO U1105 JCT	2,062
	U1105 JCT TO 30MPH FORD (SOUTH)	333
	<i>Total length for U1032</i>	2,429
U1033		
	C34 JCT TO U1037 JCT	1,251
	U1037 JCT TO U1034 JCT	1,340
	U1034 JCT TO B6525 JCT	3,159
	<i>Total length for U1033</i>	5,751
U1034		
	U1033 JCT TO FENTON HOUSE	1,175
	<i>Total length for U1034</i>	1,175
U1035		
	B6525 JCT TO C36 JCT	569
	<i>Total length for U1035</i>	569
U1036		
	C36 JCT TO U1037 JCT	872
	U1037 JCT TO C34 JCT	1,385
	<i>Total length for U1036</i>	2,256
U1037		
	U1036 JCT TO U1033 JCT	1,150
	<i>Total length for U1037</i>	1,150
U1038		