



Northumberland County Council

RIGHTS OF WAY COMMITTEE

9 January 2018

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

ALLEGED BYWAY OPEN TO ALL TRAFFIC No 30 PARISH OF ANCROFT

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 part of existing Public Footpath No 3 (which is also part of the U17 road), between Goswick Golf Course club house and Goswick.

Recommendation

It is recommended that the Committee agree that:

- (i) there is sufficient evidence to indicate that, on a balance of probability, public vehicular rights have been shown to exist over the route T-U;
- (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 upgrading a public right of way to the Definitive Map and Statement, based on historical documentary evidence, is Section 53(3)(c)(ii) 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 highway shown in the map and statement as a highway of a particular description ought to be there shown as a highway of a different description.”

- 1.3 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. In this particular instance, the route in question is actually recorded on the Definitive Map of Public Rights of Way as part of Public Footpath No 3. As higher (than public footpath) rights appear to exist over this section of Public Footpath No 3, the Definitive Map could be considered to be unhelpfully misleading.
- 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 ‘U17’), 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 U17 unclassified County road based upon more than simply its inclusion in the List of Streets.

3. LANDOWNER EVIDENCE

- 3.1 By undated note, received in early August 2014, Berwick upon Tweed (Goswick) Golf Club responded to the consultation, enclosing a marked up plan and stating:

“The route indicated on the overleaf map is already a road that runs alongside the course and splits between the course and a practice ground area.

“The road is fully tarmaced and is used frequently by much traffic to obtain access to houses / housing premises.”

- 3.2 By undated note, received in early August 2014, RC Reed Ltd of Norham East Mains responded to the consultation, enclosing a marked up plan showing the extent of their interest in the route (it would seem they farm land just to the north of the alleged byway, but not adjacent to the byway itself).
- 3.3 By undated note, received on 10 September 2014, Smiths Gore responded to the consultation, enclosing a marked up plan and stating:

“Herewith plan of road ownership at Goswick. Messrs Frater are tenants of my clients, the DLA Crossman Will Trust.”

- 3.4 By undated note, received on 14 October 2014, Mr J Frater (tenant farmer) of Goswick Farm responded to the consultation, enclosing a marked up plan showing the extent of his interest in the route.

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”. Three 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 Ancroft Byway open to all traffic 30 No comment.

- 4.3 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 30 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."

- 4.4 By email, on 2nd October 2014, Ms S Rogers responded to the consultation, on behalf of the British Horse Society, stating:

"ANCROFT PARISH

Alleged Byway Open to All Traffic 30

This route, shown on map 40, is a tarmac road from T – U. However the tarmac continues to Beachcomber House although this is recorded as a public footpath. There is a small equestrian business at this point so horse riders use this route, the beach and part of footpath 3.

Cyclists and the occasional horse rider use footpath 3 for a greater distance to join the cycle track south of the bridge which leads to Beal.

"The BHS would like to see this public footpath upgraded to bridleway and the recording of the alleged BOAT along the section which has a tarmac surface."

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 alleged Byway No 30.

1820 Fryer's County Map

There is clear evidence of a road or track approximating to the route of alleged Byway No 30.

1820-32 Cary's Map

There is clear evidence of a road or track approximating to the route of alleged Byway No 30.

1828 Greenwood's County Map

There is clear evidence of a road or track approximating to the route of alleged Byway No 30.

1865-66 Ordnance Survey Map: Scale 1:10,560

The map is not particularly good quality, but there is evidence of a road or track resembling the route of alleged Byway No 30.

1899 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a road / track over the route of alleged Byway No 30.

1925 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a road / track over the route of alleged Byway No 30.

1932 Norham & Islandshires RDC Handover Map

The route of alleged Byway Open to All Traffic No 30 is NOT coloured red in order to identify it as a publicly maintainable road. The remainder of what is now the U17 road, north of the alleged Byway, is coloured red.

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

The route of alleged Byway Open to All Traffic No 30 is NOT coloured so as to identify it as public road to be protected from ribbon development. The remainder of what is now the U17 road, north of the alleged Byway, is coloured.

1951 Highways Map

The route of alleged Byway Open to All Traffic No 30 is NOT coloured red in order to identify it as a publicly maintainable road. The remainder of what is now the U17 road, north of the alleged Byway, is coloured purple.

Definitive Map – original Survey Schedules & Map

The route of the U17 road exists on the base map, but only the section that lies to the north of alleged Byway Open to All Traffic No 30 is coloured brown. Known public roads were generally coloured brown to indicate what the extent of the road network was considered to be.

Draft Map

The route of the U17 road exists on the base map. A public footpath (numbered 15) terminates on alleged Byway Open to All Traffic No 30, very close to its eastern end.

Draft Map (Modified) #1

A successful representation / challenge to the inclusion of Footpath No 15 has led to its deletion.

Draft Map (Modified) #2

A successful representation has led to the inclusion of Footpath No 24 along the route of alleged Byway Open to All Traffic No 30 (and continuing in a south-easterly direction further down the coast).

Provisional Map

The route of the U17 road exists on the base map. A public footpath (numbered 24) is identified over the alleged Byway Open to All Traffic No 30 part of that road.

1957 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a mainly unfenced road / track over the route of alleged Byway No 30.

1961 Highway Dedication

On 29 March 1961 the landowner, Humphrey Crossman, dedicated the southern half of the alleged Byway Open to All Traffic No 30 route to the public as a highway. For part of the route being dedicated, an 'existing carriageway' width of 12 feet is identified. The colouring on the dedication plan indicates (without being specific) that the highway being dedicated is slightly wider than this (i.e. that the highway will also include narrow verges).

1962 Original Definitive Map

The route of the U17 road exists on the OS base map. The section west of point T appears to be part of the road network. The section T-U (i.e. alleged Byway Open to All Traffic No 30) is identified as being part

of Public Footpath No 3. The T-U section has subsequently been lightly ‘crossed out’ in pencil with an annotation “County Road U17”.

1964 Highways Map

The route of alleged Byway Open to All Traffic No 30 is coloured (in purple) so as to identify it as a publicly maintainable road. It is labelled as being part of the U17 road.

1981 /92 Ordnance Survey Map: Scale 1:10,000

There is clear evidence of a mainly unfenced road / track over the route of alleged Byway No 30.

2006 The Council’s ‘List of Streets’ (2 May 2006)

A publicly maintainable highway is clearly identified over the whole route of alleged Byway Open to All Traffic No 6, but none of alleged Restricted Byway No 5.

- 5.2 The route of the alleged byway is NOT contained within the entry for the U17 road, in the Schedule of unclassified roads identified under the provisions contained within the Restriction of Ribbon Development Act 1935:

“42. Road from a point on the Alnwick - Berwick road A1, 150 yards south east of Cat Inn via Cheswick School, Windmillhill and Goswick Station to the Goswick Golf Club House.”

- 5.3 The entry for the U17 road, in the 1958 County Road Schedule is:

“U17 Cat Inn - Goswick
From A1 at the Cat Inn via Cheswick to Goswick Golf Clubhouse.”

The length of the U17 road is identified as being 2.35 miles.

- 5.4 The entry for the U17 road, in the 1964 County Road Schedule is:

“U17 Cat Inn - Goswick
From A1 at the Cat Inn via Cheswick and Goswick Golf Club-house to Goswick Farm.”

The length of the U17 road is identified as being 3.23 miles.

- 5.5 The entry for the U17 road, in the 1974 County Road Schedule is:

“U17 Cat Inn - Goswick
From A1 at the Cat Inn (NU 016466) eastwards via Cheswick and Goswick Golf Club-house to Goswick Farm (NU 059 452).”

The length of the U17 road is identified as being 3.23 miles.

- 5.6 The Council's Bridges and Roads Committee minutes from 26 March 1928 state:

"(14) Goswick Bridge

The County Council, on 5th May, 1927, confirmed the recommendation of this Committee of 28th February, 1927, to contribute £50 in respect of this bridge, the Norham & Islandshires RDC having intimated that they were prepared to contribute one-third, or not exceeding £50, towards the cost. Major Crossman has also agreed to contribute one-third of the cost, or not exceeding £50. We have obtained two tenders for this work, one from the Alnwick Construction & Engineering Co amounting to £280 0s 0d for a steel bridge, and the other from Messrs Holloway Bros (London) Ltd amounting to £163 1s 6d for a timber bridge, subject to the following conditions:- That suitable timber from the temporary works at Berwick be accepted making the total £141 9s 6d. I ask for your approval.

The minutes show that "Tender of Messrs Holloway (London) to be accepted" by the Committee.

- 5.7 The Council's Bridges and Roads Committee minutes from 25 June 1928 state:

"(8) Goswick Bridge

An extra, amounting to £7 1s 8d, has been incurred on this work on account of removal and reinstating of telegraph poles and wires. The work on this bridge is now satisfactorily completed.

The minutes show that this recommendation was "approved" by the Committee.

- 5.8 The Council's Bridges and Roads Committee minutes from 25 March 1935 state:

"(8) Goswick Bridge

I have been in correspondence with Messrs WJ Bolam & Sons of Berwick, who are Agents to Colonel Crossman, with regard to the above bridge. This is a wooden bridge carrying a road over the Goswick Burn near Goswick Farm. The road maintained by the Norham & Islandshires Rural District Council terminates at Goswick Station and from this point the road runs partly along the coast and partly alongside the railway to Beal Station. It is a public right of way and the portion from Goswick Station to the Coast Guard Station, a length of approximately 2500 yards, is subject to a considerable amount of traffic.

Certain repairs were carried out to this bridge in 1927, and these were paid for in the proportions of one third by the owner, one third by Norham & Islandshires Rural District Council and one third by the County Council.

The landowner now asks that the road from the railway Station to the Coast Guard Station, together with the bridge, should be taken over by the County Council."

The minutes show that the committee resolved that this matter be "Referred for report to the members from the north of the County."

- 5.9 The Council's Bridges and Roads Committee minutes from 23rd March 1936 state:

"(50) Goswick Bridge and Road

The Sub-Committee appointed to go into this matter met at Goswick on the 21st March and considered the taking over of the road from the Goswick Golf Club House to the Coastguard Station and also the repairs of the bridge which are urgently required.

The Sub-Committee recommend that Colonel Crossman be informed that the County Council cannot take over responsibility for the repair of the road, as this has always been carried out by the owners of the Goswick Estate and the road leads almost solely to property on this estate.

With regard to the repairs to the bridge, the Sub-Committee recommend that the County Council pay half of the cost of these repairs not exceeding £100.

The minutes show that the committee resolved "That the Sub-Committee's recommendations be approved."

- 5.10 The Council's Bridges and Roads Committee minutes from 17th March 1941 state:

"(26) Goswick Road

I have received a letter from the County War Agricultural Executive Committee asking for repairs to be carried out to this road without prejudice to the existing legal dispute between the County Council and the owner of the Cheswick Estate. The Army authorities have already carried out temporary repairs to the bridge for military purposes.

The minutes show that the committee resolved "That no action be taken in view of the existing position between the county Council and the Estate owner, the road in its present state being regarded as adequate for normal agricultural purposes."

- 5.11 The Council's Bridges and Roads Committee minutes from 19th March 1956 state:

"(17) Goswick Farm Road and Bridge

This road runs along the shore between the County road near Goswick Station to Goswick Farm and Fisheries. It is an unadopted road over which there is a public right of way and both the road and bridge are in a bad state of repair.

During the 1914-18 War the County Council repaired the bridge on behalf of the Road Board, acting for the Defence Authorities, and in 1928 the bridge was rebuilt, the cost being shared in equal parts by the County Council, the Norham and Islandshires Rural District Council and the owner.

"The road and the bridge have been the subject of considerable discussion and correspondence in previous years and the County Council have always refused to accept the road as a highway maintainable by the inhabitants at large. In 1935, however, the Committee did offer to contribute £100 0s 0d towards the repair of the bridge.

"The matter has again been raised by the Agent for the Cheswick Estate, the owners of Goswick Farm and by the Braddan Fishing Company who operate the fisheries and I have been asked to supply an estimate of the cost of the works required to put the road and bridge into a state of repair such that they could be taken over by the County Council.

"As a contribution will certainly be sought from the County Council, I recommend that a Sub_Committee be appointed to deal with this matter."

The minutes show that the committee resolved "That a Sub-Committee comprising the Chairman, Vice Chairman and Councillors ASC Browne and JR Tilley be appointed to consider this matter and report."

5.12 The Council's Bridges and Roads Committee minutes from 18th June 1956 state:

"(41) Goswick Road and Bridge

The Sub-Committee appointed by the Committee at their last meeting have visited this road and met the Agent for the owner of Goswick Farm.

"The road runs along the shore between the County road, near Goswick Station, to Goswick Farm and Fisheries. It is an unadopted road over which there is a public right of way and both the road and the bridge over the North Low are in a very bad state of repair.

"At one time there was an ancient highway along the coast from Spittal to Goswick but most of this is in disuse and the present road is on a different line.

"The road and bridge have been the subject of considerable discussion in previous years and the question of the responsibility of the County Council was pressed very strongly, but the County Council have always refused to accept it as a maintainable highway.

"The County Council repaired the bridge on behalf of the Defence Authorities during the 1914-18 War and in 1928 the cost of rebuilding the bridge was shared between the County Council, the Norham and Islandshires Rural District Council and the owner. In 1935 the County Council offered to contribute £100 towards the cost of repairs to the bridge.

"The road serves Goswick Farm and six cottages and the Fishery, which is now owned by the Braddan Fishing Company, and the population is 47, which is increased during the fishing season.

"The approximate cost of putting the road into a state such that it could be recommended for adoption is £3,000 and the estimated cost of rebuilding the bridge is £1,650.

"After carefully considering the matter, the Sub-Committee feel unable to recommend the adoption of the road unless it is put into a satisfactory state of repair, but they recommend that the County Council contribute half the cost of rebuilding the bridge to a satisfactory standard and that the bridge thereafter be adopted and maintained.

The minutes show that the committee resolved "That the Sub-Committee's recommendations be approved."

5.13 The Council's Bridges and Roads Committee minutes from 17th September 1956 state:

"(15) Goswick Road and Bridge

I have now heard from Messrs WJ Bolam & Sons that the owner of Goswick Farm accepts the proposal put forward by the Committee that the County Council should reconstruct the bridge over the North Low, the owner bearing half the cost, estimated at £1,650, and the County Council contributing the remainder, the bridge, after construction, to be adopted by the County Council.

"As regards the road between the Golf Club House and the Farm, the owner has gone into this very carefully, but he regrets that it is quite impossible for him to meet the costs of making this up to a standard suitable for adoption.

The minutes show that the committee resolved "That no contribution be made towards the cost of the road."

5.14 The Council's Bridges and Roads Committee minutes from 16th June 1958 state:

"(14) Road to Goswick Farm

Messrs WJ Bolam & Son, on behalf of the owner of Goswick Farm, has again asked if the County Council would assist in any scheme for the making up and adoption of this road.

"The question of the maintenance of this road and the bridge over the North Low were first raised before the war and, at their meeting on the 18th June, 1956, when the Committee considered a report of a Sub-Committee, they decided to contribute to the cost of rebuilding the bridge and its subsequent adoption, but that the road should only be adopted it it was first put into a suitable state of repair.

"Although the road is unadopted, it is a public right of way for all types of traffic and, in fact, the road replaces an ancient highway nearer the coast which has fallen into disuse.

"The only additional point to which I would wish to draw the Committee's attention is that in cases where the Private Street Works Act, 1892, has been applied, the Committee have approved the making of contributions in respect of any old right of way for foot passengers that existed."

The minutes show that the committee resolved "That a contribution to the cost be agreed in principle, and that the County Surveyor be instructed to prepare a scheme showing relative costs."

5.15 The Council's Bridges and Roads Committee minutes from 15th December 1958 state:

"(40) Road to Goswick Farm

The question of this road and bridge over the North Low have been before the committee on a number of occasions. The bridge has been reconstructed and adopted and, at their meeting on 16th June, 1958, the Committee decided that a contribution to the cost of making up the road be agreed, in principle, and that I should submit proposals.

"The estimated cost of making up to a standard fit for adoption is £2,900 0s 0d. As the road is a right of way for all classes of traffic and as it, in fact, replaces an ancient highway to the east which has fallen into disuse, I recommend that the County Council contribute half of the cost of this work, the work to be carried out by the County Council and the road be adopted on completion.

The minutes show that the committee resolved "Approved. On completion the road to be adopted as a highway repairable by the inhabitants at large and the necessary notices to be signed by the Clerk of the Council and fixed up therein pursuant to Section 19 of the Private Street Works Act, 1892."

6. SITE INVESTIGATION

6.1 Alleged Byway Open to All Traffic No 30

From the near right-angle bend in the U17 road, at Goswick Golf Clubhouse (Point T), an unenclosed 2.5 to 3 metre wide tarmac road proceeds in a south-easterly direction for a distance of 910 metres to a bridge over the North Low. The tarmac road continues in a south-easterly direction for a further 20 metres over the 4.1 metre wide bridge and 5.2 metre wide corridor beyond. Thereafter a 2.7 to 3 metre wide tarmac road within a 6 to 7 metre wide corridor proceeds in a south-easterly direction for a distance of 170 metres. Then it continues, unenclosed, in a south-easterly direction for a further 75 metres. Then within a 8 to 15 metre wide corridor in a south-easterly direction for a further 60 metres. Thereafter the 2.7 to 3 metre tarmac road, within a 5.8 to 6.7 metre wide corridor proceeds in an easterly direction for a distance of 120 metres. Finally, an unenclosed 3 metre wide tarmac road proceeds in a south-easterly direction for a distance of 65 metres to a field gate (Point U). There are two signs at the gate. The first says "Private Road for access to Beechcomber and Coast Guard Cottage Only". The second says "Private Road No cars Coastguard & Beachcomber Only".

7. COMMENTS RECEIVED ON THE DRAFT REPORT

- 7.1 In November 2017, a 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)(ii) of the Wildlife and Countryside Act 1981, requires the County Council to modify the Definitive Map when evidence is discovered which, when considered with all other relevant evidence available to them shows:

that a highway shown in the map and statement as a highway of a particular description ought to be there shown as a highway of a different description.

- 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 30 is identified on the County Council's current List of Streets as being part of the U17 road. This part of the U17 road was not identified as being publicly maintainable on the 1932 Norham & Islandshires Rural District Council Handover Map, nor in the 1939 schedule of roads produced in relation to the Restriction of Ribbon Development Act 1935 or the map which accompanied this schedule. The route is not coloured on the Council's 1951 Highways Map and is not recorded in the 1958 County Road Schedule. The route of alleged Byway Open to All Traffic No 30 is, however, shown in the 1964 County Road Schedule and on the Highways Map, produced at that time, to accompany that schedule, and it is recorded in the 1974 County Road Schedule.
- 8.5 The route (or one closely resembling it) has been consistently identified as a road / track on Ordnance Survey maps since 1865-6, and on Armstrong's, Fryer's and Greenwood's County Maps of 1769, 1820 and 1828, and Cary's Map of 1820-32.
- 8.6 The route does not appear to have been considered for inclusion on the Definitive Map of Public Rights of Way at the original survey stage, but was included as a public footpath, following a successful representation by the Ramblers' Association in 1957, at the Draft Map stage. It was unchanged through the Provisional Map stage (where landowners had another opportunity to have paths removed, amended or downgraded) and was therefore shown on the original Definitive Map, when that was published in 1962. The route has remained on the Definitive Map as part of Public Footpath No 3 (Parish of Ancroft) ever since.
- 8.7 The route is also recorded on the Council's List of Streets as being the southern end of the U17 road. 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 From various extracts taken from the minutes of the Northumberland County Council Bridges and Roads Committee, during the period 1928 - 1958, it can be seen that the issue of maintenance responsibility for the bridge over the North Low and of the track between Goswick Golf Clubhouse and Goswick farm was considered several times. The Committee consistently approved making contributions towards the maintenance of the bridge, but denied responsibility for the road, saying it would only consider taking it over as publicly maintainable if the landowner firstly brought it up to an adoptable

standard. Finally, in 1958, the minutes show that the County Surveyor had come round to the view that the route was actually an unadopted “public right of way for all types of traffic”, having replaced an ancient highway, nearer to the coast, which had fallen into disuse (the grounds for believing this are not stated). On that basis the Council increased its offer to the landowner to cover 50% of the cost of bringing the route up to standard.

- 8.9 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.
- 8.10 It is not known on precisely what basis the route of alleged Byway No 30 was added to the List of Streets. It appeared on all the available maps produced since Armstrong's County Map of 1769, but was not acknowledged as a publicly maintainable highway on the 1932 Handover Map nor in the schedules / maps prepared under provisions of the Restriction of Ribbon Development Act 1935. It was legally recognized as part of Public Footpath No 3 (Parish of Ancroft) on the original Definitive Map of Public Rights of Way, prepared in the 1950s. The alleged Byway No 30 route was not identified in the 1958 County Highways Schedule, but was included in the 1964 County Highways Schedule. It seems likely it was added as a result of the Bridges and Roads Committee resolution of 15th December 1958 and Humphrey Crossman's highway dedication on 29th March 1961.
- 8.11 Between 1954 and 1958, the accepted position appears to have been that the T-U route was a public footpath. The June 1958 Bridges and Roads Committee minutes imply that the County Surveyor had reached the conclusion that this route was (or, more likely, was a close replacement for) an ancient public right of way for all types of traffic. The County Surveyor did not apparently consider the route to be publicly maintainable, and still required the landowner to make a 50% contribution towards bringing the route up to an adoptable standard and to formally dedicate public highway rights over the route.
- 8.12 On 29th March 1961, a document / plan was signed by Humphrey Crossman upon which it was stated:

“I Humphrey Crossman of Cheswick House, Berwick-upon-Tweed, do hereby declare that I have dedicated to the use of the public as a

highway that portion of land from Berwick Golf Club to Goswick Farm at Goswick in the County of Northumberland, which is coloured red hereon as from todays date.”

Only the X-U part of alleged Byway Open to All Traffic No 30 is highlighted in red on the plan. The width of the highway being dedicated is not given but, south of the North Low the highlighting extends across the full width of the corridor, between boundaries and does not appear to be limited to just the width of the present day tarmac carriageway. West of the North Low, where the route is not enclosed, the plan is variously annotated with “Existing Carriageway Width 15 feet” and “Existing Carriageway Width 12 feet”. Between Point X and the North Low, the colouring extends across more than just the carriageway width, implying that some verge will also comprise the dedicated highway. The uncoloured section (T-X) is labelled “Proposed Highway Width 22 feet”. This labelling might also be intended to apply to the X-North Low section too. The metric equivalent of 22 feet is 6.7 metres.

- 8.13 No equivalent dedication plan would appear to have survived for the T-X section. It is assumed that one must, at one time, have existed (there is a dedication reference for this length), but it is not clear who made the dedication, when, or whether it was on the same terms that Crossman dedication was made. Ultimately, the whole T-X-U route was included in the revised List of Streets published in 1964, not just the X-U section.
- 8.14 Unfortunately, in the dedication document it does not specify precisely what public highway rights were being dedicated. Those highway rights need not, necessarily, be vehicular ones. Public footpaths and public bridleways are also “highways”. There are a number of reasons why it could reasonably be argued that the landowner’s’ actual intention was to dedicate a public vehicular highway:
 - Firstly, persons unfamiliar with highway law are unlikely to be aware that public footpaths and bridleways are public highways; the term “highway” – in everyday usage – is generally used to refer to a vehicular route.
 - Secondly, the dedication plan is entitled “Road to Goswick Farm and Goswick Fishery”.
 - Thirdly, given the width of the highway being dedicated (5 to 15 metres between the boundaries, and 6.7 metres across open ground), it seems unlikely that the landowners were dedicating something less than a public vehicular right of way.

- Fourthly, since the route was already recorded as being a publicly maintainable public footpath, there would be no need for the landowners to dedicate public footpath rights over this section.
- Fifthly, if the landowners had simply been intending to upgrade the existing public footpath to a public bridleway, this would almost certainly have been achieved through negotiations with the Council's Countryside Service (not its 'roads' section), the dedication would have explicitly mentioned the creation of public bridleway rights, and the Definitive Map would then have been amended to reflect the route's new status. Since the new 'bridleway' would be a cul-de-sac (linking only with an existing public footpath and not any other public bridleways) it is difficult to see why the Council would have pursued a bridleway dedication to Goswick Farm.
- Sixthly, the long history of County Council Bridges and Roads Committee minutes indicates contemplation of a vehicular right of way and culminates in the County Surveyor's suggestion that the route might already be a public right of way for all traffic.

- 8.15 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.
- 8.16 Of the saving provisions above, (b) will apply to the route of alleged Byway No 18. The public's motor vehicular rights would not have been extinguished by the NERC Act 2006. Where, however, a route is shown on the Definitive Map as a footpath or bridleway, then the fact that it is shown on the List of Streets will not be sufficient to prevent the public's motor vehicular rights from being extinguished. This applies to the route of alleged Byway No 30, so in this case it is necessary to see whether or not one of the other saving provisions might apply.
- 8.17 Under section 67(2)(c) of NERCA 2006, the public's motor vehicular rights would not be extinguished if those rights had been created on terms that expressly provided for a right of way for mechanically propelled vehicles. As discussed in paragraphs 8.12 to 8.14 above, although it is reasonably clear that the 1961 highway dedication intended to create a public right of way for

mechanically propelled vehicles, it did not do so in express terms, so this saving provision would seem unlikely to apply. The Inspector who determined Definitive Map Modification Order (No 23) 2012 (Kilham) certainly took that view.

- 8.18 Under section 67(2)(a) of NERCA 2006, the public's motor vehicular rights would not be extinguished if they are over a way whose main lawful use by the public during the period of 5 years between 2nd May 2001 and 2nd May 2006 was with mechanically propelled vehicles. The difficulty here is that the Council has no evidence regarding the balance of public user during this 5 year period. The road is not a through route for vehicles, though there is a public footpath continuing in a southerly direction beyond Goswick Farm. What vehicular use it does get is likely to be the associated property holders themselves, their visitors and invitees; all people who it could be argued have a private right or permission to use the route (i.e. who might not qualify as being "the public"). For these reasons, it may be difficult to demonstrate that public motor vehicular use outweighed pedestrian (and equestrian and cycle use).
- 8.19 Under section 67(2)(e) of NERCA 2006, the public's motor vehicular rights would not be extinguished if they are over a way that had been in long use by mechanically propelled vehicles before 1930, when it first became an offence to drive 'off-road'. There is no evidence of long-standing public motor vehicular use before 1930 in this instance.
- 8.20 Finally, under section 67(2)(d) of NERCA 2006, the public's motor vehicular rights would not be extinguished if they are over a way that had been created by construction of a road intended to be used by MPVs. The Inspector who determined Definitive Map Modification Order (No 23) 2012 (Kilham) concluded that public motor vehicular rights had been 'saved' over that route (in part) by virtue of this exemption. At Kilham, there was the express dedication by the landowner in 1968 (similar to the express dedication by Humphrey Crossman in 1961) supported by Council Bridges and Roads Committee minutes from 1959 stating that "subject to the road(s) being completed to the satisfaction of the County Surveyor, they be taken over as highways repairable by the inhabitants at large and that the necessary notices be signed by the Clerk of the Council and fixed up therein pursuant to Section 19 of the Private Street Works Act 1892." On that basis, the Inspector argued that because the Committee decision to accept dedication was contingent upon the road being "made up to a satisfactory standard" this meant the road (which must have been unsatisfactory at that time) was to be constructed to a standard suitable for motor vehicles and all other traffic. The minutes relating to the Goswick Farm road are phrased in the same way as the Kilham route, suggesting that the saving provisions in section 67(2)(d) of NERCA 2006 can also be applied to the route of alleged Byway No 30.

- 8.21 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.
- 8.22 This route has a reasonable tarmac surface. Although drivable with a 'normal' family car, the route is a vehicular cul-de-sac, serving Goswick Farm and 6 dwellings at Goswick. A further 4 properties can be accessed by driving along the private road / continuation of existing Public Footpath No 3, south of Point U. The route is a popular walking route, and this report writer was passed by 3 cyclists when inspecting the route. 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.
- 8.23 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 30 with a width varying from 5.2 to 15 metres, as identified in paragraph 6.1, where boundaries exist. For the unenclosed northern half (between Goswick Golf Clubhouse and the North Low) it is proposed to identify a width of 6.7 metres (i.e. 22 feet), as identified on the 1961 Humphrey Crossman dedication plan.

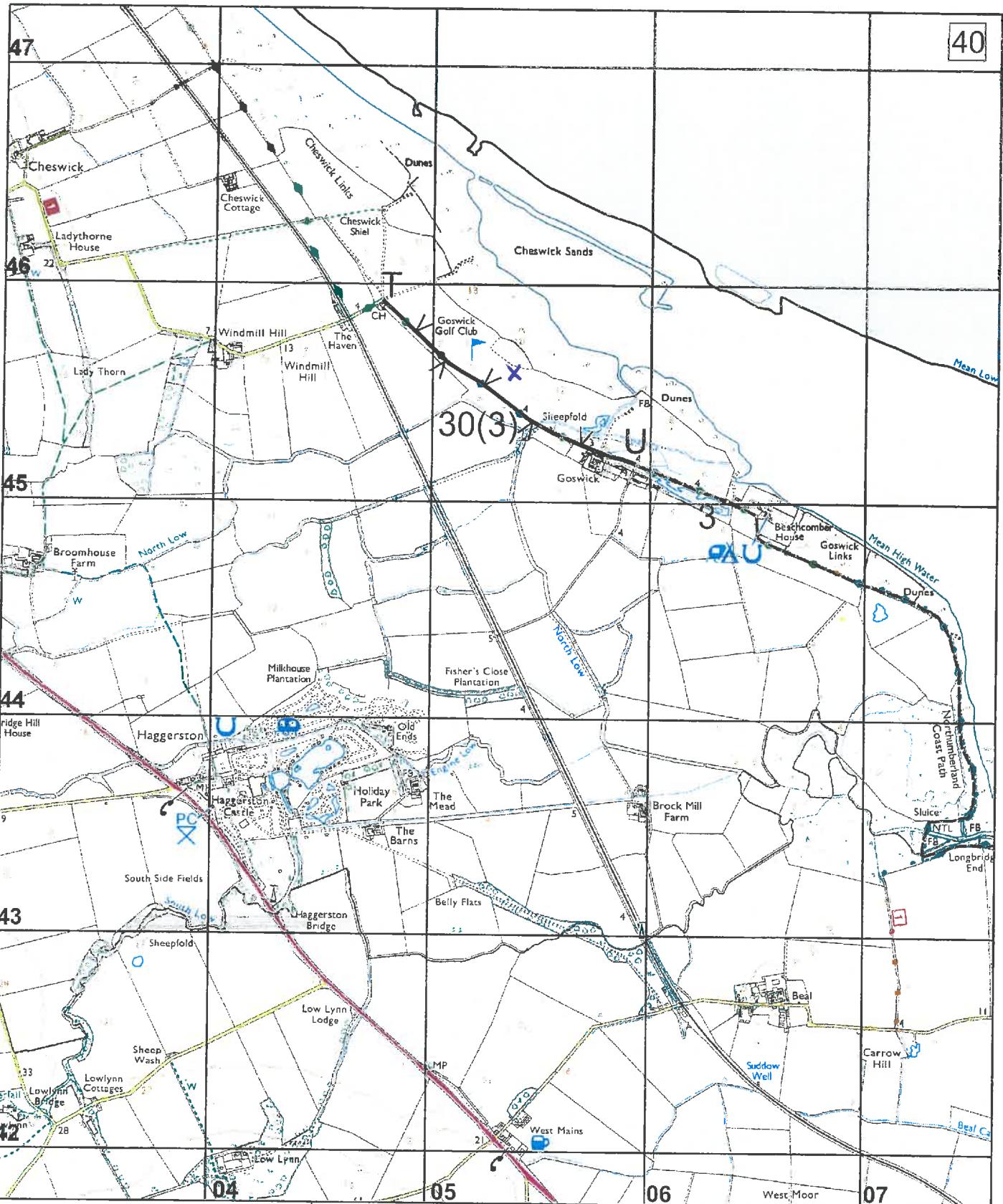
9. CONCLUSION

- 9.1 In light of the evidence available, it appears that, on a balance of probability, public vehicular rights have been shown to exist over the route of alleged Byway Open to All Traffic No 30.
- 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 and it would be appropriate to recognize the public's rights over this route, on the Definitive Map, by upgrading this part of existing Public Footpath No 3 to a byway open to all traffic.

BACKGROUND PAPERS

Local Services Group File: B/3/30z

Report Author Alex Bell – Definitive Map Officer
(01670) 624133
Alex.Bell@Northumberland.gov.uk



NORTHUMBERLAND

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

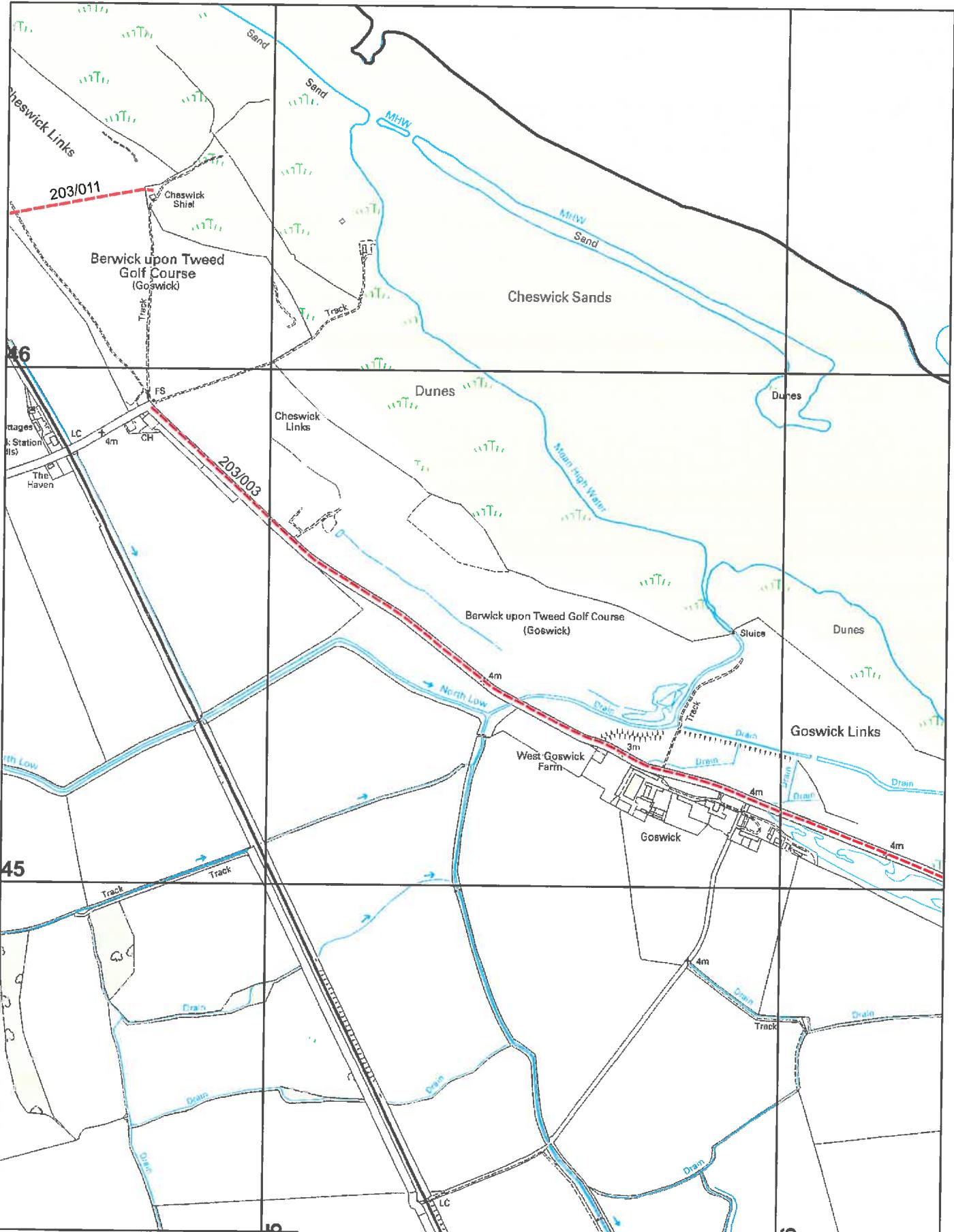
Wildlife and Countryside Act 1981 Public Rights of Way

----- Selected Public Footpath

— V — Alleged Byway Open to All Traffic

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Former District(s)	Parish(es)	Scale
Berwick	Ancroft	1:25,000
Def. Map No.	O.S. Map	Date
9, 9A	NU 04 NW/NE	February 2014



NORTHUMBERLAND

Northumberland County Council
Infrastructure

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

Legend

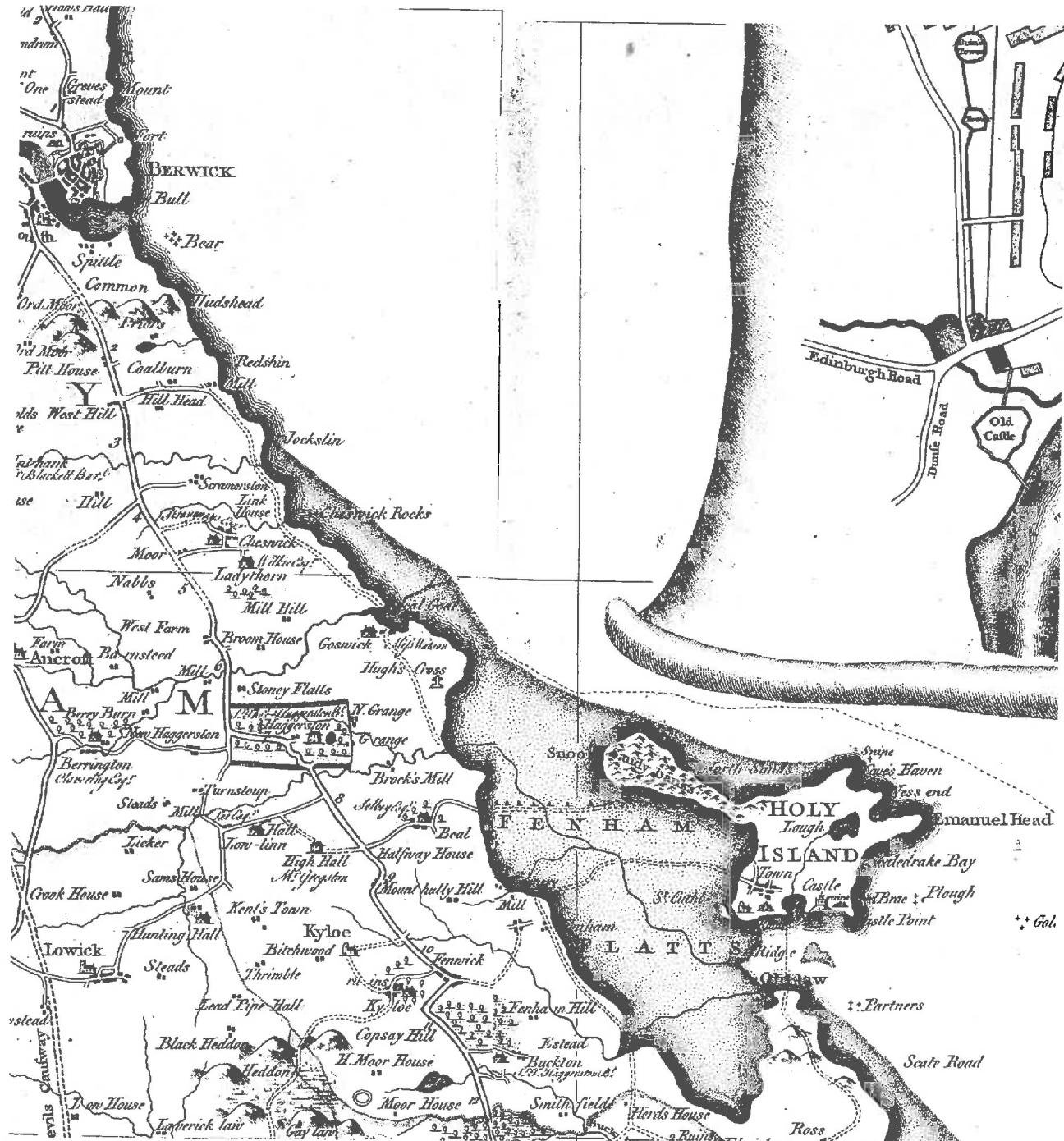
- Footpath
- Bridleway
- Restricted Byway
- Byway Open to All Traffic

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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Armstrong's County Map
1769



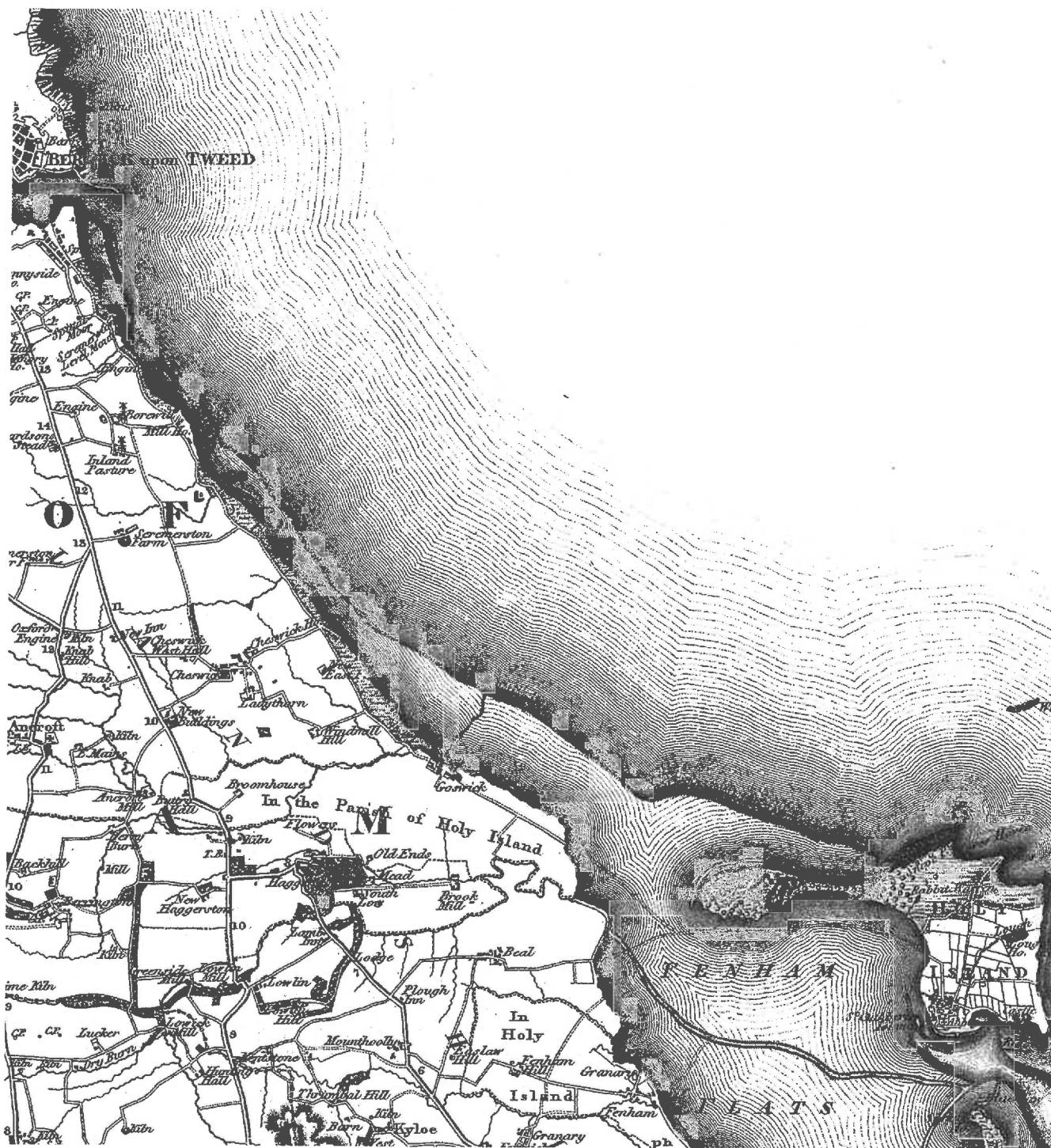
Fryer's County Map
1820

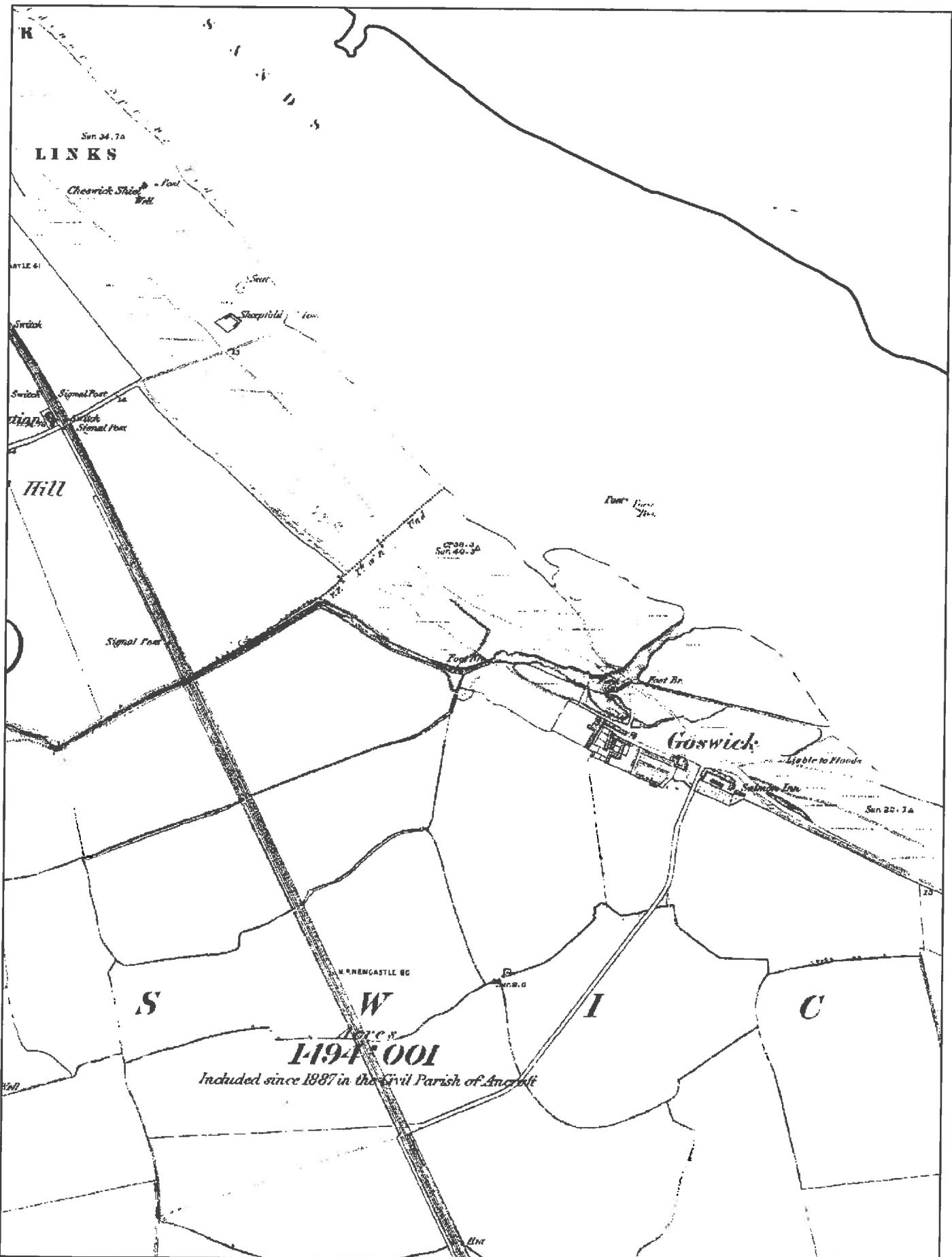


Cary's Map
1820-1832



Greenwood's County Map 1828



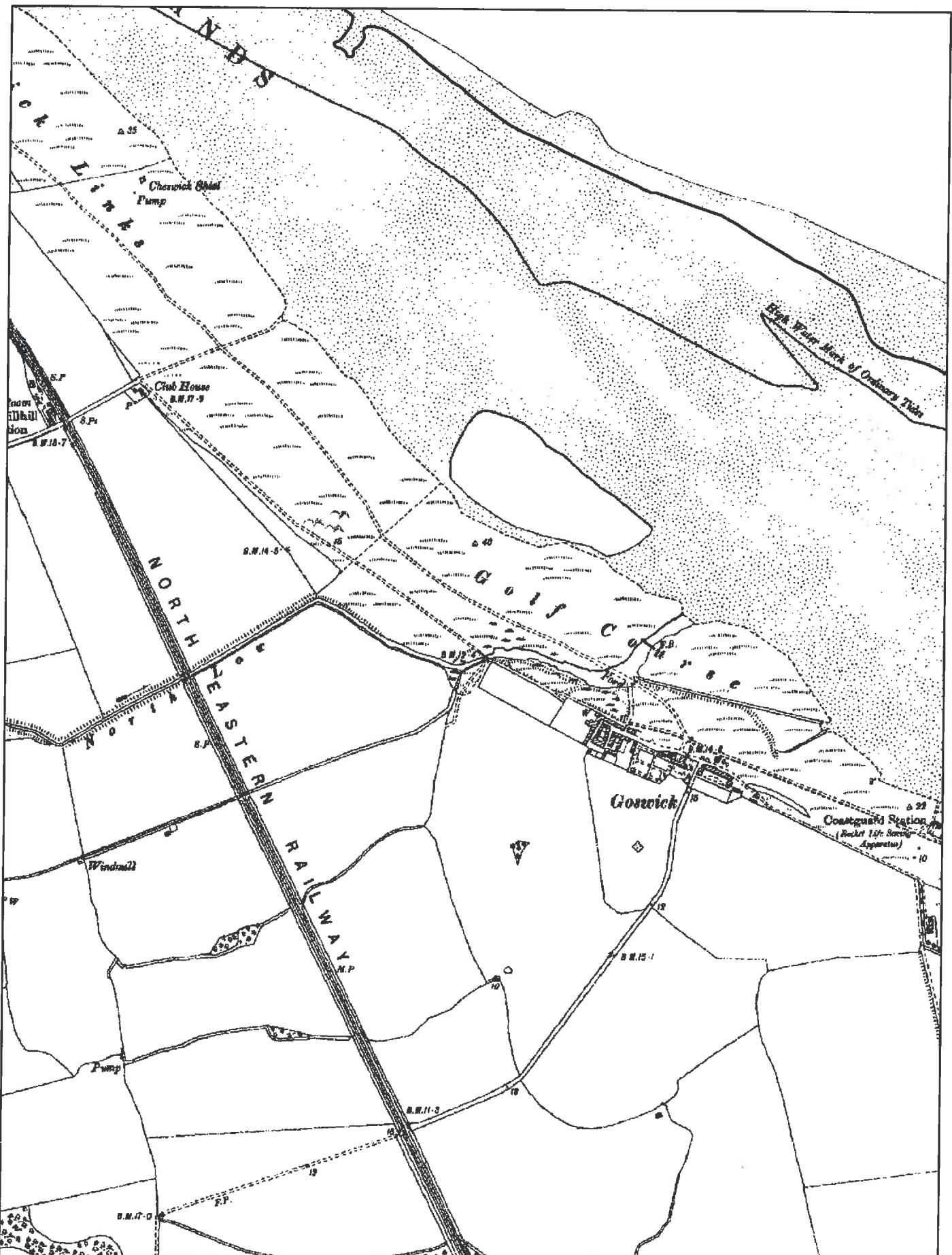


Northumberland

Northumberland County Council

SCALE 1:10,560

Ordnance Survey 1st Edition 6" map (1865-66)

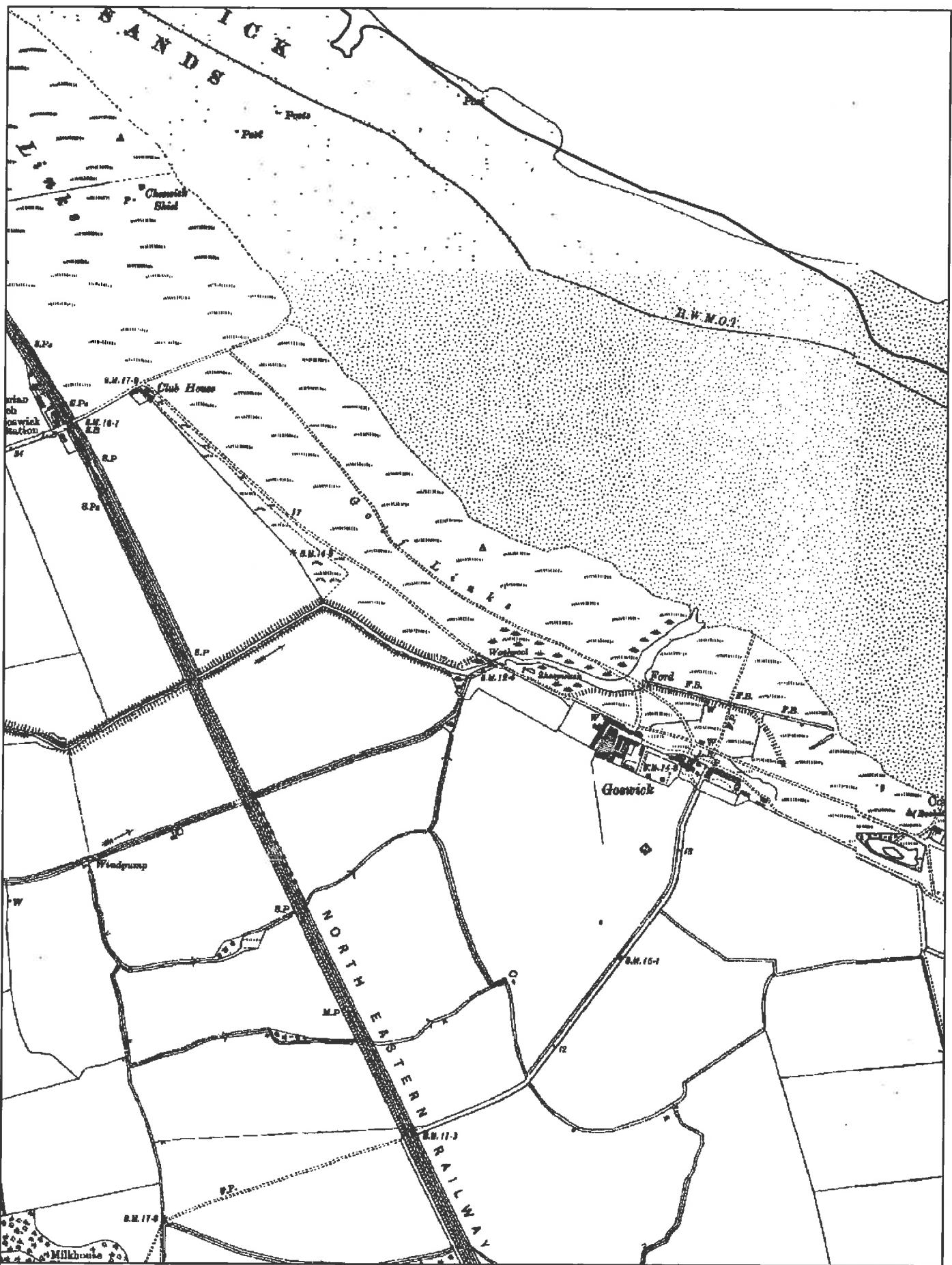


Northumberland

Northumberland County Council

SCALE 1:10,560

Ordnance Survey 2nd Edition 6" map (1899)



Northumberland

Northumberland County Council

SCALE 1:10,560

Ordnance Survey 3rd Edition 6" map (1925)

Norham & Islandshires R.D.

COUNTY OF NORTHUMBERLAND

Restriction of Ribbon Development Act, 1935.

LIST OF UNCLASSIFIED ROADS IN AND ADJACENT
TO THE RURAL DISTRICT OF NORHAM AND
ISLANDSHIRES IN RESPECT OF WHICH THE
PROVISIONS OF SECTION 2 OF THE RESTRICTION
OF RIBBON DEVELOPMENT ACT 1935 WERE
ADOPTED ON 19TH DECEMBER 1938 BY
RESOLUTION OF THE BRIDGES AND ROADS
COMMITTEE ACTING UNDER DELEGATED POWERS.

32. Road from a point on the Shoreswood-West Allerdean road, $\frac{1}{4}$ mile east of Shoreswood northwards to a point on the Thorntonpark-Shoreswood Hall road, $\frac{1}{2}$ -mile west of Thornton Farm.
33. Road from the Thorntonpark-Shoreswood Hall road at Thornton Farm Cottages via Thornton Mains to a point on the Berwick-Etal road B.6354, $\frac{1}{8}$ -mile north east of Camphousies.
34. Road from the Berwick-Coldstream road A.698 at Longridge Kennels via Murton to a point on the Berwick-Etal road B.6354 $\frac{1}{8}$ -mile south of Murton Whitehouse Farm Cottages.
35. Road from a point on the Berwick-Coldstream road A.698, 1,000 yards north east of Longridge Towers East Lodge via Middle Ord to the Berwick-Etal road B.6354 at Murton Whitehouse Farm Cottages.
36. Road from the Berwick-Coldstream road A.698 at East Ord via the Village Green to a point on the Berwick-Etal road B.6354, $\frac{1}{2}$ -mile north of Prior House.
37. Road from a point on the Berwick-Etal road B.6354, 820 yards north east of Miller's Bridge via Unthank Blue House and Slate Ford to the Wooller-Berwick road A.6111 at Oxford Farm.
38. Road from a point on the Berwick-Etal road B.6354, 100 yards north of Murton Whitehouse Farm Cottages via Braehead and the entrance to Unthank, to the Miller's Bridge-Oxford Farm road at Unthank Blue House.
39. Road from the Alnwick-Berwick road A.1 at Scremerston Colliery via Borewell Farm and Scremerston Station to the Scremerston Gravel Works at Philadelphia.
40. Road from the Alnwick-Berwick road A.1 at Scremerston Smithy, via the Methodist Chapel and Inlandpasture to the Scremerston Colliery-Scremerston Station road at Borewell Farm.
41. Road from the Wooller-Berwick road A.6111 at Oxford Farm eastwards to a point on the Alnwick-Berwick road A.1, $\frac{1}{8}$ -mile north west of Cat Inn.
42. Road from a point on the Alnwick-Berwick road A.1, 150 yards south east of Cat Inn via Cheswick School, Windmillhill and Goswick Station to the Goswick Golf Club House.
43. Road from the Alnwick-Berwick road A.1 at Cheswick Buildings via Cheswick Buildings Farm Cottages to a point on the Cat Inn-Goswick Station road, 70 yards west of Cheswick School.
44. Road from a point on the Cat Inn-Goswick Station road, 120 yards east of Cheswick School via Cheswick Farm to a point thereon 60 yards west of Cheswick L. & N.E. Railway Bridge.
45. Road from the Berwick-Etal road B.6354 at West Allerdean via East Allerdean, Allerdean Grange and Longlike to the Wooller-Berwick road A.6111 at the Lamb Inn, Ancroft.
46. Road from the Berwick-Etal road B.6354 at Ancroft Northmoor Presbyterian Church via Ancroft Northmoor to the West Allerdean-Ancroft road at Allerdean Grange.
47. Road from the Ancroft Northmoor-Allerdean Grange Road at Ancroft Northmoor Farm Cottages to the gateway leading to Ancroft Southmoor Farm.
48. Road from the Alnwick-Berwick road A.1, 180 yards south of Cheswick Buildings via Ancroft Mill and Berryburn to Lickar Dean Bridge.

49. Road from a point on the Wooller-Berwick road A.6111, 560 yards south of the Lamb Inn, Ancroft, via Dick's Folly Cottage to the Cheswick Buildings-Lickar Dean Bridge road at Ancroft Mill.
50. Road from a point on the Wooller-Berwick road A.6111, 100 yards north of Sandyford Bridge via South Berlington Farm to a point on the Cheswick Buildings-Lickar Dean Bridge road, 1,080 yards north of Lickar Dean Bridge.
51. Road from a point on the Wooller-Berwick road A.6111, 250 yards north of Sandyford Bridge via the entrance to Berlingtonlaw and Berlington Lough towards Duddo to a point thereon 910 yards west of Berlington Lough.
52. Road from the Alnwick-Berwick road A.1 at Haggerston Smithy via Lowlyn Mill and Kentstone to the Alnwick-Berwick road A.1 at the Plough Hotel, Beal.
53. Road from the Cheswick Buildings-Lickar Dean Bridge road at New Haggerston Wood via New Haggerston Farm to a point on the Haggerston Smithy-Kentstone-Plough Hotel road, 150 yards south of Haggerston Smithy.
54. Road from the Alnwick-Berwick road A.1 at the Lamb, Haggerston, via Lowlyn Cottages to a point on the Haggerston Smithy-Kentstone-Plough Hotel road, 130 yards south east of Lowlyn Bridge.
55. Road from a point on the Haggerston Smithy-Kentstone-Plough Hotel road, 700 yards west of Kentstone, westwards to the eastern boundary of Threapmoor Plantation.
56. Road from the Haggerston Smithy-Kentstone-Plough Hotel road at Kentstone to the Lowick-Fenwick road B.6353 at Kyloe Quarry Cottage.
57. Road from the Alnwick-Berwick road A.1 at the Plough Hotel via Beal to the sea shore.
58. Road from a point on the Alnwick-Berwick road A.1, 180 yards south east of the Plough Hotel via Mouthooly to a point on the Lowick-Fenwick road B.6353, 90 yards west of Fenwick School.
59. Road from the Alnwick-Berwick road A.1 at Islayhill road end to the Plough Hotel-Mouthooly-Fenwick road at Mouthooly.
60. Road from a point on the Islayhill road end-Mouthooly road, 130 yards south of the junction of that road with the Alnwick-Berwick road A.1, south westwards to a point on the Plough Hotel-Mouthooly-Fenwick road, 1,040 yards north west of Fenwick School.
61. Road from a point on the Alnwick-Berwick road A.1, 280 yards south east of Islayhill road end via Fenhamhill and Fenham Town Farm to Fenham Mill with the exception of 165 yards thereon at Fenham L. & N.E. Railway Bridge.
62. Road from the Alnwick-Berwick road A.1 at its junction with the Lowick-Fenwick road B.6353, via Fenwick Granary Farm to a point on the Fenhamhill-Fenham Mill road, $\frac{3}{8}$ mile west of Fenham Town Farm.
63. Road from the Lowick-Fenwick road B.6353 at Fenwick Village via Fenwick Wood to the northern boundary of Park Wood at Detchantpark.
64. Road from a point on the Alnwick-Berwick road A.1, 1,460 yards north west of Smeafield Lodge via Buckton to a point on the Fenwick-Detchant road, $\frac{3}{8}$ -mile north west of Detchantpark.

REPORTS OF COUNTY SURVEYOR.—Continued.

	REMARKS REFERRING FOR ACTION OF COMMITTEE
(1) PURCHASE OF GRANITE SETTS from Messrs. Corhead & Co. and Limmer & Trinidad Lake Asphalt Co., Ltd.	Approved. I have agreed with Messrs. Corhead & Co. and the Limmer & Trinidad Lake Asphalt Co. to take the excess setts left over on the Newcastle-Carlisle Main Road Contract and the Gateshead & Hexham Main Road Contract at 4d. per ton, which is the present day market price.
(12) TEMPORARY ENGINEERING SURVEYORS.	I have to ask for a continuation of the appointment of G. F. Garnett, at a salary of £6 5s. od. per week, and T. McFarlane at a salary of £5 15s. od. per week, as temporary surveyors, for the next six months.
(13) BERWICK BRIDGE.	Minutes of Sub-Committee held on March 10th and March 17th with regard to the opening of the bridge, appended. <i>Surfacing of Carriageway.</i> —The Contractors have received an order from Messrs. Monchel & Partners, Ltd., to lay the surface with Carpavé. The Ministry of Transport have asked whether you can give Messrs. Limmer & Trinidad Lake Asphalt Co., Ltd (whose tender was accepted by them in the first instance) work equivalent to the value of the contract had it been laid in Limmer Trinidad asphalt.
(14) GOSWICK BRIDGE.	The County Council, on 5th May, 1927, confirmed the recommendation of this Committee of 28th February, 1927, to contribute £250 in respect of this bridge, the Northam & Islandsides R.D.C. having intimated that they were prepared to contribute one-third, or not exceeding £50, towards the cost. Major Crossman has also agreed to contribute one-third of the cost, or not exceeding £50. We have obtained two tenders for this work, one from the Alnwick Construction & Engineering Co. amounting to £280 0s. od. for a steel bridge, and the other from Messrs. Holloway Bros. (London) Ltd., amounting to £165 1s. 6d. for a timber bridge, subject to the following conditions.—That suitable timber from the temporary works at Berwick be accepted, that the County Council do the transporting of plan and materials from the site at Berwick Bridge to the site at Goswick Bridge, and also be responsible for the removal of same on completion of the work; that the whole of the materials in the present bridge, not required for reuse, become the property of the Northumberland County Council, and if on the removal of the existing 9" x 3" decking, it is found that it is fit to be re-laid, and the 11" x 4" decking from Berwick not required, the above tender will be reduced by £21 12s. 0d., making the total £141 9s. 6d. I ask for your approval.
(15) LONDON & NORTH EASTERN RAILWAY COMPANY.	It is proposed to erect and maintain a 12in. diameter sheet iron chute for stone at Langley Station, which the Railway Company are prepared to allow subject to the payment of £1 per tonium, the first payment to be made on 1st January, 1929.
(16) MOTOR WAGON DRIVER.—TINE.	William Bosom, a motor wagon driver, who has been in the employ of the County Council for a number of years, was fined £1 at the Moot Hall on 25th February, 1928, for allowing smoke to escape from steam wagon X 6976 at Benton. He asks to be reimbursed the amount of the fine.

APPENDIX A.

NEW BRIDGE, BERWICK-ON-TWEED.

Meeting of the Sub-Committee held on March 10th, 1928.

(1) The Chairman reported that His Royal Highness the Prince of Wales would open the Bridge at 11.30 a.m., and he will open the Bridge at 11.30. Letter was read from Sir Henry Maybury to the effect that His Majesty the King wishes the Royal Coat of Arms for England and Scotland to be placed on the bridge, one at either end, and that Sir Henry would obtain a design for these two plates from the College of Arms.

(2) A letter from Miss Stair Kerr was read informing the Committee that she was perfectly willing to allow the article written by her late brother in the Old Bridges of Berwick to be issued in the brochure being prepared by the Committee.

(3) The Chairman gave his views as to the programme. Recommended Messrs. Monchel & Partners, Ltd., wish to be allowed to present His Royal Highness at the opening with a casket containing the chronological history of Berwick. This was agreed to.

(4) With reference to the names to be placed on the tablets, the Committee considered that those of Berwick Corporation and Northumberland Bridges Ltd Roads Committee should be deleted, and that the tablet should read as follows:—

ROYAL TWEED BRIDGE.

OPENED BY
H.R.H. THE PRINCE OF WALES, K.G., K.T., M.C.,
May 16th, 1928.

This Bridge was erected by the Ministry of Transport, Northumberland County Council and Berwick Corporation.
about the names of the Chairman of the County Council, Chairman of the Bridges and Roads Committee and the Engineers and Contractors, this was left over until the County Surveyor obtained prices for the Holloway protective tablets, when it would be again considered. To be done. The Committee agreed to give Mr. N. Tweddle, Editor of "Ferro-concrete," all information he required with regard to the opening of the bridge, in order that it might be included in a copy of "Ferroconcrete" to be published in June.

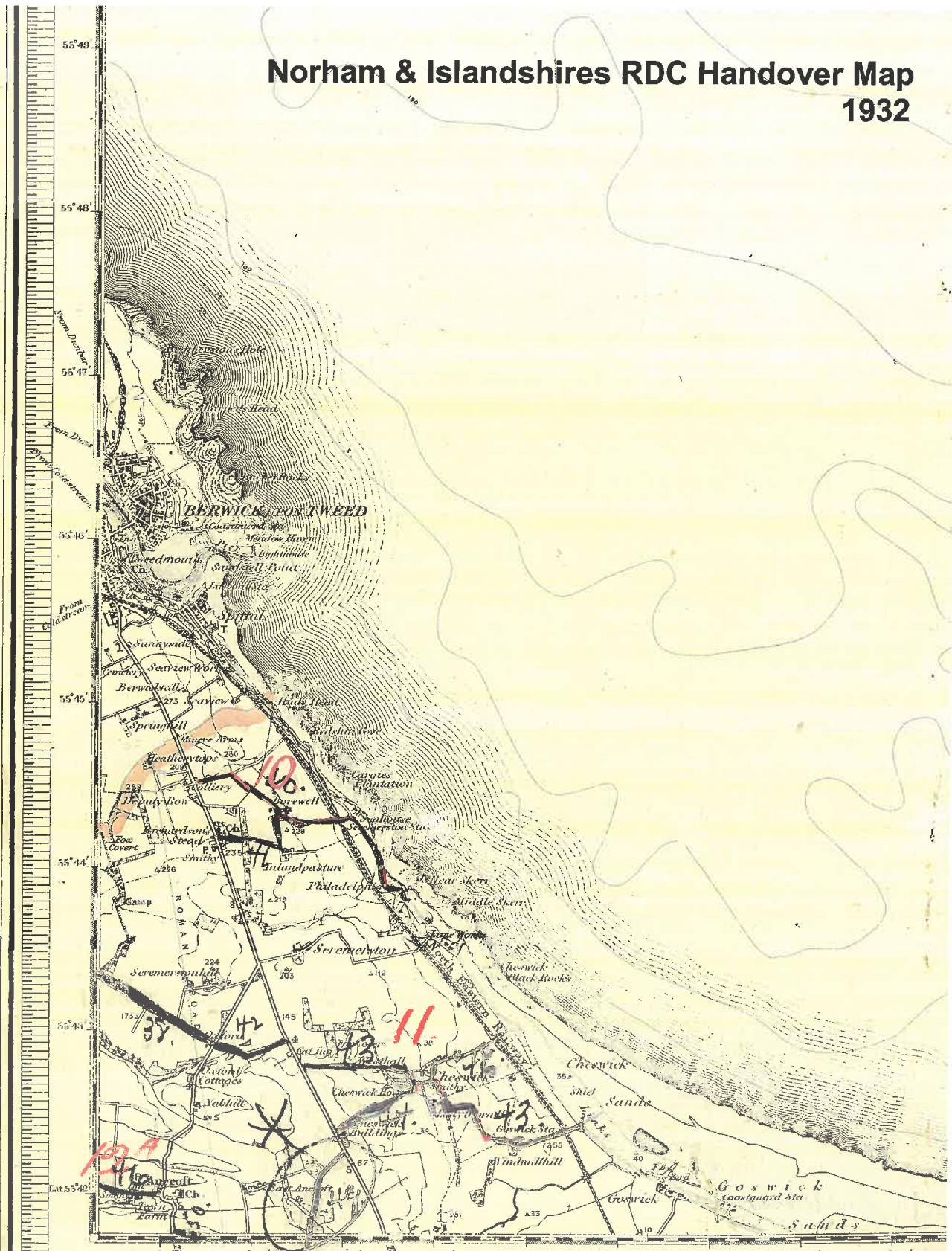
(5) The Committee visited the bridge to settle various positions to be taken by His Royal Highness, King's Own Scotch Borderers, Ex-service Boys Scouts, Girl Guides, etc., and the County Surveyor was instructed to put out the necessary plans. The Chief Constable was present and he was instructed to make the necessary arrangements for Police and he was advised to the Committee that if the Territorials could be obtained, it would facilitate the work of procedure.

(6) Approved by the Committee. The Committee visited the bridge to settle various positions to be taken by His Royal Highness, King's Own Scotch Borderers, Ex-service Boys Scouts, Girl Guides, etc., and the County Surveyor was instructed to put out the necessary plans. The Chief Constable was present and he was advised to the Committee that if the Territorials could be obtained, it would facilitate the work of procedure.

Norham & Islandshires RDC Handover Map

1932

(NORHAM)



Metalled Roads, First Class		Metalled Roads, Second Class		Metalled Roads, Third Class	
" " " Second Class		" " " Third Class			
Unmetalled Roads					
Footpaths					
Railways, Single Line		Loved Crossing			
" Two or more Lines		Crossing		Bankside	
Mineral Lines and Tramways		Sling One		Bankside Under	
Rivers and Streams when exceeding 15 feet in width are shown with two lines					
For other information see Characteristic sheet					

REPORTS OF COUNTY SURVEYOR.—Continued.

Decision of Committee

(26) GATESHEAD-HEXHAM ROAD, A.695: Road improvement at Riding Mill.

Messrs. C. H. Sample & Sons, Agents for Sir Percy Lorraine, have agreed to sell 0.11 acres of land at Riding Mill for the purpose of opening out two dangerous corners at the junctions of the Tindale road with the Gateshead-Hexham road. The price to be £3d. per square yard, amounting to £8 13s. 0d. and £10 for the trees and shrubs to be removed from the area taken. I recommend that this offer be accepted.

(27) GOSWICK BRIDGE.

I have been in correspondence with Messrs. W. J. Bolam & Sons of Barwick, who are Agents to Colonel Crossman, with regard to the Goswick bridge. This is a wooden bridge carrying a road over the Goswick Burn near Goswick Farm. The road maintained by the Northumbrian & Islands Rural District Council terminates at Goswick Station and from this point the road runs partly along the coast and partly alongside the railway to Beal Station. It is a public right of way and the portion of the road from Goswick Station to the Coast Guard Station, a length of approximately 2,500 yards, is subject to a considerable amount of traffic.

Certain repairs were carried out to this bridge in 1927, and these were paid for in the proportions of one third by the owner, one third by the Northumbrian & Islands Rural District Council and one third by the County Council.

The landowner now asks that the road from the Railway Station to the Coast Guard Station, together with the bridge, should be taken over by the County Council.

(28) LONGBENTON URBAN DISTRICT, A.1058: Northern Rediffusion Services.

Messrs. Northern Rediffusion Services, Ltd., have made application for permission to cross Bentons Park Head, which is in the Longbenton Urban District, with their wires.

At the present time there is an agreement existing between the County Council and this Company, with regard to Gosforth Urban District, and I recommend that the Committee agree to extend the present agreement to cover the Longbenton Urban District area.

(29) ALNWICK LION BRIDGE.

In view of the frequent accidents which occur at the Lion Bridge at Alnwick, due to heavy vehicles not being able to negotiate the steep banks on both the north and south approaches, it has been suggested that notices should be erected advising drivers of heavy vehicles to proceed via the Abbey Bridge and the lane which connects the Alnwick-Wooler road and the Great North Road, about a mile north of Alnwick. I have been in communication with the Ministry of Transport on this matter, with a view to the classification of this lane, and they inform me that it has been decided that classification cannot be recommended while the road remains in its present condition. They have asked for a scheme to be submitted for the improvement of the road, and upon receipt of an application consideration will be given to the issue of a grant, and they further state that the scheme would carry potential Class II. value, which includes a grant of 50 per cent. of the cost.

The length of this lane is 700 yards, and the approximate cost of widening and reconstructing the same to carry main road traffic is £5,000.

(30) OLD MILITIA BARRACKS, ALNWICK: Road Material Depot.

A notice has been received of a proposal to assess the above premises for rating purposes. These premises are occupied as a depot for the North Eastern Division. The proposal is to assess the premises at £25 and £19 rateable value. The suggestion appears to be reasonable, and I recommend the Committee to agree to it.

(31) MARDEN RAILWAY BRIDGE: Whitley & Monkseaton Urban District Council, A.191 and A.198.

The Sub-Committee appointed at the last meeting met at Marden Bridge on March 16th. The Sub-Committee are of opinion that in

REPORTS OF COUNTY SURVEYOR.—Continued.

Decision of Committee

(32) GATEHEAD-HEXHAM ROAD, A.695: Road improvement at Riding Mill.

Messrs. C. H. Sample & Sons, Agents for Sir Percy Lorraine, have agreed to sell 0.11 acres of land at Riding Mill for the purpose of opening out two dangerous corners at the junctions of the Tindale road with the Gateshead-Hexham road. The price to be £3d. per square yard, amounting to £8 13s. 0d. and £10 for the trees and shrubs to be removed from the area taken. I recommend that this offer be accepted.

(27) HAYDON BRIDGE-HALTWHISTLE ROAD, A.69: Lipwood Hall Bridges.

Hayton, who are acting on behalf of Mrs. Lee of Lipwood Hall, have been in communication with Messrs. L. C. & H. K. Lockhart of the Surveyor to the Urban District Council, in consultation with the Surveyor to the County Surveyor, in preparation of a scheme of widening and improvement of the bridge and approaches to the railway company's requirements.

(28) HAYDON BRIDGE-HALTWHISTLE ROAD, A.69: Lipwood Hall Bridges.

That the amount of traffic and the present very narrow carriage way of the bridge, with an awkward road junction, this bridge should be widened at an early date.

That the Surveyor to the Urban District Council should prepare a scheme of widening and improvement of the bridge and approaches to the railway company's requirements.

(29) HEUGH MILL BRIDGE, STAMFORDHAM.

That the expenses of the retaining walls on the south side of this bridge is in a bad condition and is in danger of collapsing at any moment. That the Order be made and signed by the Clerk of the Council to the effect that these repairs may be necessary to close the road in order that these repairs may be made and out, and I shall be glad if the Committee will authorise the Clerk of the Council to this effect in accordance with Section 47 of the Traffic Act, 1930. It will only be necessary to close the bridge for a period of about ten days.

(30) MORPETH RURAL DISTRICT COUNCIL: Widdrington Old Colliery to Shobswood.

That the expenses of the retaining walls on the south side of this bridge is in a bad condition and is in danger of collapsing at any moment. That the Order be made and signed by the Clerk of the Council to the effect that these repairs may be necessary to close the road in order that these repairs may be made and out, and I shall be glad if the Committee will authorise the Clerk of the Council to this effect in accordance with Section 47 of the Traffic Act, 1930. It will only be necessary to close the bridge for a period of about ten days.

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(32) OLDFIELD ROAD, WHITLEY & MONKSEATON: Oldfield Road.

That the expenses of the retaining walls on the south side of this bridge is in a bad condition and is in danger of collapsing at any moment. That the Order be made and signed by the Clerk of the Council to the effect that these repairs may be necessary to close the road in order that these repairs may be made and out, and I shall be glad if the Committee will authorise the Clerk of the Council to this effect in accordance with Section 47 of the Traffic Act, 1930. It will only be necessary to close the bridge for a period of about ten days.

(33) THEIR MAJESTIES' SILVER JUBILEE.

That the road be granted a holiday on Monday on May, 1935, with pay.

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REPORTS OF COUNTY SURVEYOR.—*Continued.*

8. The Council to enclose with a fence the land which they have acquired from the Hexham Urban District Council.
 9. The Council to erect a wall to support the boundary hedge of the nearer east field where required.

If these arrangements are agreed to, the County Council would save the cost of constructing a junction between the old and new roads at the east end of the island site, the cost of maintaining the portion of road closed, and would deal with any claim which Mr. Connell might have had for interference with his access by lowering the road.

(48) CRASTER ESTATE, BEADNELL.

The Committee will remember that an agreement was come to with the Craster Estate under which the County Council took over a length of road near Beadnell Harbour, the responsibility for which was in dispute, and the Craster Estate gave up land, approximately five acres, for widening existing roads and for the construction of part of the by-pass road and further handed over an area of seventeen acres adjoining the foreshore at Beadnell Bay to the County Council as an open space. The County Council agreed to pay the Estate Architect's fees in connection with the alterations to the Estate lay-out and in respect of the negotiations. They are prepared to accept a fee of 50 guineas, and I recommend that this be paid. The County Council further agreed to set back walls where land was given up for widening existing roads, and I recommend that we pay the Estate 10/- per lineal yard for walls which they set back.

DRAFTS OF
COMMITTEE

That the 2nd
and the con-
tinuation to it
be submitted,
and a resolu-
tion appropri-
ately worded
be passed
authorising the
Committee to
recommend to
the County Coun-
cil that the
arrangements
be approved
and carried
out.

Approved.

(49) NEWCASTLE-HEXHAM ROAD, A.69.

The North Walbottle Coal Co. propose to reconstruct the level crossing near Chapel House in the near future, and it may be necessary to close the road for a week-end. I shall be glad if the Committee will authorise the making of the necessary Order under Section 47 of the Road Traffic Act, 1930, temporarily to close the road on a convenient date to be arranged.

That the Clerk
of the Council
be instructed
to make and
sign the neces-
sary Order
under section
47 of the Road
Traffic Act,
1930, as and
when required.

(50) GOSWICK BRIDGE AND ROAD.

The Sub-Committee appointed to go into this matter met at Goswick on the 21st March and considered the taking over of the road from the Goswick Golf Club House to the Coastguard Station and also the repairs to the bridge which are urgently required.

The Sub-Committee recommend that Colonel Crossman be informed that the County Council cannot take over the responsibility for the repair of the road, as this has always been carried out by the owners of the Goswick Estate and the road leads almost solely to property on this estate.

With regard to the repairs to the bridge, the Sub-Committee recommend that the County Council pay half the cost of these repairs not exceeding £100.

That the Sub-
Committee's
recommendations
be approved.

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REPORTS OF THE COUNTY SURVEYOR.—Continued.

Declaration of
Councillors.

(25) Use of Roadsides Land for Food Production.

A further circular has been received from the Ministry of Agriculture and Fisheries urging that the maximum effort should be made by Highway authorities to bring into production every piece of suitable land under their control.

(26) Goswick Road.

I have received a letter from the County War Agricultural Executive Committee asking for repairs to be carried out to this road without prejudice to the existing legal dispute between the County Council and the owner of the Cheswick Estate. The Army authorities have already carried out temporary repairs to the bridge for military purposes.

(27) Clearance of Snow from Roads.

I will submit a verbal report with regard to the cost incurred in clearing the roads of snow during the winter. This cost amounted to approximately £38,000, of which about £30,000 will be a charge on the County rates.

The County Surveyor reported that action on the lines of the circular was already being taken.

That no action be taken in view of the existing position between the County Council and the Estate owner, the road in its present state being regarded as adequate for normal agricultural purposes.

That the County Surveyor be instructed to submit, at the next meeting of the Committee, a detailed report, together with a report on the question of snow ploughs raised by Alderman Anderson.

(25) Use of Roadside Land for Food Production.

A further circular has been received from the Ministry of Agriculture and Fisheries urging that the maximum effort should be made by Highway authorities to bring into production every piece of suitable land under their control.

(26) Goswick Road.

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spreads among more than 30 countries (1987).

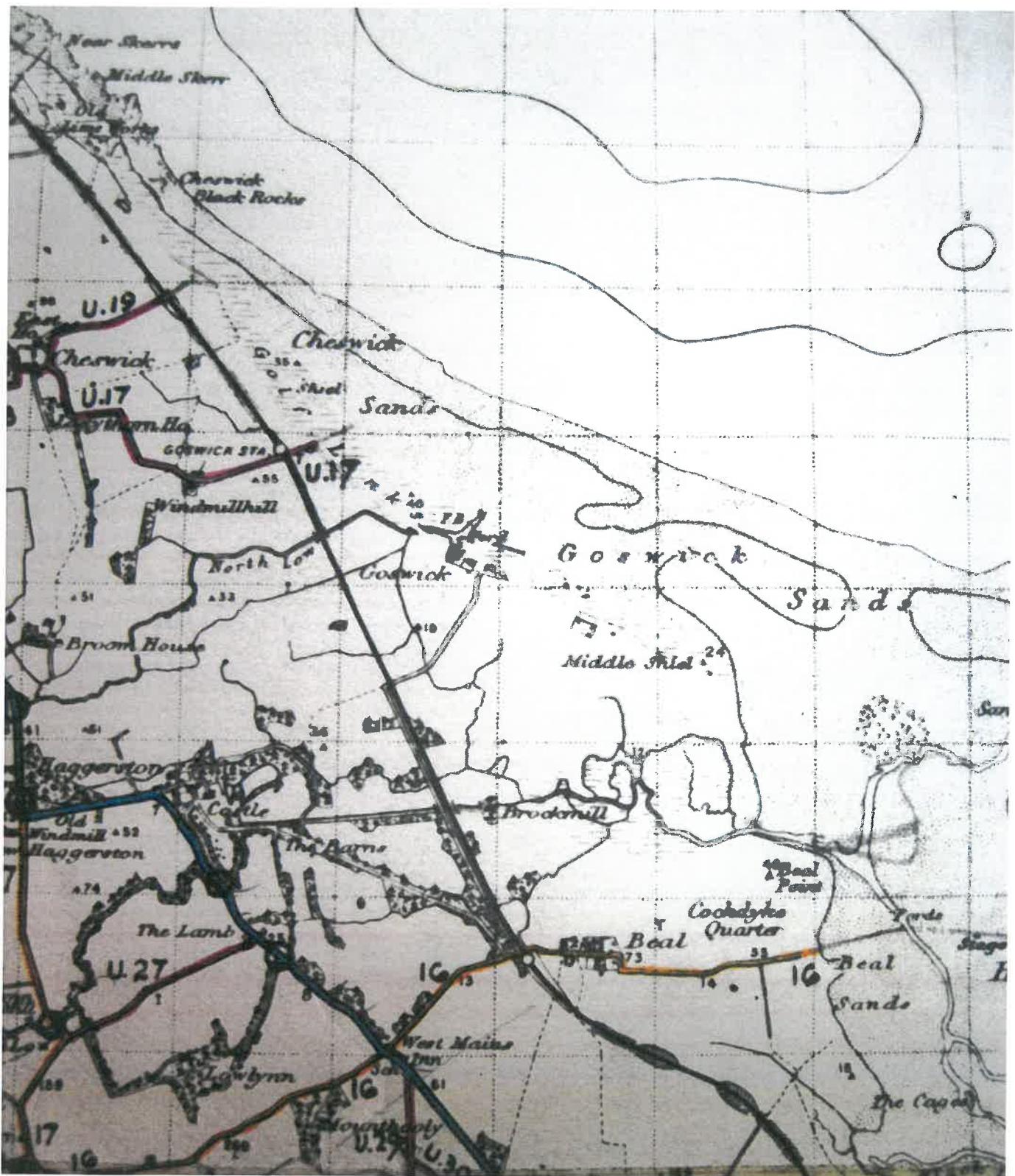
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**Extract from Northumberland County Council One Inch Maps
showing restrictions under Sections 1 and 2 of the Restriction of
Ribbon Development Act 1935**

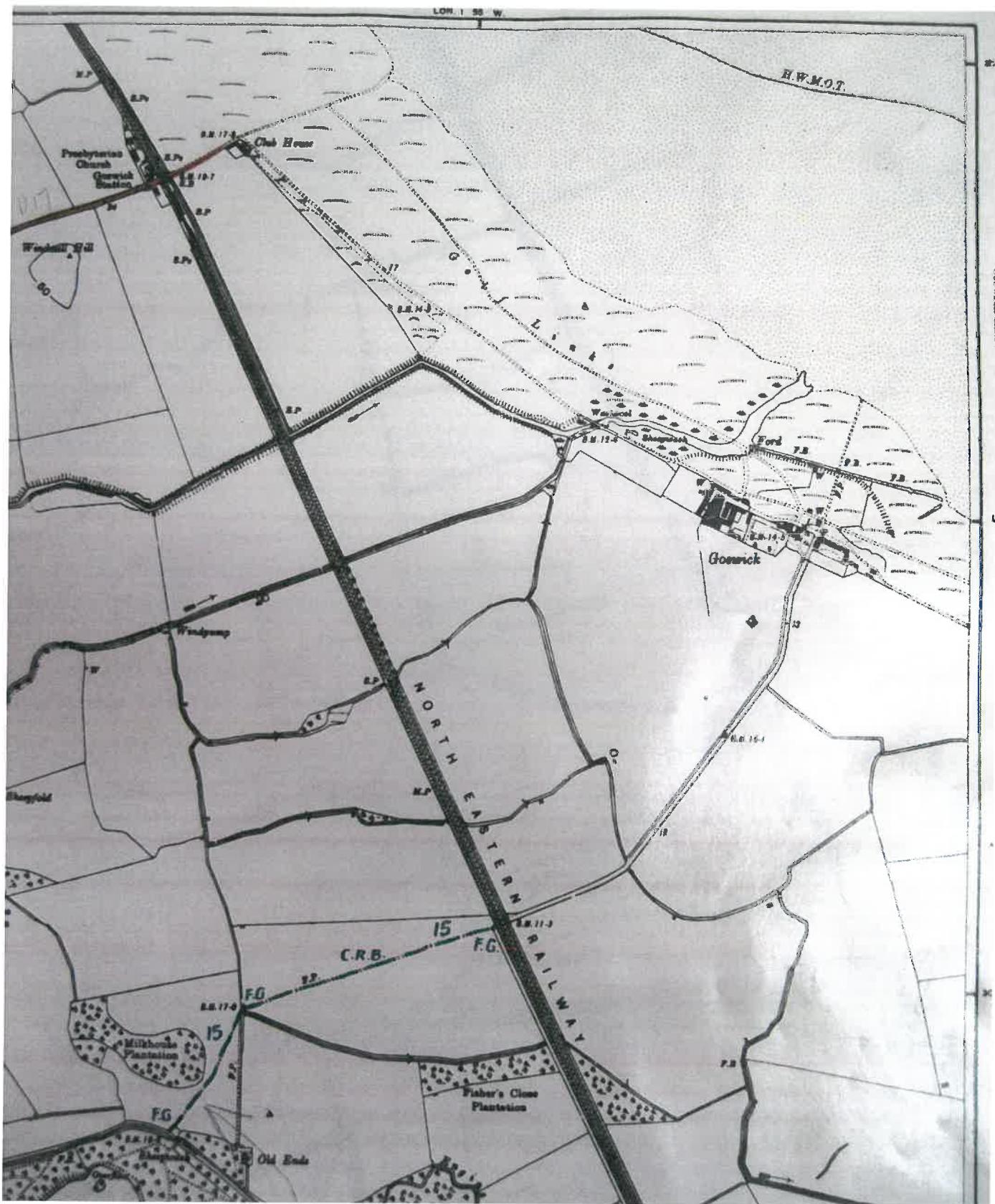


Reproduced plan is not to scale

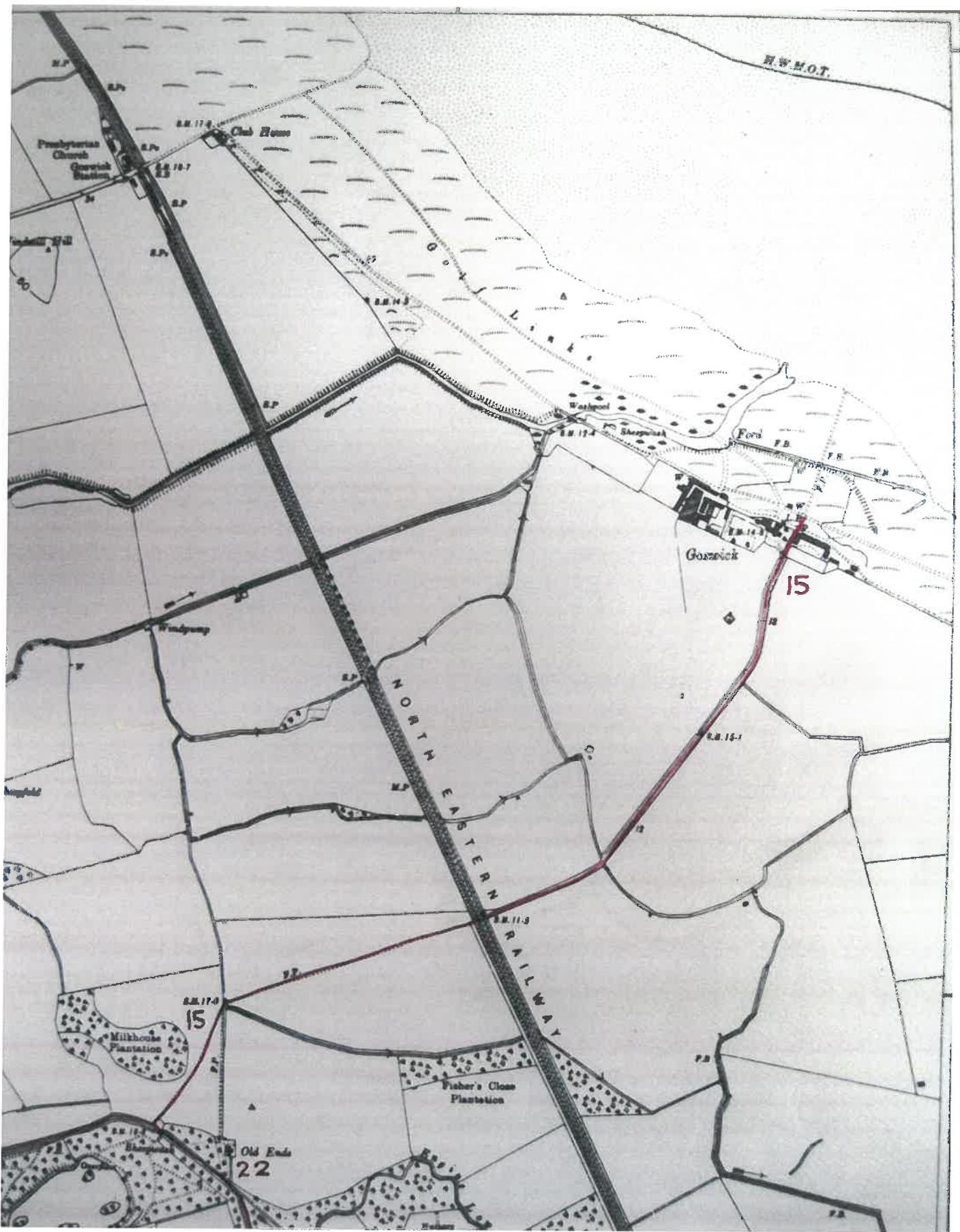
Extract from the Council's 1951 Highways Map



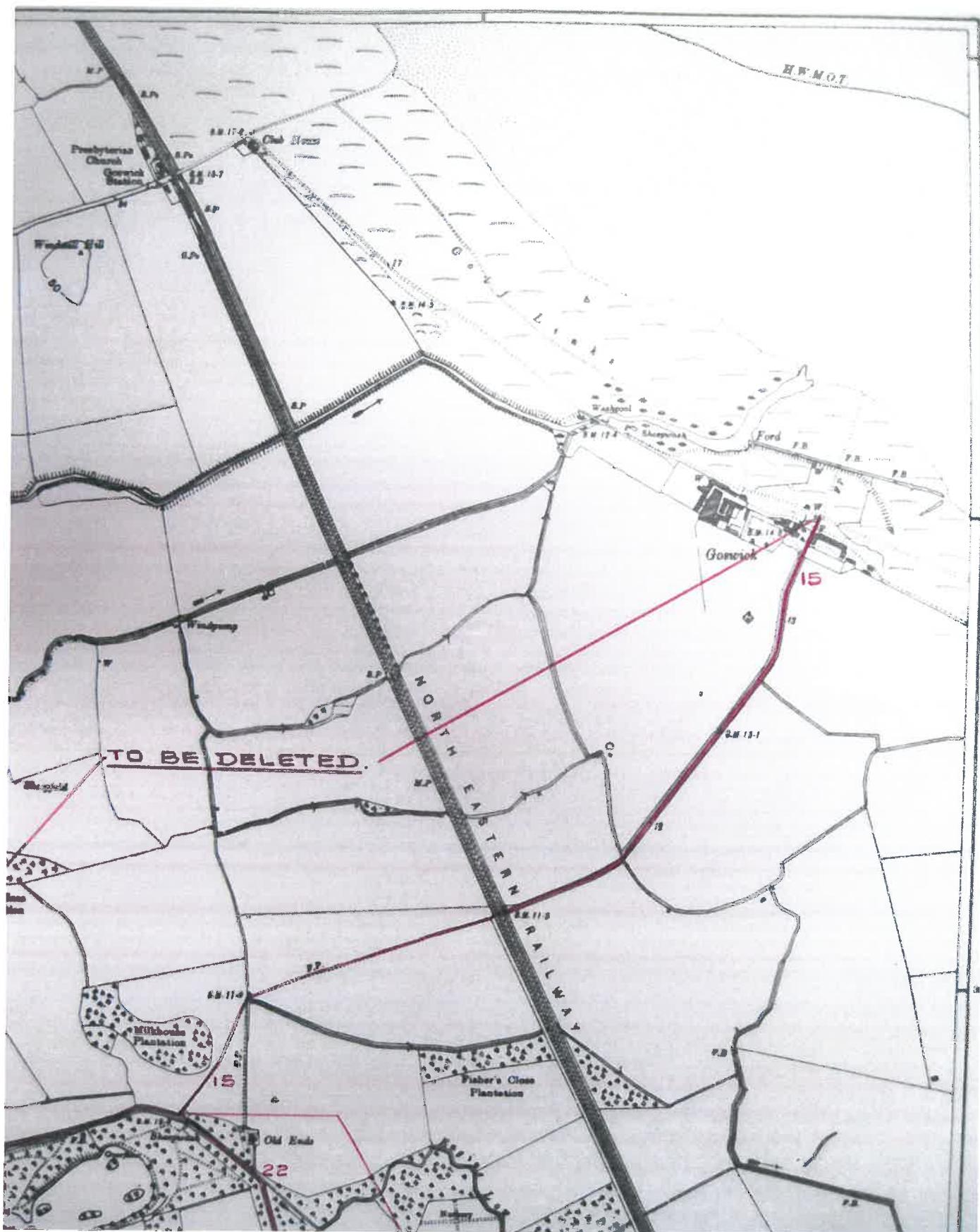
Survey Map (Annotated c. 1954)



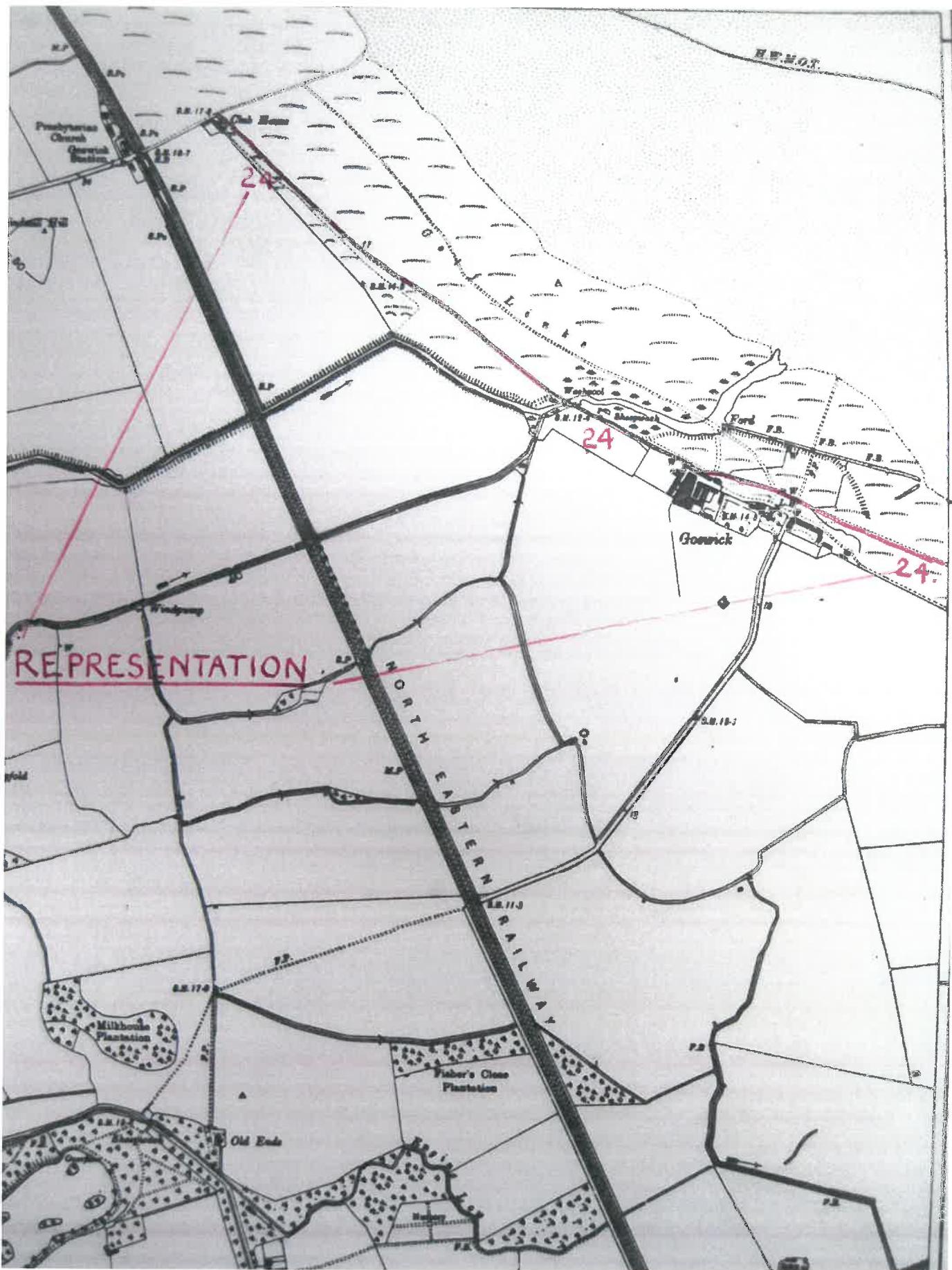
Draft Map



Draft Map (Modified #1)



Draft Map (Modified #2)



REPORTS OF COUNTY SURVEYOR—continued.	Decision of the Committee.	REPORTS OF COUNTY SURVEYOR—continued.	Decision of the Committee.
(16) Haltwhistle Rural District—Slaggyford-Knar Road. Mr. J. G. Sowerby proposes to fence a section of the unclassified road which serves farms to the west of Slaggyford. The erection of the fencing will eliminate three gates on this road. The estimated cost of the fencing is £150 0s. 0d. Subject to the owner giving up all rights to maintain the three gates and agreeing to erect the fence on an approved line, I recommend that a contribution not exceeding half of the net estimated or actual cost to the owner be made, whichever is the lower, or one-third of the cost should the work attract grant-in-aid from the Ministry of Agriculture, Fisheries and Food.	Approved subject to the conditions stated.	(19) Morpeth-Plessey Checks Road, A195—Open Space—Jobling Crescent, Morpeth. In 1951 the Committee agreed with the Morpeth Town Council to contribute to the laying-out and fencing of a small piece of ground forming part of the road verge at the junction of Jobling Crescent and the Morpeth-Shields Road, A192, which the Borough Council propose to layout with trees and turf.	Approved.
(17) Goswick Farm Road and Bridge. This road runs along the shore between the County road near Goswick Station to Goswick Farm and Fisheries. It is an unadopted road over which there is a public right of way and both the road and bridge are in a bad state of repair.	That a Sub-Committee comprising the Chairman, Vice-Chairman and Councillors A. S. C. Browne and J. R. Tilley be appointed to consider this matter and report.	(20) Highway Depot, Wooler—Vacation of Premises in Brewery Lane. We recently vacated premises in Brewery Lane, Wooler, which were taken over at the cessation of delegation from the Glendale Rural District Council.	Approved.
 During the 1914-18 War the County Council repaired the bridge on behalf of the Road Board, acting for the Defence Authorities, and in 1928 the bridge was rebuilt, the cost being shared in equal parts by the County Council, the Northam and Islands Shires Rural District Council and the owner. The road and bridge have been the subject of considerable discussion and correspondence in previous years and the County Council have always refused to accept the road as a highway maintainable by the inhabitants at large. In 1935, however, the Committee did offer to contribute £100 0s. 0d. towards the repair of the bridge.	That a Sub-Committee comprising the Chairman, Vice-Chairman and Councillors A. S. C. Browne and J. R. Tilley be appointed to consider this matter and report.	In 1926 the District Council provided covered accommodation in timber with the right to remove this upon the determination of tenancy and, as the structure is in a very dilapidated condition and could not be removed and re-used successfully, I approached Messrs. Redpath Bros., South Road Garage, Wooler, the present owner of the property, with a view to their taking it over. They have made an offer of £50 0s. 0d. and the County Land Agent confirms my view that this is a fair offer. I recommend the Committee to dispose of the shed at this figure.	Approved.
 The matter has again been raised by the Agent for the Cheswick Estate, the owners of Goswick Farm and by the Braddan Fishing Company who operate the fisheries and I have been asked to supply an estimate of the cost of the works required to put the road and bridge into a state of repair such that they could be taken over by the County Council. As a contribution will certainly be sought from the County Council, I recommend that a Sub-Committee be appointed to deal with this matter.	That the Sub-Committee's recommendations be approved.	(1) Alnwick Urban District Council. The Chairman agreed to a request by the Alnwick Urban District Council for a meeting to discuss highway matters in their area and accordingly the appropriate Private Street Works Committee met representatives of the District Council at Alnwick on the 8th February, 1956. The principal matters raised were:— 1.—The Lion Bridge, Alnwick, and its approaches. The Urban District Council are concerned at the number of accidents which are occurring and, as the Committee are already aware, proposals have been submitted to the Ministry of Transport and Civil Aviation for the improvement of the unclassified road between Broomhouse and Denwick to make it suitable for a diversion of heavy traffic. The position was explained to the Urban District representatives and there was general agreement that the Ministry should be pressed to authorise this work.	Approved.
(18) Overhead Cables. Mr. A. Archer, of Carrow, Hunsbaugh, has applied for permission to erect an overhead cable across the Chollerford-Greenhead Road, B6318, in order to supply electricity to farm buildings. I recommend that consent to the erection of the cable be given under the usual form and indemnity, as approved by the Clerk of the Council.	Approved.		

REPORTS OF COUNTY SURVEYOR—continued.	Decision of the Committee.								
The Chief Constable, while still in favour of extending the restriction, informs me that he considers this accident could not be attributed to speed or would have been avoided if a speed limit had been in force. There had been no accidents in the three year period previous to this and the estimated speed of private cars on this section are between 35 and 45 miles per hour. The Joint Burials Committee for the Parishes of Alnwick and Denwick have also asked for the extension of the restriction to include the Cemetery. I have again discussed this matter with the Divisional Road Engineer, who sees no reason to depart from the view he has already expressed.—									
(38) Annual Estimate, 1956-57.									
Application was made to the Ministry of Transport and Civil Aviation for grants towards the repair of damage due to frost and snow to Trunk and Classified Roads. I am informed by the Divisional Road Engineer that additional grants will be issued towards the following estimated expenditure:—									
<table> <tr> <td>Trunk Roads</td> <td>£ 32,000</td> </tr> <tr> <td>Classified Roads</td> <td>42,000</td> </tr> <tr> <td></td> <td><hr/></td> </tr> <tr> <td></td> <td>£74,000</td> </tr> </table>	Trunk Roads	£ 32,000	Classified Roads	42,000		<hr/>		£74,000	
Trunk Roads	£ 32,000								
Classified Roads	42,000								
	<hr/>								
	£74,000								
	The estimated cost to the County Council is £16,000, which is not provided for in the current year's estimates.								
(39) Lenington West Railway Bridge.	Approved.								
	The British Transport Commission have now agreed to the proposal for the provision of footwalks on this bridge, which is on Road A.6085 between Scotswood and Throckley, within the area of the Newburn Urban District Council, and I recommend that the necessary Agreement be completed.								
(40) Seaton Delaval Railway Bridge.	Received.								
	The Committee, at their meeting on the 23rd March, 1953, approved the apportionment of the cost of the proposed new bridge over the railway at Seaton Delaval. The British Transport Commission propose to invite tenders for the bridgeworks in the near future and it is hoped that a commencement of the scheme will follow, in due course.								
(41) Goswick Road and Bridge.									
	The Sub-Committee appointed by the Committee at their last meeting have visited this road and met the Agent for the owner of Goswick Farm. The road runs along the shore between the County road, near Goswick Station, to Goswick Farm and								
	That the Sub-Committee's recommendations be approved.								

REPORTS OF COUNTY SURVEYOR—continued.	Decision of the Committee.
Fisheries. It is an unadopted road over which there is a public right of way and both the road and the bridge over the North Low are in a very bad state of repair. At one time there was an ancient highway along the coast from Spittal to Goswick but most of this is in disuse and the present road is on a different line. The road and bridge have been the subject of considerable discussion in previous years and the question of the responsibility of the County Council was pressed very strongly, but the County Council have always refused to accept it as a maintainable highway. The County Council repaired the bridge on behalf of the Defence Authorities during the 1914-18 War and in 1928 the cost of rebuilding the bridge was shared between the County Council, the Norham and Islands Shires Rural District Council and the owner. In 1935 the County Council offered to contribute £100 towards the cost of repairs to the bridge.	
	The road serves Goswick Farm and six cottages and the Fishery, which is now owned by the Braddan Fishing Company, and the population is 47, which is increased during the fishing season.
	The approximate cost of putting the road into a state such that it could be recommended for adoption is £3,000 and the estimated cost of rebuilding the bridge is £1,650.
	After carefully considering the matter, the Sub-Committee feel unable to recommend the adoption of the road unless it is put into a satisfactory state of repair, but they recommend that the County Council contribute half the cost of rebuilding the bridge to a satisfactory standard and that the bridge thereafter be adopted and maintained.
(42) Hagg Bank Cottages, Wylam.	
	That no action be taken before the Committee on a number of occasions, arising out of the refusal of the Railway Executive to continue the issue of passes to residents to cross by the railway bridge.
	There is an access to Hagg Bank Cottages by a road from Prudhoe which is maintained by the Urban District Council, but the school children and residents use a road along the south side of the railway to South Wylam. This road has not been maintained and its condition, especially in wet weather, is bad. Subject to the Clerk of the County Council being satisfied that there were adequate grounds, the Committee were prepared to accept this road as an ancient highway maintainable by the County Council, as highway authority. The landowner, however, is not prepared to accept this position and, as a condition to his agreeing that this road

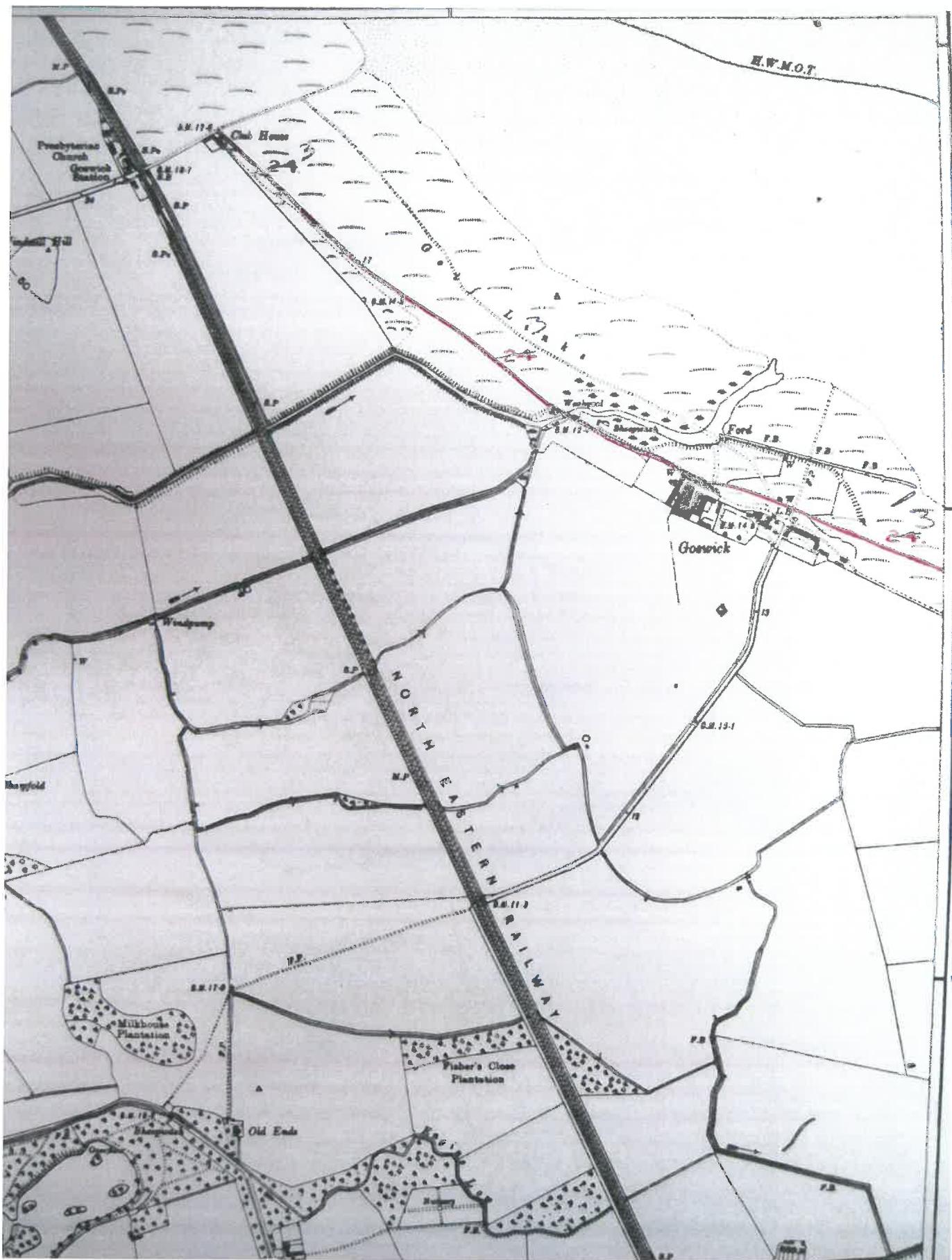
BRIDGES AND ROADS—17TH SEPTEMBER, 1956.

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BRIDGES AND ROADS—17TH SEPTEMBER, 1956.

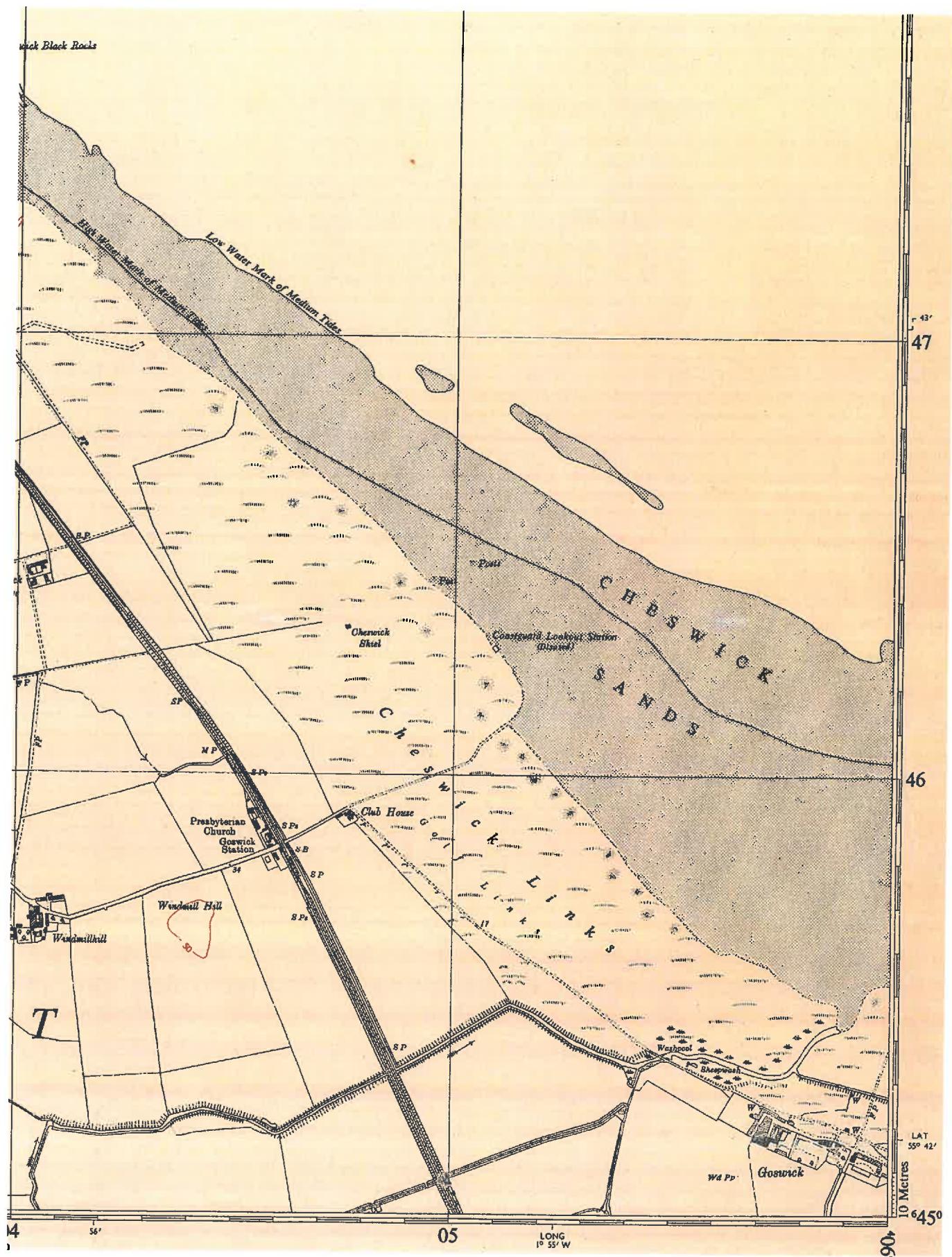
REPORTS OF COUNTY SURVEYOR—continued.	Decision of the Committee.
(13) Walls adjoining Roads. In accordance with the Committee's instructions, the Chairman and Councillor Tilley visited a number of sites where claims have been made that the collapse or damage to walls is due to the highway. <i>Trunk Road A.69—Dilston Haugh Farm.</i> Two short lengths of wall have collapsed and it is claimed by the tenant of the farm that this collapse was due to material placed against the wall by the County Council. While a certain amount of material has accumulated against the base of this wall over a long period, there is evidence of material having been placed comparatively recently. After considerable discussion with the representatives of the owner and tenant, it was agreed that the County Council would rebuild the two gaps and remove the material lying against the wall, provided both the owner and tenant agreed that there will be no further claim against the highway authority in respect of damage to the whole length of this wall by the material placed against it. <i>A.6080—Dilston New Town Farm.</i> Subsequent to the meeting, the solicitors for the tenant asked for a contribution of £3 3s. 0d. towards their fees, and I referred this to the Chairman, who considered that, in all the circumstances, this was reasonable.	Approved subject to the condition stated.
(14) Carlisle-Sunderland Trunk Road, A.69—Proposed Bus Draw-in at Haydon Bridge. A bus draw-in has been constructed at the bus stop on the south side of John Martin Street, Haydon Bridge, where the houses are set back and a wide verge was available. The object was to reduce traffic congestion at this point, which is close to the very narrow approach on to the bridge and buses sometimes stand for a considerable period. It was also proposed to construct a "draw-in" on the north side but this has been objected to by a number of householders, both directly and through the Parish Council. On the north side the houses front directly on to the road, the footpath width is 15 feet and a standard "draw-in" of 9 feet width would reduce the footpath width to 6 feet but, would be 4ft. 6in. The objections are that the reduced width of footpath interferes with the privacy and be dangerous to children approaching or leaving the houses. The Ministry of Transport and Civil Aviation consider that the standard "draw-in" should be constructed. The members present on the Annual Tour of Inspection had an opportunity of inspecting this site.	The agents for the owners have been notified of the position.
(15) Goswick Road and Bridge. I have now heard from Messrs. W. J. Bolam & Sons Approved. that the owner of Goswick Farm accepts the proposal put forward by the Committee that the County Council should reconstruct the bridge over the North Low, the owner bearing half the cost estimated at £1,650, and the County Council contributing the remainder, the bridge, after construction, to be adopted by the County Council. <i>As regards the road between the Golf Club House and the Farm, the owner has gone into this very carefully, but he regrets that it is quite impossible for him to meet the costs of making this up to a standard suitable for adoption.</i>	<i>Received.</i> <i>Trunk Road A.696—Raylees Farm.</i> At this point the road has been constructed on very side-long ground, it does support the road verge and probably has retained the road to some extent right from its first construction. The tenant stated that as he did not graze or cultivate the adjoining land there was no great urgency in this matter, but he had raised it in view of his responsibility to the owner for the maintenance of walls and fences.

REPORTS OF COUNTY SURVEYOR—continued.	Decision of the Committee.
(13) Walls adjoining Roads. No agreement was made with the tenant and it would seem that if anything is done at this point land should be taken and a slope formed with a fence at the foot of the embankment. Any proposal of this nature would depend on the Minister's future intentions regarding this road and the Divisional Road Engineer is being consulted about this.	<i>Received.</i>
(14) Carlisle-Sunderland Trunk Road, A.69—Proposed Bus Draw-in at Haydon Bridge. A bus draw-in has been constructed at the bus stop on the south side of John Martin Street, Haydon Bridge, where the houses are set back and a wide verge was available. The object was to reduce traffic congestion at this point, which is close to the very narrow approach on to the bridge and buses sometimes stand for a considerable period. It was also proposed to construct a "draw-in" on the north side but this has been objected to by a number of householders, both directly and through the Parish Council. On the north side the houses front directly on to the road, the footpath width is 15 feet and a standard "draw-in" of 9 feet width would reduce the footpath width to 6 feet but, would be 4ft. 6in. The objections are that the reduced width of footpath interferes with the privacy and be dangerous to children approaching or leaving the houses. The Ministry of Transport and Civil Aviation consider that the standard "draw-in" should be constructed. The members present on the Annual Tour of Inspection had an opportunity of inspecting this site.	The agents for the owners have been notified of the position.

Provisional Map



**1:10,560 O.S. Map
1957**



1958 County Road Schedule

BERWICK DIVISION
UNCLASSIFIED ROADS

IN NORHAM AND ISLANDSHIRES RURAL DISTRICT.

U.1.	St. Cuthbert's Road	From A.698 to 100 yards south-east of St. Cuthbert's Railway Bridge.	0.28
U.2.	Harperrig - Castle Heaton.	From A.698 at New Harperrig to C.19 near Castle Heaton.	2.28
U.3.	Twizel Station - Duddo.	From Twizel Station to B.6354 at Duddo.	4.25
U.4.	Castle Heaton - Brick Kiln.	From C.19 near Castle Heaton to U.3. at Brick Kiln.	2.02
U.5.	Tindale House Road.	From C.12 towards Tindale House.	0.25
U.6.	Grieves Stead Road.	From C.10 towards Grieves Stead.	0.32
U.7.	Bosthouse Road, Norham.	From B.6470 at Norham to Norham Boethouse.	0.39
U.8.	Norham Village Streets	Vicarage Road, Back Road and road to River Tweed.	0.64
U.9.	Mountcarmel Road.	From C.3a at West Mains to B.6470 near Salutation Inn.	0.60
U.10	Horncliffe Village Streets.	Main Street and road North at Fisher Arms P.H. including Council Housing Estate. (See also No. 44.)	0.62
U.11	Loanend - West Ord.	From C.3. at Loanend via West Ord to C.3. at railway bridge.	1.96
U.12	Thornton - Felkington	From C.4 at Thornton to C.10 at Felkington.	2.15
U.13	Thornton - Camphouses	From C.4 at Thornton to B.6354 at Camphouses.	1.39
U.14	Middle Ord - Unthank Moor	From A.698 near Middle Ord crossing B.6354 at Murton Whitehouse to C.5 at Unthank Moor.	2.35
U.15	Scremerston - Philadelphia.	From A.1. at Scremerston Colliery via Bone Well to Philadelphia.	1.84
U.16	Richardson Stead - Bone Well	From A.1. at Richardson Stead to U.15 at Bone Well.	0.62
U.17	Cat Inn - Goswick	From A.1. at the Cat Inn via Cheswick to Goswick Golf Clubhouse.	2.35
		Forward	24.26

REPORTS OF COUNTY SURVEYOR—continued.	Decision of the Committee.
This would leave the onus of obtaining the land on the County Council.	
(13) Private Streets.	
The Northumberland Association of Parish Councils asked if the County Council would consider making the provision of a system of street lighting a condition of their adoption of roads in new housing estates in rural areas.	Received.
Where an estate is developed by a District Council it is common practice for them to install street lighting, which is then taken over by the Parish Council for operation and maintenance. Where an estate is privately developed street lighting is not always provided and some Parish Councils are greatly concerned at the costs of providing lighting in these cases.	
Where the County Council use their powers under the Private Street Works Act, 1892, to make up a road they can, if they wish, include street lighting in the works, but where street works are carried out independently the Council must adopt the street at the request of the majority of the owners, even if street lighting is not provided.	
The County Council, therefore, are not in a position to insist on street lighting as a condition of adoption.	
The Association later suggested that the matter might be dealt with under Section 146 of the Public Health Act, 1875, which enables a developer and the highway authority to enter into an Agreement covering the construction and subsequent adoption of new roads, but both the entering into Agreement and the inclusion of street lighting in such Agreement involve the voluntary co-operation of the developer.	
Where a developer is prepared to enter into such an Agreement and to include street lighting in cases where a Parish Council wish this to be done, then the Committee will probably be willing to co-operate.	
If the provisions of the New Streets Act, 1951, were extended to Rural Districts it might be possible to achieve the objects of the Association of Parish Councils.	
(14) Road to Goswick Farm.	
Messrs. W. J. Bolam & Son, on behalf of the owner of Goswick Farm, has again asked if the County Council would assist in any scheme for the making up and adoption of this road.	That a contribution to the cost be agreed in principle, and that the County Surveyor be instructed to prepare a scheme showing relative costs.

REPORTS OF COUNTY SURVEYOR—continued.	Decision of the Committee.
(15) Horton Grange-Shotton Grange Road.	
Although the road is unadopted, it is a public right of way for all types of traffic and, in fact, the road replaces an ancient highway nearer the coast which has fallen into disuse.	That the Council be recommended to make application to the Minister of Transport for the Private Street Works Act, 1892, has been applied, the Committee have approved the making of contributions in respect of any old right of way for foot passengers that existed.
(16) Castle Ward Rural District Council.—Hazelrigg-Dinnington Village-Prestwick Road.	
The Castle Ward Rural District Council have asked for a meeting with representatives of the County Council and the Ministry of Transport to inspect and discuss the condition of this road.	That the Private Streets Works Sub-Committee representatives of the District Council and report.
(17) Morpeth-Cornhill Road, A.697.—Fencing at Longframlington Common.	
In order to prevent the straying of stock, it was found desirable from the point of view of both the owners and the County Council, to fence a section of the above road crossing Longframlington Common. The owners of the land, Messrs. J. Robinson & Son (Elford), Ltd., agreed to provide and erect the necessary fencing along both sides of the road, the fence on the east side to be erected along the highway boundary and on the west side on a line which would allow for an overall width across the formation of 44 feet.	Approved.
	I recommend that an area of 15,120 square yards of land, between the unfenced highway boundary and the new fence on the west side, be purchased and that the Ministry of Transport be asked to authorise the District Valuer to negotiate.

REPORTS OF COUNTY SURVEYOR—continued.

Decision of the Committee.

(40) Road to Goswick Farm.

The question of this road and the bridge over the North Low have been before the Committee on a number of occasions. The bridge has been reconstructed and adopted as a highway repairable by the inhabitants at large and the necessary notices to be signed by the Clerk of the Council and fixed up therein pursuant to Section 19 of the Private Street Works Act, 1892.

The estimated cost of making up to a standard fit for adoption is £2,900 0s. 0d. As the road is a right of way for all classes of traffic and as it, in fact, replaces an ancient highway to the east which has fallen into disuse, I recommend that the County Council contribute half the cost of this work, the work to be carried out by the County Council and the road to be adopted on completion.

(41) Newcastle-Carlisle Trunk Road, A.69—Request for Pedestrian Crossing.

County Councillor J. B. Follett has asked that the matter be deferred pending a further report. I understand that the main road divides the village, the speed restriction is often ignored and that, in addition to protecting people crossing the road, the flashing beacon would warn motorists to proceed with caution.

There was at one time a pedestrian crossing in this village, but in 1951, when a general review of such crossings was undertaken at the direction of the Minister of Transport, this crossing was done away with.

It is unlikely that the Ministry of Transport will change their attitude to a pedestrian crossing here, but I propose to discuss the matter with the Chief Constable and the Divisional Road Engineer.

(42) Low Hall Road, Longframlington, U.4042—Encroachment near Harrogate Cottages.

It was reported to me that there were two wooden buildings in use as garages on the road verge near Harrogate Cottages but one has now been removed.

I understand that the other has been in existence for many years, though it may have been extended more recently.

(43) Doxford Farm Road.

An application has been received from the Doxford Estate for the above road (gated), leading from Doxford New Houses via Doxford Farm and Doxford Sawmill to the Tyneley-Doxford Road, to be adopted.

REPORTS OF COUNTY SURVEYOR—continued.

Decision of the Committee.

The road from the south to Doxford serves a farm and several cottages but beyond that point it would appear to be merely an occupation road and I, therefore, recommend that this be referred to the Private Streets Sub-Committee.

(44) Cattle Grids.

Mr. William Storey, J.P., has requested the installation of two cattle grids on the Bowershill-High Carrick Road, 4031, to replace existing gates across the highway.

This is a public road used frequently by military traffic obtain access to the War Department Artillery Ranges. In view of this, I recommend the Committee to approve the construction of the two grids, subject to a contribution of £165 0s. 0d. in respect of each being made, rights to maintain the two gates being given up and the dedication of the necessary land for the by-pass.

(45) Hexham Rural District—The Tofts-Brokenheugh Road, U.8135.

Miss M. E. Harrison wishes to fence a section of the road to eliminate two gates across the highway and is asked if the County Council will make a contribution towards the cost.

The proposal provides for 600 yards of fencing, at an estimated cost of £220 0s. 0d. If this is approved as a scheme under the Agricultural Act, 1957, the owner could expect to receive a grant from the Ministry of Agriculture, Fisheries and Food at the rate of 33½ per cent. of the net cost to herself.

Subject to the owner giving up all rights to maintain the gates and agreeing to erect the fence on an approved site, I recommend that a contribution not exceeding £8 0s. 0d. be made, which will have the effect of apportioning the cost as follows:

	£ s. d.
County Council
Owner
Ministry of Agriculture

With this apportionment the appropriate contributions to the net cost of 50 per cent. by the County Council and 33½ per cent. by the Ministry are maintained.

(46) Benton Repair Depot—Fitters.

The Joint Negotiating Committee for Local Authorities Services (Engineering Craftsmen), have agreed that the wage rates for craftsmen shall be increased by 2½d. per hour to 4/10½d. per hour with effect from and including 16th October, 1958.

COUNTY OF NORTHUMBERLAND
Road to Goswick Farm and Coquet (Goswick) Fishery

Scale - 1/2500th



...
Do hereby declare that I have dedicated to the use of
the public as a highway that portion of land from Berwick
upon Tweed to Goswick Farm at Goswick in the County of
Northumberland which is coloured Red herein as from
to day date.

Dated this 15th day of April 19

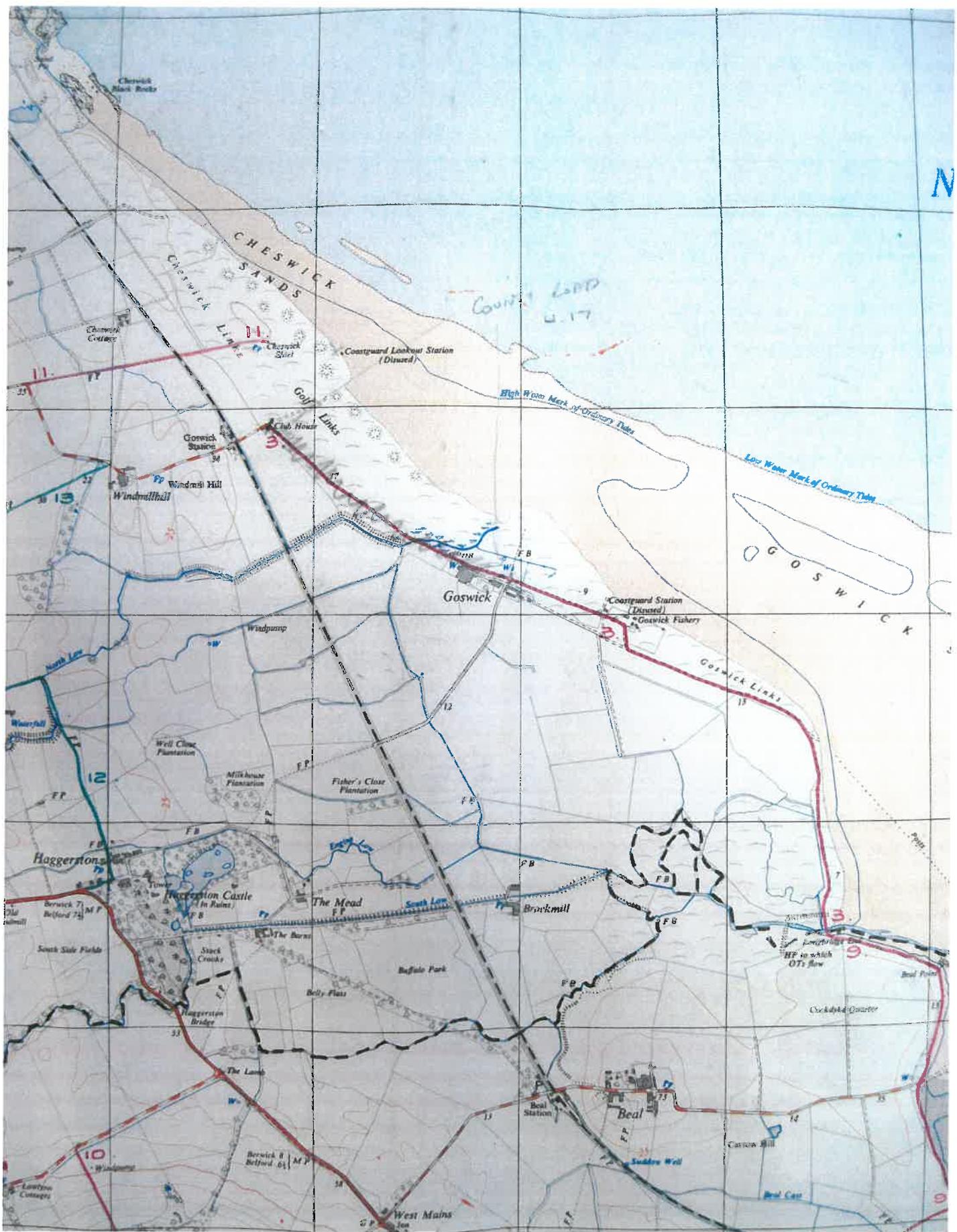
18

Witness

Addressed to Captain John Clew
Borden, Esq.

Plan No Uo/1/59/18

Original Definitive Map



1964 County Road Schedule

- 55 -

<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.15	Scremerston-Philadelphia.	From A.1 at Scremerston Colliery via Borewell to Philadelphia.	Wooler.	1.84	
U.16	Richardson Stead, Scremerston-Borewell.	From A.1 at Richardson Stead, Scremerston, to join U.15 at Borewell.	Wooler.	0.62	
U.17	Cat Inn-Goswick.	From A.1 at the Cat Inn via Cheswick and Goswick Golf Club-house to Goswick Farm.	Wooler.	3.23	
U.18	Cheswick Buildings-Cheswick.	From A.1 at Cheswick Buildings to U.17 at Cheswick.	Wooler.	0.68	
U.19	Cheswick-Cheswick Railway Bridge.	From U.17 at Cheswick to Cheswick Railway Bridge approach.	Wooler.	0.56	
U.20	Ancroft Northmoor-Allerdean Grange.	From B.6354 near Ancroft Northmoor eastwards to join C.8 at Allerdean Grange.	Wooler.	1.26	
U.21	Ancroft Southmoor Road.	From U.20 near Ancroft Northmoor to near Ancroft Southmoor.	Wooler.	0.75	
U.22	Cheswick Buildings-Lickar Bridge.	From A.1 at Cheswick Buildings southwards via Ancroft Mill to Rural District boundary at Lickar Bridge. (Road continues in Glendale Rural District as U.1040).	Wooler.	2.39	
U.23	Ancroft-Ancroft Mill.	From A.6111 south of Ancroft eastwards to join U.22 near Ancroft Mill.	Wooler.	1.01	
U.24	Berrington Road.	From A.6111 near Sandyford Bridge via Berrington to join U.22 north of Lickar Bridge.	Wooler.	1.28	
U.25	Berrington Lough Road.	From A.6111 near Sandyford Bridge westwards via Berrington Lough to Rural District boundary north of Lickar Moor. (Road continues in Glendale Rural District as U.1029).	Wooler.	2.34	
U.26	New Haggerston Road.	From U.22 at High Plantation eastwards to join C.17 near New Haggerston.	Wooler.	0.76	
U.27	Lowlynn Bridge-The Lamb.	From C.17 near Lowlynn Bridge north-eastwards to join A.1 at The Lamb.	Wooler.	0.87	

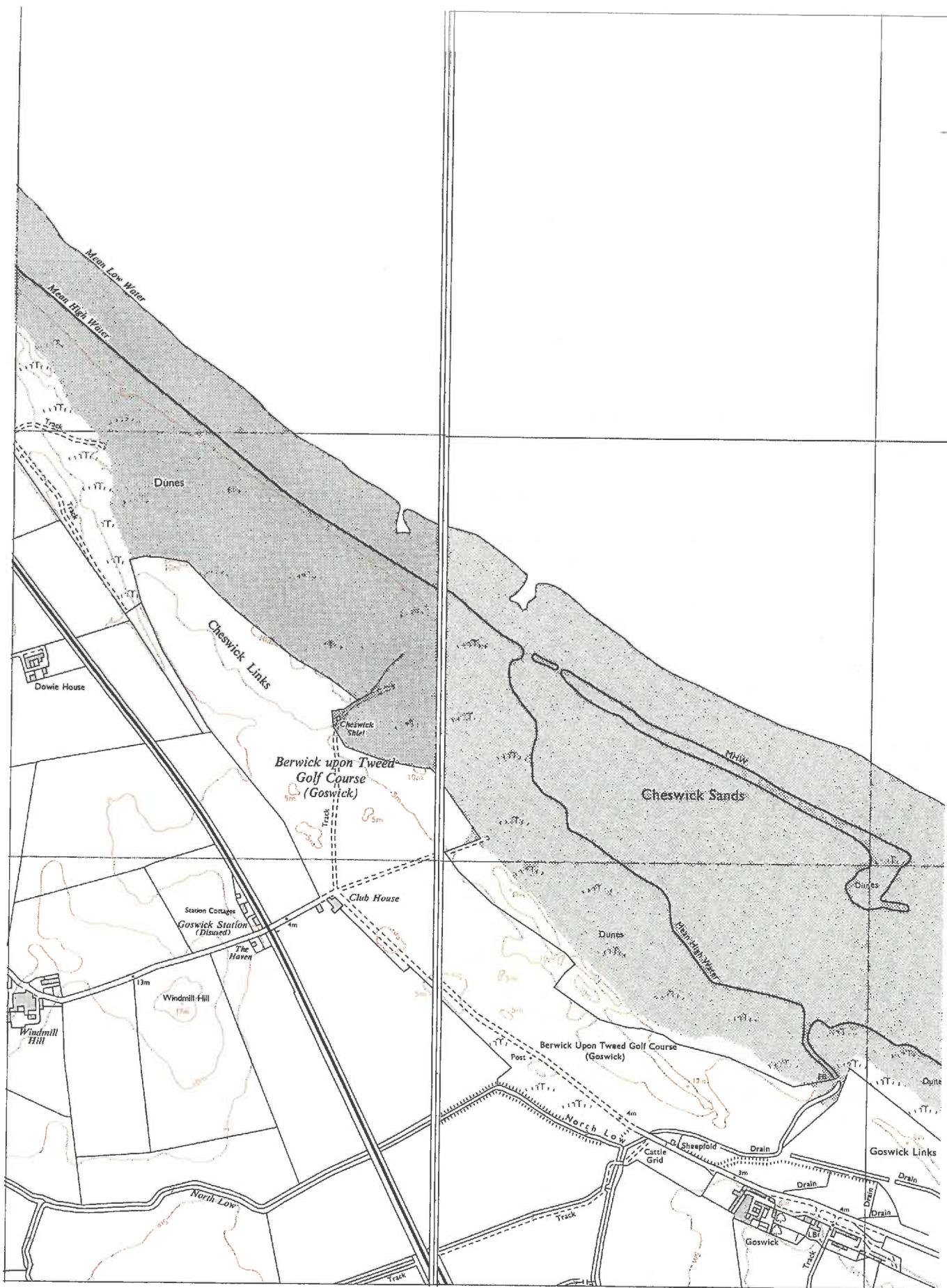
Extract from the Council's 1964 Highways Map



1974 County Road Schedule

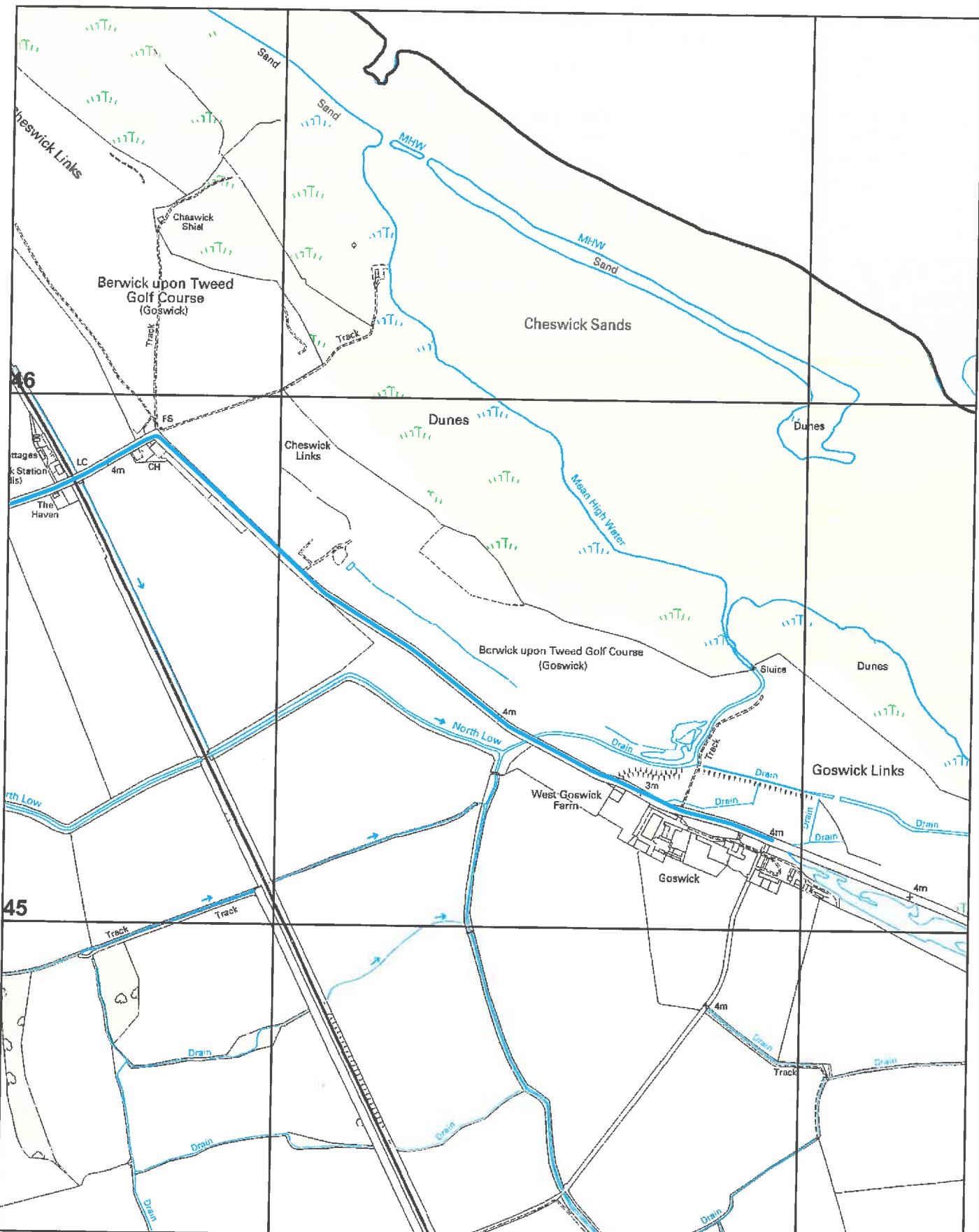
Route No.	Name of Road	Description	Responsible Division or Authority	Mileage	Total Mileage
U.10.	Horncliffe Village Streets. (See also U.44).	Main Street and Road north at Fisher Arms Public House including Council Housing Estate. (NU.929498).	Wooler Division.	0.62	
U.11	Loanend-West Ord.	From C.3 near Loanend (NT.944506) northwards and south-eastwards via West Ord to rejoin C.3 near railway bridge. (NT.957510).	Wooler Division.	1.96	
U.12	Thornton-Felkington.	From C.4 near Thornton (NT.946477) southwards crossing C.8 near Shoreswood to join C.10 near Felkington. (NT.947443).	Wooler Division.	2.15	
U.13	Thornton-Camphouses.	From C.4 near Thornton (NT.951476) eastwards via Thornton Mains to join B.6354 near Camphouses. (NT.972473).	Wooler Division.	1.39	
U.14	Middle Ord-Unthank Moor.	From A.698 near Middle Ord (NT.968510) south-eastwards to cross B.6354 near Murton White House and on to join C.5 at Unthank Moor. (NT.983481).	Wooler Division.	2.35	
U.15	Scremerston-Philadelphia.	From A.1 at Scremerston Colliery (NU.003492) south-eastwards via Borewell to Philadelphia. (NU.026486)	Berwick District.	1.84	
U.16	Richardson Stead, Scremerston-Borewell.	From A.1 at Richardson Stead, Scremerston (NU.007492) eastwards and northwards to join U.15 at Borewell. (NU.013494).	Berwick District.	0.62	
U.17	Cat Inn-Goswick.	From A.1 at the Cat Inn (NU.016466) eastwards via Cheswick and Goswick Golf Club-house to Goswick Farm. (NU.059452).	Wooler Division.	3.23	
U.18	Cheswick Buildings-Cheswick.	From A.1 at Cheswick Buildings (NU.020452) north-eastwards to U.17 at Cheswick. (NU.029464).	Wooler Division.	0.68	

1:10,000 O.S. Map
1992 / 1981



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
U16		
	U59 JCT TO 30MPH SCREMERSTON EAST	262
	<i>Total length for U16</i>	<i>1,044</i>
U17		
	U18 JCT TO U19 JCT	209
	U19 JCT TO SURFACE CHANGE AT GOSWI	3,608
	A1(T) JCT TO U18 JCT CHESWICK	1,393
	<i>Total length for U17</i>	<i>5,211</i>
U18		
	A1(T) CHESWICK BUILDINGS TO U17 CHES	1,113
	<i>Total length for U18</i>	<i>1,113</i>
U19		
	U17 JCT TO SURFACE CHANGE	891
	<i>Total length for U19</i>	<i>891</i>
U2		
	U51 JCT TO C19 JCT	1,320
	A698 JCT TO U51 JCT	2,252
	<i>Total length for U2</i>	<i>3,572</i>
U20		
	B6354 JCT ANCROFT NORTHMOOR TO U2	282
	U21 JCT TO C8 JCT	1,743
	<i>Total length for U20</i>	<i>2,025</i>
U2001		
	C59 JCT TO ROSS FARM ROAD END	1,549
	<i>Total length for U2001</i>	<i>1,549</i>
U2002		
	C59 TO EASINGTON VILLAGE	220



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: AB Date: Nov 2017 Scale: 1:10,000