

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 6 & RESTRICTED BYWAY No 5 PARISH OF EWART

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 the U1018 road, between its junction with the U1020 road at Lanton House and its western end at Lanton Mill, and then a short continuation passing beyond Lanton Mill to existing Public Bridleway No 1.

Recommendation

It is recommended that the Committee agree that:

- (i) there is sufficient evidence to indicate that public vehicular rights have been reasonably alleged to exist over the route O-N-R-M-L;**
- (ii) the Natural Environment and Rural Communities Act 2006 would not appear to have extinguished the public's motorized vehicular rights over the O-N-R-M portion of the route;**
- (iii) the Natural Environment and Rural Communities Act 2006 would appear to have extinguished the public's motorized vehicular rights over the M-L portion of the route;**
- (iv) the O-N-R-M route be included in a future Definitive Map Modification Order as a byway open to all traffic;**
- (v) the M-L route be included in a future Definitive Map Modification Order as a restricted byway.**

1.0 BACKGROUND

- 1.1 By virtue of section 53 of the Wildlife and Countryside Act, 1981 the County Council is required to keep the Definitive Map and Statement under continuous

review and make modification orders upon the discovery of evidence, which shows that the map and statement need to be modified.

- 1.2 The relevant statutory provision which applies to adding a public right of way to the Definitive Map and Statement, based on historical documentary evidence, is Section 53(3)(c)(i) of the Wildlife and Countryside Act, 1981. This requires the County Council (as Surveying Authority) to modify the Definitive Map and Statement following:

“the discovery by the authority of evidence which (when considered with all other relevant evidence available to them) shows:

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

- 1.3 All the relevant statutory provisions and competing rights and interests have been considered in making this report. The recommendations are in accordance with the law and proportionate, having regard to individuals' rights and the public interest.

2.0 PUBLIC EVIDENCE

- 2.1 In the late 1980s the County Council carried out consultations regarding proposals to add a number of unsealed tracks in the north of the County to the Definitive Map as byways open to all traffic on the basis that the routes were included in the County Council's "List of Streets" as unclassified County roads (UCR). The rationale for doing so was that it would not be obvious to members of the public (particularly horse riders, walkers and cyclists) that they were legally entitled to use routes such as these (which were considered to have vehicular status), because their physical appearance might suggest otherwise.
- 2.2 The view, held by those officers of the Council responsible for maintaining the 'List of Streets' for the County of Northumberland was (and still is) that only public roads (not public bridleways or public footpaths) were shown on this List. The only exceptions to this are the surfaced paths and alleyways providing pedestrian links between roads, in urban streets. Thus, tracks in rural settings, which have their own unique reference numbers (e.g. the 'U1018'), 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 U1018 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, Mr & Mrs McKie of Lanton House returned a plan showing they had an interest in the eastern end of alleged Byway No 6, and stating:

"|<----->| Represents public right of way that lies within our occupancy. It is my understanding that the right of way is in fact a public road from Lanton House to Lanton Mill."

- 3.2 By letter, dated 17th September 2014, George F White (Land Agents) responded to the consultation, enclosing a marked up plan and stating:

"I am writing in response to your previous letter, dated 28th July, with regards to proposals to modify the Definitive Map and Statement. Please find enclosed a copy of the two plans which show the portion of alleged public rights of way which lie within my client's ownership (Lanton Estate).

"For clarification the points of the alleged public rights of way that lie within the Lanton Estate are:

...

Map 30 - Points O, N, R, M & L and numbers 5-6.

"I would like to make a further note that we do not believe that point N crosses the river to point X, as there is no access down to the river, from either side, therefore no crossing point is available. I will be able to provide evidence to back this claim for future reference if you so require.

"If you have any further queries or I can be of any further assistance please do not hesitate to contact me."

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 Ewart Restricted Byway / Bridleway No 5 No comment.

"Parish of Ewart Byway open to all traffic No 6 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 data as possible.

"Routes traced in red have been cycled without problem. [The routes of alleged Byway Open to All Traffic No 6 and Restricted Byway No 5 are 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 4th November 2014, Ms S Rogers responded to the consultation, on behalf of the British Horse Society, stating:

"EWART PARISH

Alleged Restricted Byway 5

This is a short link between the end of the narrow tarmac access road to Lanton Mill and the start of two bridleways. It passes between the house and the stables. It is an essential link for the public to access these two bridleways so the BHS supports the proposal to add them to the definitive map. It would perhaps make more sense for it to be a public bridleway.

“Alleged Byway Open to All Traffic 6

This is a tarmac road which provides access to Lanton Mill from Lanton House. It is also the means that horse riders, walkers and cyclists can access the two bridleways that lead from Lanton Mill. So the BHS supports the proposal that it should be added to the definitive map.”

5. DOCUMENTARY EVIDENCE

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

1769 Armstrong's County Map

There is clear evidence of a road or track approximating to the routes of alleged Byways Nos 5 and 6.

1820 Fryer's County Map

There is clear evidence of a road or track approximating to the routes of alleged Byways Nos 5 and 6.

1820-32 Cary's Map

There is clear evidence of a road or track approximating to the routes of alleged Byways Nos 5 and 6.

1828 Greenwood's County Map

There is clear evidence of a road or track approximating to the routes of alleged Byways Nos 5 and 6.

1866 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a road / track over the routes of alleged Byways Nos 5 and 6.

1899 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a road / track over the routes of alleged Byways Nos 5 and 6.

1924 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a road / track over the routes of alleged Byways Nos 5 and 6.

1932 Glendale RDC Handover Map

The route of alleged Byway Open to All Traffic No 6 is coloured red in order to identify it as a publicly maintainable road. The route of alleged

Restricted Byway No 5 is NOT coloured red so as to identify it as a publicly maintainable road. .

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

There does not appear to be a map covering the Glendale RDC area.

1951 Highways Map

The route of alleged Byway Open to All Traffic No 6 is coloured (in purple) so as to identify it as a publicly maintainable road. It is labelled as being the U1018 road. The route of alleged Restricted Byway No 5 is not coloured so as to identify it as a publicly maintainable road.

Definitive Map – original Survey Schedules & Map

The route of the U1018 road (i.e. alleged Byway Open to All Traffic No 6) exists on the base map, and is coloured brown. The route of alleged Restricted Byway No 5 is also 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 U1018 road exists on the base map. Public Bridleway No 1 and Public Footpath No 2 make a junction at the western end of alleged Restricted Byway No 5.

Provisional Map

The route of the U1018 road exists on the base map. The western extent of this road appears to have been identified (with a pencil annotation) at Lanton Mill. Public Bridleway No 1 is shown passing (but not apparently connecting with) the western end of the road.

1962 Original Definitive Map

The route of the U1018 road exists on the OS base map. It appears to be shown passing Lanton Mill and connecting with Public Bridleway No 1.

1964 Highways Map

The route of alleged Byway Open to All Traffic No 6 is coloured (in purple) so as to identify it as a publicly maintainable road. It is labelled as being part of the U1018 road. The small scale mapping makes it difficult to precisely identify the western extent of the road, though it would appear that alleged Restricted Byway No 5 is also coloured in purple.

1968 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a road / track over the routes of alleged Byways Nos 5 and 6.

1987 Ordnance Survey Map: Scale 1:10,000

There is clear evidence of a road / track over the routes of alleged Byways Nos 5 and 6.

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 contained within the entry for the U1018 road, in the Schedule of unclassified roads identified under the provisions contained within the Restriction of Ribbon Development Act 1935:

“34. Road from the Morpeth - Cornhill road A697 at Milfield via Sandy House and Lanton to Lanton Mill.”

- 5.3 The entry for the U1018 road, in the 1958 County Road Schedule is:

“U1018 Millfield - Lanton - Lanton Mill Road
From A697 at Millfield via Sandy House to Lanton Mill.”

The length of the U1018 road is identified as being 2.78 miles.

- 5.4 The entry for the U1018 road, in the 1964 County Road Schedule is:

“U1018 Milfield - Lanton - Lanton Mill
From A697 at Milfield south-eastwards and southwards via Sandy House and Lanton to Lanton Mill.”

The length of the U1018 road is identified as being 2.78 miles.

- 5.5 The entry for the U1018 road, in the 1974 County Road Schedule is:

“U1018 Milfield - Lanton - Lanton Mill
From A697 at Milfield (NT 934339) southwards and westwards via Sandy House and Lanton to Lanton Mill (NT 912308).”

The length of the U1018 road is identified as being 2.78 miles.

- 5.6 The Council's Highways Committee minutes from 16 October 1972 state:

“(11) Footbridge at Lanton - Glendale Rural District

A request has been received from the Glendale Rural District Council for a footbridge over the River Glen between Lanton and Lanton Mill, near Kirknewton, to connect the unclassified road U1018 with footpath No 8. Apparently there used to be a suspension type footbridge provided by the two adjoining landowners which was used by the public, although not a right of way, until it was taken down some time ago.

“An unclassified road U1022 crosses the River Glen some 70 yards east of the site of the old footbridge and it would normally be appropriate to recommend the provision of a footbridge on this route if any improved crossing is required. However, the River Glen is comparatively wide where crossed by the U1022 and it would not be economic to build a footbridge at this site. Under these circumstances I recommend that approaches be made to the landowners to dedicate the lengths of footpath leading to the site of the old bridge as public rights of way, and, if agreement is obtained that the County Council should erect a new footbridge at this site in the next financial year. The estimated cost of this proposal is £6,000.

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

6. SITE INVESTIGATION

6.1 Alleged Byway Open to All Traffic No 6

From the junction of the U1018 and U1020 roads, 50 metres east of number 1 Lanton Cottages (Point O), a 3 to 5 metre wide tarmac surfaced track, within a 6.3 to 9 metre wide corridor, proceeds in a westerly direction for a distance of 105 metres. Thereafter a 2.7 metre wide tarmac track, within a 7.5 to 7.8 metre wide corridor continues in a westerly direction for a further 265 metres, then within a 5.5 to 6 metre wide corridor for a further 285 metres. Thereafter the 2.7 metre wide tarmac road, no longer enclosed, continues in a general westerly direction for a distance of 350 metres. A 2.7 metre wide tarmac road within a 4.5 to 5 metre wide corridor then proceeds in a south-westerly direction for 180 metres, then within a 4 to 4.5 metre wide corridor, in a westerly direction for 75 metres, then south-westerly direction for 70 metres. At this point, the road widens briefly to 7 metres to accommodate an unsurfaced passing place. The 2.7 metre wide tarmac road within a 3.8 to 4.8 metre wide corridor proceeds in a westerly direction for a distance of 100 metres, then within a 5 to 6 metre wide corridor for a further 65 metres to a point marked M, on alleged Restricted Byway No 5, 35 metres north-east of Lanton Mill.

6.2 Alleged Restricted Byway No 5

From the western end of the U1018 road (alleged Byway Open to All Traffic No 6), 35 metres north-east of Lanton Mill (Point M), a 2.7 to 3 metre wide tarmac track within a 5 to 6 metre wide corridor proceeds in a south-westerly direction for a distance of 60 metres to a junction with Public Bridleway No 1 in the Parish of Kirknewton, 20 metres west of Lanton Mill (Point L).

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)(i) of the Wildlife and Countryside Act 1981, requires the County Council to modify the Definitive Map when evidence is discovered which, when considered with all other relevant evidence available to them shows:
- that a right of way, which is not shown in the Map and Statement, subsists or is reasonably alleged to subsist over land in the area to which the Map relates, being a right of way such that the land over which the right subsists is a public path, a restricted byway or; subject to section 54A, a byway open to all traffic.
- 8.2 When considering an application / proposal for a modification order Section 32 of the Highways Act, 1980 provides for “any map, plan or history of the locality or other relevant document” to be tendered in evidence and such weight to be given to it as considered justified by the circumstances, including the antiquity of the tendered document, the status of the person by whom and the purpose for which it was made or compiled, and the custody in which it has been kept and from which it is produced.
- 8.3 The representation of a path or track on an Ordnance Survey Map is not evidence that it is a public right of way. It is only indicative of its physical existence at the time of the survey.
- 8.4 The route of alleged Byway Open to All Traffic No 6 is identified on the County Council’s current List of Streets as being part of the U1018 road. The route was identified as being publicly maintainable on the 1932 Glendale Rural District Council Handover Map, and in the 1939 schedule of roads produced in relation to the Restriction of Ribbon Development Act 1935. The whole route is clearly identifiable on the Council’s 1951 Highways Map and is recorded in the 1958 County Road Schedule and in the 1964 County Road Schedule and on the Highways Map, produced at that time, to accompany that schedule. It is also recorded in the 1974 County Road Schedule. The 1972 Highways Committee minutes, in relation to the adjoining footbridge river crossing, reinforce the position that, at that time, the Council considered this specific road to be a public vehicular highway (and also that there were sufficient pedestrians using the road or indicating that they wished to use it, to justify construction of a new footbridge across the River Glen).
- 8.5 The route of alleged Restricted Byway No 5 is not identified on the County Council’s current List of Streets as being part of the U1018 road (or any other maintainable highway). This route does not appear to be identified as being publicly maintainable on the 1932 Glendale Rural District Council Handover Map, nor was it in the 1939 schedule of roads produced in relation to the

Restriction of Ribbon Development Act 1935. The route does not appear to be identified on the Council's 1951 or 1964 Highways Maps (though the small scale of these maps makes it difficult to establish with certainty) and is not recorded in the 1958, 1964 or 1974 County Road Schedules.

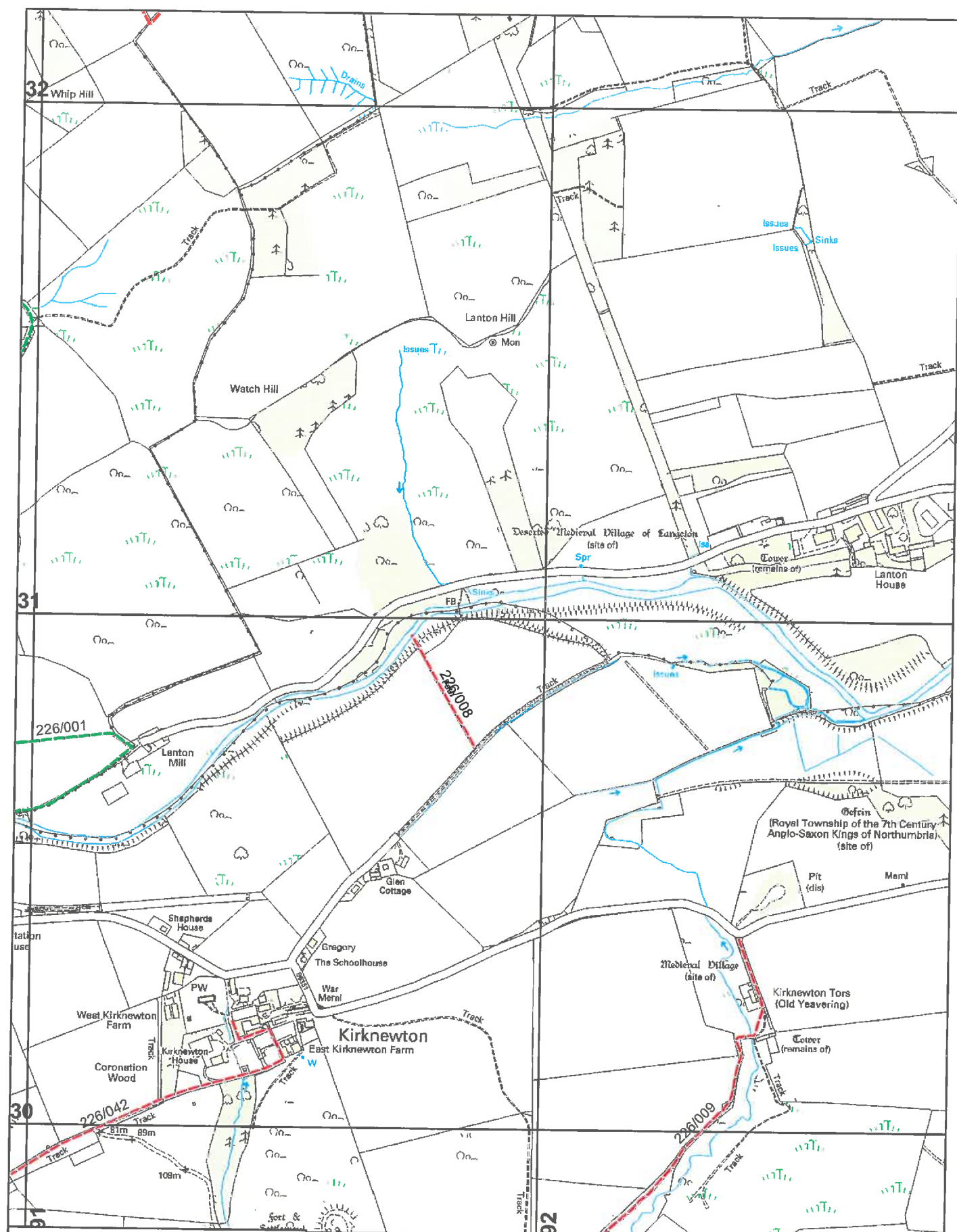
- 8.6 Both routes have been consistently identified as enclosed roads / tracks on Ordnance Survey maps since 1866. Both routes are clearly shown on Armstrong's, Fryer's and Greenwood's County Maps of 1769, 1820 and 1828, and on Cary's Map of 1820-32.
- 8.7 The routes do not appear to have been considered for inclusion on the original Definitive Map of Public Rights of Way (as footpaths, bridleways or Roads Used as Public Paths) in the 1950s. In the case of the U1018 road, this implies that the road was considered to be a public highway, but presumably one of sufficiently high status that it was not considered appropriate to record it on the Definitive Map.
- 8.8 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.
- 8.9 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 U1018 route was added to the List of Streets. The routes have appeared on all the available maps produced from Armstrong's County Map of 1769 onwards and alleged Byway Open to All Traffic No 6 has been identified on the Council's Highway records since 1932.

- 8.11 Although the recognized publicly maintainable highway (U1018) terminates at Lanton Mill, the historical map evidence suggests that the route continued westwards to a modern day junction with Public Bridleway No 1. Whilst it may be that public vehicular rights also exist over parts of Public Bridleway No 1, this lies outside the scope of this present investigation (and would need to be demonstrated on a 'balance of probabilities', not simply 'reasonably alleged', to warrant inclusion in a definitive map modification order.
- 8.12 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.
- 8.13 Of the saving provisions above, (b) will apply to alleged Byway Open to All Traffic No 6 (i.e. the O-N-R-M section) but not the alleged Restricted Byway No 5 (i.e. the M-L section). The public's motor vehicular rights over the O-N-R-M section would not have been extinguished by the NERC Act 2006.
- 8.14 None of the saving provisions would appear to apply to the M-L section. On that basis, the public's motor vehicular rights would appear to have been extinguished by the NERC Act 2006, leaving just restricted byway rights over this short section.
- 8.15 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.
- 8.16 Although the route of Byway No 6 has a tarmac surface and would be drivable with a 'normal' family car, it is a motor vehicular cul-de-sac directly serving just two properties (Lanton House at the eastern end and Lanton Mill at the cul-de-sac western end). Crookhouse lies some distance further to the north, along the public bridleway. There is a public bridleway continuation, in two directions, beyond Lanton Mill and a footbridge over the River Glen, just south of Point R. 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.

- 8.17 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 6 with a width varying from 3.8 to 9 metres, as identified in paragraph 6.1, above and Restricted Byway No 5 with a width of 5 to 6 metres, as identified in paragraph 6.2, above.

- 9.1 In light of the evidence available, it appears that, public vehicular rights have been reasonably alleged to exist over the routes of alleged Byway Open to All Traffic No 6 and alleged Restricted Byway No 5.
- 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 of alleged Byway Open to All Traffic No 6. It would be appropriate to recognize the public's rights over this route by recording it on the Definitive Map as a byway open to all traffic.
- 9.3 The Natural Environment and Rural Communities Act 2006 **would** appear to have extinguished the public's motor vehicular rights over the route of alleged Restricted Byway No 5. It would be appropriate to recognize the public's remaining vehicular rights over this route by recording it on the Definitive Map as a restricted byway.

Local Services Group File: B/19/5+6z



Northumberland

Northumberland County Council
Infrastructure

Contact: Alex Bell
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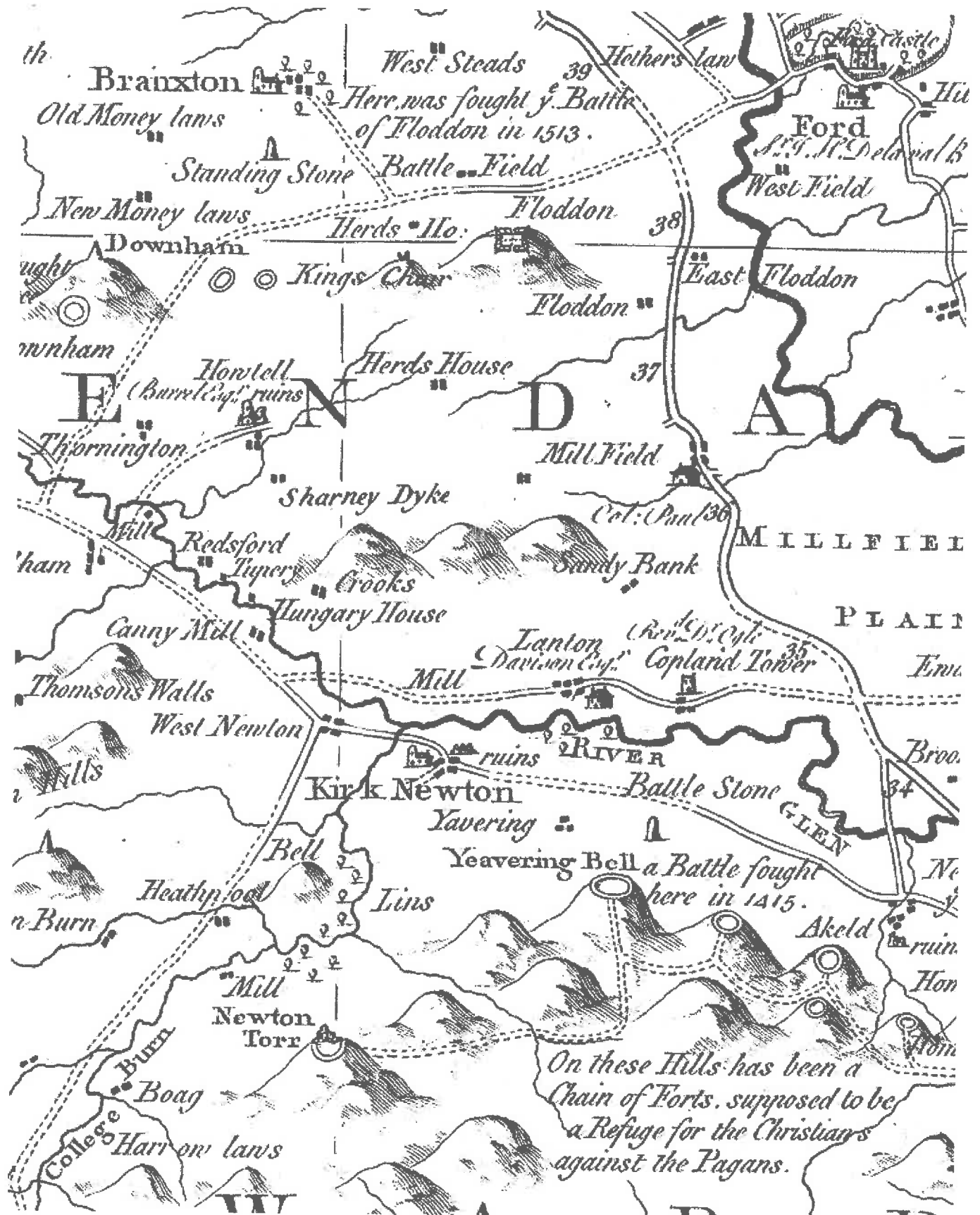
Legend

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

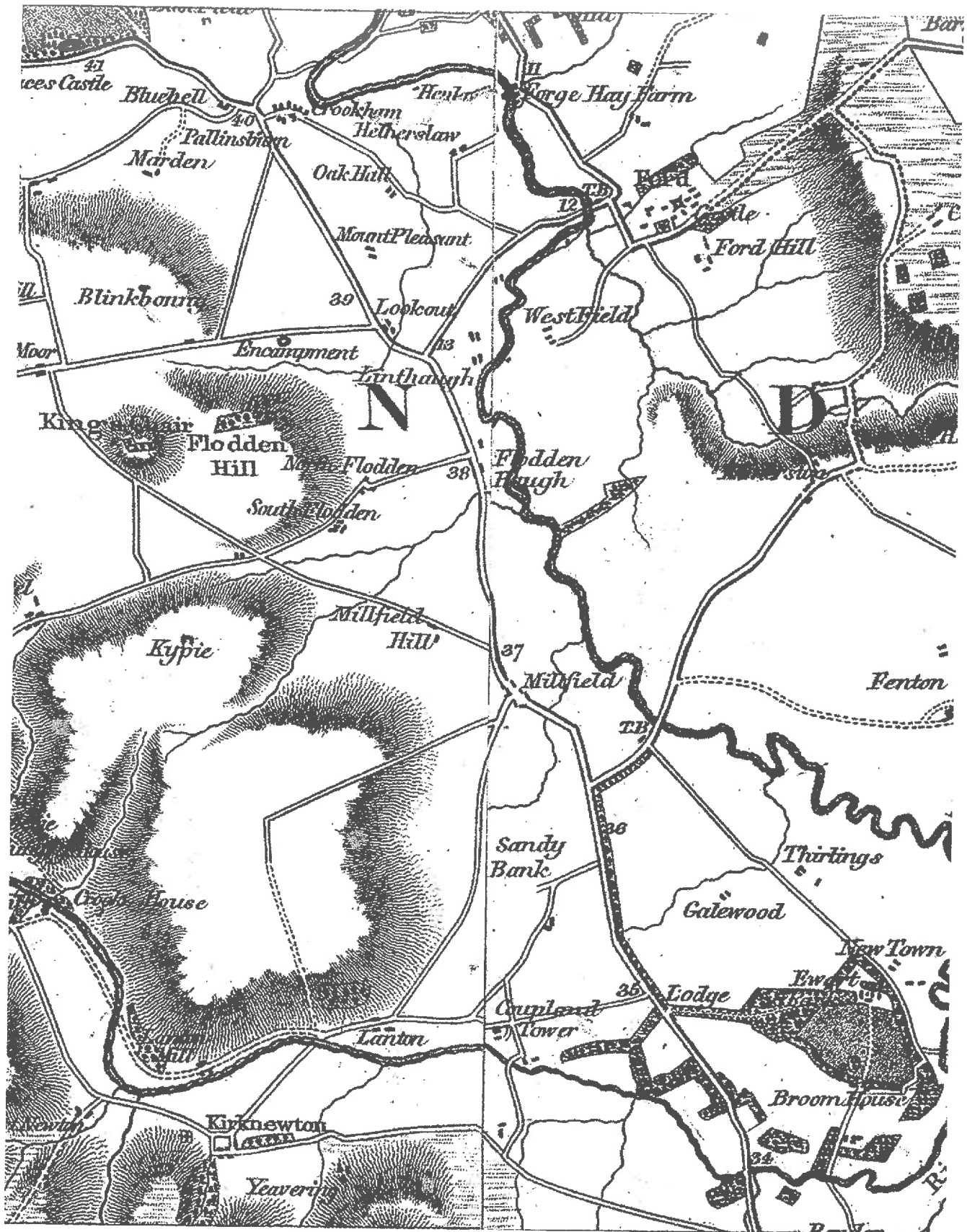
This is a computer generated extract of the Working Copy
of the Definitive Map of Public Rights of Way

Scale: 1:10,000

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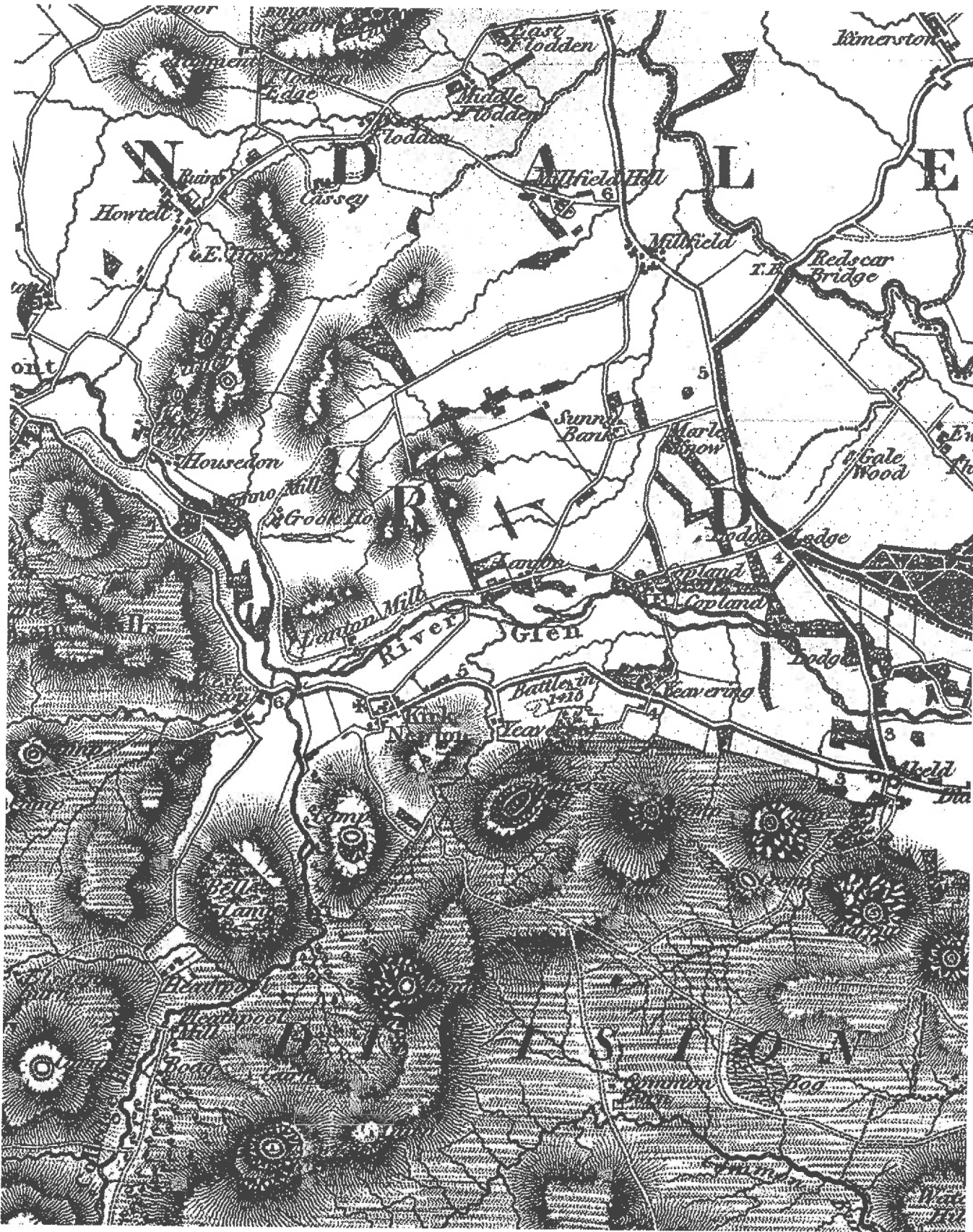


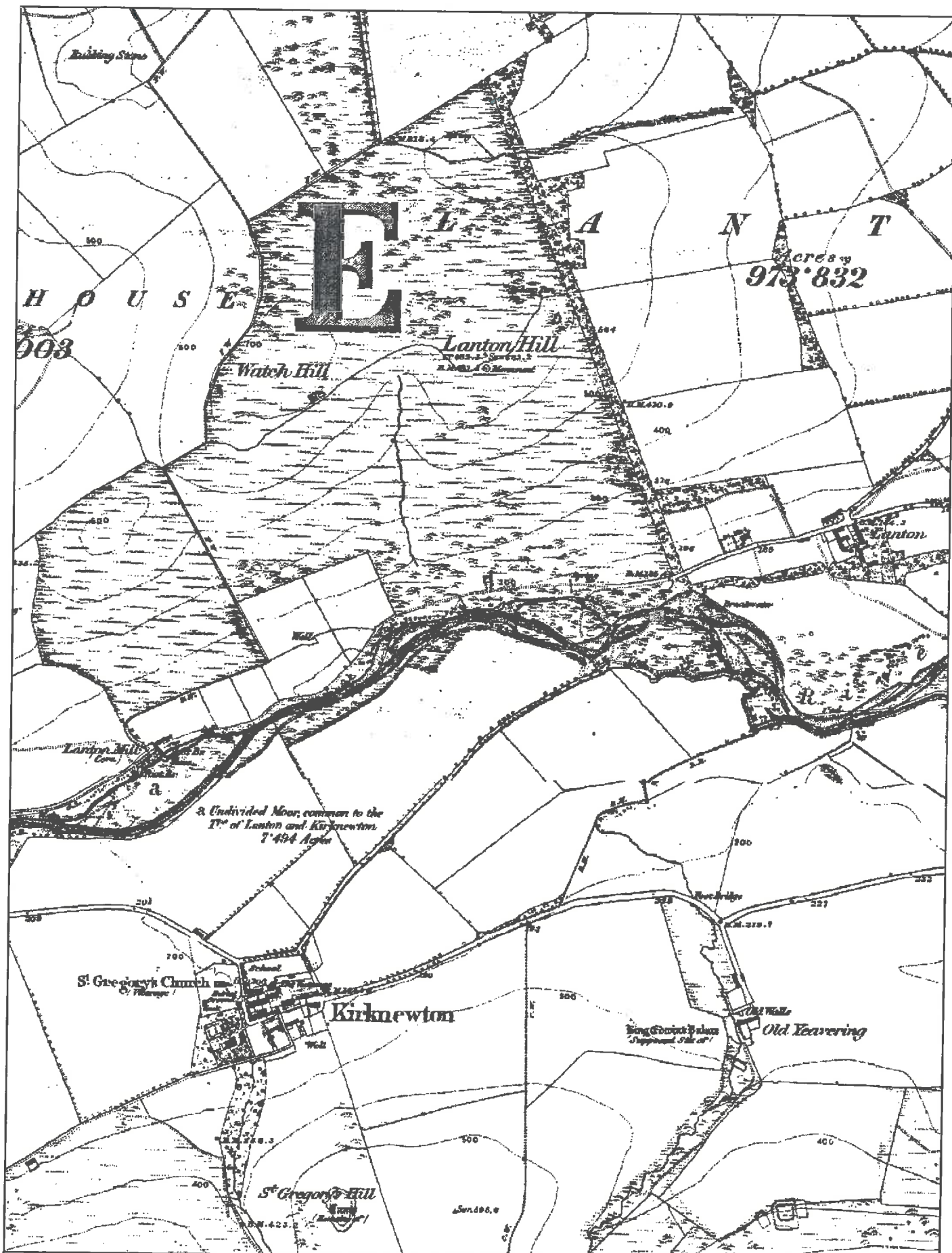
Fryer's County Map
1820





Greenwood's County Map
1828

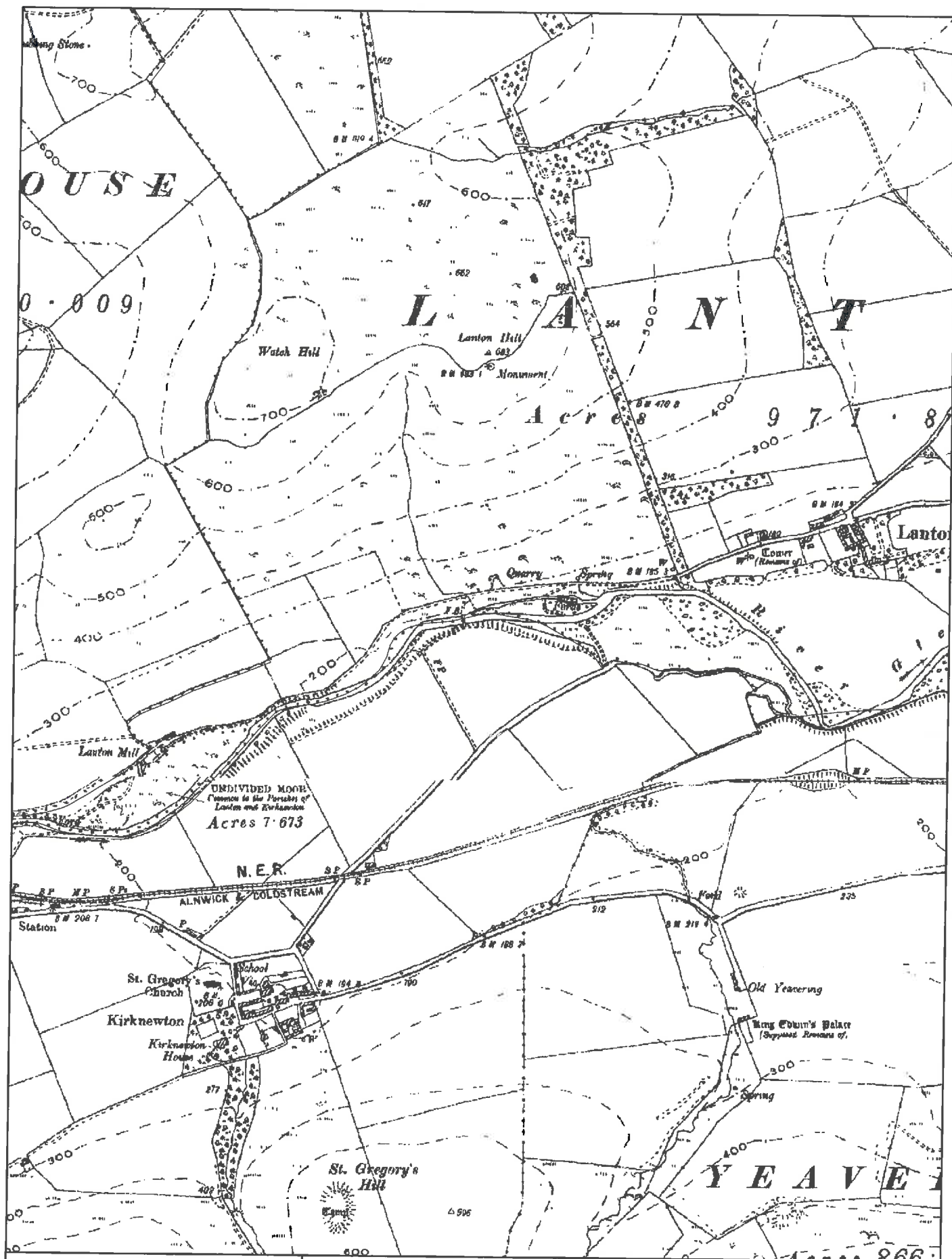




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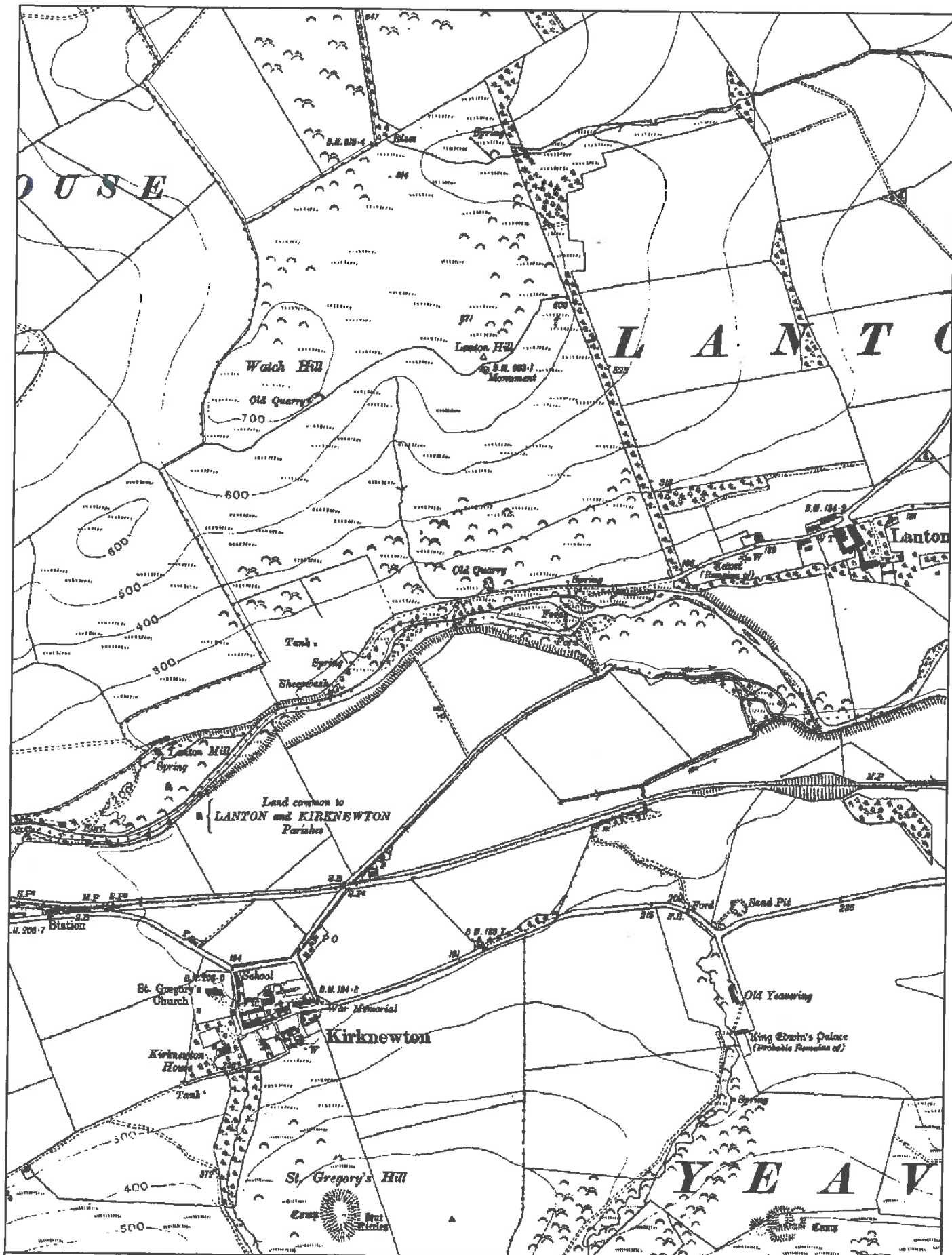
Ordnance Survey 1st Edition 6" map (1866)



Northumberland
Northumberland County Council

SCALE 1:10,560

Ordnance Survey 2nd Edition 6" map (1899)



Northumberland
Northumberland County Council

Ordnance Survey 3rd Edition 6" map (1924)

Glendale RDC Handover Map
1932



Reproduced plan is not to scale

APPENDIX B.

GLENDALE RURAL DISTRICT.

UNCLASSIFIED ROADS IN AND ADJACENT.

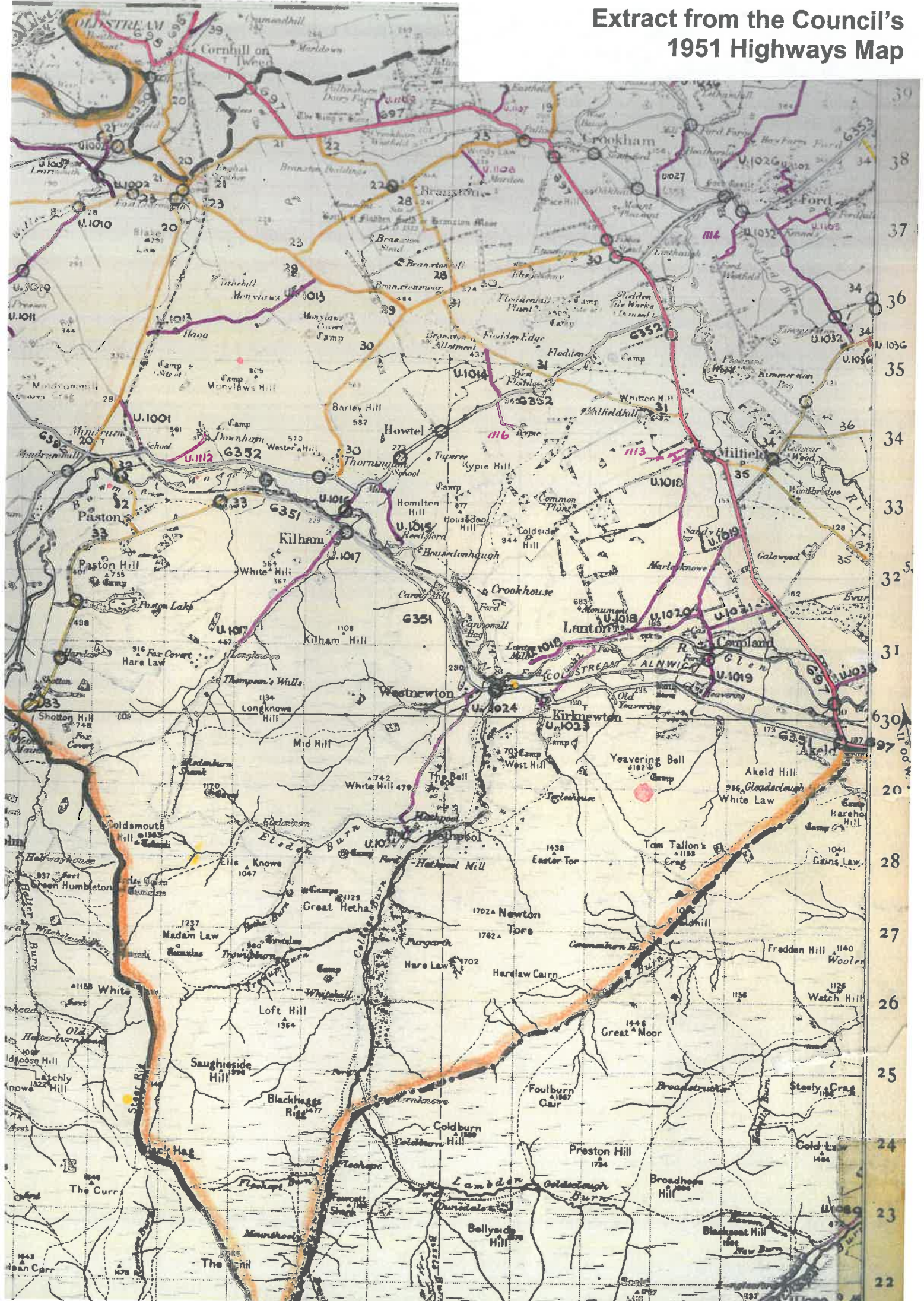
1. Road from a point on the Morpeth-Cornhill road A.697, $\frac{1}{4}$ -mile south-east of Barelees via East Learmouth to the Flodden-Town Yetholm road B.6352 at Mindrummill.
2. Road from a point on the Barelees-Mindrummill road, 1,000 yards north-east of Mindrummill via Mindrum Station to the Flodden-Town Yetholm road B.6352 at Mindrum Council School (with the exception of 177 yards thereon at Mindrum L. & N.E. Railway Bridge).
3. Road from the Barelees-Mindrummill road at East Learmouth War Memorial to East Learmouth Farm Cottages, on the road to Campfield.
4. Road from the Barelees-Mindrummill road at East Learmouth via Lightpipehall, Wark Common Farm and Warkcommon Covert to the Northumberland County Boundary, 750 yards south-west of the entrance to Wark Westcommon.
5. Road from a point on the East Learmouth-Wark Westcommon road, 920 yards west of East Learmouth Smithy via West Learmouth to the Cornhill-Carham road B.6350 at West Learmouth road end, $\frac{1}{4}$ -mile south-west of Cornhill.
6. Road from the Barelees-Mindrummill road at East Learmouth War Memorial via Panama Cottage to a point on the West Learmouth-Cornhill road, 350 yards north of West Learmouth Railway Viaduct.
7. Road from the East Learmouth-Wark Westcommon road at Lightpipehall to the East Learmouth-West Learmouth road at West Learmouth.
8. Road from the East Learmouth-Wark Westcommon road, $\frac{1}{4}$ -mile east of Wark Common Farm via Sunilaws to the Cornhill-Carham road B.6350 at Wark.
9. Road from a point on the Cornhill-Carham road B.6350, 60 yards east of Wark School southwards for a distance of 103 yards to The Goat.
10. Road from the Cornhill-Carham road B.6350 at the west end of Wark Post Office north-eastwards for a distance of 123 yards.
11. Road from the Cornhill-Carham road B.6350 at Wark Farm northwards to the River Tweed.
12. Road from the Cornhill-Carham road B.6350 at Wark Farm, south-eastwards for a distance of 533 yards to the sheepwash at Tree Burn.
13. Road from the East Learmouth-Wark Westcommon road at Wark Common Farm via Shidlaw to the Cornhill-Carham road B.6350 at Carham (with the exception of 51 yards thereon at Shidlaw L. N.E. Railway Bridge).

14. Road from a point on the Sunilaws-Wark road, 150 yards north-west of Sunilaws Station south-westwards to a point on the Wark Common Farm-Carham road, 280 yards north-west of Wark Common Farm cross roads.
15. Road from a point on the Wark Common Farm-Carham road, 500 yards south of Shidlaw L. & N.E. Railway Bridge westwards towards Hadden for a distance of 820 yards to the Northumberland County Boundary.
16. Road from a point on the East Learmouth-Wark Westcommon road, $\frac{1}{4}$ -mile west of East Learmouth Smithy via Pressenhill and Hewburn towards Pressenhill to a point thereon 890 yards south-west of Howburn Mission Church.
17. Road from the East Learmouth-Wark Westcommon road at Wark Common Farm southwards to the East Learmouth-Pressenhill road at Howburn.
18. Road from a point on the Mindrummill-Pressenhill road B.6393, 1,600 yards east of Pressenhill via Horse Rigg to the Northumberland County Boundary at No Man's Land Wood.
19. Road from a point on the Morpeth-Cornhill road A.697, 260 yards east of Pallinsburn via Lookout towards Heaton Moor to a point thereon 370 yards south-east of Heaton Moor.
20. Road from the Morpeth-Cornhill road A.697 at Pallinsburn via Braxton and Braxton Buildings to a point on the Morpeth-Cornhill road A.697, $\frac{1}{4}$ -mile south-east of Barelees.
21. Road from the Morpeth-Cornhill road A.697 at Fishes Stead via Encampment and Braxtonmoor to the Flodden-Town Yetholm road B.6352 at Thornington.
22. Road from a point on the Fishes Stead-Thornington road, 500 yards south-west of Braxtonmoor north-westwards to the Barelees-Mindrummill road at East Learmouth.
23. Road from a point on the Braxtonmoor-East Learmouth road $\frac{1}{4}$ -mile south-east of East Learmouth Farm via East Monilaws and Hagg to a point on the Barelees-Mindrummill road 14-miles north of Mindrummill.
24. Road from the Pallinsburn-Braxton-Barelees road at Braxton via Flodden Field Monument to a point on the Braxtonmoor-East Learmouth road 500 yards north-west of Monilaws road end.
25. Road from the Pallinsburn-Braxton-Barelees road at Braxton via the entrance to Braxtonhill to a point on the Fishes Stead-Thornington road, $\frac{1}{4}$ -mile east of Braxtonmoor.
26. Road from the Flodden-Town Yetholm road B.6352 at West Flodden via Braxton Allotment to the Fishes Stead-Thornington road at Braxtonmoor.
27. Road from a point on the Flodden-Town Yetholm road B.6352, $\frac{1}{4}$ -mile west of West Flodden northwards to a point on the West Flodden-Braxton Moor road, $\frac{1}{4}$ -mile south-east of Braxton Allotment.
28. Road from the Flodden-Town Yetholm road B.6352 at Bowmont Presbyterian Church southwards to Reedsford.
29. Road from a point on the Flodden-Town Yetholm road B.6352 $\frac{1}{4}$ -mile south-east of Thornington Lodge south-westwards to the Akeld-Kilham road B.6351 at Kilham railway sidings.

30. Road from the Akeld-Kilham road B.6351 at Kilham south-westwards to Longknowe.
31. Road from a point on the Akeld-Mindrummill road B.6351 at Langham crossing via Langham, Harelaw and the entrance to Shotton to the Northumberland County Boundary 20 yards north of the Bridge over the Shotton Burn.
32. Road from the Flodden-Town Yetholm road B.6352 at Mindrummill via Paston to a point on the Langham-Shotton road $\frac{1}{8}$ -miles west of Langham.
33. Road from a point on the Morpeth-Cornhill road A.697, $\frac{1}{4}$ -mile north of the Red Lion Inn, Milfield via Milfieldhill to the Flodden-Town Yetholm road B.6352 at West Flodden.
34. Road from the Morpeth-Cornhill road A.697 at Milfield via Sandy House and Lanton to Lanton Mill.
35. Road from a point on the Morpeth-Cornhill road A.697 550 yards south of Redscar road end via Marleyknowe and Coupland to the Morpeth-Cornhill road A.697 at Coupland Lodge.
36. Road from the Milfield-Lanton Mill road at Lanton, eastwards to the Marleyknowe-Coupland road at Coupland Castle North Lodge, including both forks at the junction.
37. Road from the Akeld-Kilham road B.6351 at Yeavering via Yeavering crossing, the fordway through the River Glen, and Coupland Farm to the Marleyknowe-Coupland Lodge road at Coupland Castle.
38. Road from the Akeld-Kilham road B.6351 at Kirknewton via Kirknewton crossing and the fordway through the River Glen to a point on the Milfield-Lanton Mill road, $\frac{1}{4}$ -mile west of Lanton.
39. Road from the Akeld-Kilham road B.6351 at Kirknewton School southwards via St. Gregory's Church for a distance of 97 yards.
40. Road from the Akeld-Kilham road B.6351 at Westnewton to Hedhpool.
41. Etal Village road from the Berwick-Etal road B.6354 via Etal Castle and the Parsonage to the fordway through the River Till.
42. Road from a point on the Berwick-Ford road B.6354, $\frac{1}{4}$ -mile south of Etal via Errol Hut, Slainsfield and Hay Farm to a point on the Berwick-Ford road B.6354, $\frac{1}{4}$ -mile north of Ford Castle West Lodge.
43. Road from a point on the Errol Hut-Hay Farm road, 180 yards east of Slainsfield north-eastwards for a distance of 267 yards.
44. Road from the Berwick-Ford road B.6354 at Ford Forge via Heatherslaw to a point on the Crookham-Lowick road B.6353 $\frac{1}{4}$ -mile east of Oakhall.
45. Road from a point on the Wooler-Berwick road A.6111, 250 yards south of Bowsden Burn Bridge via Bowsden and Bowsdenmoor Farm Cottages towards Mattieles to a point thereon 1,280 yards east of this road's junction with the Berwick-Etal road B.6354 at Mattieles.

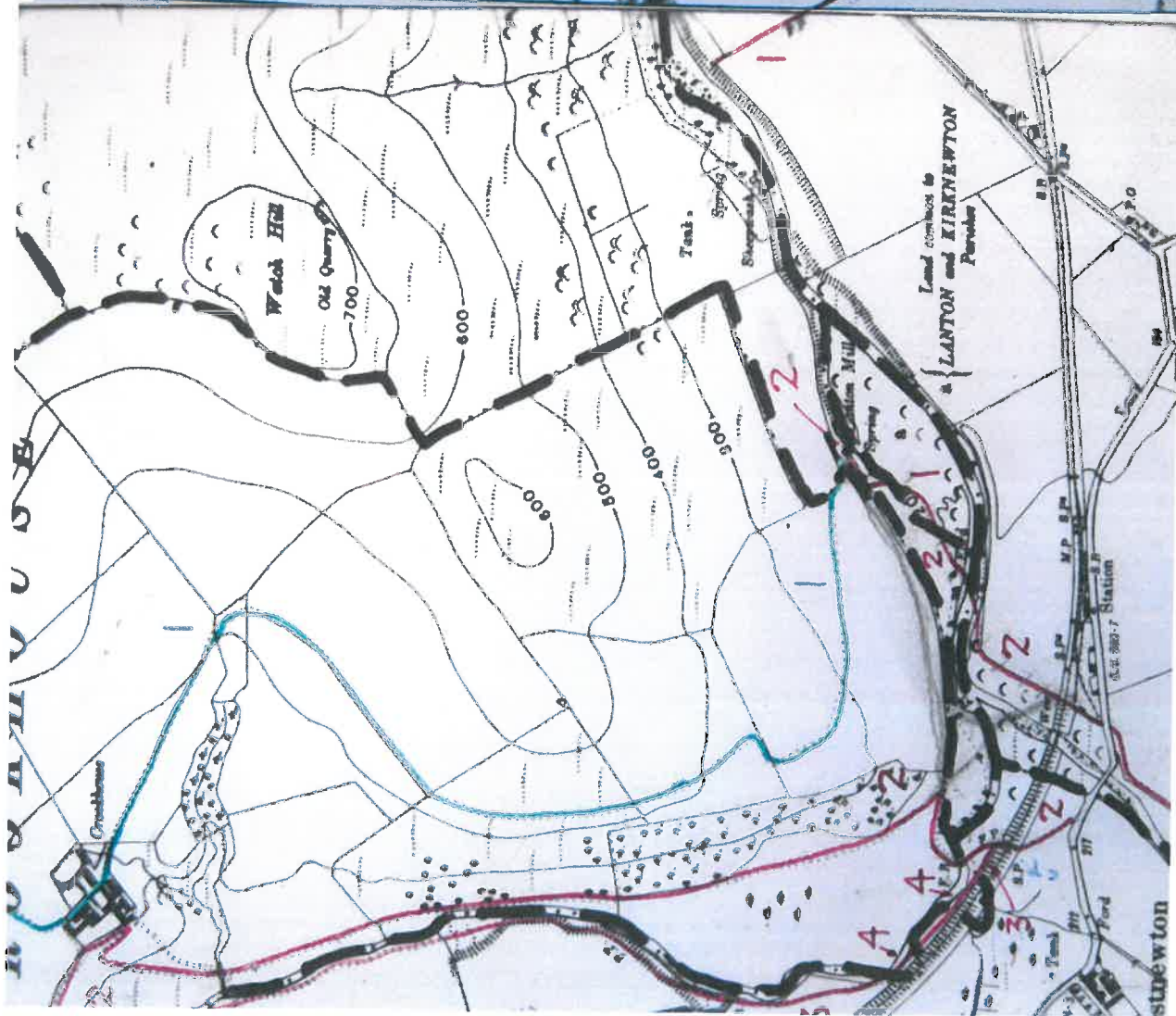
46. Road from a point on the Bowsden-Mattieles road 1,150 yards north-east of Bowsdenmoor Farm Cottages eastwards towards Berrington Lough for a point thereon 910 yards west of Berrington Lough.
47. Road from the Crookham-Lowick road B.6353 at Barmoor Ridge via Woodside Moor and Coal Harbour to the Bowsden-Mattieles road at the entrance to Whistlebare.
48. Road from a point on the Barmoor Ridge-Whistlebare road, $\frac{1}{4}$ -mile north of Coal Harbour via Woodend to a point on the Bowsden-Mattieles road 1,300 yards east of that road's junction with the Berwick-Etal road B.6354 at Mattieles.
49. Road from the Bowsden-Mattieles road at its crossing of the Berrington Burn via Lickar Moor towards Old Greenlaw Walls to a point thereon $\frac{1}{4}$ -mile east of Old Greenlaw Walls.
50. Road from the Morpeth-Cornhill road A.697 at Redscar road end, $\frac{1}{4}$ -mile south-east of the Red Lion Inn, Milfield, via Redscar Bridge, Kimmerston Farm Cottages and Fordmoss to a point on the Crookham-Lowick road B.6353, 600 yards southwest of Fordcommon.
51. Road from the Milfield-Fordcommon road at Kimmerston Farm Cottages via Kimmerston Farm and Ford Kennels to the Crookham-Lowick road B.6353 at St. Michael's Church, Ford.
52. Road from a point on the Milfield-Fordcommon road, 500 yards east of Kimmerston Farm Cottages via Roughting Linn and Barmoor to the Wooler-Berwick road A.6111 at Barmoor Southmoor.
53. Road from the Wooler-Berwick road A.6111 at the north end of Doddington Village via Nesbit and Fenton Town to the Milfield-Fordmoss road at Redscar Wood.
54. Road in Doddington Village from the Wooler-Berwick road A.6111 at Doddington Post Office via the School and the Smithy to the Doddington-Redscar Wood road at Doddington North Farm.
55. Road from the Doddington-Redscar Wood road at Fenton Town via the entrance to Fenton Mill to a point on the Milfield-Fordcommon road 300 yards east of Kimmerston Farm Cottages.
56. Road from a point on the Fenton Town-Kimmerston road $\frac{1}{2}$ -mile north of Fenton Town via Fentonhill road end to a point on the Kimmerston-Barmoor road, 1 mile east of Kimmerston Farm Cottages.
57. Road from the Morpeth-Cornhill road A.697, at the north end of Akeld Bridge over the River Glen, via Akeld Steads, Ewart Park, and Woodbridge to a point on the Milfield-Fordcommon road 200 yards southwest of Redscar Bridge.
58. Road from the Morpeth-Cornhill road A.697 at Bendor via Bendor Crossing and Glenlee Ford to the Akeld Bridge-Ewart Park road at Akeld Steads.
59. Road from the Crookham-Lowick-Kylee road B.6353 at the White Swan Inn, Lowick, via East Dryburn and Lickar to Lickar Dean Bridge.

Extract from the Council's 1951 Highways Map

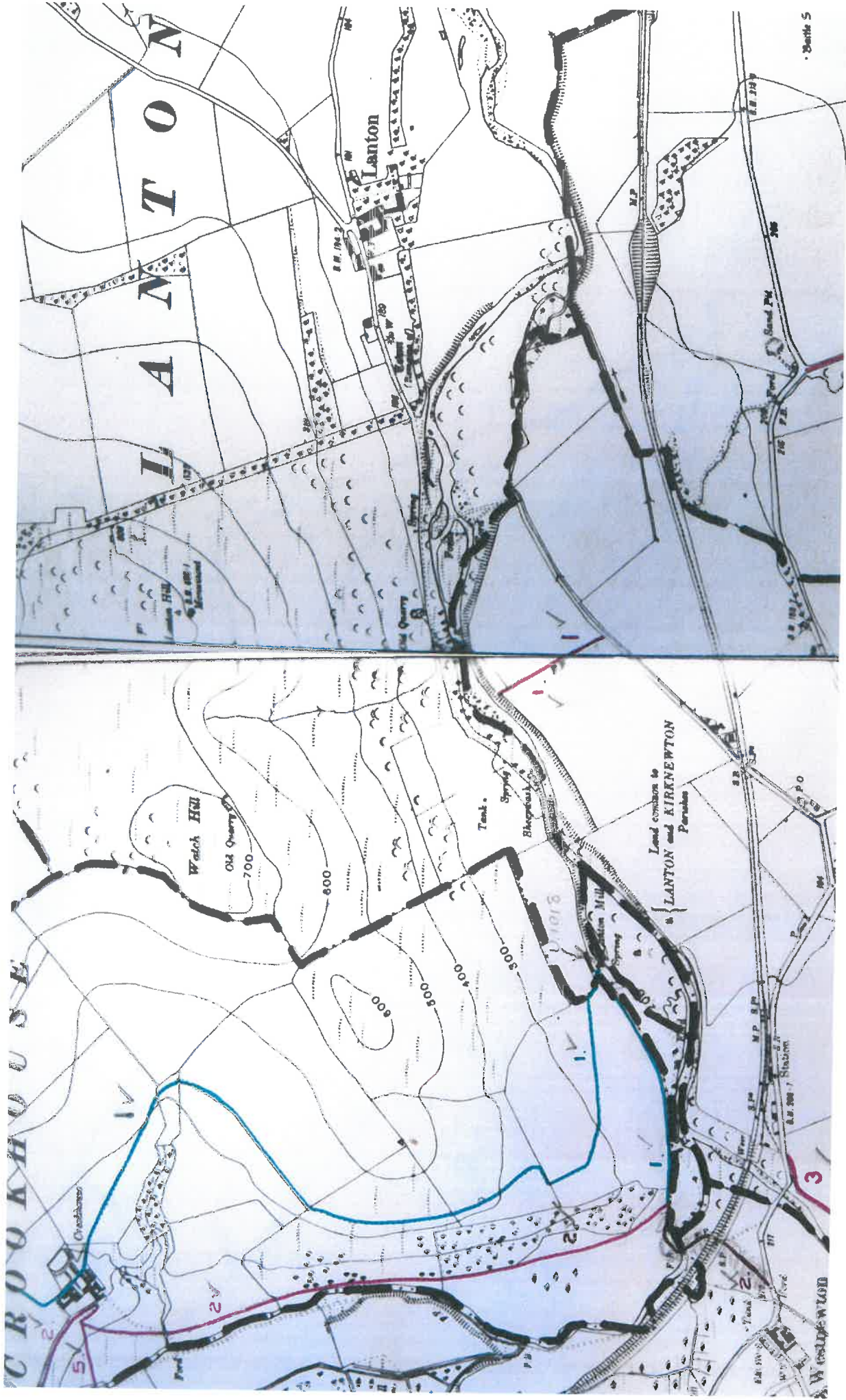


Survey Map





Provisional Map



1958 County Road Schedule

BERRICK DIVISION

Unclassified Roads in Glendale Rural District

U.1001	Mindrum Station Road	From C.20 Mindrummill via Mindrum Station to B.6353 at Downham School	0.42
U.1002	West Learmouth Road	From C.21 at Tree Burn via West Learmouth to C.23.	0.64
U.1003	Sunilaws Station Road	From B.6450 at Mark via Sunilaws Station to C.23.	1.25
U.1004	Road to the Goat.	From B.6350 near School to the Goat.	0.06
U.1005	Road adjoining Mark P.O.	From B.6350 near Post Office North East	0.07
U.1006	Road to Ford	From B.6350 at Mark Farm to Ford.	0.11
U.1007	Mark - West Learmouth	From B.6350 at Mark to U.1002 at West Learmouth.	1.49
U.1008	Mark Common - Sunilaws.	From C.25 near Treeburn Ford via Mark Common to U1003 at Sunilaws Station	0.79
U.1009	Nottylees - Treeburn Ford.	From County Building to C.25 at Treeburn Ford.	0.48
U.1010	B.6396 to Howburn and Willow Burn.	From B.6396 at County Boundary near Holefield via Howburn and Presson to C.23 at Willow Burn.	3.72
U.1011	Presson Farm.	From U.1010 at Presson Farm southwards.	0.345
U.1012	Mark Common Farm - Howburn	From C.23 at Mark Common Farm to U.1010 at Howburn.	0.45
U.1013	Hagg - Moneylaws Road.	From C.20 near Hagg to C.29 near East Moneylaws.	1.70
U.1014	Flodden Edge - Southwards	From C.31 Flodden Edge to B.6352 near West Flodden.	0.48
U.1015	Reeds Ford Road.	From B.6352 at Bowmont Presbyterian Church to Reeds Ford.	0.65
U.1016	Kilham - Howtel Road.	From B.6351 at Kilham to B.6352.	0.39
U.1017	Longknowe Road.	From B.6351 at Kilham to Longknowe.	1.53
U.1018	Millfield - Lanton - Lanton Mill Road.	From A.697 at Millfield via Sandy House to Lanton Mill.	2.78

Forward

17.355

Original Definitive Map

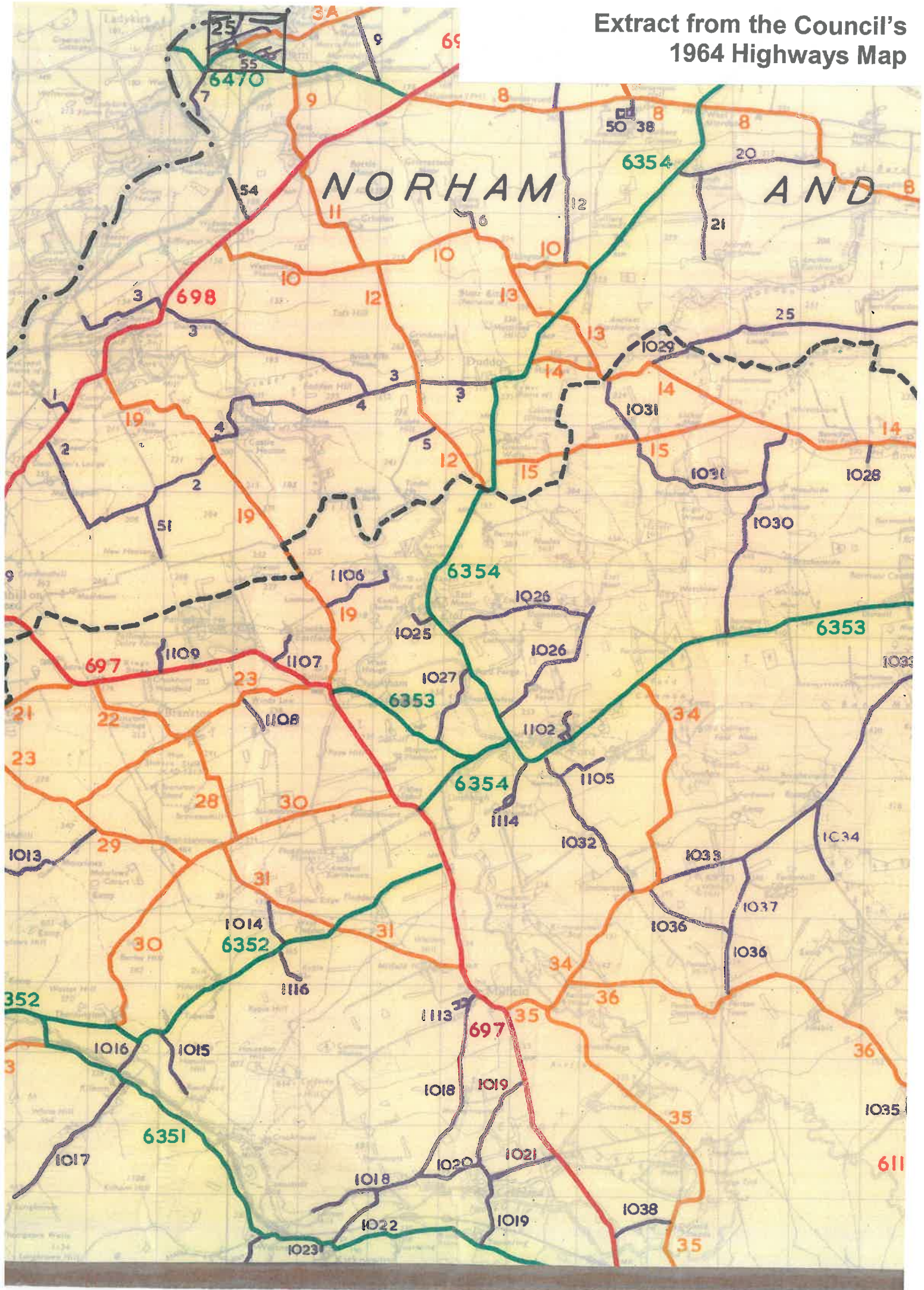


1964 County Road Schedule

- 61 -

Route No.	Name of Road.	Description.	Responsible Division or Authority.	Mileage.	Total Mileage.
U.1015	Reedsford Road.	From B.6352 at Bowmont Presbyterian Church southwards to Reedsford.	Wooler.		0.65
U.1016	Kilham-Howtel Road.	From B.6351 at Kilham north-westwards to join B.6352.	Wooler.		0.39
U.1017	Longknowe Road.	From B.6351 at Kilham south-westwards to Longknowe.	Wooler.		1.53
U.1018	Milfield-Lanton-Lanton Mill.	From A.697 at Milfield south-eastwards and southwards via Sandy House and Lanton to Lanton Mill.	Wooler.		2.78
U.1019	Milfield-Yeaving Road.	From A.697 south of Milfield via Coupland to B.6351 at Yeaving.	Wooler.		1.71
U.1020	Lanton-Coupland.	From U.1018 at Lanton to U.1019 at Coupland.	Wooler.		0.69
U.1021	Coupland-West Lodge.	From U.1019 at Coupland to A.697 near West Lodge.	Wooler.		0.62
U.1022	Kirknewton-Lanton.	From B.6351 near Kirknewton north-eastwards to U.1018 west of Lanton.	Wooler.		0.68
U.1023	Church Road, Kirknewton.	From B.6351 at Kirknewton School southwards.	Wooler.		0.06
U.1024	Hethpool Road.	From B.6351 at Westnewton south-westwards to Hethpool.	Wooler.		1.60
U.1025	Etal Village Road.	From B.6354 at Etal westwards and north-westwards to River Till.	Wooler.		0.24
U.1026	Errol Hut-Stainsfield-Hay Farm.	From B.6354 at Etal via Errol Hut, Stainsfield and Hay Farm to rejoin B.6354 near West Lodge and including 260 yards long spur road towards Etal Moor.	Wooler.		2.78
U.1027	Old Heatherslaw Road.	From B.6354 at Ford Forge via Old Heatherslaw to B.6353, (0.024 Private Bridge).	Wooler.		0.79
U.1028	Road adjacent to Black Bull Inn, Bowsden.	From C.14 at Black Bull Inn, Bowsden, southwards.	Wooler.		0.19

Extract from the Council's
1964 Highways Map

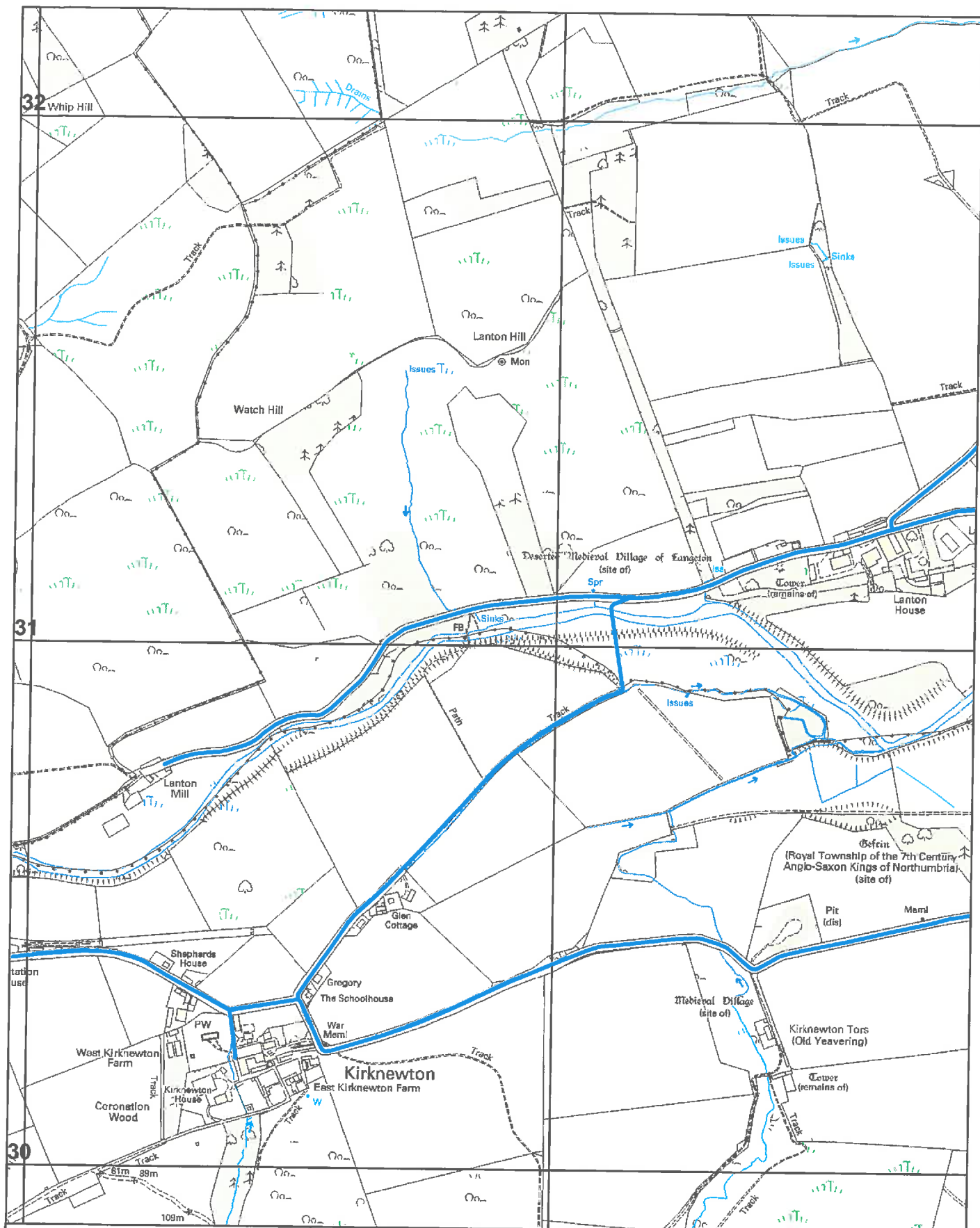


1974 County Road Schedule

Route No.	Name of Road	Description	Responsible Division or Authority	Mileage	Total Mileage
U. 1013	Hagg-Moneylaws Road.	From C.20 near Hagg (NT.856353) eastwards to C.29 near East Moneylaws (NT.881362).	Wooler Division.		1.70
U. 1014	Flodden Edge South.	From C.31 at Flodden Edge (NT.905352) southwards to join B.6352 near west Flodden (NT.907346).	Wooler Division.		0.48
U. 1015	Reedsford Road.	From B.6352 at Bowmont United Reformed Church (NT.890333) southwards to Reedsford (NT.894325).	Wooler Division.		0.65
U. 1016	Kilham-Kowtel Road.	From B.6351 at Kilham (NT.884327) north-eastwards to join B.6352 (NT.887332).	Wooler Division.		0.39
U. 1017	Kilham-Elsdonburn Shank.	From B.6351 at Kilham (NT.885326) south-westwards via Longknowe, Thomson's walls to Elsdonburn Shank (NT.863293).	Wooler Division.		2.67
U. 1018	Milfield-Lanton-Lanton Mill.	From A.697 at Milfield (NT.934339) southwards and westwards via Sandy House and Lanton to Lanton Mill (NT.912308).	Wooler Division.		2.78
U. 1019	Milfield-Yeaving Road.	From A.697 south of Milfield (NT.943326) southwards via Coupland to B.6351 at Yeaving (NT.937303).	Wooler Division.		1.71
U. 1020	Lanton-Coupland.	From U.1018 at Lanton (NT.927313) eastwards to U.1019 at Coupland (NT.935314).	Wooler Division.		0.69
U. 1021	Coupland-West Lodge.	From U.1019 at Coupland (NT.937313) eastwards to A.697 near West Lodge (NT.947316).	Wooler Division.		0.62

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
U1013		
	C20 JCT TO C29 JCT	2,779
	<i>Total length for U1013</i>	<i>2,779</i>
U1014		
	B6352 JCT TO C31 JCT	764
	<i>Total length for U1014</i>	<i>764</i>
U1015		
	B6352 JCT TO REEDSFORD	1,065
	<i>Total length for U1015</i>	<i>1,065</i>
U1016		
	B6351 JCT TO B6352 JCT	541
	<i>Total length for U1016</i>	<i>541</i>
U1017		
	B6351 JCT TO ELSDONBURN SHANK	4,372
	<i>Total length for U1017</i>	<i>4,372</i>
U1018		
	A697 JCT TO 30MPH MILLFIELD SOUTH	320
	30MPH MILLFIELD SOUTH TO U1020 JCT	2,630
	U1020 JCT TO U1022 JCT	519
	U1022 JCT TO LANTON MILL	989
	<i>Total length for U1018</i>	<i>4,458</i>
U1019		
	B6351 JCT TO U1021 JCT	1,139
	U1020 JCT TO A697 JCT	1,456
	U1021 JCT TO U1020 JCT	178
	<i>Total length for U1019</i>	<i>2,772</i>
U102		



Northumberland
Northumberland County Council

Network Management Information System

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

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Drn:	Date:	Scale:
AB	Dec 2016	1:10,000