



Northumberland

County Council

NORTH NORTHUMBERLAND LOCAL AREA COUNCIL
RIGHTS OF WAY SUB-COMMITTEE
14 December 2022

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

ALLEGED BYWAYS OPEN TO ALL TRAFFIC Nos 21 & 14 PARISHES OF NETHERTON & SNITTER

Report of the Executive Director of Local Services
Cabinet Member: Councillor Jeff Watson, Healthy Lives

Purpose of report

In this report, the North Northumberland Local Area Council Rights of Way Sub-Committee is asked to consider all the relevant evidence gathered in support and in rebuttal of the existence of public vehicular rights over the U4026 road, from the C176 road, east of Snitter Windysyde, in a general westerly direction to the C179 road, south-west of Low Trehwitt.

Recommendation

It is recommended that the sub-committee agrees that:

- (i) there is sufficient evidence to indicate that public vehicular rights have been reasonably alleged to exist over the route U-T-S-R;**
- (ii) the Natural Environment and Rural Communities Act 2006 would not appear to have extinguished the public's motorized vehicular rights over the U-T-S-R route;**
- (iii) the U-T-S section of the alleged byway may not satisfy the balance of user / character test for being recorded as a byway open to all traffic;**
- (iv) the S-R section of the alleged byway does satisfy the balance of user / character test for being recorded as a byway open to all traffic;**
- (v) the S-R route be included in a future Definitive Map Modification Order as a byway open to all traffic.**

1.0 BACKGROUND

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

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

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

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

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

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

2.0 PUBLIC EVIDENCE

- 2.1 In the late 1980s the County Council carried out consultations regarding proposals to add a number of unsealed tracks in the north of the County to the Definitive Map as byways open to all traffic on the basis that the routes were included in the County Council's "List of Streets" as unclassified County roads (UCR). The rationale for doing so was that it would not be obvious to members of the public (particularly horse riders, walkers and cyclists) that they were legally entitled to use routes such as these (which were considered to have vehicular status), because their physical appearance might suggest otherwise.
- 2.2 The view, held by those officers of the Council responsible for maintaining the 'List of Streets' for the County of Northumberland was (and still is) that only public roads (not public bridleways or public footpaths) were shown on this List. The only exceptions to this are the surfaced paths and alleyways providing pedestrian links between roads, in urban areas. Thus, tracks in rural settings, which have their own unique reference numbers (e.g. the 'U4026' road), were considered to be all-purpose public highways maintainable at public expense.
- 2.3 Shortly afterwards, the processing of applications from third parties seeking to record public footpath or public bridleway rights was afforded a higher priority. Later on, the process of recording UCRs as byways open to all traffic was effectively suspended because the Ordnance Survey indicated that they would be showing such routes on their published maps as being an "Other route with public access". Although, on that basis, members of the public would still be unclear as to precisely what rights they had over routes identified in this fashion.
- 2.4 The most recent advice from DEFRA (paragraph 4.42, Rights of Way Circular 1/09) is that inclusion on the List of Streets may provide evidence of vehicular

rights but that this should be examined on a case by case basis. In view of this advice, it is considered prudent to evaluate the status of the U4026 unclassified County road based upon more than simply its inclusion in the List of Streets.

3. LANDOWNER EVIDENCE

- 3.1 By letter, received 23 February 2018, R Torrance and J Lazams of Foxton Cottage, Low Trehitt, responded to the consultation, stating:

“We do not own any land traversed by any of these routes.

“All the routes are marked as Byways open to all traffic. However, two are unsuitable for public traffic, only fit for tractors. These are no. 21 between R and the turn off to Kennels Cottage just west of S.

“Also number 15 which goes through a stream south of point T and into fields. These two routes have had almost no motor vehicles except farm vehicles in the past 20 years. They are used by walkers, horse riders etc. I would say that the same holds for the period May 2001 to May 2006.

“The other two routes are used by vehicles accessing the farm and cottages, and farm traffic, as well as walkers. These are number 14 U to T and number 21 T to S and 23 S to W to V.”

4. CONSULTATION

- 4.1 In February 2018, the Council carried out a consultation with the Parish Council, known owners and occupiers of the land, the local County Councillor and the local representatives of the “prescribed and local organisations” listed in the Council’s “Code of Practice on Consultation for Public Path Orders”. Three replies were received and are included below.

- 4.2 By email, on 26th February 2018, Ms H Evans responded to the consultation on behalf of Cycling UK, stating:

“Ted has now looked at these and come back to me with the attached and also the comment that “Most are standard changes to confirm existing BOATs but a few are really good gains to the access network. No comment means we support and no comments are necessary”.

Cycling UK did not make any comments in relation to this particular proposal.

- 4.3 By email, on 8th May 2018, the British Horse Society responded to the consultation, stating:

“Parish of Snitter

“Alleged byway open to all traffic 14 (Snitter Windyside)

This is a narrow farmac road which leads to this farm and other houses in the next parish. Although this section will mainly be used by vehicles, it will also be used by local horse riders, who use it to link to four off-road routes that leave it at various points. It is also part of the Sandstone Way so will be used by a considerable number of cyclists as

well. This shows it is part of the recreational network and so should be added to the definitive map.

“Netherton parish

“Alleged byway open to all traffic 21 (leading from Snitter Windyside)

This route has a short tarmac section between the parish boundary and the point where it turns south-west where it becomes a wide fenced stone track which continues to R where it meets another minor tarmac road. It is well used by local horse riders as part of the local network.”

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

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

5. DOCUMENTARY EVIDENCE

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

1769 Armstrong's County Map

Although Low Trehwitt and Barns are both identified on the map, other than at the very western and eastern ends, there is no evidence of a road or track resembling the route of alleged Byways Nos 21 and 14.

1820 Fryer's County Map

There is clear evidence of an “Other Road” resembling the route of alleged Byways Nos 21 and 14.

1827 Cary's Map

There is clear evidence of a “Parochial Road” resembling the route of alleged Byways Nos 21 and 14.

1828 Greenwood's County Map

There is clear evidence of a “Cross Road” resembling the route of alleged Byways Nos 21 and 14.

c.1860 Ordnance Survey Map: Scale 1:2500

There is clear evidence of an unenclosed road / track over the route of alleged Byway No 21 and an enclosed road / track over the route of alleged Byway No 14. The eastern end of the route is identified with the parcel number “22” in Snitter Township. In the accompanying Book of Reference, this parcel number is described as “Township Road”. The western part of the route doesn't appear to be identified with any unique number. It passes through the parcel numbers 96, 97, 98 and 99 in High & Low Trehwitt Township. In the accompanying Book of

Reference, these parcel numbers are described as "Pasture etc" and "Arable etc" - no road is mentioned.

1867 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a predominantly unenclosed road / track over the route of alleged Byway No 21 and an enclosed road / track over the route of alleged Byway No 14.

1899 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a predominantly unenclosed road / track over the route of alleged Byways Nos 21 and 14. Only a short section in the vicinity of Snitter Windyside (then Snitter Barns) appears to be enclosed.

Finance Act 1910 plan

There is clear evidence of a mainly enclosed road or track over the route of alleged Byways Nos 21 and 14. The majority of the route is shown as being separated from the surrounding land by coloured boundaries. This is generally considered to be good evidence in support of vehicular highway rights.

1925-6 Ordnance Survey Map: Scale 1:10,560

There is evidence of a mostly enclosed road / track over the route of alleged Byways Nos 21 and 14. By this time, only the section west of Point S appears to be unenclosed.

1932 Rothbury RDC Handover Map

No handover map appears to have survived for the former Rothbury RDC area.

c.1938 Restriction of Ribbon Development Act 1935 Map & Schedule

No map or schedule for the Rothbury RDC area appears to have survived.

1951 Highways Map

The route of alleged Byways Open to All Traffic Nos 21 and 14 is coloured purple so as to identify it as a publicly maintainable road. It is labelled as the "U4026".

c.1952 Definitive Map – original Survey Schedules & Map

The route of alleged Byways Open to All Traffic Nos 21 and 14 exists on the base map, and almost all of it is coloured brown. Known public roads were generally coloured brown to indicate what the extent of the road network was considered to be. In the Schedule for existing Netherton Footpath No 14 (at that time identified for inclusion as High & Low Trehwitt FP 8) the right of way is identified as starting at Low Trehwitt Cottages and ending at Trehwitt Kennels, without the road / alleged byway it crosses being mentioned.

Draft Map

The route of alleged Byways Open to All Traffic Nos 21 and 14 exists on the base map. It is not identified for inclusion on the Definitive Map as either a public footpath, public bridleway or Road Used as a Public Path (RUPP), although one public bridleway and one public footpath (numbered "1" and "8", respectively) are identified connecting with the alleged byway.

Provisional Map

As with the Draft Map, the route of alleged Byways Open to All Traffic Nos 21 and 14 exists on the base map. It is not identified for inclusion on the Definitive Map as either a public footpath, public bridleway or Road Used as a Public Path (RUPP), although one public bridleway and one public footpath (numbered "1" and "8", respectively) are identified connecting with the alleged byway.

1957 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a partly unenclosed (the western half) and partly enclosed (the eastern half) road / track over the route of alleged Byways Nos 21 and 14.

1958 County Road Schedule

In this Schedule, the entry for the U4026 road states:

"U4026 Snitter Barnes Road
From C179 south of its crossing with the Foxton Burns, via
Snitter Burns to C176 south of the entrance to Silverside."

The length of the U4026 road is identified as 1.76 miles.

1962 Original Definitive Map

The route of alleged Byways Nos 21 and 14 exists on the base map, but it is not identified as a public footpath, public bridleway or Road Used as a Public Path (RUPP).

1962 Original Definitive Statements

The original Definitive Statements for the public right of way intersecting with the alleged byways open to all traffic state:

Public Bridleway No 12 (Netherton)

"From the Burradon – Warton Road south of Low Trehwitt Lake in a south-easterly, northerly, north-easterly and easterly direction by the Old Quarry to join the County Road U 4073 at Low Trehwitt."

Public Footpath No 14 (Netherton)

"From BR 12 in a south-easterly direction crossing the Snitter Windyside Road to the Snitter Parish Boundary joining FP2 in that parish."

1964 Highways Map

The route of alleged Byways Open to All Traffic Nos 21 and 14 is coloured purple so as to identify it as a publicly maintainable road. It is labelled as the "U4026".

1964 County Road Schedule

In this Schedule, the entry for the U4026 road states:

"U4026 Snitter Windyside Road
From C179 north of Plainfield eastwards via Snitter Windyside to join C176 south of Silverside."

The length of the U4026 road is identified as 1.76 miles.

First Review Definitive Map

The route of alleged Byways Nos 21 and 14 exists on the base map, but it is not identified as a public footpath, public bridleway or Road Used as a Public Path (RUPP).

1974 County Road Schedule

In this Schedule, the entry for the U4026 road states:

"U4026, Snitter Windyside Road
From C179 north of Plainfield (NT 990040) eastwards via Snitter Windyside to join C176 south of Silverside (NU 015045)."

The length of the U4026 road is identified as 1.76 miles.

2005 Ordnance Survey Explorer OL16 Map: Scale 1:25,000

There is clear evidence of a road / track over the route of alleged Byways Nos 21 and 14. The U-T-S section is identified as a yellow road (in the map key this refers to a Road generally less than 4 metres wide). The S-R section is marked green dots which identify it as an "Other route with public access" (i.e. an ORPA).

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

The route of the alleged byways (the U4026) is clearly identified as publicly maintainable highway.

2016 Sandstone Way

The route of the alleged byways is part of the main Berwick – Hexham Sandstone Way mountain bike trail.

6. SITE INVESTIGATION

- 6.1 From a point marked U, on the C176 road, 480 metres east of Snitter Windyside, a 2.7 metre wide tarmac road in a 6.7 to 7.3 metre wide corridor proceeds in a westerly direction for a distance of 470 metres. This road continues in a general westerly direction for a further 115 metres through Snitter Windyside, typically 7 metres wide between the buildings, then continues as a 2.7 metre wide tarmac road in a 6.4 to 7 metre wide corridor, in a general westerly direction for 175 metres, then in a north-westerly direction for 310 metres to a junction with the U4027 road at a Point marked T (which is also the Netherton / Snitter parish boundary).
- 6.2 From Point T, a 2.7 metre wide tarmac road, in a 5.4 to 6.7 metre wide corridor proceeds in a westerly direction for a distance of 240 metres, then in a general northerly direction for a further 170 metres to Point S, being a junction with the U4073 road / existing Public Bridleway No 8. Just south of Point S, the road crosses the Wreigh Burn by means of an 8 metre long, 3.2 metre wide vehicle bridge. Thereafter, a 3 metre wide, mostly non-enclosed stone surfaced track proceeds in a westerly direction for a distance of 75 metres, crossing the Foxton Burn by means of a 9 metre long, 3 metre wide 'Irish Bridge' with footbridge immediately alongside, then continues in a south-westerly direction for 430 metres to a junction with existing Footpath No 14 (which is also a track leading to The Kennels). From this point, a 2 to 2.7 metre wide, unenclosed stone / earth / grass surfaced track, set back generally 5 to 5.5 metres south of the fence line to its north, with parts of it slightly sunken in relation to the surrounding land, proceeds in a westerly direction for a distance of 575 metres. Finally, a 2.7 to 3 metre wide stone / earth / grass surfaced track, within an 8 to 8.5 metre wide corridor, continues in a westerly direction for a further 520 metres to Point R, on the C179 road, 700 metres north of Plainfield.

7. DISCUSSION

- 7.1 Section 53 (3)(c)(i) of the Wildlife and Countryside Act 1981, requires the County Council to modify the Definitive Map when evidence is discovered which, when considered with all other relevant evidence available to them shows:
- that a right of way, which is not shown in the Map and Statement, subsists or is reasonably alleged to subsist over land in the area to which the Map relates, being a right of way such that the land over which the right subsists is a public path, a restricted byway or; subject to section 54A, a byway open to all traffic.
- 7.2 When considering an application / proposal for a modification order, Section 32 of the Highways Act 1980 provides for "any map, plan or history of the locality or other relevant document" to be tendered in evidence and such weight to be given to it as considered justified by the circumstances, including the antiquity of the tendered document, the status of the person by whom and the purpose for which it was made or compiled, and the custody in which it has been kept and from which it is produced.

- 7.3 The representation of a path or track on an Ordnance Survey Map is not evidence that it is a public right of way. It is only indicative of its physical existence at the time of the survey.
- 7.4 The route of alleged Byways Open to All Traffic Nos 21 & 14 is identified on the County Council's current List of Streets as being the U4026 road. The route was identified on the Council's 1951 and 1964 Highways Maps and on the 1958, 1964 and 1974 County Road Schedules. No 1932 Handover Maps or Maps and Schedules produced under the Restriction of Ribbon Development Act 1935 appear to have survived for the Rothbury Rural District area.
- 7.5 The route has been consistently identified as a road / track on Ordnance Survey maps since the 1860s. The western portion was not initially enclosed, then later it was, though part of it is now unenclosed once more. The route would not appear to be shown on Armstrong's County Map of 1769, but is shown on Fryer's and Greenwood's County Maps of 1820 and 1828, and on Cary's Map of 1827. The enclosed part of the route was shown as being separated from the surrounding land by coloured boundaries, on the plans produced in association with the Finance Act 1910. This is considered to be good evidence in support of public vehicular rights.
- 7.6 The County Council accepts that, given the way the regulations were written with regard to the way highway authorities could include publicly maintainable highways in the List of Streets, there was no impediment to public bridleways and public footpaths also being included. That is not to say that any bridleways or footpaths were so shown – just that they could be. It must, therefore, be entirely proper to consider each UCR on a case by case basis, but that does not mean that we should begin with the assumption that each UCR is no more than a public footpath unless higher rights can be proven by other means. In Northumberland there is no evidence to suggest that public footpaths and public bridleways were deliberately shown on the 1958, 1964 or 1974 County Road Schedules (forerunners of the modern day List of Streets). The fact that a route is shown on these schedules must, therefore, be evidence of some weight that public vehicular rights exist.
- 7.7 Letters from DEFRA, dated 2003 and November 2006, and Rights of Way Circular 1/09 set out the approach Inspectors and order making authorities should take in determining the status of routes included on the List of Streets. In summary, the guidance states that the inclusion of a route on the List of Streets is not a record of what legal rights exist over that highway but may provide evidence of vehicular rights. However, this must be considered with all other relevant evidence in order to determine the nature and extent of those rights. Highway Authorities are recommended to examine the history of such routes and the rights that may exist over them on a case by case basis in order to determine their status.
- 7.8 The Natural Environment and Rural Communities Act 2006 (NERC Act 2006) had a major impact upon the recording of byways open to all traffic based upon historical documentary evidence. Under section 67 of the Act, any existing, but unrecorded, public rights of way for mechanically propelled vehicles were extinguished unless one of the 'saving' provisions applied. In brief, these saving provisions were: (a) if the main lawful public use between 2001 and 2006 was with motor vehicles; (b) if the route was on the List of Streets (on 2 May 2006) and not also on the Definitive Map as something less than a byway open to all traffic; (c) the route was legally created expressly for

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

- 7.9 Of the saving provisions above, the main one (b), will apply to the U4026 road. Where a route is not shown on the Definitive Map as a footpath, bridleway or restricted byway, then the fact that it is shown on the List of Streets will be sufficient to prevent the public's motor vehicular rights from being extinguished.
- 7.10 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. The eastern half of this route, as far as Point S, has a drivable tarmac surface, and is clearly in regular use by the owners of the immediately surrounding farms, the residents at Low Trehwitt and The Kennels and their visitors. Apart from a relatively short section of road, just west of Point S, the remainder of the route is grass / earth / stone surfaced, and we would not anticipate this section to be driven by 'normal' motor vehicles. From the consultation responses of R Torrance & J Lazams, Netherton Parish Council and the British Horse Society, and from my own site visit, it seems clear that public use of the route is primarily on foot, horseback and bicycle, with motor vehicular use being only occasional. This route is also part of the Sandstone Way mountain bike trail (between Berwick and Hexham) which is understood to be used by several thousand cyclists each year. Whilst the actual relative proportions of these types of public use isn't known, use by the general public is considered likely to be predominantly non-motor vehicular over the S-R section. Whilst the balance of public use may favour non-motorised traffic over some or all of the metalled U-T-S section too, this is less clear, so it is not proposed to make an order for this part.
- 7.11 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. Where no width can be determined by documentary means (such as an Inclosure Award, Highway Order or dedication document), there is usually a boundary to boundary presumption for public highways. It is proposed to record the westernmost 1095 metres of the route with a width varying from 7 to 8.5 metres, as identified in paragraph 6.1, above. The most westerly 520 metres is currently enclosed, and the rest was enclosed in the past, and the current track has at least a 5 metre 'verge' between it and the boundary to the north. The section east of this, between Footpath No 14 and Point S, does not (and seems never to have had) boundaries on both sides. It is proposed that this length of unenclosed road be recorded with the Council's standard default width of 5 metres (i.e. wide enough for two vehicles, travelling in opposite directions, to pass each other). Although the officer recommendation is that the U-T-S section is not recorded as a byway open to all traffic, if this recommendation is *not* accepted, it is suggested that this part be included with the 5.4 to 7.3 metre widths identified in paragraph 6.1.

8. CONCLUSION

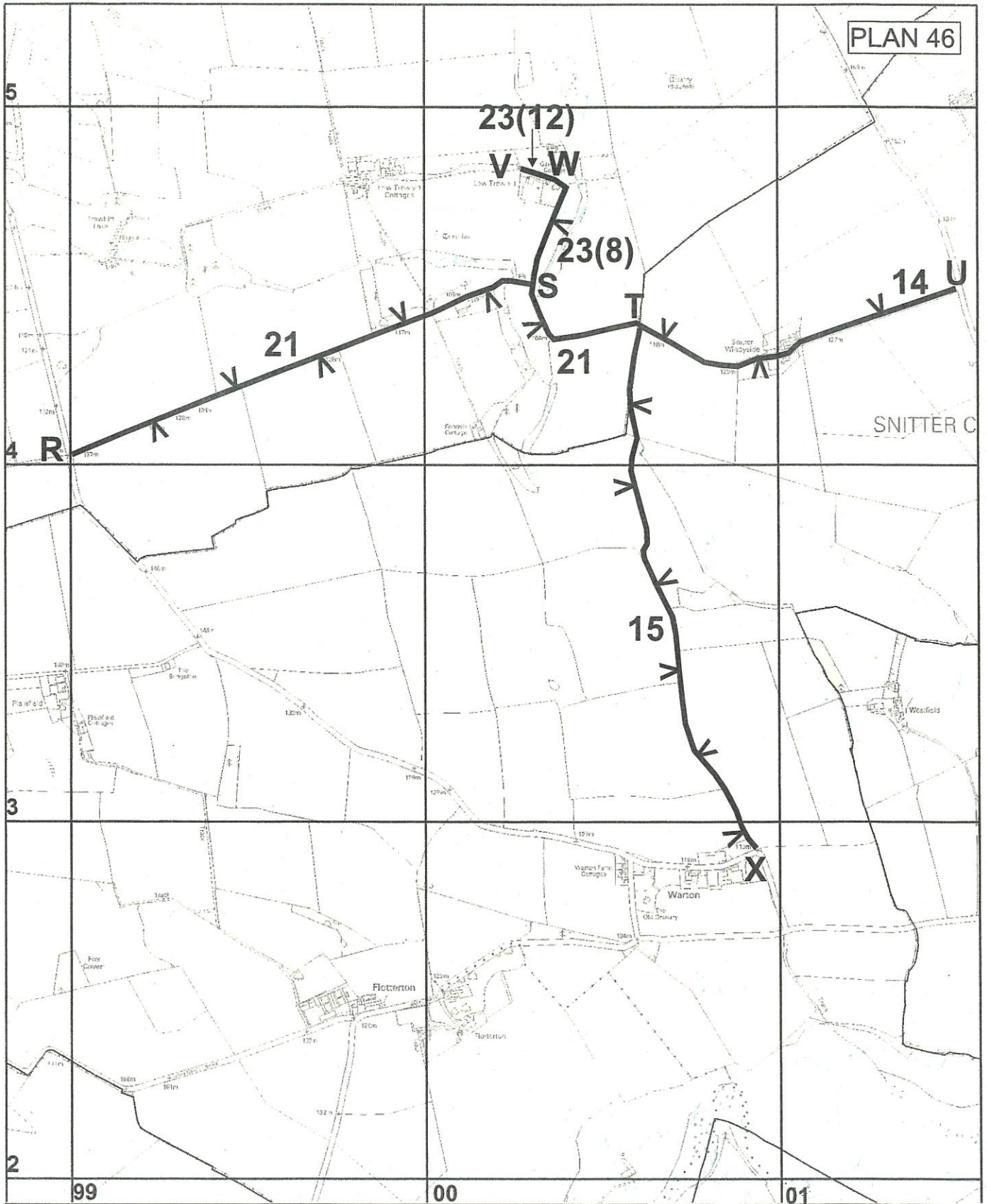
- 8.1 In light of the documentary evidence available, it appears that public vehicular rights have been reasonably alleged to exist over the route of alleged Byways Open to All Traffic Nos 21 & 14.

- 8.2 The Natural Environment and Rural Communities Act 2006 would not appear to have extinguished the public's motor vehicular rights over the route.
- 8.3 The S-R part of the route would appear to satisfy the balance of user / character test for being recorded on the Definitive Map as a byway open to all traffic and it would, therefore, be appropriate to recognize the public's rights over the route by recording it on the Definitive Map as byways open to all traffic.

BACKGROUND PAPERS

Local Services Group File: A/25/21z & A/33/14z

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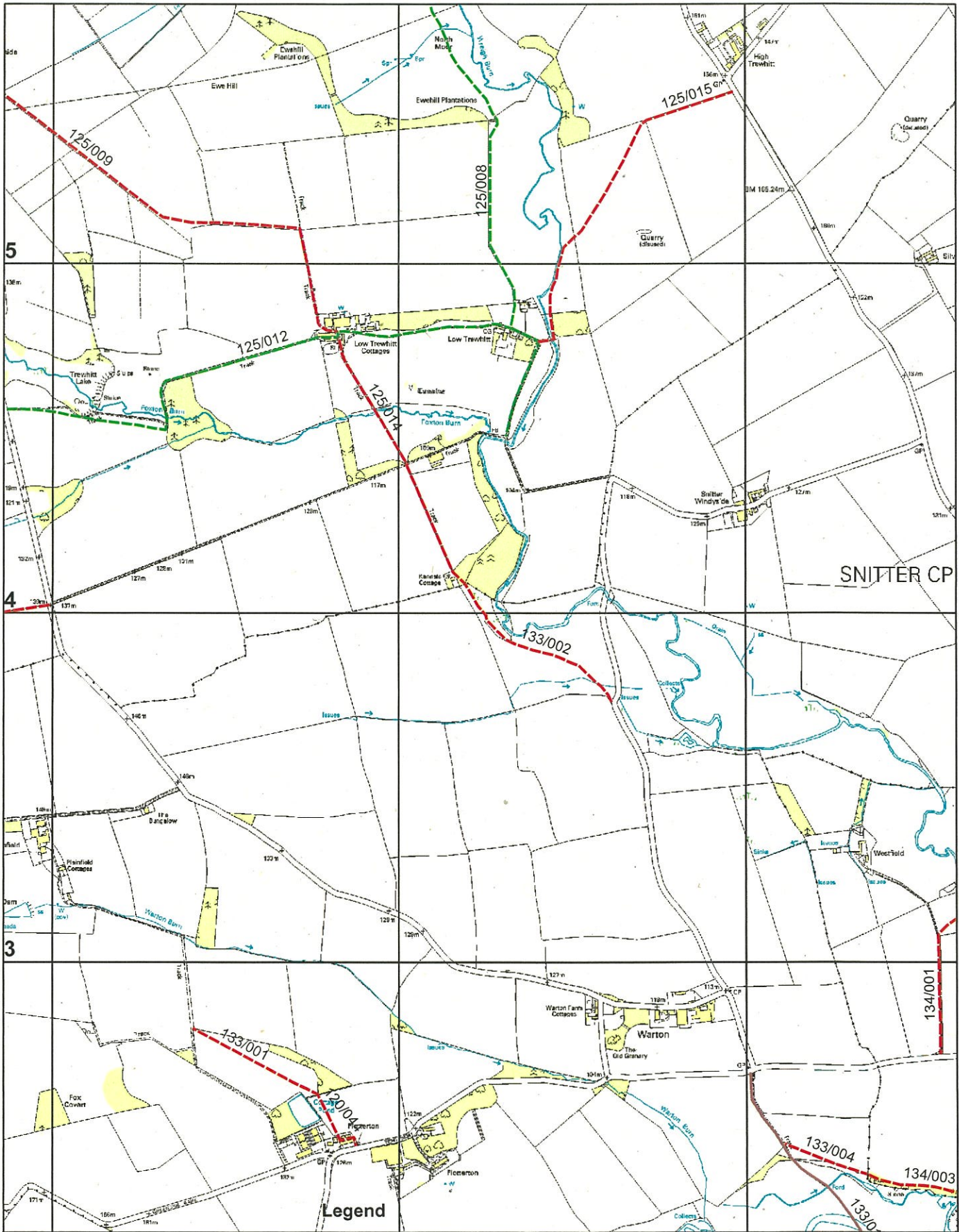
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**Wildlife and Countryside Act 1981
 Public Rights of Way**

 Alleged Byway Open to All Traffic

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Former District(s) Alnwick	Parish(es) Netherpton/Snitter	Scale 1:15,000
Def. Map No. 92/93	O.S. Map NT 90 SE/NU 00 SW	Date October 2016



- - - Footpath
- - - Bridleway
- · - · - Restricted Byway
- Byway Open to All Traffic
- 1km Gridlines

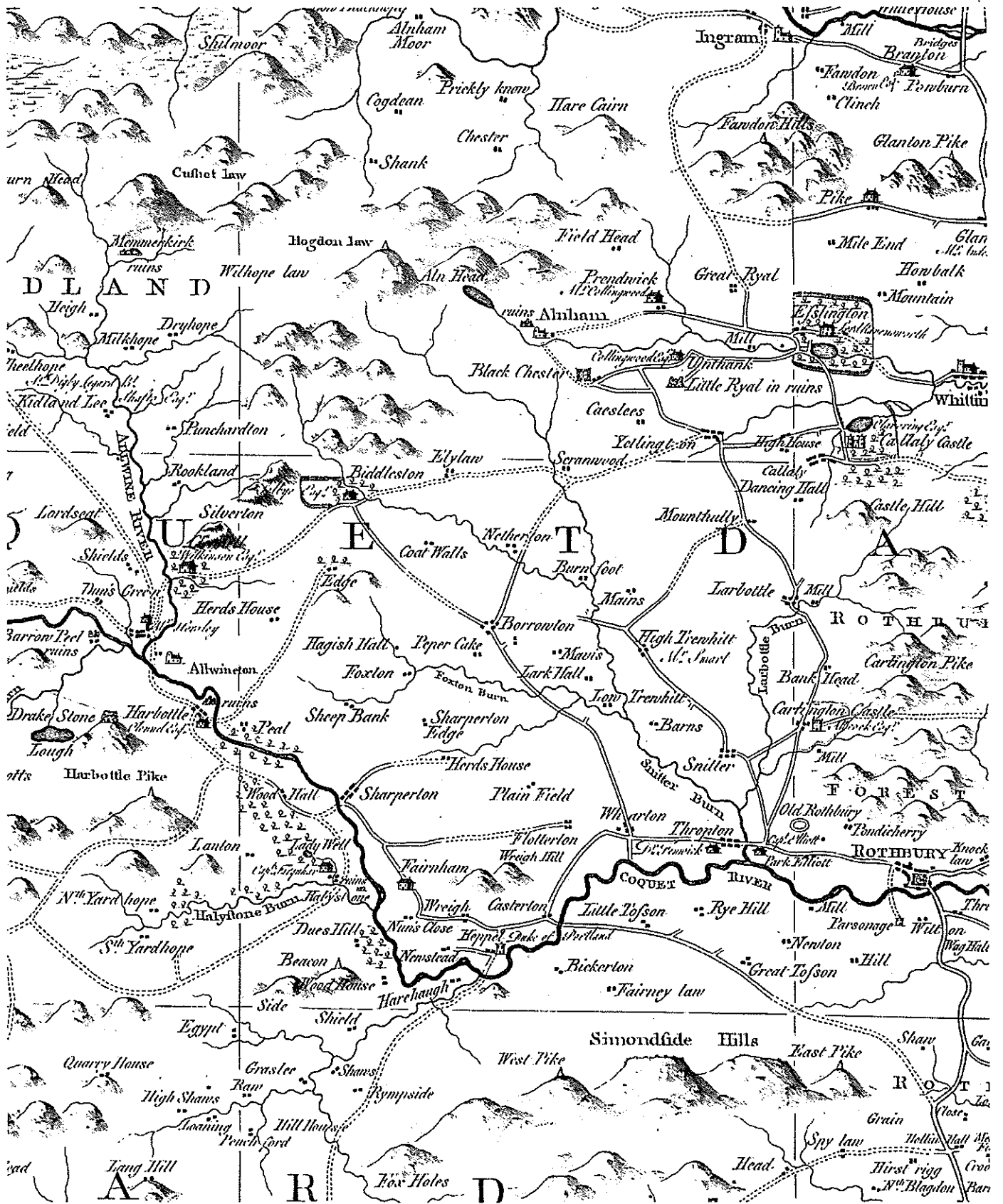
This is a computer generated extract of the Working Copy of the Definitive Map of Public Rights of Way

Scale: 1:10,000

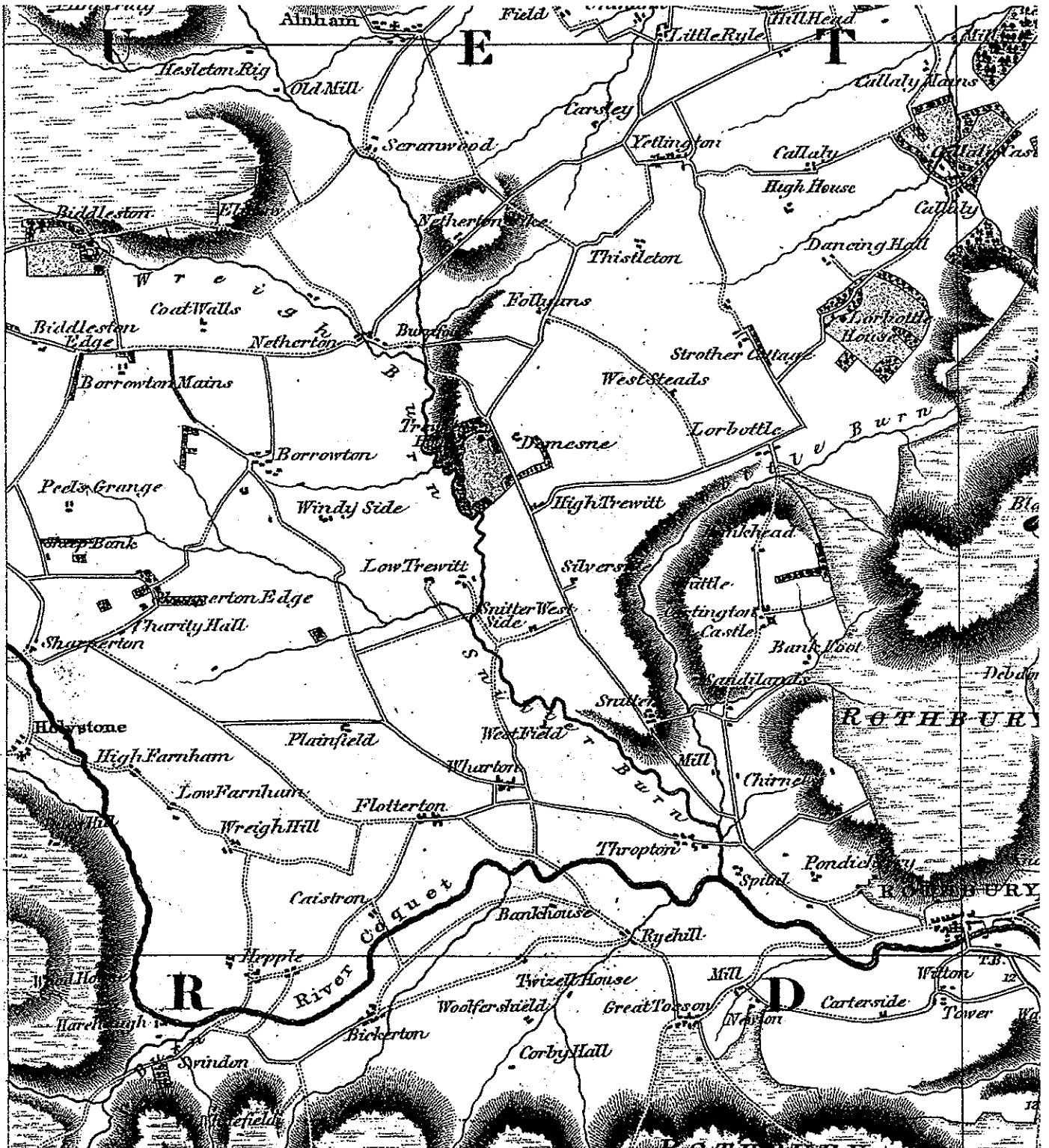

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Armstrong's County Map 1769



Fryer's County Map
1820

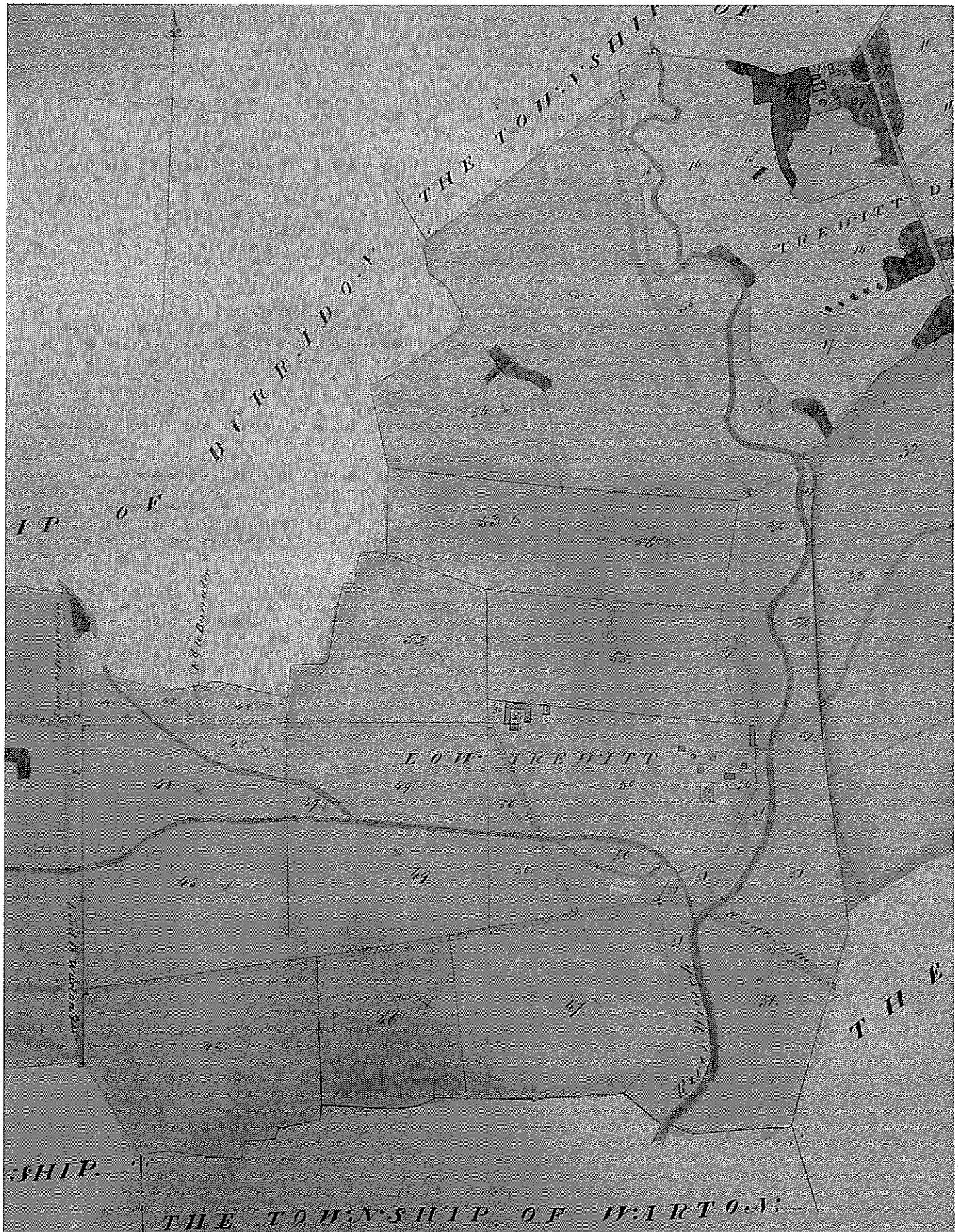




Greenwood's County Map
1828



High and Low Trehitt Tithe Award 1841

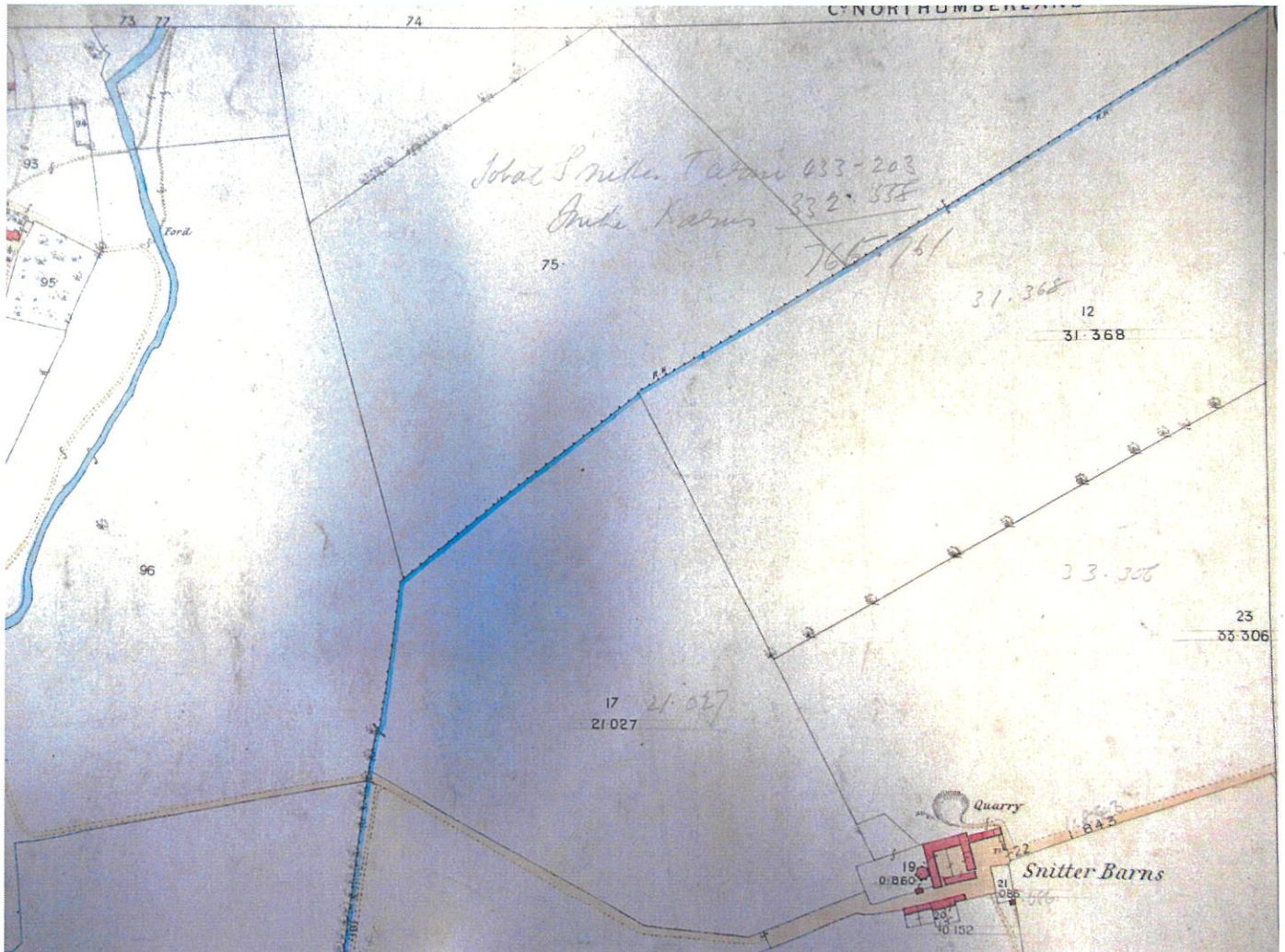


1st Edition 25" O.S. Map
c.1860



(Western end)

1st Edition 25" O.S. Map
c.1860



(Eastern end)

OS Book of Reference
(extract)

BY

PARISH OF ROTHBURY.

87

TOWNSHIP OF HIGH TREWHITT.			TOWNSHIP OF LOW TREWHITT.		
No. on Plan.	Area in Acres.	Remarks.	No. on Plan.	Area in Acres.	Remarks.
	338.182	<i>Brought forward.</i>		1829.792	<i>Brought forward.</i>
33	2.869	Wood, &c.	80	.021	House.
34	.890	Wood.	81	.060	Pasture.
35	.103	Pasture.	81a	.661	Wood.
36	2.079	Pasture, &c.	82	2.219	Public road.
37	20.905	Pasture.	88	71.061	Pasture, &c.
38	1.762	Pasture.	84	52.865	Arable, &c.
39	.531	Arable.	85	.542	Stackyard, &c.
40	1.108	Wood.	86	.611	Houses, yards, &c.
41	.700	Wood.	87	.156	Houses and garden.
42	42.835	Pasture, &c.	88	.846	Pond.
43	41.756	Pasture, &c.	89	48.998	Pasture, &c.
44	2.987	Township road.	90	.049	Wood.
45	1.946	Wood.	91	.496	Wood.
46	.861	Wood.	92	1.318	Houses, yards, gardens, &c. (Low Trewhitt).
47	26.677	Pasture, &c.	93	2.458	Pasture, &c.
48	30.369	Arable, &c.	94	.088	Garden.
49	1.193	Wood.	95	.928	Orchard.
50	122.906	Rough pasture, &c.	96	86.389	Arable, &c.
51	.897	Wood.	97	42.616	Pasture, &c.
52	30.322	Arable, &c.	98	24.365	Pasture, &c.
53	1.450	Pasture, &c.	99	39.845	Arable, &c.
54	.909	Wood.	100	.492	Wood.
55	3.320	Wood.	101	28.878	Arable, &c.
56	38.643	Arable.	102	2.216	Arable.
57	2.988	Houses, yards, gardens, &c. (High Trewhitt).		1681.955	
58	.097	Houses, &c.			
59	2.164	Pasture.			
60	.079	Garden.			
61	24.886	Arable.			
62	38.236	Arable.			
63	24.677	Arable.			
64	4.146	Wood, &c.			
65	24.889	Arable.			
66	25.727	Pasture.			
67	.151	Wood.			
68	17.649	Arable, &c.			
69	28.169	Arable, &c.			
70	30.197	Pasture, &c.			
71	34.989	Arable, &c.			
72	36.099	Pasture, &c.			
73	31.991	Pasture, &c.			
74	17.988	Arable.			
75	20.882	Arable.			
76	27.441	Pasture, &c.			
77	5.088	Stream (Wreigh Burn).			
78	218.979	Rough pasture, &c.			
79	1.205	Wood.			
	1829.792	<i>Carried forward.</i>			

RECAPITULATION.

1668.646	Land.
12.880	Public roads.
5.429	Water.
1681.955	Total area of the Township of High and Low Trewhitt.

TOWNSHIPS OF ROTHBURY AND SNITTEE (intermixed).

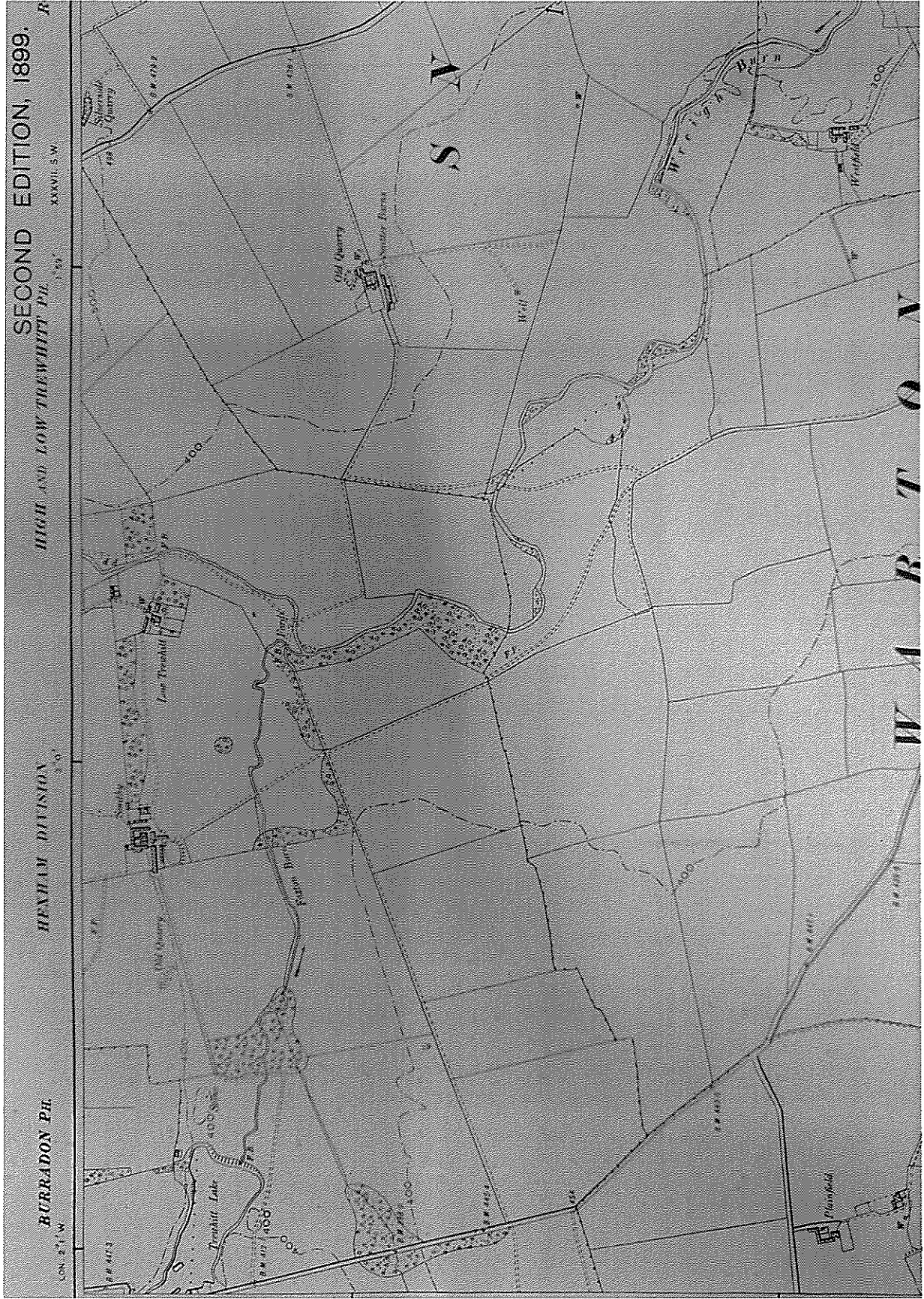
23.451	Pasture, &c.
23.451	Area of Rothbury and Snittee Townships (intermixed).

* Two-thirds of this parcel belong to the Township of Rothbury, the remaining third to the Township of Snittee.

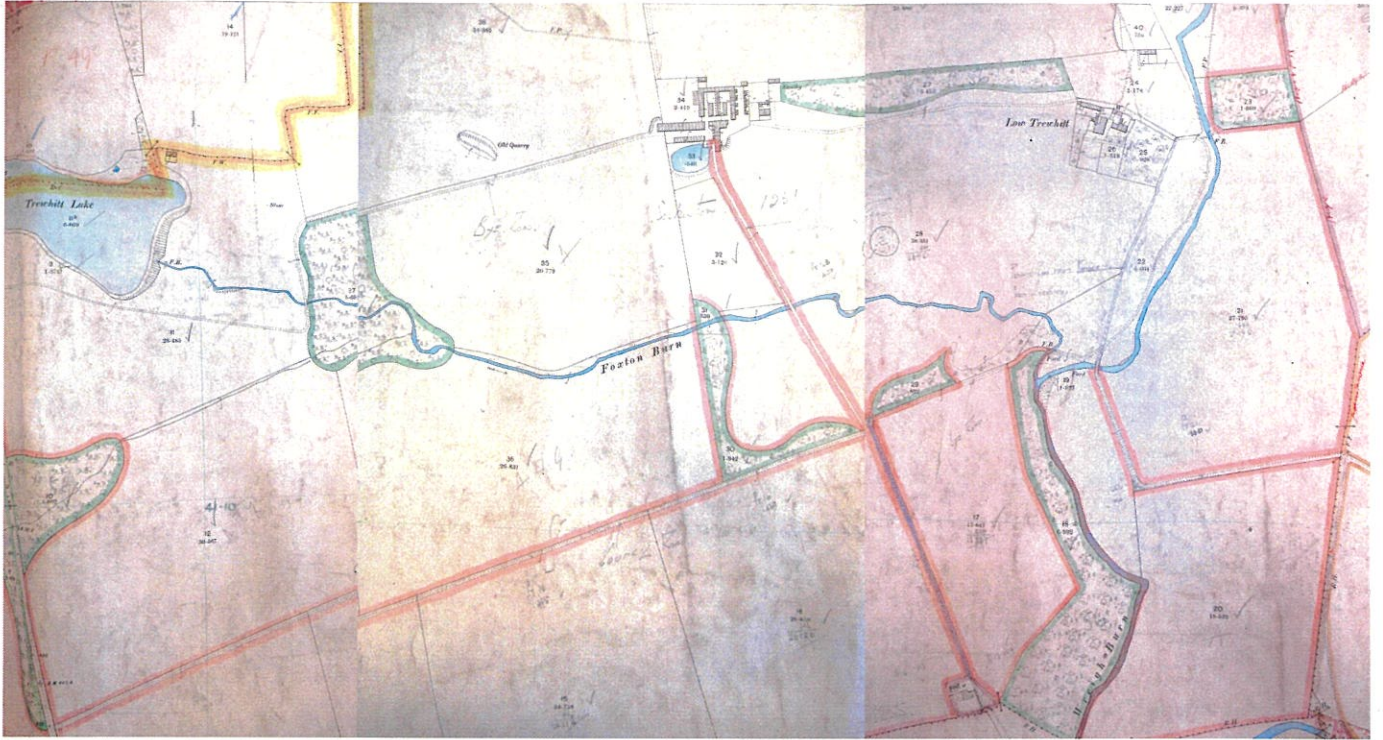
No. on Plan.	Area in Acres.	Remarks.	No. on Plan.	Area in Acres.	Remarks.
TOWNSHIP OF DEBDON (Detached).			RECAPITULATION.		
1	.216	House, garden, &c. (Whitefield House).	411-036	Land.	
2	5-540	Pasture, &c.	.740	Public road.	
3	38-097	Rough pasture.	411-796	Total area of the Township Wreighill.	
	88-858	Area of the Township of Dobdon (Detached).			
RECAPITULATION FOR THE TOWNSHIP.			TOWNSHIP OF SNITTER.		
	287-084	Land.	1	20-085	Rough pasture, &c.
	.882	Public road.	2	14-600	Pasture.
	287-966	Total area of the Township of Dobdon.	3	27-382	Pasture, &c.
			4	24-786	Pasture, &c.
			5	11-609	Pasture.
			6	.883	Houses, yards, garden, &c. (Silverside).
			7	5-597	Pasture.
			8	9-940	Pasture, &c.
			9	10-298	Pasture, &c.
			10	.544	Wood, &c.
			11	14-991	Pasture, &c.
			12	31-368	Pasture.
			13	7-008	Public road.
			14	12-234	Arable.
			15	13-947	Arable.
			16	10-848	Pasture.
			17	21-027	Pasture.
			18	20-710	Pasture, &c.
			18a	.181	Township road.
			19	.860	Houses, yards, garden, &c. (Snitter Barn).
			20	.152	Houses and yards.
			21	.066	Garden, &c.
			22	1-843	Township road.
			23	83-308	Arable.
			24	16-717	Arable.
			25	10-089	Pasture.
			26	14-278	Arable.
			27	16-400	Arable.
			28	15-919	Arable, &c.
			29	31-975	Pasture, &c.
			30	19-110	Arable.
			31	20-579	Arable.
			32	.566	Pasture.
			33	47-469	Pasture, &c.
				487-280	Carried forward.
TOWNSHIP OF WREIGHILL.					
1	17-289	Pasture.			
2	.740	Public road.			
3	35-969	Pasture.			
4	22-482	Pasture.			
5	21-192	Pasture.			
6	.299	Gardens.			
7	.022	House, &c.			
8	.201	Houses, yards, &c.			
9	.072	Houses and garden.			
10	90-668	Pasture, &c.			
11	12-670	Pasture, &c.			
12	22-214	Pasture, &c.			
13	18-718	Pasture, &c.			
14	17-007	Pasture, &c.			
15	40-886	Pasture, &c.			
16	1-104	Pasture.			
17	47-185	Pasture, &c.			
18	85-155	Arable.			
19	28-028	Pasture, &c.			
	411-796				

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2nd Edition 6" O.S. Map
1899

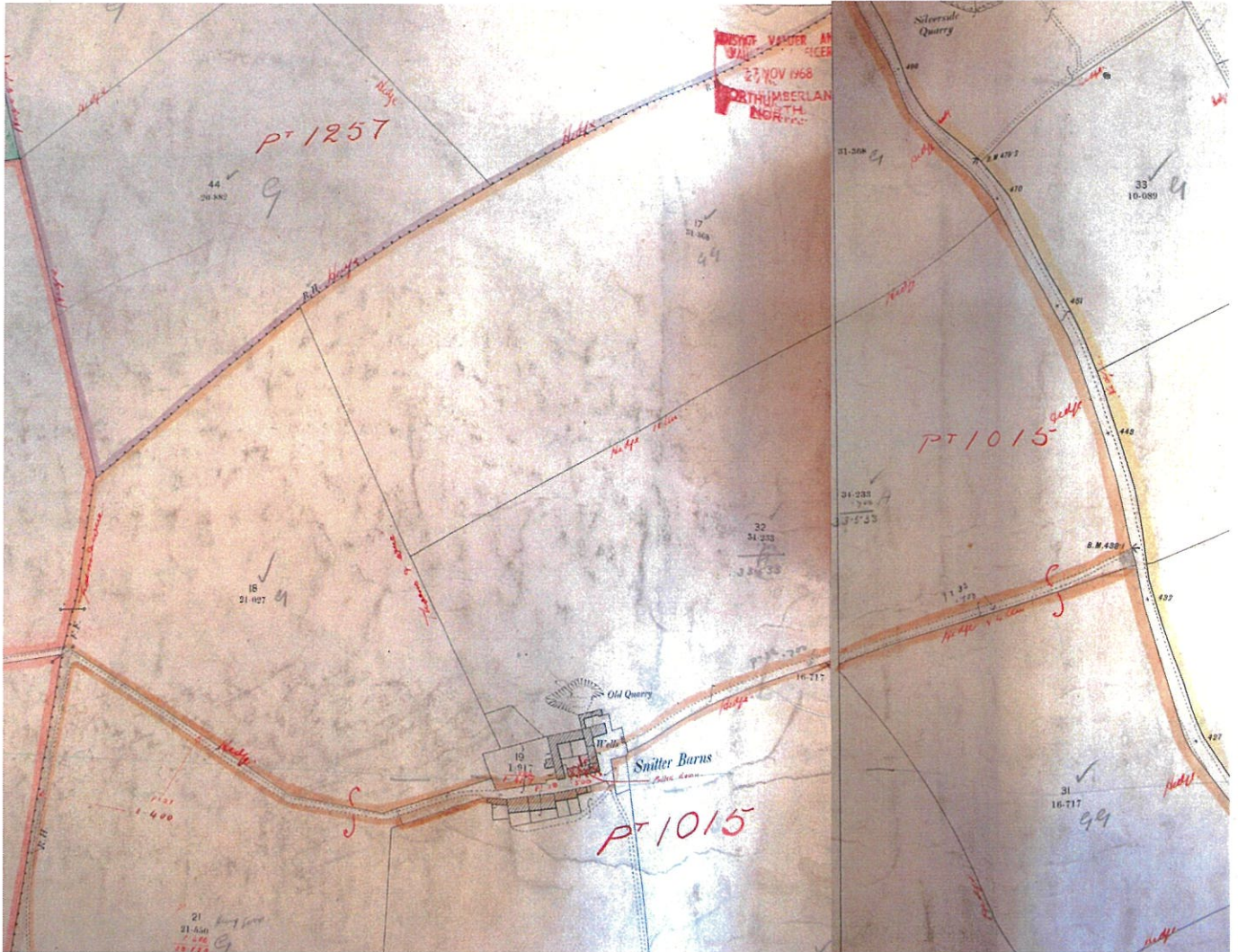


Finance Act 1910 Plan



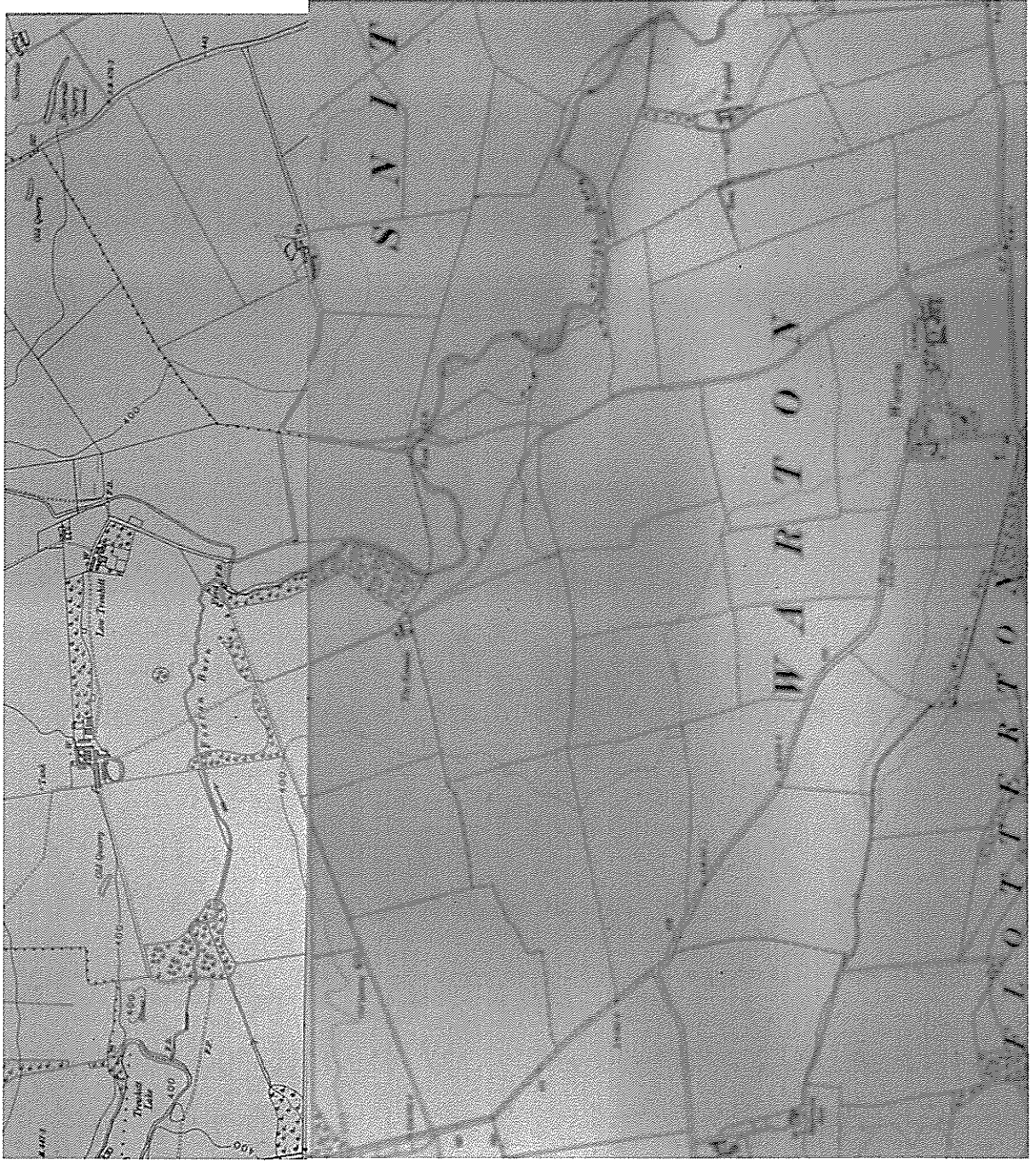
(Western end)

Finance Act 1910 Plan

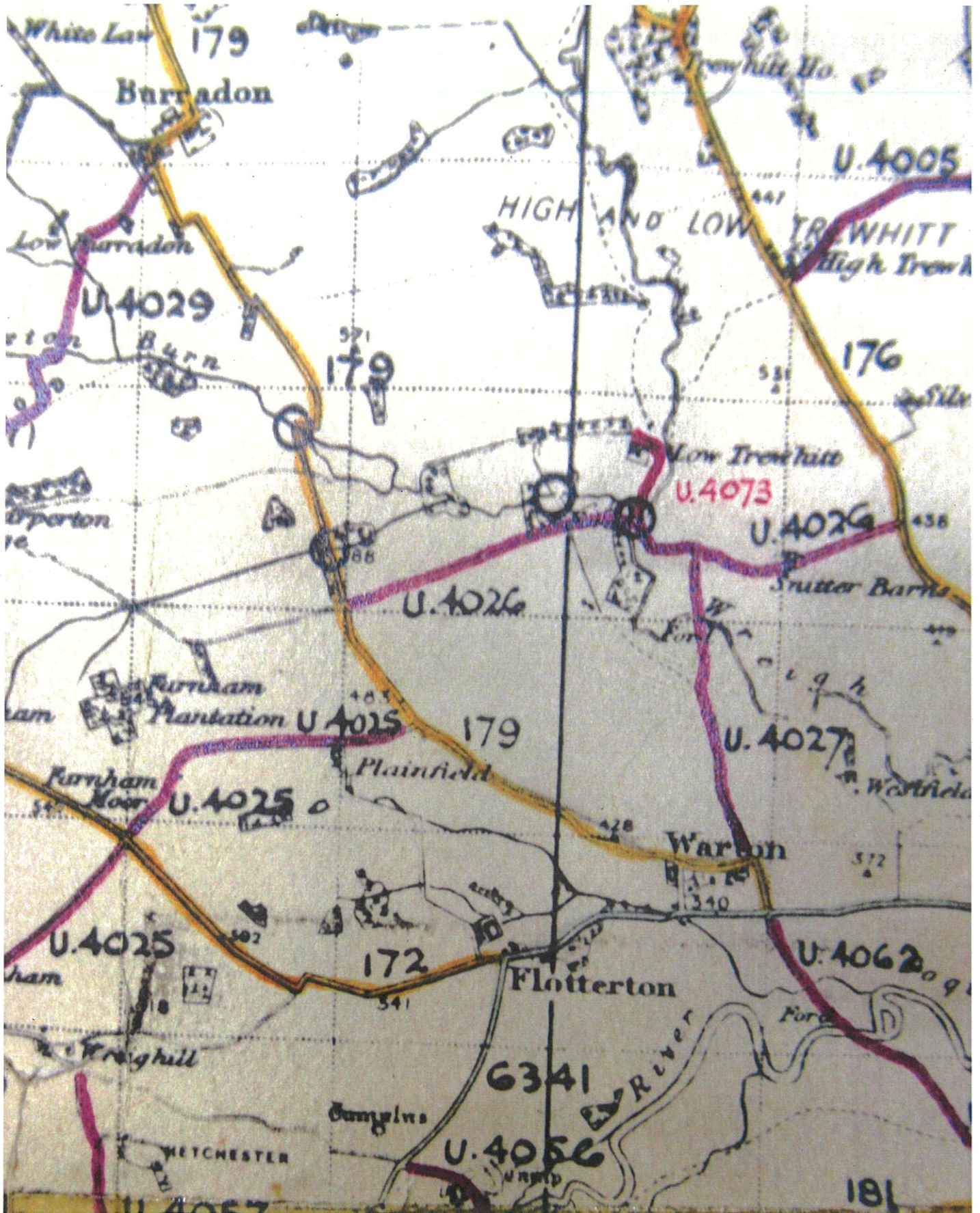


(Eastern end)

3rd Edition 6" O.S. Map
1925 / 26



Extract from the Council's 1951 Highways Map



Survey Map




NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949.
SCHEDULE ACCOMPANYING SURVEY MAPS.

Parish of High & Low Trewhitt in the Rural District of
Northham

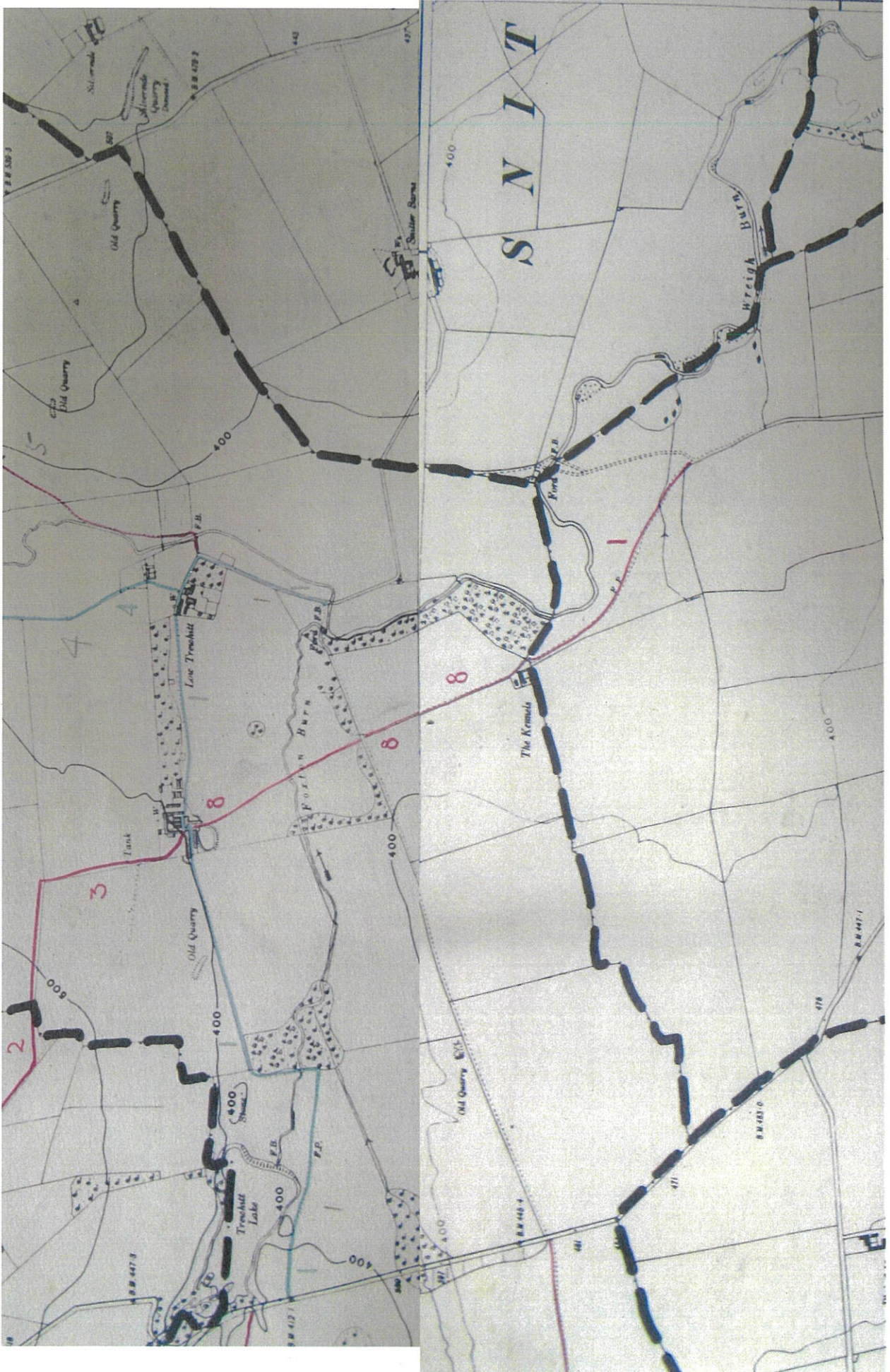
Borough }
Urban District } of _____
(Delete whichever is inapplicable).

1. Number of highway on Map 8
2. Kind of Path (i.e., F.P., B.R.) F.P.
3. Starts at Low Trewhitt Cottages to Trewhitt Kennels
4. Name of Path (if any) _____
5. Is the Path well defined? Yes
6. Is the Path metalled? If so, define length metalled for 500 yds to first gate
7. If its width can be stated, insert here _____
8. What is the present condition of the path, stiles, etc.? Good
9. Is it subject to being ploughed out? No
10. Details of any notice boards, direction signs or warning signs against trespassers, stating their location, wording on them, their condition and date of erection, if known _____
11. Grounds for believing the path to be public (if known), e.g. "Awarded," "Repaired at Public Expense" (with date) or "mentioned in Minutes of Parish Council" or any other evidence such as that of an old inhabitant _____
12. Have persons been prevented using the highway? No
13. Give particulars of any obstructions _____
14. Names of owners of freehold and previous owners, if known, for past 30 years
Red Armstrong
15. What maps have been consulted, and where are they deposited? _____
16. What records have been consulted, and where are they deposited? _____
17. Any other relevant information _____

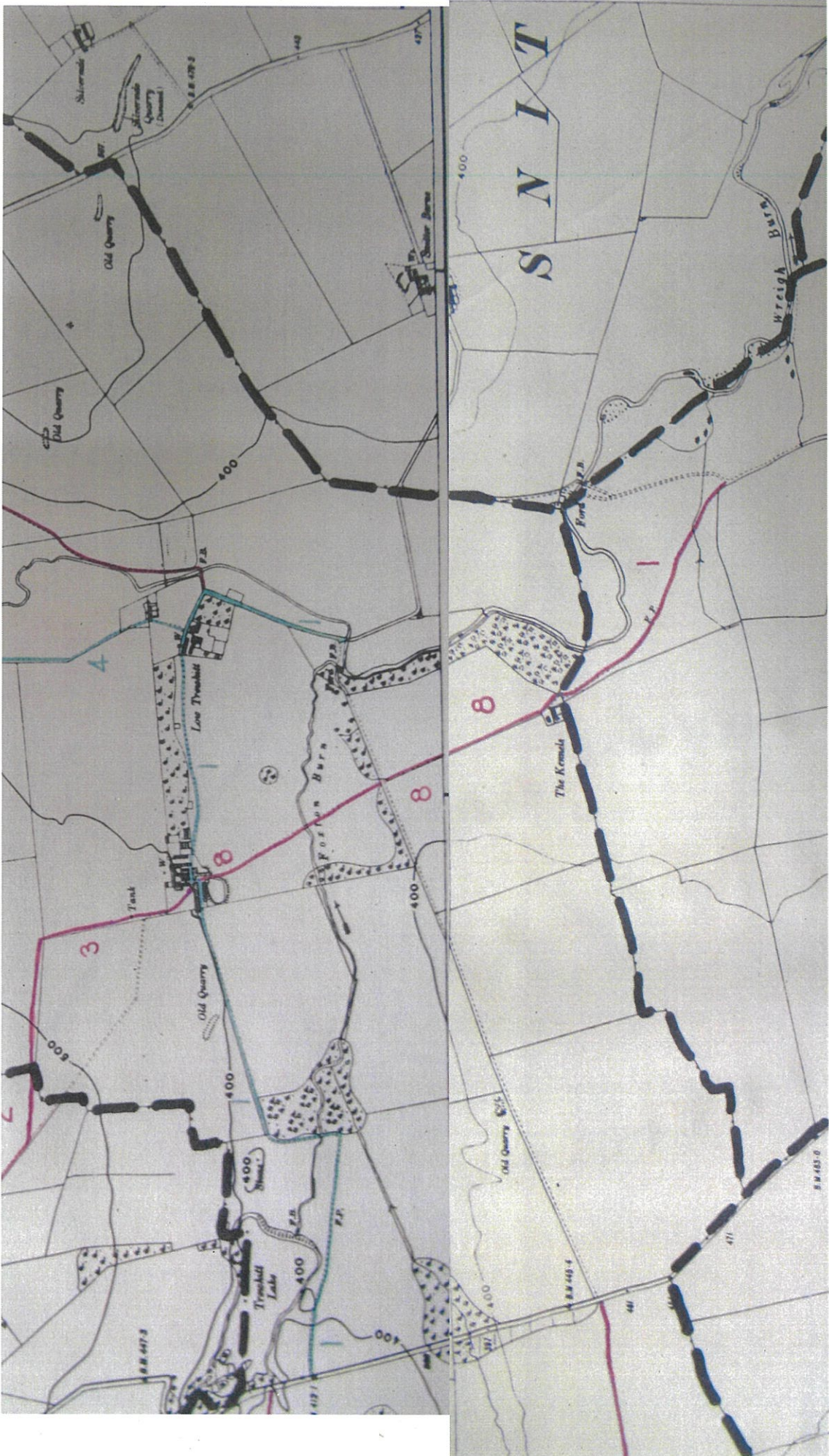
Surveyed by	Address	Dates of Survey
<u>John H. Christoph</u>	<u>Low Trewhitt Thorn maneth</u>	<u>21/2/52</u> 

Important :- Sheet No. of Map on which Highway is shown
NXLI, NW, 05T 00912

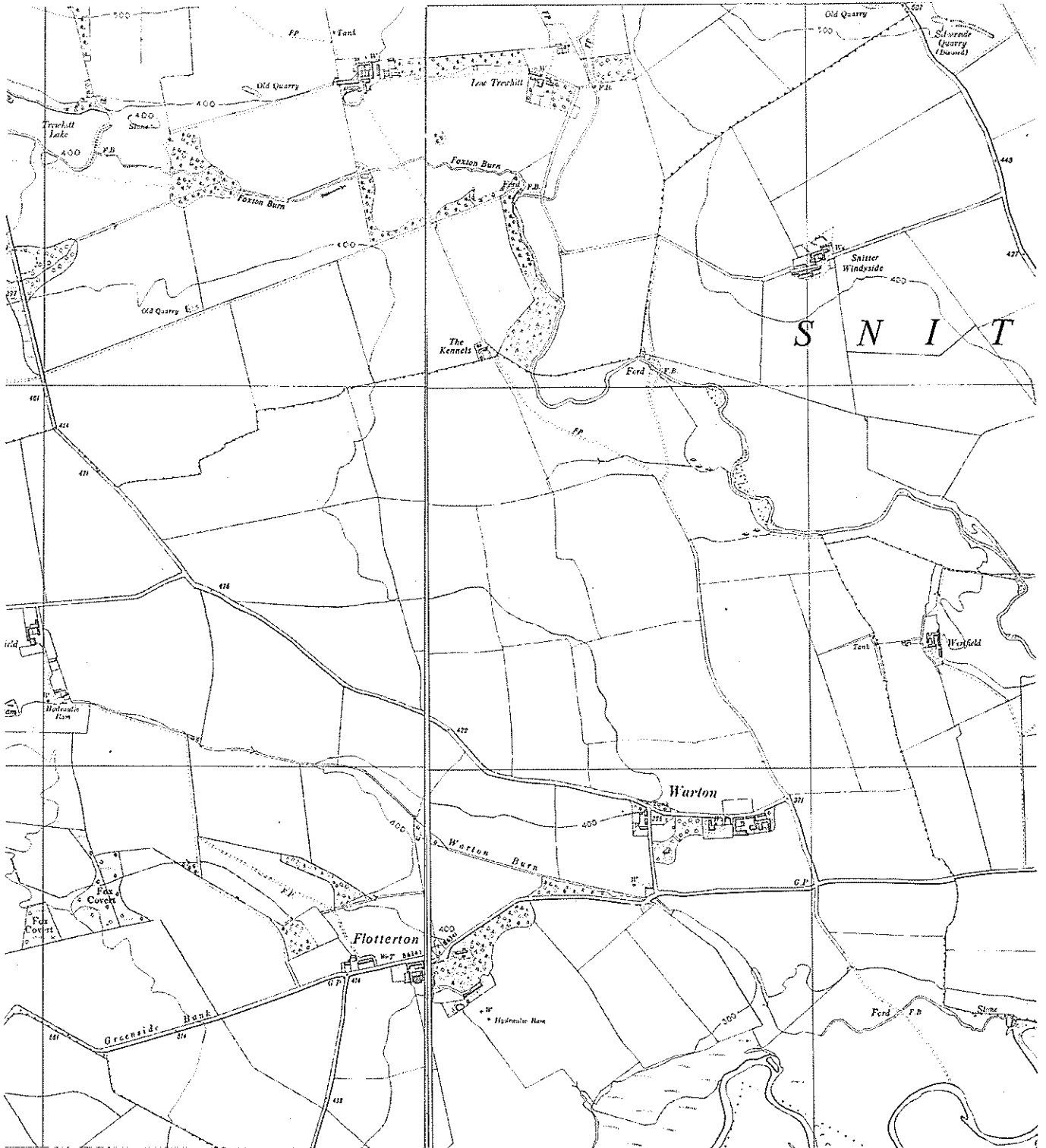
Draft Map



Provisional Map



1:10,560 O.S. Map
1957



1958 County Road Schedule

ALWICK DIVISION

Unclassified Roads in the Rothbury Rural District

		Brought Forward	19,410 miles
U.4015	Scrainwood - Metherton Buildings Road	From C.169 at Scrainwood to C.172 east of Metherton Buildings.	1.04
U.4016	Scrainwood - Union Gate Road	From U.4015 south-east of Scrainwood to C.172 at Union Gate	0.97
U.4017	Willaw - Biddlestone Road	From C.169 east of Willaw via Biddlestone Park to C.172 west of Biddlestone Edge.	2.72
U.4018	Biddleston Edge - Harbottle Road	From C.172 east of Biddleston Edge via Well House to C.172 at Harbottle (Includes de-classified length of road)	2.46
U.4019	Well House - Sharperton Edge Road	From U.4018 at Well House to U.4029 at North west of Sharperton Edge.	1.60
U.4020	Sharperton - Ridges Plantation Road	From C.172 at Sharperton to U.4019 at Ridges Plantation.	0.61
U.4021	Sheepbanks Road	From U.4019 at Ridges Plantation to U.4018 north-east of Well House	0.67
U.4022	Burradon - Biddlestone Hall	From C.172 at Burradon Meins to U.4017 at Biddlestone Hall.	0.08
U.4023	Alwinton - Coquet Valley Road	From C.172 at Alwinton via Shillmoor, Barrouburn to Melkendon	11.70
U.4024	Alwinton - Clemnell Road	From C.172 east of Alwinton to Clemnell.	0.63
U.4025	Ternham Tile Works - Low Farnham - Plainfield	From C.172 at Farnham Tile Works via Low Farnham to C.179 east of Plainfield	2.73
U.4026	Snitter Burns Road	From C.179 south of its crossing with the Foxton Burns, via Snitter Burns to C.176 south of the entrance to Silverside.	1.76
		Forward	<u>46,430</u> miles

Original Definitive Map



NORTHUMBERLAND COUNTY COUNCIL.

NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949.

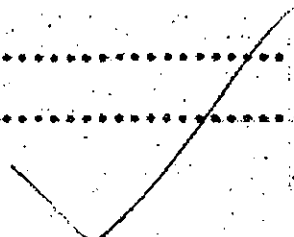
PART IV.

PUBLIC RIGHTS OF WAY - STATEMENT.

1. Borough
Urban District
Rural District ROTHBURY
2. Parish NETHERTON
3. Number of Footpath on Map 12
4. Name of Path
5. Kind of Path (i.e. FP/BR) B.R.

6. General Description of Path From the Burradon-Warton Road south of Trehitt Lake in a south-easterly, northerly, north-easterly and easterly direction by the Old Quarry to join the County Road U. 4073 at Low Trehitt.

7. Other relevant information



NORTHUMBERLAND COUNTY COUNCIL.

NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949:

PART IV.

PUBLIC RIGHTS OF WAY -- STATEMENT.

- 1. ~~Dorough~~
~~Urban district~~
Rural district ROTHBURY

- 2. Parish NETHERTON

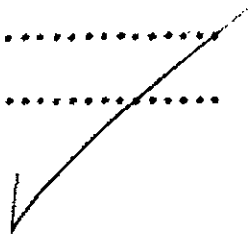
- 3. Number of Footpath on Map 14

- 4. Name of Path

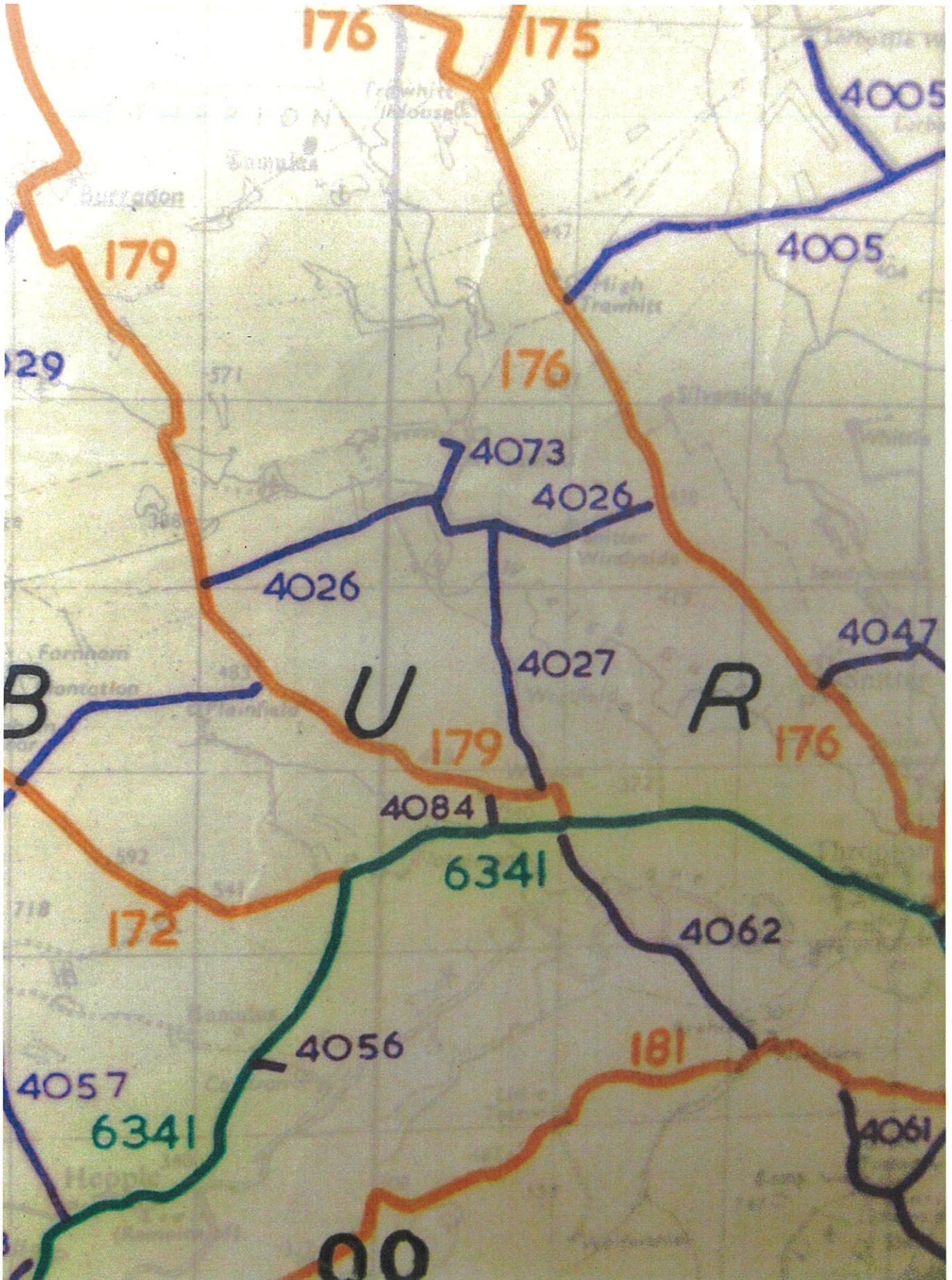
- 5. Kind of Path (i.e. (FP/BR) F.P.

- 6. General Description of Path From B.R. 12 in a south-easterly direction...
crossing the Snitter Windyside Road to the Snitter Parish Boundary joining.....
F.P. 2 in that parish.....
.....
.....
.....

- 7. Other relevant information

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Extract from the Council's 1964 Highways Map



1964 County Road Schedule

- 90 -

Route No.	Name of Road.	Description.	Responsible Division or Authority.	Mileage.	Total Mileage.
U.4025	Farnham Tile Works-Low Farnham-Plainfield.	From C.172 at Farnham Tile Works via High Farnham and Low Farnham, recrossing C.172 at Farnham Moor to join C.179 east of Plainfield.	Alnwick.	2.78	
U.4026	Snitter Windyside Road.	From C.179 north of Plainfield eastwards via Snitter Windyside to join C.176 south of Silverside.	Alnwick.	1.76	
U.4027	Warton-Snitter Windyside Road.	From C.179 at Warton northwards to U.4026 west of Snitter Windyside.	Alnwick.	0.96	
U.4028	Netherton Burnfoot-Follions Road.	From C.176 at Netherton Burnfoot to C.175 south of Follions.	Alnwick.	0.76	
U.4029	Sharperton-Burradon Road.	From C.172 east of Sharperton north-eastwards via Sharperton Edge to C.179 at Burradon.	Alnwick.	2.08	
U.4030	Billsmoor Foot-Highshaw Road.	From B.6341 south of Billsmoor Foot via Penchford and Raw Farm to the entrance to Highshaw Farm.	Alnwick.	1.21	
U.4031	Bowershield-High Carrick Road.	From B.6341 north of Bowershield north-westwards to the entrance to High Carrick.	Morpeth.	1.11	
U.4032	Bowershield Road.	From B.6341 south of the entrance to North Riding via Bowershield to a point approximately 330 yards east of Bowershield.	Morpeth.	0.42	
U.4033	Elsdon-Eastnook Road.	From B.6341 at Elsdon via Landshot to Eastnook, including branch road to Hudspeth.	Morpeth.	3.33	
U.4034	Folly Road.	From B.6341 west of the Bird in the Bush (Public House), northwards for a distance of 550 yards towards the Folly.	Morpeth.	0.32	
U.4035	Lordenshaw-Great Tossen Road.	From B.6342 south of its crossing with the Lordenshaw Burn north-eastwards to U.4061 at Great Tossen.	Alnwick.	2.64	
U.4036	Rothley Village Road.	From C.161 north of Scots Gap to Rothley Village.	Morpeth.	0.20	

First Review Definitive Map

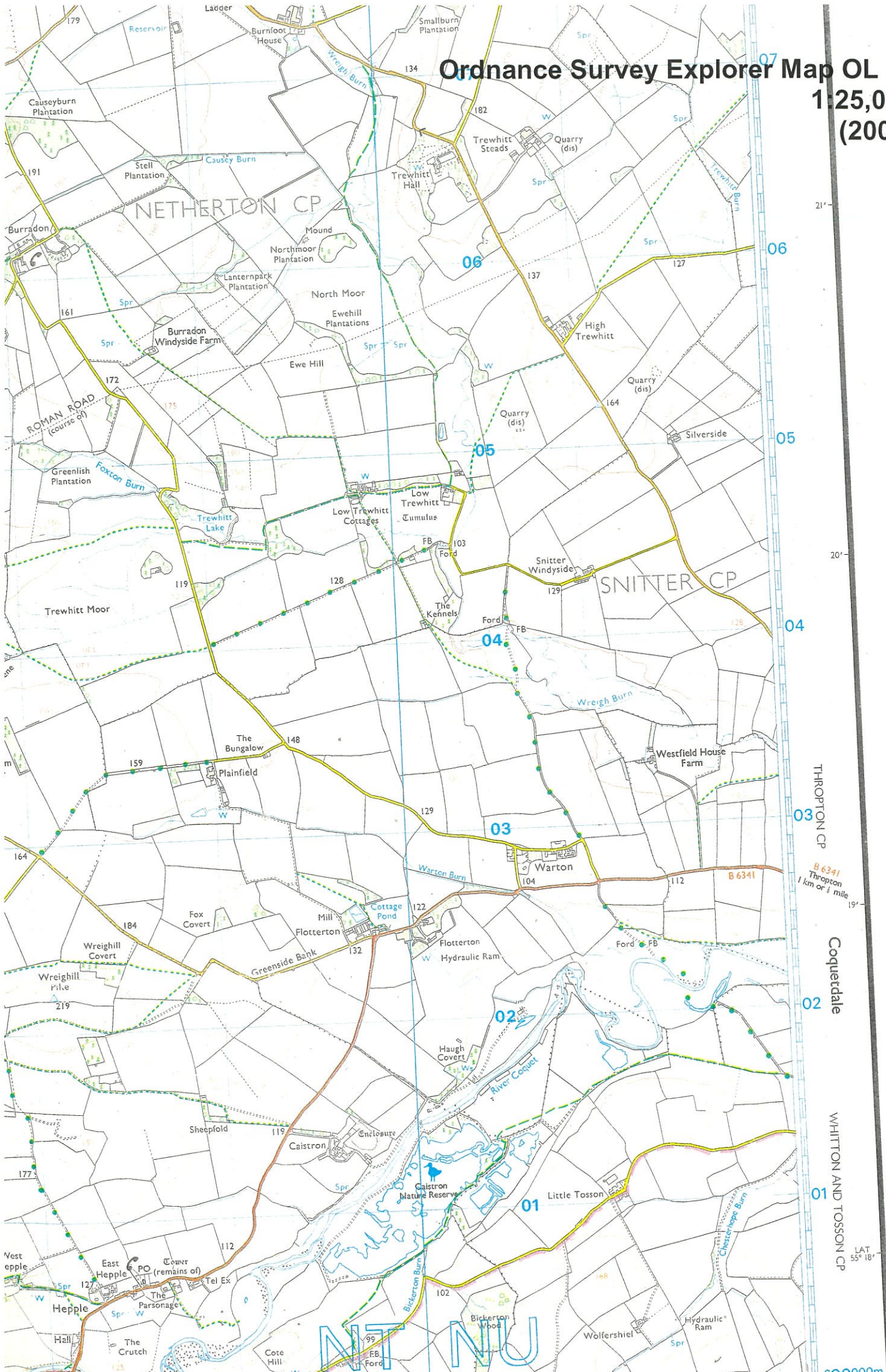


1974 County Road Schedule

Route No.	Name of Road	Description	Responsible Division or Authority	Mileage	Total Mileage
U. 4022	Burradon-Biddlestone Hall.	From C. 172 at Burradon Mains (NI. 963070) northwards to U. 4017 at Biddlestone Hall (NI. 960032).	Almwick Division.		0.80
U. 4023	Alwinton-Coquet Valley Road.	From C. 172 at Alwinton (NI. 923060) north-westwards and westwards via Shillmoor, Barrowburn to Wakerdon (NI. 804094) including 133 yd. long spur from just north of Barrowburn Bridge north-eastwards to Barrowburn Farm.	Almwick Division.		11.78
U. 4024	Alwinton-Clenrell Road.	From U. 4023 south-east of Alwinton (NI. 923060) north-eastwards to Clenrell (NI. 929070).	Almwick Division.		0.79
U. 4025	Farnham Tile Works-Low Farnham-Plainfield.	From C. 172 at Farnham Tile Works (NI. 967036) southwards, eastwards and north-eastwards via High Farnham and Low Farnham, recrossing C. 172 at Farnham Moor to join C. 179 east of Plainfield (NI. 803034).	Almwick Division.		2.78
U. 4026	Snitter Windyside Road.	From C. 179 north of Plainfield (NI. 990040) eastwards via Snitter Windyside to join C. 176 south of Silverside (NI. 015045).	Almwick Division.		1.76
U. 4027	Marton-Snitter Windyside Road.	From C. 179 at Marton (NI. 009029) northwards to U. 4026 west of Snitter Windyside (NI. 006044).	Almwick Division.		0.96
U. 4028	Netherton Burnfoot-Follions Road.	From C. 176 at Netherton Burnfoot (NI. 997073) north-eastwards to C. 175 south of Follions (NI. 007076).	Almwick Division.		0.76
U. 4029	Sharperton-Burradon Road.	From C. 172 east of Sharperton (NI. 963037) north-eastwards via Sharperton Edge to C. 179 at Burradon (NI. 960060).	Almwick Division.		2.08
U. 4030	Billsmoor Foot-Highshaw Road.	From B. 6341 south of Billsmoor Foot (NI. 943967) northwards via Ferchford and Raw Farm to the entrance to Highshaw Farm (NI. 941982).	Almwick Division.		1.21

Ordnance Survey Explorer Map OL 16

1:25,000
(2005)



21'

20'

19'

THROPTON CP

Coquerdale

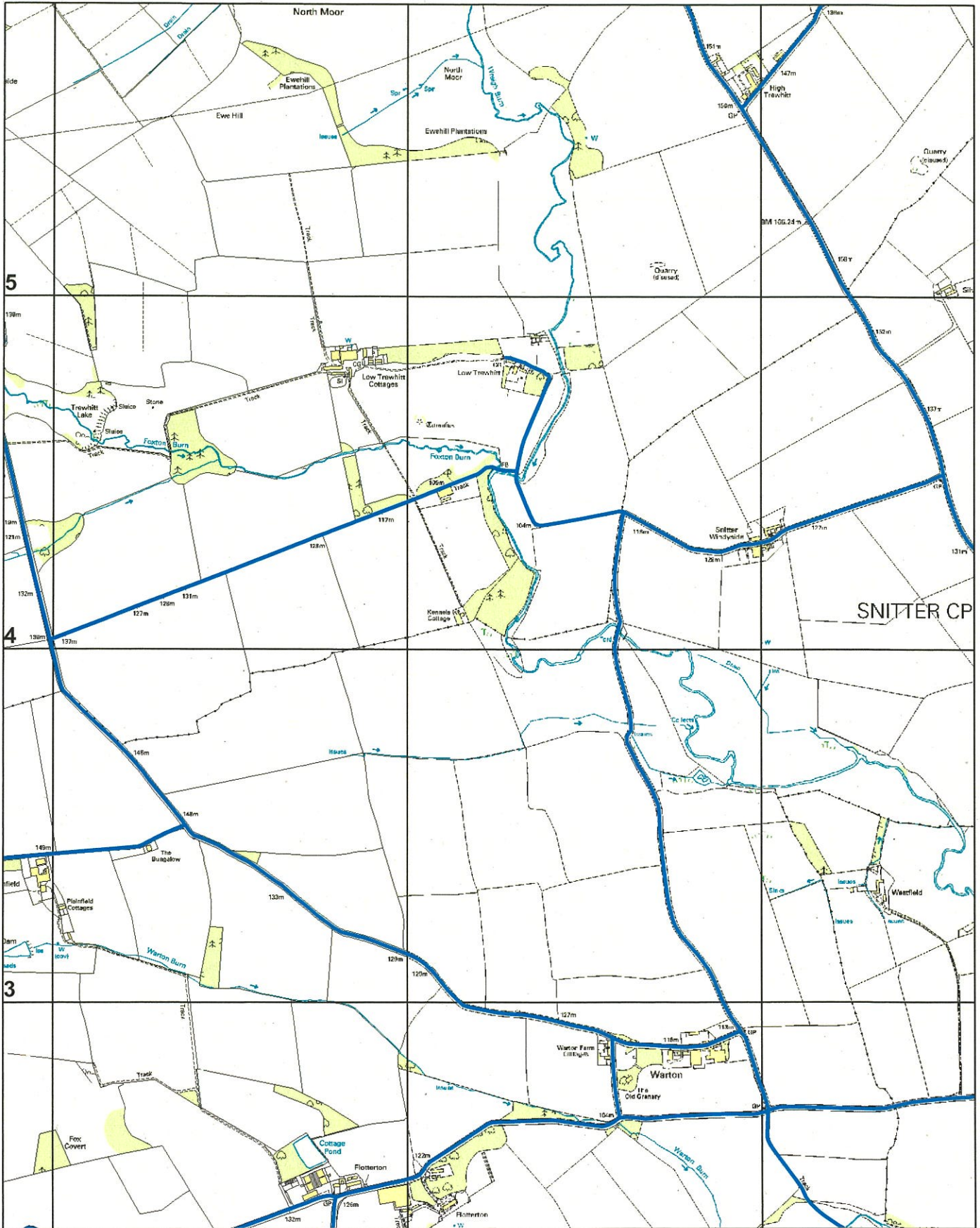
WHITTON AND TOSSON CP

LAT 55° 18'

B 6341
Thropton
1 km or 1 mile

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
U4024		
	U4023 TO CLENNELL CATTLE GRID	1,275
	<i>Total length for U4024</i>	1,275
U4025		
	C172 (WEST) TO C172 (EAST)	2,921
	C172 CROSSROADS TO C179	1,539
	<i>Total length for U4025</i>	4,460
U4026		
	U4027 TO C176	969
	C179 TO U4073 LOW TREWITT	1,416
	U4073 TO U4027	419
	<i>Total length for U4026</i>	2,803
U4027		
	FORD TO U4026	317
	C179 TO FORD	1,249
	<i>Total length for U4027</i>	1,565
U4028		
	C176 JCT TO C175 JCT	1,209
	<i>Total length for U4028</i>	1,209
U4029		
	C172 TO U4019	1,409
	U4019 TO C179 VIA LOW BURRADON FAR	1,951
	<i>Total length for U4029</i>	3,360
U4030		
	B6341 JCT TO HIGH SHAW FARM	1,872
	<i>Total length for U4030</i>	1,872
U4031		



**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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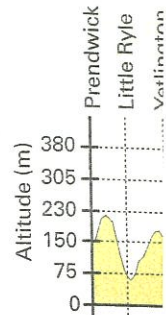
Drn:
AB

Date:
Sept 2022

Scale:
1:15,000

Extract from Sandstone Way Cycle Route Map

ALNHAM EAST WOOD



Direct route: Prendwick

Direct route
Black Chirnells to Prendwick
via Yetlington
8.40 miles / 13.5km

Black Chirnells to Prendwick
via Alwinton
17 miles / 27.5km

Direct route to
Chartners via Hepple
5.7 miles / 9.2km

Southbound:
Follow farm road
then cross small field

Northbound:
PLEASE slow down past hall-
turn right to cross small field
EASY TO MISS

Easy to miss

Easy to miss

Recommended
northbound

Highly recommended

Direct route to

Recommended
Northbound

