



# Northumberland

## County Council

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

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

#### ALLEGED BYWAYS OPEN TO ALL TRAFFIC No 15 PARISH OF SNITTER

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

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#### **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 U4027 road, from the U4026 road, west of Snitter Windysyde, in a southerly direction to the C179 road, east of Warton.

#### **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 T-X;**
- (ii) the Natural Environment and Rural Communities Act 2006 would not appear to have extinguished the public's motorized vehicular rights over the T-X route;**
- (iii) the route be included in a future Definitive Map Modification Order as a byway open to all traffic.**

#### **1.0 BACKGROUND**

- 1.1 By virtue of section 53 of the Wildlife and Countryside Act, 1981 the County Council is required to keep the Definitive Map and Statement under continuous review and make modification orders upon the discovery of evidence, which shows that the map and statement need to be modified.
- 1.2 The relevant statutory provision which applies to adding a public right of way to the Definitive Map and Statement, based on historical documentary evidence, is Section 53(3)(c)(i) of the Wildlife and Countryside Act, 1981. This

requires the County Council (as Surveying Authority) to modify the Definitive Map and Statement following:

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

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

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

## **2.0 PUBLIC EVIDENCE**

- 2.1 In the late 1980s the County Council carried out consultations regarding proposals to add a number of unsealed tracks in the north of the County to the Definitive Map as byways open to all traffic on the basis that the routes were included in the County Council's "List of Streets" as unclassified County roads (UCR). The rationale for doing so was that it would not be obvious to members of the public (particularly horse riders, walkers and cyclists) that they were legally entitled to use routes such as these (which were considered to have vehicular status), because their physical appearance might suggest otherwise.
- 2.2 The view, held by those officers of the Council responsible for maintaining the 'List of Streets' for the County of Northumberland was (and still is) that only public roads (not public bridleways or public footpaths) were shown on this List. The only exceptions to this are the surfaced paths and alleyways providing pedestrian links between roads, in urban areas. Thus, tracks in rural settings, which have their own unique reference numbers (e.g. the 'U4027' 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 U4027 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 Trehwitt, 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". Two replies were received and are included below.

- 4.2 By email, on 26<sup>th</sup> 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 8<sup>th</sup> May 2018, the British Horse Society responded to the consultation, stating:

"Alleged byway open to all traffic 15 (Warton) From T, this is a wide fenced lane with a stone and grass surface which crosses an easily accessible ford, with a footbridge for walkers, and then follows an unfenced track across a pasture before entering another fenced lane which leads to the hamlet of Warton. This route is regularly used by local horse riders and walkers and is probably used by cyclists as well. There was no evidence of use by vehicles but it would be passable for a 4WD vehicle. It provides a valuable link in the ridden network so the BHS supports its addition 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

Although Low Trehitt and Warton are both identified on the map, there is no evidence of a road or track resembling the route of alleged Byway No 15.

1820 Fryer's County Map

There is clear evidence of an "Other Road" resembling the route of alleged Byway No 15.

1827 Cary's Map

There is clear evidence of a "Parochial Road" resembling the route of alleged Byway No 15.

1828 Greenwood's County Map

There is clear evidence of a "Cross Road" resembling the route of alleged Byway No 15.

1841 Warton Tithe Award

There is clear evidence of a mainly unenclosed track over the section south of the Wreigh Burn. A northerly continuation, beyond the Warton Township boundary, at the Wreigh Burn, is implied by the route being labelled "To Low Trehitt".

c.1860 Ordnance Survey Map: Scale 1:2500

Only the northernmost two thirds of the route is covered by the Maps available at the record office. There is clear evidence of an unenclosed road / track over the route of alleged Byway No 15. The northern end of the route is identified with the parcel number "18a" in Snitter Township and the southern part of the route is identified with the parcel number "7" in Warton Township. In the accompanying Book of Reference these parcel numbers are described as "Township Road" and "Public Road", respectively.

1866 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a predominantly unenclosed road / track over the route of alleged Byway No 15. Only the very southern (Warton) end of the route appears to be enclosed.

1899 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a mostly unenclosed road / track over the route of alleged Byway No 15. Only the southern (Warton) end of the route, and a short section slightly further to the north, appear to be enclosed.

Finance Act 1910 plan

There is clear evidence of a partly enclosed road or track over the route of alleged Byway No 15. Although only the southern half of the route is identified as being enclosed, the whole route is shown as being separated from the surrounding land by coloured boundaries. It is very unusual to see an apparently unenclosed cross-field route nevertheless separated from the surrounding land in this way. This is considered to be good evidence in support of vehicular highway rights.

1923 Ordnance Survey Map: Scale 1:2500

There is clear evidence of a partly enclosed (southern half and northern end) and partly unenclosed road / track over the route of alleged Byway No 15.

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

There is evidence of a partly enclosed (southern half and northern end) and partly unenclosed road / track over the route of alleged Byway No 15.

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 Byway Open to All Traffic No 15 is coloured purple so as to identify it as a publicly maintainable road. It is labelled as the "U4027".

c.1952 Definitive Map – original Survey Schedules & Map

The route of alleged Byway Open to All Traffic No 15 exists on the base map, and is coloured brown. Known public roads were generally coloured brown to indicate what the extent of the road network was considered to be. In the Schedule for existing Snitter Footpath No 2 (at that time identified for inclusion as Warton Footpath No 3) the right of way is identified as starting on "Branch off No 2" and ending at "Kennels (Low Trehwitt)" - the road itself is not mentioned.

### Draft Map

The route of alleged Byway Open to All Traffic No 15 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 footpath (numbered "1") is identified connecting with the alleged byway.

### Provisional Map

As with the Draft Map, the route of alleged Byway Open to All Traffic No 15 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 footpath (numbered "1") is identified connecting with the alleged byway.

#### 1957 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a partly enclosed / partly unenclosed road or track over the route of alleged Byway No 15.

#### 1958 County Road Schedule

In this Schedule, the entry for the U4027 road states:

"U4027 Warton – Snitter Barns Road  
From C179 at Warton to U4026 west of Snitter Barns."

The length of the U4027 road is identified as 0.96 miles.

#### 1962 Original Definitive Map

The route of alleged Byway No 15 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 Statement for the public right of way intersecting with the alleged byway open to all traffic states:

Public Footpath No 2 (Snitter)  
"From the Warton – Snitter Windy Side Road in a north-westerly direction to the Netherton Parish Boundary joining FP 14 in that parish."

#### 1964 Highways Map

The route of alleged Byway Open to All Traffic No 15 is coloured purple so as to identify it as a publicly maintainable road. It is labelled as the "U4027".

1964 County Road Schedule

In this Schedule, the entry for the U4027 road states:

“U4027 Warton – Snitter Windyside Road  
From C179 at Warton northwards to U4026 west of Snitter  
Windyside.”

The length of the U4027 road is identified as 0.96 miles.

First Review Definitive Map

The route of alleged Byway No 15 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 U4027 road states:

“U4027 Warton – Snitter Windyside Road  
From C179 at Warton (NU 009029) northwards to U4026 west of  
Snitter Windyside (NU 006044).”

The length of the U4027 road is identified as 0.96 miles.

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

There is clear evidence of a road / track over the route of alleged Byway No 15. It is marked with green dots which identifies 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 U4027) is clearly identified as publicly maintainable highway.

**6. SITE INVESTIGATION**

- 6.1 From Point T on the U4026 road, 425 metres west of Snitter Windyside, a 2.5 metre wide stone / earth / grass surfaced track, in what is now a 6.4 metre wide corridor (but the current western boundary fence is set at least 1.6 metres inside the historical hedgeline), proceeds in a southerly direction for a distance of 190 metres. Here, although the track continues southerly for a further 120 metres, it is no longer constrained by a boundary on the western side. A 2.5 metre wide unenclosed stone / earth / grass surfaced track then continues in a general southerly direction for 510 metres, having crossed the Wreigh Burn by means of a ford with a 2.9 metre wide concrete base with an adjacent footbridge. Thereafter, a 2.5 metre wide stone / earth track, in a mainly 7 to 7.5 metre wide corridor (the route is slightly wider in its middle section) continues southerly for 555 metres to a pinch point 6.3 to 6.4 metres wide. A 2.7 to 3 metre wide stone / earth surfaced track in a 7 to 8 metre wide corridor continues southerly for a further 175 metres then, finally, a 4 metre

wide stone surfaced track within a 6.4 to 6.7 metre wide corridor bounded by stone walls, continues southerly for 40 metres to join the C179 road at Warton.

## 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 Byway Open to All Traffic No 15 is identified on the County Council's current List of Streets as being the U4027 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 on Ordnance Survey maps since The 1860s. Initially, the route was almost entirely unenclosed, though over time about half has become enclosed. 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. Both the enclosed part and the unenclosed part of the route was separated from the surrounding land by coloured boundaries, on the plans produced in association with the Finance Act 1910. This is considered very significant because, I have not seen an unenclosed road shown in this way before (occasionally they are labelled as a "public highway" or similar), so this must be considered strong evidence in favour of a public vehicular highway.

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 U4027 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. This route has the appearance of being a farm track, and only the southern end of it could be driven by a 'normal' motor vehicle. From the consultation responses of R Torrance & J Lazams 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 any motor vehicular use being very occasional. Whilst the actual relative proportion of these types of public use isn't known, use by the general public is considered likely to be predominantly non-motor vehicular.
- 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 northern most 190 metres with its 'historical' width of 8 metres, and the southern half of the route with widths varying between 6.3 and 8 metres, as identified in paragraph 6.1, above. It is proposed that the

remaining unenclosed sections of 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).

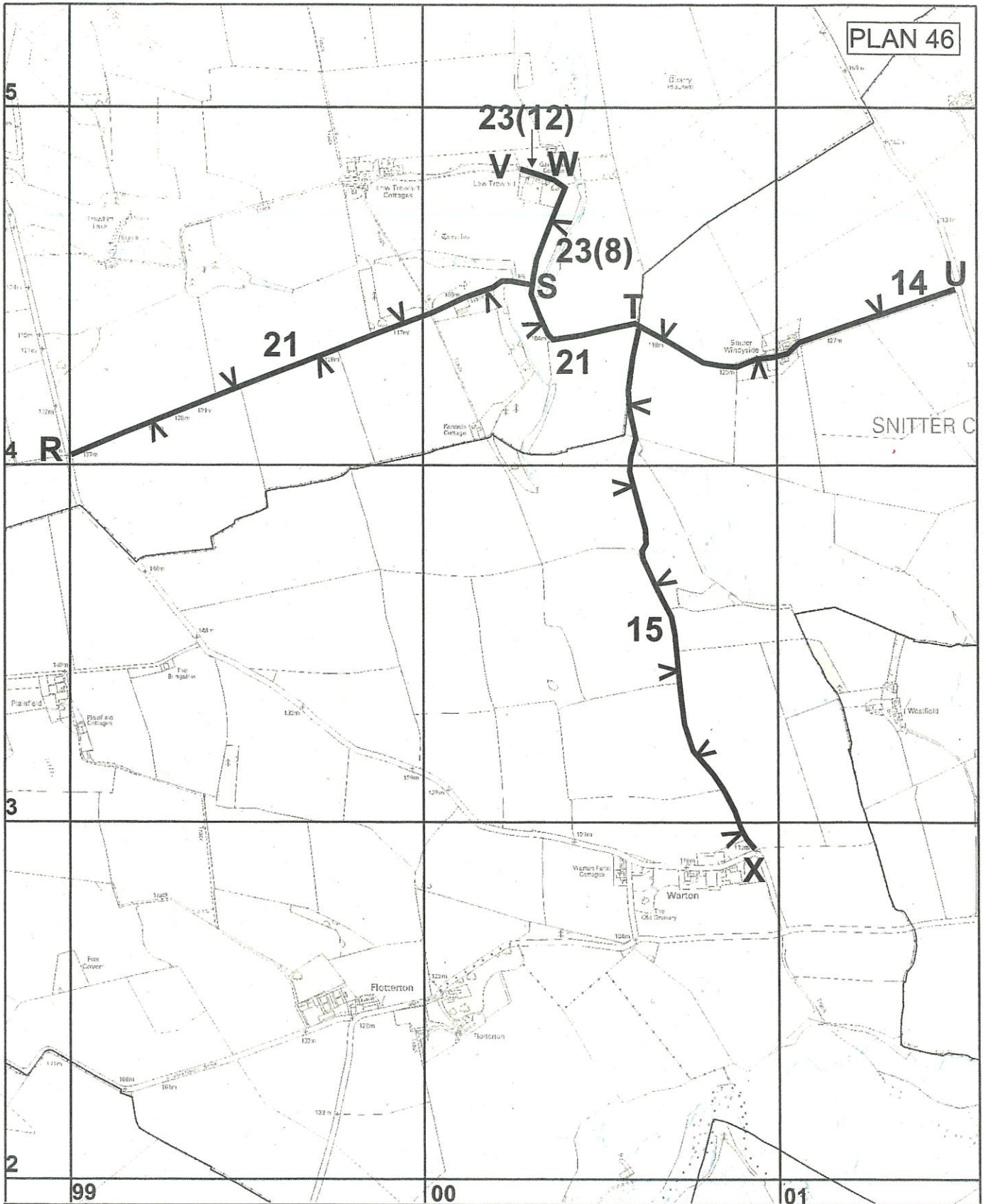
## **8. CONCLUSION**

- 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 Byway Open to All Traffic No 15.
- 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 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 a byway open to all traffic.

## **BACKGROUND PAPERS**

Local Services Group File: A/33/15z

Report Author            Alex Bell – Definitive Map Officer  
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   [Alex.Bell@Northumberland.gov.uk](mailto:Alex.Bell@Northumberland.gov.uk)



**Northumberland**

Northumberland County Council

Infrastructure  
Local Services

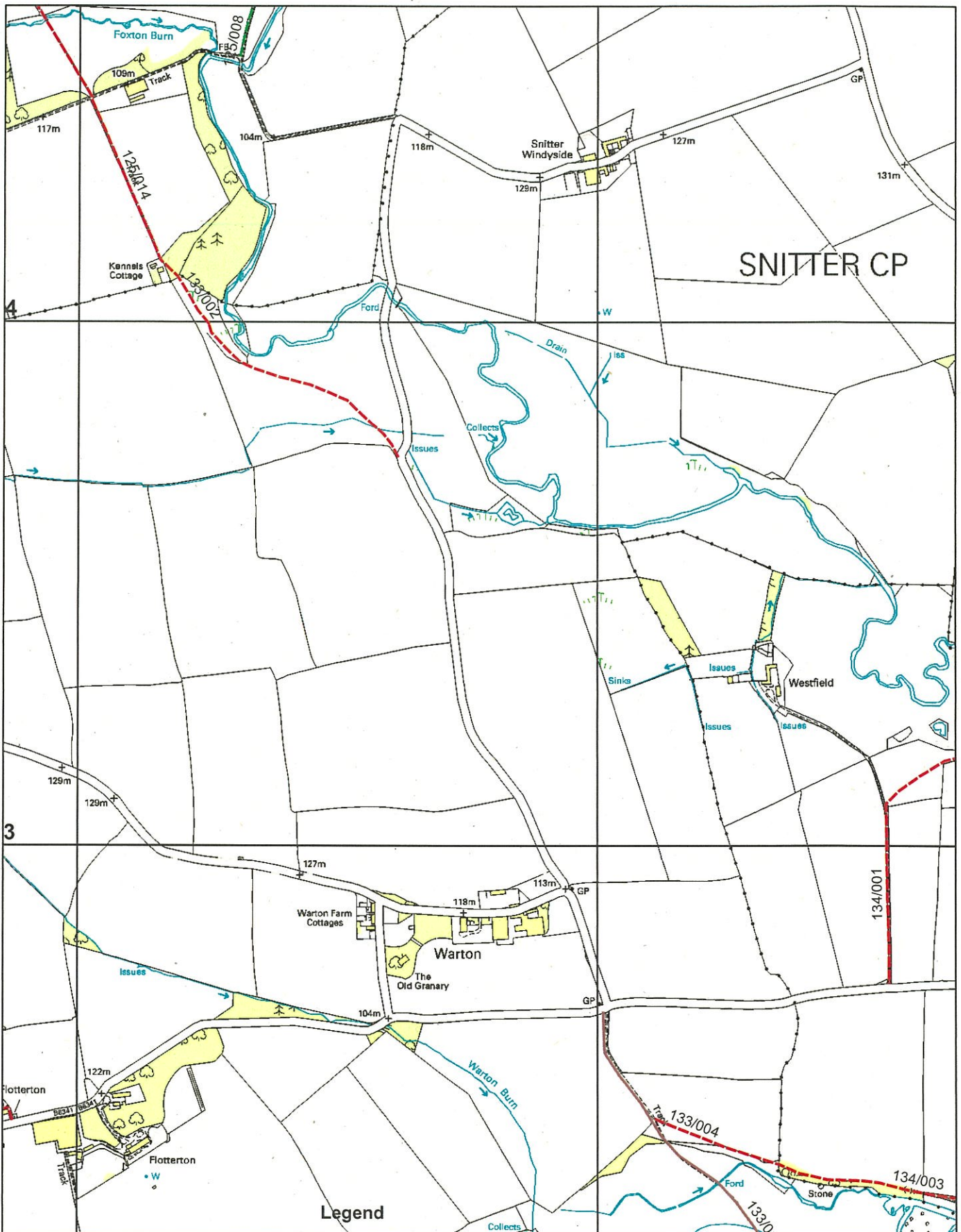
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**Wildlife and Countryside Act 1981  
Public Rights of Way**

 Alleged Byway Open to All Traffic

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



**Legend**

- 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



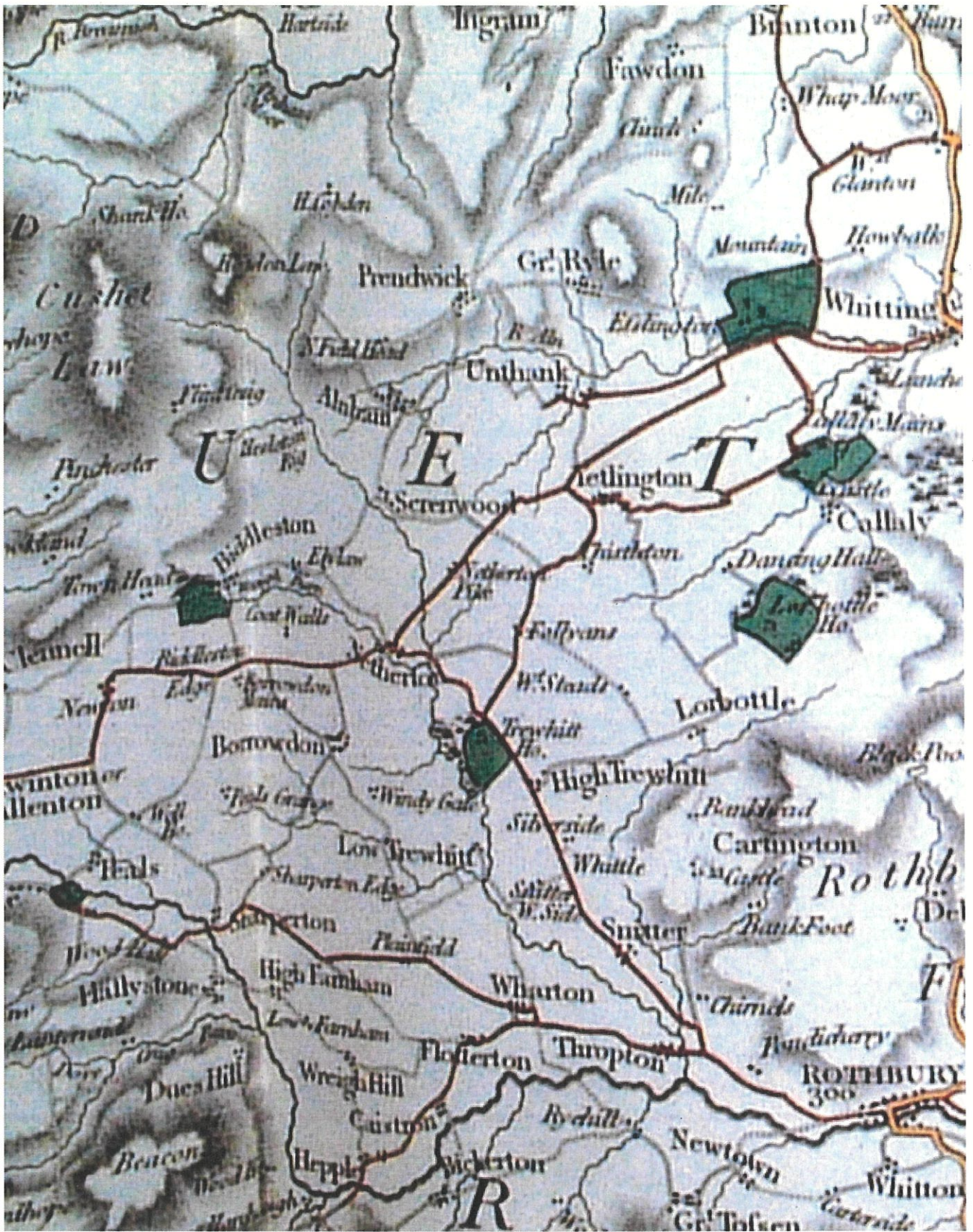
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Sustainable Transport  
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Fryer's County Map  
1820

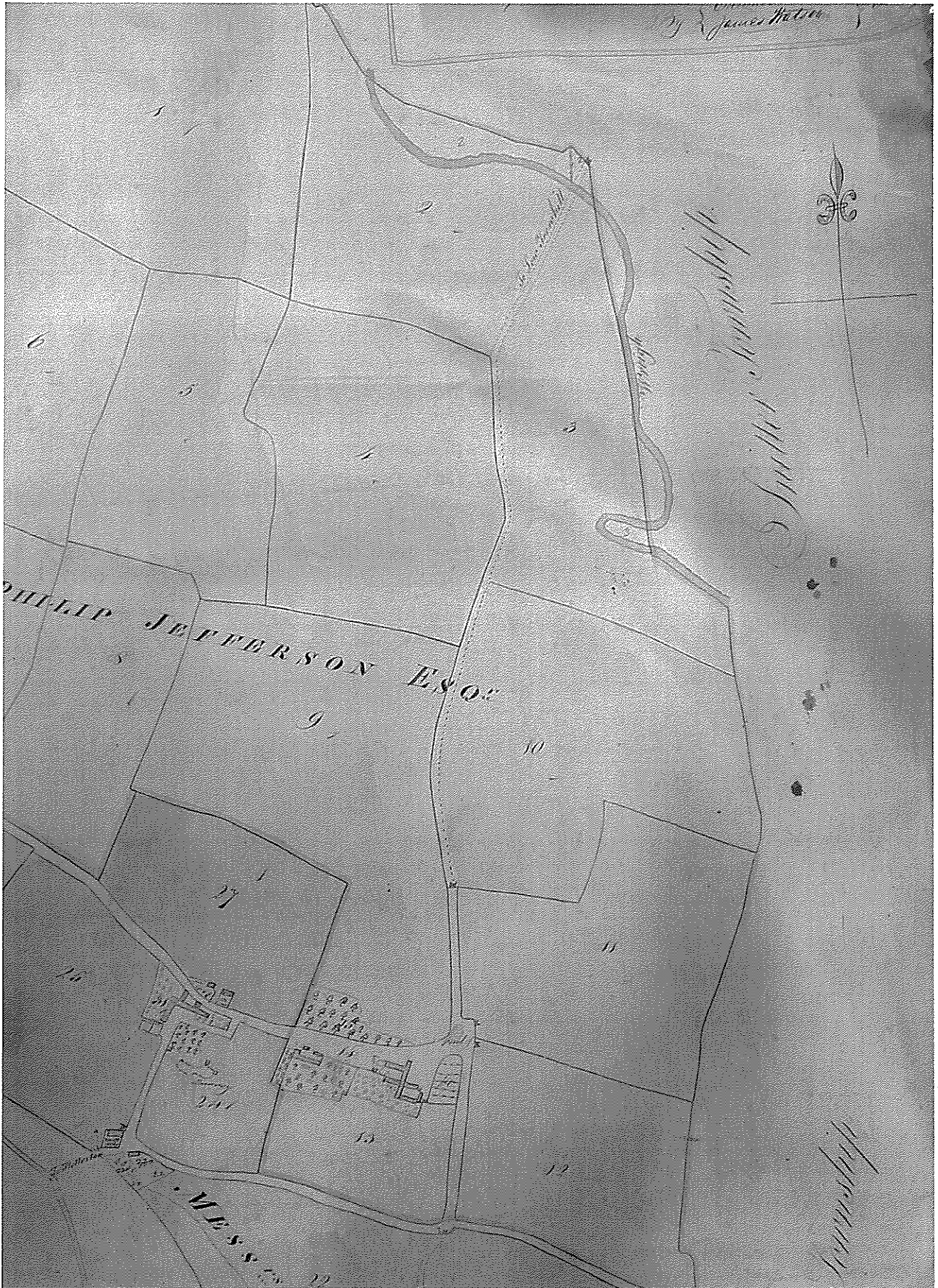








Warton Tithe Award  
1841



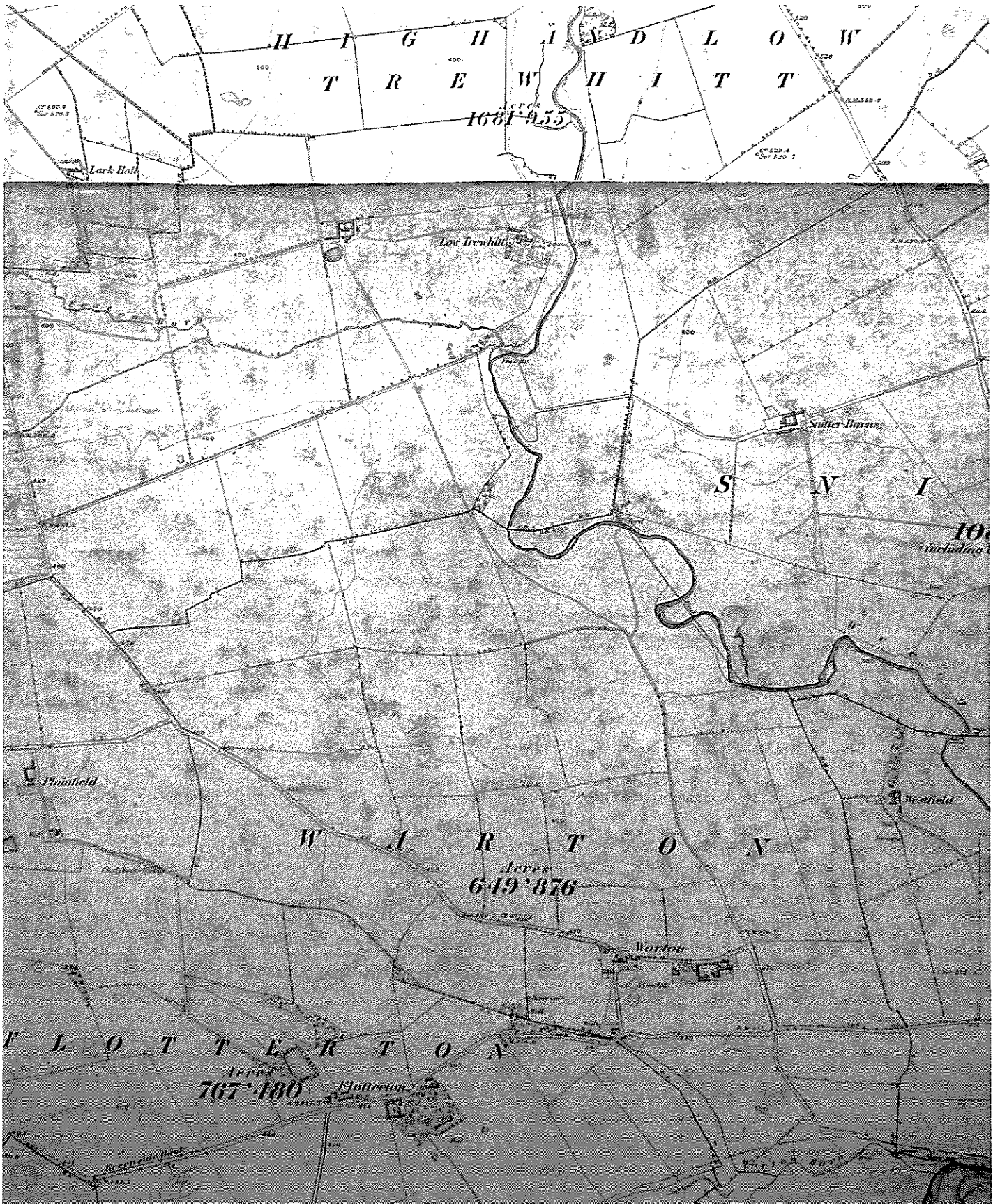
1st Edition 25" O.S. Map  
c.1860

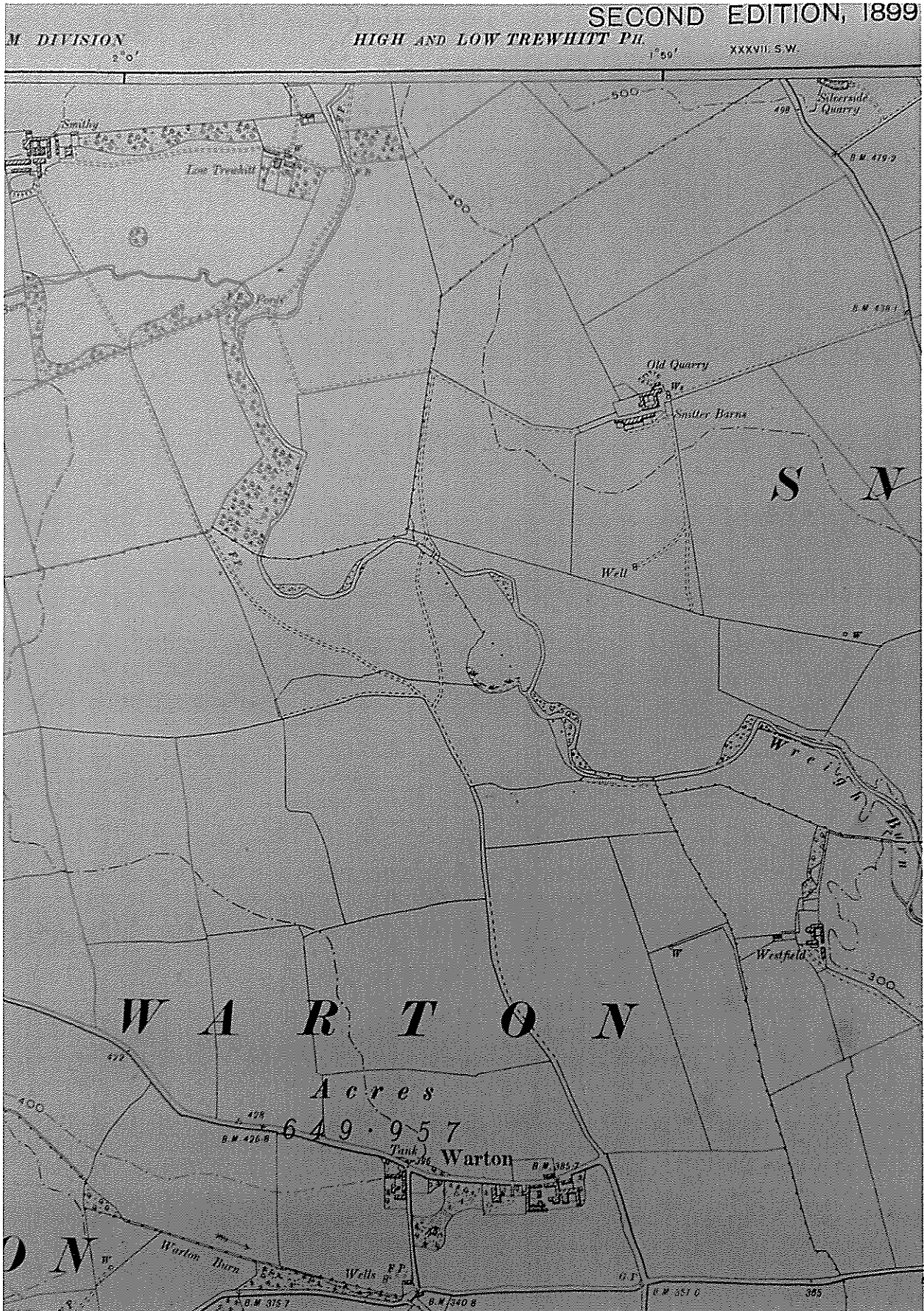


No. on Plan.	Area in Acres.	Remarks.	No. on Plan.	Area in Acres.	Remarks.
<b>TOWNSHIP OF DEBDON</b> (Detached).			<b>RECAPITULATION.</b>		
1	.216	House, garden, &c. (Whitfield House).	411-036	Land.	
2	5-540	Pasture, &c.	.740	Public road.	
3	38-097	Rough pasture.	411-796	Total area of the Township Wreighill.	
	88-858	Area of the Township of Debdon (De- tached).			
<b>RECAPITULATION FOR THE TOWNSHIP.</b>			<b>TOWNSHIP OF SNITTER.</b>		
	287-084	Land.	1	20-085	Rough pasture, &c.
	.882	Public road.	2	14-600	Pasture.
	287-966	Total area of the Township of Deb- don.	3	27-882	Pasture, &c.
			4	24-786	Pasture, &c.
			5	11-809	Pasture.
			6	.883	Houses, yards, garden, &c. (Silverside).
			7	5-597	Pasture.
			8	9-940	Pasture, &c.
			9	10-293	Pasture, &c.
			10	.544	Wood, &c.
			11	14-991	Pasture, &c.
			12	31-868	Pasture.
			13	7-008	Public road.
			14	12-234	Arable.
			15	13-947	Arable.
			16	10-846	Pasture.
			17	21-027	Pasture.
			18	20-710	Pasture, &c.
			18a	.181	Township road.
			19	.860	Houses, yards, garden, &c. (Snitter Barns).
			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.
<b>TOWNSHIP OF WREIGHILL.</b>					
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. } Wreighill.			
9	.072	Houses and gar- den.			
10	90-668	Pasture, &c.			
11	12-670	Pasture, &c.			
12	22-214	Pasture, &c.			
13	18-718	Pasture, &c.			
14	17-067	Pasture, &c.			
15	40-886	Pasture, &c.			
16	1-104	Pasture.			
17	47-185	Pasture, &c.			
18	35-155	Arable.			
19	23-023	Pasture, &c.			
	411-796				

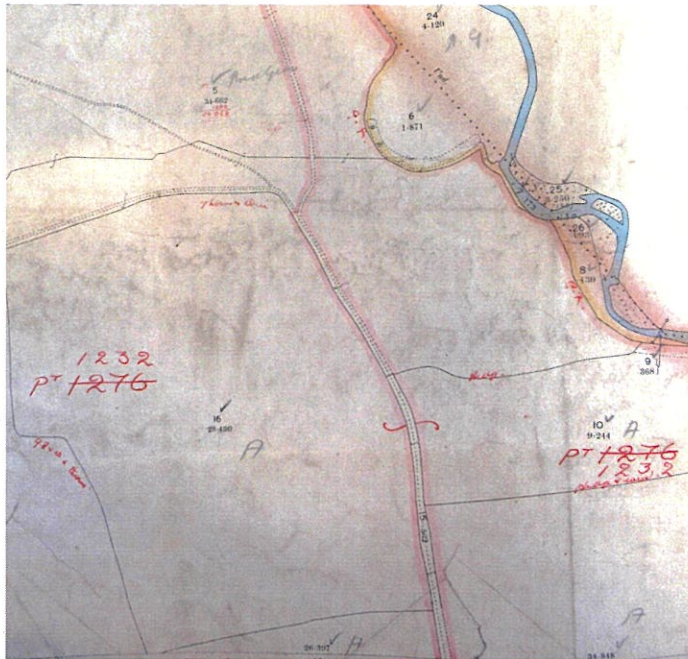
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No. on Plan.	Area in Acres.	Remarks.	No. on Plan	Area in Acres.	Remarks.
<b>RECAPITULATION.</b>					
18-154	Land.		25	426-343	Brought forward.
.140	Water.		26	14-016	Pasture, &c.
18-294	Area of the Town- ship of Leo Ward (Detached).		27	11-486	Pasture.
			28	.122	Garden.
				1-091	Houses, yards, garden &c. (Warton, part of).
			29	.542	Public road.
			30	.124	House and garden.
			31	.637	House, garden, &c.
			32	8-735	Arable.
			33	2-151	House, yards, garden &c. (Warton, part of).
			34	.052	Wood.
			35	16-386	Pasture, &c.
			36	18-701	Arable.
			37	1-910	Public road.
			38	11-576	Arable.
			39	8-712	Pasture.
			40	24-946	Arable.
			41	45-641	Pasture, &c.
			42	1-003	Pasture.
			43	20-067	River Coquet.
			44	18-739	Rough pasture, &c.
			45	2-081	Rough pasture, &c.
			46	14-155	Pasture, &c.
				649-876	
<b>RECAPITULATION.</b>					
				618-863	Land.
				10-149	Public roads.
				21-864	Water.
				649-876	Total area of the Township of War- ton.
<b>TOWNSHIP OF WARTON.</b>					
1	84-207	Arable.			
2	29-958	Arable.			
3	37-201	Arable.			
4	1-297	Stream (Wroigh Burn).			
4a	.065	Pasture (island).			
5	37-623	Pasture, &c.			
6	2-165	Pasture.			
7	3-456	Public road.			
8	9-209	Arable.			
9	28-169	Arable, &c.			
10	4-241	Public road.			
11	17-199	Arable.			
12	23-498	Arable.			
13	21-395	Arable.			
14	29-480	Arable.			
15	26-397	Arable.			
16	34-841	Pasture.			
17	7-053	Pasture.			
18	14-092	Pasture.			
19	15-077	Arable.			
20	13-863	Arable.			
21	16-709	Arable.			
22	.484	Wood.			
23	18-224	Arable.			
24	.510	Wood.			
	426-343	Carried forward.			
<b>TOWNSHIP OF GREAT TOSBOURNE AND RYEHILL.</b>					
1	23-056	Arable, &c.			
2	1-992	Pasture, &c.			
2a	.398	Furze, &c.			
3	6-775	Pasture, &c.			
	32-221	Carried forward.			





# Finance Act 1910 Plan

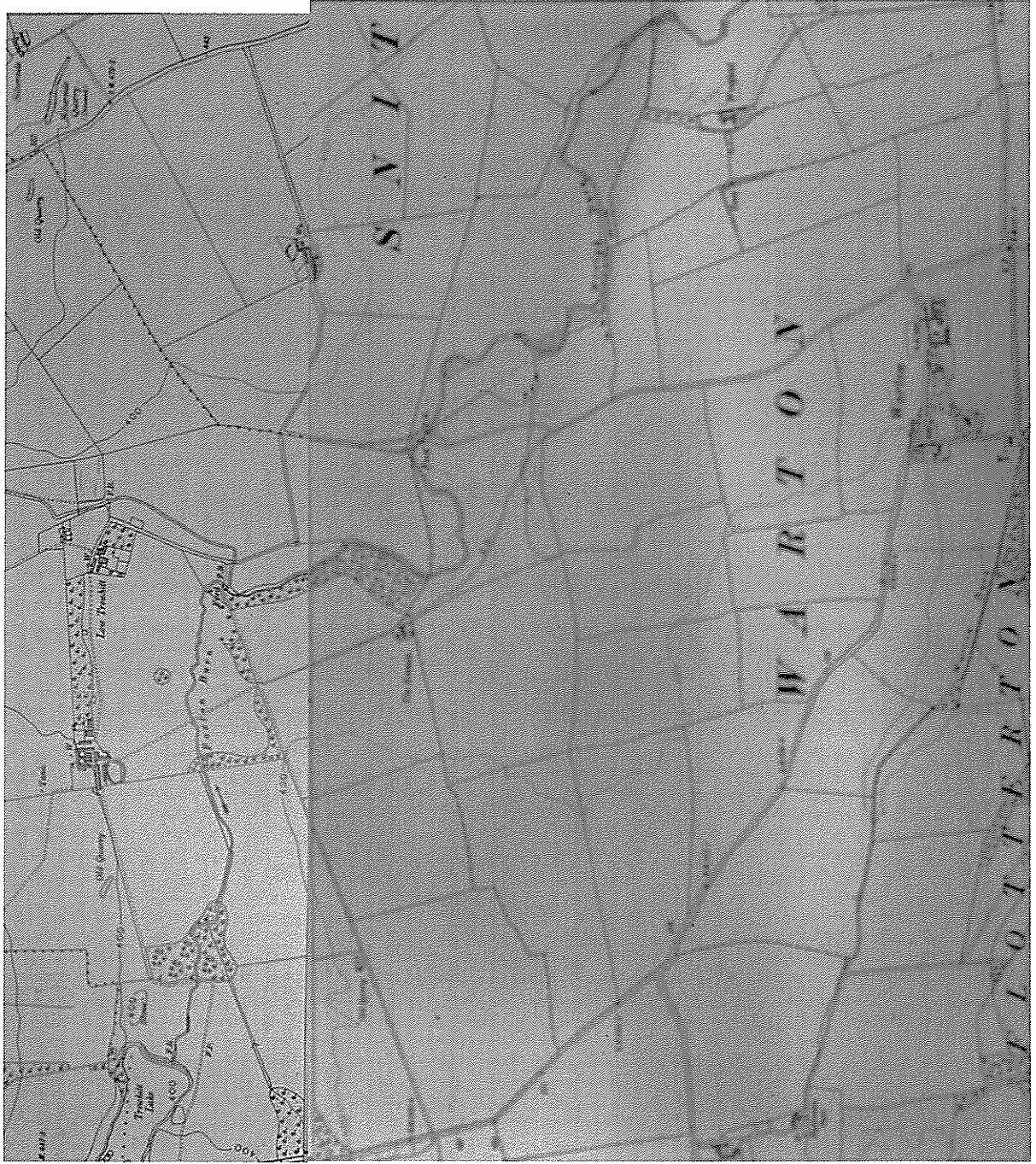


3rd Edition 25" O.S. Map  
1923

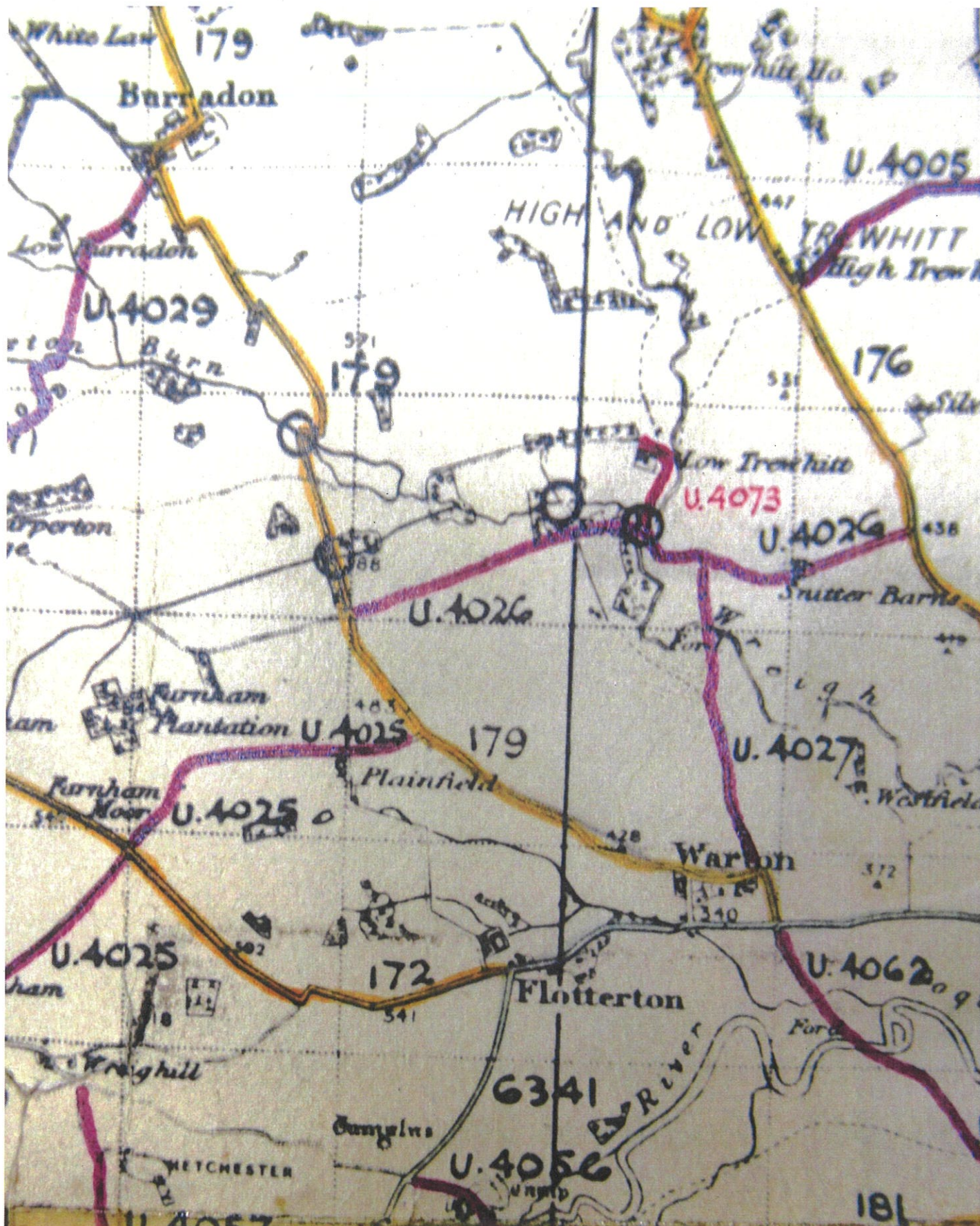




3rd Edition 6" O.S. Map  
1925 / 26



Extract from the Council's 1951 Highways Map





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

Parish of WARTON in the Rural District of \_\_\_\_\_

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

1. Number of highway on Map 3
2. Kind of Path (i.e., F.P., B.R.) F.P.
3. Starts at BRANCHES SEE NO. 2 to KENNELS (LOW TREWHITT)
4. Name of Path (if any) \_\_\_\_\_
5. Is the Path well defined? YES EXCEPT AT SOUTH END
6. Is the Path metalled? If so, define length. NO
7. If its width can be stated, insert here 2'
8. What is the present condition of the path, stiles, etc.? SATISFACTORY
9. Is it subject to being ploughed out? NOT AT PRESENT
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  
NIL
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  
'N' USE
12. Have persons been prevented using the highway? \_\_\_\_\_
13. Give particulars of any obstructions NIL
14. Names of owners of freehold and previous owners, if known, for past 30 years.  
LORD 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 F.P. VERY OBSCURED AT SOUTH END DUE TO FARM TRAFFIC AND OBLITERATION BY STOCK.

Surveyed by	Address	Dates of Survey
<u>George A Dary</u>	<u>Warton</u>	<u>17-2-52</u>
<u>RLE Nelson</u>	<u>Prospect Farm, Warton</u>	

Important :- Sheet No. of Map on which Highway is shown  
285 / 60 / 41/503/1



# Provisional Map



1:10,560 O.S. Map  
1957



# 1958 County Road Schedule

## ALNWICK DIVISION

### Unclassified Roads in Rothbury Rural District

		Brought Forward	46.430 miles
U.4027	Warton - Snitter Barns Road	From C.179 at Warton to U.4026 west of Snitter Barns.	0.96
U.4028	Burnfoot - Follions Road	From C.176 at Burnfoot to C.175 south of Follions.	0.76
U.4029	Sharperton - Burradon Road	From C.172 east of Sharperton via Sharperton Edge to C.179 at Burradon.	2.08
U.4030	Billsmoor Foot - Raw Farm Road	From B.6341 south of Billsmoor Foot via Fenchford to the entrance of Raw Farm.	0.61
U.4031	Bowershiel - High Carrick Road.	From B.6341 north of Bowershiel north-westwards to the entrance to High Carrick.	1.11
U.4035	Lordenshaw - Great Tosson Road.	From B.6342 south of its crossing with the Lordenshaw Burn north-eastwards to U.4061 at Great Tosson.	2.64
U.4042	North End - Low Hall Road	From C.106 at North End to Low Hall	0.41
U.4043	New Moor Hall Road	From C.106 south of the Swarland Burn to New Moor Hall at U.D. boundary.	0.34
U.4047	Moor Lodge - Snitter Road	From B.6341 at Moor Lodge via South Cartington to C.176 at Snitter.	3.23
U.4056	The Gaistron Road	From B.6341 $\frac{1}{2}$ mile south of Flotterton south-eastwards via Gaistron to the River Coquet.	0.31
U.4057	Hepple - Wreighill Road	From B.6341 at Hepple Smithy to a point 250 yards south-east of Wreighill	0.88
U.4058	Holystone - Campville Road	From C.180 at Holystone Priory via Holystone School to Campville.	0.375
U.4059	Road in Rothbury	Rothbury Bridge via Croft Road to Rothbury Station, Providence Lane, Brewery Lane, High Street, Church Street, and the road from Market Street Rothbury via The Cross to Church Street.	1.01
U.4060	Haw Hill and Gravelly Bank, Rothbury	Gravelly Bank from its junction with B.6341 and Haw Hill.	0.69
		Forward	<u>62.035 miles</u>



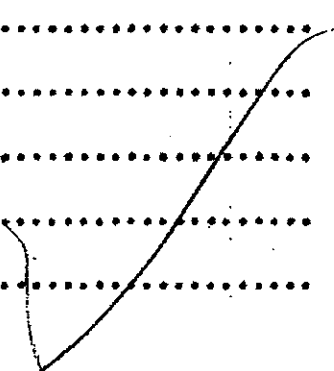


NORTHUMBERLAND COUNTY COUNCIL.

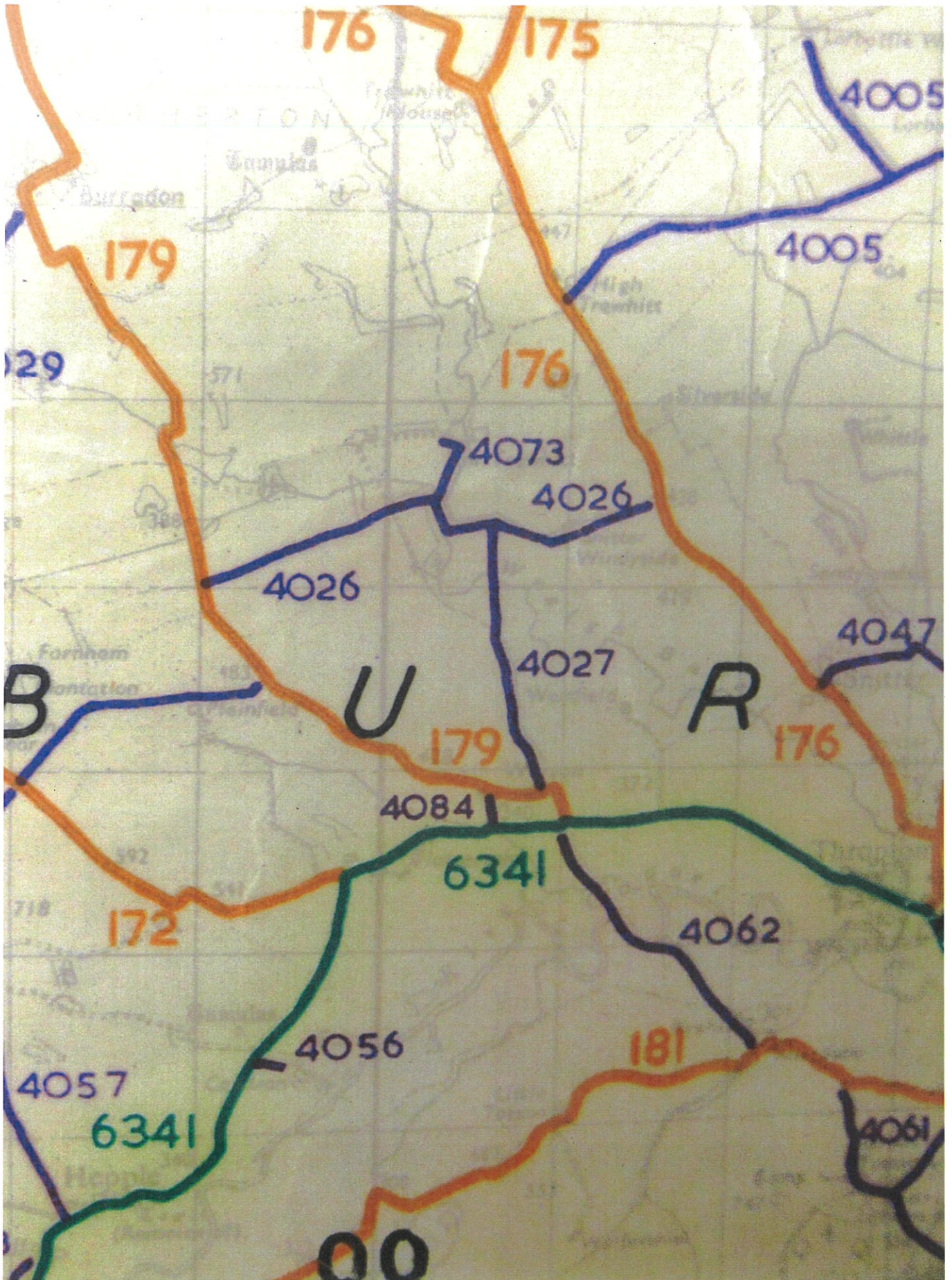
NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949:  
PART IV.

PUBLIC RIGHTS OF WAY - STATEMENT.

1. ~~Borough~~ .....  
~~Urban district~~ .....  
Rural district ..... ROTHEBURY
2. Parish ..... SNITTER
3. Number of Footpath on Map ..... 2
4. Name of Path .....
5. Kind of Path (i.e. (FP/BR)) ..... F.P. width 8 feet.
6. General Description of Path ..... From the Warton - Snitter Windy Side Road...  
in a north-westerly direction to the Netherton Parish Boundary joining F.P. 14.  
in that parish.  
.....  
.....  
.....
7. Other relevant information .....  
.....  
.....  
.....  
.....



Extract from the Council's 1964 Highways Map

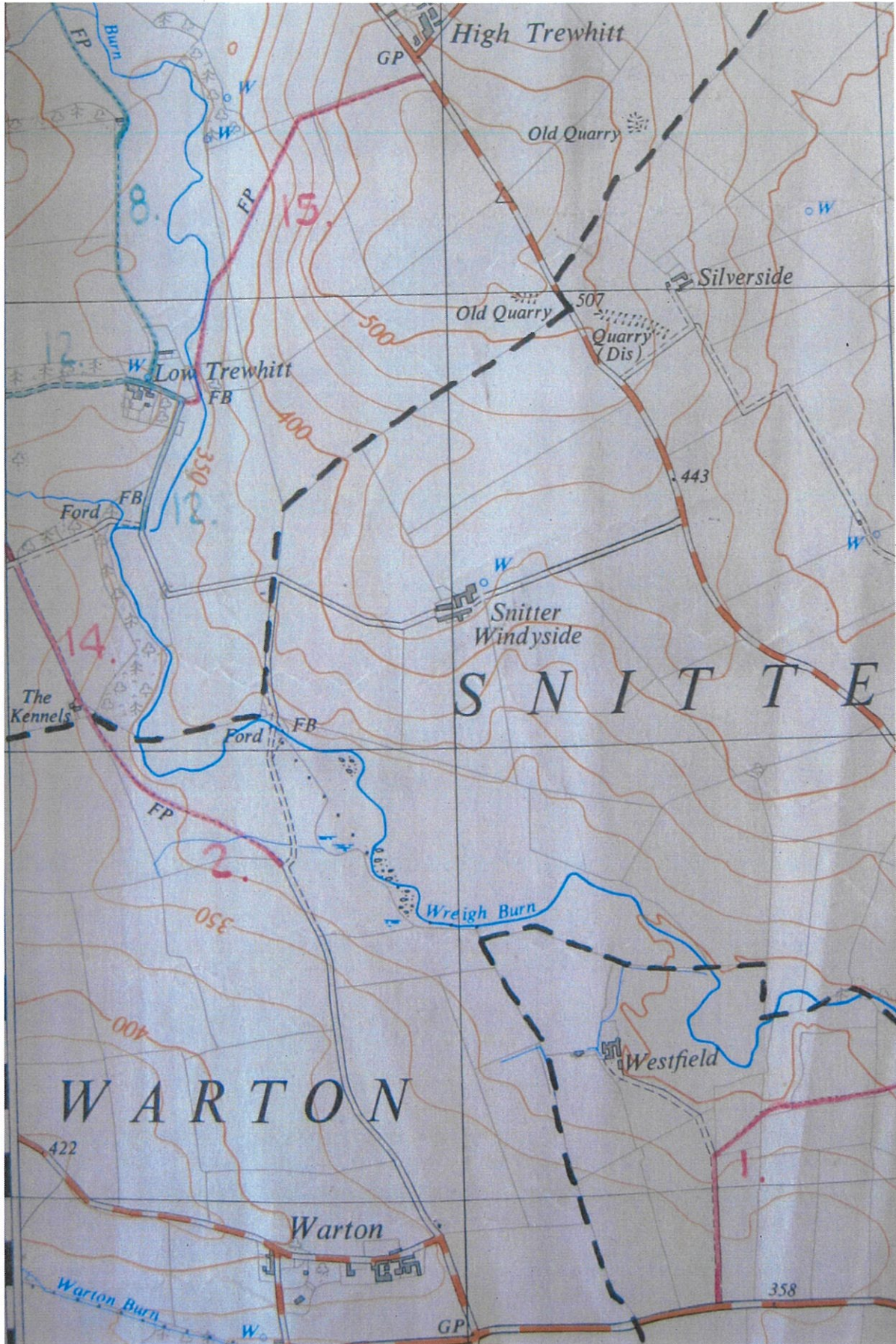


# 1964 County Road Schedule

- 90 -

<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.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-Biddlestore Hall.	From C. 172 at Burradon Mains (NF. 963070) northwards to U.4017 at Biddlestore Hall (NF. 960082).	Alwrick Division.		0.80
U.4023	Alwinton-Coquet Valley Road.	From C. 172 at Alwinton (NF. 923060) north-westwards and westwards via Shillmoor, barrowburn to Kakerdon (NF. 804094) including 133 yd. long spur from just north of Barrowburn Bridge north-eastwards to Barrowburn Farm.	Alwrick Division.		11.78
U.4024	Alwinton-Clemnell Road.	From U.4023 south-east of Alwinton (NF. 923060) north-eastwards to Clemnell (NF. 923070).	Alwrick Division.		0.79
U.4025	Farnham Tile Works-Low Farnham-Plainfield.	From C. 172 at Farnham Tile Works (NF. 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 (NF. 803034).	Alwrick Division.		2.78
U.4026	Snitter Windyside Road.	From C. 179 north of Plainfield (NF. 990040) eastwards via Snitter Windyside to join C. 176 south of Silverside (NF. 015045).	Alwrick Division.		1.76
U.4027	Marton-Snitter Windyside Road.	From C. 179 at Marton (NF. 009029) northwards to U.4026 west of Snitter Windyside (NF. 006044).	Alwrick Division.		0.96
U.4028	Netherton Burnfoot-Follions Road.	From C. 176 at Netherton Burnfoot (NF. 997073) north-eastwards to C. 175 south of Follions (NF. 007076).	Alwrick Division.		0.76
U.4029	Sharperon-Burradon Road.	From C. 172 east of Sharperon (NF. 963037) north-eastwards via Sharperon Edge to C. 179 at Burradon (NF. 980060).	Alwrick Division.		2.08
U.4030	Billsmoor Foot-Highshaw Road.	From B.6341 south of Billsmoor Foot (NF. 943967) northwards via Perchford and Haw Farm to the entrance to Highshaw Farm (NF. 941982).	Alwrick Division.		1.21

# Ordnance Survey Explorer Map OL 16

1:25,000  
(2005)



THROPTON CP  
B 6341  
Thropton  
1 km or 1/2 mile

Coquendale

WHITTON AND TOSSON CP

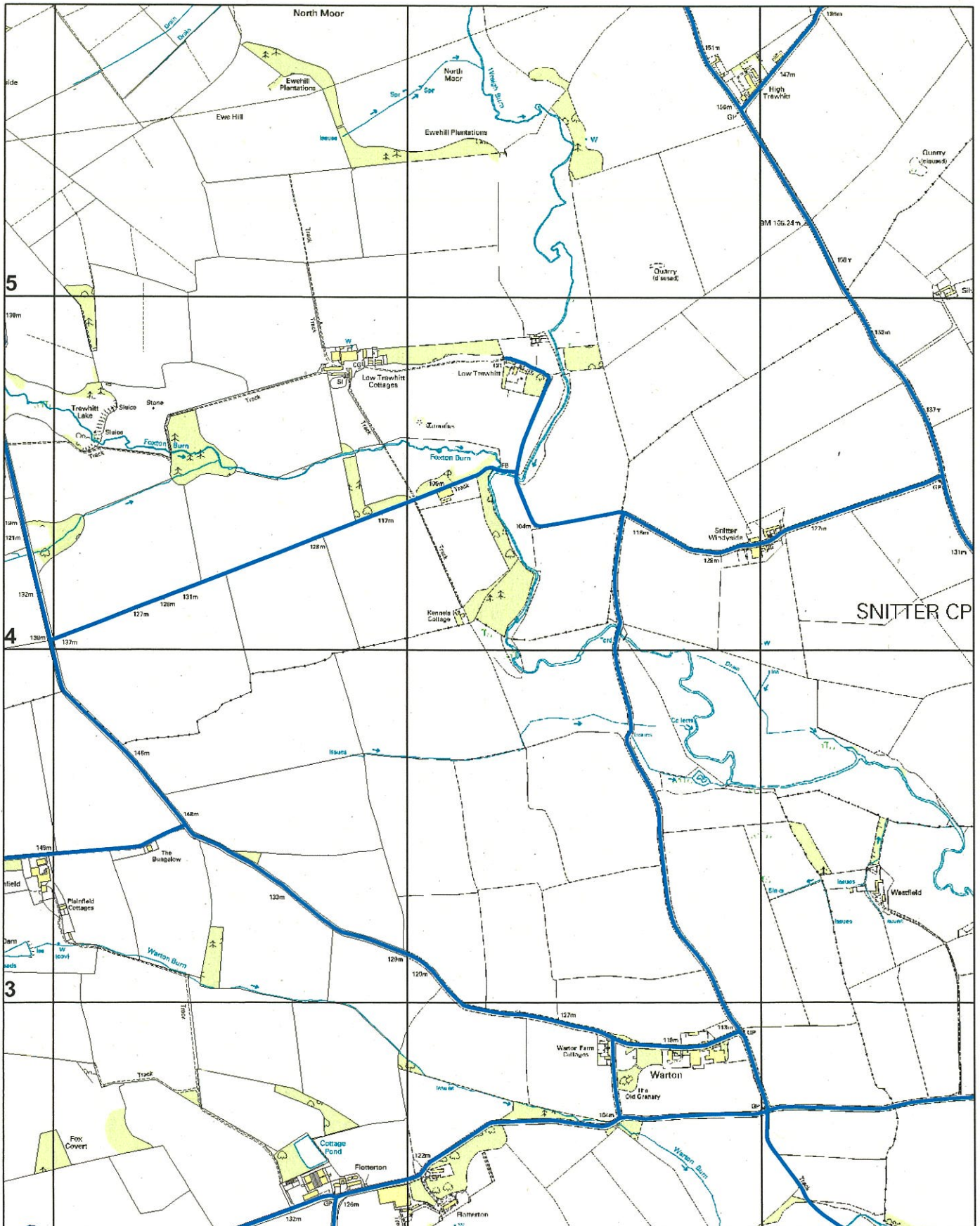
LAT 55° 18'

600000m

**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**

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





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