



# Northumberland County Council

RIGHTS OF WAY COMMITTEE  
28 February 2023

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

### ALLEGED BYWAY OPEN TO ALL TRAFFIC No 29 PARISH OF BRINKBURN

Report of the Director of Environment & Transport  
Cabinet Member: Councillor John Riddle, Roads & Highways

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#### **Purpose of report**

In this report, the Rights of Way Committee is asked to consider all the relevant evidence gathered in support and in rebuttal of the existence of public vehicular rights over the U4041 road, between the B6344 road, and the C188 road, via Cockshot.

#### **Recommendation**

**It is recommended that the committee agrees that:**

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

#### **1.0 BACKGROUND**

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

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

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

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

## **2.0 PUBLIC EVIDENCE**

- 2.1 In the late 1980s the County Council carried out consultations regarding proposals to add a number of unsealed tracks in the north of the County to the Definitive Map as byways open to all traffic on the basis that the routes were included in the County Council's "List of Streets" as unclassified County roads (UCR). The rationale for doing so was that it would not be obvious to members of the public (particularly horse riders, walkers and cyclists) that they were legally entitled to use routes such as these (which were considered to have vehicular status), because their physical appearance might suggest otherwise.
- 2.2 The view, held by those officers of the Council responsible for maintaining the 'List of Streets' for the County of Northumberland was (and still is) that only public roads (not public bridleways or public footpaths) were shown on this List. The only exceptions to this are the surfaced paths and alleyways providing pedestrian links between roads, in urban streets. Thus, tracks in rural settings, which have their own unique reference numbers (e.g. the "U4041" 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 U4041 unclassified County road based upon more than simply its inclusion in the List of Streets.

## **3. LANDOWNER EVIDENCE**

- 3.1 There is no landowner evidence at this stage.

## 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 12<sup>th</sup> April 2018, the British Horse Society responded to the consultation, stating:

**“Alleged Byway Open to All Traffic 29 (Cockshot)**

This route leaves the B6344 not far from where the alleged BOAT 28 meets it on the south side, so it can be considered to be a continuation from a horse rider’s point of view. The surface is poor quality tarmac which provides the access road to Cockshot. At this point it turns east and continues across fields following the fence lines to meet the road west of Longframlington. There is a finger post at Cockshot indicating this turn as straight on it only a public footpath. This provides a good linking route for horse riders between the network south of the river and the area around Longframlington. For this reason, 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

There is no evidence of a road or track approximating to the route of alleged Byway No 29.

1820 Fryer’s County Map

There is clear evidence of an “Other road” approximating to the northern half of the route of alleged Byway No 29 but no evidence of a road or track approximating to the remainder of the route.

1827 Cary's Map

There is clear evidence of a "Parochial Road" approximating to the northern half of the route of alleged Byway No 29, but no evidence of a road/track over the southern part.

1828 Greenwood's County Map

There is clear evidence of a "Cross road" over the route of alleged Byway No 29.

1866 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an unenclosed road / track over the route of alleged Byway No 29. The northern most 60 metres appears to be part of what is now the C188 road.

1897 Ordnance Survey Map: Scale 1:2500

There is clear evidence of an unenclosed road / track over the route of alleged Byway No 29. The northern most 60 metres appears to be part of what is now the C188 road.

1899 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an unenclosed road / track over the route of alleged Byway No 29. The northern most 60 metres appears to be part of what is now the C188 road.

Finance Act 1910 plan

There is clear evidence of a road / track over the route of alleged Byway No 29 on the Ordnance Survey base map. The route is not shown as being separated from the surrounding land by coloured boundaries (where it is, this is generally a good indicator of public highway status) but this is not unexpected because only a short section in the immediate vicinity of Cockshot is enclosed.

1925 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a mostly unenclosed road / track over the route of alleged Byway No 29.

1951 Highways Map

The route of alleged Byway Open to All Traffic No 29 is coloured so as to identify it as a publicly maintainable road. It is labelled as "U4041". There is a small alignment issues across the join of the two maps. On the bottom map, the road is shown as heading north from Cockshot but this is the route of existing Public Footpath No. 2. The road ought to be shown heading east for one field, before turning north. The incorrect route shown would be 0.81 miles long (0.11 miles shorter than the length identified in the County Road Schedules).



## c.1952 Definitive Map – original Survey Schedules & Map

The route of alleged Byway Open to All Traffic No 29 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 Longframlington Public Footpath No 19 (at that time identified as Longframlington Public Footpath No 8) the right of way was identified as ending at Cockshot and Brinkburn (presumably the township boundary), without the road being specifically mentioned.

### Draft Map

The route of alleged Byway Open to All Traffic No 29 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). Two public footpaths are shown beginning or terminating on the route of the alleged byway.

### Provisional Map

The route of alleged Byway Open to All Traffic No 29 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). Two public footpaths are shown beginning or terminating on the route of the alleged byway.

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

There is clear evidence of a mainly unenclosed road / track over the route of alleged Byway Open to All Traffic No 29.

## 1958 County Road Schedule

The entry for the U4041 road, in the 1958 County Road Schedule, states:

“U4041 Brinkburn High House – Hare Crossroad  
From B6344 near Brinkburn High House via Cockshot to C188  
west of the entrance to the Hare Cross.”

The length of the U4041 road is identified as 0.92 miles.

## 1962 Original Definitive Map

The route of alleged Byway Open to All Traffic No 29 exists on the base map, but is not identified as a public footpath, public bridleway or Road Used as a Public Path (RUPP).

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

Public Footpath No 2 (Brinkburn)  
“From the public road at Cockshot in a north-westerly and  
westerly direction by Johnson’s Stile crossing the Healey Cote-  
Longframlington Road, Healeycote Burn, Hope - New House

Road and Bridleway No 4, to the Cartington Parish Boundary joining Public Footpath No 19 in that parish.”

Public Footpath No 20 (Brinkburn)

“From the Rothbury - Weldon Bridge road (B6314) in a north-easterly and easterly direction through Cockshott Wood and crossing the Cockshott Burn to join the public road at Cockshott south of Cockshott.”

1964 Highways Map

The route of the southern part of alleged Byway Open to All Traffic No 29 is coloured so as to identify it as a publicly maintainable road. It is labelled as “U4041”. The road crosses 2 map sheets. The alignment of the road on the northern map sheet appears to be wrong, with the U4041 road apparently following the route of existing Public Footpath No 2, joining the C188 Road some 360 metres west of where the 1951 Highways Map depicted it. The incorrect route shown would be 1.06 miles long (0.14 miles longer than the length identified in the County Road Schedule).

1964 County Road Schedule

The entry for the U4041 road, in the 1964 County Road Schedule, states:

“U4041 Brinkburn High House – Hare Crossroad  
From B6344 near Brinkburn High House via Cockshot to C188 west of the entrance to the Hare Cross.”

The length of the U4041 road is identified as 0.92 miles.

1974 County Road Schedule

The entry for the U4041 road, in the 1974 County Road Schedule states:

“U4041 Brinkburn High House – Hare Crossroad  
From B6344 near Brinkburn High House (NZ 116994)  
northwards via Cockshot to C188 west of the entrance to the  
Hare Cross (NU 120006).”

The length of the U4041 road is identified as 0.92 miles.

2005 Ordnance Survey Explorer 340 Map: Scale 1:25,000

There is clear evidence of a mainly unenclosed track over the route of alleged Byway Open to All Traffic No 29. The northern half of the route is shown as a yellow line. In the map key, under “Roads and Paths” the yellow line symbol denotes “Road generally less than 4 metres wide”. The southern half of the route is marked with 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 byway is clearly identified as publicly maintainable highway.

## **6. SITE INVESTIGATION**

- 6.1 From a point marked B, on the B6344 road, a 2.7 to 3 metre wide tarmac surfaced track, in a 5 to 5.5 metre wide corridor, proceeds in a general north-easterly direction for a distance of 750 metres, to a point 10 metres east of Cockshot Farmhouse. Thereafter, an unenclosed grass-stone surface track proceeds in a general north-easterly direction for a distance of 185 metres and then in a northerly direction for a distance of 560 metres. Thereafter a 2.5 to 3 metre wide enclosed stone surface track, in a 8.5 to 12.5 metre corridor, continues in a northerly direction for a distance of 60 metres to a point marked C on the C188 road, 680 metres north of Healeycote.

## **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 29 is identified on the County Council’s current List of Streets as being the U4041 road. The route, subject to the alignment issues already mentioned, appears to have been identified on both the Council’s 1951 Highways Map and the later 1964 Highways Map. It was also included in the 1958, 1964 and 1974 County Road Schedules.
- 7.5 The route has been consistently identified as a road /track on Ordnance Survey maps since 1866. Although the route is not shown on Armstrong’s County Map of 1769, the northern half of the route is shown on Fryer’s County Map of 1820 and on Cary’s Map of 1827, and the full route is shown on Greenwood’s County Map of 1828.

- 7.6 On the plan, prepared under the Finance Act 1910, the route of the alleged Byway is not shown as being separated from the coloured boundaries. This is to be expected because all but a very short section of the route (at Cockshot) is unenclosed. If it had been separated, that would have been a good indication that the route was considered to be a public vehicular highway at the time.
- 7.7 Although other public rights of way were identified nearby, with two public footpaths identified as either beginning or ending on the route, the route itself was not included on the Draft, Provisional or original Definitive Maps as a footpath, bridleway or Road Used as Public Path (RUPP). On the Survey Map the route is coloured brown in the same way that other public roads were identified.
- 7.8 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.
- 7.9 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.
- 7.10 The Natural Environment and Rural Communities Act 2006 (NERC Act 2006) had a major impact upon the recording of byways open to all traffic based upon historical documentary evidence. Under section 67 of the Act, any existing, but unrecorded, public rights of way for mechanically propelled vehicles were extinguished unless one of the ‘saving’ provisions applied. In brief, these saving provisions were: (a) if the main lawful public use between 2001 and 2006 was with motor vehicles; (b) if the route was on the List of Streets (on 2 May 2006) and not also on the Definitive Map as something less than a byway open to all traffic; (c) the route was legally created expressly for motor vehicular use; (d) the route was a road deliberately constructed for public motor vehicular use; or (e) the vehicular highway came about as a result of unchallenged motor vehicular use before December 1930.
- 7.11 Of the saving provisions above, (b) will apply to the route of alleged Byway No 29. The public’s motor vehicular rights would not have been extinguished by the NERC Act 2006.

- 7.12 For a route to be a byway open to all traffic, it has to be (i) a public motor vehicular right of way and (ii) a route which is nevertheless used (or is likely to be used) by the public mainly for the reasons which footpaths and bridleways are used.
- 7.13 The southern half of this route (from the B6344 Road to Cockshot Farm) has a reasonable driveable tarmac surface. This part of the route will be used by those living at the dwellings at Cockshot Farm, Cockshot Farmhouse and Jackons Stile, their visitors and also by farm traffic. The northern half of the route (from Cockshot Farm to the C188 Road) has a rougher stone / earth / grass surface and we would not anticipate this section to be driven by 'normal' motor vehicles.
- 7.14 Advice from the Planning Inspectorate in their 'consistency guidelines' states that it is important to have the correct width, where known, recorded in the definitive statement. Usually there is a boundary to boundary presumption for public highways. However, where no defined corridor exists, and there is no (usually) documentary evidence to establish width, the Council has adopted a standard width of 5 metres (wide enough for two vehicles travelling in opposite directions to pass each other) for vehicular rights of way. On this basis it is proposed to record Byway Open to All Traffic No 29 with a width varying from 5 to 5.5 metres for the enclosed southern half of the route, the standard width of 5 metres for the unenclosed northern part of the route, and a width varying from 8.5 to 12.5 metres for the most northerly enclosed 60 metres of the route, as identified in paragraph 6.1 above.

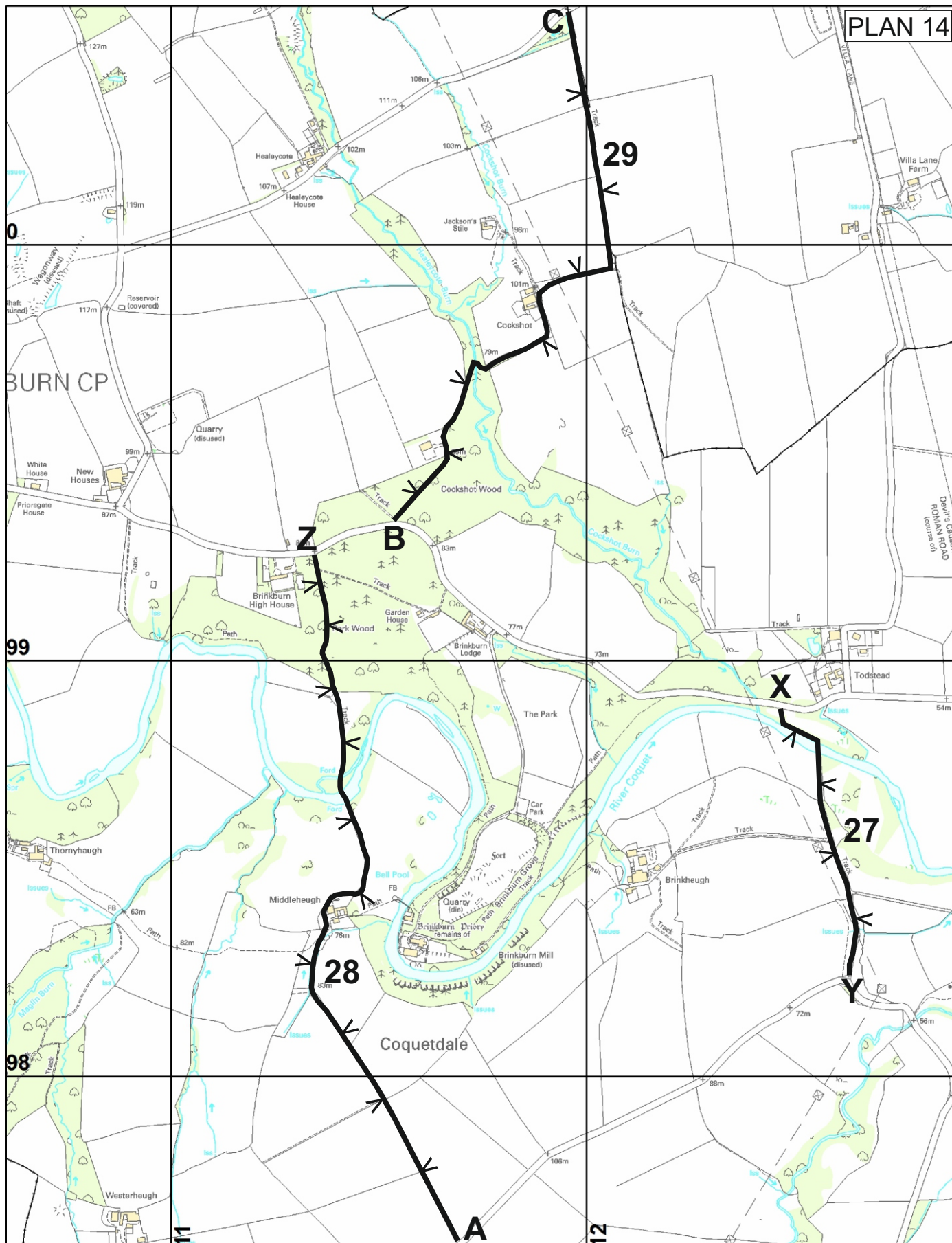
## **8. CONCLUSION**

- 8.1 In light of the documentary evidence submitted, it appears that public vehicular rights have been reasonably alleged to exist over the route of alleged Byway Open to All Traffic No 29.
- 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. It would be appropriate to recognize the public's rights over the route by recording it on the Definitive Map as a byway open to all traffic.

## **BACKGROUND PAPERS**

Local Services Group File: 107/029z

Report Author           Zara Quinn – Definitive Map & Search Technical Officer  
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[Zara.Quinn@Northumberland.gov.uk](mailto:Zara.Quinn@Northumberland.gov.uk)



# NORTHUMBERLAND

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

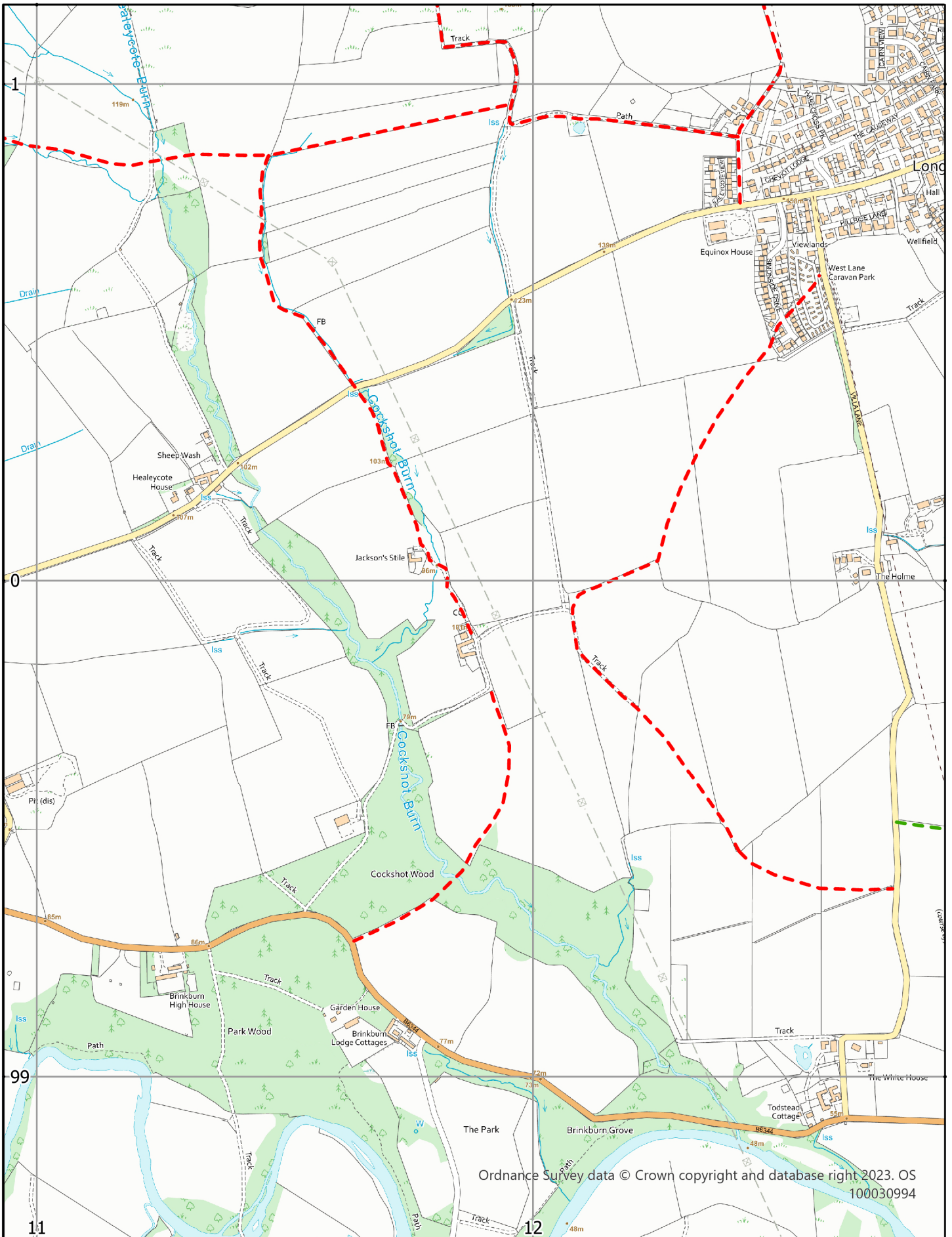
## Wildlife and Countryside Act 1981 Public Rights of Way

 Alleged Byway Open to All Traffic

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Former District(s) Alnwick	Parish(es) Brinkburn	Scale 1:12,500
Def. Map No. 95/110	O.S. Map NU 10 SW/ NZ 19 NW	Date October 2016





**Northumberland**  
County Council

County Hall, Morpeth, NE61 2EF  
Contact: Highway Search Team  
Email: [Highwaysearch@northumberland.gov.uk](mailto:Highwaysearch@northumberland.gov.uk)

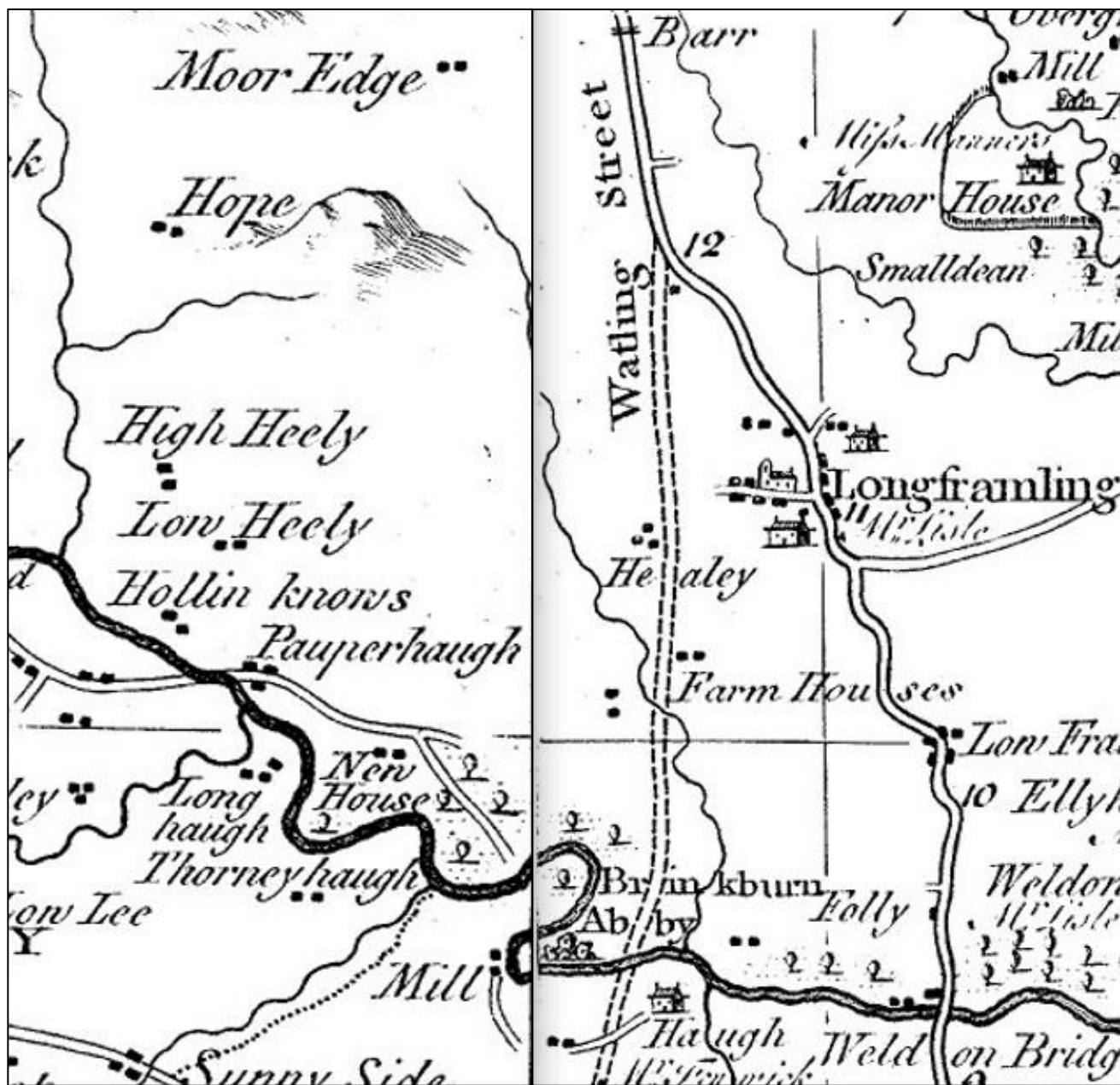
**Legend**

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

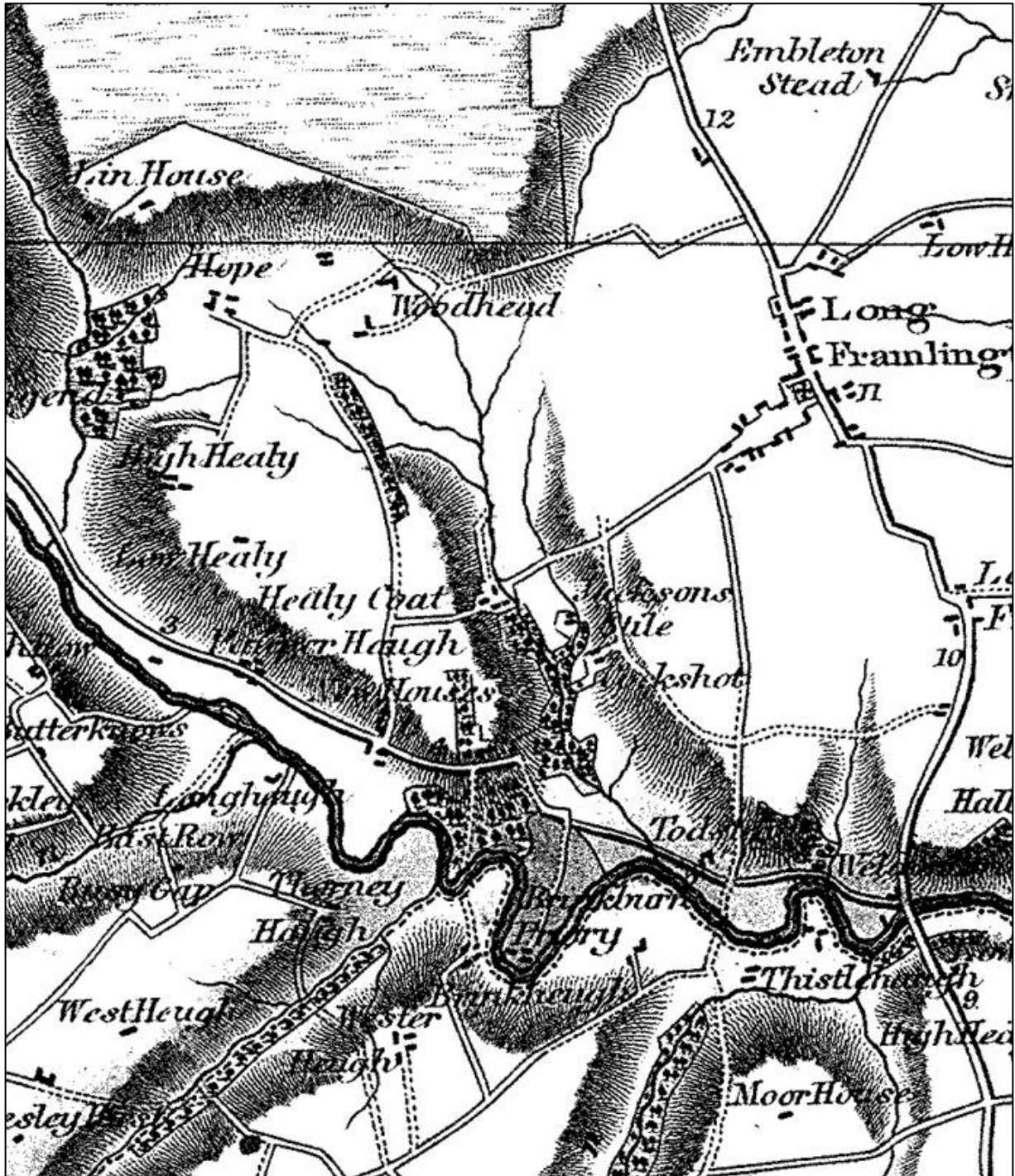
This is a computer generated extract of the Working Copy of the Definitive Map of Public Rights of Way

Scale 1:15,000

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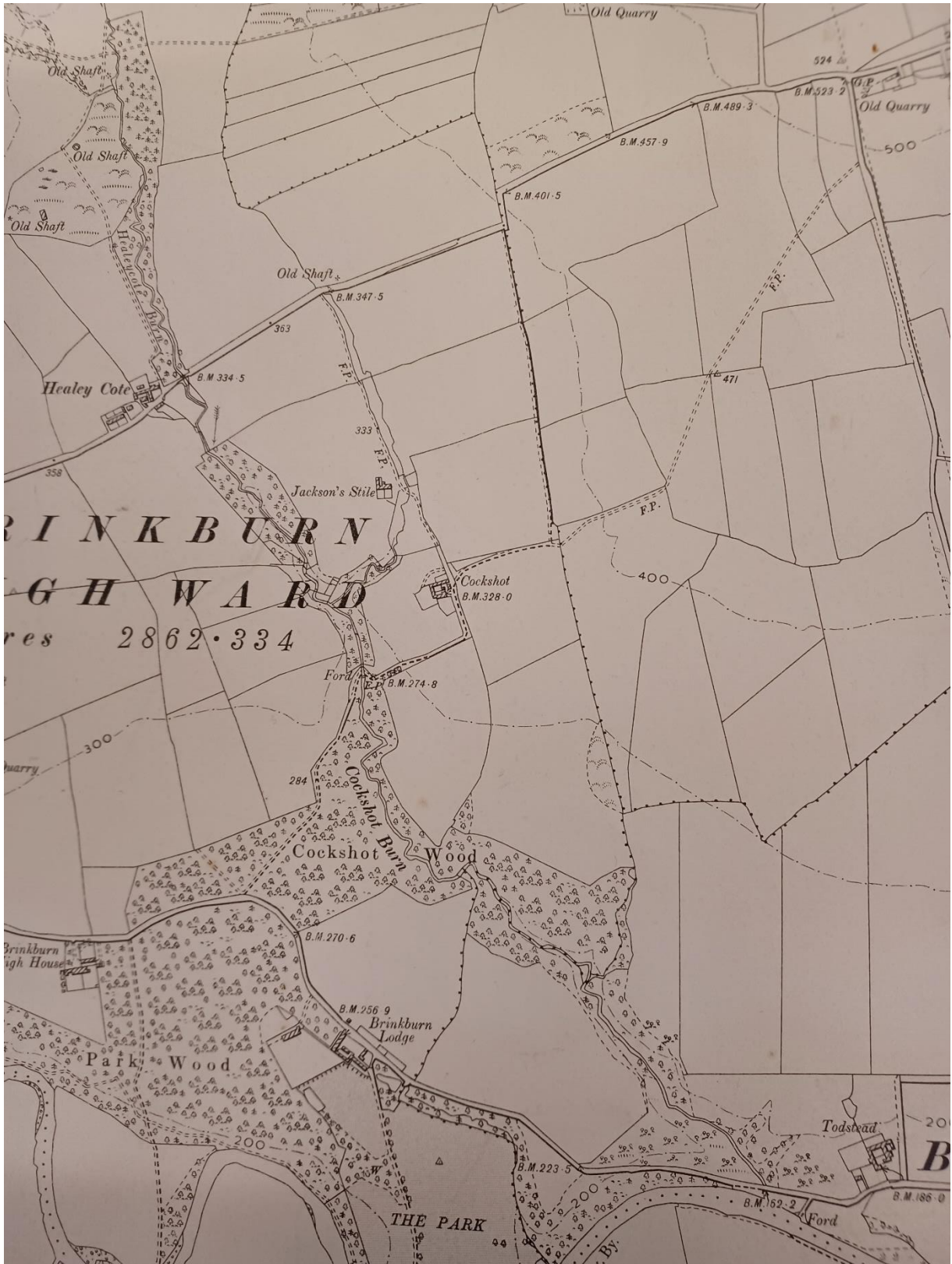




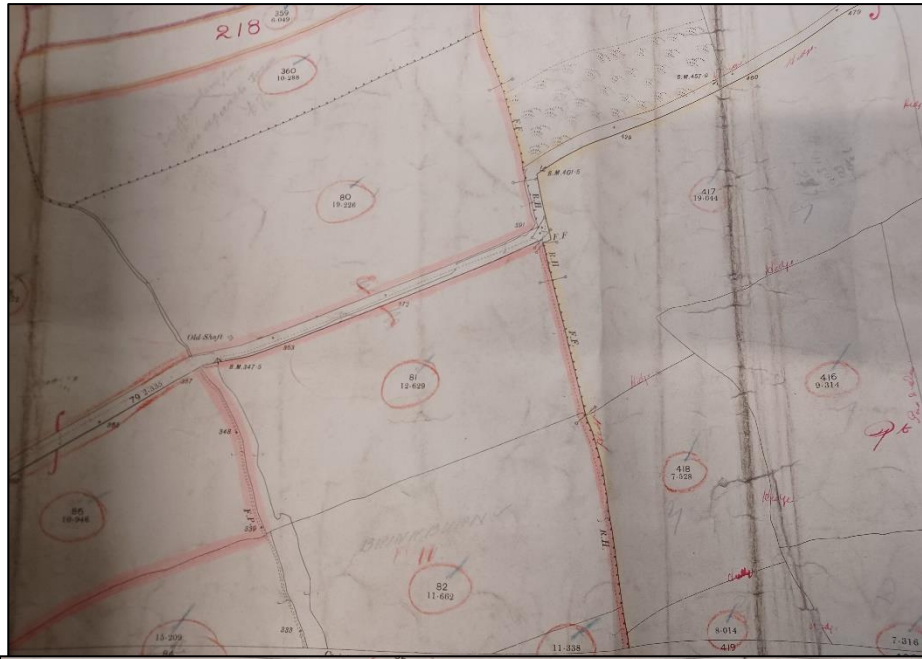




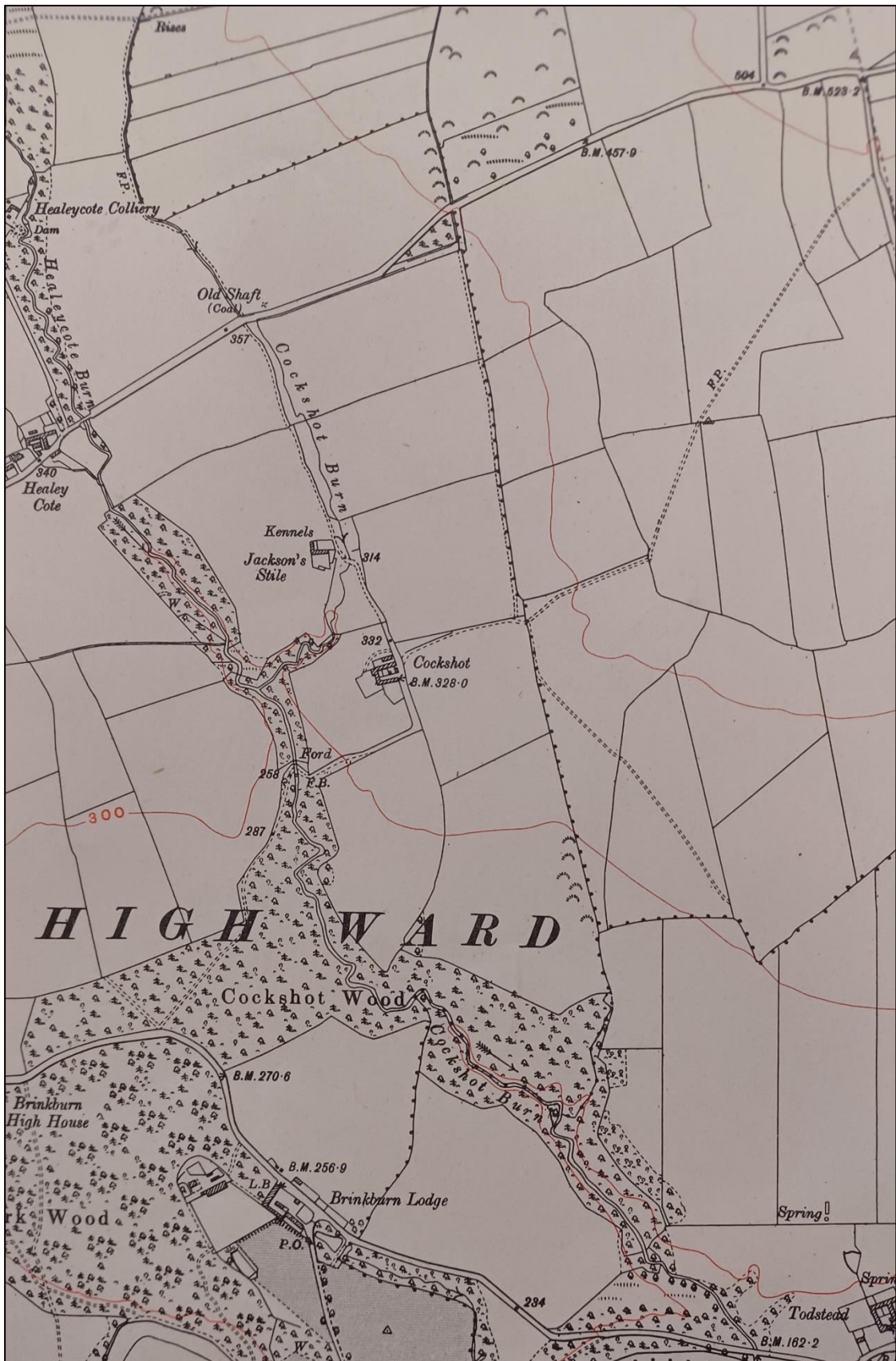




# Finance Act 1910 Plan

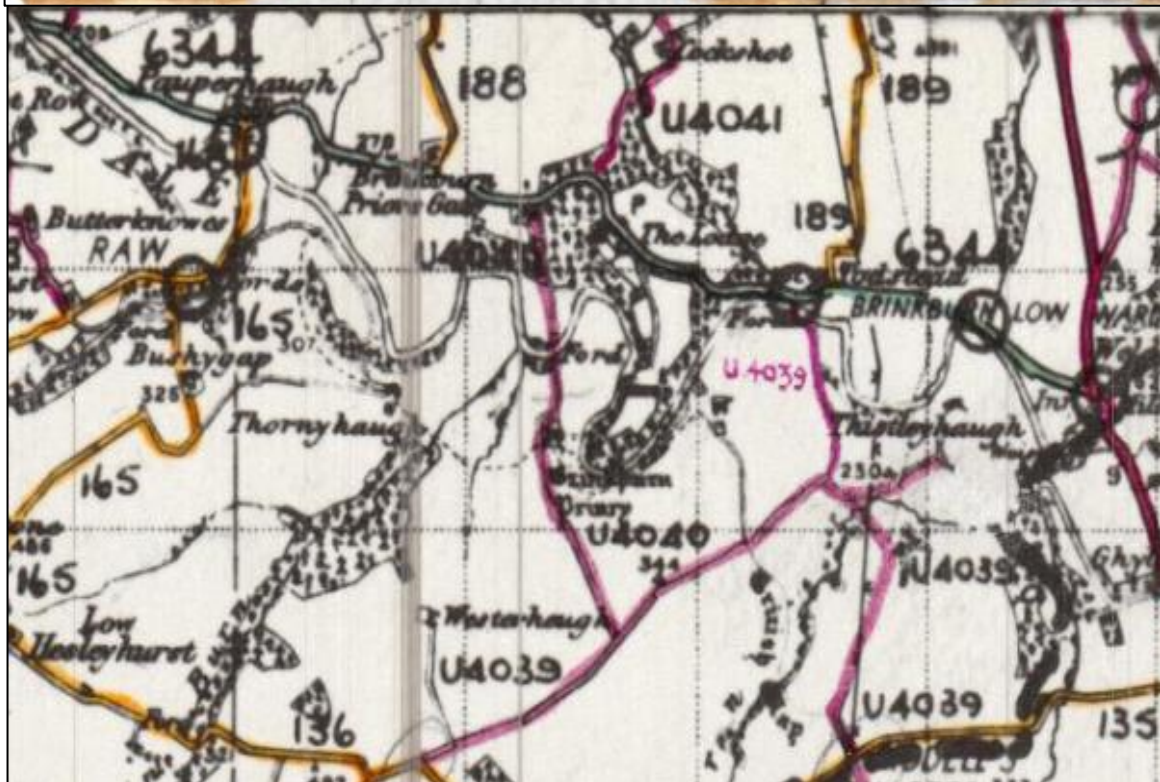
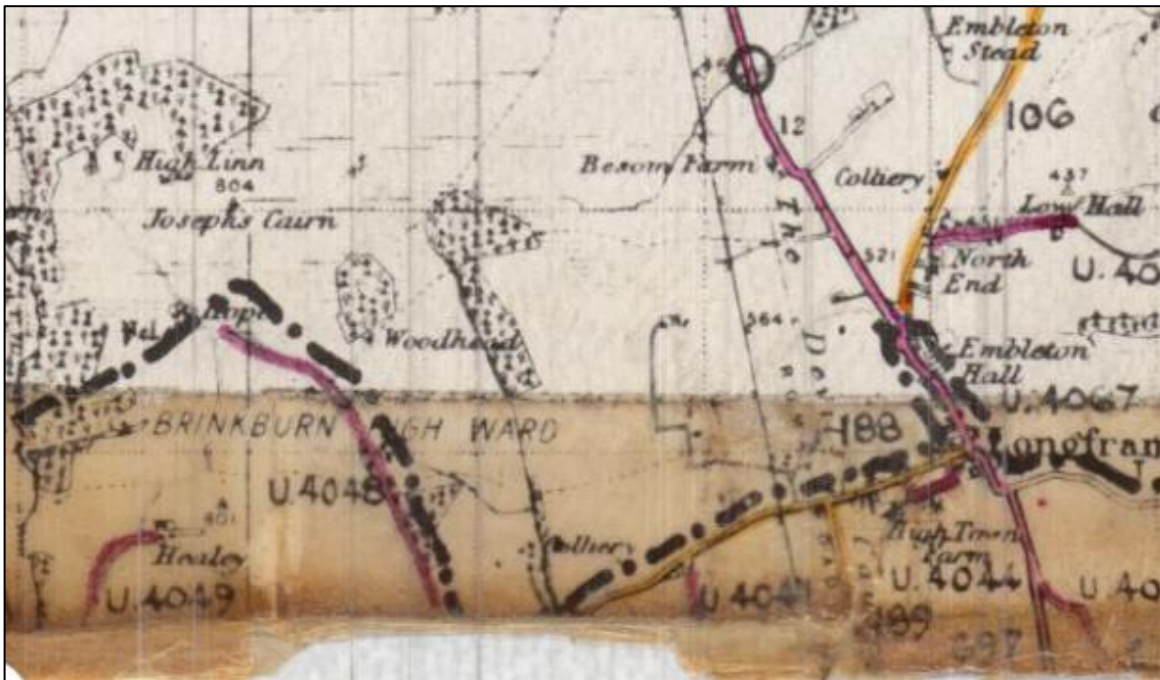




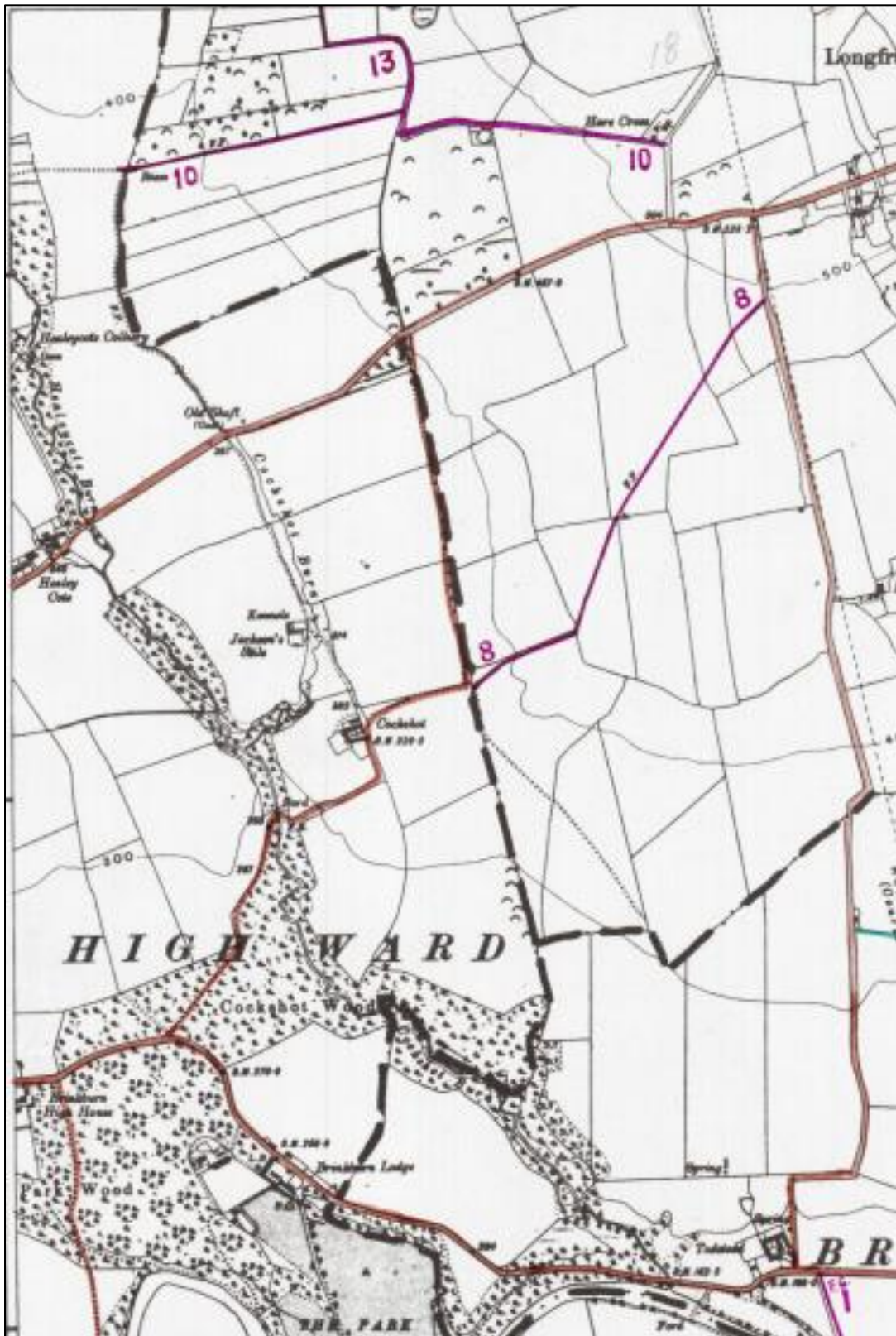




Highways Map  
1951



Definitive Map – Original Survey Schedules & Map  
c. 1952





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

Parish of LONGFRAMLINGTON in the Rural District of  
ROTHSURY R.D.C.

~~Lowmugh~~  
~~Urban District~~ } of \_\_\_\_\_  
(Delete whichever is inapplicable).

22

1. Number of highway on Map 8
2. Kind of Path (i.e., F.P., B.R.) F.P.
3. Starts at between lane cottages to Coxshot Barn
4. Name of Path (if any) Coxshot Path
5. Is the Path well defined? Yes
6. Is the Path metalled? If so, define length. No
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? Yes
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. None
14. Names of owners of freehold and previous owners, if known, for past 30 years.  
Longframpton Estate  
Brinkburn

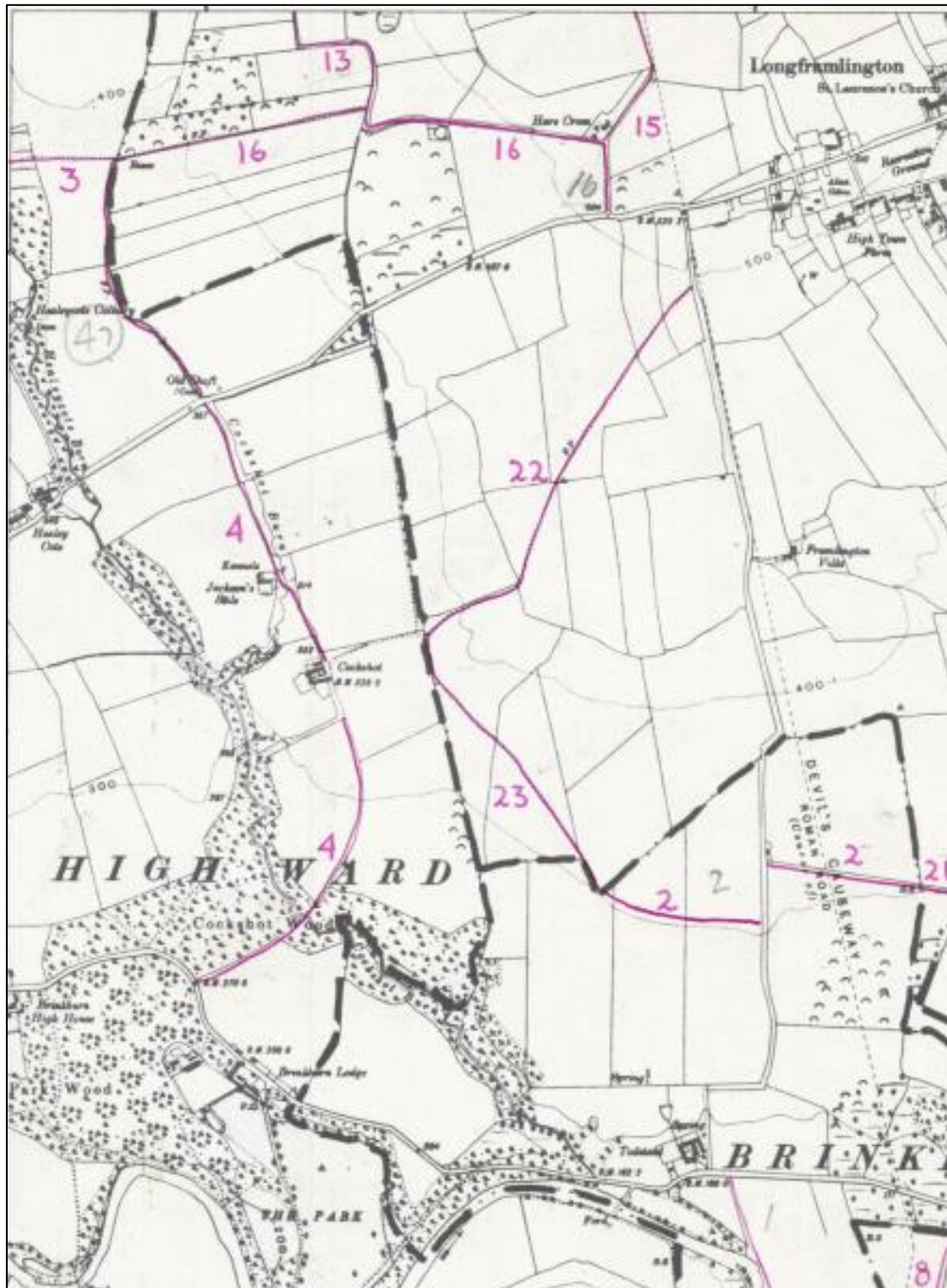
15. What maps have been consulted, and where are they deposited?  
\_\_\_\_\_

16. What records have been consulted, and where are they deposited?  
Longframpton Parish Council

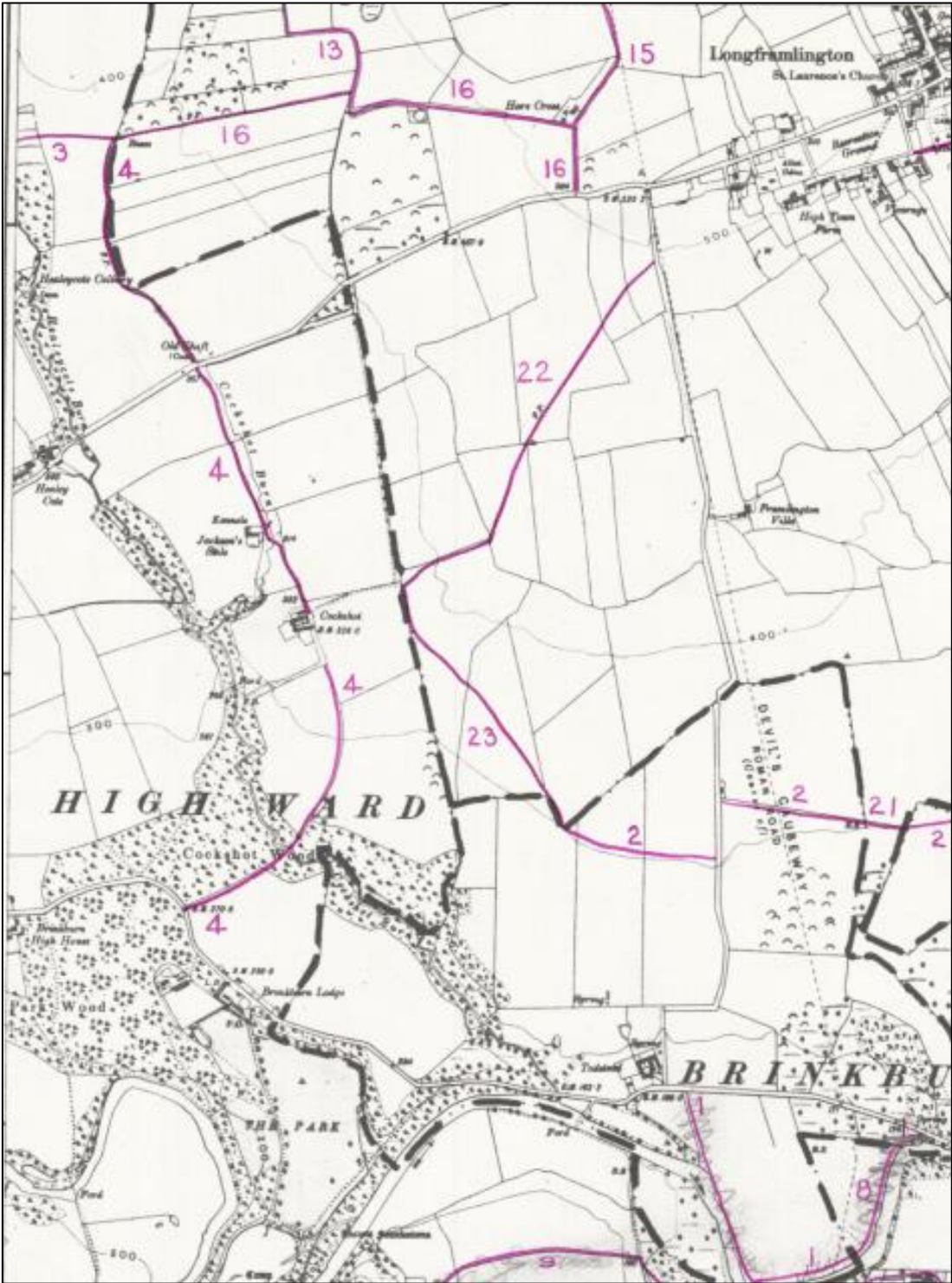
17. Any other relevant information  
\_\_\_\_\_

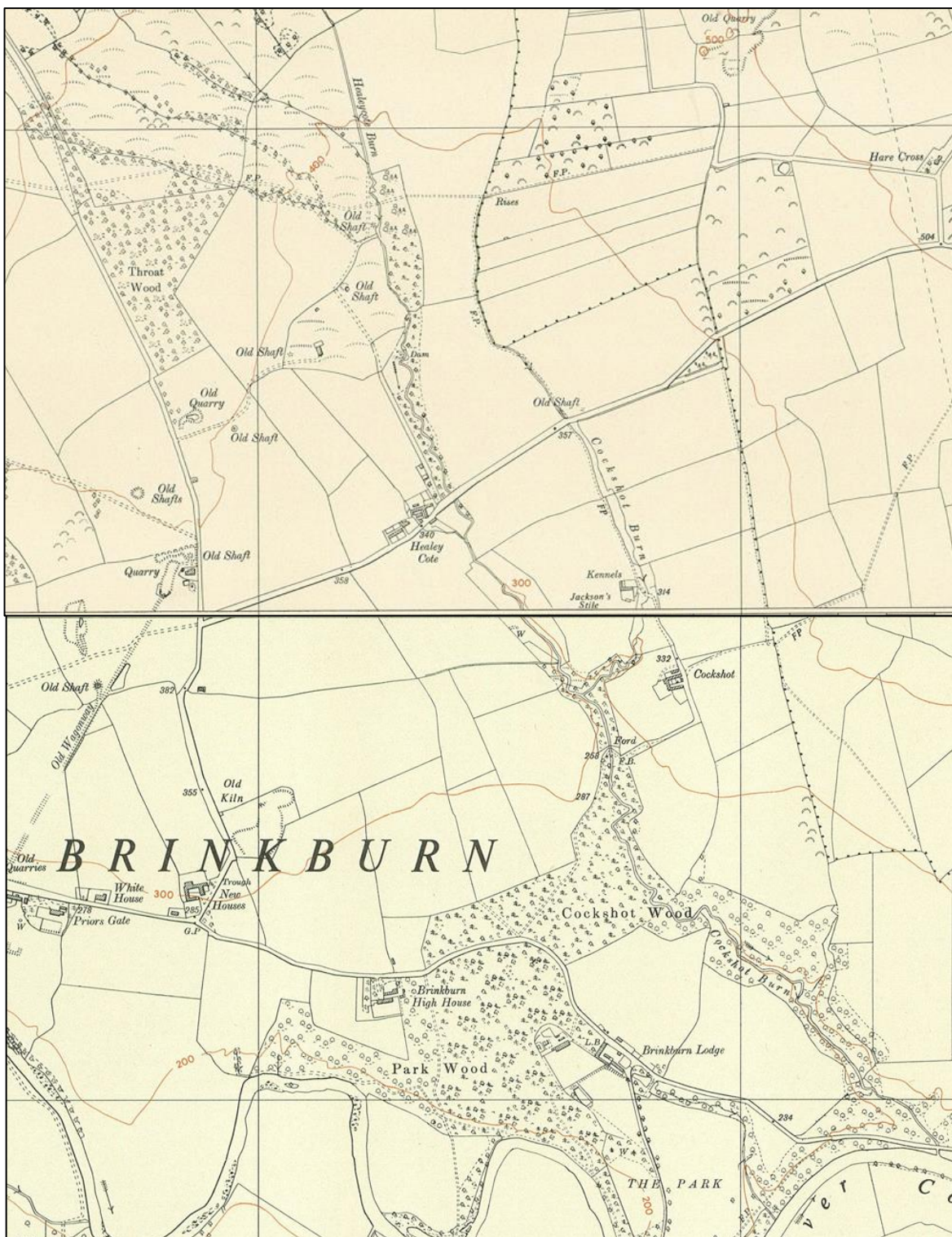
Surveyed by	Address	Dates of Survey

Important :- Sheet No. of Map on which Highway is shown  
285 | 35 | 50NE/6







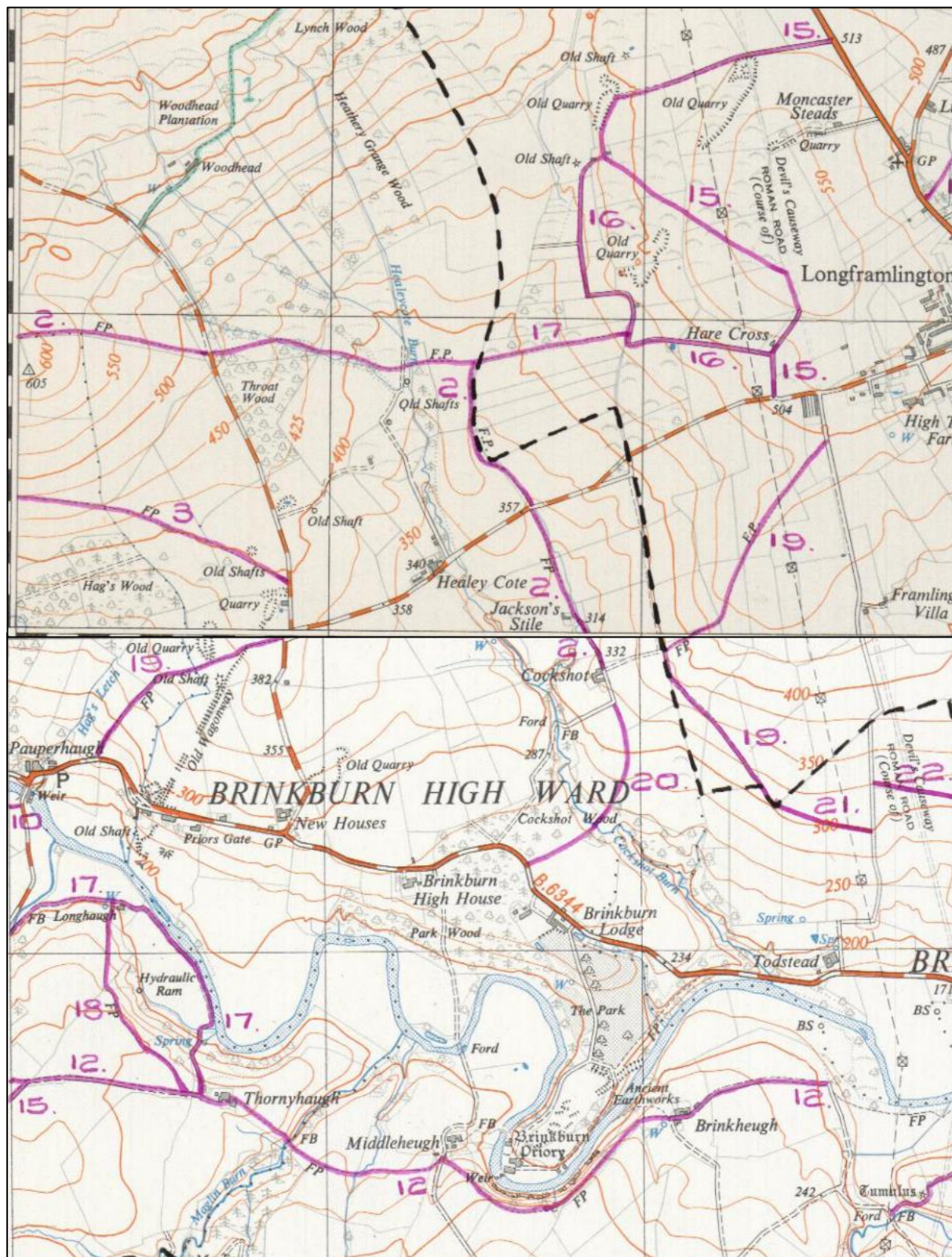




County Road Schedule  
1958

MERTON DIVISION			
Unclassified Roads in Rothbury Rural District			
U.4032	Bowershiel Road.	From B.6341 south of the entrance to North Riding to Middle Riding.	0.42
U.4033	Elsdon - Eastnook Road.	From B.6341 at Elsdon via Lendshot to Eastnook including Branch Road to Hudspeth.	3.33
U.4034	Tolly Road	From B.6341 west of the Bird in the Bush (P.H.) Northwards for a distance of 550 yards towards the Tolly.	0.32
U.4036	Rothley Village Road.	From C.161 to Rothley Village.	0.20
U.4037	Rothley Shiel Road.	From B.6342 at Rothley Shiel East via Rothley Shield West to B.6342 west of Rothley Crossroads.	1.81
U.4038	East Row - Brinkburn Burn Station Road.	From C.168 at East Row to Brinkburn Station.	0.64
U.4039	North Birks - Todstead Road, with link to Westerheugh.	From C.135 north of North Birks via Tod Burn and River Coquet to B.6344 at Todstead (1.264 mls) and branch road from near Ford over Todburn westwards to C.136 near entrance to Westerheugh (1.327 mls).	2.591
U.4040	Brinkburn High House - Westerheugh Road.	From B.6344 at Brinkburn High House to U.4039 east of the entrance to Westerheugh.	1.15
U.4041	Brinkburn High House - Hare Crossroad.	From B.6344 near Brinkburn High House via Cockshot to C.153 west of the entrance to the Hare Cross.	0.92
U.4044	Vicarsge Road, Longfremlington.	Late A.697 now by-passed.	0.26
U.4045	Old Road, Longfremlington.	From U.4045 to High Veldon.	1.05
U.4046	High Veldon Road.	From C.188 west of Healey Cote North-westwards to Hope.	0.34
U.4048	Healey Cote - Hope Road.	From B.6344 west of Pauperheugh to Healey.	1.24
U.4049	The Healey Road.		0.55
Carried forward			<u>14.821</u> miles

Original Definitive Map & Statement





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 ..... **BRINKBURN**
  
3. Number of Footpath on Map ..... **2**
  
4. Name of Path .....
  
5. Kind of Path (i.e. FP/BR) ..... **FP**
  
6. General Description of Path ..... **From the public road at Cockshott in a north-**  
..... **westerly and westerly direction by Johnson's Stile crossing the Healey Cote-**  
..... **Longframlington Road, Healeycote Burn, Hope - New House Road and BR 4 to the**  
..... **Cartington Parish Boundary joining FP 19 in that parish.**  
.....  
.....
  
7. Other relevant information .....
  
.....  
.....  
.....  
.....

NORTHUMBERLAND COUNTY COUNCIL.

NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949

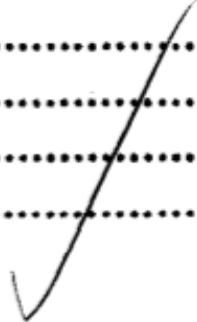
PART IV.

PUBLIC RIGHTS OF WAY - STATEMENT.

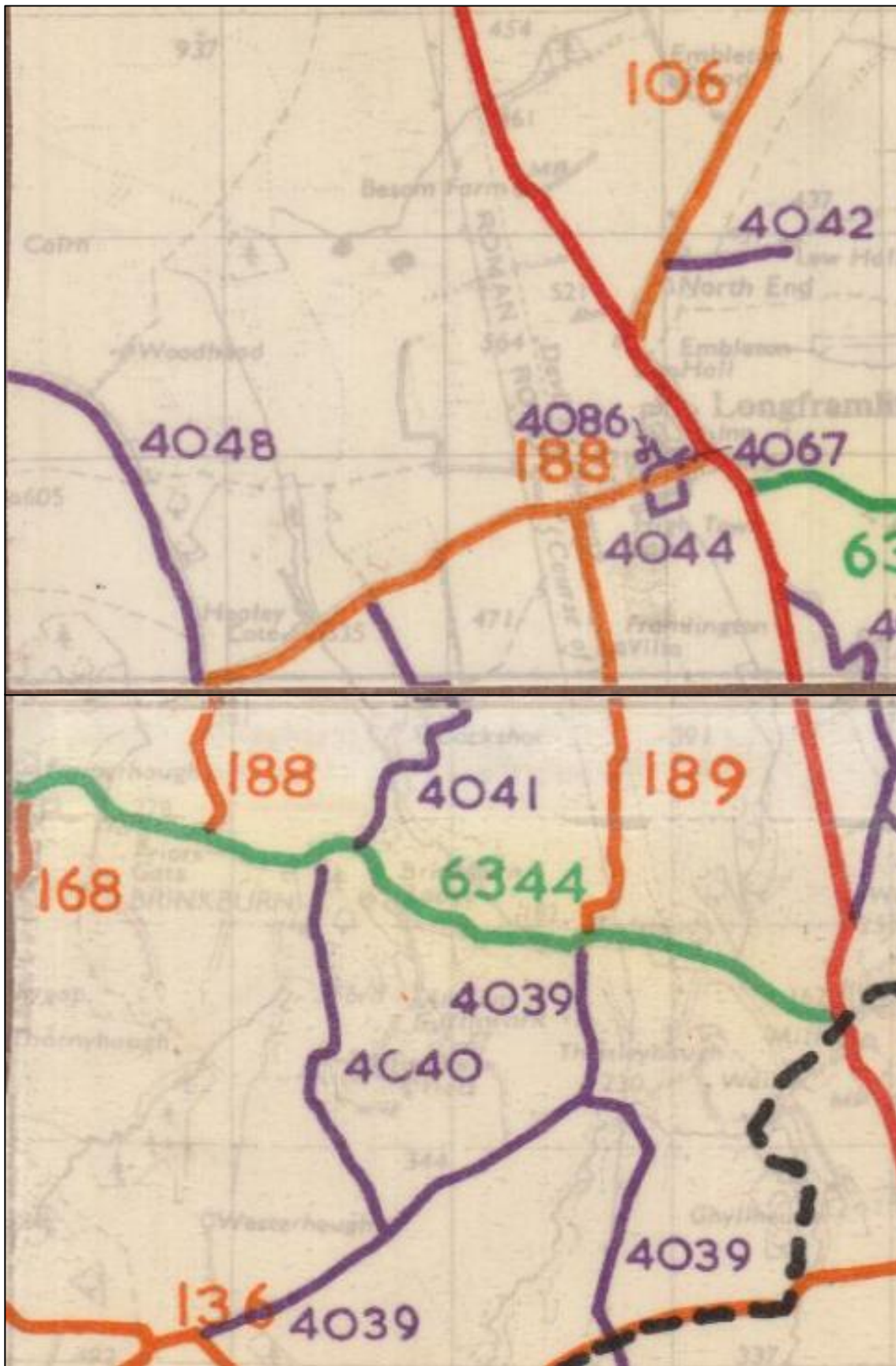
1. Borough .....  
Weldon District .....  
Rural District ..... ROTHBURY .....  
BRINKBURN .....
2. Parish .....
3. Number of Footpath on Map ..... 20 .....
4. Name of Path .....
5. Kind of Path (i.e. FP/BR) ..... F.P. ....

6. General Description of Path ..... From the Rothbury-Weldon Bridge Road (B.6314)  
in a north-easterly and easterly direction through Cockshott Wood and crossing  
the Cockshott Burn to join the public road at Cockshott south of Cockshott.  
.....  
.....  
.....

7. Other relevant information .....  
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.....  
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.....



Highways Map  
1964



County Road Schedule  
1964

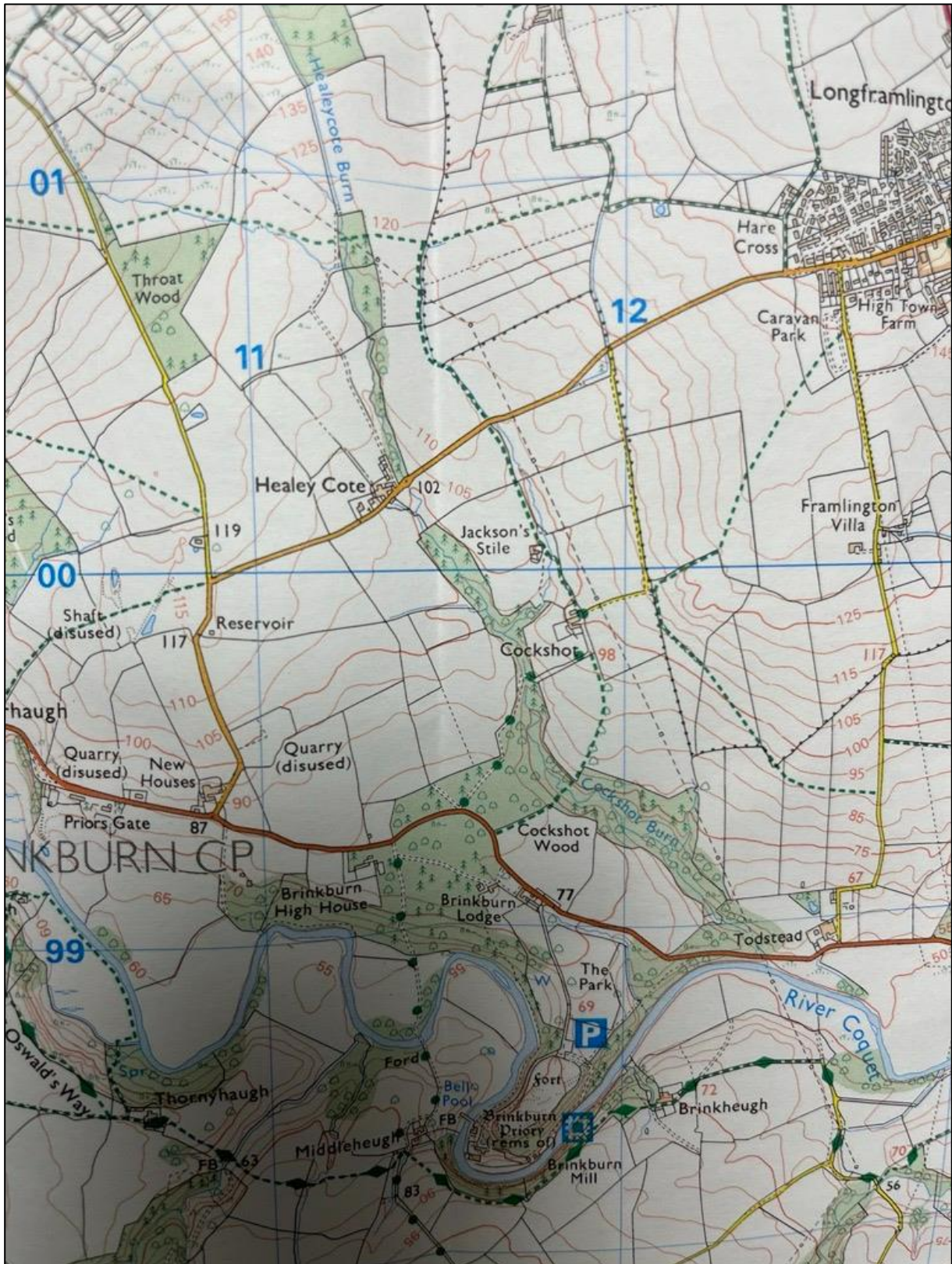
Route No.	Name of Road.	Description.	Responsible Division or Authority.	Mileage.	Total Mileage.
U.4037	Rothley Shield Road.	From B.6342 at Rothley Shield East via Rothley Shield West to B.6342 west of Rothley Crossroads.	Morpeth.		1.81
U.4038	East Row-Brinkburn Station Road.	From C.168 at East Row north-westwards to Brinkburn Station.	Morpeth.		0.64
U.4039	North Birks-Todstead Road, with link to Westerheugh.	From C.135 north of North Birks via Tod Burn and the River Coquet to B.6344 at Todstead, (1.264 miles), and branch road from near the Ford over Todburn westwards to C.136 near the entrance to Westerheugh, (1.327 miles).	Morpeth.		2.59
U.4040	Brinkburn High House-Westerheugh Road.	From B.6344 at Brinkburn High House to U.4039 east of the entrance to Westerheugh.	Morpeth.		1.15
U.4041	Brinkburn High House-Hare Cross Road.	From B.6344 near Brinkburn High House via Cockshot to C.188 west of the entrance to the Hare Cross.	Morpeth.		0.92
U.4042	North End-Low Hall Road.	From C.106 at North End, Longframlington, eastwards to Low Hall.	Alnwick.		0.41
U.4043	Newmoor Hall Road.	From C.106 south of the Swarland Burn south-eastwards to Newmoor Hall at the Rural District boundary. (Continues in Alnwick Rural District as U.3049).	Alnwick.		0.43
U.4044	Vicarage Road and White Cottages Road, Longframlington.	Off south side of C.188 at Longframlington.	Morpeth		0.28
U.4045	Old Road, Longframlington.	Late A.697 now by-passed. Serving Low Town, Longframlington.	Morpeth.		1.05
U.4046	High Weldon Road.	From U.4045 south-eastwards to High Weldon.	Morpeth.		0.34
U.4047	Moor Lodge-Snitter Road.	From B.6341 at Moor Lodge via South Cartington to C.176 at Snitter.	Alnwick.		3.23
U.4048	Healey Cote-Hope Road.	From C.188 west of Healey Cote north-westwards to Hope.	Morpeth.		1.24



County Road Schedule  
1974

Route No.	Name of Road	Description	Responsible Division or Authority	Mileage	Total Mileage
U. 4040	Brinkburn High House - Westerheugh Road.	From B. 6344 at Brinkburn High House (NZ. 114994) southwards to U. 4039 east of the entrance to Westerheugh (NZ. 117976).	Morpeth Division.		1.15
U. 4041	Brinkburn High House-Hare Cross Road.	From B. 6344 near Brinkburn High House (NZ. 116994) northwards via Cockshot to C. 188 west of the entrance to the Hare Cross (NU. 120006).	Morpeth Division.		0.92
U. 4042	North End-Low Hall Road.	From C. 106 at North End, Longframlington (NU. 130019) eastwards to Low Hall (NU. 135019).	Alnwick Division.		0.41
U. 4043		Not allocated to any road.			
U. 4044	Vicarage Road and White Cottages Road, Longframlington.	Off south side of C. 188 at Longframlington (NU. 130007).	Morpeth Division.		0.28
U. 4045	Low Town Road, Longframlington.	From A. 697 south of junction B. 6345 (NU. 135004) southwards via Low Town to rejoin A. 697 north of Weldon Bridge (NZ. 138990).	Morpeth Division.		1.05
U. 4046	High Weldon Road.	From U. 4045 at NZ. 140995 south-eastwards to High Weldon (NZ. 144991).	Morpeth Division.		0.34
U. 4047	Moore Lodge-Smitter Road.	From B. 6341 at Moore Lodge (NU. <del>066027</del> <sup>066034</sup> ) westwards via South Cartington to C. 176 at Smitter (NU. 025035).	Alnwick Division.		3.23
U. 4048	Healey Cote-Hope Road.	From C. 188 west of Healey Cote (NU. 109000) northwards to Hope (NU. <del>098015</del> <sup>098015</sup> ).	Morpeth Division.		1.24

Ordnance Survey Explorer 340 Map Scale 1:25,000  
2005

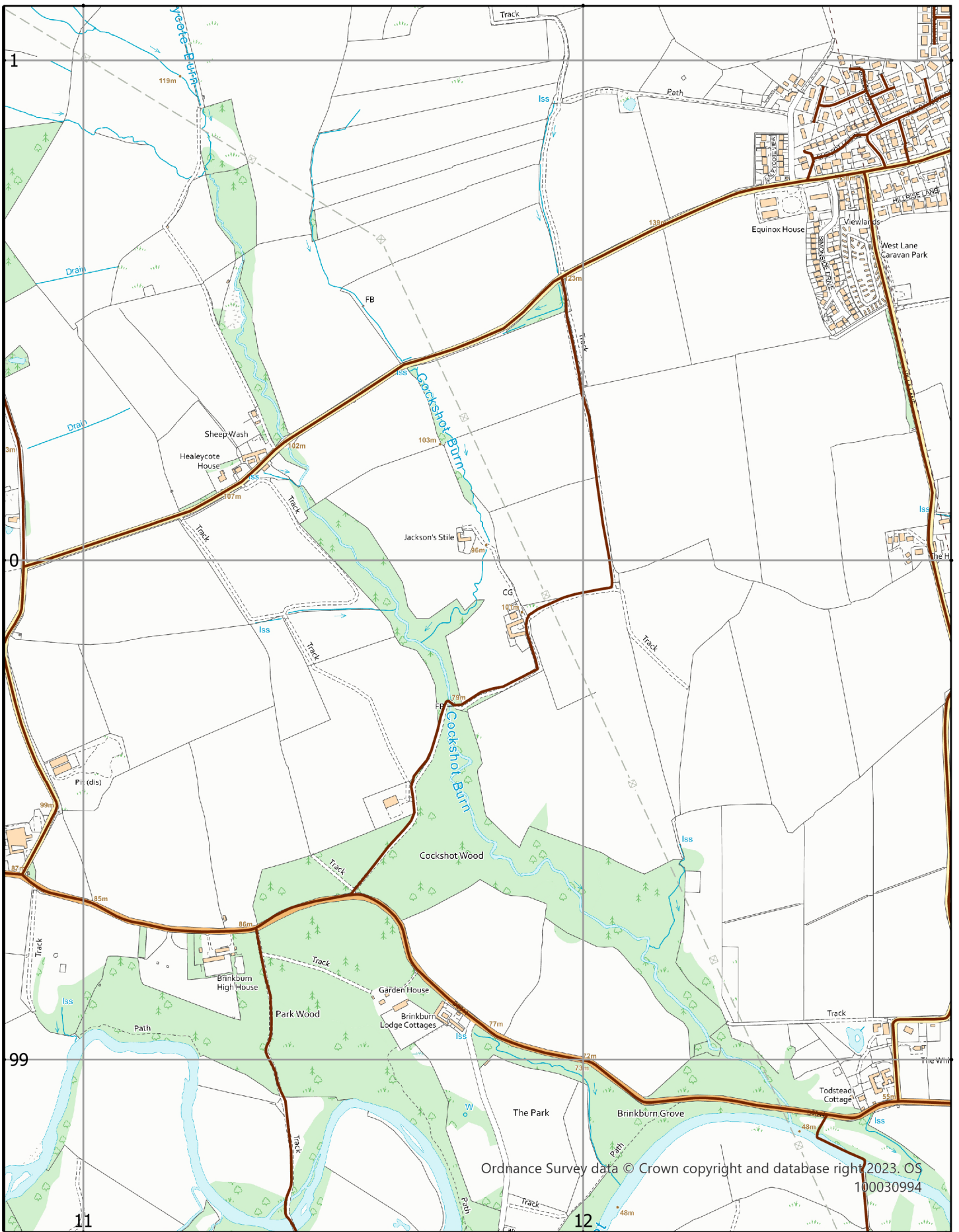




The Council's 'List of Streets' (at 2 May 2006)

*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>U4038</b>		
	<i>Total length for U4038</i>	<i>1,017</i>
<b>U4039</b>		
	U4039 TO C135	1,277
	U4039 TO B6344	751
	U4040 TO U4039	1,156
	C136 TO U4040	1,010
	<i>Total length for U4039</i>	<i>4,194</i>
<b>U4040</b>		
	U4039 TO B6344	1,872
	<i>Total length for U4040</i>	<i>1,872</i>
<b>U4041</b>		
	B6344 TO C188	1,571
	<i>Total length for U4041</i>	<i>1,571</i>
<b>U4042</b>		
	C106 JCT TO LOW HALL FARM	618
	<i>Total length for U4042</i>	<i>618</i>
<b>U4043</b>		
	C172 TO DRAKESTONE VIEWHARBOTTLE	33
	<i>Total length for U4043</i>	<i>33</i>
<b>U4044</b>		
	BEECH TREE CLOSE	89
	C188 (W) TO C188 (E) VICARAGE ROAD	399
	C188 (W) TO C188 (E) WHITE COTTAGES R	45
	<i>Total length for U4044</i>	<i>532</i>
<b>U4045</b>		
	U4046 TO A697 (N)	1,376



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**Network Management  
Information System**

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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		
Drn: ZQ	Date: Dec 23	Scale: 1:10,000