



Northumberland

County Council

NORTH NORTHUMBERLAND LOCAL AREA COUNCIL
RIGHTS OF WAY SUB-COMMITTEE
25 August 2021

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

ALLEGED BYWAYS OPEN TO ALL TRAFFIC Nos 37 & 12 PARISHES OF HEPPLER & 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 part of the U4025 road, from the C179 road, north-east of Plainfield, in a general westerly then south-westerly direction, to the C172 road, south-west of Plainfield.

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 S-Q-P;**
- (ii) the Natural Environment and Rural Communities Act 2006 would not appear to have extinguished the public's motorized vehicular rights over the S-Q-P 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 'U4025' 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 U4025, unclassified County road based upon more than simply its inclusion in the List of Streets.

3. LANDOWNER EVIDENCE

- 3.1 By note and plan, received 19th April 2018, Mr S Scott of Low Barton Farm responded to the consultation indicating that the P-Q section of the route was owned by Naboth's Vineyard Ltd.

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 16th April 2018, Ms S Rogers responded to the consultation on behalf of the British Horse Society, stating:

"Hepple Parish

"Alleged byway open to all traffic 37 (Plainfield)

"From (P) this route follows the fence line through two pastures and then at Q, the parish boundary, it enters a wide fenced lane. It continues into the next parish to make a through route between two minor roads. At neither end does it look like a public route so the BHS supports its addition to the definitive map on the basis of the evidence presented. It has been ridden in the past and is part of the Sandstone Way."

- 4.4 By email, on 8th May 2018, Ms S Rogers responded to the consultation on behalf of the British Horse Society, stating:

"Parish of Snitter

"Alleged byway open to all traffic 12 (Plainfield)

"This route provides access to Plainfield along a narrow tarmac road. Beyond the farm it passes along a wide stone track before it crosses the parish boundary at Q, where it continues along the fence line through two pastures to the next tarmac road. The BHS supports the recording of this route as there is currently no indication at either end that it carries public rights. It is a route that has been used by horse riders in the past and it provides a useful link between two quiet minor roads. It is also part of the Sandstone Way cycle route."

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 Plain Field is identified on the map, there is no evidence of a road or track resembling the route of alleged Byways Nos 37 and 12.

1820 Fryer's County Map

There is clear evidence of a road or track approximating to the route of alleged Byways Nos 37 and 12.

1827 Cary's Map

There is clear evidence of a road or track approximating to the route of alleged Byways Nos 37 and 12.

1828 Greenwood's County Map

There is clear evidence of a road or track resembling the route of alleged Byways Nos 37 and 12.

1866 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an enclosed road / track over the route of alleged Byway No 12. There is no evidence of a road or track over the easternmost 60% of alleged Byway No 37. The westernmost 40% of alleged Byway is depicted as a field edge road or track.

1899 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a road / track over the route of alleged Byways Nos 37 and 12. The route of alleged Byway No 12 is enclosed, whilst the route of alleged Byway No 37 is unenclosed.

Finance Act 1910 plan

There is clear evidence of an enclosed road or track over the route of alleged Byway No 12 and an unenclosed road or track over the route of Byway No 37. The route of Byway No 12 is shown as being separated from the surrounding land by coloured boundaries. This is good evidence in support of vehicular highway rights. Unsurprisingly, given that it is unenclosed, the route of Byway No 37 is not shown as being separated from the surrounding land by coloured boundaries.

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

There is clear evidence of a road / track over the route of alleged Byways Nos 37 and 12. The route of alleged Byway No 12 is enclosed, whilst the route of alleged Byway No 37 is 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 37 and 12 is coloured purple so as to identify it as a publicly maintainable road. It is labelled as part of the "U4025".

c.1952 Definitive Map – original Survey Schedules & Map

The route of alleged Byways Open to All Traffic Nos 37 and 12 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.

Draft Map

The route of alleged Byways Open to All Traffic Nos 37 and 12 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).

Provisional Map

As with the Draft Map, the route of alleged Byways Open to All Traffic Nos 37 and 12 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).

1957 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a partly enclosed (Byway No 12) and partly unenclosed (Byway No 37) road / track over the route of alleged Byways Nos 37 and 12.

1958 County Road Schedule

In this Schedule, the entry for the U4025 road states:

"U4025 Farnham Tile Works – Low Farnham - Plainfield
From C172 at Farnham Tile Works via Low Farnham to C179
east of Plainfield."

The length of the U4025 road is identified as 2.78 miles.

1962 Original Definitive Map

The route of alleged Byways Nos 37 and 12 exists on the base map, but it is not identified as a public footpath, public bridleway or Road Used as a Public Path (RUPP).

1964 Highways Map

The route of alleged Byways Open to All Traffic Nos 37 and 12 is coloured purple so as to identify it as a publicly maintainable road. It is labelled as part of the "U4025".

1964 County Road Schedule

In this Schedule, the entry for the U4025 road states:

"U4025 Farnham Tile Works – Low Farnham - Plainfield
From C172 at Farnham Tile Works via High Farnham and Low Farnham, recrossing C172 at Farnham Moor to join C179 east of Plainfield."

The length of the U4025 road is identified as 2.78 miles.

1974 County Road Schedule

In this Schedule, the entry for the U4025 road states:

"U4025 Farnham Tile Works – Low Farnham - Plainfield
From C172 at Farnham Tile Works (NT 967036) southwards, eastwards and north-eastwards via High Farnham and Low Farnham, recrossing C172 at Farnham Moor to join C179 east of Plainfield (NT 993034)."

The length of the U4025 road is identified as 2.78 miles.

1979 Ordnance Survey Map: Scale 1:10,000

There is clear evidence of a partly enclosed (Byway No 12) and partly unenclosed (Byway No 37) road / track over the route of alleged Byways Nos 37 and 12.

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 37 and 12. The most westerly $\frac{3}{4}$ of the route is marked with green dots, signifying that it is 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 (the U4025) is clearly identified as publicly maintainable highway.

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

6. SITE INVESTIGATION

- 6.1 From Point S, on the C179 road, 420 metres north-east of Plainfield, a 3 metre wide tarmac road, in a 9.14 metre corridor, proceeds in a south-westerly direction for 135 metres. A 2.7 to 3 metre wide rough tarmac / tarmac road, in a 9.14 to 9.75 metre wide corridor, then continues in a westerly direction for 265 metres to Point R. A 3 metre wide stone / earth / grass surfaced track, in an 8.2 metre wide corridor (9.1 metres if measured to the residual hedgeline), continues in a westerly direction for a further 70 metres. Thereafter, a 3 metre wide stone / earth / grass surfaced track in a 12.19 metre wide corridor continues in a westerly direction for another 495 metres, to the Snitter / Hepple parish boundary at Point Q. From here, an unenclosed 2 to 2.5 metre wide stone / earth / grass surfaced track proceeds in a south-westerly direction for 390 metres, then an unenclosed 2.5 metre wide stone / grass track continues in a south-westerly direction for a further 170 metres to join the C172 road at Point P, 990 metres south-west of Plainfield.

7. COMMENTS RECEIVED ON THE DRAFT REPORT

- 7.1 In July 2021, a draft copy of the report was circulated to those landowners / occupiers who responded to the initial consultation for their comments. No additional comments have been received.

8. DISCUSSION

- 8.1 Section 53 (3)(c)(i) of the Wildlife and Countryside Act 1981, requires the County Council to modify the Definitive Map when evidence is discovered which, when considered with all other relevant evidence available to them shows:

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

- 8.2 When considering an application / proposal for a modification order, Section 32 of the Highways Act 1980 provides for "any map, plan or history of the locality or other relevant document" to be tendered in evidence and such weight to be given to it as considered justified by the circumstances, including the antiquity of the tendered document, the status of the person by whom and the purpose for which it was made or compiled, and the custody in which it has been kept and from which it is produced.
- 8.3 The representation of a path or track on an Ordnance Survey Map is not evidence that it is a public right of way. It is only indicative of its physical existence at the time of the survey.

- 8.4 The route of alleged Byways Open to All Traffic Nos 37 and 12 is identified on the County Council's current List of Streets as being part of the U4025 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.
- 8.5 The route has been consistently identified on Ordnance Survey maps since 1866. The P-Q Hepple part has always been shown as unenclosed, whilst the Q-S Snitter part has always been depicted as enclosed. The route is not shown on Armstrong's County Map of 1769, but would appear to be shown on Fryer's and Greenwood's County Maps of 1820 and 1828 and on Cary's Map of 1827. On the plans produced in association with the Finance Act on 1910, the enclosed Q-S section of the route was shown as being separated from the surrounding land by coloured boundaries. This is generally a good indicator that the route was considered to be a public vehicular highway.
- 8.6 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.
- 8.7 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.
- 8.8 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.

- 8.9 Of the saving provisions above, the main one (b), will apply to the U4025 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.
- 8.10 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 part of this route, between points R and S, has a drivable tarmac surface, and is clearly in regular use by the owners of the farm, the occupiers of the farm cottages, and their visitors. The remainder of the route is grass / earth / stone surfaced and we would not anticipate this section to be driven by 'normal' motor vehicles. The alleged byways are part of the main route of the 120 mile long Sandstone Way mountain bike trail between Berwick and Hexham. It is estimated that as many as 3000 people per year cycle this route. The relative proportion of these types of public use isn't known but, setting aside the landowner user of the route, use by the general public is considered likely to be predominantly non-motor vehicular.
- 8.11 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. The R-S section of Byway Open to All Traffic No 12, east of Plainfield has physical boundaries on both sides, which appear to have been present since at least the 1860s. It is proposed to record this part of the route with a width varying from 9.14 to 9.75 metres, as identified in paragraph 6.1, above. The next 70 metres west of Point R also appears to have been 30 feet (i.e. 9.14 metres) wide and the remainder, as far as Point Q being 40 feet (i.e. 12.19 metres) wide. The P-Q (alleged Byway No 37) section is not enclosed and there appears to be no documentary evidence available which specifies a width. It is proposed that the P-Q section 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).

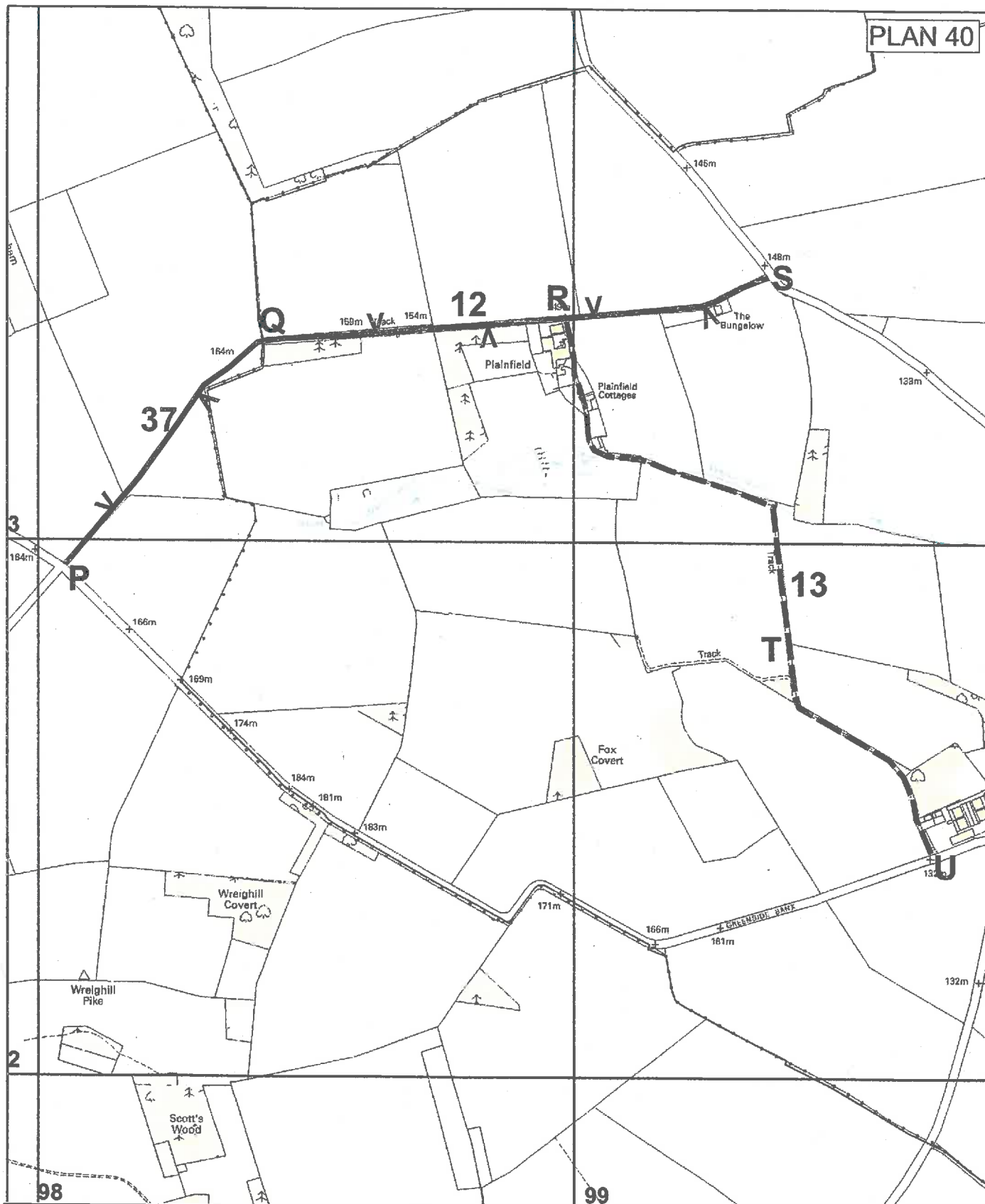
9. CONCLUSION

- 9.1 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 37 and 12.
- 9.2 The Natural Environment and Rural Communities Act 2006 would not appear to have extinguished the public's motor vehicular rights over the route.
- 9.3 The route would appear to satisfy the balance of user / character test for being recorded on the Definitive Map as byways 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/20/37z & A/33/12z

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Wildlife and Countryside Act 1981 Public Rights of Way

 Alleged Byway Open to All Traffic
 Alleged Public Footpath

Former District(s)

Alnwick

Parish(es)

Hepple/Snitter

Scale

1:10,000

Def. Map No.

92

O.S. Map

NT 90 SE

Date

October 2016




Northumberland
 County Council

Contact: Alex Bell
 Telephone: 01670 624133
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Legend

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

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

Scale: 1:10,000

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Armstrong's County Map

1769

Fryer's County Map 1820

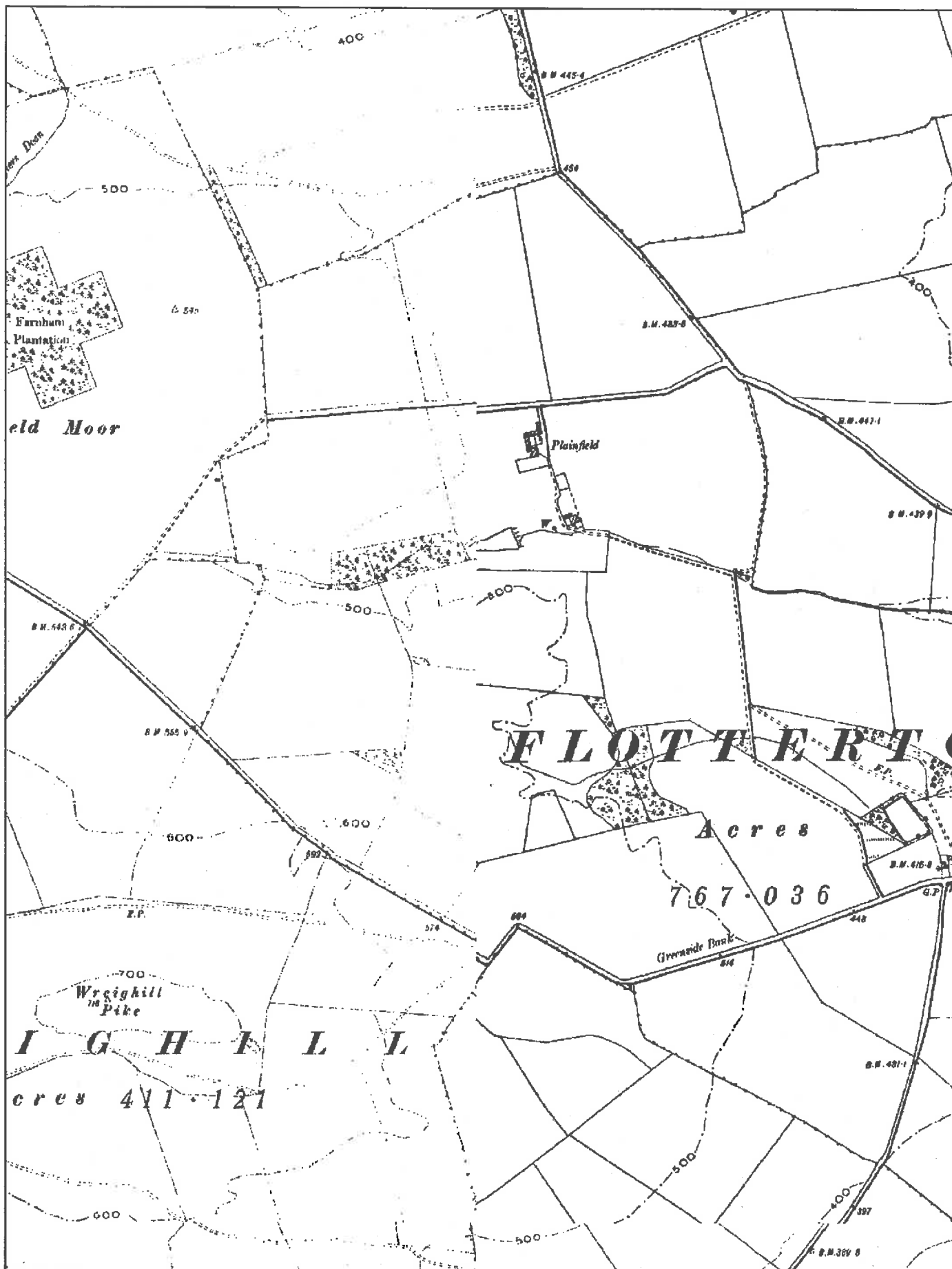




Greenwood's County Map 1828







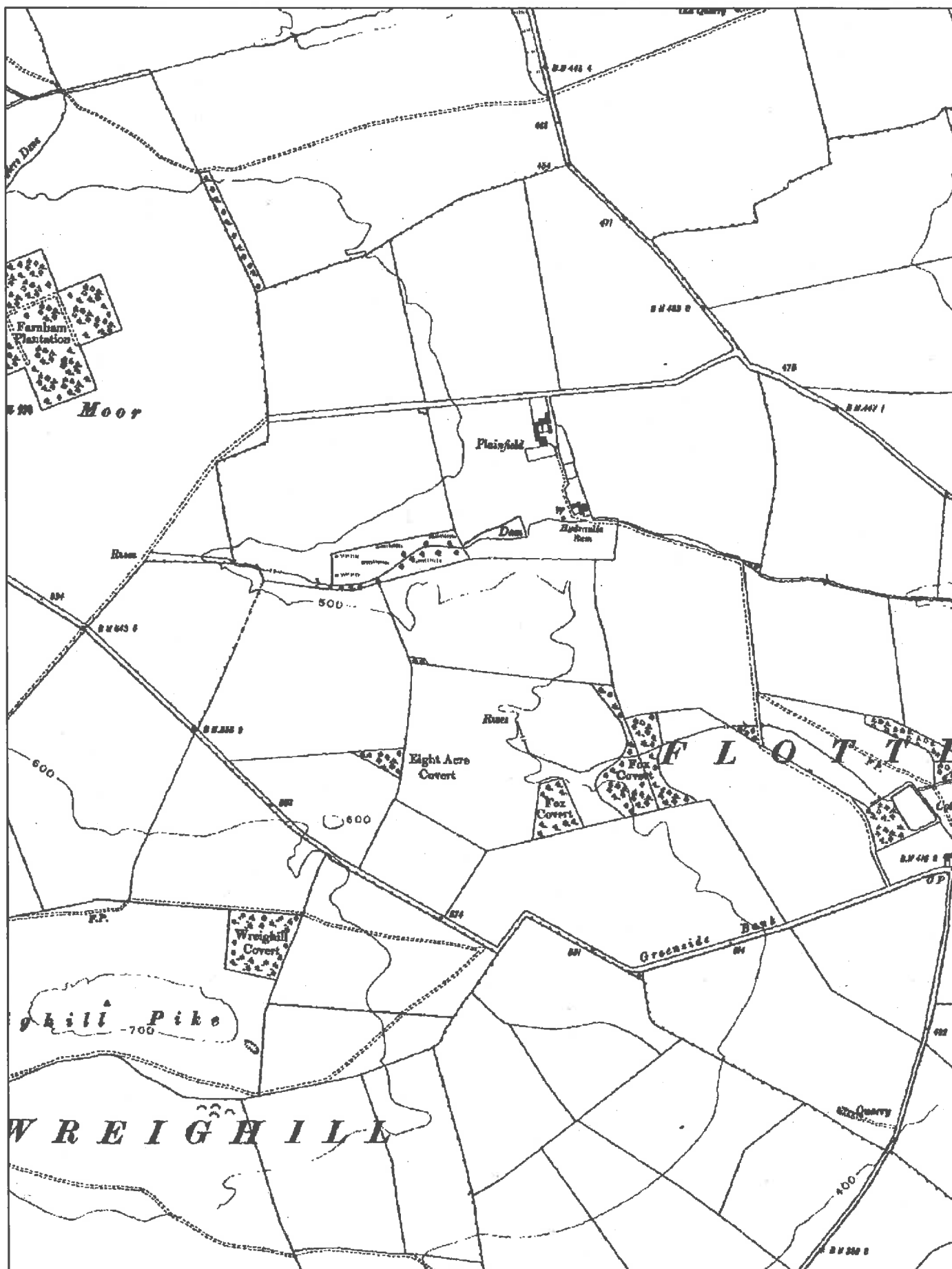
Northumberland
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SCALE 1:10,560

Ordnance Survey 2nd Edition 6" map (1899)

Finance Act 1910 Plan



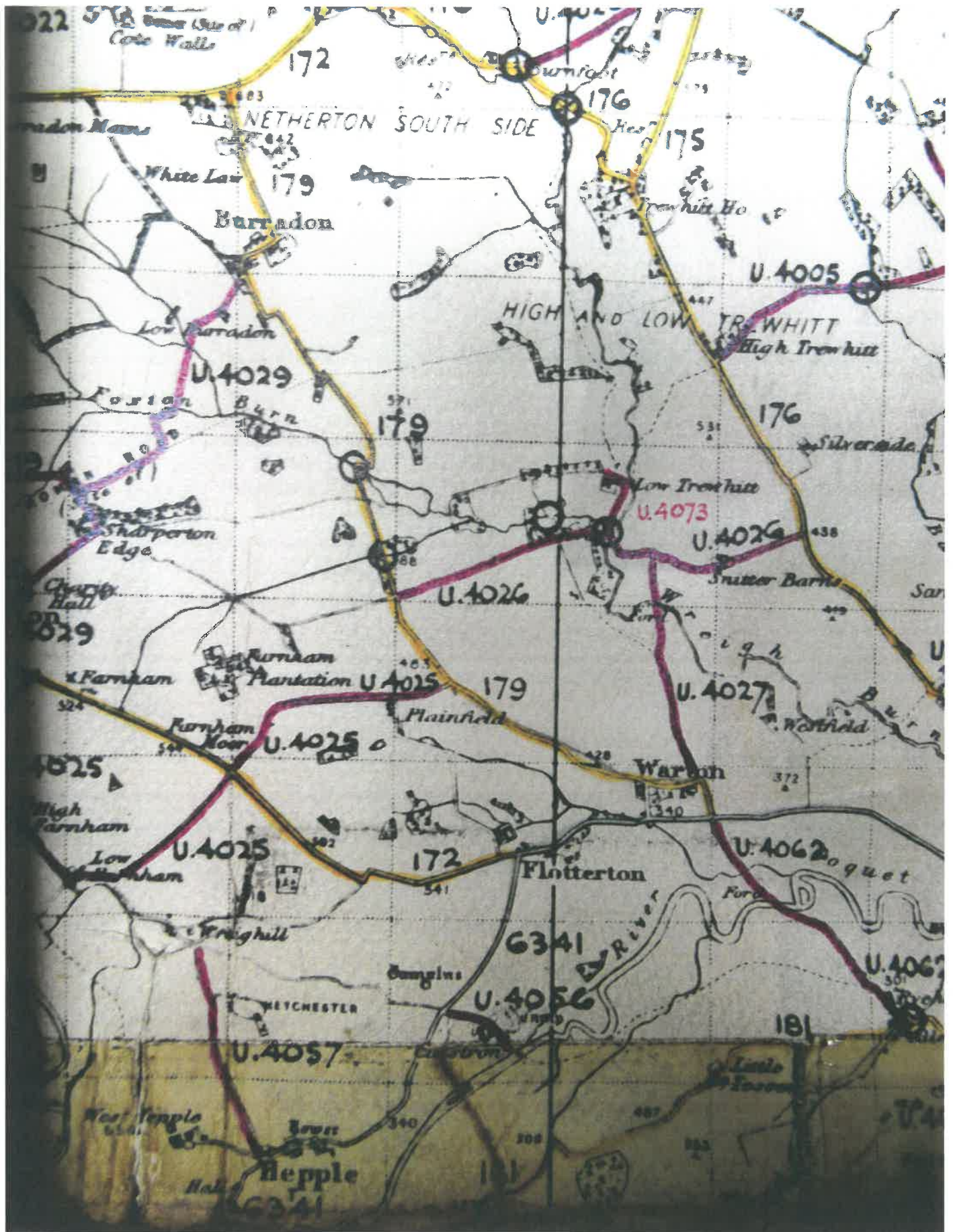


Northumberland
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Ordnance Survey 3rd Edition 6" map (1925-6)

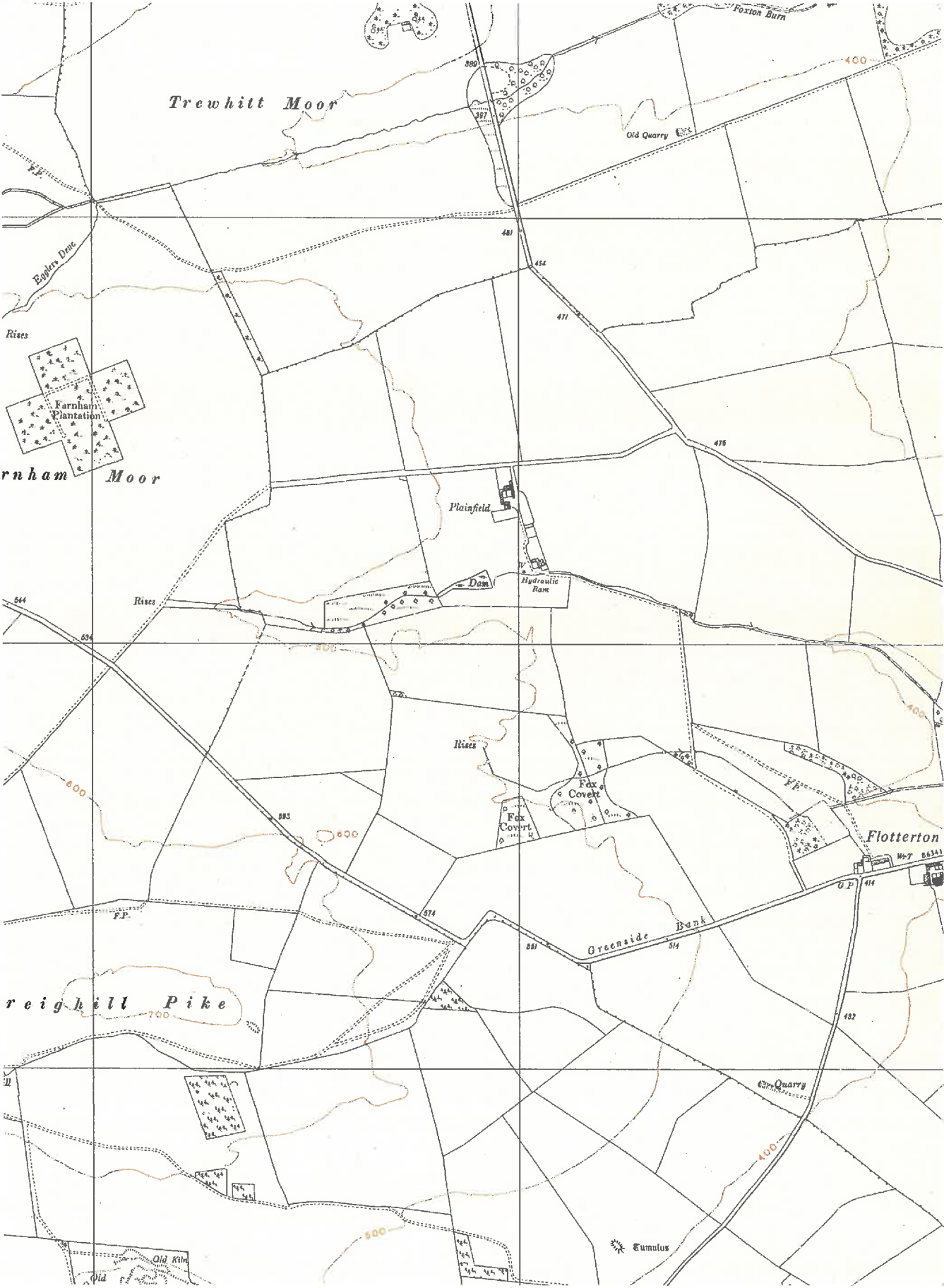
Extract from the Council's 1951 Highways Map









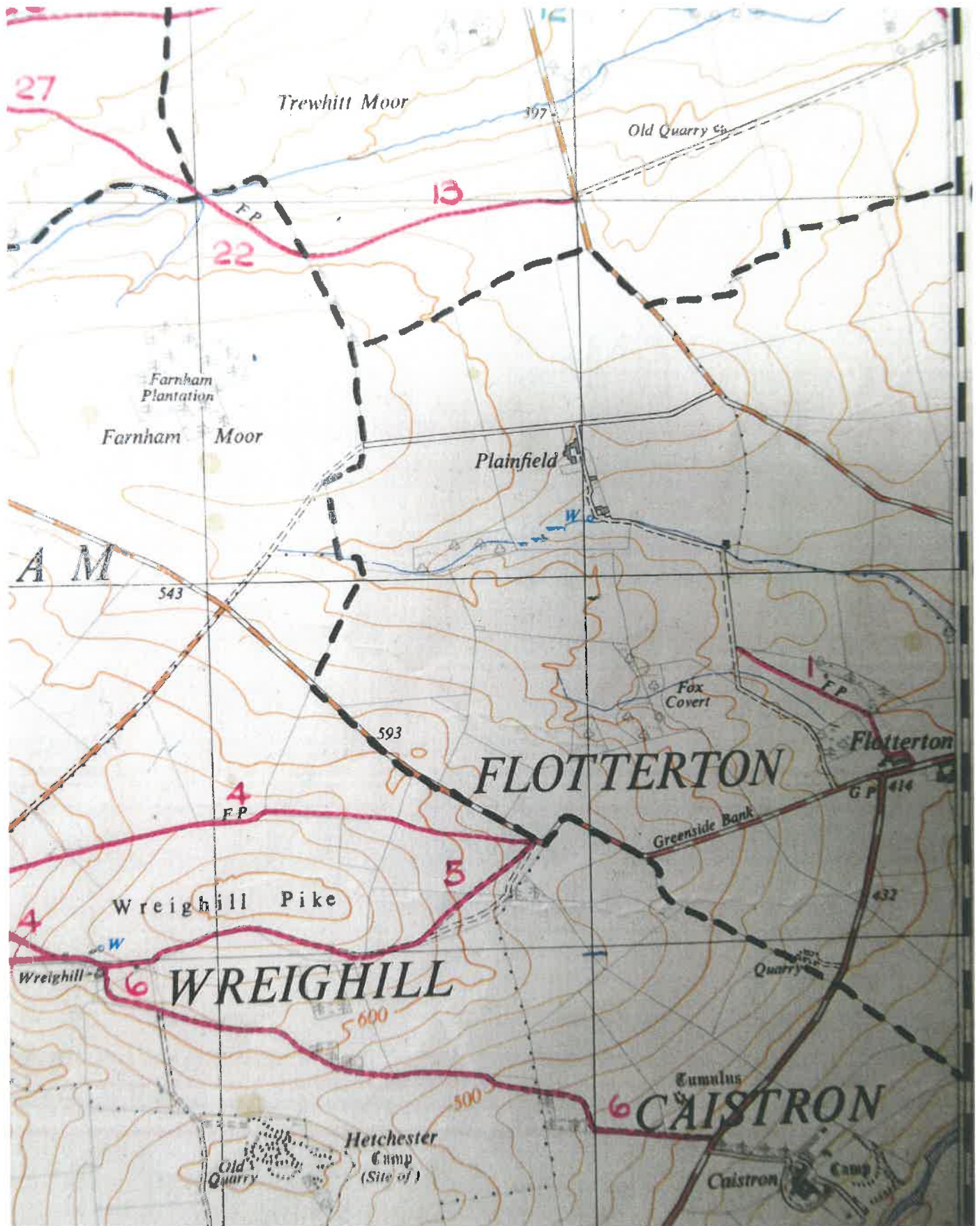


1958 County Road Schedule

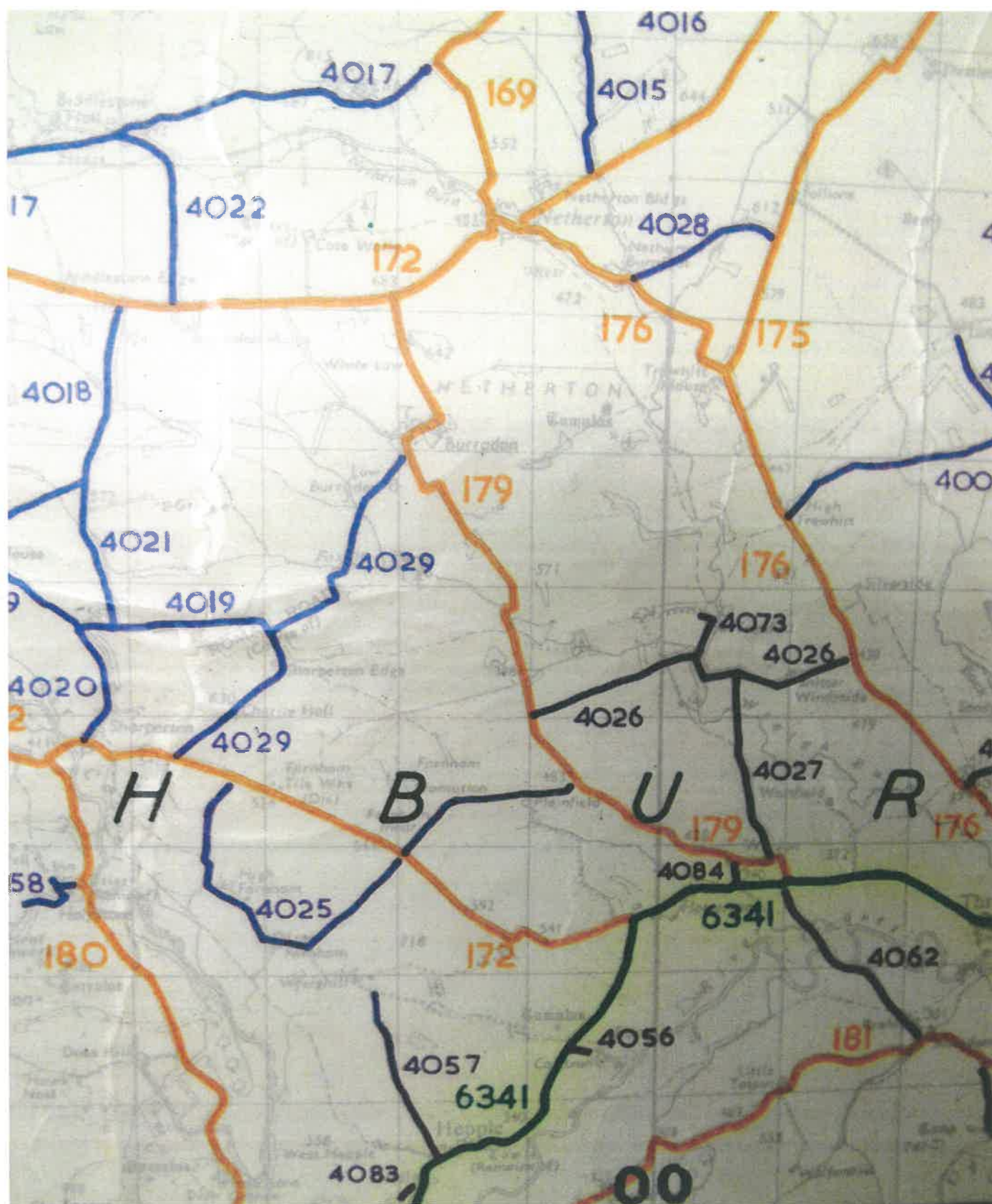
AINWICK DIVISION

Unclassified Roads in the Rothbury Rural District

		Brought Forward	19.410 miles
U.4015	Scrainwood - Netherton Buildings Road	From C.169 at Scrainwood to C.172 east of Netherton 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	Elilaw - Biddlestone Road	From C.169 east of Elilaw 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 Mains to U.4017 at Biddlestone Hall.	0.08
U.4023	Alwinton - Coquet Valley Road	From C.172 at Alwinton via Shillmoor, Barrowburn to Makendon	11.70
U.4024	Alwinton - Clennell Road	From C.172 east of Alwinton to Clennell.	0.63
U.4025	Farnham 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 miles</u>



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	

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 (NT. 963070) northwards to U.4017 at Biddlestone Hall (NT. 960082).	Alnwick Division.		0.80
U.4023	Alwinton-Coquet Valley Road.	From C.172 at Alwinton (NT. 923060) north-westwards and westwards via Shillmoor, Barrowburn to Makendon (NT. 804094) including 133 yd. long spur from just north of Barrowburn Bridge north-eastwards to Barrowburn Farm.	Alnwick Division.		11.78
U.4024	Alwinton-Clennell Road.	From U.4023 south-east of Alwinton (NT. 923060) north-eastwards to Clennell (NT. 929070).	Alnwick Division.		0.79
U.4025	Farnham Tile Works-Low Farnham-Plainfield.	From C.172 at Farnham Tile Works (NT. 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 (NT. 993034).	Alnwick Division.		2.78
U.4026	Snitter Windyside Road.	From C.179 north of Plainfield (NT. 990040) eastwards via Snitter Windyside to join C.176 south of Silverside (NU. 015045).	Alnwick Division.		1.76
U.4027	Warton-Snitter Windyside Road.	From C.179 at Warton (NU. 009029) northwards to U.4026 west of Snitter Windyside (NU. 006044).	Alnwick Division.		0.96
U.4028	Netherton Burnfoot-Follions Road.	From C.176 at Netherton Burnfoot (NT. 997073) north-eastwards to C.175 south of Follions (NU. 007076).	Alnwick Division.		0.76
U.4029	Sharperton-Burradon Road.	From C.172 east of Sharperton (NT. 963037) north-eastwards via Sharperton Edge to C.179 at Burradon (NT. 980060).	Alnwick Division.		2.08
U.4030	Billsmoor Foot-Highshaw Road.	From B.6341 south of Billsmoor Foot (NY. 943967) northwards via Fenchford and Haw Farm to the entrance to Highshaw Farm (NY. 941982).	Alnwick Division.		1.21

NETHERTON CP
Ordnance Survey Explorer Map OL 16
1:25,000
(2005)



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





SANDSTONE WAY

Between Berwick-upon-Tweed & Hexham

120miles / 193km



OFFICIAL CYCLE ROUTE MAP

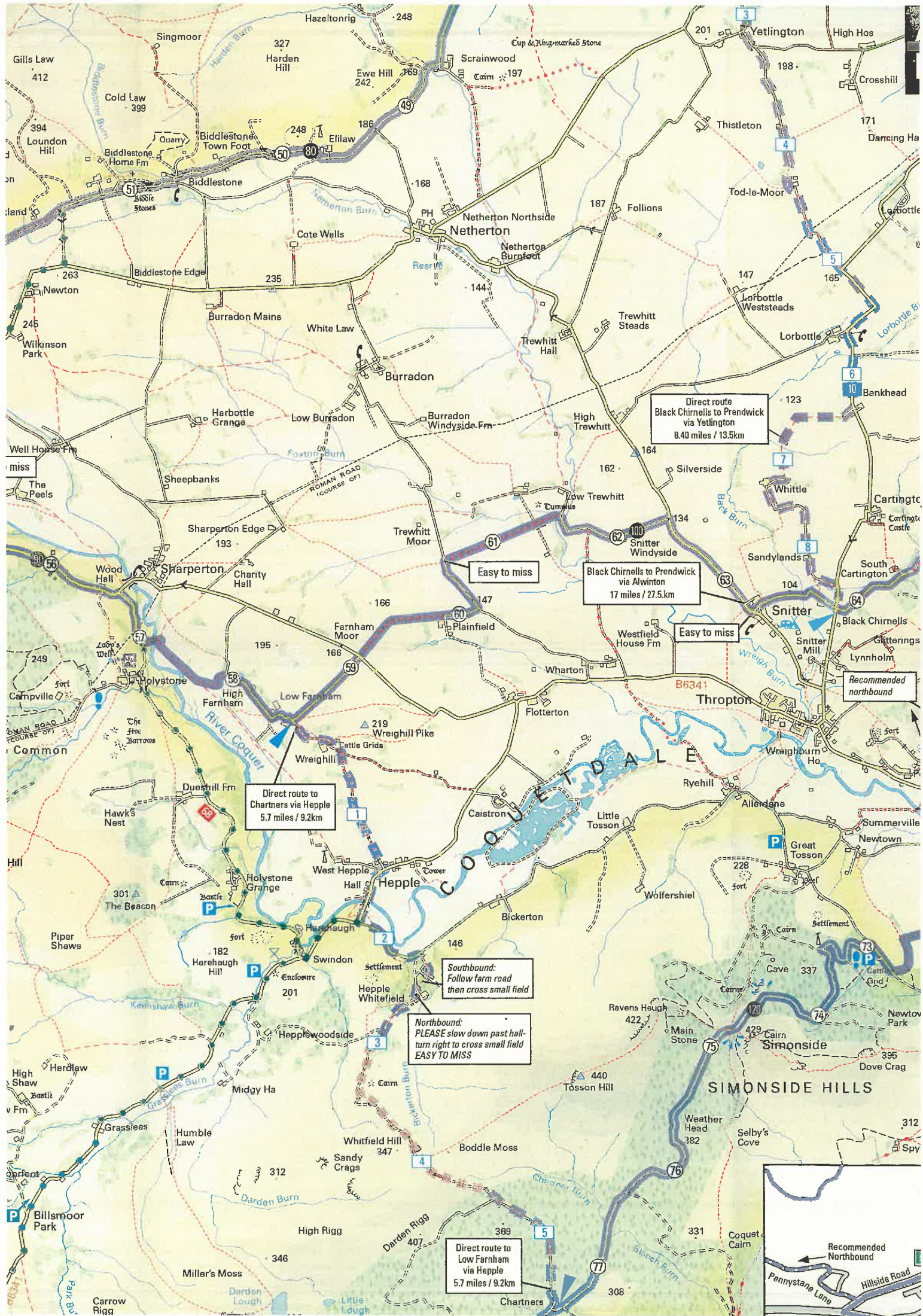


- Waymarked mountain bike route
- A mix of off-road tracks and quiet minor roads
- Discover hidden Northumberland
- Fabulous scenery

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WATERPROOF



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

Easy to miss

Black Chirnells to Prendwick
via Alwinton
17 miles / 27.5km

Easy to miss

Recommended
northbound

Direct route to
Chartiers 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

Direct route to
Low Farnham
via Hepple
5.7 miles / 9.2km

