



# 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 BYWAY OPEN TO ALL TRAFFIC No 38 PARISH OF HEPPLLE

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

---

#### **Purpose of report**

In this report, the North Northumberland Local Area Council Rights of Way Sub-Committee is asked to consider all the relevant evidence gathered in support and in rebuttal of the existence of public vehicular rights over the U4057 road, from the B6341 road, at Hepple, in a general north-westerly and northerly direction, to Restricted Byway No 6, south-east of Wreighill.

#### **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 V-W;**
- (ii) the Natural Environment and Rural Communities Act 2006 would not appear to have extinguished the public's motorized vehicular rights over the V-W 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.
- 1.4 The W-X-Y part of this route is not being considered here. It, along with an easterly continuation, beyond Point W, was the subject of a formal application to recognise restricted byway rights, by a member of the public, that was considered by the North Northumberland Local Area Council at its meeting in August 2018. The route was included in Definitive Map Modification Order (No 18) 2018, and this Order was confirmed by the County Council, as unopposed, in May 2019.

## **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 'U4057' 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 U4057 unclassified County road based upon more than simply its inclusion in the List of Streets.

### 3. LANDOWNER EVIDENCE

- 3.1 By email, on 23<sup>rd</sup> February 2018, GSC Grays responded to the consultation stating:

"I write in response to your letter addressed to our client, Holystone Estate, dated 9<sup>th</sup> February.

"Holystone Estate have no objection to your findings.

"As requested please find attached your plan, now highlighted to show ownership and occupancy of relevant stretches."

- 3.2 By email, on 25<sup>th</sup> February 2018, Ms J Storey of East Hepple responded to the consultation stating:

"Further to our recent discussions I confirm that, in my opinion, the BOAT No 38 has, over the past 5 years been used very regularly by walkers, cyclists and horse riders but to a lesser extent, though still frequently depending on need, by farm vehicles. I believe it has rarely been used beyond the first gate by any other motor vehicle. The lower stretch from the B6341 to the first gate is however extensively used by residents accessing their own properties and by vehicles servicing those properties.

"We first moved here in 1999 and although there was a little more use of the road, U4057 by motor vehicles, in the period up to 2006 and indeed the road was then in better condition, it was still predominantly used by walkers, cyclists and horse riders.

"Thank you for taking the time to explain the Byways to me. As you suggested I have mentioned the difficulties with the 2nd gate on the U4057 to the Chairman of the Parish Council, hopefully the problem may be resolved in time."

- 3.3 By note and plan, received on 1<sup>st</sup> or 2<sup>nd</sup> March 2018, Mr & Mrs McCaffrey of Kilnwaye, Hepple, responded to the consultation indicating the extent of their land ownership and stating:

"BOAT Route 38 use:

Pedestrian – daily

Cyclists – monthly (winter), weekly (summer)

Equestrian – fortnightly (this was weekly when there were more horse owners living in the area)

Motor – daily for small farm vehicles, weekly for large farm vehicles, bi-monthly for private vehicles.

"May 2001 to May 2006 period:

Public motor vehicular use of the route was NOT greater than the combined public, pedestrian, equestrian and bicycle use."

- 3.4 By email, on 9<sup>th</sup> May 2018, Mr S Kerry of Rye Bank, 1 West Hepple responded to the consultation on behalf of S & E Kerry, stating:

"I attach the map showing the Public Right of Way through Hepple. We are the owners of the field marked in green.

"Over the last twelve years the principal use of the Byway has been principally by walkers, then agricultural vehicles, then cyclists, the horse riders and drivers. The only motor vehicles on the track have been either myself or people mending the telephone wires.

"This has always been the case; public motor use of the byway has been negligible compared to pedestrian, equestrian, bicycle and occasional agricultural use."

#### **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, Ms S Rogers responded to the consultation on behalf of the British Horse Society, stating:

"Hepple Parish  
Alleged byway open to all traffic 38 (to Wreighill)

"This is a well defined track along the edge of fields, which is regularly used by horse riders. It is also part of the promoted cycle route, the Sandstone Way. For these reasons 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 some evidence of a road or track approximating to the route of alleged Byway No 38.

1820 Fryer's County Map

There is clear evidence of a road or track resembling the route of alleged Byway No 38.

1827 Cary's Map

There is clear evidence of a road or track resembling the route of alleged Byway No 38.

1828 Greenwood's County Map

There is clear evidence of a road or track resembling the route of alleged Byway No 38.

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 38. Only a very short section at Hepple, itself, appears to be enclosed.

1899 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a predominantly unenclosed road / track over the route of alleged Byway No 38. Only a very short section at Hepple, itself, appears to be enclosed.

Finance Act 1910 plan

There is clear evidence of a mainly unenclosed road or track over the route of alleged Byway No 38 (only a short section at Hepple is enclosed). Unsurprisingly, the unenclosed part of the route is not shown as being separated from the surrounding land by coloured boundaries. If it had been, this would have been good evidence in support of vehicular highway rights. The enclosed southern end of the route is, however, 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 predominantly unenclosed road / track over the route of alleged Byway No 38. Only a very short section at Hepple, itself, appears to be enclosed.

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 38 is coloured purple so as to identify it as a publicly maintainable road. It is labelled as the "U4057".

c.1952 Definitive Map – original Survey Schedules & Map

The route of alleged Byway Open to All Traffic No 38 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 Byway Open to All Traffic No 38 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 Byway Open to All Traffic No 38 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 predominantly unenclosed road / track over the route of alleged Byway No 38.

1958 County Road Schedule

In this Schedule, the entry for the U4057 road states:

"U4057 Hepple – Wreighill Road  
From B6341 at Hepple Smithy to a point 250 yards south-east of Wreighill."

The length of the U4057 road is identified as 0.88 miles.

1962 Original Definitive Map

The route of alleged Byway No 38 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 Statement

The original Definitive Statement for the public right of way intersecting with the alleged byway open to all traffic states:

Public Footpath No 6

"From FP 5 at Wreighill in a south-easterly direction to join the Flotterton – Hepple Road north of the entrance to Caistron."

1964 Highways Map

The route of alleged Byway Open to All Traffic No 38 is coloured purple so as to identify it as a publicly maintainable road. It is labelled as the "U4057".

1964 County Road Schedule

In this Schedule, the entry for the U4057 road states:

"U4057 Hepple – Wreighill Road

From B6341 at Hepple Smithy to a point 250 yards south-east of Wreighill."

The length of the U4057 road is identified as 0.88 miles.

1974 County Road Schedule

In this Schedule, the entry for the U4057 road states:

"U4057 Hepple – Wreighill Road

From B6341 at Hepple Smithy (NT 983005) northwards to a point 250 yards south-east of Wreighill. (NT 978018)."

The length of the U4057 road is identified as 0.88 miles.

1979 Ordnance Survey Map: Scale 1:10,000

There is clear evidence of a predominantly unenclosed road / track over the route of alleged Byway No 38.

2000 Landowner Deposits under section 31(6) Highways Act 1980

In February 2000, the Holystone Estate deposited a Statement and Plan setting out the public rights of way which they acknowledged to exist over their land (the deposit covers the northernmost  $\frac{3}{4}$  of the alleged byway route). In the same month, they submitted a Statutory Declaration reaffirming the same. The Estate did not, at that time, acknowledge the existence of any public motor vehicular rights over the alleged byway route.

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

There is clear evidence of a mainly unenclosed road / track over the route of alleged Byway No 38. The whole 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 U4057) is clearly identified as publicly maintainable highway.

2016 The Sandstone Way

The route of the alleged byway is part of an official "short cut" route of the Sandstone Way mountain bike trail.

## **6. SITE INVESTIGATION**

- 6.1 From Point V, on the B6341 road at Hepple, a 2.7 to 3 metre wide tarmac road proceeds in a northerly direction for a distance of 90 metres. Although the first 10 metres of the 90 is within a 10 to 10.3 metre wide corridor, the remainder has either an ill-defined or very variable width (no less than 6 metres). An unenclosed 2.5 metre wide rough tarmac track continues northwards for a further 20 metres. Then, a 2.7 metre wide stone / grass surfaced track, in a 9.14 metre wide corridor proceeds north-westerly for 220 metres. Then a 2.5 to 3 metre wide stone / grass track, in a 6 to 7.5 metre wide corridor continues in a north-westerly direction for a further 275 metres. A 3 metre wide stone / earth / grass track in a 6 metre wide headland continues north-westerly for 145 metres, then a 2.5 to 3 metre wide stone / grass track proceeds northerly for 115 metres in a variable 6 to 14 metre wide corridor. Thereafter, an unenclosed 3 metre wide stone / earth / grass track proceeds in a general northerly direction for 245 metres to an 8.5 metre wide field gate / cattle grid combination. The 3 metre wide unenclosed track continues in a general northerly direction for a further 295 metres, to Point W, on existing Restricted Byway No 6, 130 metres south-east of Wreighill.

## **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 Byway Open to All Traffic No 38 is identified on the County Council's current List of Streets as being the U4057 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 as a mainly unenclosed road / track on Ordnance Survey maps since 1866. The route appears to be depicted on Armstrong's, Fryer's and Greenwood's County Maps of 1769, 1820 and 1828 (respectively) and on Cary's Map of 1827. The route was not shown as being separated from the surrounding land by coloured boundaries on the plans produced in association with the Finance Act 1910, but this is unremarkable, since the route was not an enclosed one, at that time.
- 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 U4057 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. Only the southern end of this route, at Hepple, has a drivable tarmac surface, and is clearly in regular use by the owners and occupiers of the various properties located there, 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. From the consultation responses, it seems clear that the route is used by pedestrians, horse riders, cyclists and some motor vehicles, with non-motor vehicular use exceeding motor vehicular use.
- 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. Part of the southern end of the route has physical boundaries on both sides, which appear to have been present since at least the 1890s. It is proposed to record this part of the route with a width varying from 6 to 10.3 metres, as identified in paragraph 6.1, above. Proceeding through the fields north of Hepple, the fenced corridor through the first one appears to be 30 feet (i.e. 9.14 metres) wide, although OS maps up until 2005 do not show this section of road as being enclosed. Proceeding through the 2<sup>nd</sup> field, a low earth bund appears to delineate the western boundary, giving an overall width of 6 to 7.5 metres. The remainder of the route (apart from the 115 metre long, variable 6 to 14 metre wide, section adjacent to a belt woodland, identified in paragraph 6.1) is not enclosed. It is proposed that the unenclosed sections 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**

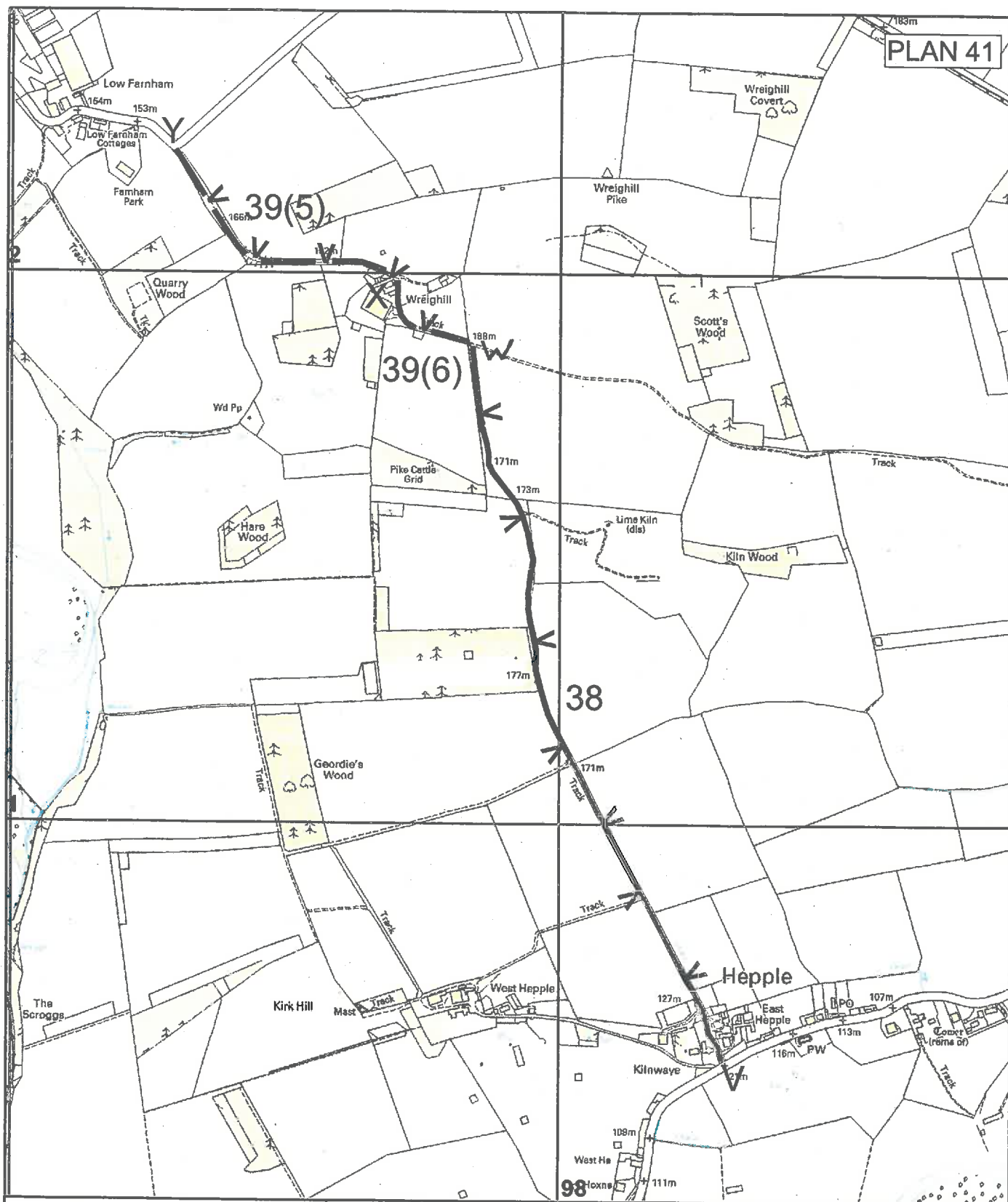
- 9.1 In light of the documentary evidence available, it appears that public vehicular rights have been reasonably alleged to exist over the route of alleged Byway Open to All Traffic No 38.
- 9.2 The Natural Environment and Rural Communities Act 2006 would not appear to have extinguished the public's 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 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/20/38z

Report Author      Alex Bell – Definitive Map Officer  
(01670) 624133  
[Alex.Bell@Northumberland.gov.uk](mailto:Alex.Bell@Northumberland.gov.uk)



**Northumberland**

Northumberland County Council

Infrastructure

Local Services

County Hall Morpeth Northumberland

NE61 2EF

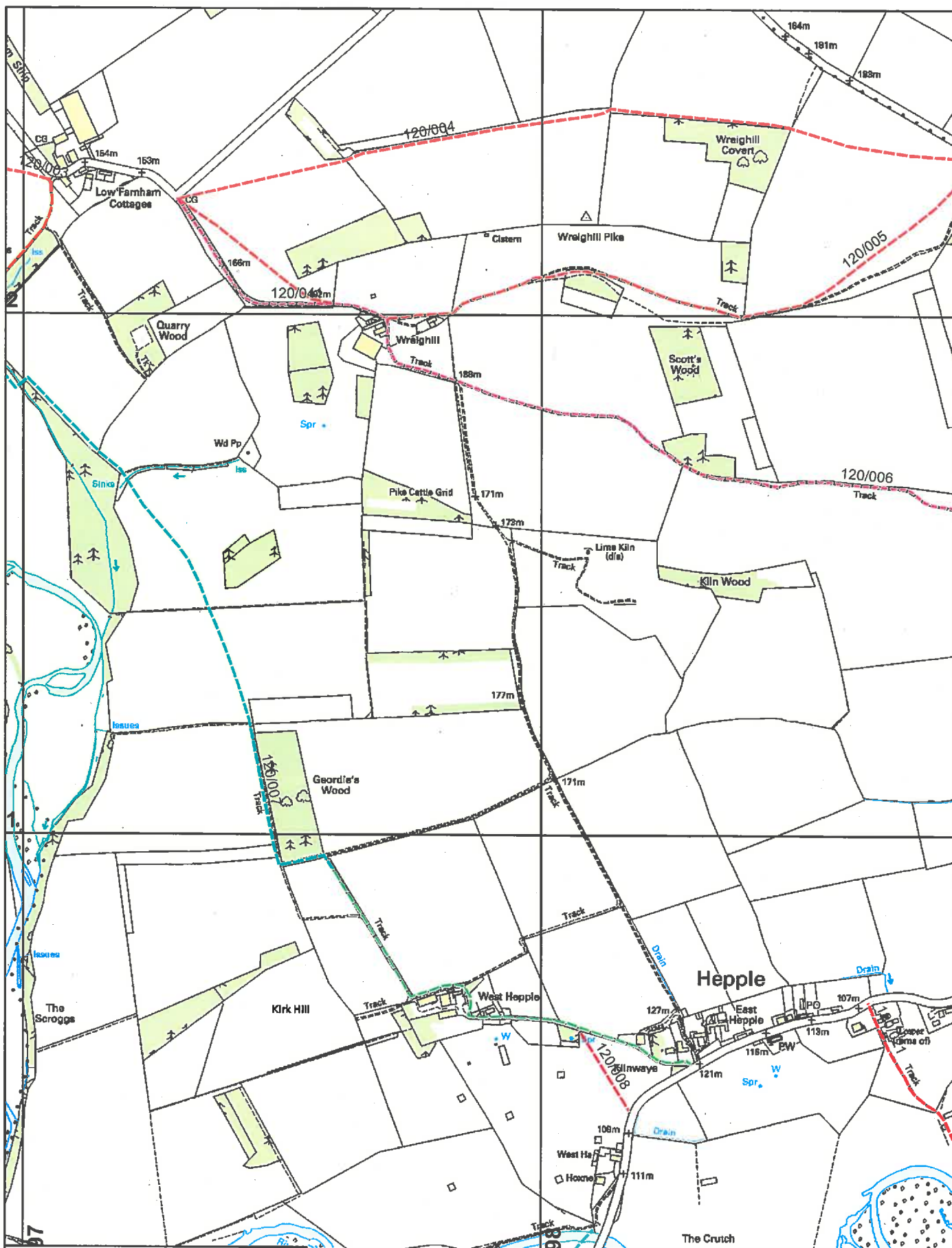
Telephone 0845 600 6400

Reproduced from / based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of H.M.S.O. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Northumberland County Council O.S. Licence No 100049048

## Wildlife and Countryside Act 1981 Public Rights of Way

Alleged Byway Open to All Traffic  
 Alleged Restricted Byway

Former District(s)	Parish(es)	Scale
Alnwick	Hepple	1:10,000
Def. Map No.	O.S. Map	Date
92	NT 90 SE	October 2016



  
**Northumberland**  
 County Council

Contact: Alex Bell  
 Telephone: 01670 624133  
 Email: Alex.Bell@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: 1:10,000

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office. Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. License no. 100049048 (2010).

# Armstrong's County Map 1769





Fryer's County Map  
1820

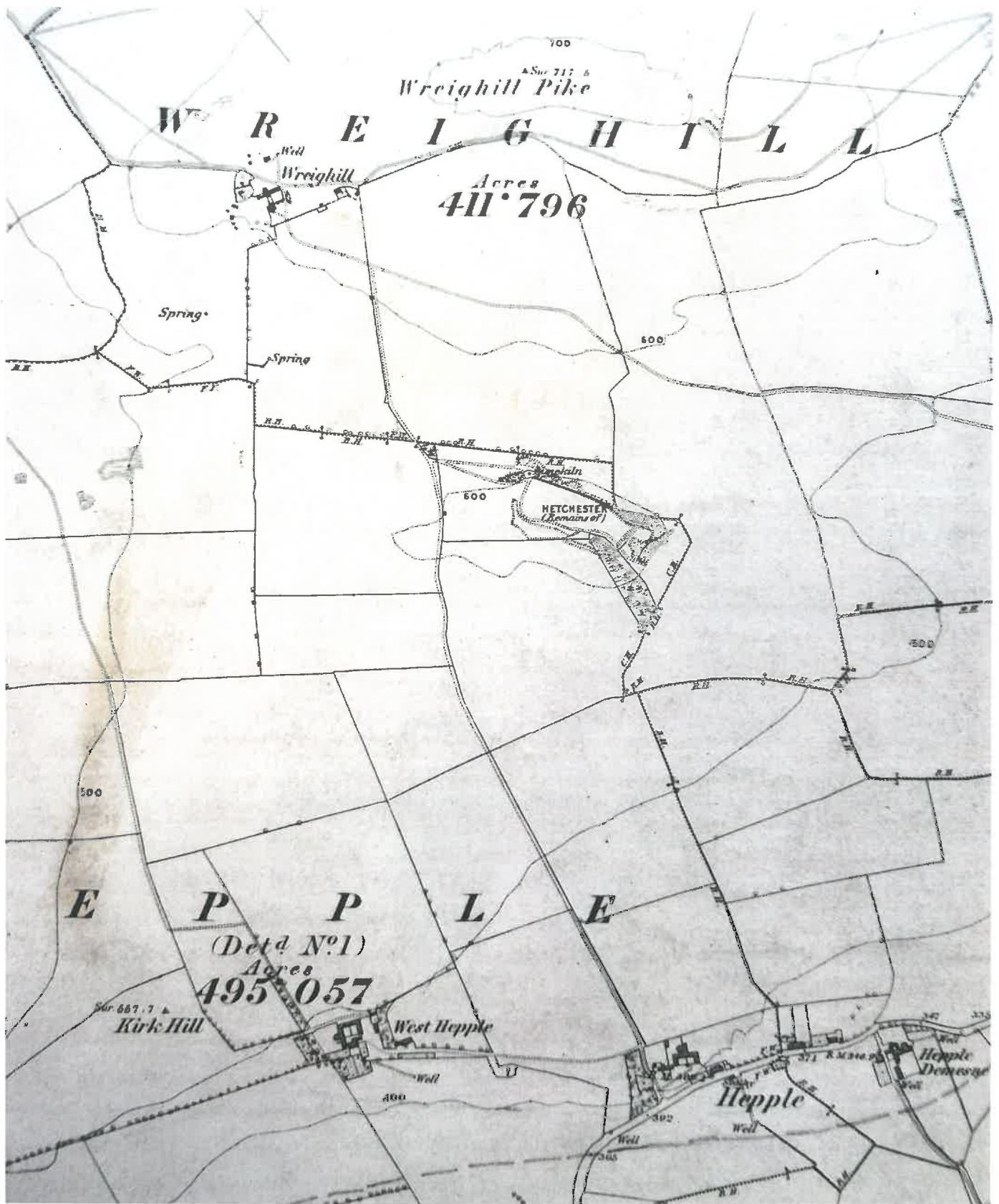


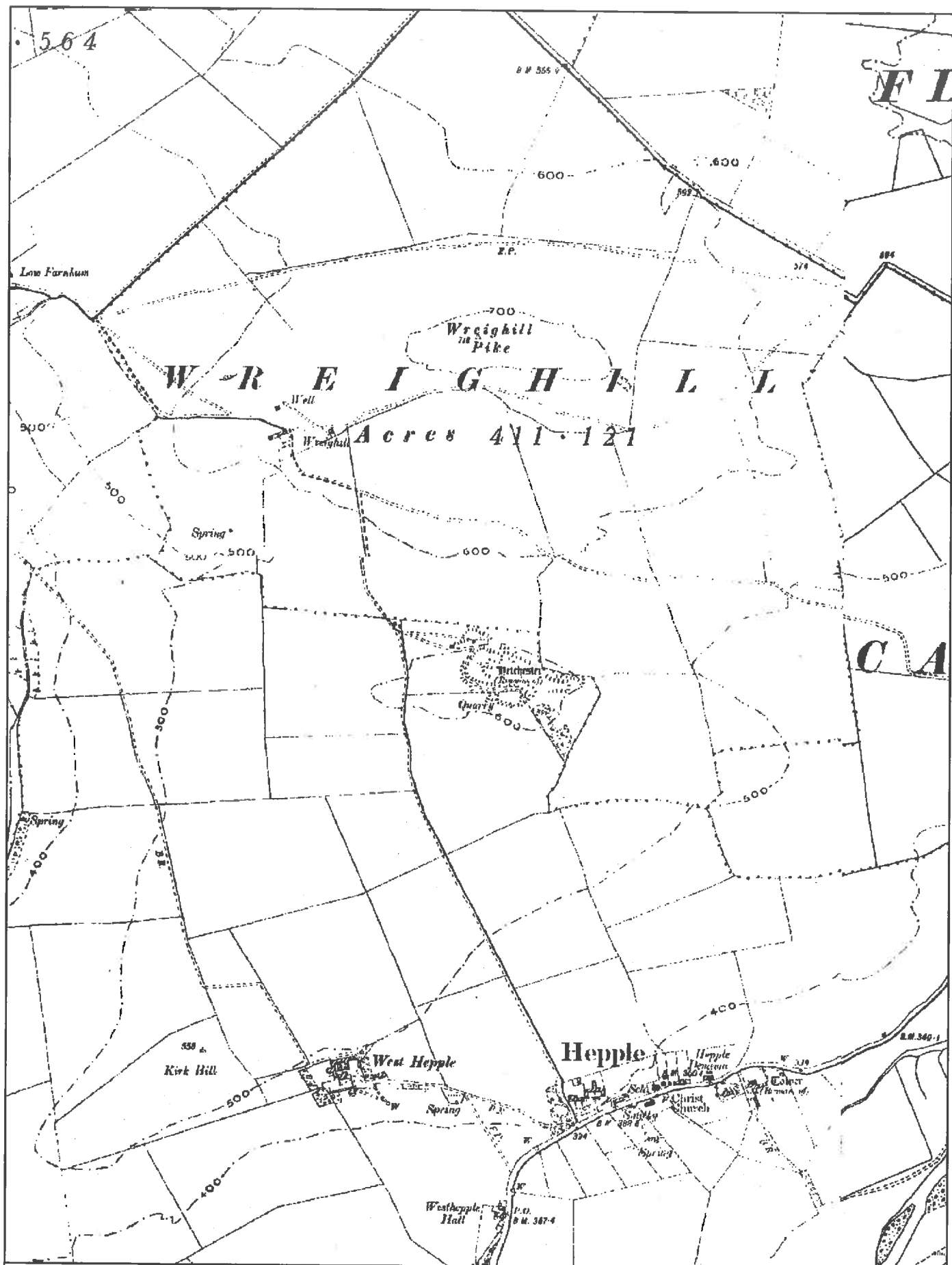




## 1828







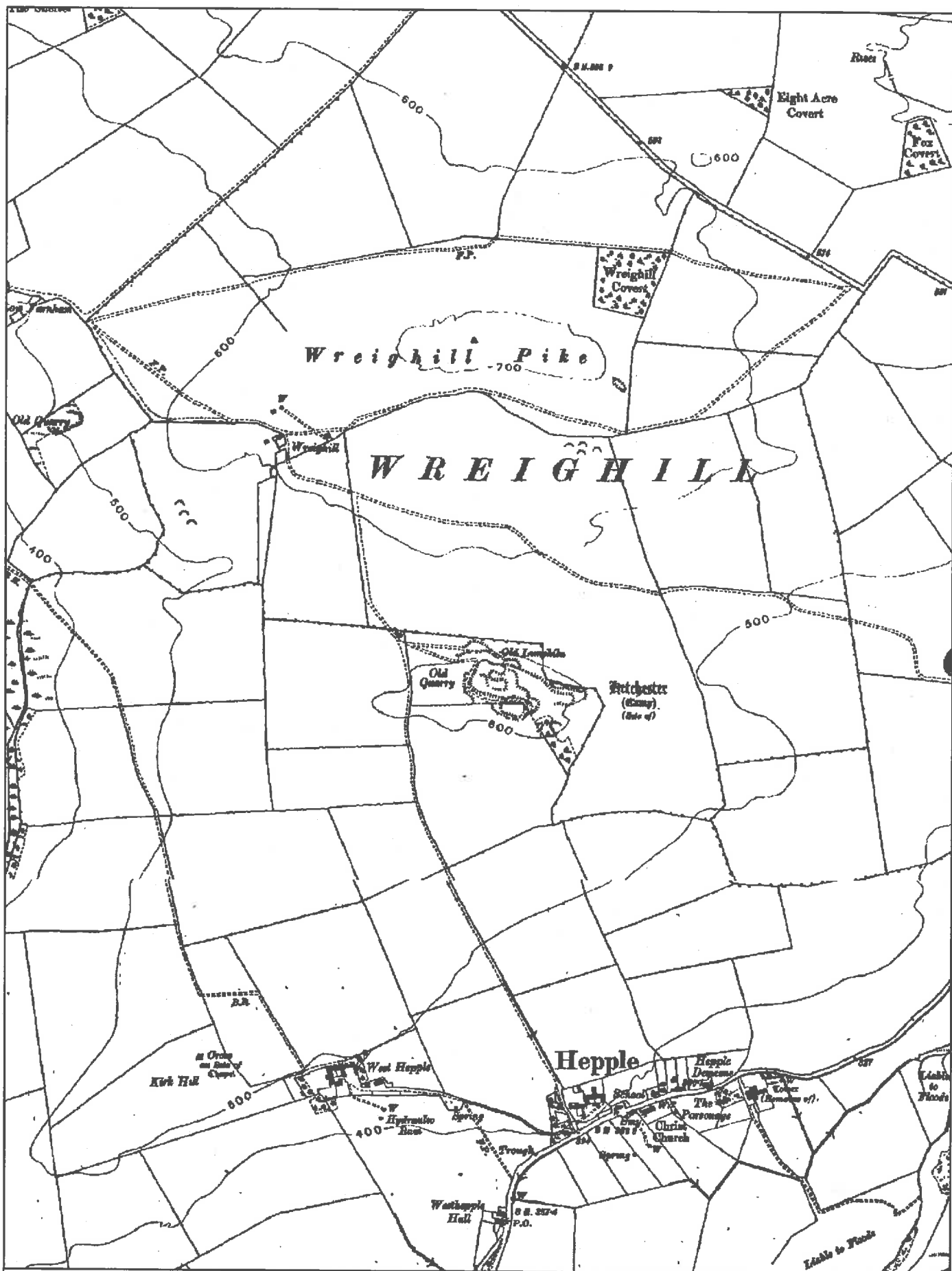
Northumberland  
County Council

Ordnance Survey 2nd Edition 6" map (1899)



10





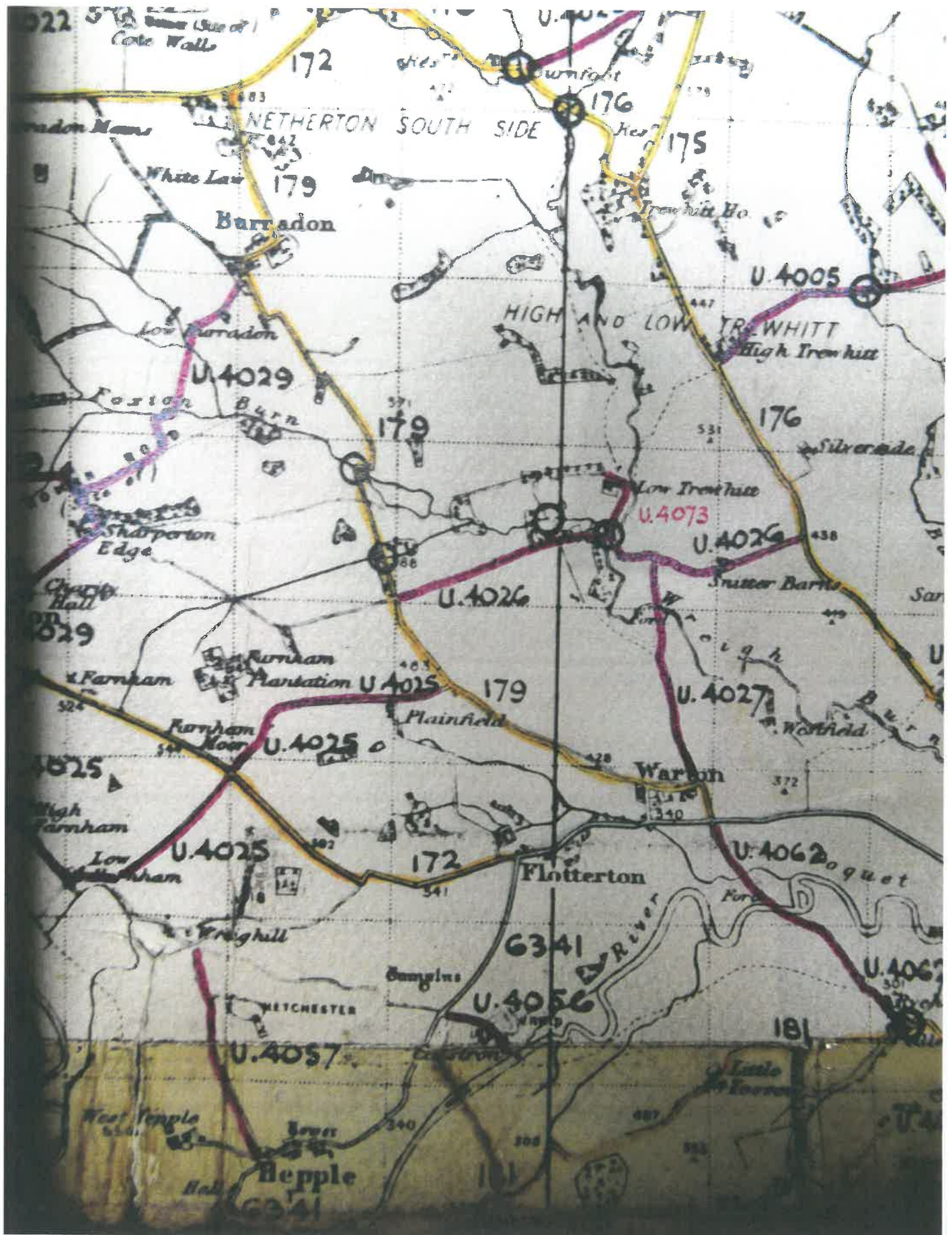
Northumberland  
County Council

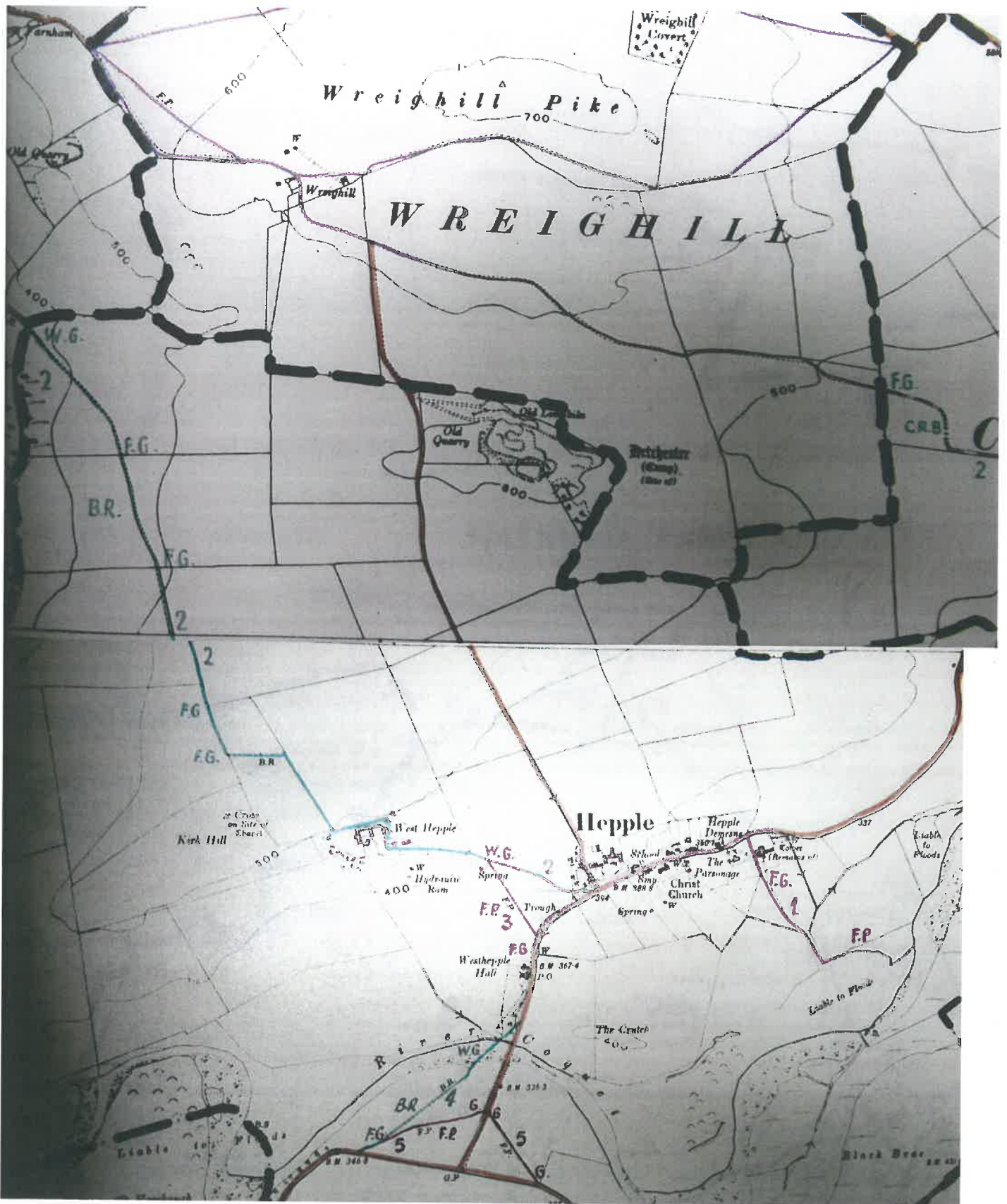
SCALE 1:10,560

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

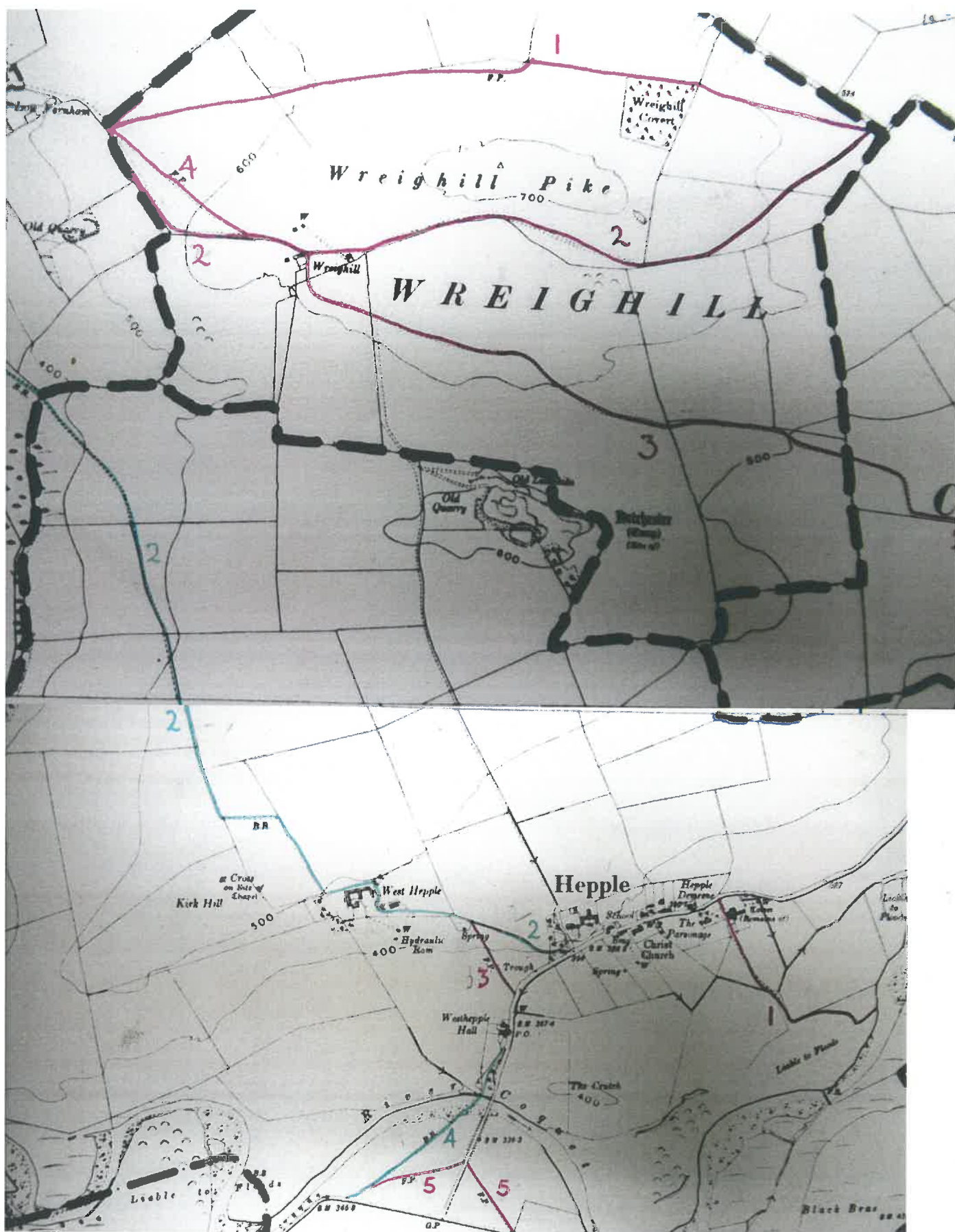


## Extract from the Council's 1951 Highways Map



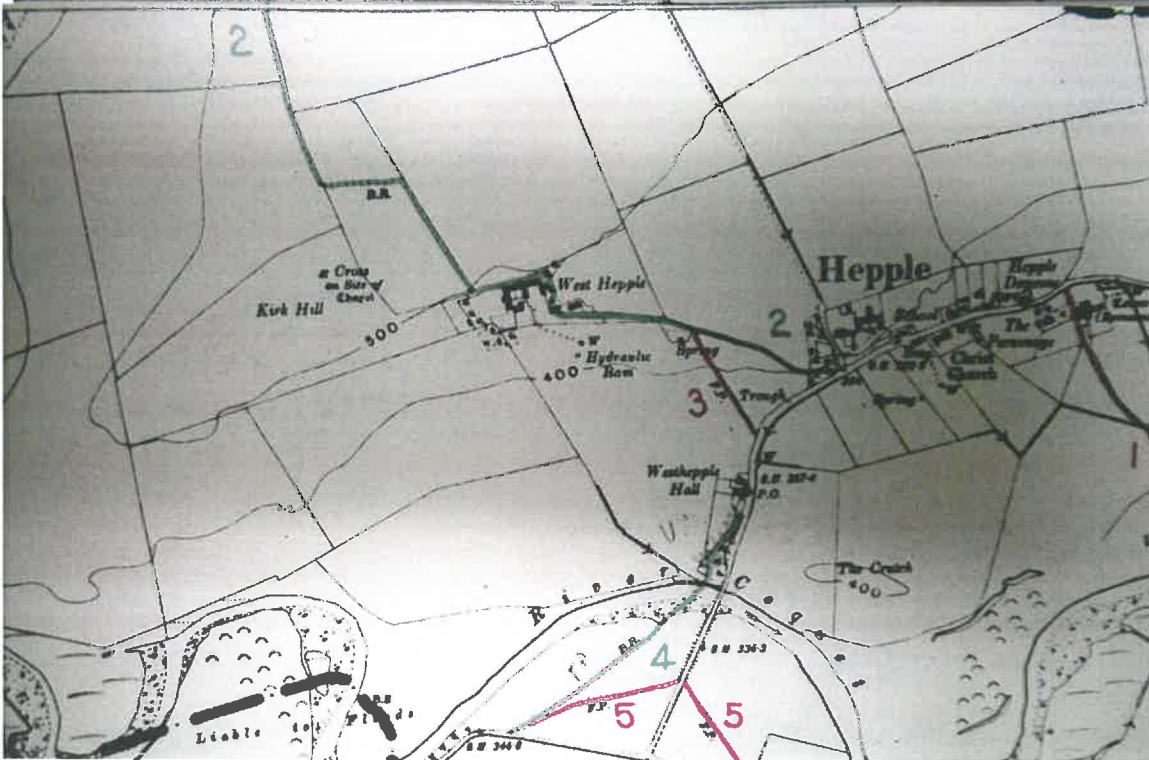
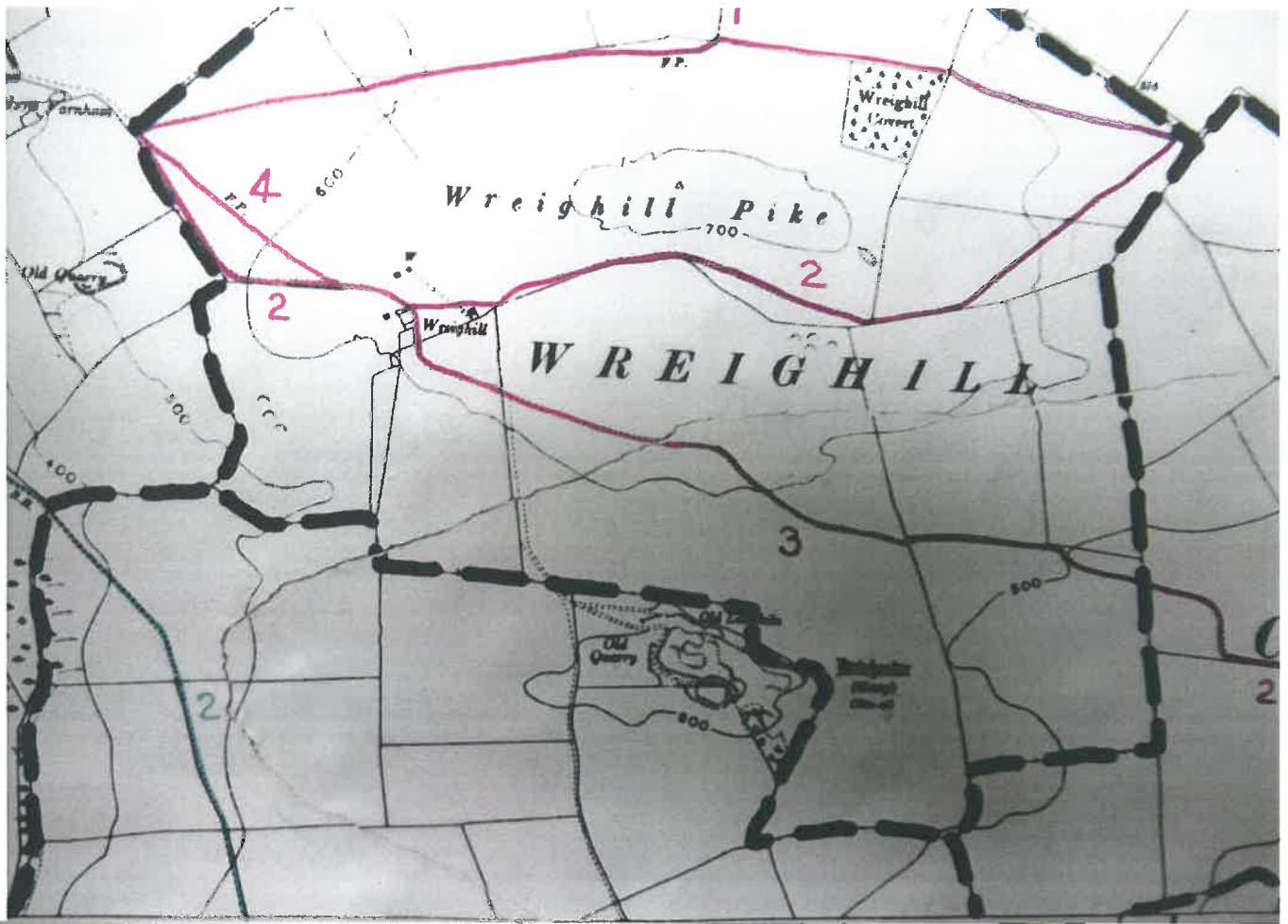








## Provisional Map





# 1958 County Road Schedule

## ALNWICK DIVISION

### Unclassified Roads in Rothbury Rural District

		Brought Forward	46,430 miles
U.4027	Warton - Snitter Burns Road	From C.179 at Warton to U.4026 west of Snitter Burns.	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.	2.03
U.4030	Billsmoor Foot - Raw Farm Road	From B.6341 south of Billsmoor Foot via Penchford to the entrance of Raw Farm.	0.81
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 Caistron Road	From B.6341 $\frac{1}{2}$ mile south of Flotterton south-eastwards via Caistron 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	0.83
U.4058	Holystone - Campville Road	From C.180 at Holystone Priory via Holystone School to Campville.	0.375
U.4059	Roads 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.

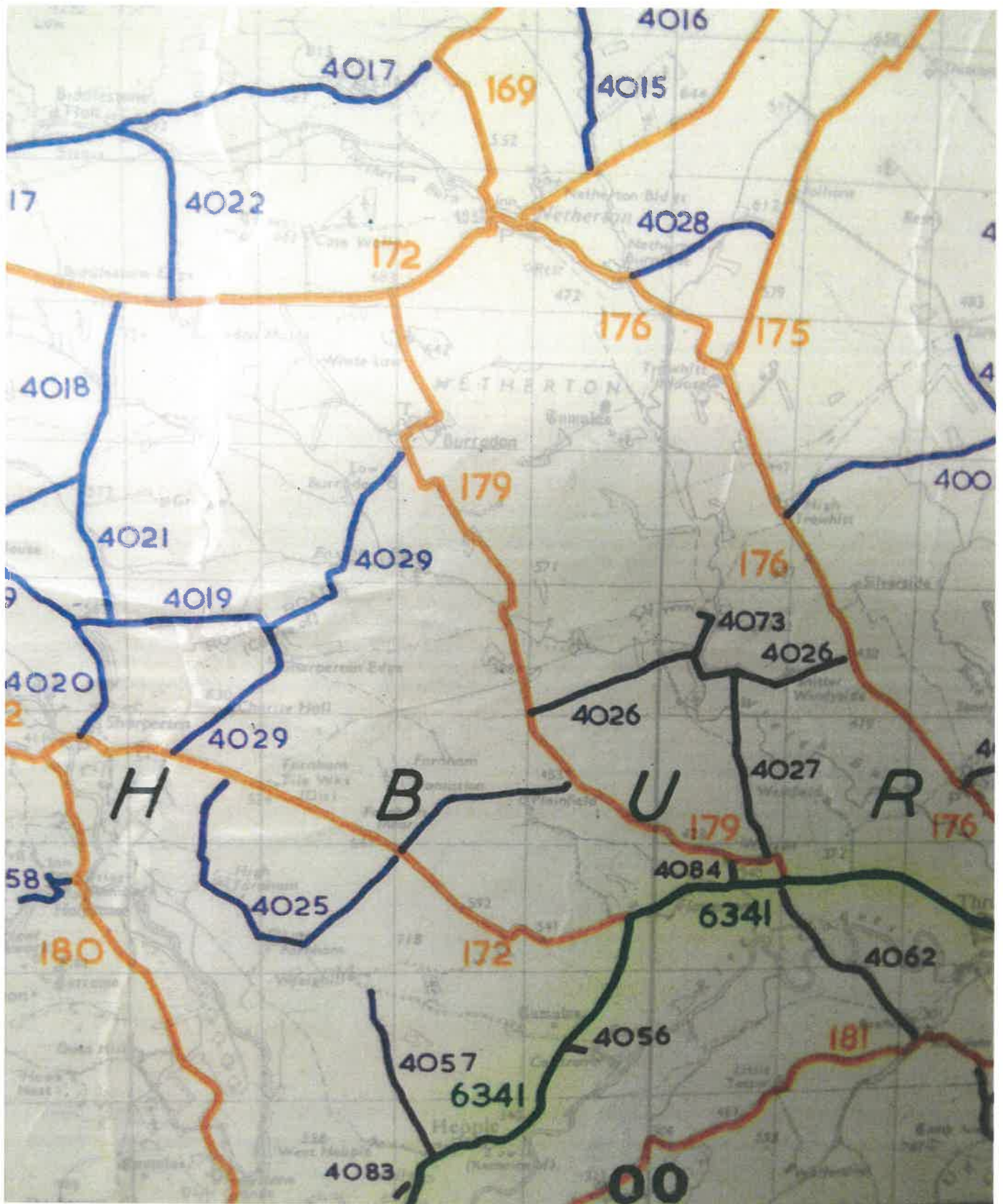
NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949  
PART IV.

PUBLIC RIGHTS OF WAY - STATEMENT.

1. Borough .....  
Urban District .....  
Rural District ..... **ROTHBURY**
2. Parish ..... **HEPPLE**
3. Number of Footpath on Map ..... **6**
4. Name of Path ..... **-**
5. Kind of Path (i.e. FP/BR) ..... **F.P.**
6. General Description of Path      From F.P. 5 at Wreighill in a south-easterly  
direction to join the Flettertton - Hepple Road north of the entrance to  
Gaistron.  
.....  
.....  
.....  
.....
7. Other relevant information .....  
.....  
.....  
.....  
.....  
.....



## Extract from the Council's 1964 Highways Map



# 1964 County Road Schedule

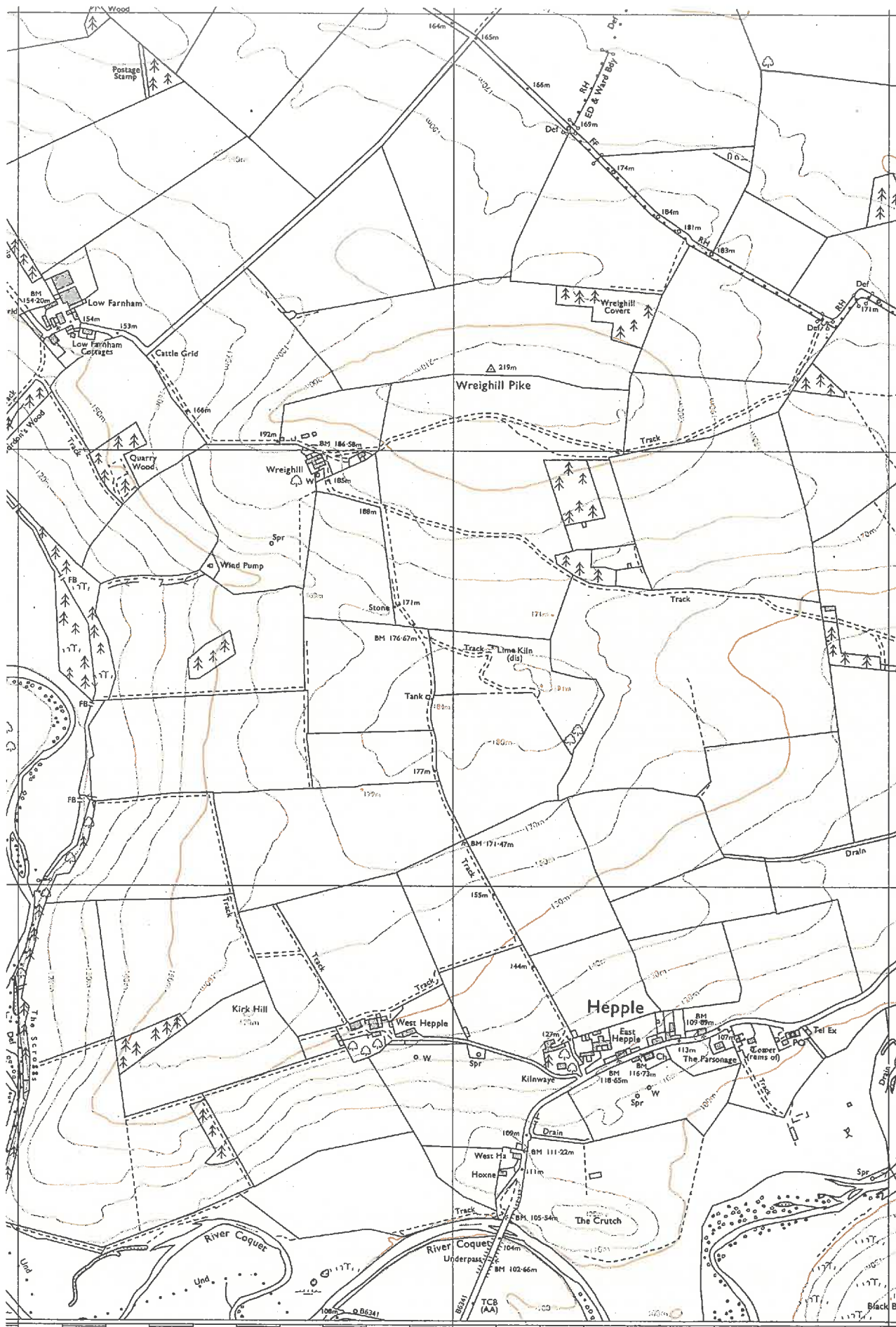
- 92 -

Route No.	Name of Road.	Description.	Responsible Division or Authority.	Mileage.	Total Mileage.
U.4049	The Healey Road.	From B.6344 west of Pauperhaugh northwards to Healey.	Morpeth	0.55	
U.4050	Wingates-Wards Hill Road.	From C.166 south of Wingates Saw Mill north-westwards to C.165 at Wards Hill.	Morpeth	1.48	
U.4051	Chirm-Chirm Well Road.	From U.4050 south of Chirm, north-eastwards to C.166 at Chirm Well Cottage.	Morpeth.	0.74	
U.4052	Wingates Village Road.	From C.166 to Wingates Village.	Morpeth.	0.23	
U.4053	Gallows Hill-Hartington Hall Road.	From B.6342 100 yards east of Harwood Gate via Gallows Hill and Hartington to C.162 south-east of Hartington Hall.	Morpeth.	0.98	
U.4054	Low Fairnley Road.	From B.6342 south of Harwood Gate westwards to Low Fairnley terminating at Fairnley Farm Gate.	Morpeth.	0.97	
U.4055	The Chesters Road.	From B.6342 opposite its junction with C.162 westwards via Chesters to U.5007 at the south-west corner of Chesters Plantation and including road southwards to U.6046 at the Rural District boundary. (Continues in Bellingham Rural District as U.5007 and in Morpeth Rural District as U.6046).	Morpeth.	1.47	
U.4056	The Caistron Road.	From B.6341 $\frac{3}{4}$ of a mile south of Flotterton, south-eastwards towards Caistron for a distance of 245 yards.	Alnwick.	0.14	
U.4057	Hepple-Wreighill Road.	From B.6341 at Hepple Smithy to a point 250 yards south-east of Wreighill.	Alnwick.	0.88	
U.4058	Holystone-Campville Road.	From C.180 at Holystone Priory via Holystone School towards Campville, terminating at cattle grid 127 yards west of where the Old Mill Race crosses the road, including 43 yds long branch road northwards to Salmon Inn.	Alnwick.	0.38	
U.4059	Gravelly Bank, Rothbury.	From B.6341 at County Hotel, westwards via Newcloud House to west entrance to Cove Quarry.	Alnwick.	0.52	

# 1974 County Road Schedule

Route No.	Name of Road	Description	Responsible Division or Authority	Mileage	Total Mileage
U.4057	Hepple-Wreighill Road.	From B.6341 at Hepple Smithy (NT 983005) northwards to a point 250 yards south-east of Wreighill. (NT 978018).	Alnwick Division.		0.88
U.4058	Holystone-Campville Road.	From C.180 at Holystone Priory (NT 956027) via Holystone School towards Campville, terminating at cattle grid 127 yards west of where the Old Mill Race crosses the road; including 43 yards long branch road northwards to Salmon Inn.	Alnwick Division.		0.38
U.4059	Gravelly Bank, Rothbury.	From B.6341 at County Hotel (NU 052016) westwards via Newcloud House to west entrance to Cove Quarry. (NU 044018).	Alnwick Division.		0.52
U.4060	Haw Hill and Hillside Road (Part).	From Gravelly Bank. U.4059 (NU 050017) eastwards to 'Heather Lea' (NU 061022) and including Link to Cove Cottage, (1,680 yards), and including Simonside View south and west to form cul-de-sac and east to form cul-de-sac (236 yards).	Alnwick Division.		1.04
U.4061	Antons Letch-Great Tosson-Allerdene Road.	From B.6341 at Antons Letch (NU 045015) south-westwards via Sweep Road, Ladies Bridge, crossing C.181 at Newtown, linking up with U. 4035 at Great Tosson and continuing northwards to its junction with C.181 680 yards east of Allerdene. (NU 027012).	Alnwick Division.		1.73
U.4062	Allerdene-Warton Road.	From B.6341 opposite its junction with C.179 (NU 010027) south-eastwards via the Coquet Fordway to C.181 at Allerdene. (NU 022014).	Alnwick Division.		1.25









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



NT NU

**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>U4052</b>		
	C166 TO WINGATES VILL	381
	<i>Total length for U4052</i>	<i>381</i>
<b>U4053</b>		
	C162 TO B6342	1,553
	<i>Total length for U4053</i>	<i>1,553</i>
<b>U4054</b>		
	B6342 JCT TO FAIRNLEY FARM	1,746
	<i>Total length for U4054</i>	<i>1,746</i>
<b>U4055</b>		
	DISTRICT BOUNDARY U6046 TO CHESTER	285
	CHESTERS JCT TO B6342 JCT	1,423
	DISTRICT BOUNDARY U5007 TO CHESTER	675
	<i>Total length for U4055</i>	<i>2,384</i>
<b>U4056</b>		
	B6341 JCT TO ROAD END NEAR CAISTRON	247
	<i>Total length for U4056</i>	<i>247</i>
<b>U4057</b>		
	B6341 HEPPLER TO ROAD END NEAR WREI	1,420
	<i>Total length for U4057</i>	<i>1,420</i>
<b>U4058</b>		
	U4058 TO ROAD END NEAR SALMON INN	33
	C180 TO SURFACE CHANGE AT KIDLAND F	582
	<i>Total length for U4058</i>	<i>615</i>
<b>U4059</b>		
	U4060 HILLSIDE ROAD TO PONDICHERRY	662
	B6341 JCT TO U4060 HILLSIDE ROAD	333



  
**Northumberland**  
 County Council

### Network Management Information System

This map is reproduced from Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controller of Her Majesty's Stationary Office Crown Copyright. Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. License no. 100049048 (2015).

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

Drm:  
AB

Date:  
July 2021

Scale:  
1:10,000





# 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

[www.sandstoneway.co.uk](http://www.sandstoneway.co.uk)



**WATERPROOF**



# ALNHAM EAST WOOD

