



Northumberland County Council

NORTH NORTHUMBERLAND LOCAL AREA COUNCIL
RIGHTS OF WAY SUB-COMMITTEE
25 June 2019

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

ALLEGED BYWAY OPEN TO ALL TRAFFIC No 46 PARISH OF EGLINGHAM

Report of the Executive Director of Local Services
Cabinet Member: Councillor Glen Sanderson, Environment and Local Services

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 U3094 road, between the B6346 road and Shipley Lane Equestrian Centre.

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 W-X;**
- (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 'U3094' 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 U3094 unclassified County road based upon more than simply its inclusion in the List of Streets.

3. LANDOWNER EVIDENCE

- 3.1 By email, on 20 February 2018, Ms K Stafford responded to the consultation, stating:

“Response as requested to Informal pre-order consultation on behalf of Messrs T Stafford and Shipley Lane Equestrian Centre

“Thank you for your help in explaining the definition of public use to assist in providing evidence to support the rebuttal of the proposed modifications on plan 29 route 46.

“I can confirm in both time periods listed that the public use of route 46 by motor vehicles has been limited to a few drivers each year who have mistaken the road for either the B6347 or the unclassified road for Shipley Smallburns and West Ditchburn.

“The route ends just in front of the farmhouse and there is no turning area except for the garden area which we cannot fence as this is the only turning area for the refuse lorry. Cars which are towing caravans have great difficulty with this manoeuvre and a couple have reversed over the low wall damaging their vehicles. Is it possible to erect a no through road sign at the junction?

“A public footpath dissects the route 100 metres from the B6346, this footpath is well signed and has a stile for the fence at one side and a gate at the other. It would be possible for walkers to access this footpath by using route 46 from the B6346 although I have not seen anyone do this at any time.

“No public use of route 46 by equestrians or cyclists has been seen.

“I will print this email and return the copies of the plans as requested.”

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 the 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.”

No comments relating specifically to Eglingham BOAT 46 were supplied.

- 4.3 By note, received on 26 March 2018, Ms S Radcliffe of 1 Shipley Hill, responded to the consultation, primarily in response to a route slightly further to the north, but also adding that:

“I am also a member of the Northumberland JLAF.” [Joint Local Access Forum]

“The other routes marked on this map B-C-D and W-X are also regularly used by vehicles and horse riders. I keep a pony at Shipley Lanes so use these routes myself.”

- 4.4 By email, on 12th May 2018, Ms S Rogers responded to the consultation, on behalf of the British Horse Society, stating:

“Eglingham parish
Alleged byway open to all traffic 46 (Shipley Lane)
As this route does not appear to lead to any public rights of way, there does not appear to be a case for it to be added to the definitive map as it has no public value.”

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 46.

1820 Fryer's County Map

There is no evidence of a road or track approximating to the route of alleged Byway No 46.

1827 Cary's Map

There is no evidence of a road or track approximating to the route of alleged Byway No 46.

1828 Greenwood's County Map

There is clear evidence of a road or track approximating to the route of alleged Byway No 46, with a north-westerly continuation to Small Burns.

1841 Shipleigh Tithe Award Map

There is clear evidence of a road or track approximating to the route of alleged Byway No 46.

c.1860 Ordnance Survey Map: Scale 1:2500

There is clear evidence of an enclosed road / track over the route of alleged Byway No 46. The road is identified as parcel number "82". In the accompanying Book of Reference, parcel "82" is identified as "Private road".

1897 Ordnance Survey Map: Scale 1:2500

There is clear evidence of an enclosed road / track over the route of alleged Byway No 46.

Finance Act 1910 plan

There is clear evidence of an enclosed road / track over the route of alleged Byway No 46. The route is not identified as being separate from the adjacent land by coloured boundaries. If it had been, this would have been a good indication that the road was considered to be public at that time.

1923 Ordnance Survey Map: Scale 1:2500

There is clear evidence of an enclosed road / track over the route of alleged Byway No 46.

1932 Alnwick RDC Handover Map

Although the route is identified as a track on the base map, it is not coloured so as to identify it as a publicly maintainable road.

c.1938 Restriction of Ribbon Development Act 1935 Map

Although the route is identified as a track on the base map, it is not coloured so as to identify it as a publicly maintainable road to be protected from ribbon development.

1951 Highways Map

The route of alleged Byway Open to All Traffic No 47 is coloured so as to identify it as a publicly maintainable road. It is labelled, in purple, as the "U3094". As the original road labelling was in black ink, this is a strong indication that the U3094 was a later addition.

c.1952 Definitive Map – original Survey Schedules & Map

The route of alleged Byway Open to All Traffic No 46 exists as a short enclosed road or track 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. Footpath No 6 crosses the

road, roughly half way along it and Footpath No 5 passes (east to west) 50 metres north of the northern end of the alleged byway.

Draft Map

The route of alleged Byway Open to All Traffic No 46 exists as a short enclosed road or track on the base map, but is not identified for inclusion on the Definitive Map as a public right of way. One public footpath (No 6) crosses the road, roughly half way along it and another public footpath (No 5) passes (east to west) 50 metres to the north of the northern end of the alleged byway.

Provisional Map

The route of alleged Byway Open to All Traffic No 46 exists as a short enclosed road or track on the base map, but is not identified for inclusion on the Definitive Map as a public right of way. One public footpath (No 6) crosses the road, roughly half way along it and another public footpath (No 5) passes (east to west) 50 metres to the north of the northern end of the alleged byway.

1957 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a mainly enclosed road / track over the route of alleged Byway No 46.

1962 Original Definitive Map

The route of alleged Byway No 46 exists on the base map, but is not identified as a public footpath, public bridleway or Road Used as a Public Path (RUPP). One public footpath (No 21) crosses the road, roughly half way along it and another public footpath (No 20) passes (east to west) 50 metres to the north of the northern end of the alleged byway.

1964 Highways Map

The route of alleged Byway Open to All Traffic No 46 is coloured so as to identify it as a publicly maintainable road. It is labelled "U3094".

1976/7 Ordnance Survey Map: Scale 1:10,000

There is clear evidence of a mainly enclosed road / track over the route of alleged Byway No 46.

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

There is clear evidence of an enclosed track over the route of alleged Byway No 46. The route itself is annotated with a single green dot (which makes precise identification of its length quite difficult). In the map key, under "Other Public Access" the green dot symbol denotes "Other route with public access ..."

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

The route of the alleged byway is clearly identified as publicly maintainable highway.

- 5.2 In the Schedule of reputed Public Rights of Way prepared by Alnwick Rural District Council, under the Rights of Way Act 1932 there doesn't appear to be any entry relating to the route of alleged Byway No 46. There are, however, two public rights of way identified passing in the vicinity of Shipley Lane:

5. F. From the South Charlton public road near Old Shipley, running in a W direction to Shipley Lane and Smallburns, through field Nos 80, 59, 60 to West Ditchburn public road.

6. F. From the South Charlton public road below Old Shipley, running in a W direction through field Nos 70, 78, 76, 75, to the Wooler Road opposite Bolton road end.

- 5.3 The Council's Bridges and Roads Committee considered this route in 1952. The minutes of the 22 December 1952 Bridges and Roads Committee state:

"(5) Private Streets

...

"Farm Roads

...

Shipley Lane (Alnwick Rural District) - Mr J Stafford has asked for an assurance that if he has this road, which is about 200 yards long and serves a farm and two cottages, made up satisfactorily the Council will take it over.

The decision of the Committee is stated as "Referred to the Private Street Works Sub-Committee for inspection and report".

- 5.4 The Council's Bridges and Roads Committee further considered this route in 1953. The minutes of the 22 June 1953 Bridges and Roads Committee state:

"(32) Private Street Works Sub-Committee

I submit the following report of the Private Street Works Sub-Committee:-

...

"Shipley Lane (Alnwick Rural District)

This road, which is about 150 yards long and serves a farm and two cottages, has been made up to a satisfactory standard and the Sub-Committee recommend that it be taken over."

The decision of the Committee is stated as "That the Sub-Committee's report be approved and adopted".

- 5.5 The entry for the U3094 road, in the 1958 County Road Schedule is:

"U3094 Shipley Lane

From B6346, 260 yards east of junction with C85 northwards for 150 yards.”

The length of the U3094 road is identified as 0.085 miles.

- 5.6 The entry for the U3094 road, in the 1964 County Road Schedule is:

“U3094 Shipleylane Road
From B6346, 260 yards east of its junction with C85 northwards for 150 yards.”

The length of the U3094 road is identified as 0.08 miles.

- 5.7 The entry for the U3094 road, in the 1974 County Road Schedule is:

“U3094 Shipleylane Road
From B6346, 260 yards east of its junction with C85 (NU 146182) northwards for 150 yards.”

The length of the U3094 road is identified as 0.08 miles.

- 5.8 The route of the alleged byway does not appear to be identified in the Schedule of unclassified roads identified under the provisions contained within the Restriction of Ribbon Development Act 1935.

- 5.9 The original Definitive Statements for the public rights of way that connect with this road state:

Public Footpath No 21 (Parish of Eglington)

“From the Alnwick - Wooperton Road near its junction with the road to Bolton in a south-easterly direction south of Shipleylane to join the Shipley Bridge - South Charlton Road south-west of Old Shipley.”

6. SITE INVESTIGATION

- 6.1 From a point marked W, on the B6346 road, 140 metres south of Shipley Lane Farm, a 3 metre wide tarmac road in a 6 to 6.7 metre wide corridor proceeds in a northerly direction for a distance of 80 metres to a junction with existing Public Footpath No 21. Thereafter a 2.7 metre wide tarmac road in a 6 to 6.7 metre wide corridor continues in a northerly direction for a further 55 metres to a point marked X, 5 metres south of Shipley Lane Farm.

7. COMMENTS RECEIVED ON THE DRAFT REPORT

- 7.1 In May 2019, a copy of the report was circulated to those landowners / occupiers who responded to the initial consultation for their comments.
- 7.2 By email, on 30 May 2019, Ms K Stafford of Shipley Lane made the following comments in relation to the draft report:

“Thank you for the email and attached letter and draft report.

“Two other unclassified roads being considered for reclassification, marked as B to D and Y to Z have been provided with no through road signs, the one marked W to X does not have one. As requested in my response to the consultation dated 20 Feb 2018 in order improve the safety of the horse riders and pedestrians using the road at Shipley Lane I repeat my request for such a sign. This would prevent the road from being mistaken for the B6347, such traffic travels at speed the drivers thinking that they are using the B6347.

“If the route is included on the definitive map as a BOAT the problem with vehicles driving up the road and having nowhere to turn except in the garden, may well be exacerbated. To avoid further danger to the family It may be prudent of us to install a gate at the 150yard (137 metres) point which demarcates the public and private road.

“The maps and documents which are included have proved informative and historically fascinating, these will now become part of the farm’s archives.”

8. DISCUSSION

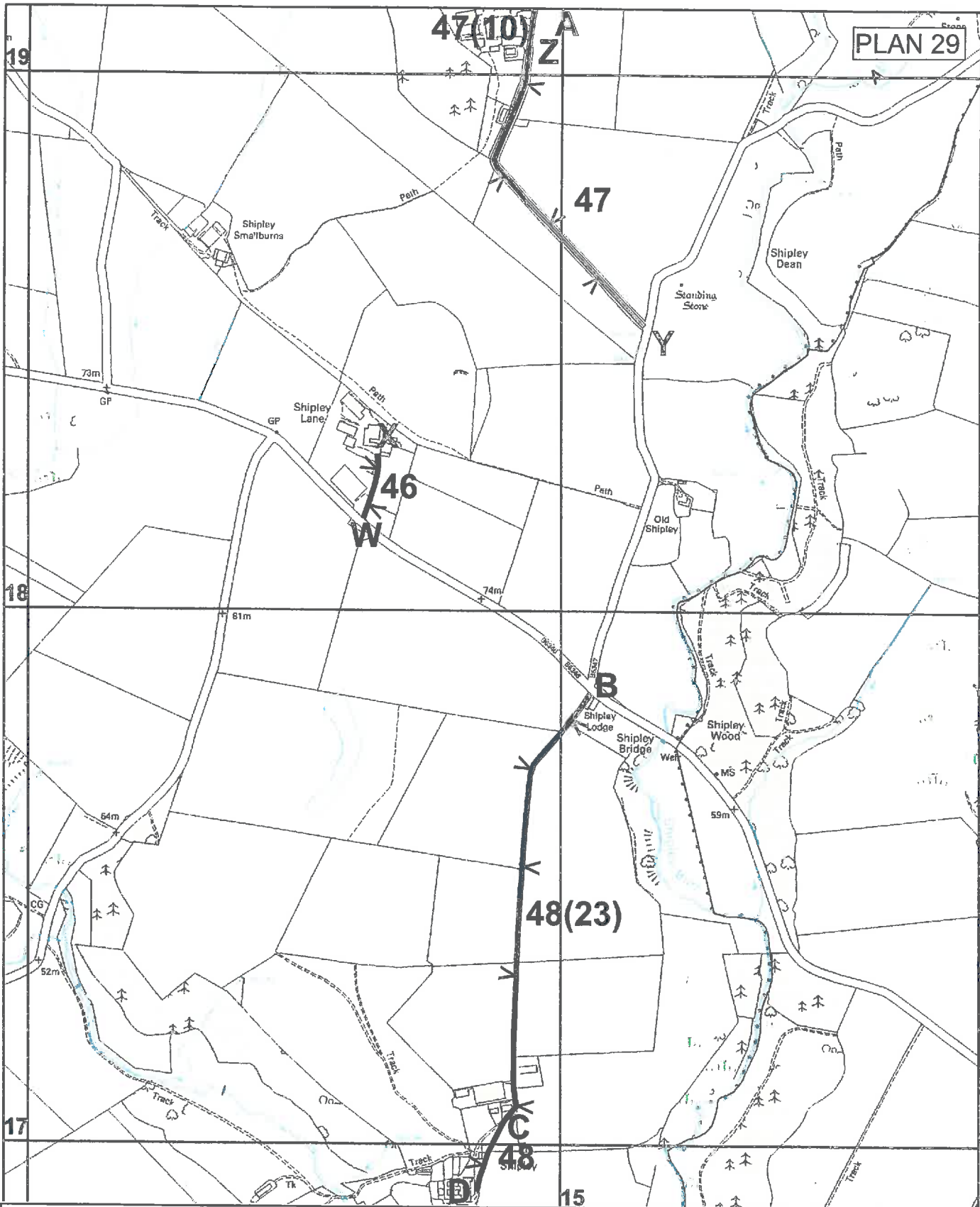
- 8.1 Section 53 (3)(c)(i) of the Wildlife and Countryside Act 1981, requires the County Council to modify the Definitive Map when evidence is discovered which, when considered with all other relevant evidence available to them shows:

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 46 is identified on the County Council’s current List of Streets as being the U3094 road. The route was not identified as being publicly maintainable on the 1932 Alnwick Rural District Council Handover Map, nor on the map and schedule of roads produced in relation to the Restriction of Ribbon Development Act 1935. The whole route appears to have been identified on both the Council’s 1951 Highways Map and the later 1964 Highways Map, albeit that its depiction on the 1951 map appears to have been a later addition. It was also included in the 1958, 1964 and 1974 County Road Schedules.

- 8.5 The route has been consistently identified as an enclosed road / track on Ordnance Survey maps since c.1860. Although the route is not shown on Armstrong's or Fryer's County Maps of 1769 and 1820, or on Cary's Map of 1827, it is shown (with a north-westerly continuation) on Greenwood's County Map of 1828 and (with a northerly continuation) on the Shipley Tithe Award map of 1841.
- 8.6 Although existing Public Footpath No 21 crosses the middle of the alleged byway, and existing Public Footpath No 20 passes roughly east-west just to the north of the northern end of the alleged byway, the byway route itself was not included on the original Definitive Map as a footpath, bridleway or Road Used as a Public Path (RUPP). On the Survey Map the route is coloured brown in the same way that other public roads were identified. The County Council's Bridges and Roads Committee minutes show that, in 1952, Mr Stafford approached the Council to see if the road could be taken over as publicly maintainable and that in 1953 the Council agreed to this request.
- 8.7 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.
- 8.8 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.
- 8.9 Unfortunately, there does not appear to be a surviving landowner dedication plan associated with this route, in the same way that the 1954 highway dedication exists for the Alleged BOAT 47 route (see next report). The length of the highway, as identified in the 1953 Bridges and Roads Committee minutes was "about 150 yards long". In the 1958, 1964 and 1974 County Road Schedules the route is identified as being 150 yards long. The metric equivalent of this would be 137 metres. No width information is given. In the absence of any evidence to the contrary, it is assumed that the highway which was dedicated in the 1950s extended across the full width of the enclosed track (i.e. varying between 6 and 6.7 metres).

- 8.10 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.
- 8.11 Of the saving provisions above, (b) will apply to the route of alleged Byway No 46. The public's motor vehicular rights would not have been extinguished by the NERC Act 2006.
- 8.12 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.
- 8.13 Although this route has a tarmac surface, from my site visit and the consultation responses, it seems unlikely that it is very much used by members of the general public. It is a short vehicular cul-de-sac that might easily be assumed to be a private farm access driveway. The owners clearly use it on foot and with motor vehicles. Their many visitors, associated with the horse livery business, will use the very southern end of the route to access the site car park with vehicles, then use the remainder of the route on foot (and probably with horses). Ms Stafford indicates that public use of the route with motor vehicles is limited to a few each year, and always by mistake. Whilst there may be some potential for making the alleged byway route more attractive to walkers (perhaps by connecting it with existing Public Footpath No 20, 55 metres to the north), it is never likely to be very heavily used, given that it ends on the 'fast' B6346 road. The British Horse Society has suggested that this route should not be added to the Definitive Map because it has no public value. Whilst there is an element of truth in this - it is very unlikely that the Council would have included the route in its February 2018 consultation, if it hadn't been for its close proximity to the alleged Byways Nos 47 and 48 routes to the north and south - it does link with an existing public footpath and is used by equestrians. Furthermore, there does not appear to be a surviving highway dedication document for this route, nothing which unequivocally establishes the vehicular status of the route and there is no width information associated with the 1950s dedication. Recording the route as a byway open to all traffic would help to remedy these omissions.
- 8.14 Although it is thought very unlikely that the public will start using the route with motor vehicles as a result of the route being recorded as a byway open to all traffic, the current situation whereby vehicles occasionally begin driving up the road or hesitate and consider driving up the road because they mistake the farm access for the through road further to the west or the through road further to the east could, perhaps, be addressed by the provision of a suitable "no through road" sign at point W.



Northumberland

Northumberland County Council

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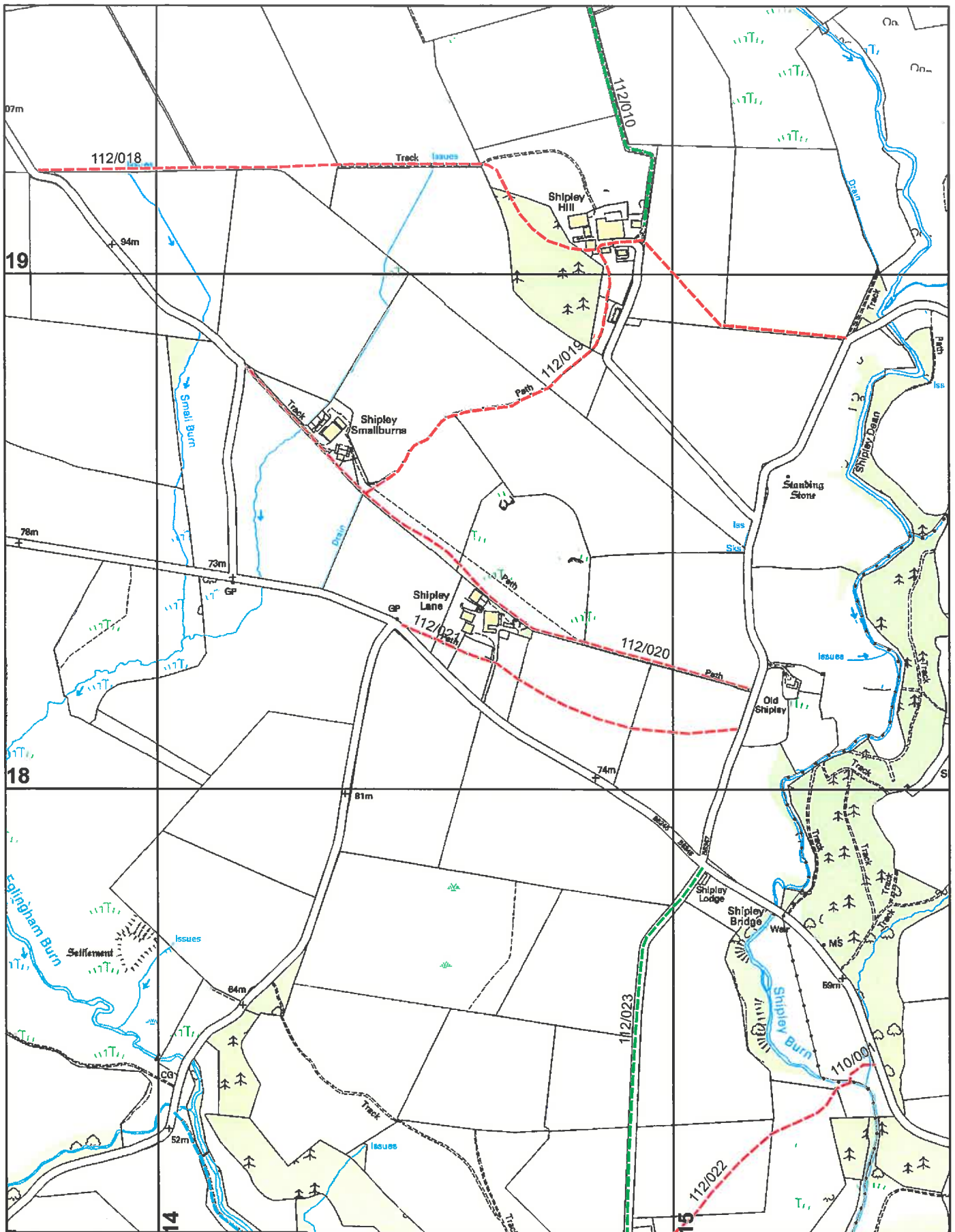
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**Wildlife and Countryside Act 1981
Public Rights of Way**



Alleged Byway Open to All Traffic

Former District(s) Alnwick	Parish(es) Eglington	Scale 1:10,000
Def. Map No. 57/58	O.S. Map NU 11 NW/NE	Date October 2016



Northumberland
County Council

Contact: Alex Bell
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Email: Alex.Bell@northumberland.gov.uk

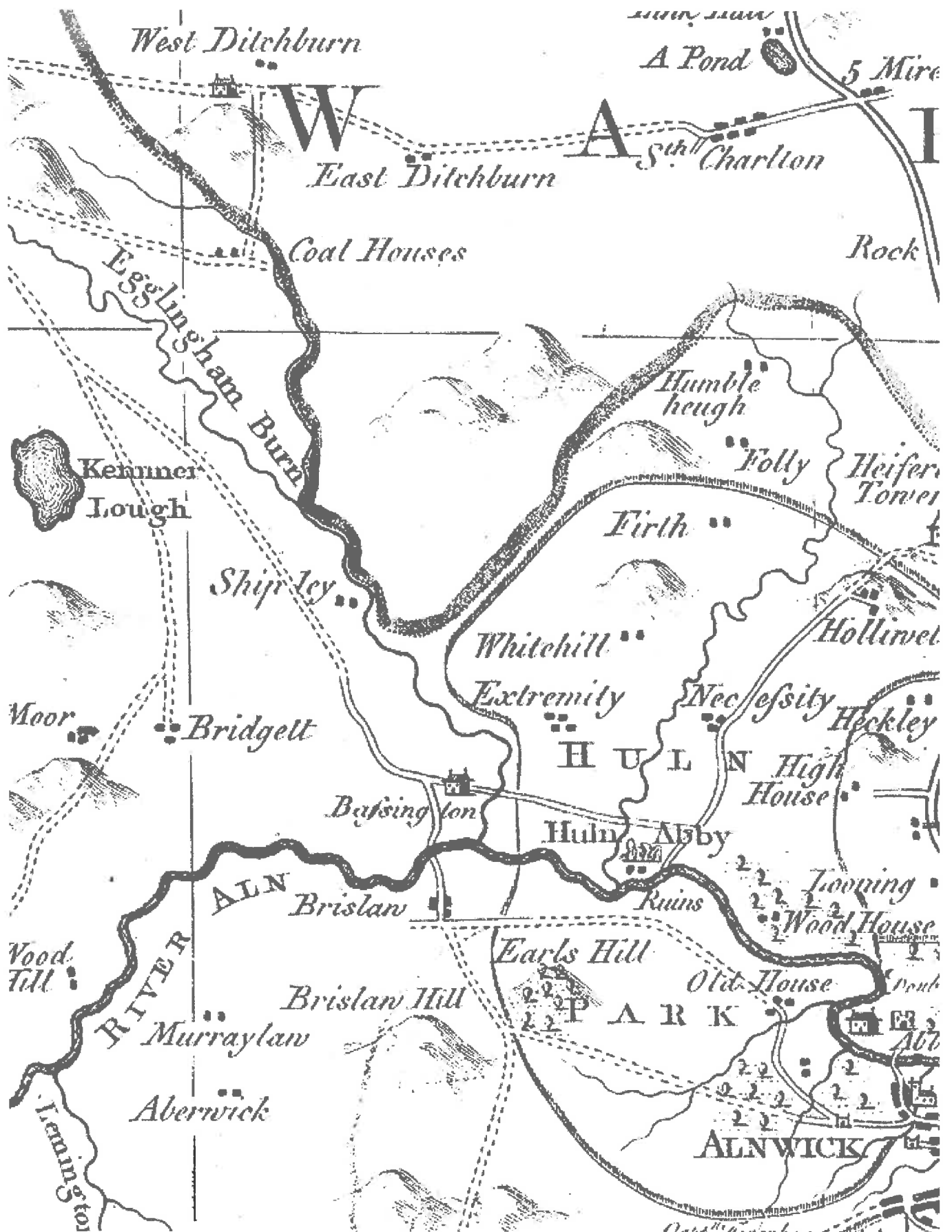
Legend

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

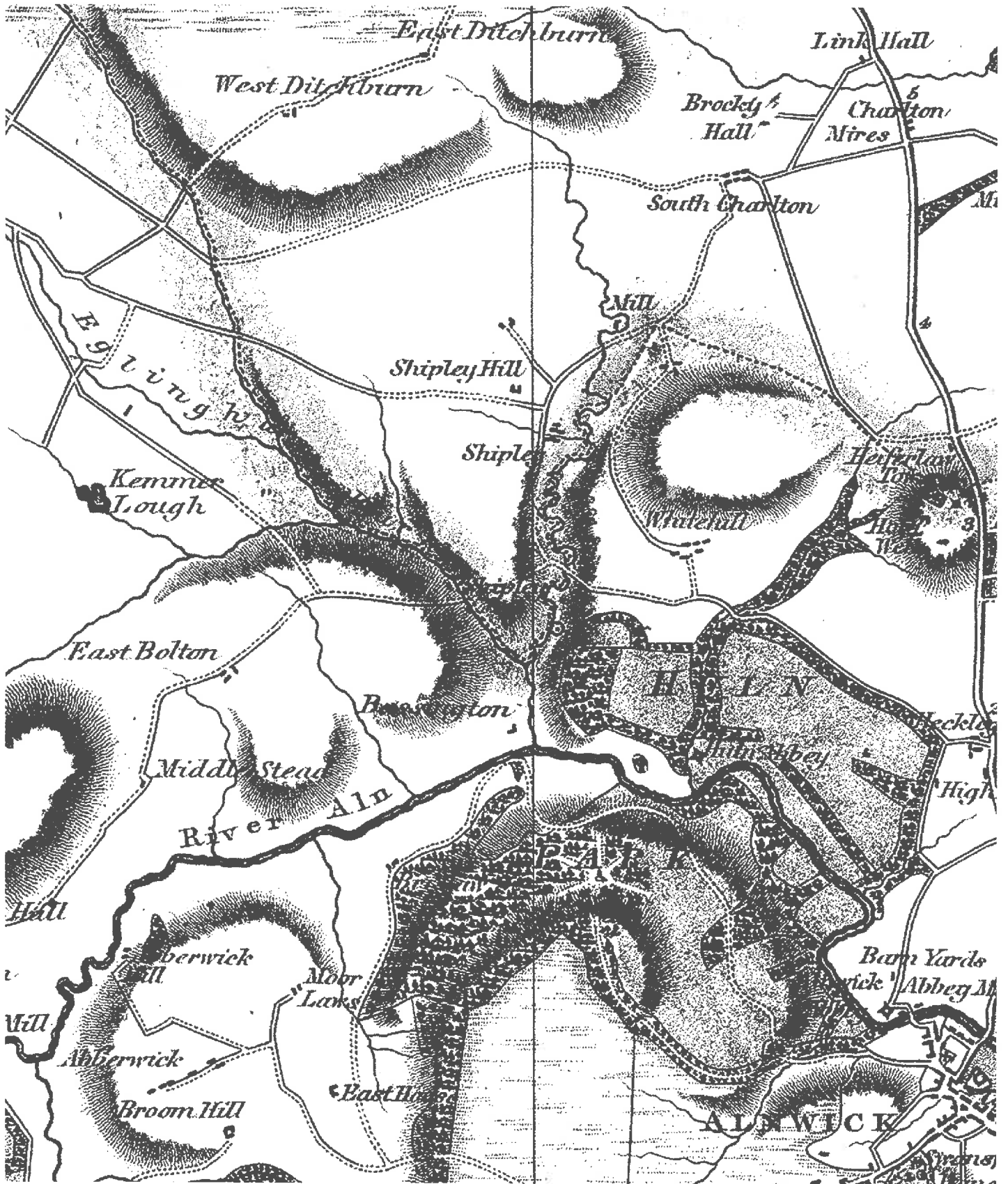
This is a computer generated extract of the Working Copy of the Definitive Map of Public Rights of Way

Scale: 1:10,000

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Fryer's County Map
1820

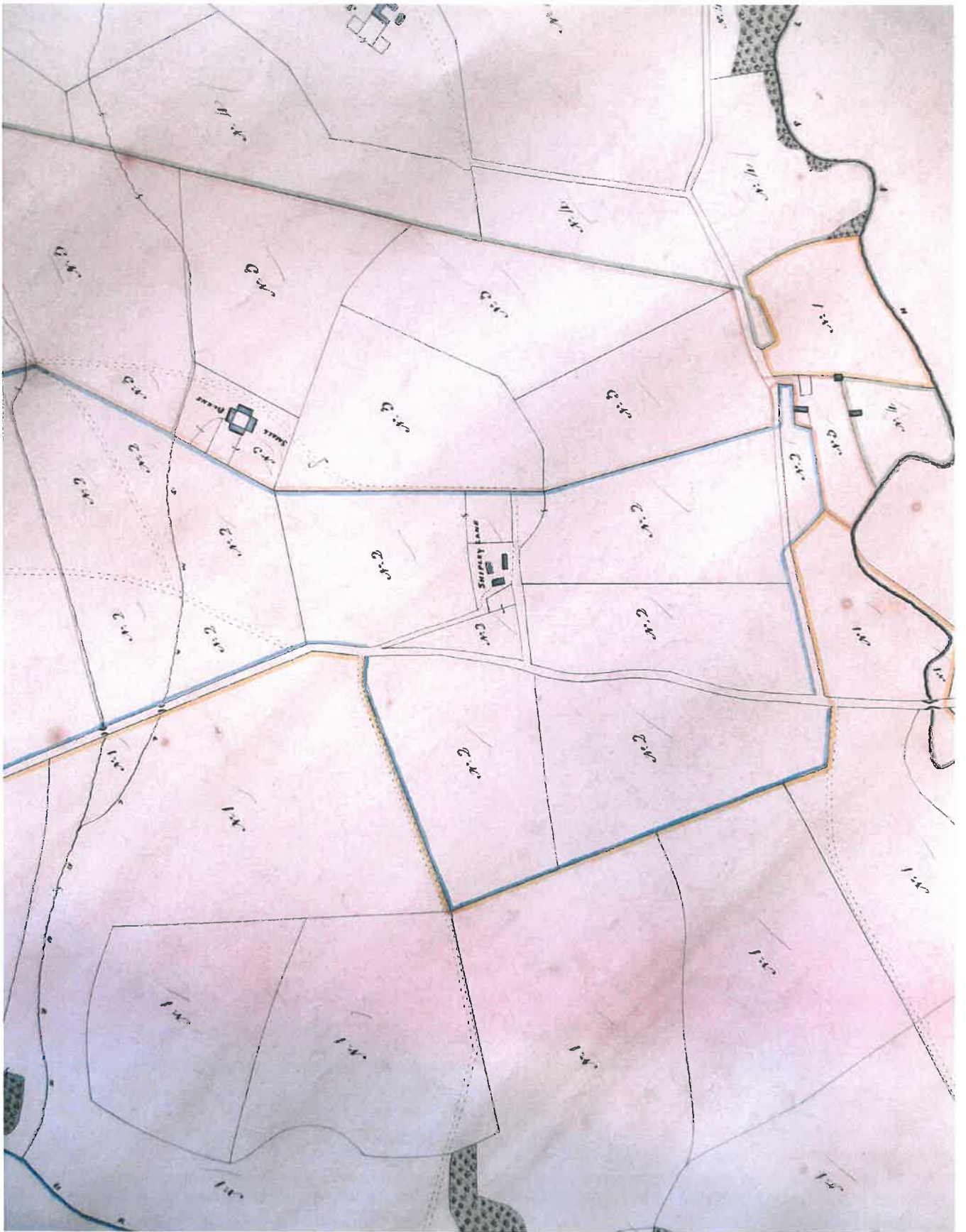


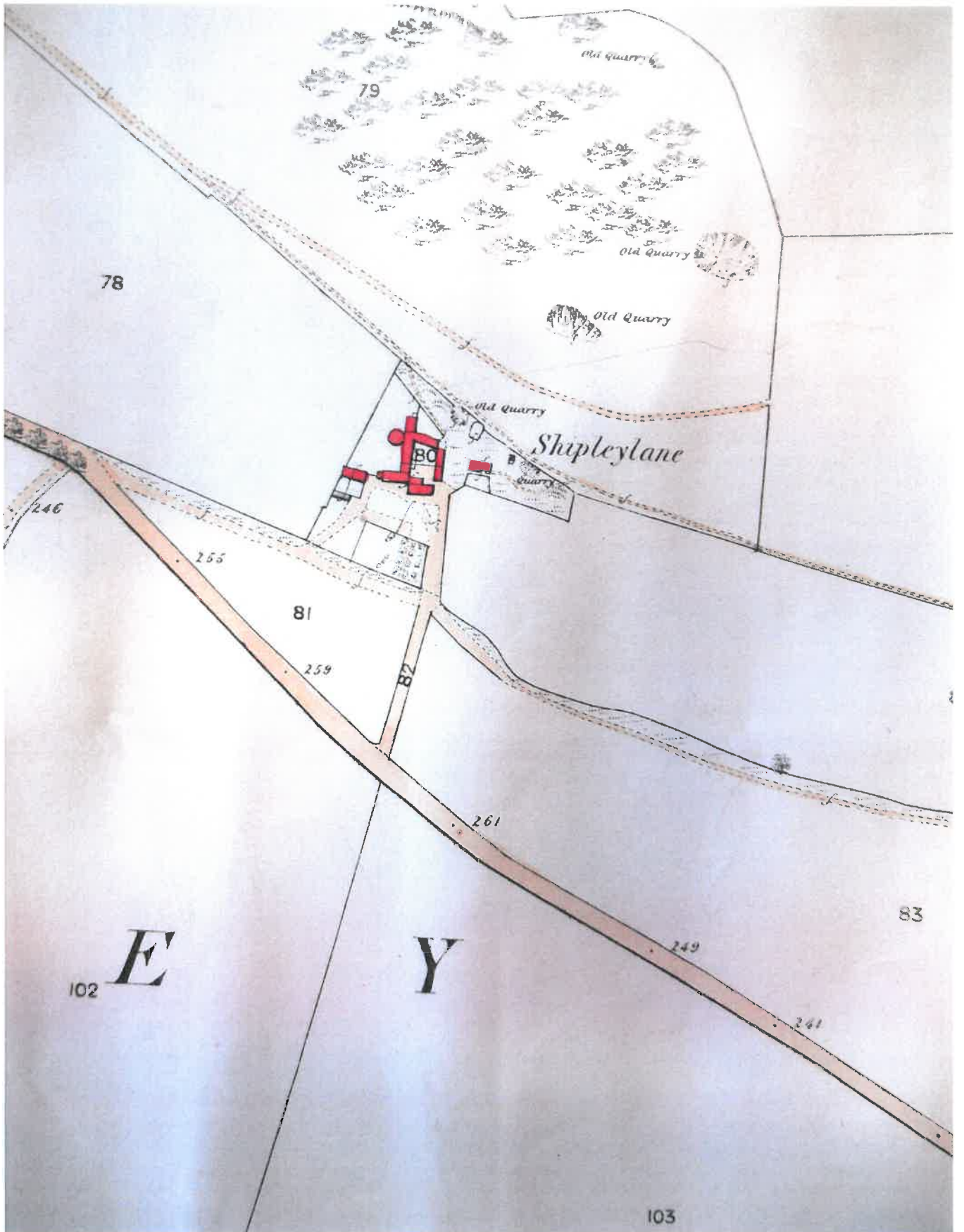


Greenwood's County Map
1828



Shipleigh Tithe Award 1841





TOWNSHIP OF SHIPLEY.

No. on Plan.	Area in Acres.	Description.	No. on Plan.	Area in Acres.	Description.
	915-451	<i>Brought forward.</i>		1375-327	<i>Brought forward.</i>
66	.113	Wood.	110	.145	Gardens.
67	.925	Wood.	111	.198	Houses & yards.
68	2-434	Arable.	112	82-151	Rough pasture, streams & roads.
69	.996	Rough pasture & trees.			
70	.229	Pasture.	113	1-481	Rough pasture.
71	1-158	Rough pasture, trees, & road.	114	25-255	Arable & stream.
			115	.071	Pond.
72	.212	Pasture.	116	33-623	Arable, stream, & road.
73	44-066	Rough pasture & furze	117	23-901	Arable.
74	27-085	Rough pasture, furze, & roads.	118	2-345	Public road.
			119	6-968	Wood.
75	23-158	Rough pasture & stream	120	24-572	Arable.
76	39-328	Rough past. & streams.	121	37-352	Arable & stream.
77	7-477	Public road.	122	25-265	Arable & road.
78	11-237	Arable.	123	6-655	Rough pasture & trees
79	24-232	Pasture, quarries & roads.	124	.792	Wood.
			125	1-495	Rough pasture.
80	1-899	Farmsteading, garden, &c.	126	50-366	Pasture & furze.
			127	37-244	Arable, rough pasture, & road.
81	2-245	Pasture & road.			
82	.148	Private road.	128	35-609	Arable.
83	17-543	Arable & road.	129	1-176	Wood.
84	11-838	Arable.	130	6-546	Arable.
85	17-616	Arable.	131	4-235	Rough pasture & road.
86	8-037	Arable, old quarry, & stream.	132	15-237	Rough pasture, trees, & stream.
			133	1-911	Wood.
87	2-922	Rough pasture, trees, & stream.	134	37-339	Arable & roads.
88	.234	Private road.	135	31-352	Arable & road.
89	.262	Garden.	136	2-752	Rough pasture, trees, & stream.
90	.069	House & garden.			
91	2-434	Arable.	137	.103	Pond.
92	3-105	Arable.	138	.021	Pasture & trees.
93	.130	Garden.	139	1-747	Wood & stream.
94	2-174	Arable.	140	.331	Houses & yards.
95	1-673	Rough pasture.	141	1-070	Pasture.
96	20-433	Rough pasture.	142	1-232	Wood.
97	14-637	Rough pasture & stream	143	1-162	House, gardens, farm- steading, &c.
98	.741	Rough pasture & trees			
99	22-951	Rough pasture.	144	.598	House, garden, & orna- mental grounds.
100	28-003	Rough pasture.			
101	23-896	Arable.	145	.073	Pond.
102	19-995	Arable.	146	26-061	Arable.
103	25-379	Arable.	146a	1-310	Wood.
104	9-030	Arable.	147	13-985	Wood, rough pasture, & stream.
105	.860	Wood.			
106	6-798	Shipley Burn (part of).	148	.591	Pasture.
107	.479	Rough pasture.	149	15-080	Arable & road.
108	16-837	Arable.	150	5-335	Arable & roads.
109	14-858	Arable.	151	6-887	Eglington Burn.
	1375-327	<i>Carried forward.</i>		1946-949	<i>Carried forward.</i>

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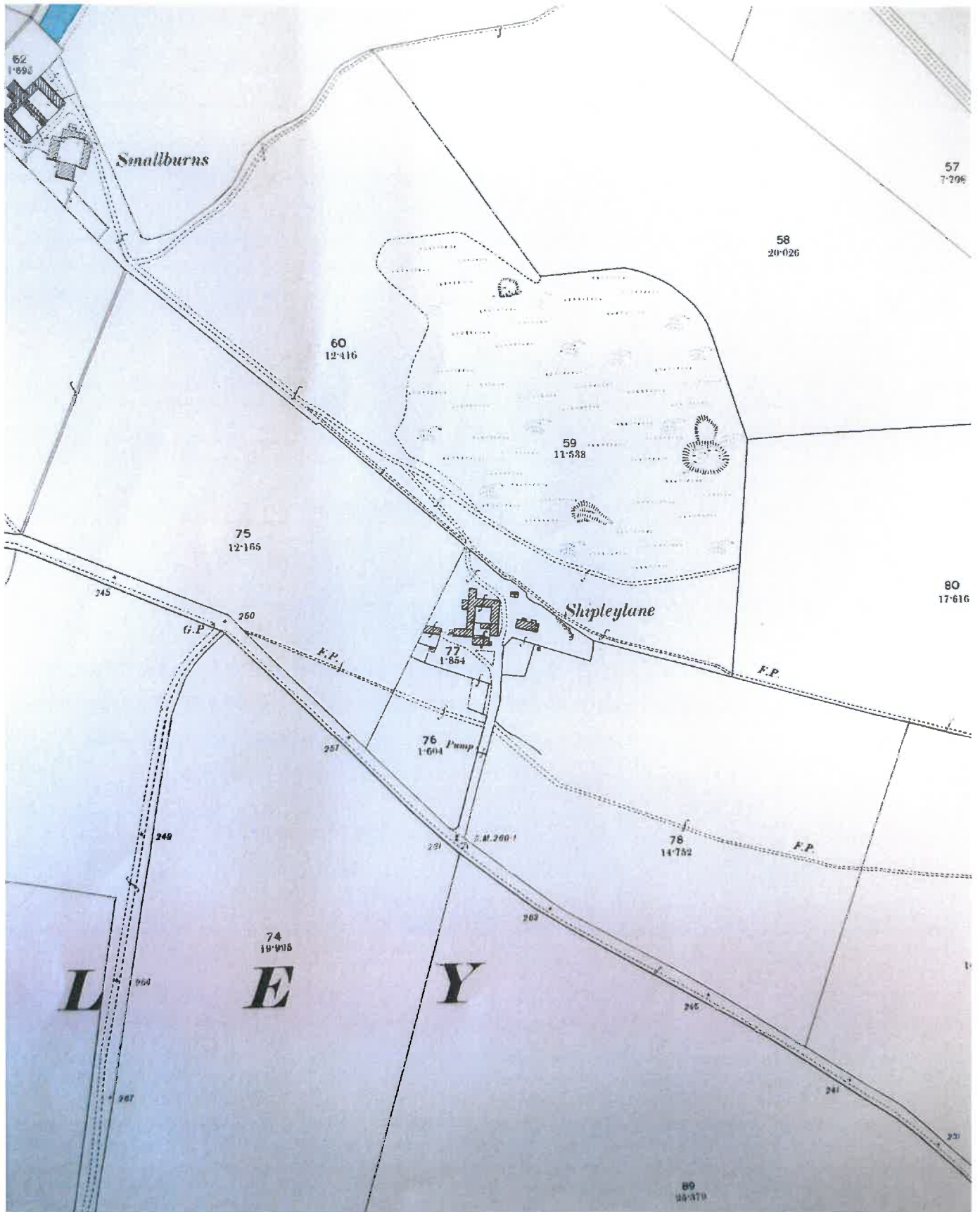
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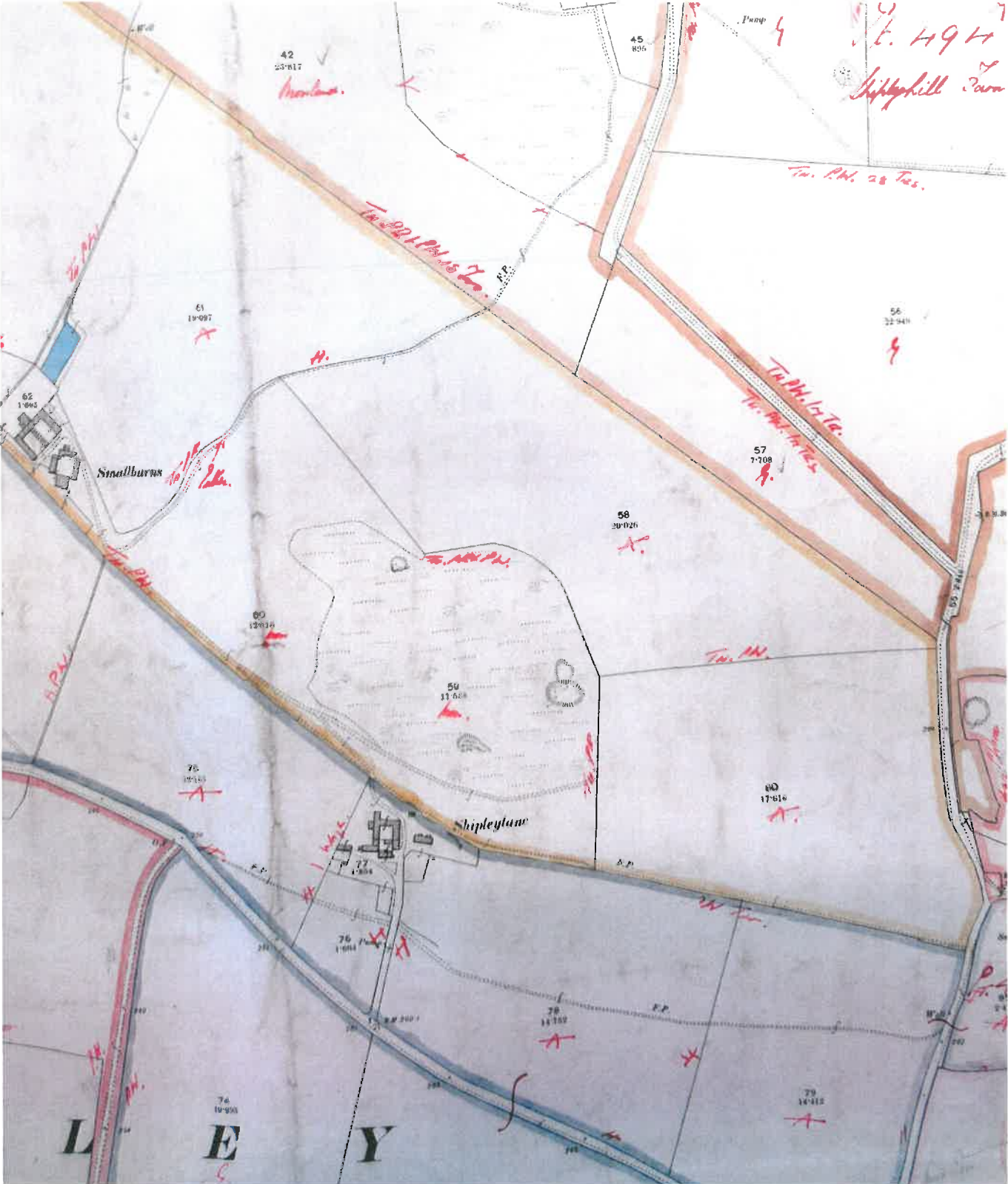
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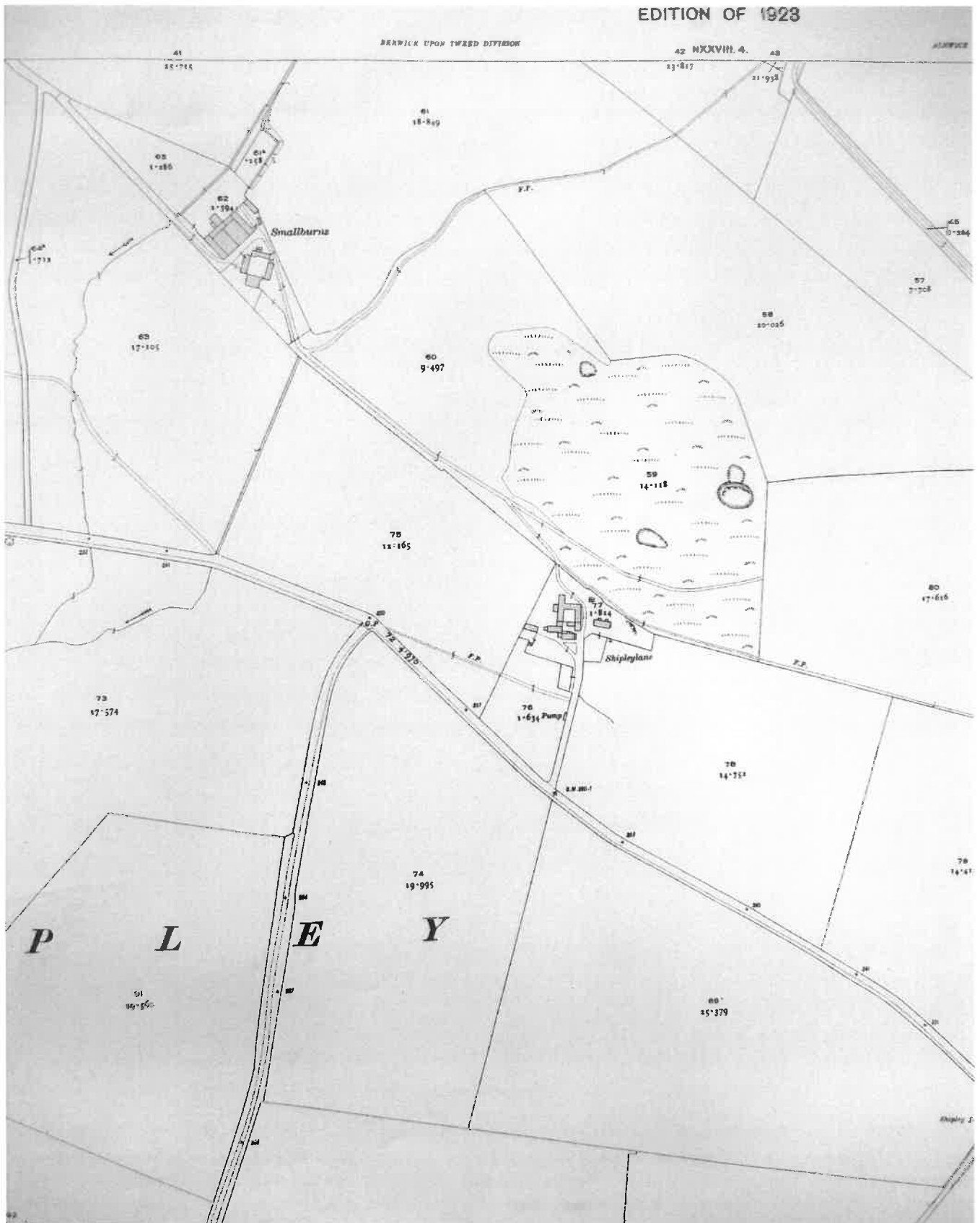
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2nd Edition 25" O.S. Map
1897



Finance Act 1910 Plan





Alnwick RDC Handover Map 1932



Alwicks

**ALWICK RURAL DISTRICT
COUNCIL**

**SCHEDULE
OF
REPUTED
PUBLIC RIGHTS
OF WAY**

Right of
Way.

50. PARISH OF SHILBOTTLE.

1. B.R. From the Shield Dykes public road E. of Hampeith Quarry to Snipe House running in a N.W. direction through field No. 30 then along cart road to the Denwick Parish Boundary joining bridle road No. 6 in that Parish.
2. F. From public road at County Quarry Plant to Snipe House, running in a W. direction by side of Tramway to the Denwick Parish Boundary, joining footpath No. 7 in that Parish.
3. C.R. From Hitchcroft public road joining Beacon public road at Beacon Quarry.
4. F. From public road at Hillhead Corner running in a N. direction through field No. 239 to the Beacon public road.
5. B.R. From public road at Colliery Farm to West Kewledge, running in a N.W. direction through field No. 70 and Black Plantation to the Denwick Parish Boundary, joining bridle road No. 11 in that Parish.
6. F. From public road at Percy Cottage, Shilbottle, to Kewledge Middle Park, running in a N. direction through field Nos. 164, 149, 74, 74b, 77, joining footpath Nos. 9, 10, at the Denwick Parish Boundary, joining footpath No. 12 in that Parish.
7. F. From bridle road No. 5 at Colliery Farm running in an E. direction to join footpath No. 6.
8. F. From Dean Moor public road S. of Colliery Farm running in an E. direction through field Nos. 149, 148, 145, 136, to public road at Milburns Bank.
9. F. From public road W. of the Common, Shilbottle, to Cayledge Middle Park, running in an N. direction through field Nos. 144, 145, 146, 75, 77, to the Denwick Parish Boundary, joining footpath No. 12 in that Parish.
10. F. From public road at Milburns Bank, Shilbottle, to West Kewledge Park, running in a N. direction over cart road then through field Nos. 76, 78, 77, to the Denwick Parish Boundary, joining footpath No. 13 in that Parish.
11. F. Shilbottle Grange to Alwick from the Woodhouse Parish Boundary at the Tye-law Burn joining footpath No. 1 in that Parish, running in a N. direction through field Nos. 113, 93, crossing public road, then through field Nos. 92, 93, to the Denwick Parish Boundary, joining footpath No. 14 in that Parish.
12. B.R. From public road N. of Percy Road, running in a N.E. direction over cart road to Townfoot Farm.
13. B.R. From Townfoot Farm running in a N.W. direction over cart road to public road.
14. F. From Townfoot Farm to Hilton Banks, running in a N.E. direction over cart road then through field Nos. 108, 100, passing Longlyke to the Lesbury Parish Boundary, joining footpath No. 15 in that Parish.
15. B.R. From Grange Road to Townfoot running in a N. direction over cart road in front of Council Houses, then through field Nos. 295, 293, 126, 127, joining bridle road No. 12.
16. F. From N. end of Percy Road running in a W. direction to public road on N. side of Shilbottle.
17. F. From public road at Agod Miners' Homes running in a S. direction over cart road then through Church Yard to public road near Parish Room.
18. F. From public road at Hillhead running in an E. direction to Percy Road.
19. F. From public road at Hillhead running in an E. direction over cart road to Hillhead Farm, then over field No. 277 joining bridle road No. 20.
20. B.R. From public road E. of Farmers Arms, Shilbottle, to Hartlaw, running in a S. direction over Green Lane, then through field Nos. 226, 261, 277, 275, then E. through field No. 301 then again S. through field Nos. 269, 301a, 301b, 309, crossing Sturton Grange public road, then through field No. 306 to the Hazon and Hartlaw Parish Boundary, joining bridle road No. 3 in that Parish.

Description.

Right of
Way.

21. B.R. From Sturton Grange public road to Shilbottle (Grange Colliery, running in a N. direction through field No. 305 then E. along fence to the Woodhouse Parish Boundary, joining bridle road No. 2 in that Parish.
22. F. Newcastle main road to the Fifth Cottages, from main road running in a N.W. direction through Plantation to the Denwick Parish Boundary, joining footpath No. 9 in that Parish.

51. PARISH OF SHIPLEY.

1. B.R. From the Wooler public road and E. of Bannamoor Bridge running in a N. direction to the Ditchburn Parish Boundary, joining bridle road No. 1 in that Parish.
2. B.R. From the South Charlton public road running over cart road in a N.W. direction, then N. past Shipley Hill to the South Charlton Parish Boundary, joining bridle road Nos. 1, 4, in that Parish.
3. F. From South Charlton public road W. of bridge, running in a W. direction through field Nos. 46, 47, passing through Shipley Hill, then through field Nos. 43, 9, 12, 13, joining the West Ditchburn public road.
4. F. Smallburns to Shipley Hill, from footpath No. 5 near Smallburns, running in a N.E. direction through field Nos. 60, 58, 42, 43, joining footpath No. 3 at Shipley Hill.
5. F. From the South Charlton public road near Old Shipley, running in a W. direction to Shipley Lane and Smallburns, through field Nos. 80, 59, 60, to West Ditchburn public road.
6. F. From the South Charlton public road below Old Shipley, running in a W. direction through field Nos. 78, 76, 75, to the Wooler Road opposite Bolton road end.
7. B.R. From Bolton public road opposite the Plantation, running in a N.W. direction through field Nos. 94, 96, to the Eglingham Parish Boundary, joining bridle road No. 13 to Eglingham in that Parish.
8. C.R. To Shipley from Wooler Road at Shipley Lodge, running in a S. direction to Shipley, then W. through field No. 110a, crossing the Eglingham Burn, then N.W. through field Nos. 137, 130, 131, 94 to the Bolton Road near bridge over Tiddington Burn.
9. F. From Shipley cart road No. 8 running in a N.E. direction through field Nos. 115, 115b, to the Denwick Parish Boundary, joining footpath No. 1 in that Parish at footbridge over Shipley Burn.

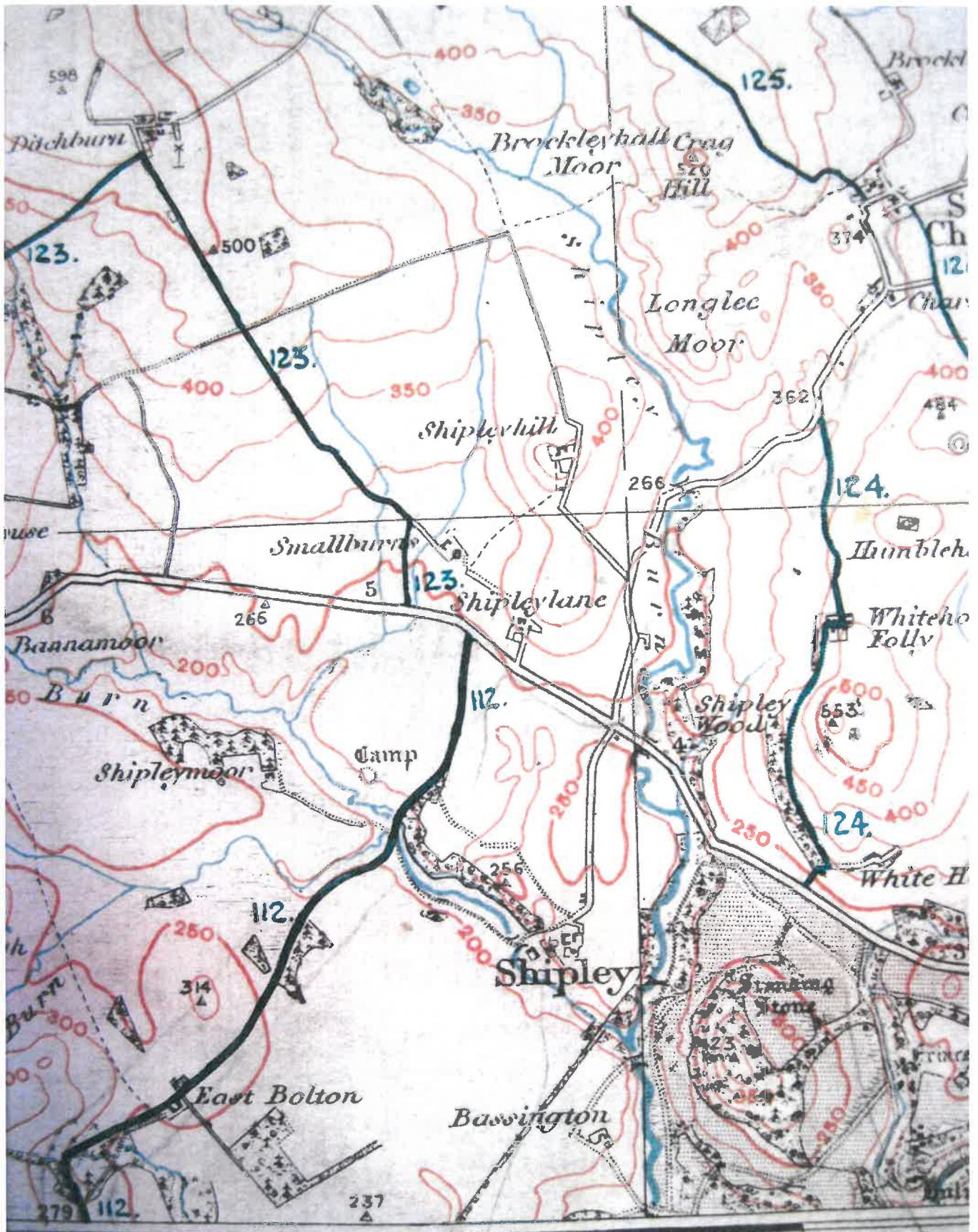
52. PARISH OF STAMFORD.

1. C.R. From Embleton South Farm running in a W. direction to Prickley Bridge.
2. B.R. Stamford to Dunstan from public road S. of Old Quarry, running in an E. direction through field Nos. 43, 42, to the Howick Parish Boundary at Haddleton Plantation, and joining bridle road No. 1 in that Parish.
3. F. Stamford to Little Mill, from public road at Stamford Farm running in a S. direction through field Nos. 67a, 67, 69, 69a, to the Longboughton Parish Boundary, joining footpath No. 3 in that Parish.
4. B.R. Little Mill to Remington, from public road near Little Mill Plantation, running in a N. direction through field No. 69a, passing under L.N.E.R., and then through field No. 59 to the Remington Parish Boundary, joining bridle road No. 6 in that Parish.

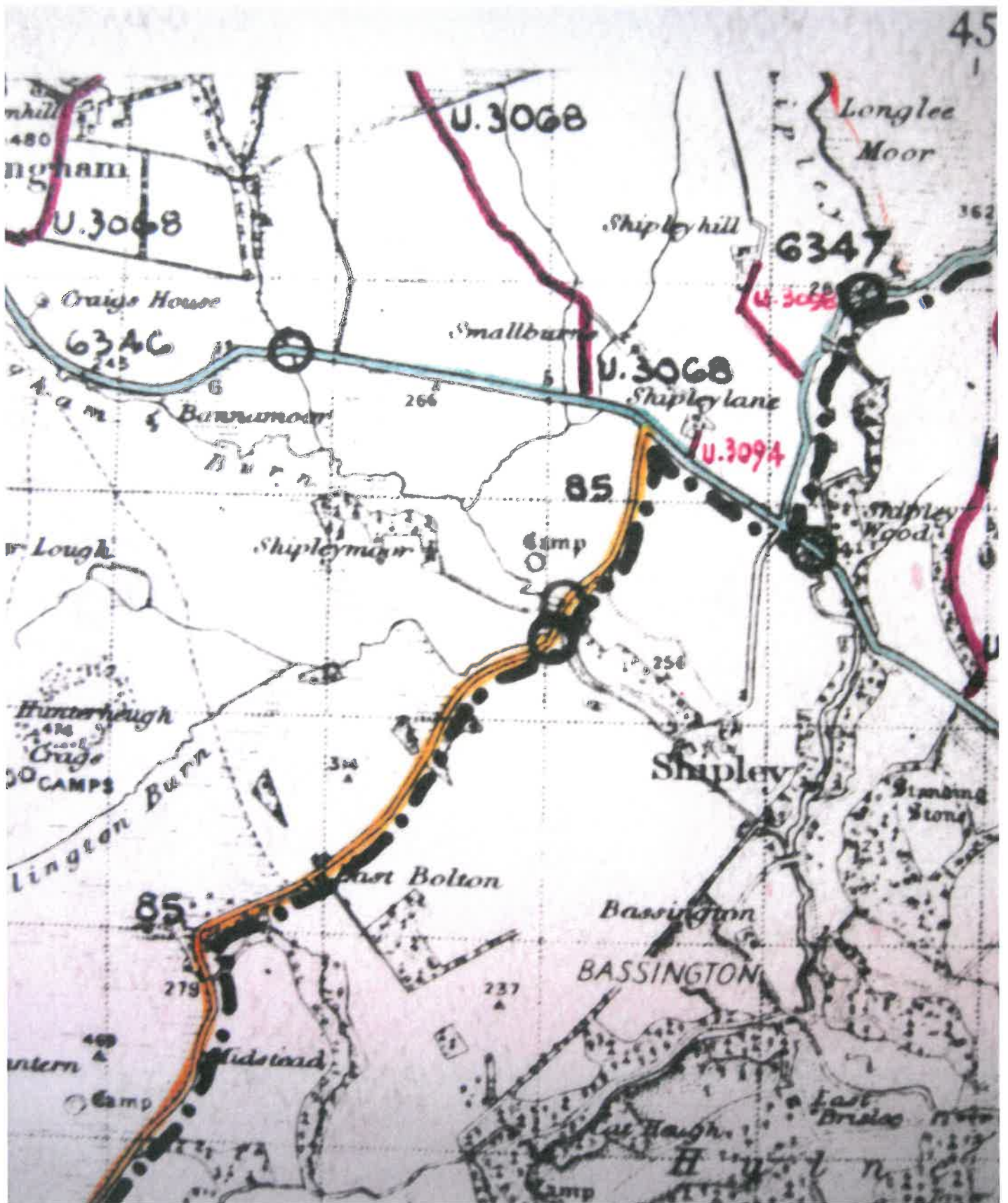
53. PARISH OF STURTON GRANGE.

1. F. Commencing at main road at Sturton Grange and running in a N. direction along cart road past cottages through field No. 11 to Woodhouse Parish Boundary, joining footpath No. 3 in that Parish.
2. F. From Sturton Grange road end across field No. 25 in a N.E. direction to Low Easton Parish Boundary, joining footpath No. 8 in that Parish.

Extract from Northumberland County Council One Inch Maps showing restrictions under Sections 1 and 2 of the Restriction of Ribbon Development Act 1935



Extract from the Council's 1951 Highways Map



REPORTS OF COUNTY SURVEYOR—continued.

I suggest, therefore, that the preparation of the Annual Estimate for 1953-54 be referred to the Accounts Subcommittee, with power to act, as has been done for the last few years.

(5) Private Streets.*Alnwick Rural District.*

Devon Avenue (Extension), Filton, and Lubinton Housing Scheme.—A previous application for the adoption of these roads was deferred until the development was completed. While the estates are not yet finished, certain lengths of road are fully developed and I recommend that these be taken over subject to repairs being carried out satisfactorily.

The Heigh, Craster.—This estate has not been completed and no further building is taking place at present. One length of road has, however, been fully developed on both sides, and I recommend that on the satisfactory completion of footpath works and any necessary repairs this be taken over.

Belford Rural District.

Barrside Estate.—The carriageways and footpaths have been completed on part of this estate, and subject to their being in a satisfactory condition at the end of the contractor's maintenance period and to any necessary repairs being carried out, I recommend that the finished roads be adopted.

Bellingham Rural District.

Fairshaw Crescent, Bellingham; Bridley Gardens, Otterburn; St. Michael's Mount, Wark.—The Committee have already agreed to take over these roads subject to the carrying out of certain necessary repairs. The Bellingham Rural District Council are prepared to pay £241 7s. 0d., the estimated cost of these repairs, and I recommend that the roads be taken over on payment of this sum.

Castle Ward Rural District.

Jackson Avenue, Poulton.—The Castle Ward Rural District Council have asked for this road to be adopted, and I recommend that it be taken over as soon as the street works are satisfactorily completed.

Road from Cu Connig Inn to Walter Street, Dinnington Colliery.

In accordance with the Committee's decision at their last meeting, the National Coal Board were asked whether they are prepared to make up this road. They have replied that as the road is only a secondary approach to properties which have their main access along streets already maintained by the County Council, and in view of existing commitments elsewhere in respect of property and street improvements, they regret that they cannot include it among the works for which they will accept responsibility in the near future.

REPORTS OF COUNTY SURVEYOR—continued.

Stendale Rural District.

Victoria Road, Wooler.—Messrs. Jas. Redpath & Son, Ltd., have asked for an estimate of the cost of making up Victoria Road, Wooler, which is fully developed only on the west side and is 25ft. 6in. wide. Owing to the limited depth and configuration of the land on the east side of the road it is improbable that development will take place there for several years, and I recommend that the carriage-way and one footpath be taken over as soon as they are made up satisfactorily.

Morpeth Rural District.

Back Co-operative Terrace, Pegswood.—This street has now been made up, and the Pegswood Co-operative Society have paid the County Council the full cost of the work. The street occupies an area of 485 square yards of land which has been dedicated for highway purposes, and I recommend that it be taken over.

Swarland Terrace (West Back Street).—The National Coal Board have made up this street satisfactorily, and I recommend that it be taken over.

Farm Roads.

Adderstone Low Mill Farm Road (Belford Rural District).—Messrs. R. Harvey & Sons have asked that this road, which is about five-eighths of a mile long and serves the farm and nine cottages, be adopted.

Shipley Lane (Alnwick Rural District).—Mr. J. Stafford has asked for an assurance that if he has this road, which is about 200 yards long and serves a farm and two cottages, made up satisfactorily, the County Council will take it over.

Shipley Hill Road (Alnwick Rural District).—Mr. D. Renner has requested that this road, a bridle road about half a mile long serving a farm, two cottages and fields of other farms, be taken over by the County Council.

Heckley High House Farm Road (Alnwick Rural District).—Mr. L. Green has requested the County Council to take over this road, which serves a farm and four cottages.

(6) Private Street Works.

Proposals for making up the following streets have been submitted to the Ministry of Housing and Local Government for preliminary approval, but the Ministry have stated that they are not in a position to authorise these until they have had a further opportunity of considering to what extent works of this kind can be approved in 1953:—

Alnwick Rural District:—

Togston ... Entrance road on west side of Social Club.
Road north of East View.
Road west of East View.
Road north of Chapel Row.
Swarland ... Swarland Estate Roads.
Swarland Moor Roads.

Division of the Committee.

That the roads be taken over as highways repairable by the inhabitants at large as from the 1st March, 1953, or such later date as the conditions referred to are complied with, and that the necessary notices be signed by the Clerk of the Council and fixed up therein pursuant to Section 19 of the Private Street Works Act, 1892.

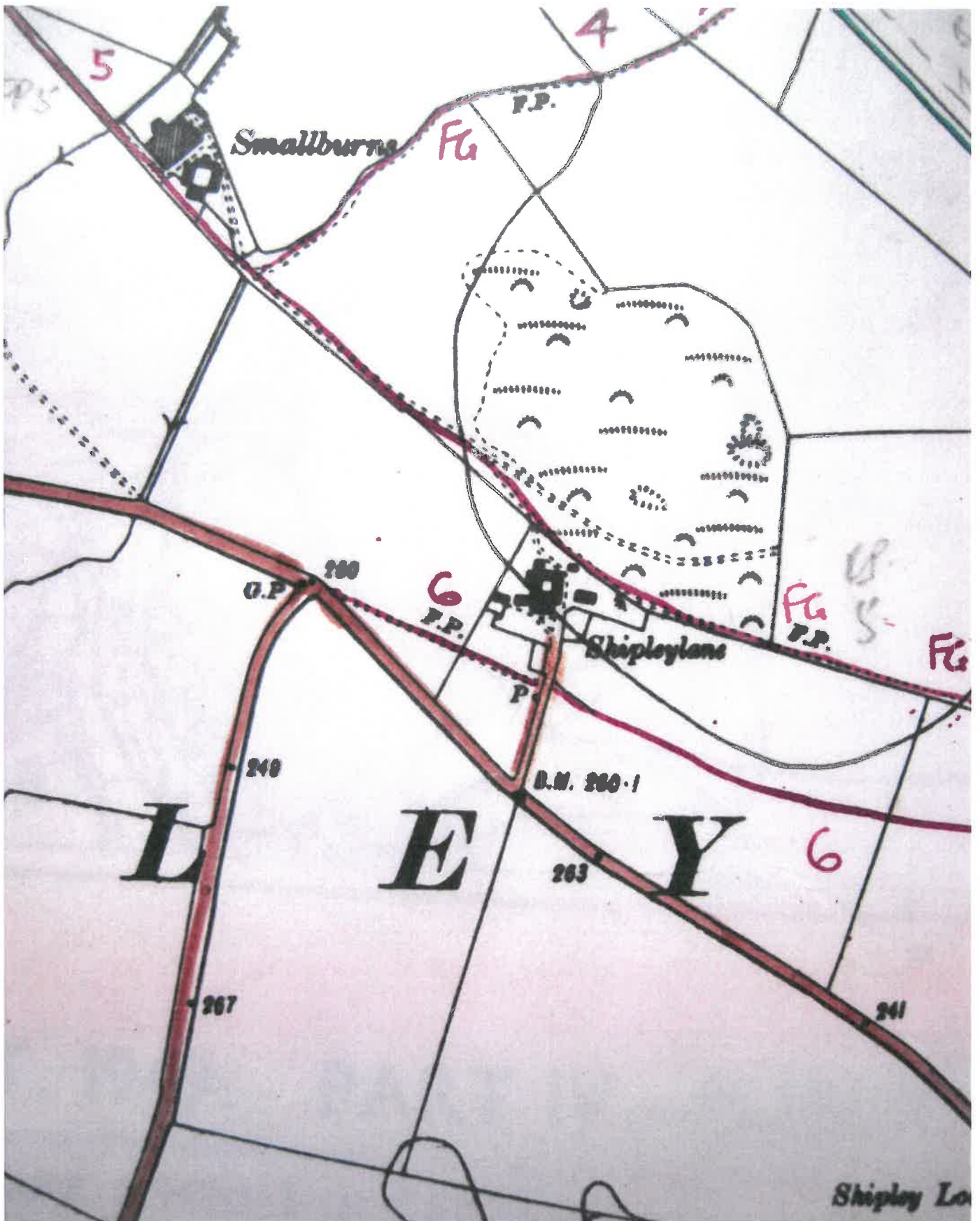
Referral to the Private Street Works Sub-Committee for inspection and report.

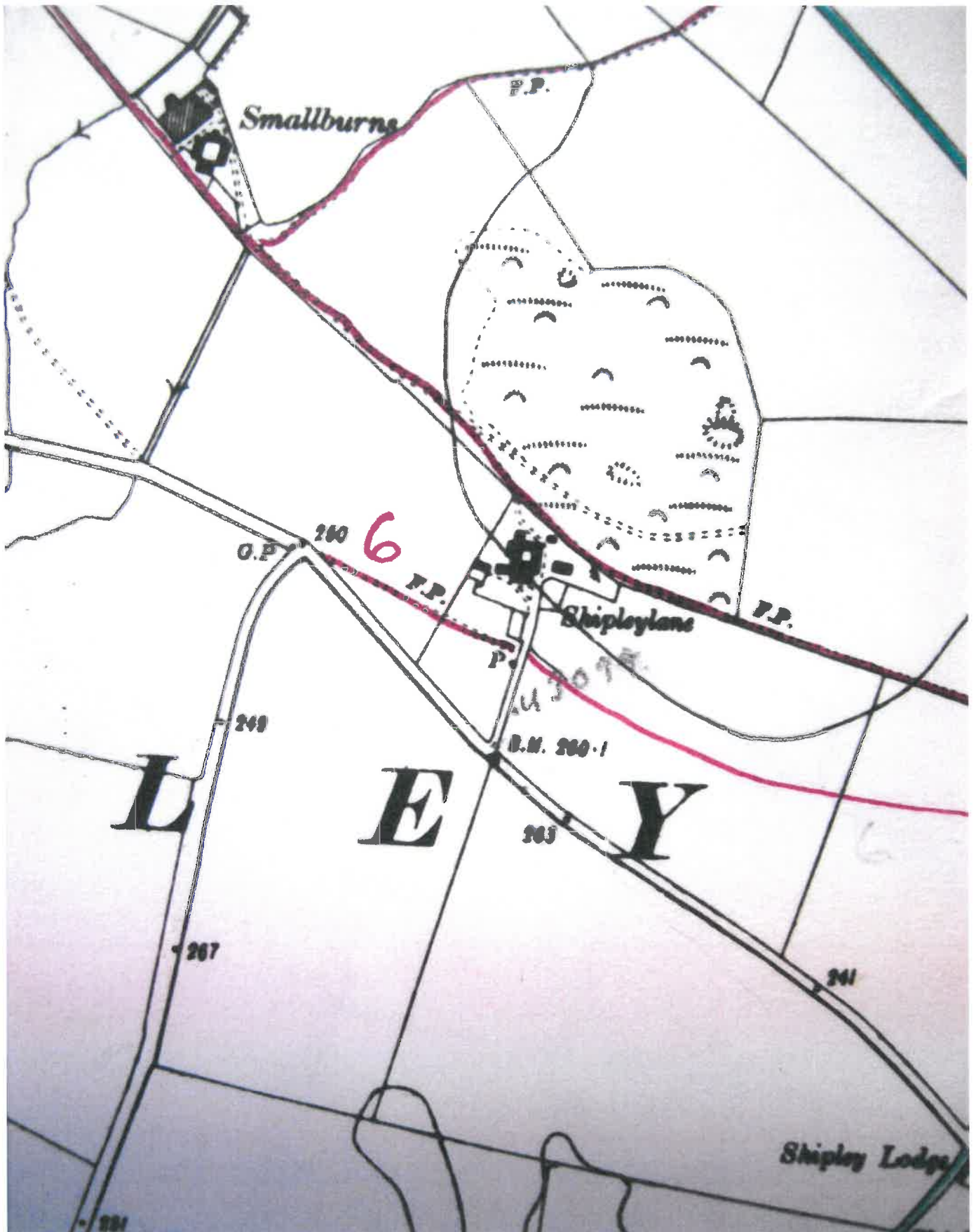
Resolved.

REPORTS OF COUNTY SURVEYOR—continued.	Decision of the Committee.
<p><i>road to Heckley High House. (Alnwick Rural District).</i></p> <p>This road, which is 900 yards long, connects the Alnwick-Woopterton Road, B.6346, and the Class III road and serves a farm and four cottages. It has been put into a satisfactory state of repair and the Sub-Committee recommend that it be taken over.</p> <p><i>Road between Denton Fountain and Marston House, Alnmouth.</i></p> <p>This road, which is 870 yards long, runs across the Aln-mouth Golf Links and the Alnmouth Parish Council have asked if the County Council will take it over and, if so, on what conditions. The road has a hard surface and is used by visitors in the summer, but otherwise serves only one property, and the Sub-Committee do not recommend its adoption.</p>	
<p>(33) Repair and Adoption of Private Streets.</p> <p><i>Cambo.</i></p> <p>An application has been received from Sir Charles Trevelyan for two sections of road in Cambo Village to be adopted. The roads, which carry all the essential traffic into and out of Cambo, have in fact always been fully available to the general public and I recommend that they be taken over by the County Council subject to their being made up satisfactorily. The foundations are good and I estimate that £220 (ts. 0d.), spent mainly on surface dressing, would put them into a satisfactory condition.</p>	<p>That the road be adopted on being made up and that the Council be recommended to contribute £220 towards the cost.</p>
<p>Cambo Church has a frontage of 55 yards on the north-south road, and as this would not be liable for an apportionment if the roads were made up under the Private Street Works Act, the Committee might consider recommending the Council to make a contribution of £33 (ts. 0d.), the amount which would be payable on such an apportionment.</p>	<p>Approved.</p>
<p><i>Seahouses War Memorial.</i></p> <p>Belford Rural District Council have asked that the space round the war memorial at Seahouses, which is beside the main road, should be taken over and I suggest that this might be done if the owner of the land will pay the cost of making it up.</p> <p><i>Scots Gap Housing Estate.</i></p> <p>The Morpeth Rural District Council have requested that the Committee should reconsider their decision that the construction of a cattle grid at the entrance to this estate might prejudice the eventual adoption of the road, and the Chairman, Councillor Tilley and the Deputy County Surveyor have met representatives of the Rural District Council and pointed out the disadvantages and general unsuitability of a grid in these conditions.</p>	<p>Approved.</p>

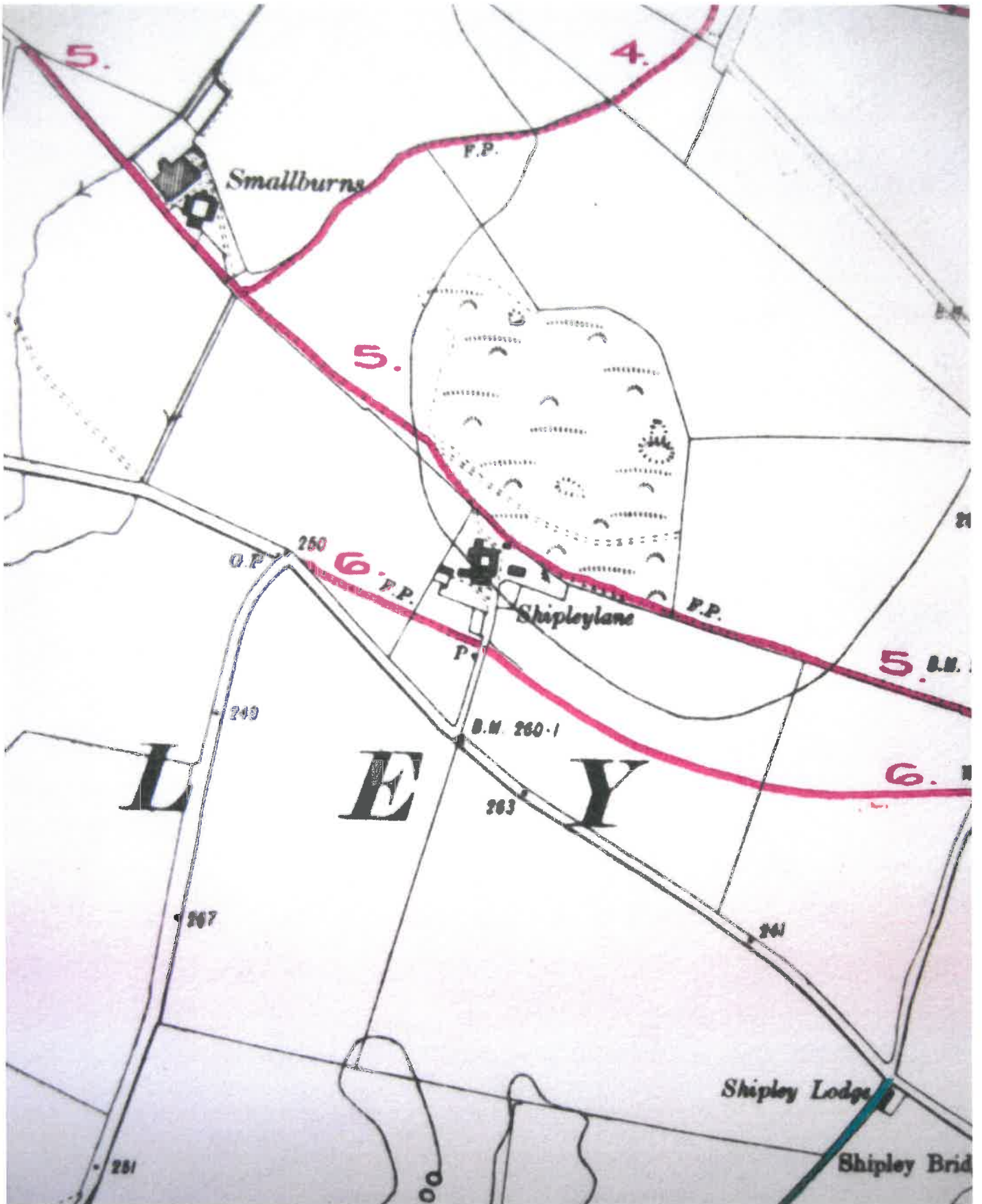
REPORTS OF COUNTY SURVEYOR—continued.	Decision of the Committee.
<p>(29) Staff.</p> <p>I have to report that the following appointments have been made to fill vacancies on the clerical staff as from the dates shown :—</p> <p>Mr. W. A. Doherty, General Division, 13th April, 1953.</p> <p>Mr. W. H. Johnson, General Division, 11th May, 1953.</p> <p>I regret to report that Mr. J. A. Douglas, a Clerical Division Clerk, who had been ill for some time, died on the 3rd June, 1953.</p>	<p>Received.</p>
<p>(30) Roadmen.</p> <p>As the Chairman reported verbally to the Council at their last meeting, effect has been given to a recommendation of the National Joint Council for County Council Roadmen that the wages of County roadmen should be increased by 5/6d. a week, with effect from the 20th April, 1953. The cost of the increase during the current financial year will be £12,500, for which no provision is included in the Annual Estimates, and as the Ministry of Transport have ruled in the past that supplementary grants will not be issued in respect of increased wages or costs, this amount will have to be provided for by an adjustment of the estimates.</p>	<p>That the increased rates be paid with effect from the 20th April, 1953.</p>
<p>(31) Annual Inspection of Roads and Bridges.</p> <p>It is suggested that the Committee's annual inspection of roads and bridges in the County should take place on the 24th July, 1953.</p>	<p>Approved.</p>
<p>(32) Private Street Works Sub-Committee.</p> <p>I submit the following report of the Private Street Works Sub-Committee :—</p> <p><i>Road to Grey Cottage, Hunsbaugh. (Hexham Rural District).</i></p> <p>This road, which is 110 yards long and serves nine properties, has been made up to a satisfactory standard and subject to an improvement being carried out at the junction with the main road, the Sub-Committee recommend that it be taken over.</p> <p><i>Shipley Lane. (Alnwick Rural District).</i></p>	<p>That the Sub-Committee's report be approved and adopted.</p>
<p>This road, which is about 150 yards long and serves a farm and two cottages, has been made up to a satisfactory standard and the Sub-Committee recommend that it be taken over.</p> <p><i>Shipley Hill Road. (Alnwick Rural District).</i></p> <p>In this case the road, which is about half a mile long and serves a farm, two cottages and fields of other farms, has a good foundation, but the surface is very rough and scoured by surface water, and the Sub-Committee recommend that it be adopted after being put into a satisfactory state of repair and adequate drainage being provided.</p>	<p>Approved.</p>

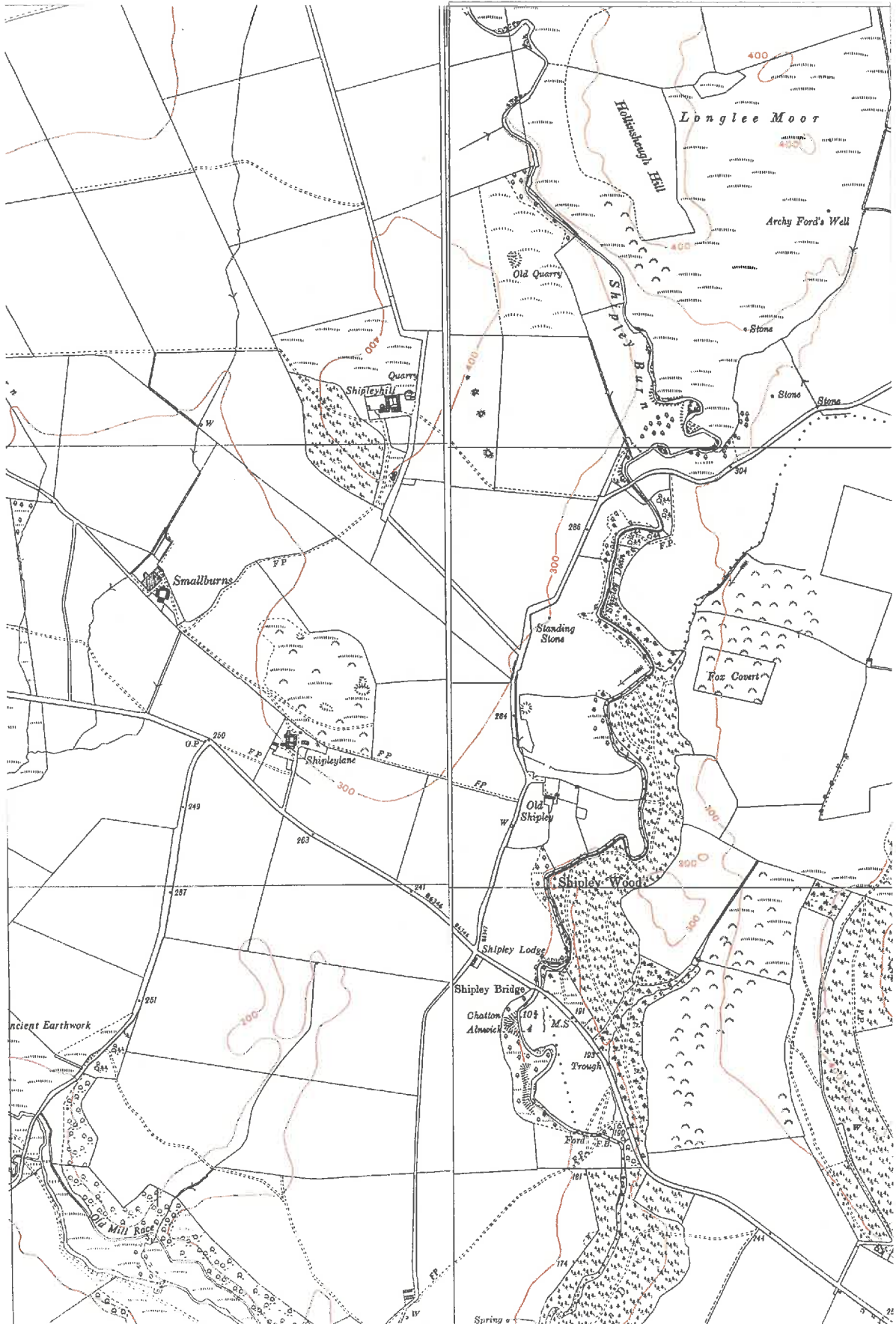
Survey Map





Provisional Map





1958 County Road Schedule

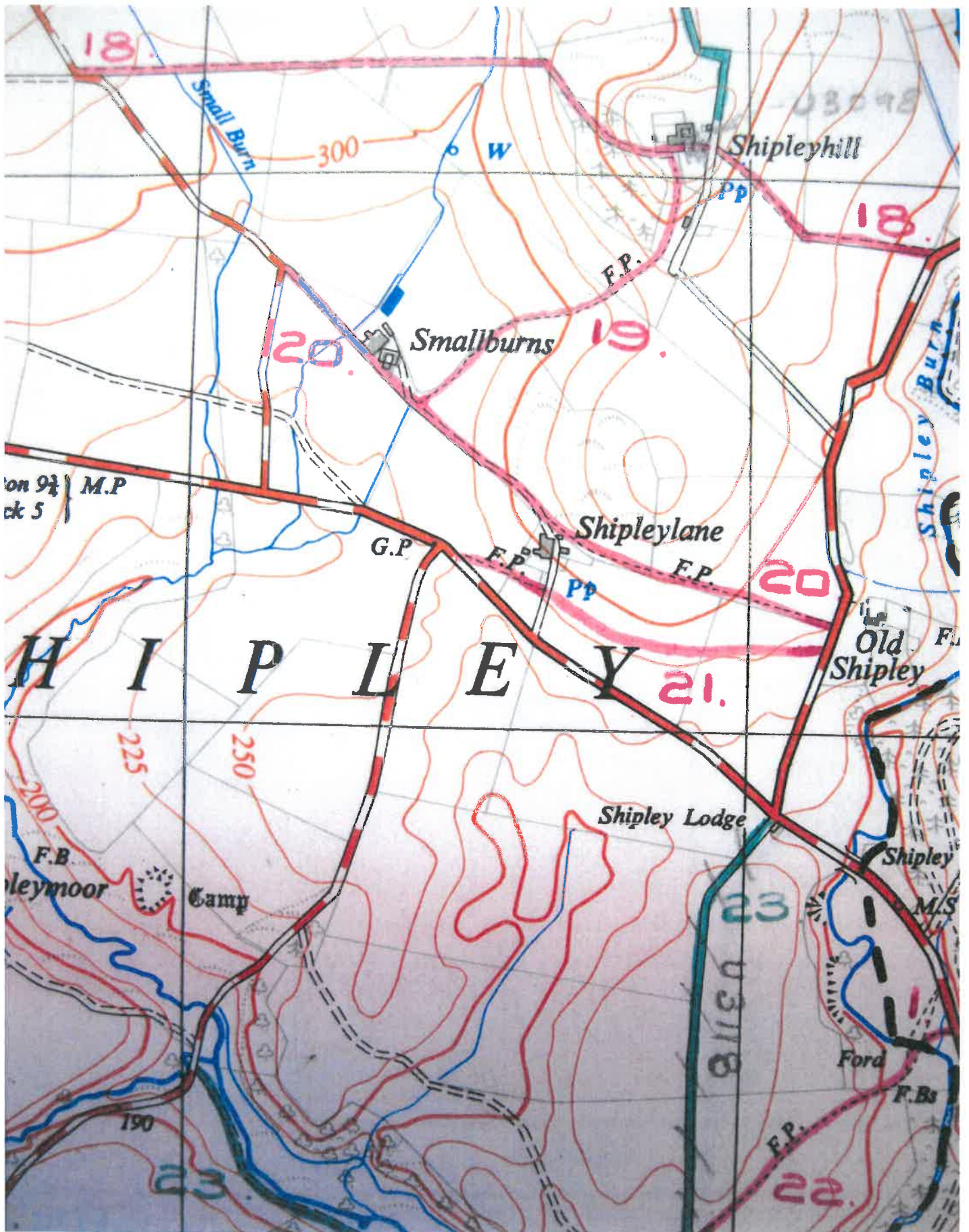
BELFORD DIVISION

Unclassified Roads in Alnwick Rural District

Brought Forward 11.855

U.3062	Crowley Tower Road	From A.697 at Powburn via Crawley Tower to C.83 near Hedgeley Hall.	0.90
U.3063	Low Hedgeley Road	From A.697 to Low Hedgeley.	0.21
U.3064	Shepherd's Law - Beenley Harehope Road	From C.84 near Shepherd's Law crossing C.82 at Beanley to Rural District Boundary at Waterside Plantation near Harehope.	2.11
U.3065	Eglingham Moor Road	From B.6346 at Eglingham via Tarry to Rural District Boundary Eglingham Moor.	0.86
U.3066	Harehope Road	From B.6346 to Harehope.	0.28
U.3067	Titlington Farm Road	From C.83 to Titlington Farm.	0.36
U.3068	Eglingham - Ditchburn Smallburns Road.	From B.6346 near Eglingham Church via West Ditchburn to B.6346 at Smallburn.	3.16
U.3070	East Ditchburn Road	From B.6347 at South Charlton towards East Ditchburn, farm gate.	2.174
U.3072	Links Road Newton	From C.72 at Newton by the Sea to Newton Links House.	0.57
U.3073	Road to Post Office See View.	From C.74 Craster at Post Office, northwards.	0.11
U.3089	Burnhouses Rock	From C.73 at a point 70 yards north of * of U.3009 westwards for 152 yards.	0.087
U.3090	Main Street, Craster	From C.74 at junction with U.3073, southwards into Leugh Estate to House No. 34, and including link to west serving houses No. 7-16.	0.41
U.3091	Butchers Lane, Craster.	From U.3090 at Jolly Fisherman, 250 feet westwards.	0.047
U.3094	Shiple Lane.	From B.6346, 260 yards east of junction with C.85 northwards for 150 yards.	0.085
		Carried forward	<u>23.218</u>

Original Definitive Map



NORTHUMBERLAND COUNTY COUNCIL.

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

PUBLIC RIGHTS OF WAY - STATEMENT.

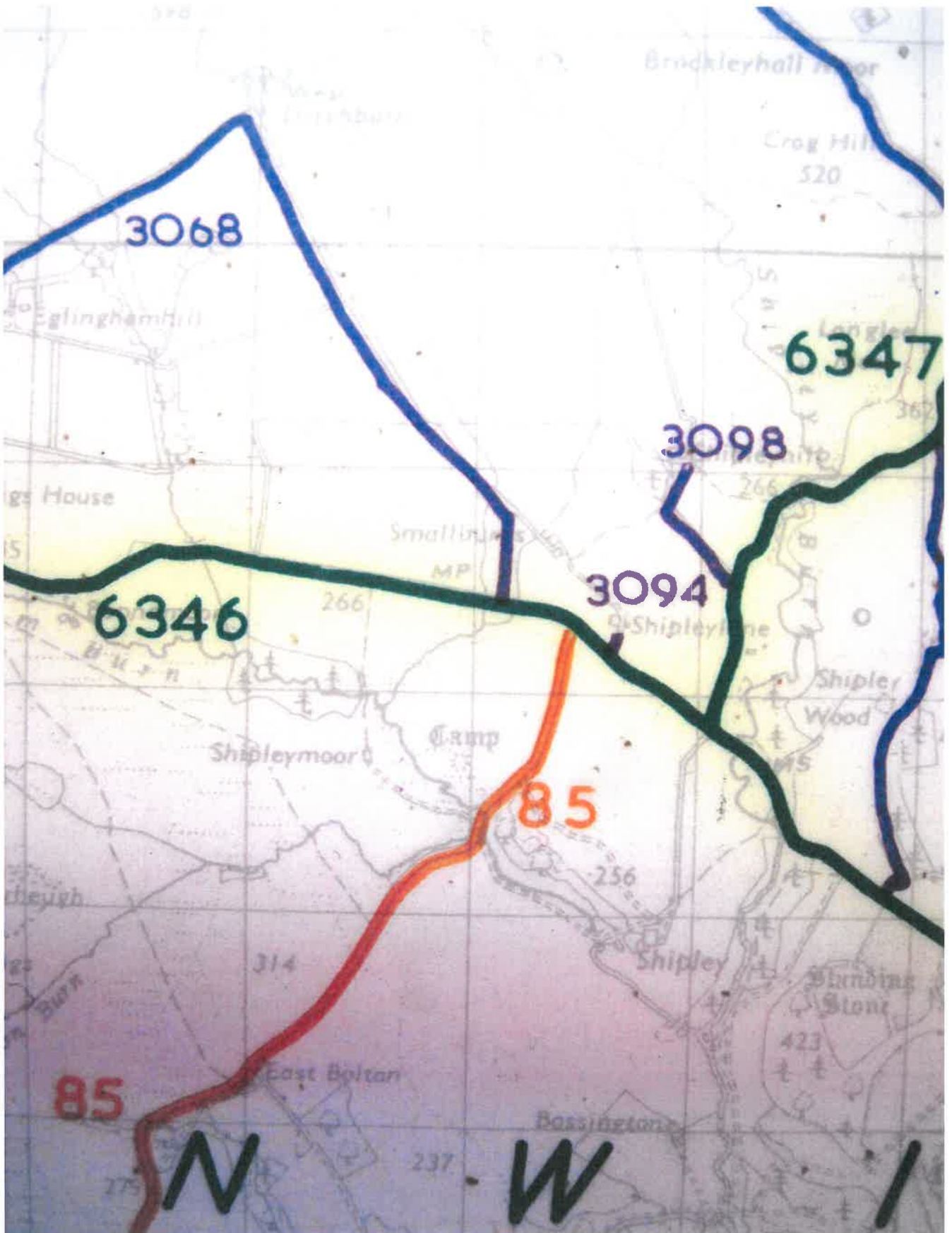
1. Borough
Urban-District
Rural District ALNWICK
2. Parish EGLINGHAM.
3. Number of Footpath on Map 21
4. Name of Path
.....
5. Kind of Path (i.e. FP/BR) F.P.
6. General Description of Path From the Alnwick - Wooperton Road near
its junction with the road to Bolton in a south-easterly direction south
of Shipleylane to join the Shipley Bridge - South Charlton Road south-west
of Old Shipley.
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7. Other relevant information
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1964 County Road Schedule

- 84 -

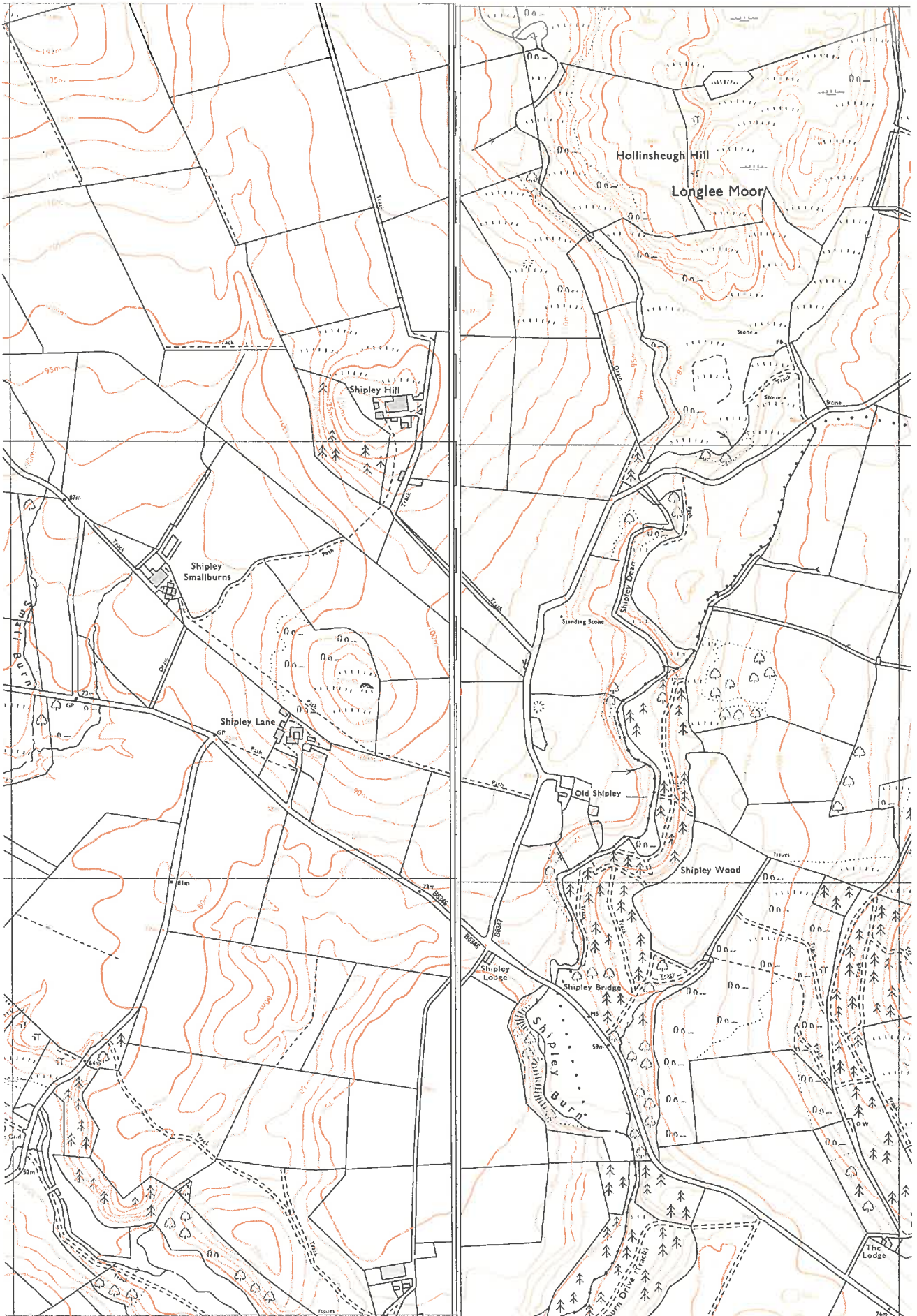
Route No.	Name of Road.	Description.	Responsible Division or Authority.	Mileage.	Total Mileage.
U.3085	Longhoughton Streets.	Off B.1339 at Longhoughton, Sea View (51 yds); Carey Place (45 yds); Bades Crescent (125 yds); Lacey Street (231 yds); Burnside (257 yds).	Alnwick.	0.40	0.40
U.3086	Howick Church Road.	From C.75 at Howick Burn, north-westwards and northwards to St. Michael's Church Gates.	Alnwick.	0.14	0.14
U.3087	Steppey Lane.	From B.1338 near Hipsburn northwards over the River Aln to join B.1339 at the junction with C.80 in Lesbury Village.	Alnwick.	0.45	0.45
U.3088	Guyzance-East House.	From C.100 at Guyzance via East House to C.101.	Alnwick.	1.01	1.01
U.3089	Burnhouses, Rock.	From C.73 at a point 70 yards north of U.3009 westwards for 152 yards.	Alnwick.	0.09	0.09
U.3090	Heugh Estate and Butchers Lane, Craster.	From C.74 at junction with U.3073 southwards into Heigh Estate to a point 15 yards south of House No.34, and including loop road to west, serving houses 7 to 16, and 17 to 32, and including Butchers Lane extending 83 yards westwards from a point opposite the Jolly Fisherman Inn.	Alnwick.	0.46	0.46
U.3091		NOT ALLOCATED TO ANY ROAD.			
U.3092	Rushycap - Newton-on-the-Moor.	From junction with A.1 near Lanehead via Rushycap to junction with C.106 at Newton, including junction with A.1 opposite C.102.	Alnwick.	1.46	1.46
U.3093	Old Main Road north of Hampeth Bridge.	From C.97 north for a distance of 0.35 of a mile to U.3028.	Alnwick.	0.35	0.35
U.3094	Shipley Lane Road.	From B.6346, 260 yards east of junction with C.85 northwards for 150 yards.	Alnwick.	0.08	0.08
U.3095	Heckley High House Road.	From B.6346, 1½ miles from Alnwick, northwards to Friarswell Lodge-Heckley High House Road, C.86, including 70 yards length branch road at Heckley High House.	Alnwick.	0.53	0.53

Extract from the Council's 1964 Highways Map



1974 County Road Schedule

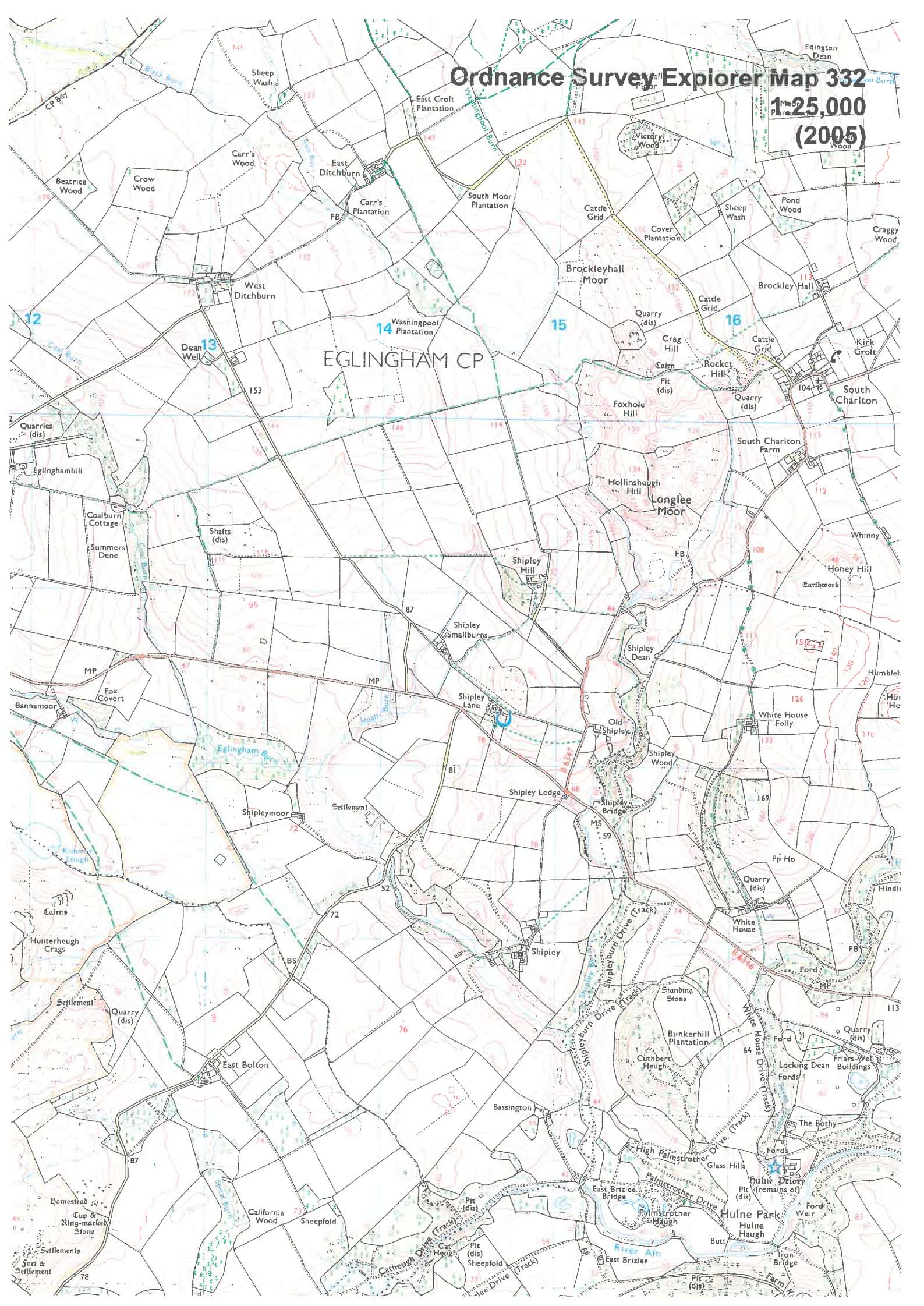
Route No.	Name of Road	Description	Responsible Division or Authority	Mileage	Tot Mile
U.3090	Heugh Estate and Butchers Lane, Craster.	From C.74 at junction with U.3073 southwards into Heugh Estate to a point 15 yards south of House No.34 and including loop road to west, serving houses 7 to 16, and 17 to 32, and including Butchers Lane extending 83 yards westwards from a point opposite the Jolly Fisherman Inn and also South Acres serving a square of houses at southend. (NU 258196).	Alnwick Division.		0.58
U.3091	Denwick Lane.	From junction A.1 some 900 yds. east of Broomhouse roundabout (NU 198146) south-eastwards to join B.1340 just east west of Denwick flyover (NU 202143).	Alnwick Division.		0.31
U.3092	Rushycap - Newton-on-the-Moor.	From junction with A.1 near Lanehead (NU 175026) northwards via Rushycap to junction with C.106 at Newton (NU 173050) including junction with A.1 opposite C.102.	Alnwick Division.		1.46
U.3093	Old Main Road north of Hampeth Bridge.	From C.97 at NU 175069 north for a distance of 610 yds. to U.3028 at NU 175074.	Alnwick Division.		0.35
U.3094	Shipleylane Road.	From B.6346, 260 yards east of junction with C.85 (NU 146182) northwards for 150 yards.	Alnwick Division.		0.08
U.3095	Heckley High House Road.	From B.6346, at NU.181153 northwards to Friarswell Lodge-Heckley High House Road, C.86, (NU.183160), including 70 yards length branch road at Heckley High House.	Alnwick Division.		0.53



Ordnance Survey Explorer Map 332

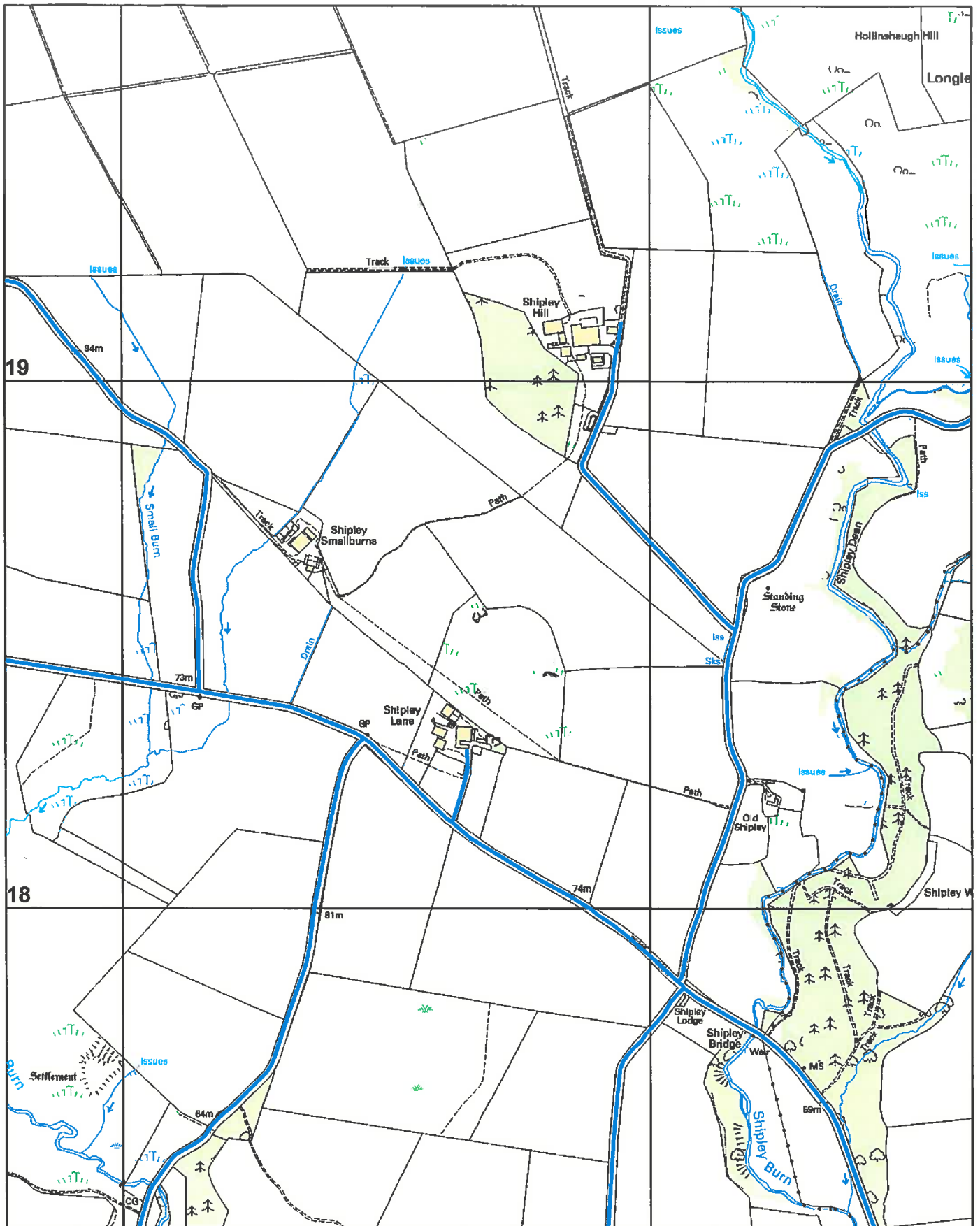
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EGLINGHAM CP



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
U3092		
	U3049 JCT TO A1 JCT	726
	<i>Total length for U3092</i>	<i>2,331</i>
U3093		
	C97 JCT TO U3028 JCT	571
	<i>Total length for U3093</i>	<i>571</i>
U3094		
	B6346 JCT TO SHIPLEYLANE	141
	<i>Total length for U3094</i>	<i>141</i>
U3095		
	B6346 JCT TO C86 JCT	798
	<i>Total length for U3095</i>	<i>798</i>
U3096		
	C106 JCT TO SNOOK BANK FARM COTTAG	1,020
	<i>Total length for U3096</i>	<i>1,020</i>
U3097		
	NEW BARNS COURT	43
	LYSANDER COURT FOOTPATH	76
	NEW BARNS WAY	19
	NEW BARNS WAY	40
	LYSANDER COURT	48
	C105 JCT TO WEST CLOSE	129
	OLD BARNS	36
	WEST CLOSE	58
	WARKWORTH AVENUE	215
	BARNS ROAD	209
	WEST CLOSE FOOTWAY	25
	WEST CLOSE	57



**Network Management
Information System**

Highways Act 1980 Section 36(6)
County of Northumberland
List of Streets which are highways
maintainable at the public expense
as at 02-May-2006

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Dm:	Date:	Scale:
AB	May 2019	1:10,000