



# Northumberland

## County Council

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

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

#### ALLEGED BYWAY OPEN TO ALL TRAFFIC No 27 PARISH OF NEWTON-ON-THE-MOOR

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

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#### **Purpose of report**

In this report, the North Northumberland Local Area Council Rights of Way Sub-Committee is asked to consider all the relevant evidence gathered in support and in rebuttal of the existence of public vehicular rights over the U3034 road, between the U3032 road and the U3033 road in the vicinity of High Hazon Farm.

#### **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;**
- (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 ‘U3034’ 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 U3034 unclassified County road based upon more than simply its inclusion in the List of Streets.

### 3. LANDOWNER EVIDENCE

- 3.1 By letter, dated 21 May 2018, Mr D Bell of Hazon House Farm responded to the consultation stating:

“Further to our conversation this morning, I am writing to make some observations on the map provided (Plan 47)

“Route 27: This has always been a byway open to all traffic (all vehicles, horses, cyclists and walkers) although the surface was not to highway standards. Recently some large boulders have appeared across the route allowing access only for walkers or horses.”

### 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 14<sup>th</sup> May 2018, Ms S Rogers responded to the consultation, on behalf of the British Horse Society, stating:

“**Alleged byway open to all traffic 27** (Hazon High Houses)  
This route is currently blocked to vehicles by two large boulders at either end. Walkers, cyclists and horse riders are still able to use it and do so. It leads via a short stretch of public tarmac road to a public bridleway at its western end and so forms part of the recreational network. For this reason the BHS supports its addition to the definitive map.”

### 5. DOCUMENTARY EVIDENCE

- 5.1 A search has been made of archives relating to the area. Evidence of Quarter Sessions Records, Council Highways records, County Maps and O.S. Maps was inspected, and the following copies are enclosed for consideration.

1769 Armstrong's County Map

There is no evidence of a road or track approximating to the route of alleged Byway No 27.

1820 Fryer's County Map

There is clear evidence of an enclosed road or track approximating to the route of alleged Byway No 27.

1827 Cary's Map

There is clear evidence of an enclosed road or track approximating to the route of alleged Byway No 27.

1828 Greenwood's County Map

There is clear evidence of an enclosed road or track approximating to the route of alleged Byway No 27.

1866 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a mostly enclosed road / track over the route of alleged Byway No 27.

1897 Ordnance Survey Map: Scale 1:2500

There is clear evidence of a mostly enclosed road / track over the route of alleged Byway No 27.

Finance Act 1910 plan

There is clear evidence of a mainly enclosed road / track over the route of alleged Byway No 27. The route is identified as being separate from the adjacent land by coloured boundaries. This is 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 a mostly enclosed road / track over the route of alleged Byway No 27.

1932 Alnwick RDC Handover Map

The route of alleged Byway Open to All Traffic No 27 is coloured so as to identify it as a publicly maintainable road.

c.1938 Restriction of Ribbon Development Act 1935 Map

The route of alleged Byway Open to All Traffic No 27 is 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 27 is coloured so as to identify it as a publicly maintainable road. It is labelled as "U3034".

c.1952 Definitive Map – original Survey Schedules & Map

The route of alleged Byway Open to All Traffic No 27 exists on the base map. A road / track coloured brown, exists within a much wider corridor. 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 27 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

The route of alleged Byway Open to All Traffic No 27 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 mainly enclosed road / track over the route of alleged Byway No 27.

1962 Original Definitive Map

The route of alleged Byway No 27 exists on the base map, but is not identified as a public footpath, public bridleway or Road Used as a Public Path (RUPP).

1964 Highways Map

The route of alleged Byway Open to All Traffic No 27 is coloured so as to identify it as a publicly maintainable road. It is labelled as "U3034".

First Review Definitive Map

The route of alleged Byway No 27 exists on the base map, but is not identified as a public footpath, public bridleway or Road Used as a Public Path (RUPP).

1977 Ordnance Survey Map: Scale 1:10,000

There is clear evidence of mainly enclosed road / track over the route of alleged Byway No 27.

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 27. The route itself is annotated with four green dots. 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 The entry for the U3034 road, in the 1958 County Road Schedule, states:

"U3034 Hazon High Houses Road  
From U3032 at Hazon High Houses east to U3033."

The length of the U3034 road is identified as 0.31 miles.

- 5.3 The entry for the U3034 road, in the 1964 County Road Schedule, states:

"U3034 Hazon High Houses Road  
From U3032 at Hazon High Houses eastwards to U3033."

The length of the U3034 road is identified as 0.31 miles.

- 5.4 The entry for the U3034 road, in the 1974 County Road Schedule states:

"U3034 Hazon High Houses Road  
From U3032 at Hazon High Houses (NU 192058) eastwards to U3033  
at (NU 197058)."

The length of the U3034 road is identified as 0.31 miles.

- 5.5 The route of the alleged byway is identified in the Schedule of unclassified roads identified under the provisions contained within the Restriction of Ribbon Development Act 1935:

"56. Road from the Southmoor - Guyzance Lea road at Hazon High Houses to a point on the Southmoor - Brainshaugh road  $\frac{5}{8}$  mile south of Southmoor."

## 6. SITE INVESTIGATION

- 6.1 From a point marked Y, on the U3032 road at Hazon High Houses, a 5 to 6 metre wide stone track in an 11 metre wide, narrowing to 8.2 metre wide, corridor proceeds in an easterly direction for a distance of 20 metres. Thereafter, a 4 metre wide stone surfaced track in an 8.5 metre wide corridor proceeds in a south-easterly direction through a yard area for a distance of 70 metres. A 3 to 3.3 metre wide stone track in a 5 to 6.5 metre wide corridor continues in a south-easterly direction for a further 50 metres, then in an easterly direction for a distance of 40 metres. At this point the corridor widens

out to 14.5 metres, and continues in an easterly direction for a further 25 metres. From this point a 2 metre wide grass / earth path within a 21 metre wide corridor proceeds in an easterly direction for a distance of 155 metres to a point where two strategically placed boulders prevent 4 wheeled vehicles from proceeding along the route. A 0.5 metre wide stone / earth / grass surfaced path within a 21 metre wide corridor continues in an easterly direction for a further 60 metres to two more strategically placed boulders, then a 0.5 to 3 metre wide stone / earth / grass surfaced path within a 21 metre wide corridor continues in an easterly direction for 85 metres to join the U3033 road at Point Z, 360 metres east of Hazon High Houses.

## **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 7 June 2019, Mr B Jobson submitted the following comments from Mrs M Bell of Hazon House Farm, in relation to the draft report:

“I am writing on behalf of my neighbour Mrs Mary Bell (address above) re your communication of 28<sup>th</sup> May 2019. Your communication was sent to her late husband, Mr Drew Bell, who recently passed-away and therefore request any further correspondence be addressed to Mrs Bell. I am sending this comment via email and will forward the hard-copy signed by Mrs Bell in due course.

“Re U3033 road east of Hazon: I agree to the recommendation provided within report No 28.

Re U3034 between U3032 and U3033. I agree with the recommendation provided within report No 27.

“In addition to the comments provided by the late Mr Drew Bell (21<sup>st</sup> May 2018) the following comment is provided: Mr Drew Bell’s father lived in the bungalow on the route of U3034. This route provided access to all traffic and livestock as part of the original farm boundaries for purposes of every day farm management and detail. Large boulders have recently appeared (as noted in correspondence 21<sup>st</sup> May 2018) across the route and thereby, block access to all traffic apart from walkers and horses. The large boulders remain across the route and continue to prevent traffic access.”

## **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 27 is identified on the County Council’s current List of Streets as being part of the U3034 road. The route was identified as being publicly maintainable on the 1932 Alnwick Rural District Council Handover Map, and 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. It was also included in the 1958, 1964 and 1974 County Road Schedules.
- 8.5 The route has been consistently identified as a mainly enclosed road / track on Ordnance Survey maps since 1866. Although the route is not shown on Armstrong’s County Map of 1769, it is shown on Fryer’s and Greenwood’s County Maps of 1820 and 1828 and on Cary’s Map of 1820-32.
- 8.6 Although other public rights of way were identified nearby, the route was not included on the Draft, Provisional or original Definitive Maps as a footpath, bridleway or Road Used as Public Path (RUPP). On the Survey Map the route is coloured brown in the same way that other public roads were identified.
- 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



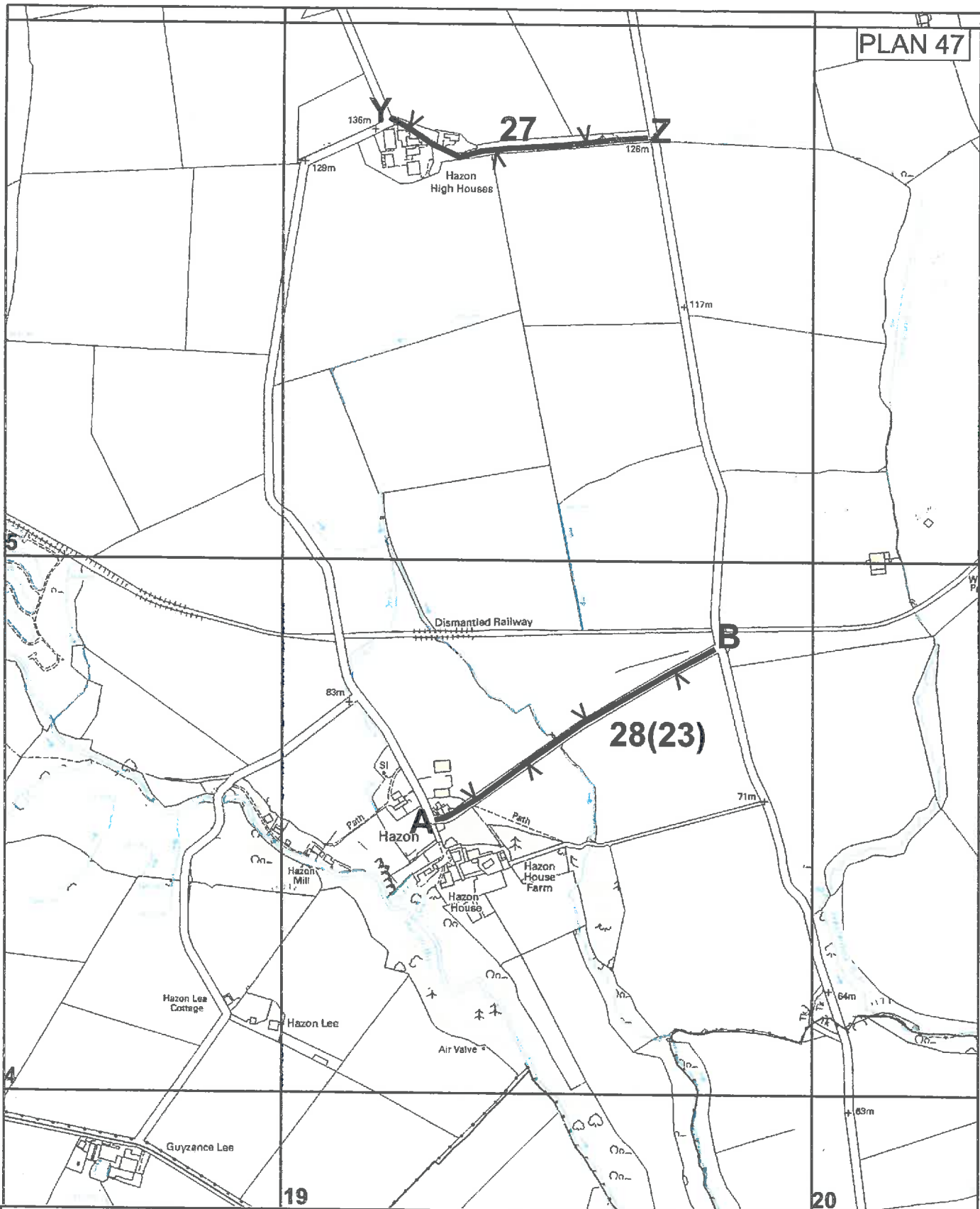
other relevant evidence in order to determine the nature and extent of those rights. Highway Authorities are recommended to examine the history of such routes and the rights that may exist over them on a case by case basis in order to determine their status.

- 8.9 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.
- 8.10 Of the saving provisions above, (b) will apply to the route of alleged Byway No 27. The public's motor vehicular rights would not have been extinguished by the NERC Act 2006.
- 8.11 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.
- 8.12 Only the western end of this route has a reasonable driveable surface. This part of the route will be used by those living at the dwelling at Hazon High Houses and their visitors and also by farm traffic. The eastern section, beyond Hazon High Houses, has a rougher stone / earth / grass surface. From my site visit and the consultation responses, the route would also appear to be well used by non-motorised traffic. There is a clearly defined path over the eastern section, despite the presence of boulders which would prevent / inhibit 4 wheeled traffic.
- 8.13 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. On this basis it is proposed to record Byway Open to All Traffic No 27 with a width varying from 5 to 21 metres, as identified in paragraph 6.1, above.

## **9. CONCLUSION**

- 9.1 In light of the documentary evidence submitted, it appears that public vehicular rights have been reasonably alleged to exist over the route of alleged Byway Open to All Traffic No 27.
- 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. It





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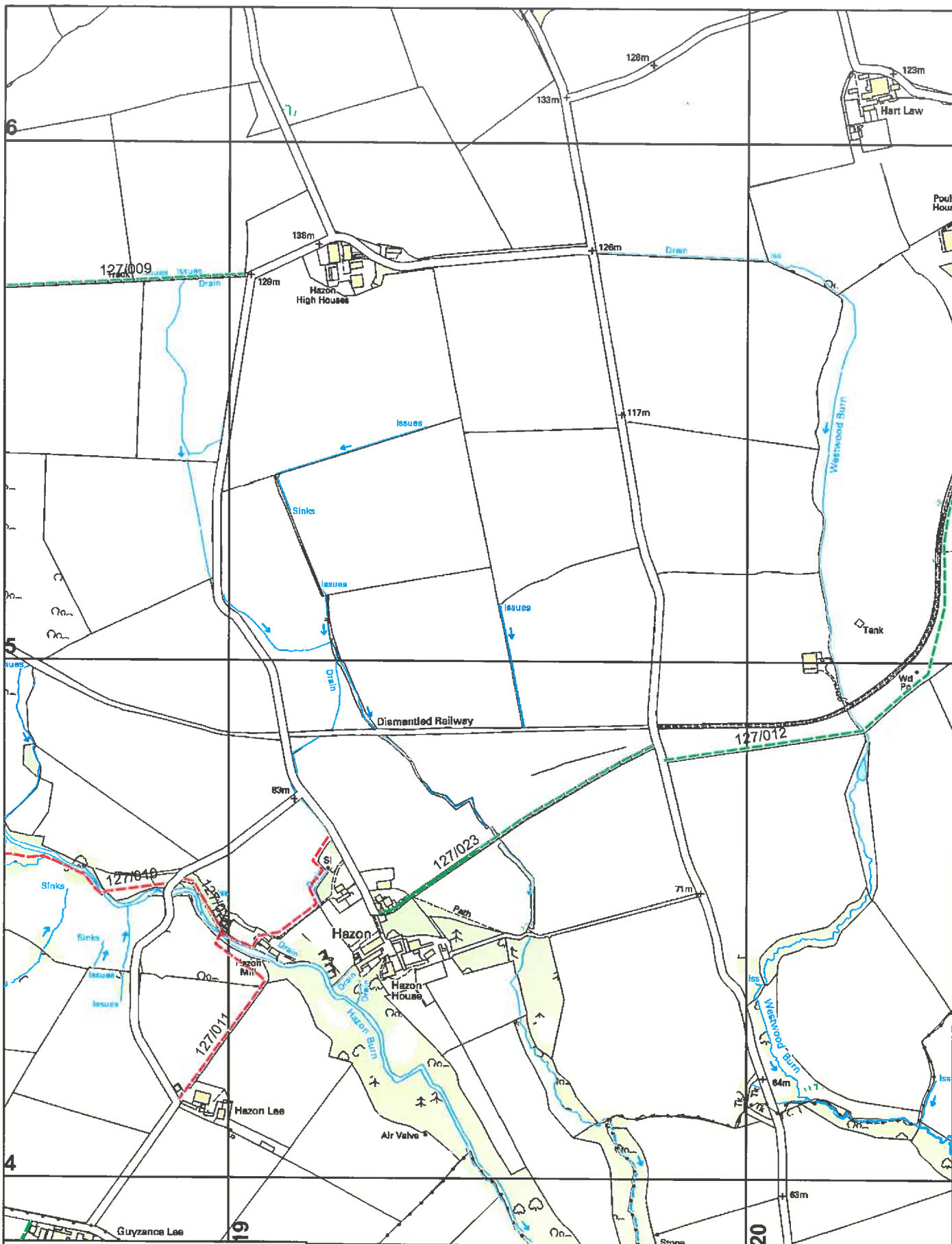
Northumberland County Council  
 Infrastructure  
 Local Services  
 County Hall Morpeth Northumberland  
 NE61 2EF  
 Telephone 0845 600 6400

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

 Alleged Byway Open to All Traffic

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Former District(s) Alnwick	Parish(es) Newton on the Moor	Scale 1:10,000
Def. Map No. 87/96	O.S. Map NU 10 NE/SE	Date 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

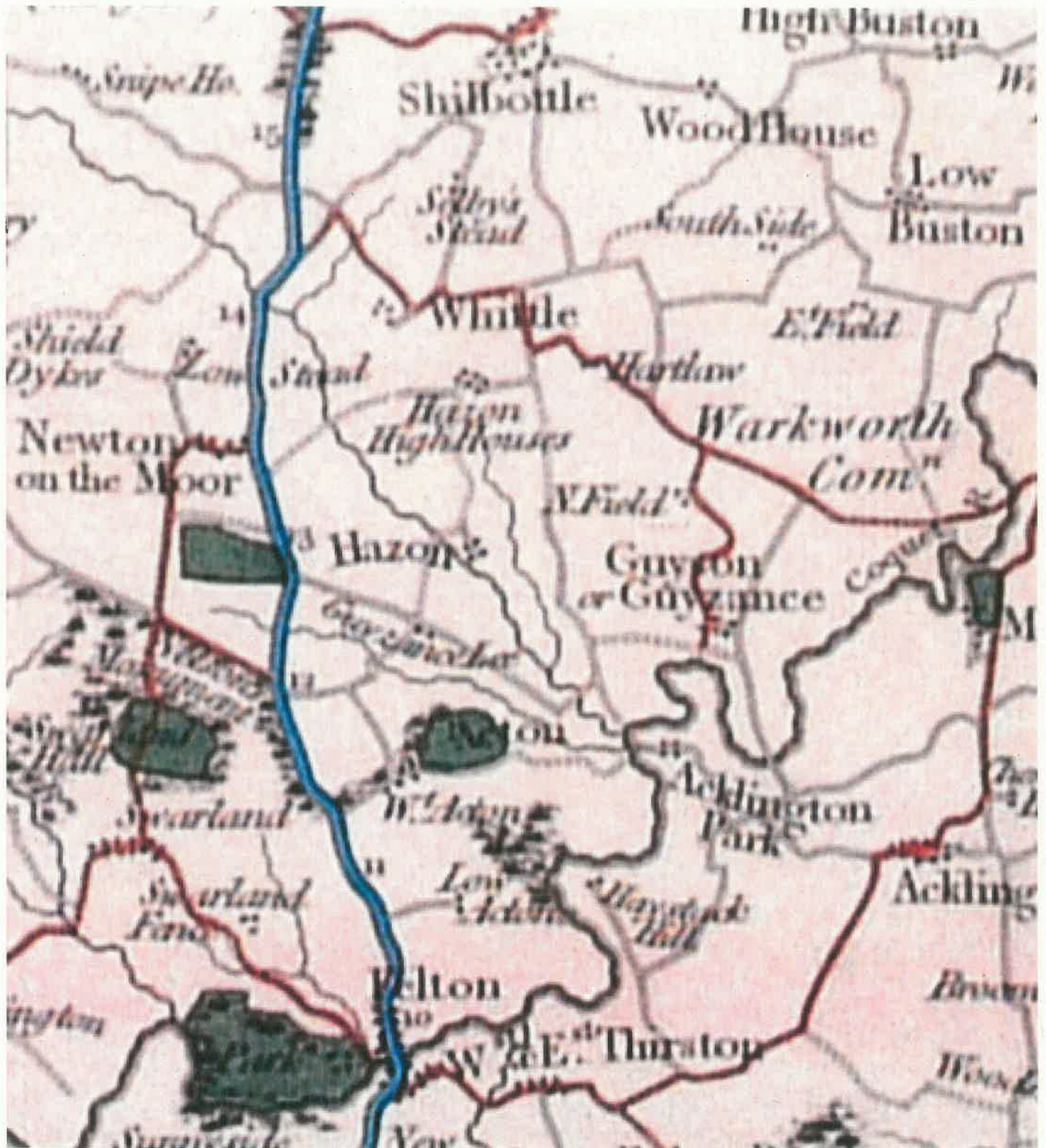
This is a computer generated extract of the Working Copy of the Definitive Map of Public Rights of Way

Scale: 1:10,000

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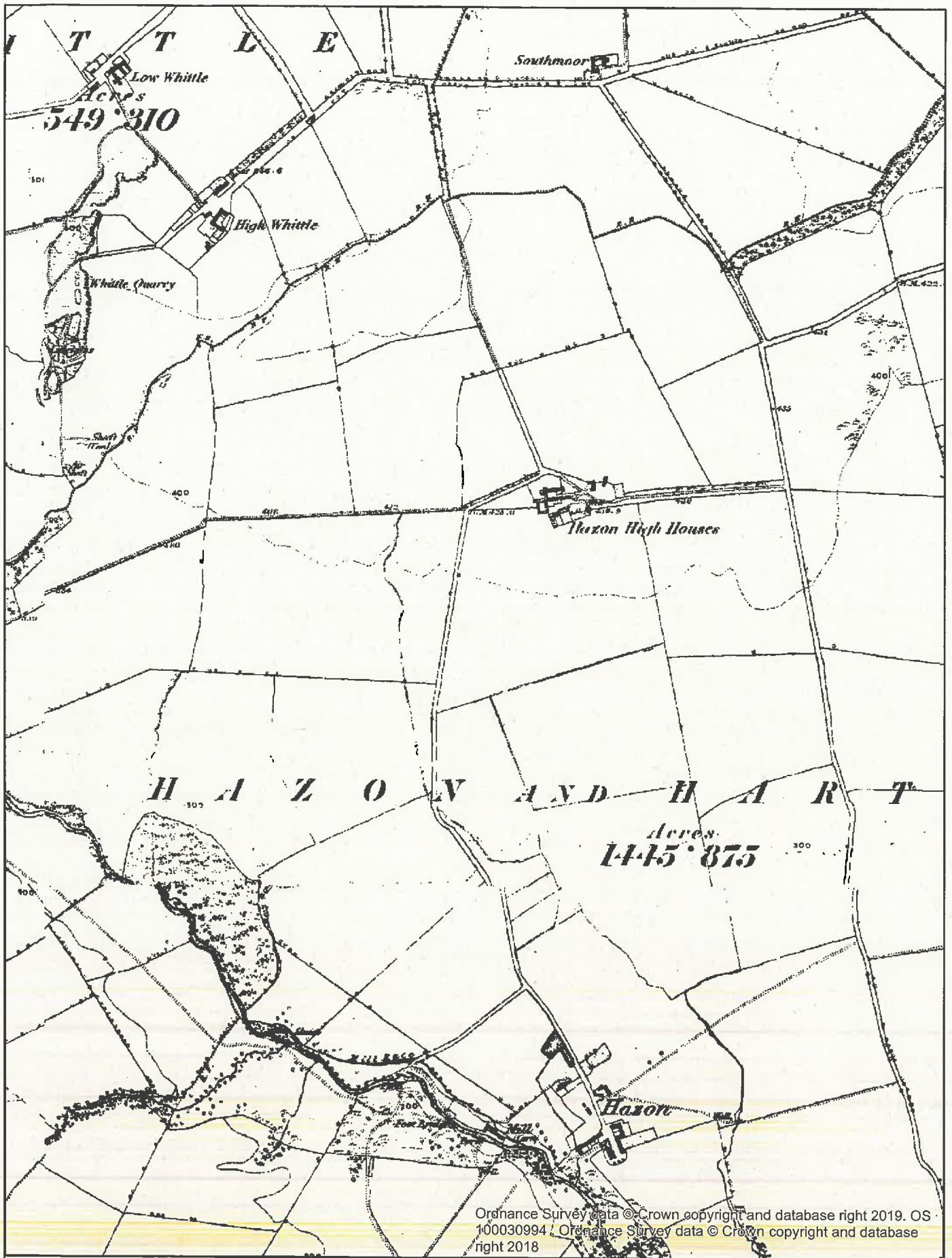










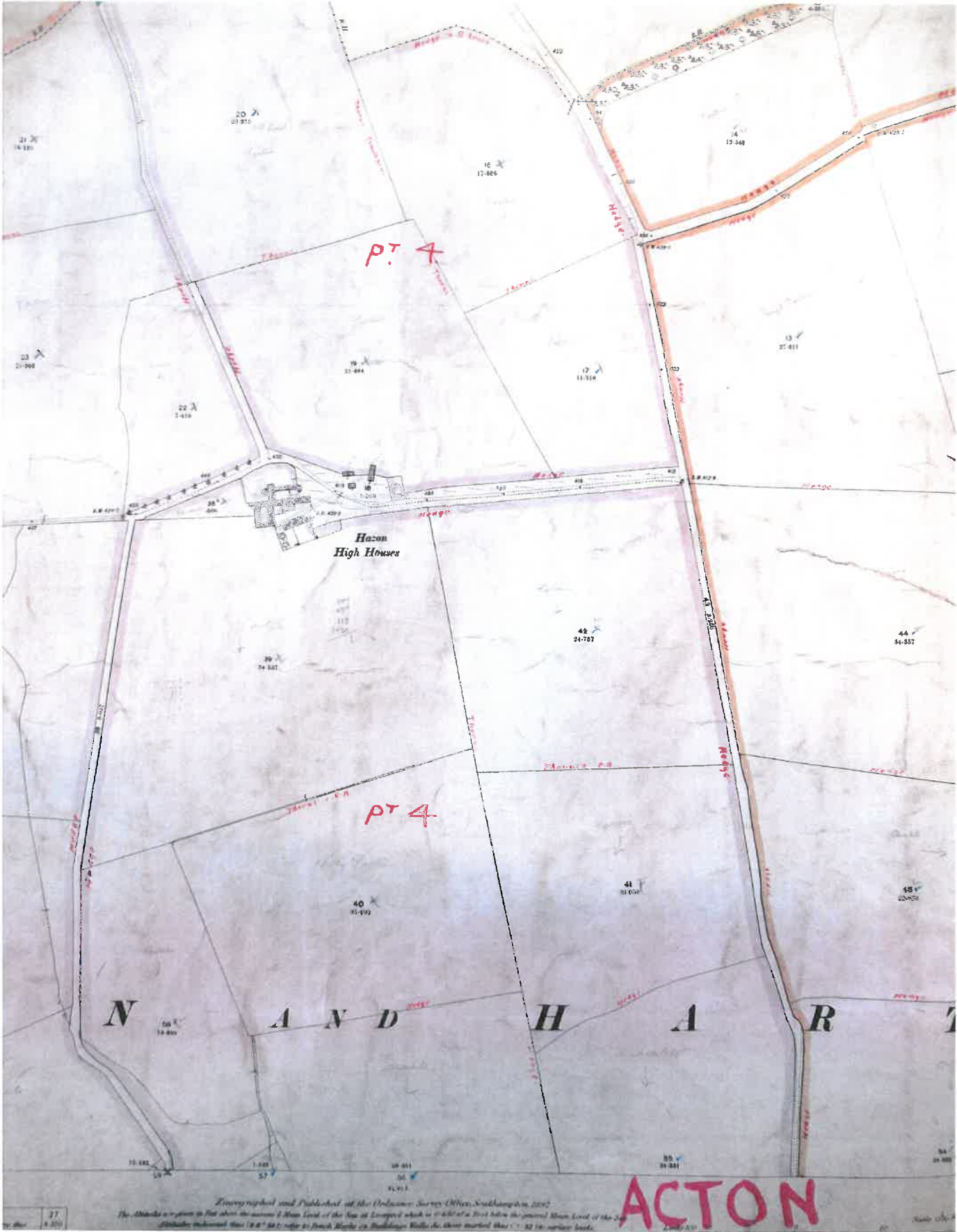


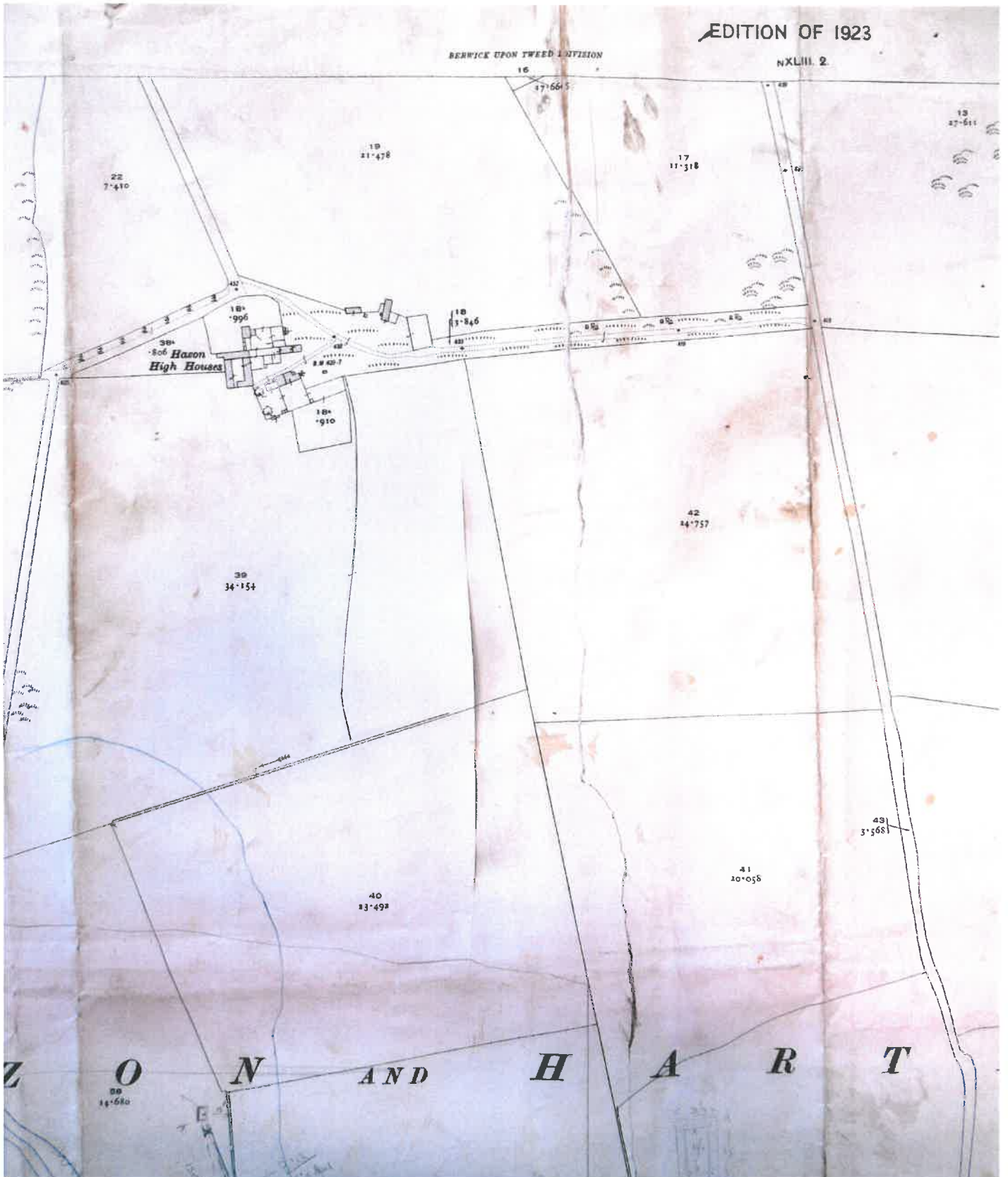
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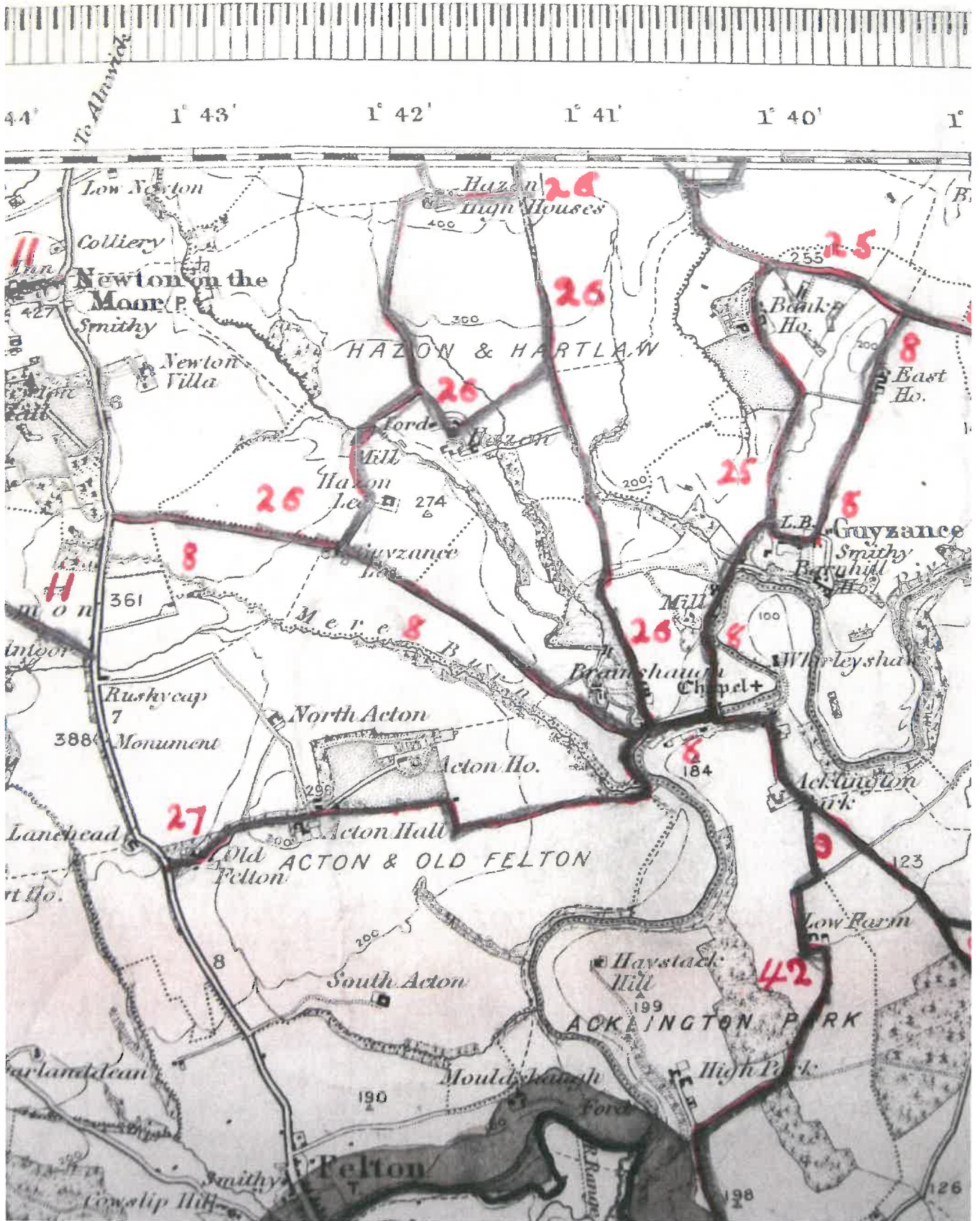
Ordnance Survey 1st Edition 6" map (1866)



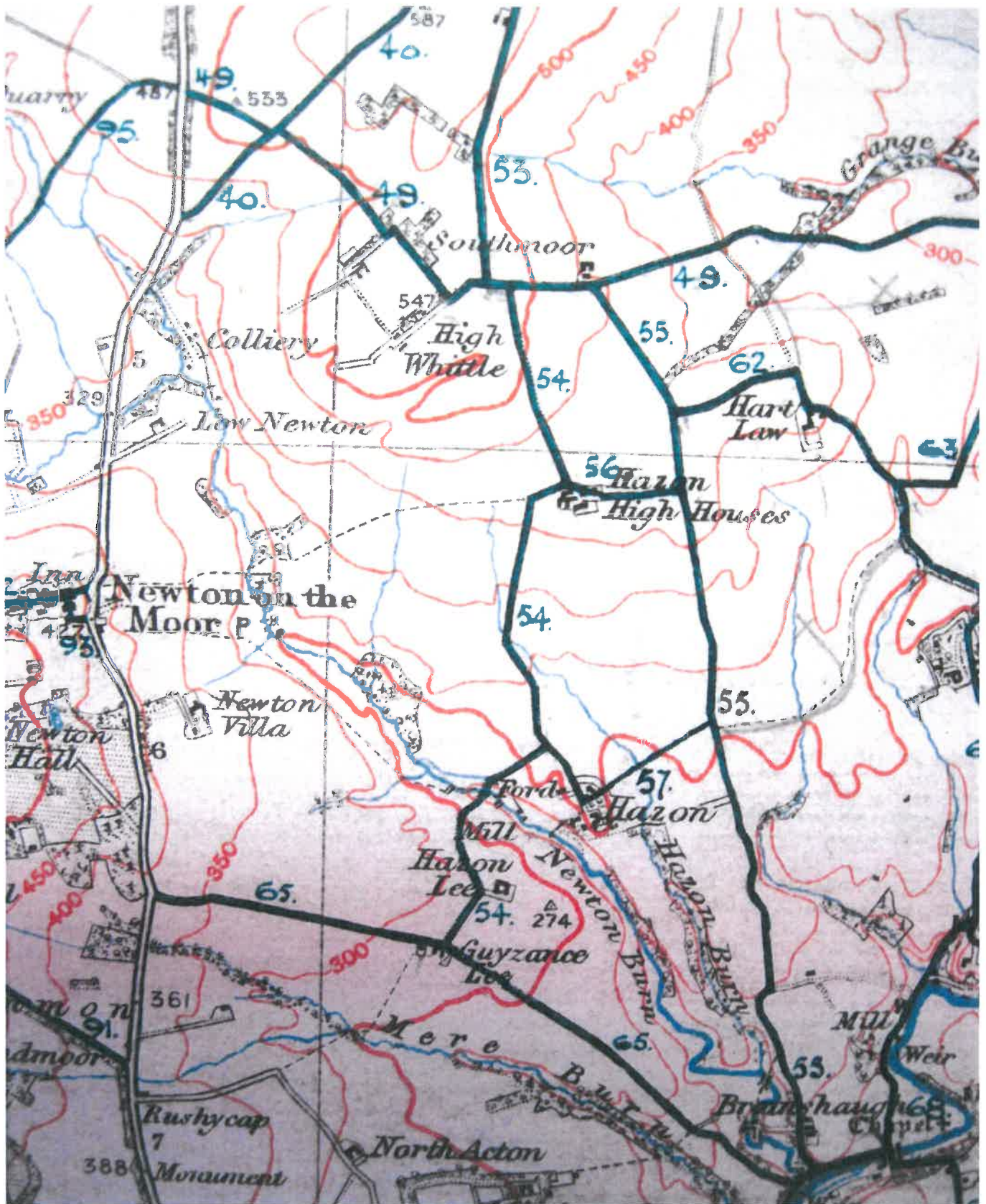




# Alnwick RDC Handover Map 1932



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



*Alnwick RD*

COUNTY OF NORTHUMBERLAND.

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Restriction of Ribbon Development Act, 1935

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LIST OF UNCLASSIFIED ROADS IN THE RURAL  
DISTRICT OF ALNWICK IN RESPECT OF WHICH  
THE PROVISIONS OF SECTION 2 OF THE  
RESTRICTION OF RIBBON DEVELOPMENT ACT  
1935 WERE ADOPTED ON 28TH JUNE 1937 BY  
RESOLUTION OF THE BRIDGES AND ROADS  
COMMITTEE ACTING UNDER DELEGATED POWERS.

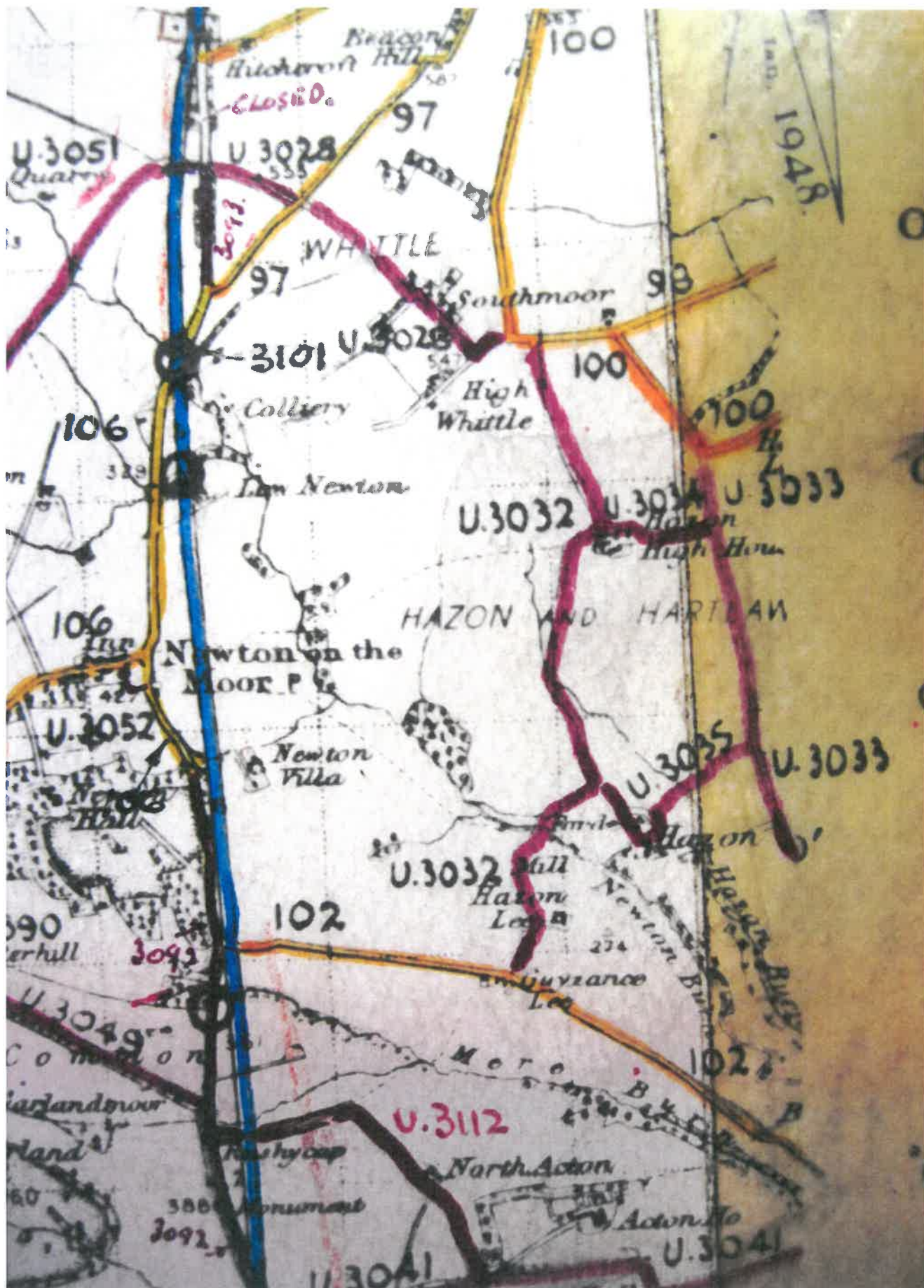
C11076

- ✓ 37. Road from the Hawkhill-Bilton road at Greenrig Kennels to a point on the Shilbottle-Alnmouth road  $\frac{1}{2}$ -mile east of Bilton Banks.
- ✓ 38. Road from a point on the Shilbottle-Alnmouth road 750 yds. east of Bilton Banks to a point on the Shilbottle-High Buston road  $\frac{1}{2}$ -mile west of High Buston.
- ✓ 39. Road from a point on the Shilbottle-Birling road near the Electric sub-station via High Buston to a point on the Lesbury-Ambie road A.1068  $\frac{1}{4}$  miles south of Hipsburn.
- ✓ 40. Road from a point on the Morpeth-Alnwick road A.1 350 yds. north of Hampeth Bridge via Beacon Hill to Shilbottle.
- ✓ 41. Northumberland Street, Alnmouth.
- ✓ 42. Grosvenor Place, Alnmouth.
- ✓ 43. Garden Terrace, Aln-nouth.
- ✓ 44. Angyle Street, Alnmouth.
- ✓ 45. Peases Lane, Alnmouth.
- ✓ 46. The Wynd, Alnmouth.
- ✓ 47. Road from Wooden to a point on the Ambie-Lesbury road A.1068  $\frac{3}{4}$ -mile south of Hipsburn.
- ✓ 48. Road from Waterside Saw Mills to a point on the Ambie-Lesbury road A.1068  $\frac{1}{2}$ -mile south of Hipsburn.
- ✓ 49. Road from a point on the Morpeth-Alnwick road A.1  $\frac{1}{4}$ -mile south of Ilarecrag Quarry via High Whittle, South Moor and Sturton Grange to a point on the Shilbottle-Birling road 250 yds. south of Tyelaw Burn.
- ✓ 50. Road from the Shilbottle-Birling road at Tyelaw Burn via Low Buston and Buston Barns to a point on the Hounds Dean-Shorrig road  $\frac{1}{2}$ -mile south of Shorrig Hall.
- ✓ 51. Road from a point on the Shilbottle-Birling road  $\frac{1}{4}$ -mile east of Warkworth Station, via Shorrig Hall to a point on the Lesbury-Ambie road A.1068 2 miles south of Hipsburn.
- ✓ 52. Road from a point on the Shilbottle-High Buston road  $\frac{3}{4}$ -mile west of High Buston to the Low Buston-Buston Barns road at Low Buston.
- ✓ 53. Road from a point on the Hampeth-Shilbottle road  $\frac{1}{4}$ -mile south west of Shilbottle Schools via Selby's Stead to a point on the Whittle-Stourton Grange road  $\frac{1}{4}$ -mile west of South Moor.
- ✓ 54. Road from a point on the Whittle-Stourton Grange road 350 yds. west of Southmoor via Hazon High Houses and Hazon Lea to the Newton-on-the-Moor to Acklington road at Guyzance Lea.
- ✓ 55. Road from the Whittle-Stourton Grange road at Southmoor via Brainshaugh to a point on the Newton-on-the-Moor to Acklington road  $\frac{1}{4}$ -mile west of Acklington Park Bridge.
- ✓ 56. Road from the Southmoor-Guyzance Lea road at Hazon High Houses to a point on the Southmoor-Brainshaugh road  $\frac{1}{2}$ -mile south of Southmoor.
- ✓ 57. Road from a point on the Southmoor-Guyzance Lea road  $\frac{3}{4}$ -mile south of Hazon High Houses via Hazon to a point on the Southmoor-Brainshaugh road  $1\frac{1}{8}$  miles north of Brainshaugh.
- ✓ 58. Road from the Morpeth-Alnwick road A.1 at Deanmoor Cottages via Deanmoor to Shilbottle.
- ✓ 59. Old School Road, Shilbottle.
- ✓ 60. Widows Road, Shilbottle.
- ✓ 61. Middle Road, Shilbottle.
- ✓ 62. Road from a point on the Southmoor-Brainshaugh road  $\frac{3}{4}$ -mile south of Southmoor via Hart Law and Warkworth Moor to the Acklington-Warkworth road at Old Barns.

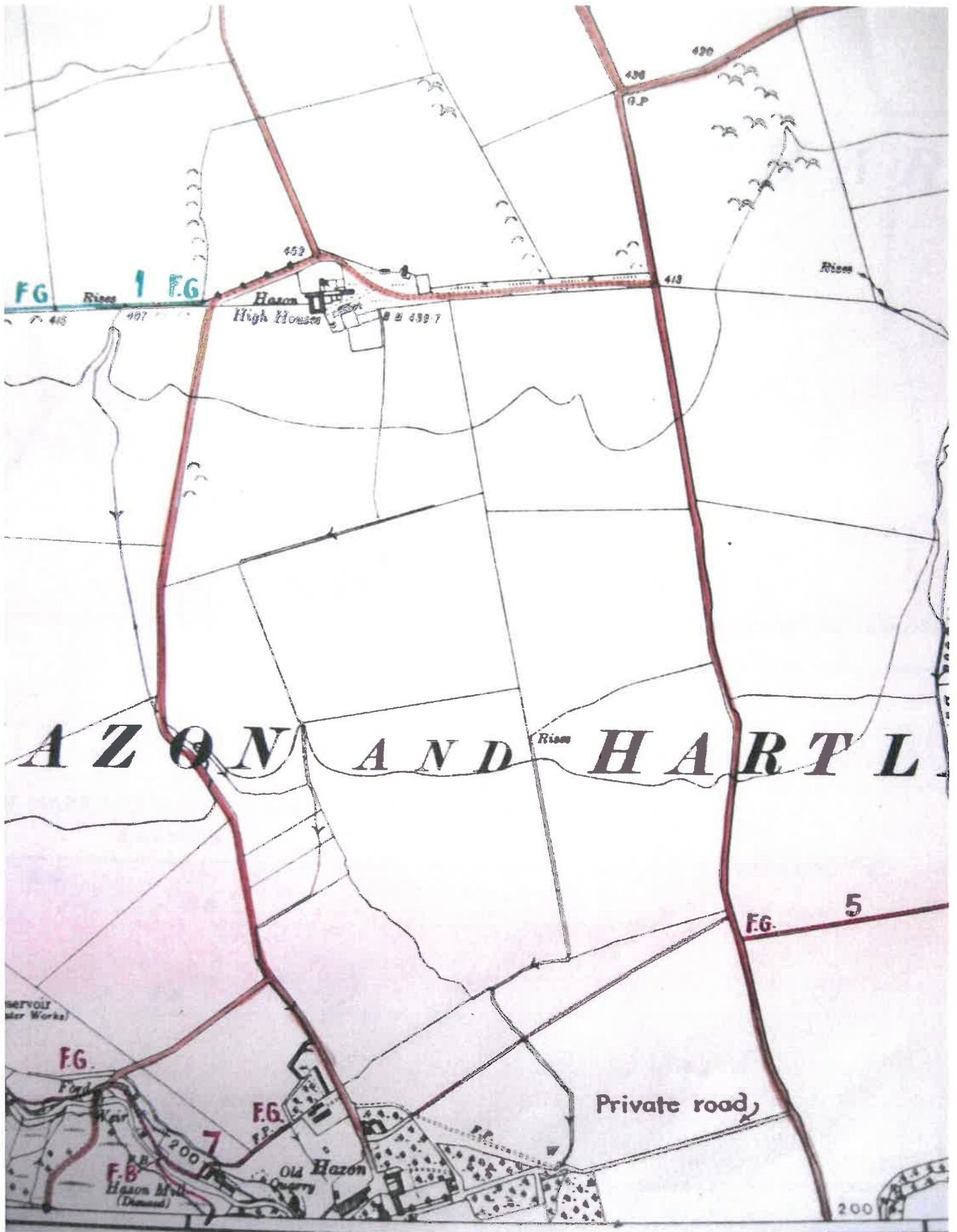
- ✓ 63. Road from the Whittle-Stourton Grange road at Stourton Grange via Southside to a point on the Hartlaw-Old Barns road  $\frac{1}{2}$ -mile south east of Hart Law.
- ✓ 64. Road from a point on the Hart Law-Old Barns road  $\frac{3}{4}$ -mile south east of Hart Law via Rank House to Guyzance.
- ✓ 65. Road from a point on the Morpeth-Alnwick road A.1  $\frac{3}{4}$ -mile south of Newton-on-the-Moor via Guyzance Lea, Acklington Park Bridge and Acklington Park to the Ackington-Felton road B.6345, at Acklington Station.
- ✓ 66. Road from a point on the Newton-on-the-Moor to Acklington road  $\frac{3}{4}$ -mile north west of its junction with the Ackington-Felton road B.6345 to a point on the Ackington-Felton Road B.6345  $\frac{1}{4}$ -mile north of Acklington station.
- ✓ 67. Road from a point on the Morpeth-Alnwick road A.1 200 yds. south of Lanehead via Old Felton and Acton Hall to the Newton-on-the-Moor to Acklington road at Brainshaugh Bridge.
- ✓ 68. Road from the Newton-on-the-Moor to Acklington road at Acklington Park Bridge via Guyzance and East House to a point on the Hart Law-Old Barns road  $\frac{1}{2}$ -mile west of the railway bridge.
- ✓ 69. Road from a point on the Hart Law-Old Barns road 200 yds. west of the railway bridge via Brotherwick to a point on the Shilbottle-Birling road  $\frac{3}{4}$ -mile west of Warkworth station.
- ✓ 70. Road from the Newton-on-the-Moor to Acklington road at Acklington Park via Low Farm to a point thereon 150 yds. north west of its junction with the Broomhill-Felton road B.6345 near Cheeveley.
- ✓ 71. Road from the Broomhill-Felton road B.6345 at Acklington via Morwick and Old Barns to the Ambie-Lesbury road A.1068 near Warkworth.
- ✓ 72. The Butts, Warkworth.
- ✓ 73. Church Lane, Warkworth.
- ✓ 74. Dial Place, Warkworth.
- ✓ 75. The Stanners, Warkworth.
- ✓ 76. Brewery Lane, Warkworth.
- ✓ 77. Cemetery Bank, Warkworth.
- ✓ 78. Heatherleazes Road, Warkworth.
- ✓ 79. Road from a point on the Broomhill-Felton road B.6345  $\frac{1}{2}$ -mile east of Acklington southwards to a point  $\frac{1}{4}$ -mile north of Towship Level Crossing.
- ✓ 80. Road from a point on the Broomhill-Felton road B.6345  $\frac{3}{4}$ -mile east of Acklington to a point on the Ackington-Warkworth road  $\frac{3}{4}$ -mile north of Acklington.
- ✓ 81. Road from the Hart Law-Old Barns road near Old Barns to Howlet Hall.
- ✓ 82. Road from a point on the Ackington-Warkworth road  $\frac{1}{4}$ -mile east of Old Barns via Maudlin and Gloster Hill to a point thereon 100 yds. north west of its junction with The Wynd, Ambie.
- ✓ 83. Road from a point on the Maudlin-Ambie road  $\frac{3}{4}$ -mile west of Gloster Hill to a point thereon 300 yds. north of New Hall.
- ✓ 84. Road from the Ackington-Warkworth road at Morwick Hall via Morwick to Morwick Mill.
- ✓ 85. Road from a point on the Broomhill-Ambie road A.1068  $\frac{1}{2}$ -mile south of Togston via Togston Barns, Togston East Farm and Radcliffe to Moor House.
- ✓ 86. Road from a point on the Ambie-Togston Barns road 300 yds. east of Moor House via Hauxley to Low Hauxley.



Extract from the Council's 1951 Highways Map



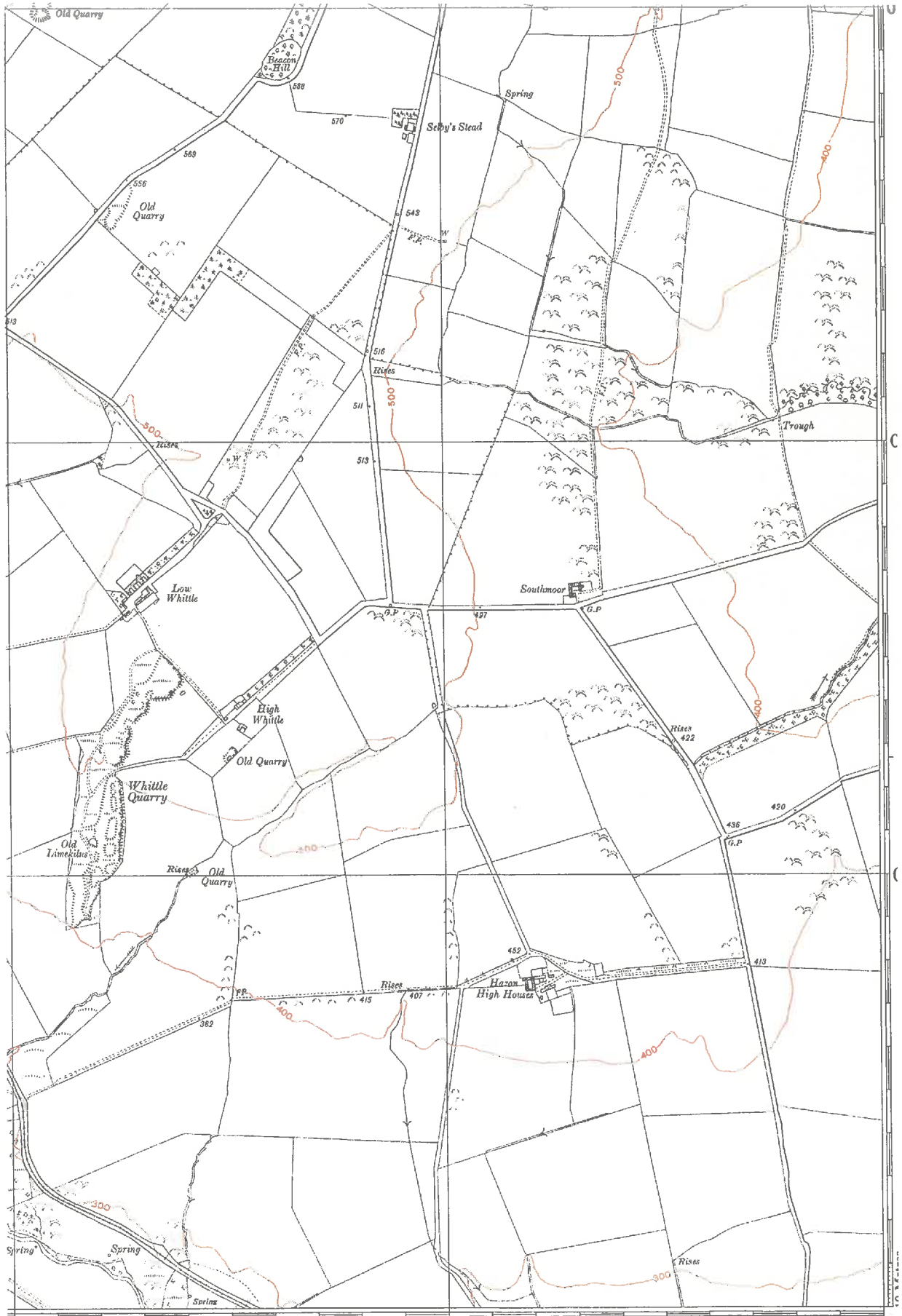
# Survey Map





Provisional Map





# 1958 County Road Schedule

## ALNWICK DIVISION

Brought Forward      15.612 miles

### Unclassified Roads in Alnwick Rural District

U.3026	Roads in Alnmouth	<p>Northumberland Street      1195 feet</p> <p>Peases Lane                    241 feet</p> <p>Argyle Street                  325 feet</p> <p>Garden Terrace                347 feet</p> <p>Links Road to Fountain       854 feet</p> <p>Grosvenor Place                243 feet</p> <p>The Wynd                        295 feet</p> <p>Marine Parade                  1345 feet</p> <p>Riverside Road                 1205 feet</p> <p>Lane at west end of Argyle Street.                 326 feet</p> <p style="text-align: center;"><u>6374 feet.</u></p>	1.207
U.3027	Wooden - Waterside Road	From Wooden crossing A.1068 south of Hipsburn to Waterside Sew Mills.	0.55
U.3028	Southmoor Road	From A.L. south of Harecrag Quarry crossing C.97 via Southmoor to C.100 near High Whittle (Includes junction with Diversion)	1.09
U.3029	Hounds Dean - Shortridge Road	From C.95 near Hounds Dean via Buston Barns and Shortridge to A.1068	1.14
U.3030	Low Buston - Buston Barns Road	From C.95 near Low Buston to U.3029 at Buston Barns.	1.01
U.3031	High Buston - Low Buston Road	From C.96 near High Buston to U.3030 at Low Buston	0.76
U.3032	High Whittle - Guyzance	From C.100 near High Whittle via Hazon High Houses to C.102 at Guyzance.	1.95
U.3033	Hertlaw - Breainshaugh	From C.100 near Hertlaw via Breainshaugh to C.102 near Acklington Park Bridge.	2.02
U.3034	Hazon High Houses Road	From U.3032 at Hazon High House east to U.3033	0.31
U.3035	Hazon Road	From U.3032 via Hazon to U.3033	0.62
<b>Forward</b>			<b><u>26.269 miles</u></b>



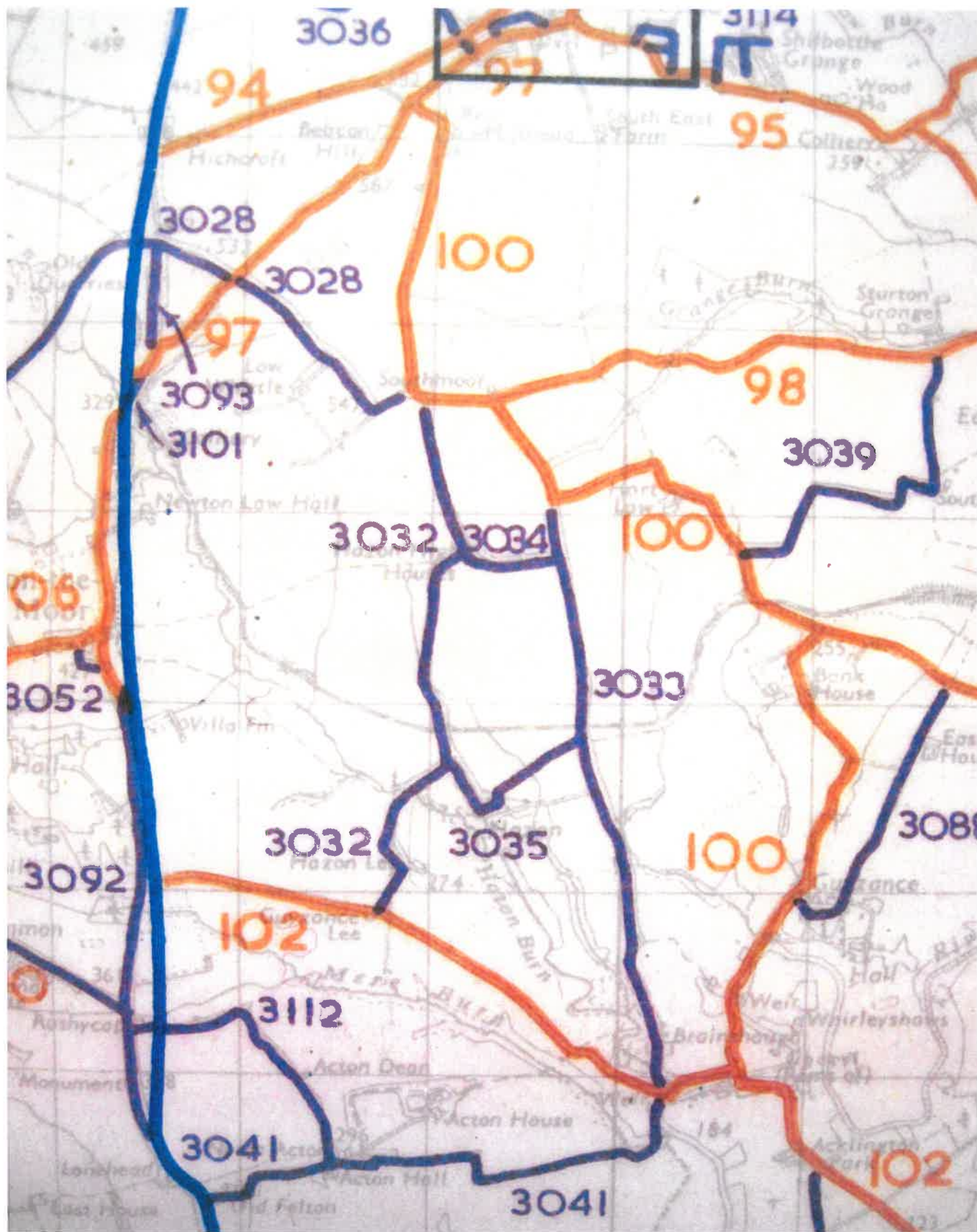
# 1964 County Road Schedule

- 79 -

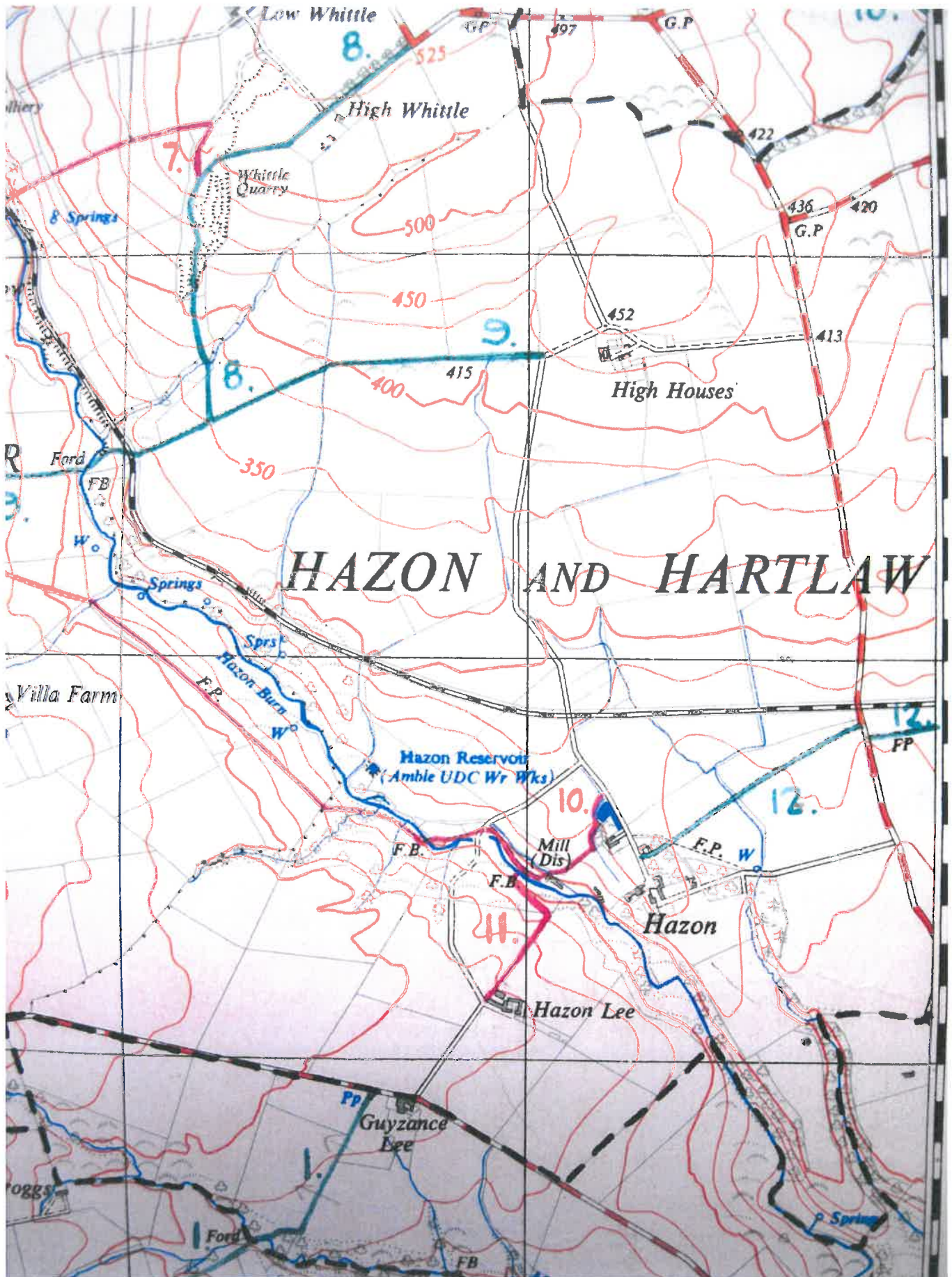
Route No.	Name of Road.	Description.	Responsible Division or Authority.	Mileage.	Total Mileage.
U.3026	Roads in Alnmouth.	Northumberland Street. Peases Lane. Argyle Street. Garden Terrace. Links Road to Fountain. Grosvenor Place. The Wynd. Marine Parade. Riverside Road. Lane at West end of Argyle Street.	Alnwick.	1.21	
U.3027	Wooden-Waterside Road.	From Wooden north-eastwards crossing A.1068 south of Hipsburn to Waterside Saw Mills.	Alnwick.	0.55	
U.3028	Whittle Road.	From A.1 south of Hitchcroft south-eastwards crossing C.97 to C.100 near High Whittle. (Includes junction with diversion).	Alnwick.	1.09	
U.3029	Hounds Dean-Shorbridge Road.	From C.95 near Hounds Dean northwards via Buston Barns and Shorbridge to A.1068.	Alnwick.	1.14	
U.3030	Low Buston-Buston Barns Road.	From C.95 near Low Buston eastwards to U.3029 at Buston Barns.	Alnwick.	1.01	
U.3031	High Buston-Low Buston Road.	From C.96 near High Buston southwards to U.3030 at Low Buston.	Alnwick.	0.76	
U.3032	High Whittle-Guyzance Lee.	From C.100 near High Whittle southwards via Hazon High Houses to C.102 at Guyzance Lee.	Alnwick.	1.95	
U.3033	Hartlaw-Brainshaugh.	From C.100 near Hartlaw via Brainshaugh to C.102 near Acklington Park Bridge.	Alnwick.	2.02	
U.3034	Hazon High Houses Road.	From U.3032 at Hazon High Houses eastwards to U.3033.	Alnwick.	0.31	
U.3035	Hazon Road.	From U.3032 eastwards via Hazon to U.3033.	Alnwick.	0.62	



Extract from the Council's 1964 Highways Map



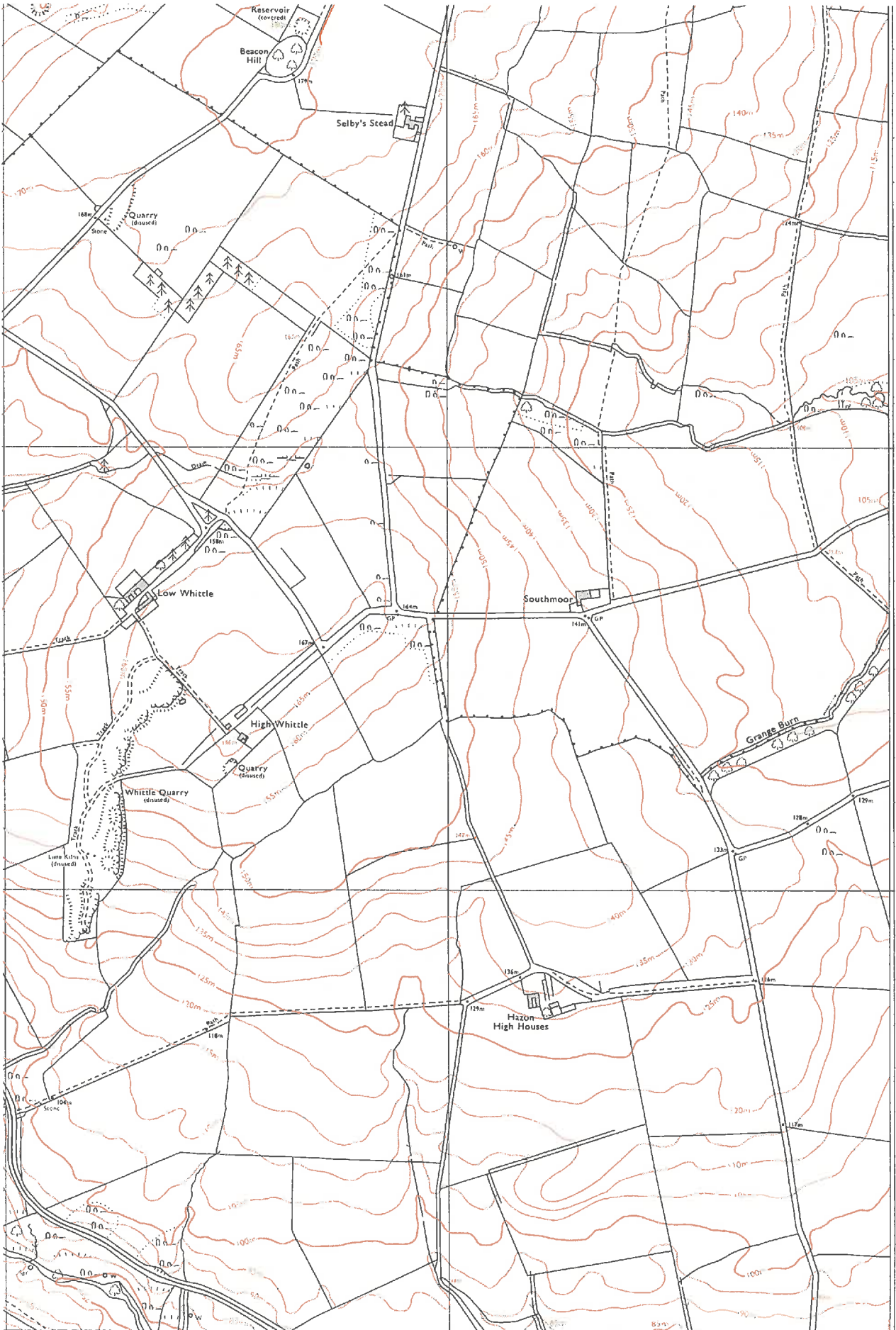
# First Review Definitive Map



# 1974 County Road Schedule

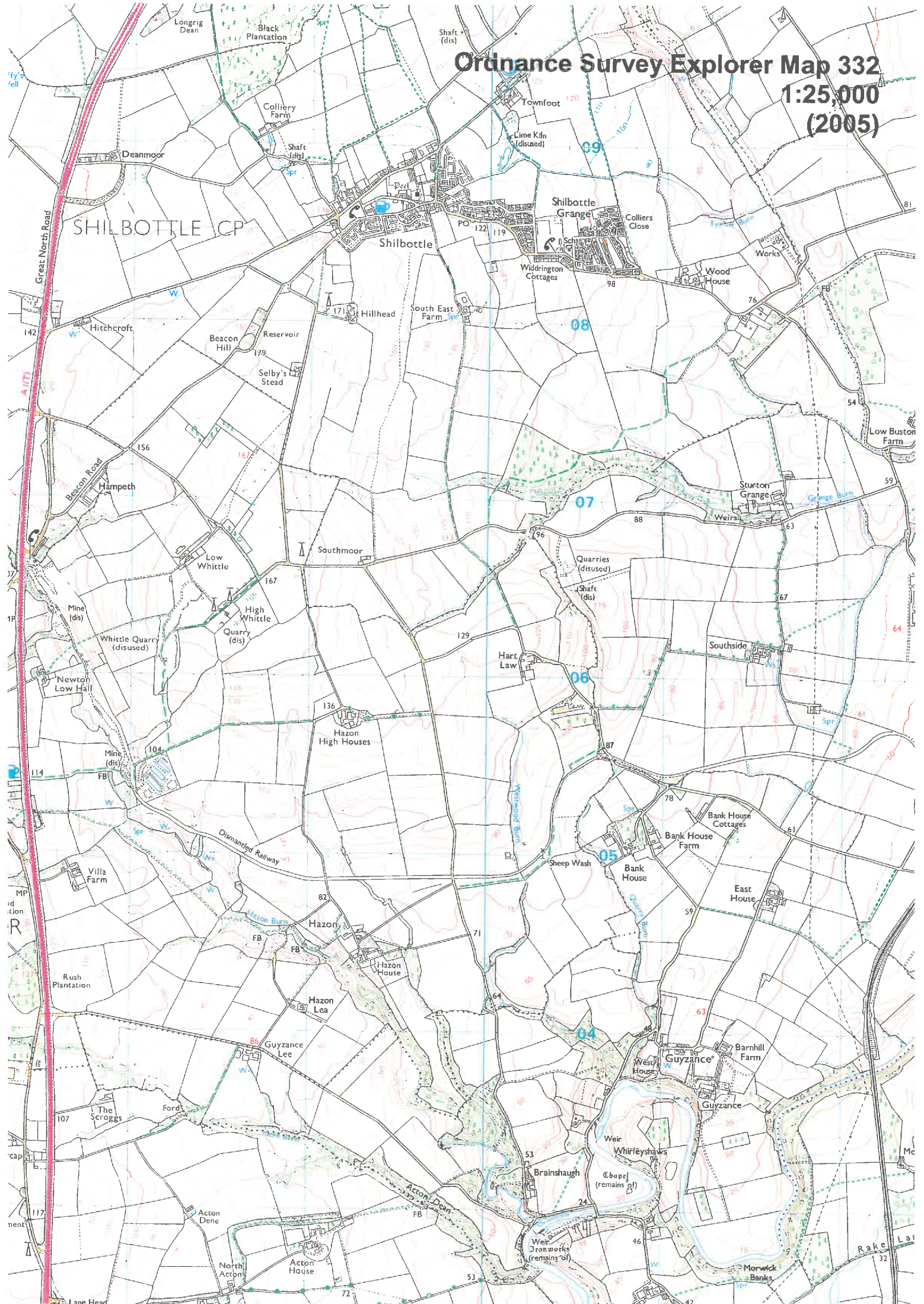
Route No.	Name of Road	Description	Responsible Division or Authority	Mileage	Total Mileage
U. 3033	Hartlaw-Brainshaugh.	From C. 100 near Hartlaw (NU. 196061) southwards via Brainshaugh to C. 102 near Acklington Park Bridge (NU. 202029).	Alnwick Division.		2.02
U. 3034	Hazon High Houses Road.	From U. 3032 at Hazon High Houses (NU. 192058) eastwards to U. 3033 at (NU. 197058).	Alnwick Division.		0.31
U. 3035	Hazon Road.	From U. 3032 at NU. 191047 eastwards via Hazon to U. 3033 at NU. 198048.	Alnwick Division.		0.62
U. 3036	Dearmoor Road.	From A. 1 at Dearmoor Cottages (NU. 177089) eastwards via Dearmoor to C. 94 at Shilbottle (NU. 191086).	Alnwick Division.		1.08
U. 3037	Shilbottle Roads. (See also U. 3076, U. 3108 and 3114).	The following roads in Shilbottle Village (NU. 194087):- Old School Road, (100 yards); Widow's Road, (113 yards); and Middle Road, (333 yards).	Alnwick Division.		0.31
U. 3038	Warkworth Moor-Old Barns Road.	From C. 101 near Warkworth Moor (NU. 223049) eastwards via Black Bridge Wood to join C. 103 at Old Barns (NU. 241053) including approach to Howlet Hall and also cul-de-sac known as Coquet way off south side (151 yards).	Alnwick Division.		1.73
U. 3039	Southside-Sturton Grange.	From C. 100 southwest of Hart Law (NU. 206058) eastwards and northwards via Southside to join C. 98 at Sturton Grange (NU. 217069).	Alnwick Division.		1.29
U. 3040	Acklington Local Road.	From C. 102 at NU. 218019 south-eastwards to B. 6345 at Acklington Station (NU. 221015).	Alnwick Division.		0.34
U. 3041	Lanehead-Acton Hall-Brainshaugh Road.	From A. 1 at Lanehead (NU. 177073) eastwards via Acton Hall to C. 102 at Brainshaugh Bridge (NU. 203029).	Alnwick Division.		1.94

1:10,000 O.S. Map  
1977



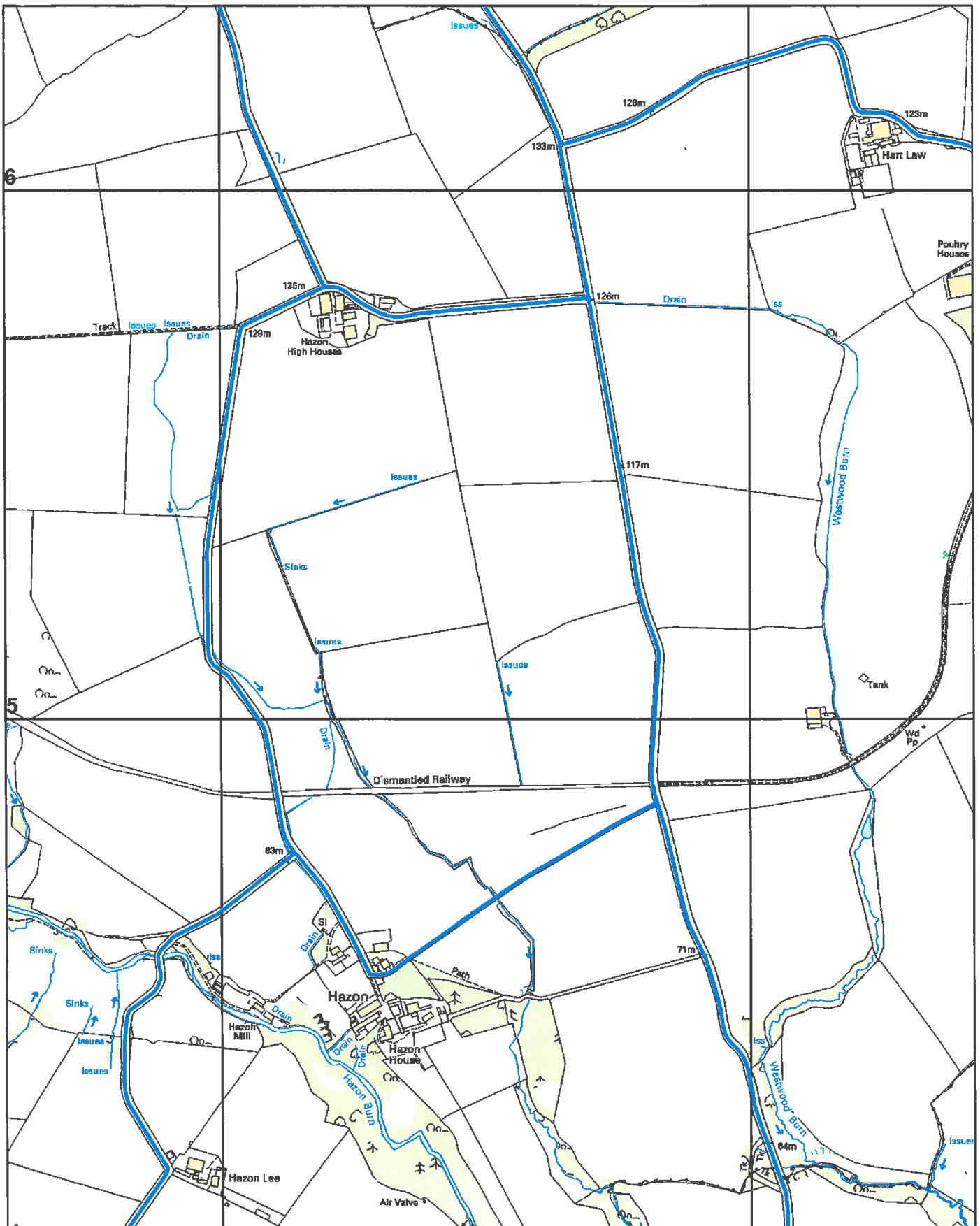
# Ordnance Survey Explorer Map 332

1:25,000  
(2005)



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

<b>Road Number</b>	<b>Description</b>	<b>Length - Metres</b>
<b>U3032</b>		
	C102 JCT TO U3035 JCT	1,079
	U3035 JCT TO U3034 JCT	1,222
	U3034 JCT TO C100 JCT	848
	<i>Total length for U3032</i>	<b>3,148</b>
<b>U3033</b>		
	U3034 JCT TO C100 JCT	294
	C102 JCT TO U3035 JCT	1,994
	U3035 JCT TO U3034 JCT	971
	<i>Total length for U3033</i>	<b>3,259</b>
<b>U3034</b>		
	U3032 JCT TO U3033 JCT	515
	<i>Total length for U3034</i>	<b>515</b>
<b>U3035</b>		
	U3032 JCT TO U3033 JCT	911
	<i>Total length for U3035</i>	<b>911</b>
<b>U3036</b>		
	U3036 LINK TO END OF OLD ROAD	264
	U3036 LINK ROAD TO C94 SHILBOTTLE	1,467
	A1(T) JCT TO U3036 JCT (LINK ROAD)	481
	<i>Total length for U3036</i>	<b>2,212</b>
<b>U3037</b>		
	C97 WHITCHES ROW TO C94 JCT SHILBOT	113
	MIDDLE ROAD TO C97 JCT SHILBOTTLE	330
	C97 JCT TO C94 JCT SHILBOTTLE	95
	<i>Total length for U3037</i>	<b>538</b>
<b>U3038</b>		
	HEATHERGROVE	95



**Network Management  
Information System**

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

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Drn:

AB

Date:

May 2019

Scale:

1:10,000