



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 28 PARISH OF NEWTON-ON-THE-MOOR

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 part of the U3035 road, between Hazon and the U3033 road east of Hazon.

Recommendation

It is recommended that the sub-committee agrees that:

- (i) there is sufficient evidence to indicate that, on a balance of probability, public vehicular rights have been shown 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 is unlikely to satisfy the balance of user test necessary for the route to be included on the Definitive Map as a byway open to all traffic;**
- (iv) when the law is amended to allow it, an Order be made to delete Public Bridleway No 23 from the Definitive Map.**

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 where an existing public bridleway, on the Definitive Map and Statement, is being upgraded to byway open to all traffic / restricted byway status, on the basis of historical documentary evidence, is Section 53(3)(c)(ii) 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 highway shown in the map and statement as a highway of a particular description ought to be there shown as a highway of a different description”

- 1.3 However, where what is actually being proposed is the removal of a public right of way from the Map altogether, then Section 53(3)(c)(iii) would appear to be the only available option. This covers situations where:

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

“that there is no public right of way over the land shown in the map and statement as a highway of any description, or *any other particulars contained in the map and statement require modification.*”

- 1.4 Unfortunately, it would seem that the Court of Appeal's decision in relation to *Masters versus the Secretary of State (2000)* established a limited set of circumstances in which the “or any other particulars contained in the map and statement require modification” could be made to apply. Unless the law is changed, there appears to be no mechanism currently available which would permit the deletion of footpaths and bridleways from the definitive map on the basis that these routes have subsequently become a part of the ‘normal’ road network.

- 1.5 Nevertheless, it is considered worthwhile examining the evidence in cases such as this for two reasons. Firstly, it is sensible to establish whether or not the Natural Environment and Rural Communities Act 2006 has extinguished the public’s motor vehicular rights. The more time that elapses before these cases get considered, the harder it may become to establish what the effect of the 2006 Act really was, particularly in more marginal circumstances. Secondly, there is a hope that at some point in the future, the law will be amended to address this recognized shortcoming.

- 1.6 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 'U3035" 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 U3035 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 28: This byway has always had a tarmacadam surface (70 yrs +) and was always open with gates at the Points C, D and B. The fences were erected circa 1958 by my father. The road was always publicly maintained and used by all traffic, including animals.

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 26th February 2018, Ms H Evans responded to the consultation, on behalf of Cycling UK, stating:

“Ted has now looked at these and come back to me with the attached and also the comment that “Most are standard changes to confirm existing BOATs but a few are really good gains to the access network. No comment means we support and no comments are necessary”.

Cycling UK did not make any comments in relation to this particular proposal.

4.3 By email, on 14th May 2018, Ms S Rogers responded to the consultation, on behalf of the British Horse Society, stating:

“Alleged byway open to all traffic 28 (Hazon)

This route is a tarmac road which is used mainly by vehicles, though it will also be used by walkers, cyclists and horse riders as it is part of the minor road network. It links via a public road to a public bridleway at its eastern end and to a public footpath at its western end.

“The BHS considers that there is no urgency to add this route to the definitive map as it is clearly recognised as a public road.”

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 28.

1820 Fryer’s County Map

There is no evidence of a road or track approximating to the route of alleged Byway No 28.

1827 Cary’s Map

There is no evidence of a road or track approximating to the route of alleged Byway No 28.

1828 Greenwood's County Map

There is clear evidence of an unenclosed road or track approximating to the route of alleged Byway No 28.

1866 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an unenclosed road / track over the route of alleged Byway No 28.

1897 Ordnance Survey Map: Scale 1:2500

There is clear evidence of an unenclosed road / track (labelled "BR") over the route of alleged Byway No 28.

Finance Act 1910 plan

There is clear evidence of an unenclosed road / track over the route of alleged Byway No 28. The route is not identified as being separate from the adjacent land by coloured boundaries (though this is not unexpected given that it was not, at that time, separated by physical 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 a mainly unenclosed road / track over the route of alleged Byway No 28.

1932 Alnwick RDC Handover Map

The route of alleged Byway Open to All Traffic No 28 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 28 is coloured so as to identify it as a publicly maintainable road to be protected from ribbon development.

1951 Highways Map

A route approximating to that of alleged Byway Open to All Traffic No 28 is coloured so as to identify it as a publicly maintainable road.

c.1952 Definitive Map – original Survey Schedules & Map

The route of alleged Byway Open to All Traffic No 28 exists on the base map. The approach to it, from the north, at the Hazon end, is coloured brown. Known public roads were generally coloured brown to indicate what the extent of the road network was considered to be. The most westerly 80 metres of Byway No 28 is shown as an enclosed road or track, but it is not coloured to identify the existence of any public right of way. The remainder of the route is identified as an unenclosed path or

track across fields and is coloured purple to indicate the existence of public footpath rights (part of Footpath No 5).

Draft Map

The route of alleged Byway Open to All Traffic No 28 exists on the base map. The whole route is now coloured green, and identified as being part of Public Bridleway No 5.

Provisional Map

The route of alleged Byway Open to All Traffic No 28 exists on the base map. The route is coloured green, and identified as being part of Public Bridleway No 5.

1957 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an enclosed road / track over the western end of the route of alleged Byway No 28, but the majority of the route is shown as an unenclosed road / track across two fields.

1962 Original Definitive Map

The route of alleged Byway Open to All Traffic No 28 is shown as a mainly unenclosed path or track and is identified as being part of Public Bridleway No 12. A pencilled annotation of the map shows the route of alleged Byway No 28 crossed out and labelled as being the U3035.

1964 Highways Map

A route approximating to that of alleged Byway Open to All Traffic No 28 is coloured so as to identify it as a publicly maintainable road.

First Review Definitive Map (Relevant Date 1 November 1963)

The route of alleged Byway Open to All Traffic No 28 is shown as a mainly unenclosed path or track and is identified as being part of Public Bridleway No 12.

1977 Ordnance Survey Map: Scale 1:10,000

There is clear evidence of an enclosed road / track over the route of alleged Byway No 28.

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 28. It is shown as a yellow road rather than as an "Other route with public access ..." (i.e. with green dots).

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 the following route is partly identified along the of the route of alleged Byway No 28:

“Parish of Hazon and Hartlaw

.....

5. BR. From Hazon to Bank House, from the Brainshaugh public road running in an E direction through field No 54 then NE through field Nos 51, 50, 49 to the Bank House public road.”

- 5.3 The entry for the U3035 road, in the 1958 County Road Schedule states:

“U3035 Hazon Road
From U3032 via Hazon to U3033.”

The length of the U3035 road is identified as 0.62 miles.

- 5.4 The Council’s Bridges and Roads Committee considered this route in 1956. The minutes of the 18 June 1956 Bridges and Roads Committee state:

“(25) Fencing of Roads

...

“Alnwick Rural District - Hazon Road, U3035

Mr JR Bell of Hazon House, Acklington, proposes to fence both sides of a length of approximately 610 yards of this road, at an estimated cost of £360, and has asked for a contribution towards the cost from the County Council. The fencing would eliminate three gates.

“The road is not within a livestock rearing area and Mr Bell has stated that he will receive no grant-in-aid from the Ministry of Agriculture, Fisheries and Food.

“I recommend, therefore, that a contribution be made not exceeding one half of the actual or estimated cost, whichever is the lower, subject to the owner agreeing to erect the fences on approved lines and to give up all rights to maintain the three gates across the road.”

The decision of the Committee is stated as “Approved subject to the conditions stated”.

- 5.5 The original entry for the U3035 road, in the 1964 County Road Schedule states:

“U3035 Hazon Road
From U3032 eastwards via Hazon to U3033.”

The length of the U3035 road is identified as 0.62 miles.

- 5.6 The entry for the U3035 road, in the 1974 County Road Schedule states:

“U3035 Hazon Road

From U3032 at NU 191047 eastwards via Hazon to U3033 at NU 198048.”

The length of the U3035 road is identified as 0.62 miles.

- 5.7 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:

“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.”

- 5.8 The original Definitive Statement for the public right of way that forms this road stated:

Public Bridleway No 12 (Parish of Newton-on-the-Moor)

“From the public road at Hazon in a north-easterly direction crossing the Southmoor-Acklington road, the Westwood Burn and the Railway to join BR 35 at the Warkworth Parish boundary.”

6. SITE INVESTIGATION

- 6.1 From a point marked A, at a right angle bend in the U3035 road, adjacent to Hazon Cottage, a 2.7 metre wide tarmac road in a 6 to 8.8 metre wide corridor proceeds in an easterly direction for a distance of 25 metres. Thereafter, the 2.7 metre wide tarmac road continues within a 6.7 to 7.8 metre wide corridor in a north-easterly direction, for a distance of 605 metres, to join the U3033 road at a point marked B, 30 metres south of that road’s crossing of the dismantled railway.

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 28th 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 (21st 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 21st 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)(ii) 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 highway shown in the map and statement as a highway of a particular description ought to be there shown as a highway of a different description.

- 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 28 is identified on the County Council’s current List of Streets as being part of the U3035 road. The whole 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 unenclosed road / track on Ordnance Survey maps since 1866. 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 on Greenwood’s County Map of 1828.
- 8.6 The County Council accepts that, given the way the regulations were written with regard to the way highway authorities could include publicly maintainable highways in the List of Streets, there was no impediment to public bridleways and public footpaths also being included. That is not to say that any bridleways or footpaths were so shown – just that they could be. It must, therefore, be entirely proper to consider each UCR on a case by case basis,

but that does not mean that we should begin with the assumption that each UCR is no more than a public footpath unless higher rights can be proven by other means. In Northumberland there is no evidence to suggest that public footpaths and public bridleways were deliberately shown on the 1958, 1964 or 1974 County Road Schedules (forerunners of the modern day List of Streets). The fact that a route is shown on these schedules must, therefore, be evidence of some weight that public vehicular rights exist.

- 8.7 Letters from DEFRA, dated 2003 and November 2006, and Rights of Way Circular 1/09 set out the approach Inspectors and order making authorities should take in determining the status of routes included on the List of Streets. In summary, the guidance states that the inclusion of a route on the List of Streets is not a record of what legal rights exist over that highway but may provide evidence of vehicular rights. However, this must be considered with all other relevant evidence in order to determine the nature and extent of those rights. Highway Authorities are recommended to examine the history of such routes and the rights that may exist over them on a case by case basis in order to determine their status.
- 8.8 Although the route of alleged Byway No 28 was identified as a publicly maintainable highway on Alnwick District Council's 1932 Handover Map and on the 1937 / 1939 schedule and map produced under the Restriction of Ribbon Development Act 1935, it was nevertheless also identified by Alnwick Rural District Council as a public bridleway in the Schedule of Reputed Public Rights of Way which that Council published under the Rights of Way Act 1932. All three of these documents were prepared within a few years of each other. On the face of it, the fact that Alnwick Rural District Council was handing over publicly maintainable highways in 1932 then, just a few years later, saying that one of those same routes was just a public bridleway does suggest that they were handing over routes that were not exclusively vehicular, as was previously considered to be the case. This route would, however, appear to be a rare exception, rather than part of a more general trend. It may have been different members of staff identifying maintainable 'roads' to handover in 1932 from those responsible for identifying reputed public rights of way. Most of the route was then subsequently identified for inclusion on the Definitive Map as a public footpath at the Survey stage. By the Draft Map stage, the whole route had been identified as a public bridleway and this was then carried through to the subsequent Provisional Map and Definitive Map stages.
- 8.9 Notwithstanding the parallel process of Definitive Map preparation in the 1950s and early 1960s, the whole route was, nevertheless, identified as a publicly maintainable highway in all County Council Highways maps and schedules from 1951 onwards. Although the original Definitive Map has a pencil annotation indicating that this anomaly was known about, when the First Review of the Definitive Map was completed in the early 1970s (taking account of any changes up to 1 November 1963) this route remained recorded as a public bridleway.
- 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.

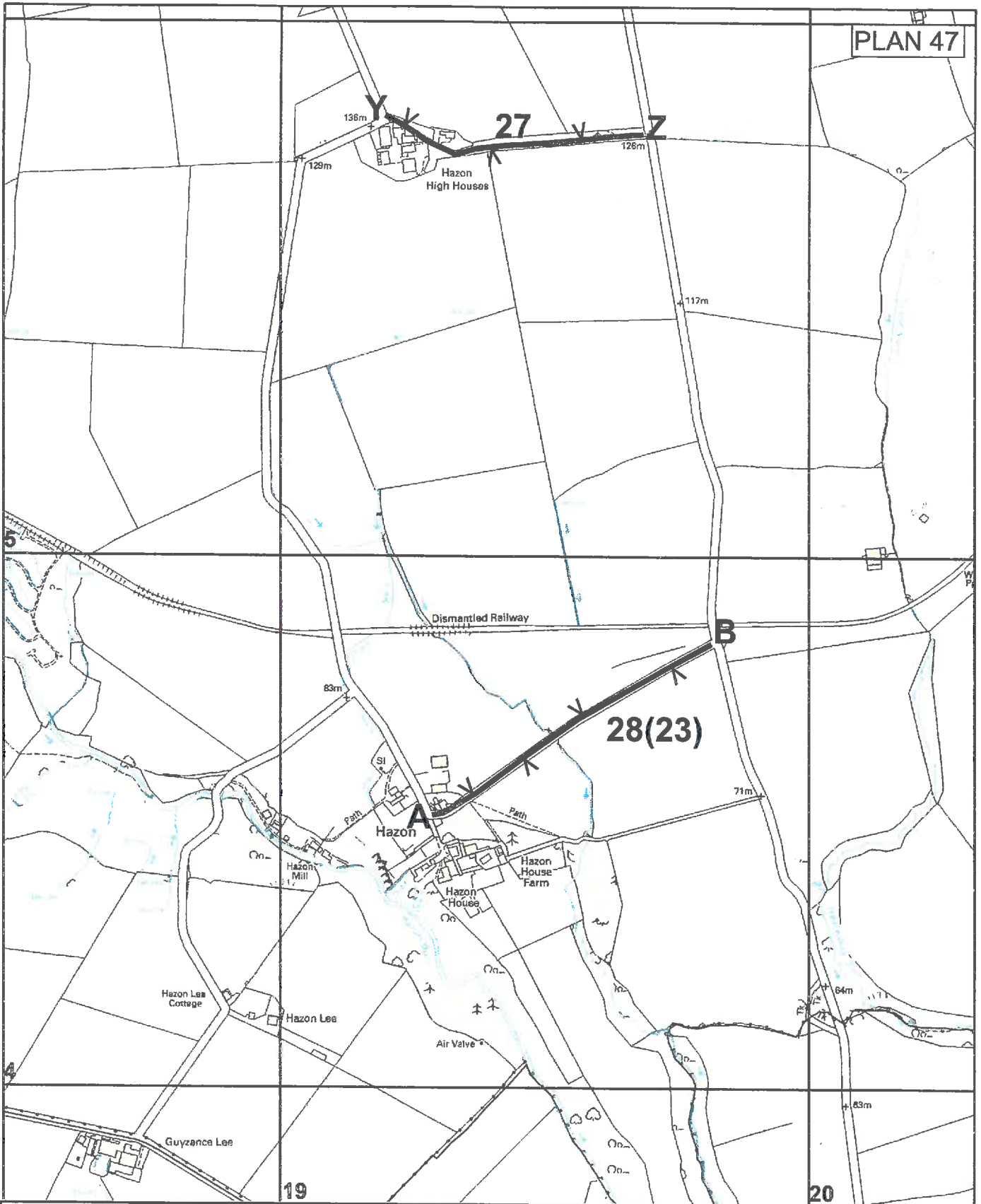
- 8.11 Of the saving provisions above, the usual one, namely (b), will not apply to the route of alleged Byway No 28. Where a route is shown on the Definitive Map as a footpath or bridleway, then the fact that it is shown on the List of Streets will not be sufficient to prevent the public's motor vehicular rights from being extinguished. It is necessary to see whether or not one of the other saving provisions might apply.
- 8.12 Under section 67(2)(c) of NERCA 2006, the public's motor vehicular rights would not be extinguished if those rights had been created on terms that expressly provided for a right of way for mechanically propelled vehicles. We don't appear to have any records identifying exactly when this road was dedicated and certainly nothing expressly providing for use by mechanically propelled vehicles, so this saving provision would seem unlikely to apply.
- 8.13 Under section 67(2)(d) of NERCA 2006, the public's motor vehicular rights would not be extinguished if they are over a way that had been created by construction of a road intended to be used by MPVs. In this case, the construction of the modern tarmac road clearly post-dates the existence of the public vehicular right of way. The vehicular rights already existed a considerable time before the road was improved with tarmac. This saving provision also appears unlikely to apply.
- 8.14 Under section 67(2)(e) of NERCA 2006, the public's motor vehicular rights would not be extinguished if they are over a way that had been in long use by mechanically propelled vehicles before 1930, when it first became an offence to drive 'off-road'. There is no evidence of long-standing public motor vehicular use before 1930 in this instance.
- 8.15 Under section 67(2)(a) of NERCA 2006, the public's motor vehicular rights would not be extinguished if they are over a way whose main lawful use by the public during the period of 5 years between 2nd May 2001 and 2nd May 2006 was with mechanically propelled vehicles. The difficulty here is that the Council has no real evidence regarding the balance of public user during this 5 year period. This road has a good tarmac surface; it is a through route for motor vehicles, that we know is in daily use. Whilst vehicular use of the route is not heavy, it is believed that it currently exceeds pedestrian, equestrian and bicycle use. There is no reason to believe that this pattern of use was significantly different during the period May 2001 to May 2006. Recreational cycling increased, quite significantly, after the 2012 Olympic Games, but otherwise the balance of user is likely to be similar. Officers believe that, notwithstanding the difficulties of demonstrating this, more than ten years on, public motor vehicular use outweighed pedestrian and equestrian and cycle use during the relevant 5 year period between 2nd May 2001 and 2nd May 2006, and for this reason the public's motor vehicular rights were not extinguished by NERCA 2006.
- 8.16 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.

- 8.17 This route has a good driveable tarmac surface and, regardless of how it might have been in the 1950s, now has the appearance of being a public road. As discussed in paragraph 8.15 above, the balance of public user definitely appears to lean in favour of motor vehicles. On that basis, the route will not satisfy the criteria for being recorded on the Definitive Map as a byway open to all traffic.
- 8.18 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. There is usually a boundary to boundary presumption for public highways. On this basis, were an Order to be made to upgrade the A-B route of existing Public Bridleway No 23 to a byway open to all traffic, it should be identified with a width of between 6 and 8.8 metres, as identified in paragraph 6.1, above.
- 8.19 Since the A-B section of highway does not appear to fit the balance of user criteria for being recorded as a byway open to all traffic, but is clearly more than just a public bridleway, the most appropriate course of action would seem to be to delete Public Bridleway No 23 from the Definitive Map altogether. It had been considered that section 53(3)(c)(iii) of the Wildlife & Countryside Act 1981 might provide a mechanism to delete a footpath such as this, from the Definitive Map. This appeared to be a catch-all provision to cover unspecified situations where "any other particulars contained in the map and statement require modification". Unfortunately, Paragraphs 36 and 37 of Lord Justice Roch's judgment, when *Masters v Secretary of State for Transport* was considered by the Court of Appeal in 2000, appears to rule out this course of action.
- 8.20 The only alternative to deleting the footpath from the Definitive Map is to leave it unchanged. Doing so would have the effect of continuing to identify the route with a status that is not just incorrect, but known to be so; a somewhat misleading state of affairs. Given that the exception which is being relied upon to 'save' the route's status as a motor vehicular highway relates to patterns of use during the 5 years prior to commencement of the Act in 2006 it is, therefore, considered desirable to ask the Sub-Committee to determine the correct status of this 'dual-classified' route sooner rather than later, even if no mechanism for updating the Definitive Map currently exists.

9. CONCLUSION

- 9.1 In light of the documentary evidence submitted, it appears that on a balance of probabilities public vehicular rights have been shown to exist over the route of alleged Byway Open to All Traffic No 28.
- 9.2 The Natural Environment and Rural Communities Act 2006 would not appear to have extinguished the public's motor vehicular rights over any part of the route.



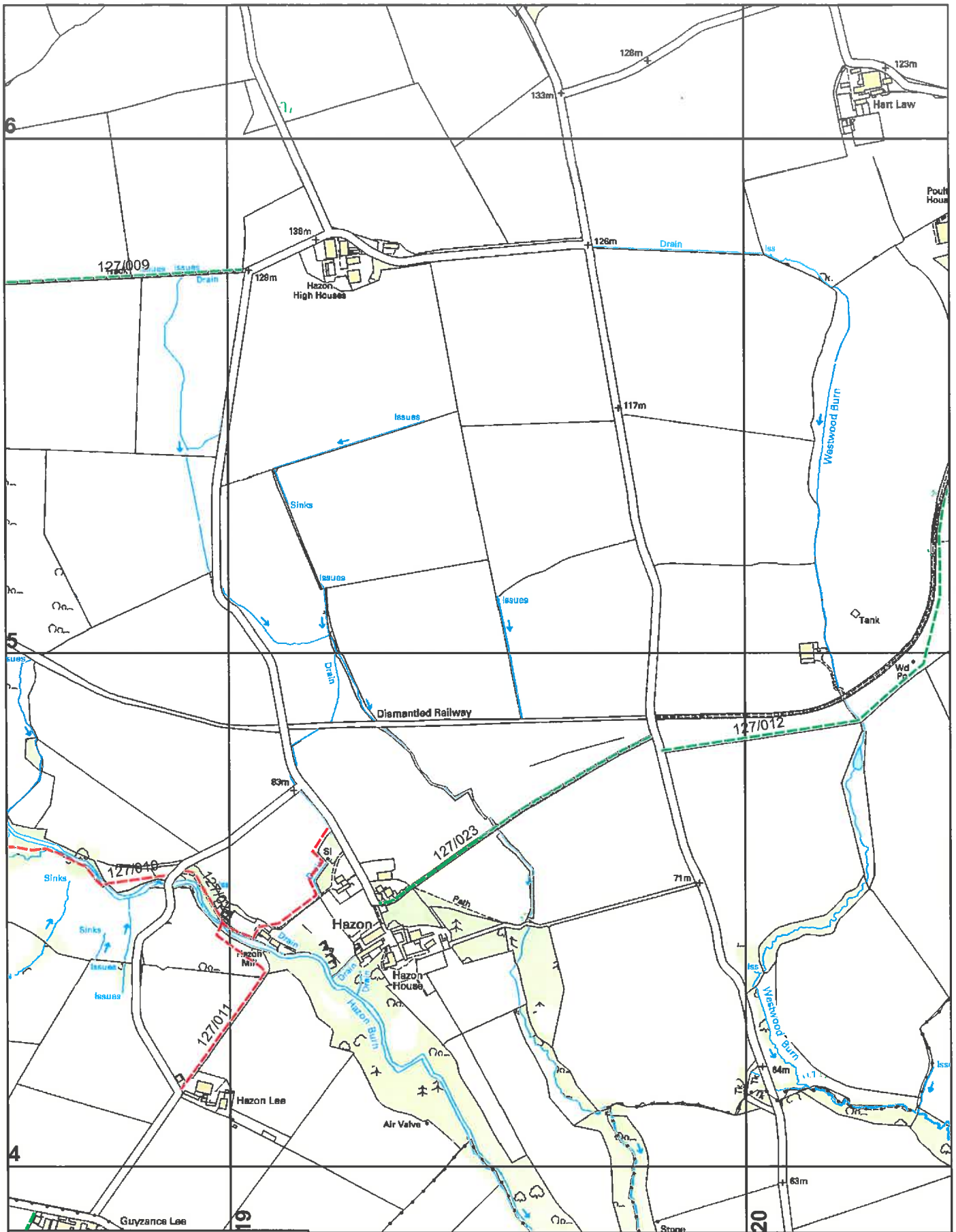
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**Wildlife and Countryside Act 1981
 Public Rights of Way**



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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

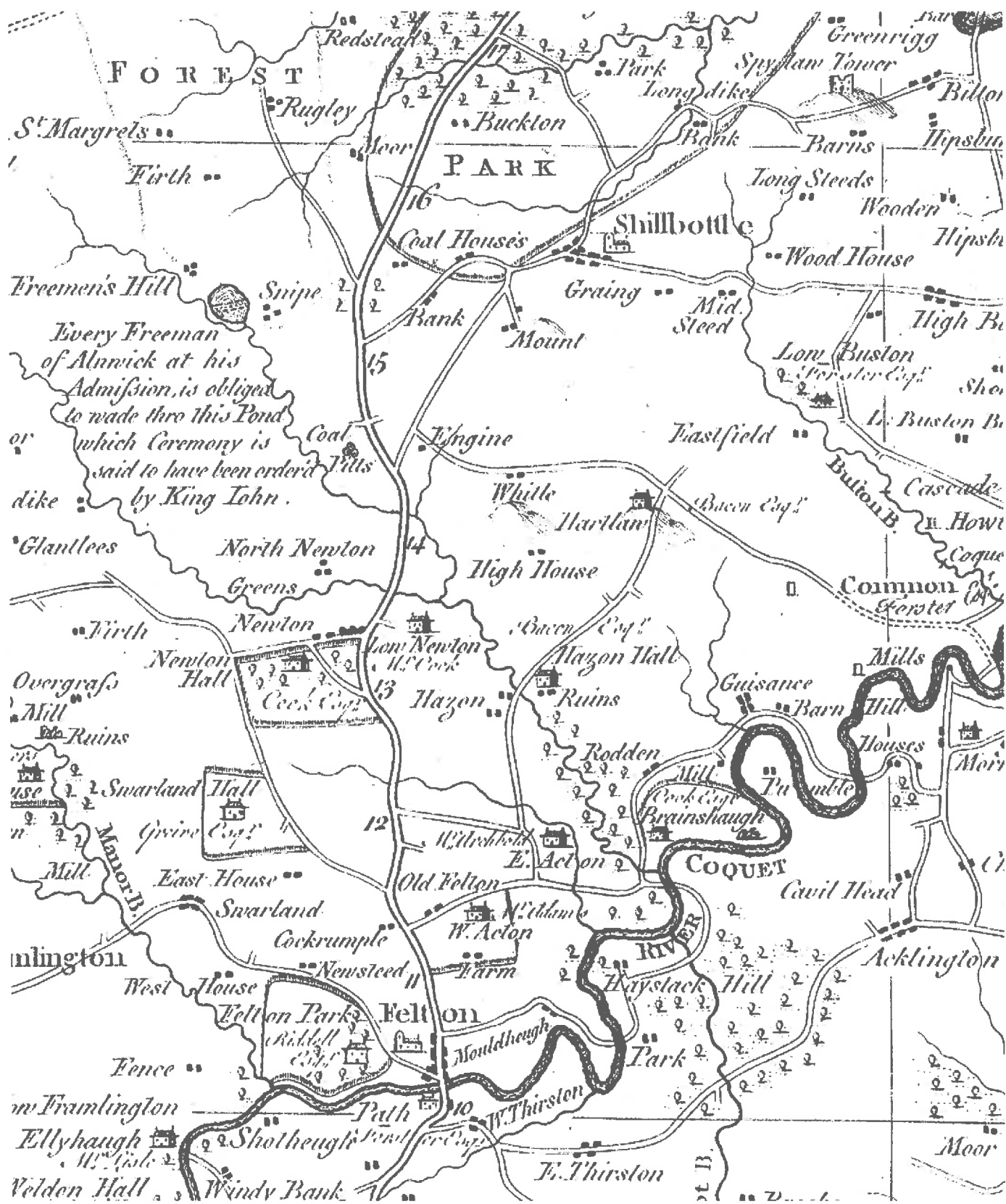
Legend

- 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

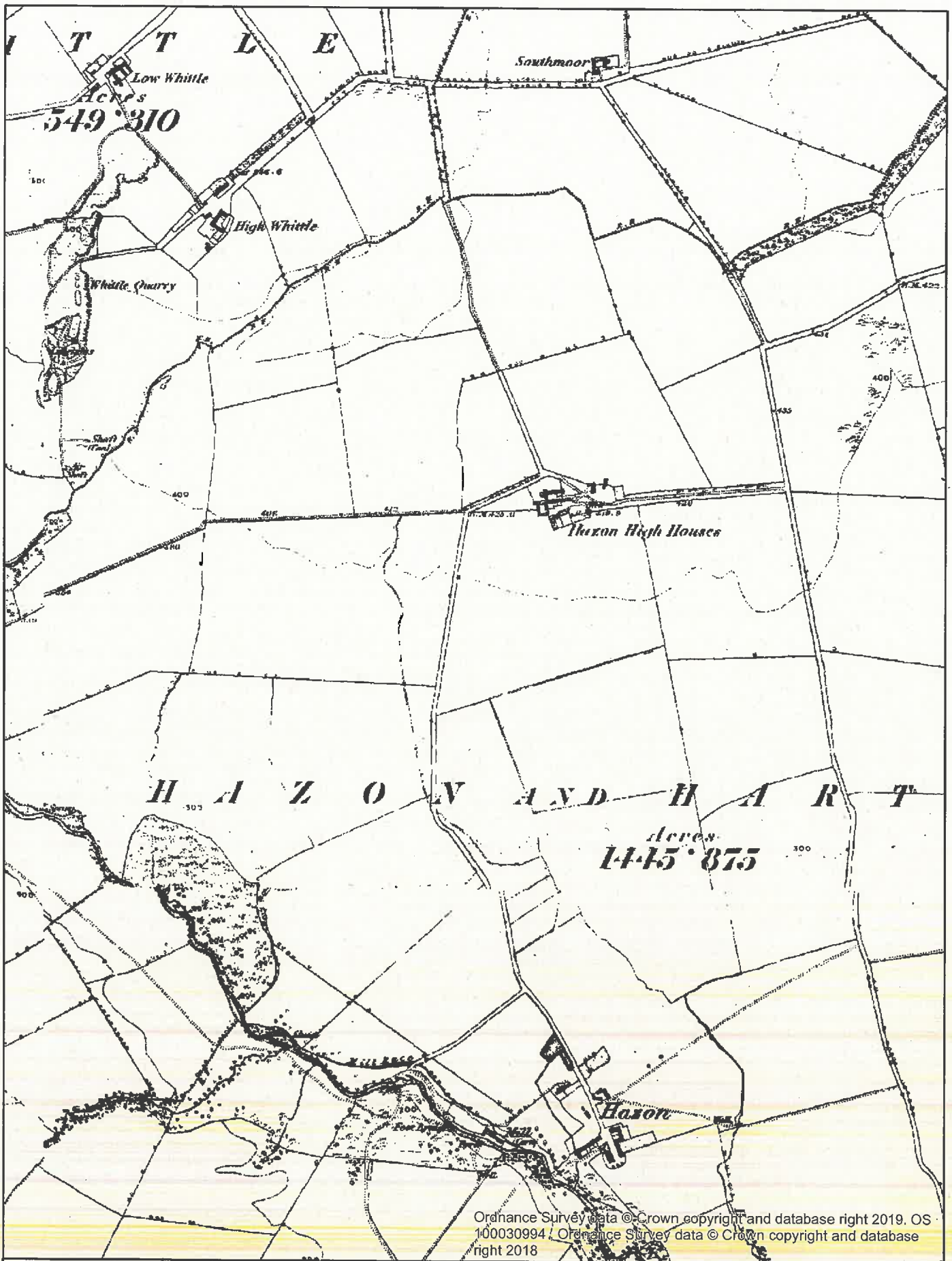
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Fryer's County Map
1820







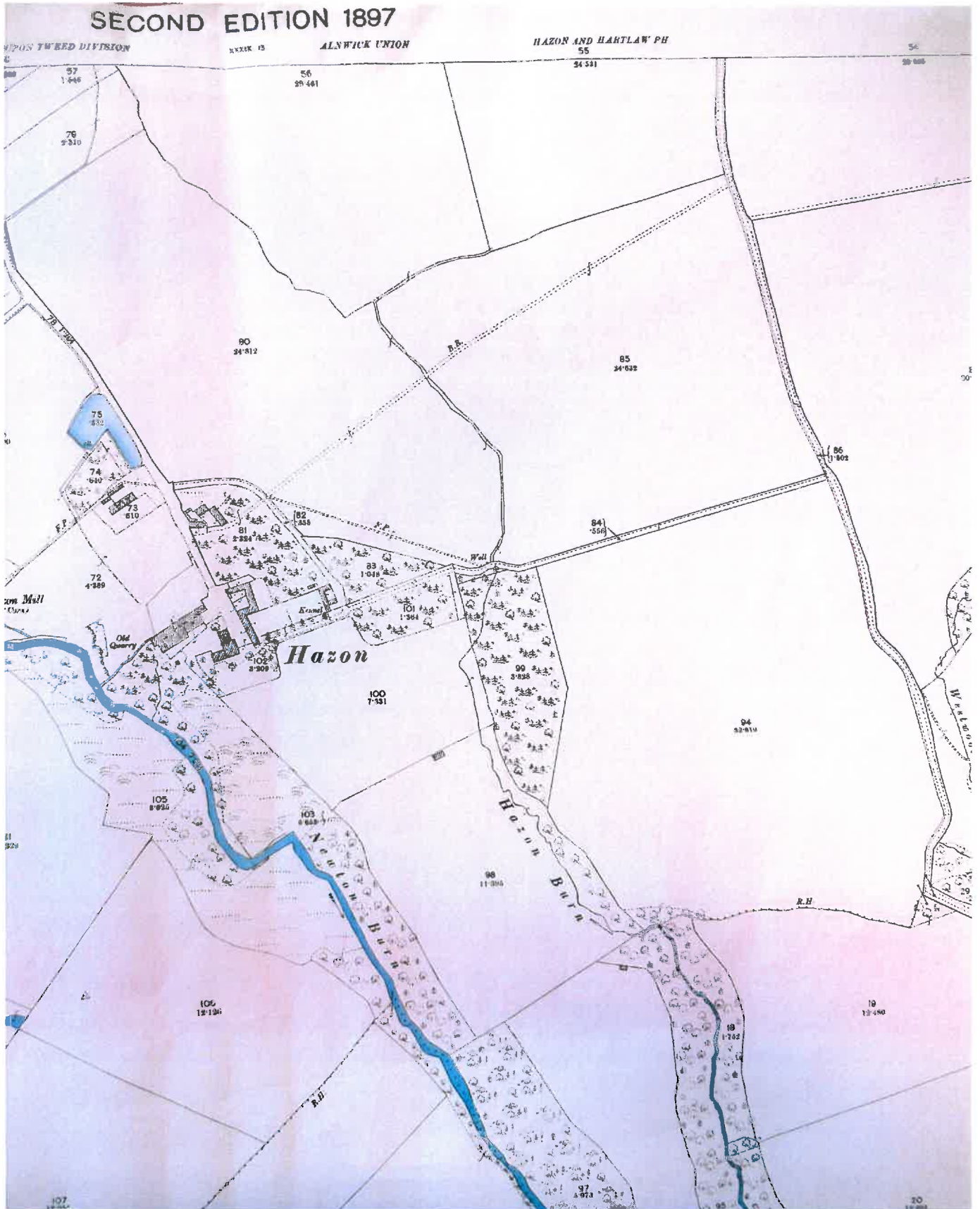
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SCALE 1:10,560


Northumberland
 County Council

Ordnance Survey 1st Edition 6" map (1866)

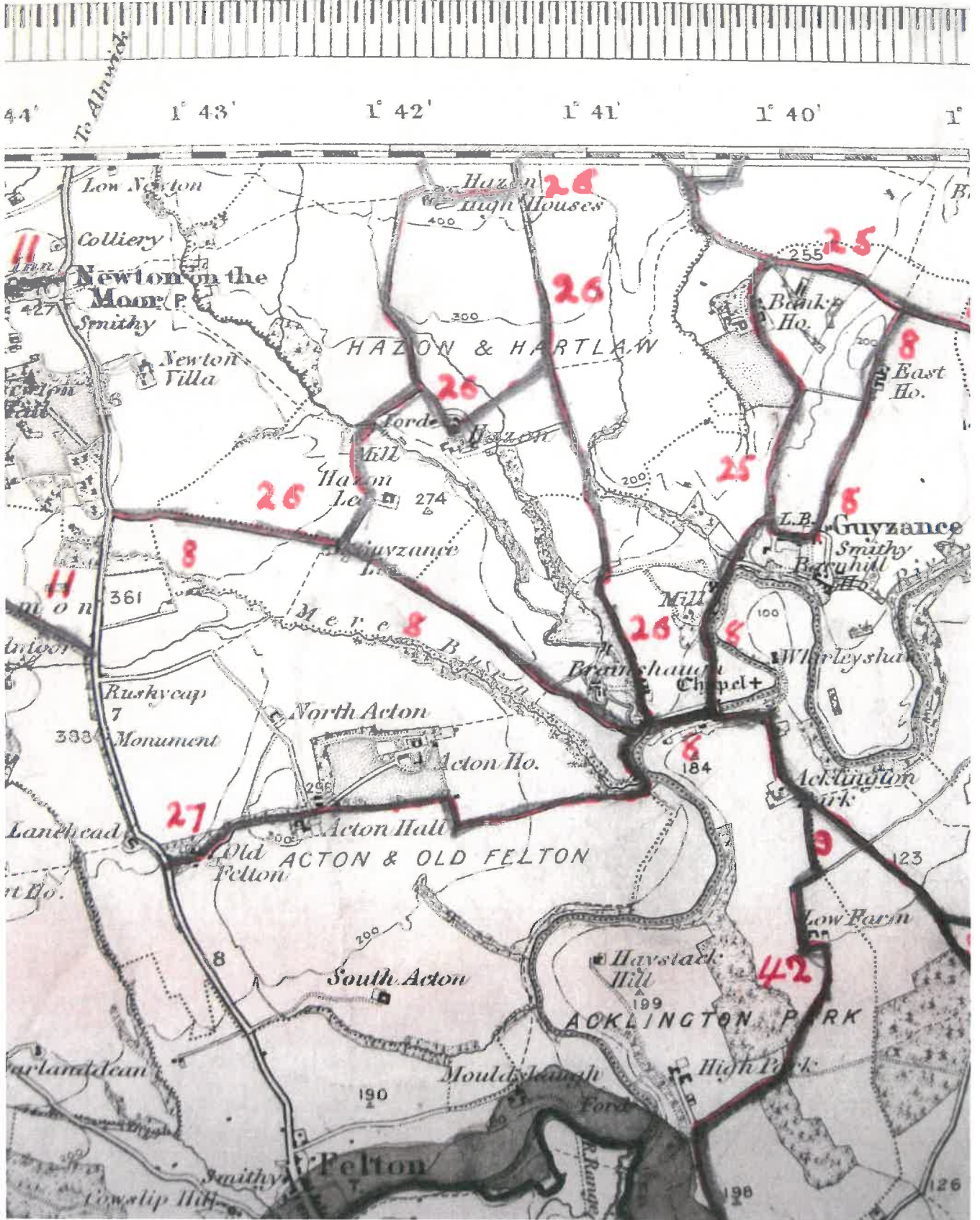
2nd Edition 25" O.S. Map
1897







Alnwick RDC Handover Map 1932



Alcock

**ALNWICK RURAL DISTRICT
COUNCIL**

**SCHEDULE
OF
REPUTED
PUBLIC RIGHTS
OF WAY**

35. PARISH OF HAUXLEY.

Right of
No. Way.

1. C.R. Continuing cart road No. 11 in the Parish of Togston and running E. of Bondicar Farm along the Links to Low Hauxley and on to the Parish Boundary.
2. F. From Bondicar Farm following western boundary of field No. 77, then over into field No. 75, through field Nos. 65, 54, to join Highway at Hauxley.
3. F. From Hauxley Cottage continuing N. along the edge of field No. 5 then along the eastern boundary of field No. 8 to join cart road No. 1.
4. F. From Hauxley through field No. 7 then along the northern boundary of and through field No. 11 then continuing N.W. crossing the wagonway to join the highway from Amble to Moorhouse.
5. F. Continuing footpath No. 10 in Togston Parish at stream, following stream in field Nos. 50, 35, along W. boundary of field No. 34 to join the Moorhouse to Hauxley main road.

36. PARISH OF HAZON AND HARTLAW.

1. B.R. From Hazon High Houses to Newton-on-the-Moor running in a W. direction from public road at Hazon High Houses through field Nos. 23, 24, 26, 27, to the Hampeth Burn at the Newton-on-the-Moor Parish Boundary, joining bridle road No. 5 in that Parish.
2. B.R. From bridle road No. 1 to Whittle, running in a N. direction through field No. 26 to the Whittle Parish Boundary, joining bridle road No. 1 in that Parish.
3. B.R. From Hartlaw to Shilbottle, from public road N. of Hartlaw, running in a N. direction through field No. 2 to the Shilbottle Parish Boundary, joining bridle road No. 20 in that Parish.
4. F. From Hartlaw to South Side, from public road E. of Hartlaw, running in an E. direction through field No. 5 to the Sturton Grange Parish Boundary, joining footpath No. 7 in that Parish.
5. B.R. From Hazon to Bank House, from the Brainshaugh public road running in an E. direction through field No. 54 then N.E. through field Nos. 51, 50, 49, to the Bank House public road.
6. F. From Brainshaugh public road to Guzyance running in an E. direction through field No. 83 to the Guzyance Parish Boundary, joining footpath No. 2 in that Parish.
7. F. From Hazon to Newton-on-the-Moor, from the public road at Hazon running in a S.W. direction to Hazon Mill, then W. over cart road to public road, then by N. side of Hazon Burn crossing burn by footbridge, then by S. side of burn to the Newton-on-the-Moor Parish Boundary, joining footpath No. 6 in that Parish.
8. F. From Hazon Lee to Hazon, from public road at Hazon Lee gate running in a N.E. direction along fence of field No. 112, then N.W. across field No. 68 crossing Hazon Burn by footbridge, joining footpath No. 7.

37. PARISH OF HEDGELEY.

1. B.R. Low Hedgeley to Beanley, from public road at Low Hedgeley, running in an E. direction, crossing River Breamish and through field Nos. 65, 27, to the Beanley Parish Boundary, joining bridle road No. 2 in that Parish.
2. F. From bridle road No. 1 running in a S.E. direction crossing River Breamish by footbridge, and through field Nos. 65, 27, to the Beanley public road.
3. F. From public road at Powburn opposite the Branton road end, running in a N.E. direction passing under L.N.E.R. and along by side of Long Wood to the Beanley public road.

38. PARISH OF HOWICK.

1. B.R. Howick East Lodge to Craster West Farm beginning at the main road at Howick East Lodge and running N. through field Nos. 58, 60, 281, to the North Moor Wood (field No. 28) through which it continues before crossing field No. 20 to the main road at Craster West Farm.
2. F. From Howick Grange to Loughoughton, through field Nos. 158, 159, 151, 144, to the main road at Howick Grange.

39. PARISH OF LEARCHILD.

1. F. From main road running in an E. direction through field No. 6 to High Learchild, thence through field Nos. 5, 4, to footbridge over the Burn at the Edlingham Parish Boundary, and joining footpath No. 2 in that Parish.
2. B.R. From the High Learchild-Hillhead Road, running in a S. direction to Edlingham Hut through field Nos. 20, 19, to the Edlingham Parish Boundary, joining bridle road No. 1 in that Parish.
3. F. From the Learchild road, running in a W. direction to the main road near Thrumton, through field No. 15 to the Whittingham Parish Boundary in the Rothbury Rural District.

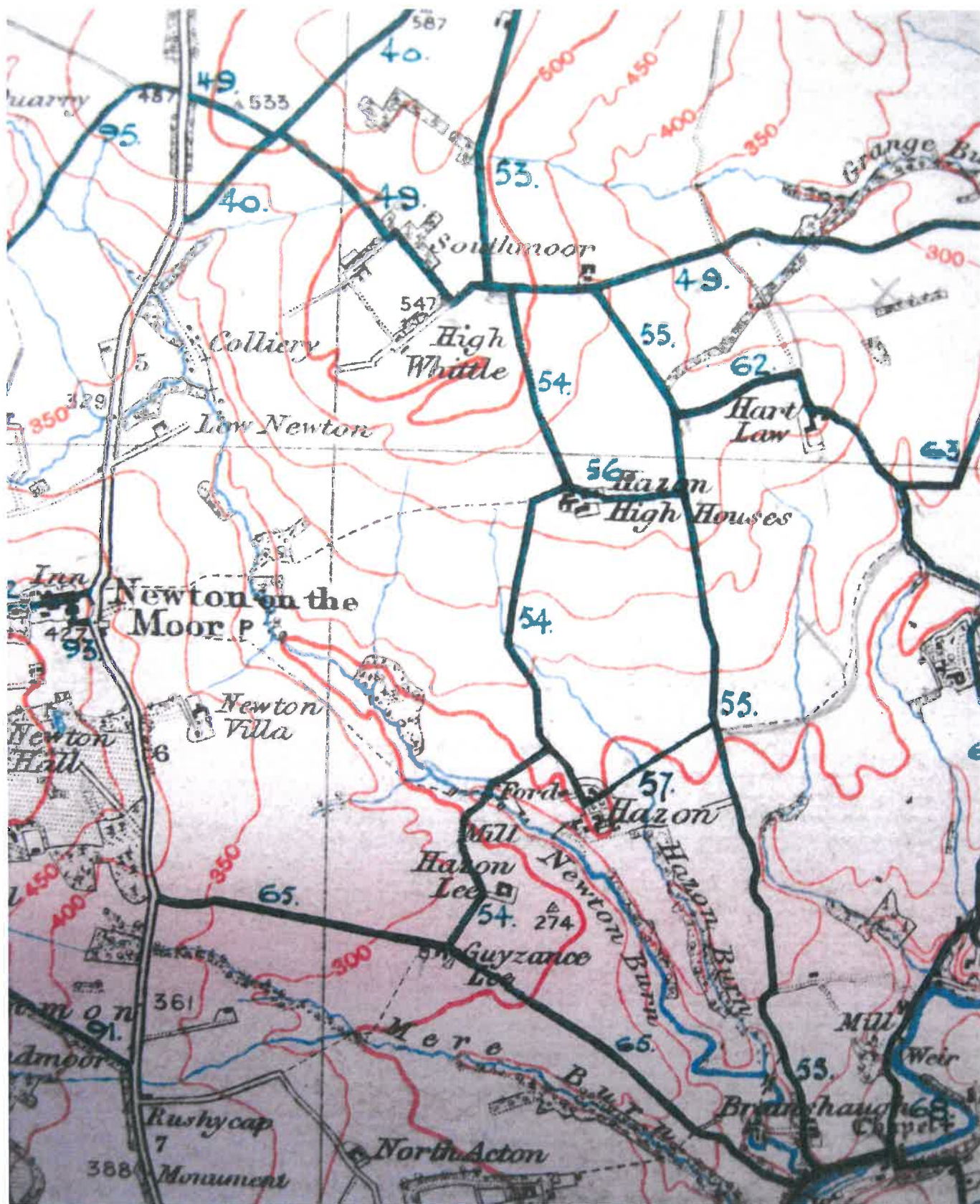
40. PARISH OF LEMMINGTON.

1. F. Lemington Hall to Battle Bridge, running in a N.W. direction through field Nos. 66, 100, 99, 116, passing through Battle Bridge Farm then through field No. 123 to the public road.
2. B.R. From Railway Bridge to Overthwards and Hill Head running in a S.W. direction over cart road to Overthwards, then N.W. through field Nos. 32, 41, 40, 47, 46, joining public road to Hill Head.
3. F. Overthwards to Edlingham from bridle road No. 2 S. of Overthwards, running in a S.W. direction through field No. 32 to the Edlingham Parish Boundary, joining footpath No. 5 in that Parish.
4. F. Lemington to Edlingham, from the public road leading to Lemington Mill, in field No. 51, S.W. of Lemington Mill, running in a S. direction through field No. 52, 39, 41, 32, joining footpath No. 3.
5. F. From Railway Bridge to Broome Wood, running in a N.E. direction through plantation on north side of railway then N. through field Nos. 13a, 13, passing kennels to the public road opposite Broome Wood.

41. PARISH OF LESBURY.

1. F. From public road opposite Rabbit Leaning road end, running in a S. direction to Old Hawkhill through field Nos. 379, 369, 365, then E. to public road.
2. F. From public road N. of Loughoughton Mill Cottages running in a W. direction through Plantation and field No. 334 then under railway viaduct, and along north side of River Aln, through field Nos. 373, 372, 371, 354, to the Greenrigg public road.
3. B.R. Lesbury to Dunsheugh, from public road at Loughoughton Mill, running in a N. direction over cart road leading to Look Out as far as L.N.E.R., then N.W. through field Nos. 331, 406, to the Loughoughton Parish Boundary, joining bridle road No. 3 in that Parish.
4. B.R. East End of Lesbury to Loughoughton Road, from the Boulmer Road running in a N.E. direction through field Nos. 275, 314, then N. through field Nos. 325, 419, to the Loughoughton Parish Boundary, joining bridle road No. 14 in that Parish.
5. F. From opposite Church to Footbridge over River Aln.
6. F. Town Foot Farm to Cemetery at Alnmouth, running in an E. direction through field Nos. 227, 267, then S.E. along north side of River Aln through field Nos. 225, 224, 192, to the Alnmouth Parish Boundary, joining footpath No. 5 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



Alnwick RD

COUNTY OF NORTHUMBERLAND.

Restriction of Ribbon Development Act, 1935

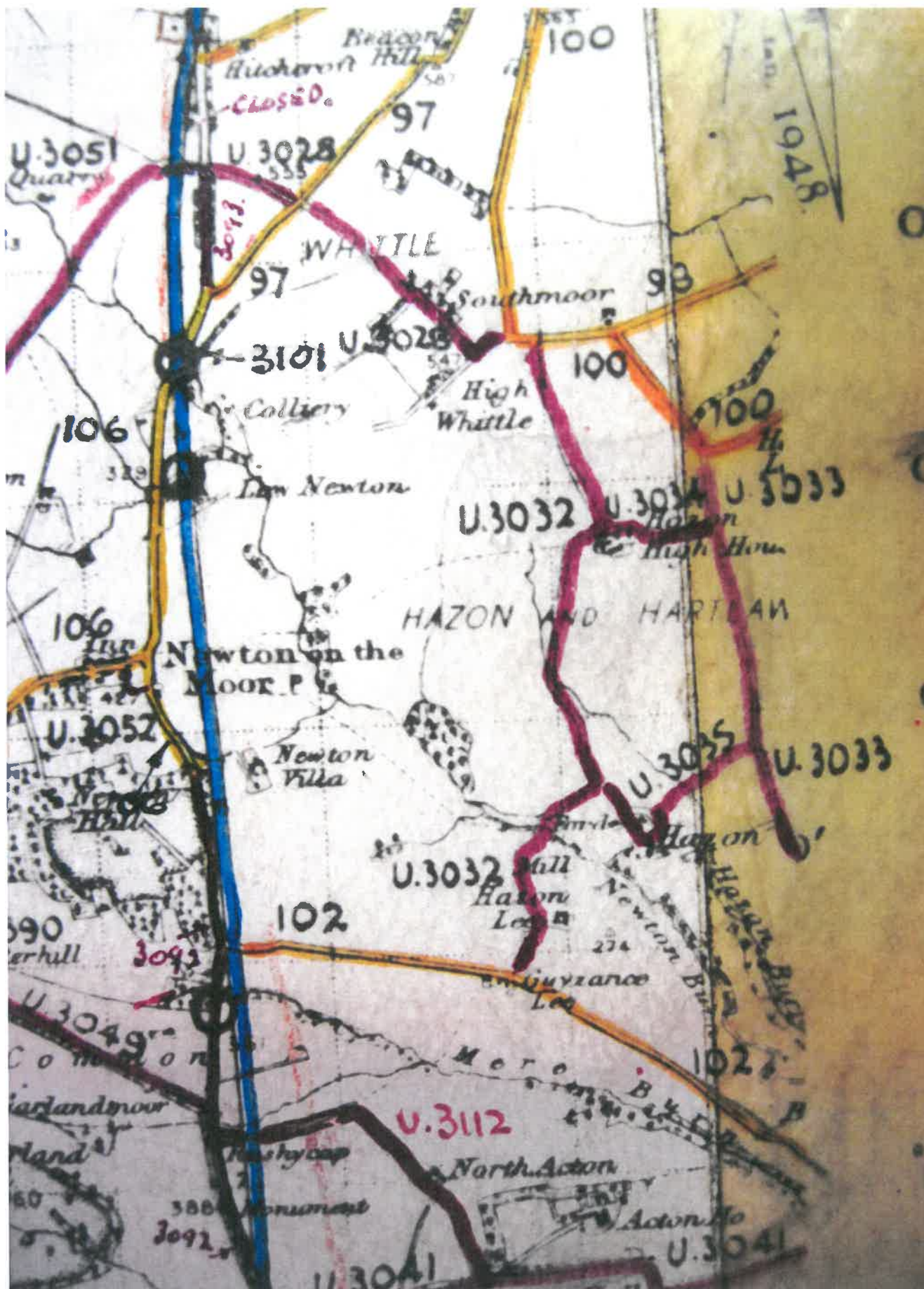
LIST OF UNCLASSIFIED ROADS IN THE RURAL DISTRICT OF ALNWICK IN RESPECT OF WHICH THE PROVISIONS OF SECTION 2 OF THE RESTRICTION OF RIBBON DEVELOPMENT ACT 1935 WERE ADOPTED ON 28TH JUNE 1937 BY RESOLUTION OF THE BRIDGES AND ROADS COMMITTEE ACTING UNDER DELEGATED POWERS.

CH076

- ✓ 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-Amble road A.1068 $\frac{1}{2}$ 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. Argyle Street, Alnmouth.
- ✓ 45. Peases Lane, Alnmouth.
- ✓ 46. The Wynd, Alnmouth.
- ✓ 47. Road from Wooden to a point on the Amble-Lesbury road A.1068 $\frac{3}{4}$ -mile south of Hipsburn.
- ✓ 48. Road from Waterside Saw Mills to a point on the Amble-Lesbury road A.1068 $\frac{3}{4}$ -mile south of Hipsburn.
- ✓ 49. Road from a point on the Morpeth-Alnwick road A.1 $\frac{1}{2}$ -mile south of Harerag 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-Shorting road $\frac{1}{2}$ -mile south of Shortrig Hall.
- ✓ 51. Road from a point on the Shilbottle-Birling road $\frac{1}{2}$ -mile east of Warkworth Station, via Shortrig Hall to a point on the Lesbury-Amble 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 $\frac{1}{2}$ -mile south west of Shilbottle Schools via Selby's Stead to a point on the Whittle-Stourton Grange road $\frac{1}{2}$ -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 $\frac{1}{2}$ -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 $\frac{3}{4}$ -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 $1\frac{1}{2}$ miles north of Brainshaugh.
- ✓ 58. Road from the Morpeth-Alnwick road A.1 at Deannoor Cottages via Deannoor 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 Barts.

- ✓ 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 Bank 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 Acklington-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 Acklington-Felton road B.6345 to a point on the Acklington-Felton road 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-off-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 Cheeverley.
- ✓ 71. Road from the Broomhill-Felton road B.6345 at Acklington via Morwick and Old Barns to the Amble-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. Cemetary 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 Township 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 Acklington-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 Acklington-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, Amble.
- ✓ 83. Road from a point on the Maudlin-Amble road $\frac{3}{4}$ -mile west of Gloster Hill to a point thereon 300 yds. north of New Hall.
- ✓ 84. Road from the Acklington-Warkworth road at Morwick Hall via Morwick to Morwick Mill.
- ✓ 85. Road from a point on the Broomhill-Amble 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 Amble-Togston Barns road 300 yds. east of Moor House via Hauxley to Low Hauxley.

Extract from the Council's 1951 Highways Map



REPORTS OF COUNTY SURVEYOR—continued.

Decision of the Committee.

in operational and running costs during the last twelve months and the wages increase which came into operation from the 16th April, 1956.

The last increase in dotal haulage rates was 5 per cent., granted with effect from the 1st March, 1955, and the increase in costs since that date has been approximately a further 5 per cent.

This would increase the current hiring rate for a 3/5 ton wagon from 10/9d. to 11/3d. per hour and a 5 ton wagon from 12/5d. to 13/- per hour.

(23) Agriculture (Improvement of Roads) Act, 1955—Provision of Cattle Grids.

The following applications have been received for assistance for the provision of cattle grids to allow the removal of gates:—

Land Commissioner—Cattle Grid—Falstone-High Hawkehope Road, U.5041.

Miss C. D. Shafio—3 Cattle Grids—Carrycoats-Kirkwhelpington Road and Plashetts-Merryshields Road.

In these cases the roads concerned are within the livestock rearing area and these works may qualify for grant under the Agriculture (Improvement of Roads) Act, 1955. A cattle grid is considered to be an improvement under the Act and I, therefore, recommend that consideration for these cases be deferred and that they be considered for inclusion in the County Council's proposals under the Act.

(24) Cattle Grids—Falstone-Kielder Road, C.200.

The Land Commissioner has asked for a cattle grid to be provided on the above road near Garrowmoor. There is no gate and the road is unfenced on both sides for a distance of 1,180 yards westwards up to the next enclosure. The carriageway at the suggested site for the grid is 15 feet wide and the standard grid would, therefore, cause a restriction in the carriageway. It would be necessary to provide a wider grid or, alternatively, to fence the road across the moorland up to the next enclosure, although there may be some objection to this on agricultural grounds.

As there is no gate at present, I recommend that the Committee agree to the provision of a suitable grid but that no contribution be made by the County Council.

(25) Fencing of Roads.

Bellingham Rural District—Nunwick-Ward Road, C.205.
Mrs. J. Thompson, of The Ash Farm, Wark, proposes to fence a section of the above road, at an estimated cost of £296, and has asked the County Council to make a

That the applications be deferred for consideration by the Special Sub-Committee

Approved subject to the land owners paying the whole of the cost.

Approved subject to the conditions stated.

REPORTS OF COUNTY SURVEYOR—continued.

Decision of the Committee.

contribution towards the cost. The fencing would eliminate three gates and Mrs. Thompson has applied for a grant-in-aid from the Ministry of Agriculture, Fisheries and Food, and I recommend that a contribution not exceeding one half of the estimated or actual cost, whichever is the lower, or one-third of the cost should the work attract a grant from the Ministry, subject to the owner giving up all rights to maintain the three gates and agreeing to erect the fence on an approved line.

Alnwick Rural District—Hazon Road, U.3035.

Mr. J. R. Bell, of Hazon House, Acklington, proposes to fence both sides of a length of approximately 610 yards of this road, at an estimated cost of £360, and has asked for a contribution towards the cost from the County Council. The fencing would eliminate three gates.

The road is not within a livestock rearing area and Mr. Bell has stated that he will receive no grant-in-aid from the Ministry of Agriculture, Fisheries and Food.

I recommend, therefore, that a contribution be made not exceeding one half of the actual or estimated cost, whichever is the lower, subject to the owner agreeing to erect the fences on approved lines and to give up all rights to maintain the three gates across the road.

(26) Jarrow-Howdon Ferry.

The Committee, at their last meeting, approved a recommendation of the Joint Committee that the Ferry Superintendent be graded within the A.P.T. Division of the salary scales as from the 1st April, 1956, on Grade III (£640—£765), commencing at £690 per annum. The National Union of Public Employees, whilst accepting the proposed grading, have applied for a commencing salary of £740 per annum. The Durham County Highways Committee recommend that no action be taken in the matter.

The Joint Committee met on the 11th May, 1956, and again heard the Trades Union representative on the question of differential between the Enginemen and Foremen, but the Joint Committee felt that nothing further had been added to the arguments put forward by the Union on previous occasions and they recommend that no action be taken. The Joint Committee, however, have repeated their offer to place the Enginemen in Group VI if the Union prefer this to the men remaining as at present in Group II with a plus rate of 4d. per hour.

On other points raised by the Union the Joint Committee decided that the question of the storage for oilskins should be referred to the Borough Engineer of Jarrow and

Approved subject to the conditions stated.

That no action be taken.

That the Joint Committee's action be confirmed.

Received.

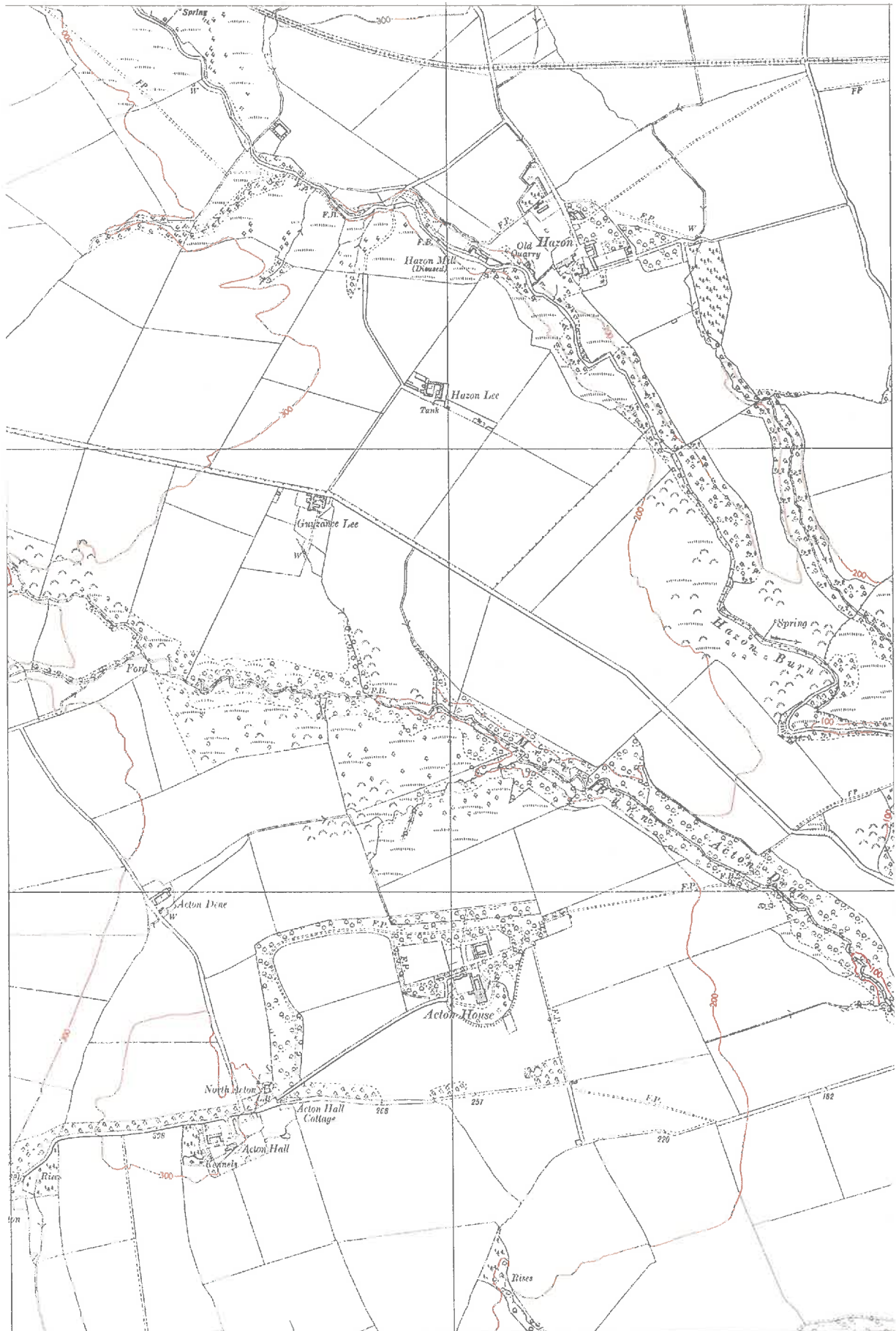
Survey Map





Provisional Map





1958 County Road Schedule

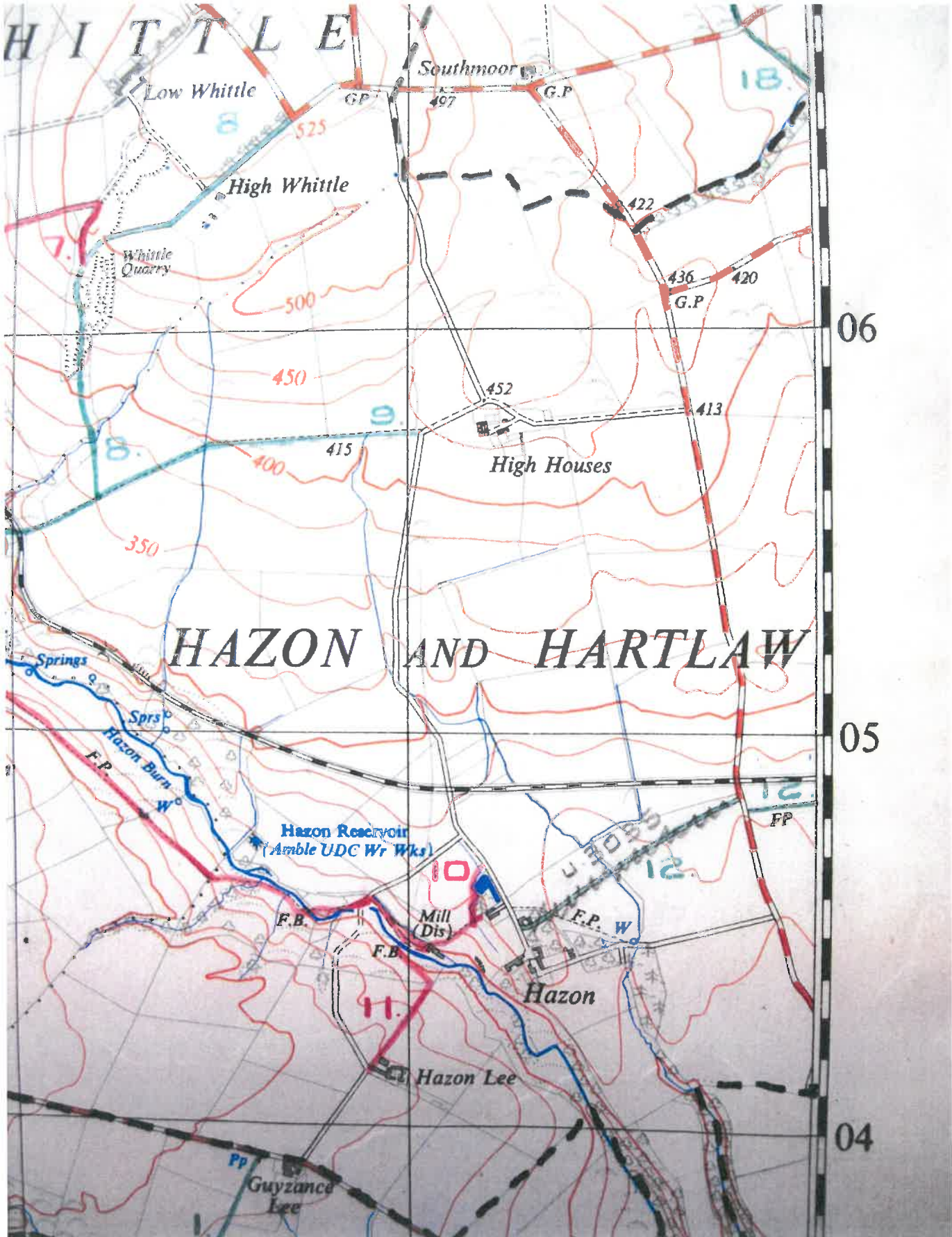
ALWICK DIVISION

Brought Forward 15.612 miles

Unclassified Roads in Alwicks Rural District

U.	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.	1195 feet 241 feet 325 feet 347 feet 854 feet 248 feet 295 feet 1345 feet 1205 feet <u>328 feet</u> <u>6374 feet.</u>		
U.3026					
U.3027	Wooden - Waterside Road	From Wooden crossing A.1068 south of Hipburn to Waterside Sew Mills.		1.207	
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)		0.55	
U.3029	Hounds Dean - Shortridge Road	From C.95 near Hounds Dean via Buston Barns and Shortridge to A.1068		1.09	
U.3030	Low Buston - Buston Barns Road	From C.95 near Low Buston to U.3029 at Buston Barns.		1.14	
U.3031	High Buston - Low Buston Road	From C.96 near High Buston to U.3030 at Low Buston		1.01	
U.3032	High Whittle - Guyzance	From C.100 near High Whittle via Hazon High Houses to C.102 at Guyzance.		0.76	
U.3033	Hartlaw - Breinshaugh	From C.100 near Hartlaw via Breinshaugh to C.102 near Acklington Park Bridge.		1.95	
U.3034	Hazon High Houses Road	From U.3032 at Hazon High House east to U.3033		2.02	
U.3035	Hazon Road	From U.3032 via Hazon to U.3033		0.31	
				0.62	
				<u>26.269</u>	Forward

26.269 miles



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 **NEWTON-ON-THE-MOOR**

3. Number of Footpath on Map **12**

4. Name of path

5. Kind of Path (i.e. FP/BR) **B.R.**

6. General Description of Path ~~From the public road at Hazon in a north-easterly direction crossing the Southmoor-Acklington road, the Westwood Barn and the Railway to join B.R. 35 at the Warkworth Parish boundary.~~

From the Southmoor - Embsay Road (Country Road) W.3033 north-east of Hazon in an easterly and north-easterly direction crossing the Westwood Barn and the railway to join BR 35 at the Warkworth Parish Boundary.

7. Other relevant information

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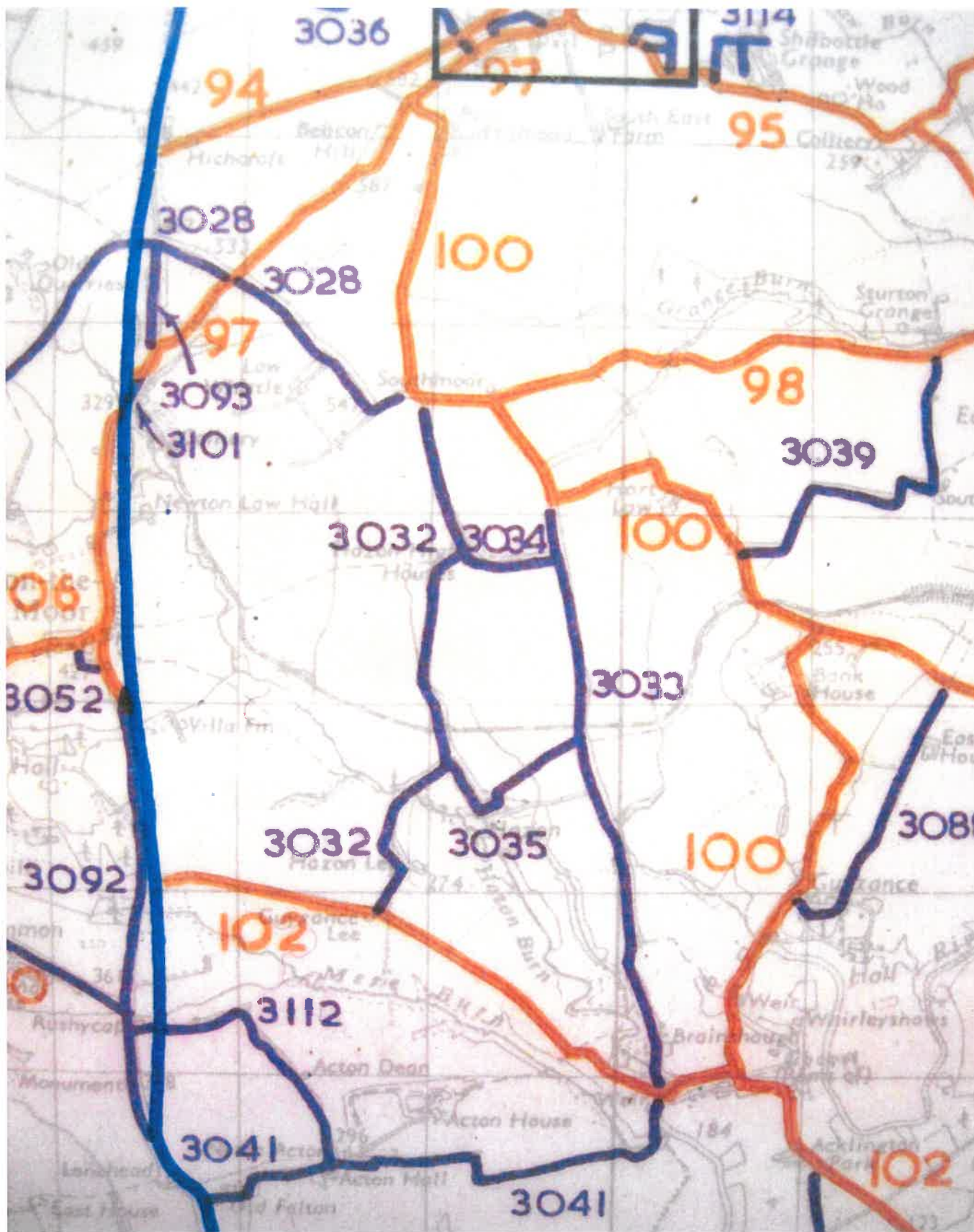
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1964 County Road Schedule

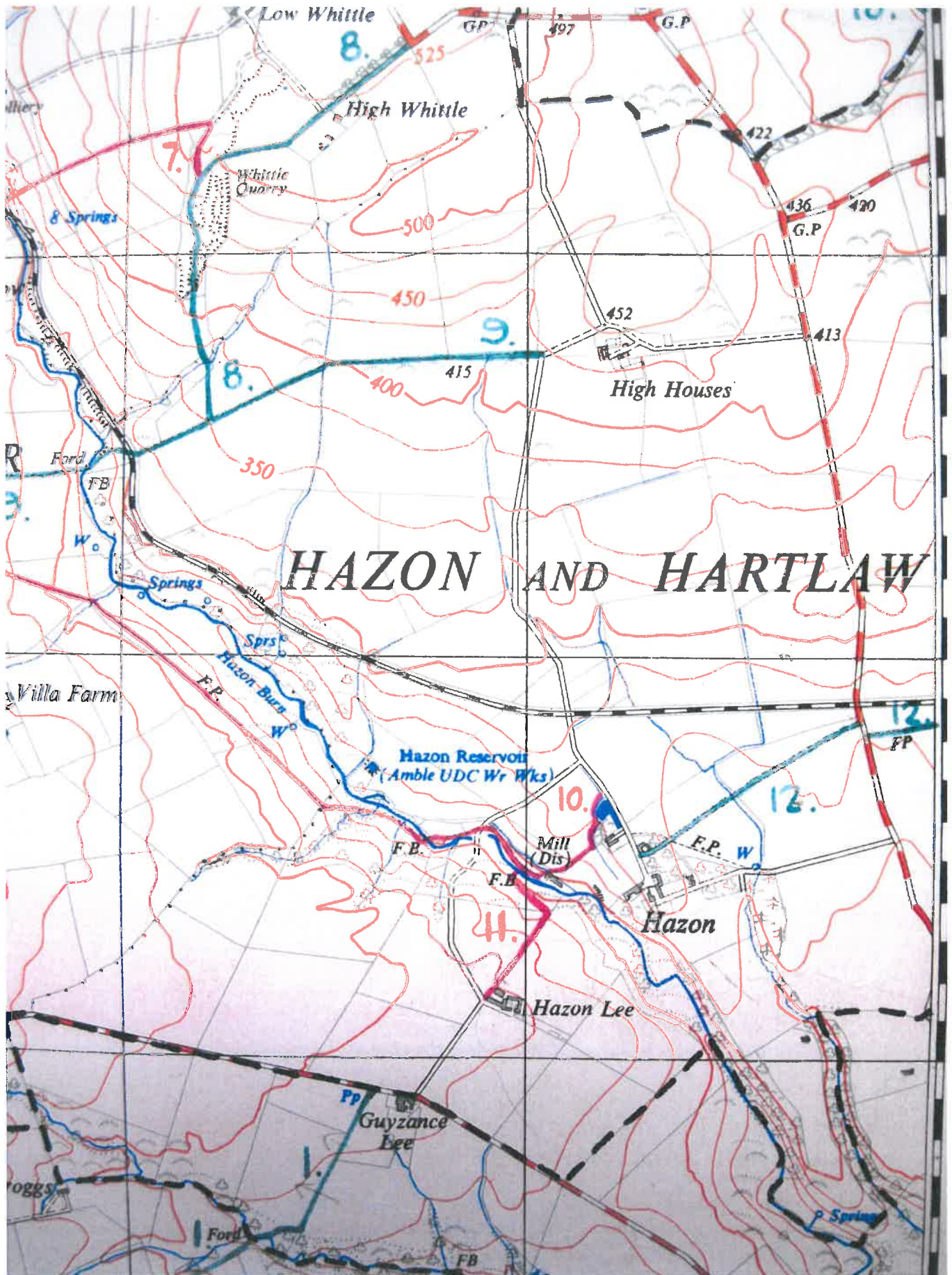
- 79 -

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.		398 yards. 80 yards. 108 yards. 116 yards. 285 yards. 83 yards. 98 yards. 448 yards. 402 yards. 109 yards.	
U.3027	Wooden-Waterside Road.	From Wooden north-eastwards crossing A.1068 south of Hipsburn to Waterside Saw Mills.	Alnwick.		1.21
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.		0.55
U.3029	Hounds Dean-Shortridge Road.	From C.95 near Hounds Dean northwards via Buston Barns and Shortridge to A.1068.	Alnwick.		1.09
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

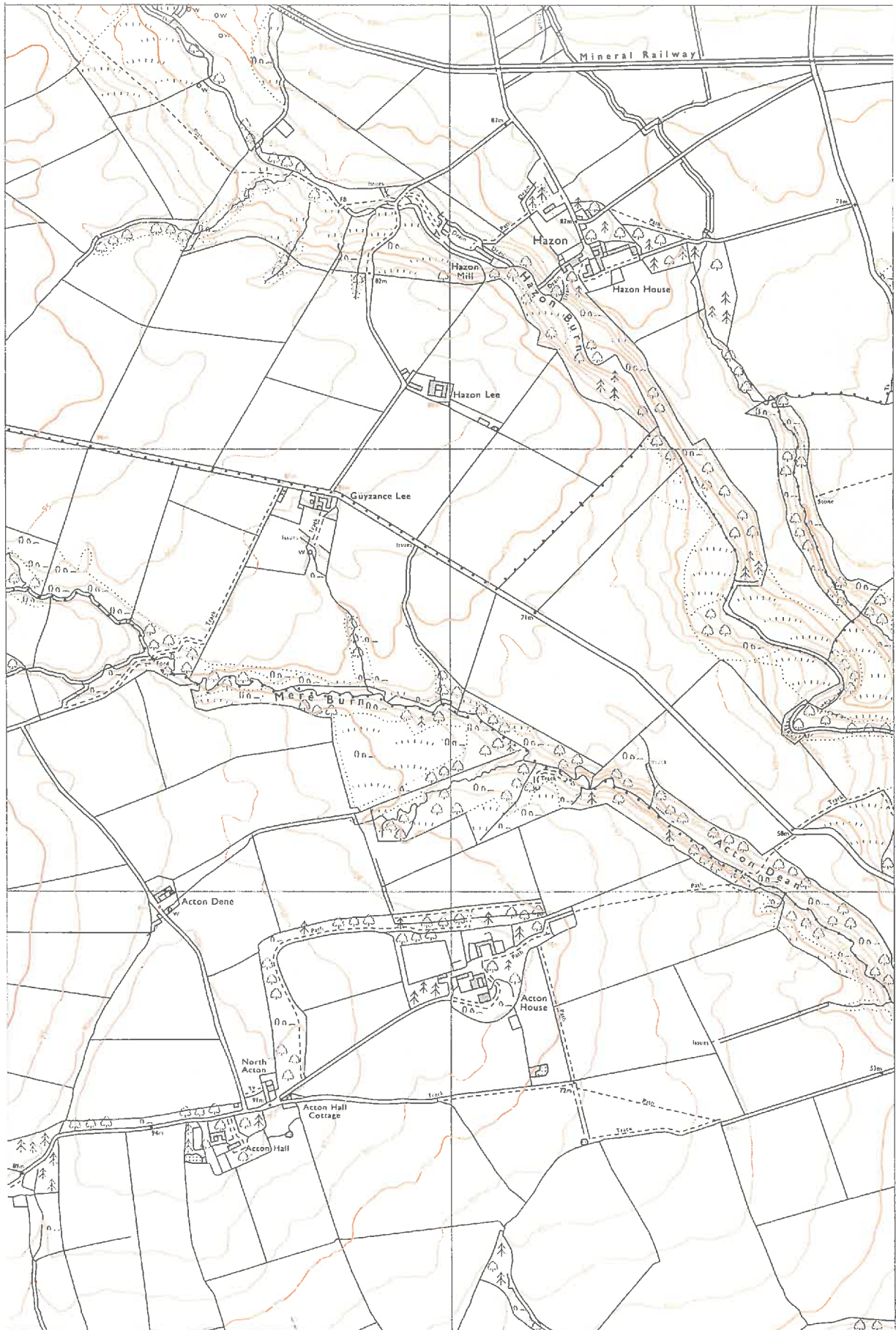


First Review Definitive Map



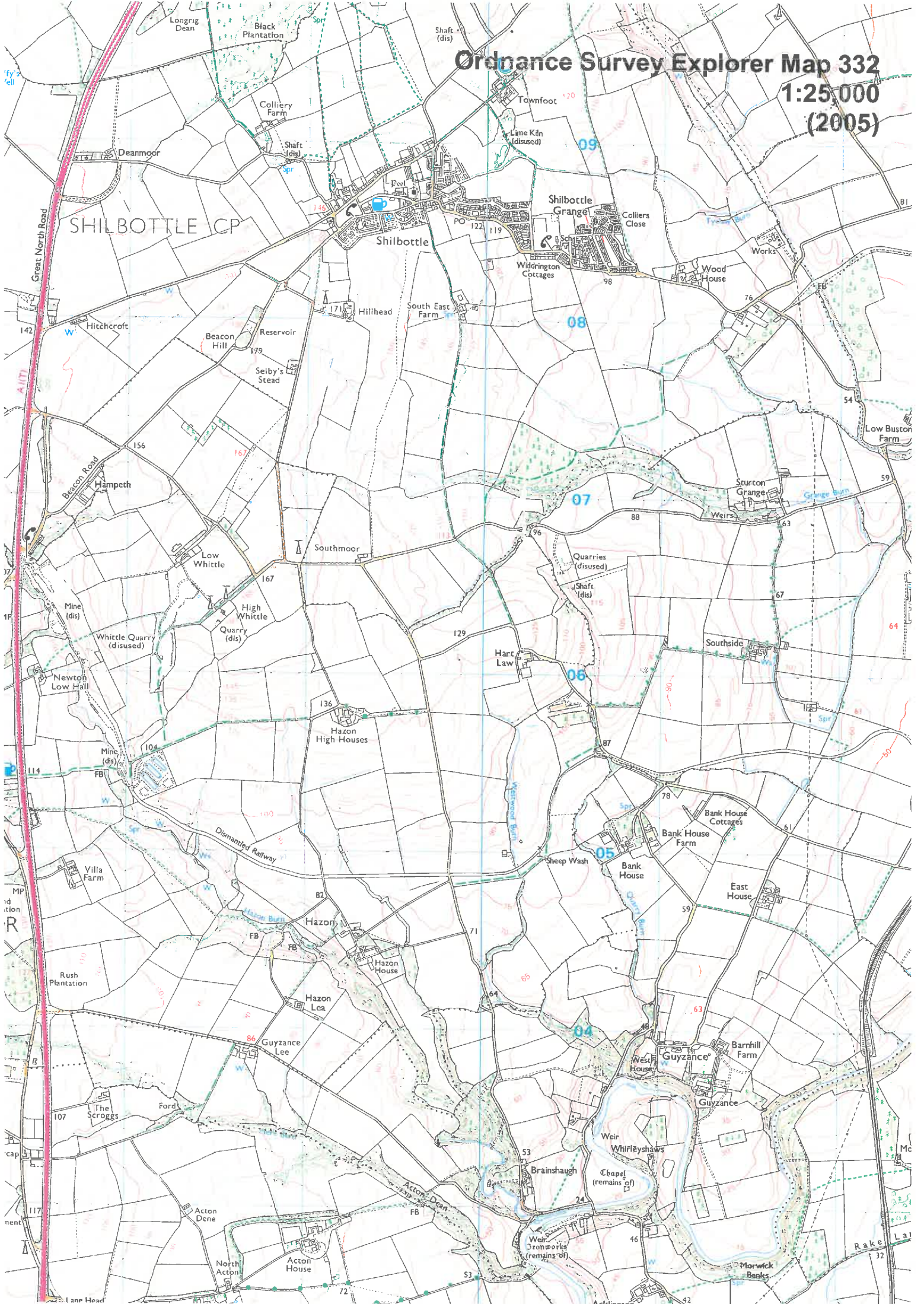
1974 County Road Schedule

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	Deannoor Road.	From A. 1 at Deannoor Cottages (NU. 177089) eastwards via Deannoor 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



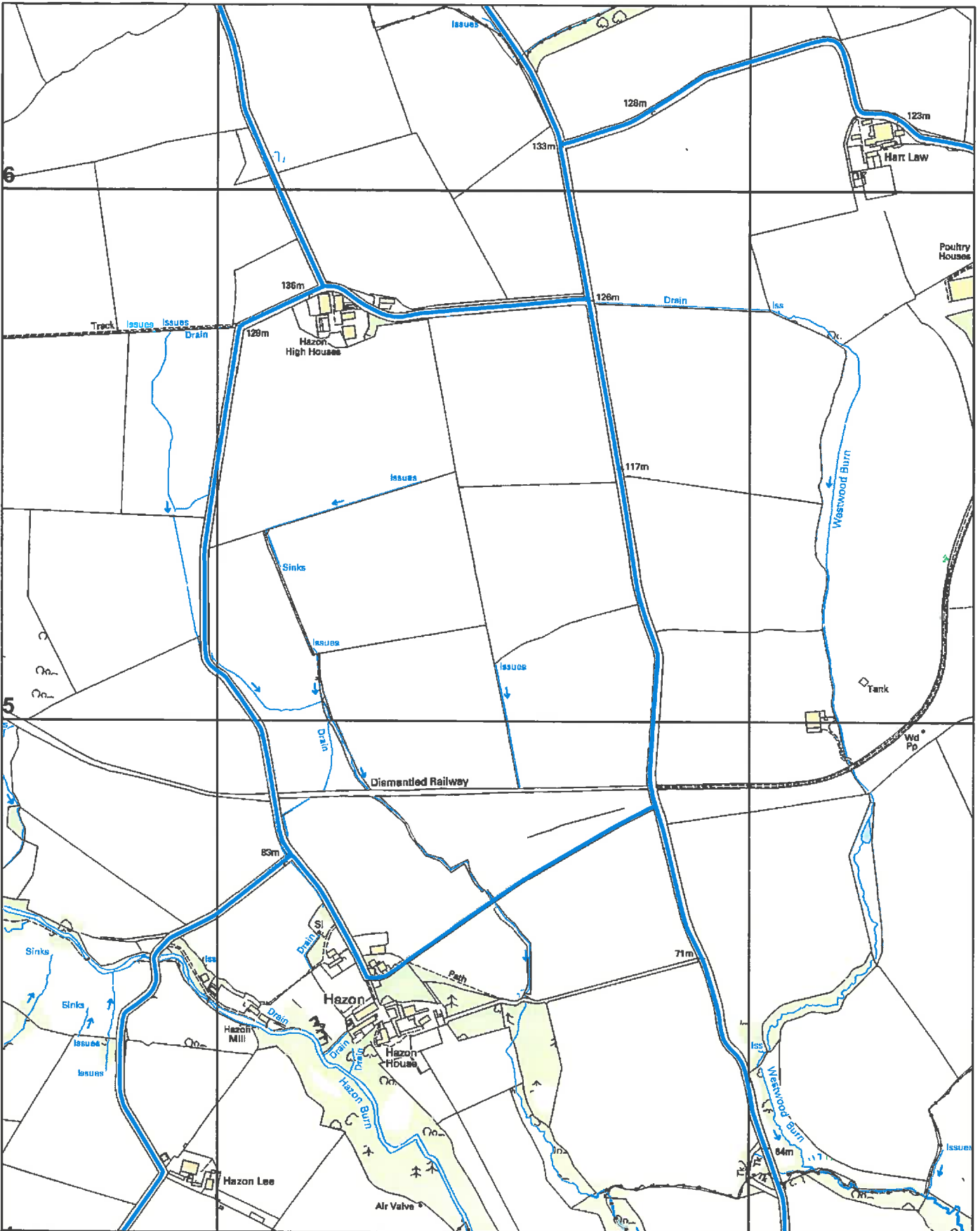
Ordnance Survey Explorer Map 332

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

Road Number	Description	Length - Metres
U3032		
	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>	3,148
U3033		
	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>	3,259
U3034		
	U3032 JCT TO U3033 JCT	515
	<i>Total length for U3034</i>	515
U3035		
	U3032 JCT TO U3033 JCT	911
	<i>Total length for U3035</i>	911
U3036		
	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>	2,212
U3037		
	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>	538
U3038		
	HEATHERGROVE	95



Network Management
Information System

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Drn:
AB

Date:
May 2019

Scale:
1:10,000