



Northumberland

County Council

NORTH NORTHUMBERLAND LOCAL AREA COUNCIL RIGHTS OF WAY SUB-COMMITTEE 28 August 2019

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

ALLEGED BYWAYS OPEN TO ALL TRAFFIC Nos 24 & 21 PARISHES OF DENWICK (DETACHED) & SHILBOTTLE

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

Purpose of report

In this report, the North Northumberland Local Area Council Rights of Way Sub-Committee is asked to consider all the relevant evidence gathered in support and in rebuttal of the existence of public vehicular rights over the U3051 road, between the A1 road south-west of Hitchcroft Farm and the U3050 road at Shiel Dykes.

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 byways open to all traffic.**

1.0 BACKGROUND

- 1.1** By virtue of section 53 of the Wildlife and Countryside Act, 1981 the County Council is required to keep the Definitive Map and Statement under continuous review and make modification orders upon the discovery of evidence, which shows that the map and statement need to be modified.

- 1.2 The relevant statutory provision which applies to adding a public right of way to the Definitive Map and Statement, based on historical documentary evidence, is Section 53(3)(c)(i) of the Wildlife and Countryside Act, 1981. This requires the County Council (as Surveying Authority) to modify the Definitive Map and Statement following:

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

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

- 1.3 All the relevant statutory provisions and competing rights and interests have been considered in making this report. The recommendations are in accordance with the law and proportionate, having regard to individuals' rights and the public interest.
- 1.4 When this route was originally consulted upon, in 2018, the eastern portion between points R and S was mistakenly identified as being within Newton-on-the-Moor parish. Although much of the route lies on or close to the Newton-on-the-Moor parish boundary, it is actually situated within Shilbottle parish.

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 'U3051' 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 U3051 unclassified County road based upon more than simply its inclusion in the List of Streets.

3. LANDOWNER EVIDENCE

- 3.1 By undated letter, received on 5 March 2018, B & DM Wilson of Newton Lowsteads responded to the consultation, stating:

“Further to your letter dated 9/2/18. Plan 10 map is the one we are familiar with. As far as we know only walkers and horse riders use the path Q-R. It is not conducive for vehicles use.”

- 3.2 By letter, dated 28 May 2018, Mr AJ Ord of Newton Greens responded to the consultation, stating:

“In response to your letter to J Alan Ord & Sons, this partnership no longer exists therefore I am responding as tenant of Hitchcroft and I make the following comments.

“This track is very rarely used by the public, it would only be passable by those with 4x4 vehicles and off-road bikes, however even they may struggle to pass the burn especially in Winter months.

“I am extremely concerned about the proposed up-grading of this track (from ‘other route with public access’ to a ‘byway open to all traffic’) as this could lead to increased use by the public and problems may arise.

“This track opens directly onto a very fast stretch of the A1 Dual Carriageway (Point S), on the brow of the hill with poor visibility and I see safety being a major issue.

“As Hitchcroft is a mixed farm, the field this track runs through is more often than not put down to grass and grazed by cattle and sheep. It is very important that gate leading onto the A1 is always secured because if any livestock strayed onto the A1 this could lead to a fatal accident.

“In the past the fastenings have been left undone and it was only by chance that I noticed it when passing and was able to secure it and prevent any livestock getting onto the A1. On another occasion a local resident witnessed youngsters on bikes leaving the gate open and he went and secured it for us.

“There was also an incident last summer (2017) when the gate on the track at the other end of the field which leads onto the neighbouring farm (Shiel Dykes) was left open and my cattle strayed onto my neighbour’s wheat field and caused severe damage to his crop.

"This area is very secluded in the bottom of the field down by the burn and not easily visible, so it makes it difficult to police. Both farms have problems with poachers and I feel upgrading the track to a 'byway open to all traffic' will only encourage this illegal activity.

"I trust this information will be beneficial and taken into account."

- 3.3 By letter, dated 31 May 2018, the Northumberland Estates responded to the omnibus consultation stating:

"Thank you for your letter of the 9th February 2018 which requested information to either support or object to proposed modifications to the definitive map.

"The Estates comments are as follows:

"Alnwick Town Proposed Byway Open to All Traffic No 23,24,31,38 Plan 10 All four of these routes are currently listed as NCC adopted highways - there is therefore no requirement for them to be registered as Byways Open to All Traffic, they already have rights along them."

4. CONSULTATION

- 4.1 In February 2018, the Council carried out a consultation with the Parish Council, known owners and occupiers of the land, the local County Councillor and the local representatives of the "prescribed and local organisations" listed in the Council's "Code of Practice on Consultation for Public Path Orders". Three replies were received and are included below.

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

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

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

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

"Alleged byway open to all traffic 24 (Shiel Dykes)

This is also part of the good circular route which is regularly ridden by horse riders who live or keep their horses in the area. For this reason the BHS supports its addition to the definitive map."

- 4.4 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 31 (Shiel Dykes)

This route is part of a considerable network of ridden routes made up of bridleways and unclassified roads. There are many horses kept in the area because of this so this route is well used by horse riders and probably by cyclists as well. There is little or no evidence of it being used by recreational vehicles.”

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 24. There is the suggestion of road or track at the very eastern end of alleged Byway No 21, where it joins the Great North Road.

1820 Fryer's County Map

There is clear evidence of an unenclosed road or track approximating to the route of alleged Byways Nos 24 and 21.

1827 Cary's Map

There is clear evidence of an unenclosed road or track approximating to the route of alleged Byways Nos 24 and 21.

1828 Greenwood's County Map

There is clear evidence of an unenclosed road or track approximating to the route of alleged Byways Nos 24 and 21.

c.1860 Ordnance Survey Map: Scale 1:2500

Mapping was only available at Woodhorn for a very small section of the route immediately south-west of the Newton Burn. The road is identified with the land parcel number “432”. In the accompanying Book of Reference, this parcel is identified as “Public road”.

1866 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a mostly unenclosed road / track over the route of alleged Byways Nos 24 and 21. South-west of the Hampeth Burn ford, the route is annotated “BR”.

1899 Ordnance Survey Map: Scale 1:2500

There is clear evidence of a mostly unenclosed road / track over the route of alleged Byways Nos 24 and 21. South-west of the Hampeth Burn ford, the route is annotated “BR”.

Finance Act 1910 plan

There is clear evidence of a mainly unenclosed road / track over the route of alleged Byways Nos 24 and 21. The route is not identified as being separate from the adjacent land by coloured boundaries. This is to be expected for the unenclosed part of the route, but not so, for the short enclosed north of the Newton Burn. If the road had been separated with coloured boundaries this would have been a good indication that the road was considered to be public at that time. That said, the eastern part of this route (north of the Hampeth Burn) is clearly labelled as "Public Cartway".

1926 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a mostly unenclosed road / track over the route of alleged Byways Nos 24 and 21. East of Sheil Dyke, the route is annotated "BR".

1932 Alnwick RDC Handover Map

The route of alleged Byways Open to All Traffic Nos 24 and 21 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 Byways Open to All Traffic Nos 24 and 21 is coloured so as to identify it as a publicly maintainable road (numbered 95) to be protected from ribbon development.

1951 Highways Map

The route of alleged Byways Open to All Traffic Nos 24 and 21 is coloured so as to identify it as a publicly maintainable road. It is labelled as "U3051".

c.1952 Definitive Map – original Survey Schedules & Map

The route of alleged Byways Open to All Traffic Nos 24 and 21 exists on the base map (annotated with "BR" near Shiel Dyke). Known public roads were generally coloured brown to indicate what the extent of the road network was considered to be.

Draft Map

The route of alleged Byways Open to All Traffic Nos 24 and 21 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). Four public bridleways are shown beginning or terminating on the route of the alleged byways.

Provisional Map

The route of alleged Byways Open to All Traffic Nos 24 and 21 exists on the base map. As with the previous 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). Four public bridleways are shown beginning or terminating on the route of the alleged byways.

1957 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a mainly unenclosed road / track over the route of alleged Byways Open to All Traffic Nos 24 and 21.

1962 Original Definitive Map

The route of alleged Byways Open to All Traffic Nos 24 and 21 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 Byways Open to All Traffic Nos 24 and 21 is coloured so as to identify it as a publicly maintainable road. It is labelled as "U3051".

1977 Ordnance Survey Map: Scale 1:10,000

There is clear evidence of mainly unenclosed road / track over the route of alleged Byways Open to All Traffic Nos 24 and 21.

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

There is clear evidence of an enclosed track over the route of alleged Byways Open to All Traffic Nos 24 and 21. The route is annotated with 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 U3051 road, in the 1958 County Road Schedule, states:

"U3051 Shiel Dyke - Hampeth Road
From U3050 at Shiel Dyke to A1 near Hampeth Bridge (Reduced for diversion)."

The length of the U3051 road is identified as 1.97 miles.

5.3 The entry for the U3051 road, in the 1964 County Road Schedule, states:

"U3051 Shiel Dyke - Hampeth Road

From U3050 at Shiel Dyke north-eastwards to A1 near Hampeth Bridge (Reduced for diversion)."

The length of the U3051 road is identified as 1.97 miles.

- 5.4 The entry for the U3051 road, in the 1974 County Road Schedule states:

"U3051 Shiel Dyke - Hampeth Road
From U3050 at Shiel (NU 150062) north-eastwards to join A1 near
Hampeth Bridge (NU 174074)."

The length of the U3051 road is identified as 1.97 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:

"95. Road from a point on the Morpeth - Alnwick road A1 ½ mile north of Hampeth Bridge to the Rushygap - Freemanshill road at Shiel Dyke."

- 5.6 In the Schedule of reputed Public Rights of Way prepared by Alnwick Rural District Council, under the Rights of Way Act 1932 there are four routes which intersect with the route of alleged Byways Nos 24 and 21:

Parish of Denwick (South)

1. BR. Shield Dykes to Newton-on-the-Moor from the public road at Shield Dykes then running in a SE direction through field Nos 11, 10, 2 and 1, to the Newton-on-the-Moor Parish Boundary, joining bridle road No 1 .

2. BR. From bridle road No 1 to the Shield Dykes - Hampeth public road running in a NW direction through field Nos 1, 2, 5 then W through field No 7, joining the public road.

Parish of Newton-on-the-Moor

1. BR. From Newton-on-the-Moor to North Newton, from public road west of school, running in a N direction over cart road past North Newton, then through field Nos 120, 119, joining the Shield Dykes public road at the Shilbottle Parish boundary S of Hampeth Quarry.

Parish of Shilbottle

1. BR. From the Shield Dykes public road E of Hampeth Quarry to Snipe House running in a NW direction through field No 30 then along cart road to the Denwick Parish joining bridle road No 6 in that Parish.

- 5.7 The original Definitive Statements for the public rights of way intersecting with the alleged byways open to all traffic state:

Public Bridleway No 1 (Denwick Detached)

"From the public road at Shiel Dyke in a south-westerly direction to join BR 5 at the Newton-on-the-Moor Parish boundary.

Public Bridleway No 2 (Denwick Detached)

“From the public road east of Shiel Dyke in a south-easterly direction crossing the bridge over the Swanlea to join BR 1 at the burn.

Public Bridleway No 5 (Newton-on-the-Moor)

“From the Shiel Dyke - Hitchcroft road south-west of the Hampeth Burn, in a southerly direction by Newton Low Steads crossing the bridge over the Low Stead to join the Longframlington - Newton-on-the-Moor road west of Newton-on-the-Moor School.

Public Bridleway No 1 (Shilbottle)

“From the Shiel Dyke - Hitchcroft road north-east of where it crosses the Hampeth Burn in a north-westerly direction to join BR 6 at the Denwick (Detached) Parish boundary.”

6. SITE INVESTIGATION

- 6.1 From a point marked S, on the A1 road, 530 metres north-west of ‘Hillside’, at Hampeth, a 3 metre wide stone surfaced track, in a 6.7 to 9 metre wide corridor proceeds in a westerly direction for a distance of 650 metres, then south-westerly direction for 45 metres to some animal pens. Thereafter, a 2.5 metre wide, unenclosed, stone / earth / grass surfaced track continues in a south-westerly direction for a distance 635 metres to a ford through the Hampeth Burn (with an adjacent footbridge). A 3 metre wide grass topped, but stone based, unenclosed track continues in a south-westerly direction for a further 740 metres. Then a 3 metre wide unenclosed earth / grass track proceeds in a north-westerly direction for a distance of 195 metres. Then a 2.5 metre wide stone / grass track continues in a general south-westerly direction for a distance of 360 metres to a ford through the Newton Burn (again with an associated footbridge), then in a westerly direction for 30 metres to Point R at the Denwick (Detached) - Shilbottle parish boundary. A 2.5 to 3 metre wide, unenclosed, stone and grass track continues in a general westerly direction for a further 960 metres to Shiel Dykes. The route, with no clearly defined width (narrowest point = 6.7 metres, at Shiel Dykes Farmhouse) proceeds in a westerly direction, through a farm yard area, for a distance of 125 metres, to Point Q, on the U3050 road, 35 metres north-east of number 1 Shiel Dykes Cottages.

7. COMMENTS RECEIVED ON THE DRAFT REPORT

- 7.1 In July 2019, a draft copy of the report was circulated to those landowners / occupiers who responded to the initial consultation for their comments.
- 7.2 Mr Robinson of Shiel Dykes telephoned to indicate broad support for the report’s conclusions.
- 7.3 By email, on 8 August 2019, the Northumberland Estates responded with the following comments in relation to the draft report:
- “I am in receipt of your letter of the 17th July and Draft Report relating to routes 21 and 24 (incorrectly labelled)on the plans supplied.

“With regard to this matter the estate were of the opinion that this was an adopted highway and therefore fell within the maintenance liability of Northumberland County Council, the proposals which are being made by yourself would seek to reduce the maintenance liability of the county council whilst still permitting all vehicles to utilise the route.

“The Conclusion 9.1 is a nonsense as the route is already a public highway and should remain so without being down graded.

“This application being debated is a waste of public money the routes should retain their adopted highway status.”

- 7.4 By email, on 13 August 2019, Mr & Mrs Ord of Newton Greens responded with the following comments in relation to the draft report:

“Thank you for your letter dated 17th July 2019 including the draft report. Having read the report we remain extremely concerned about the proposal and therefore would like the below further comments included for consideration.

“We are particularly concerned about the the wording - “open to all traffic” and the possible ramifications this alteration will have. We understand from the report that you have visited the track, however have you physically driven from the A1 to Shiel Dykes in a normal car on it? As I suspect it is not actually possible or if it is it will be very difficult, even in favourable conditions. Whilst it is not something we have attempted ourselves, we very much doubt that a normal car would manage to complete the journey, given the terrain and having to navigate the burn.

“By advertising the route as “open to all traffic”, you are in effect inviting people to attempt this journey, what happens when they get stuck or their car is damaged and breaks down? In parts of the track recovery vehicles could struggle to even reach them, who and how will these vehicles be recovered?

“This leads to the question of responsibility, who will maintain the track, and ultimately be responsible for any claims made to damaged cars?

“Another point of concern which we have been trying to obtain further details about, is whether the route could be used by Satnav in the future, unfortunately we have not been able to get a definitive answer and it seems a grey area. But the track would be a significantly shorter journey in distance for anyone trying to get between Longframlington and the A1/coast, so could people end up being directed via this route and has this point been considered?

“We must also reiterate our grave concerns about the gates being left open and livestock ending up on an A road, this really would be disastrous and possibly fatal for the livestock and motorists. As we said in our initial response there have been instances of the gate being left open, presently this is not a regular occurrence, but should traffic levels increase, inevitably the possibility of gates being left open will also increase. A solution to this would be a cattle grid and should NCC

proceed with the modifications we would urge them to consider installing one here. And should any unfortunate incidents happen we will refer back to us raising these concerns with NCC.

"We would also like to mention that we have had suspected poachers in the area again recently, and in one of our fields on the east of the A1. The area is prone to poachers and rural crime given the close proximity to the A1 meaning criminals can easily and quickly get away, therefore I hope Northumbria Police and Farmwatch have been contacted about the proposals. I also think you should contact Mr Charlie Armstrong of Middlemoor, North Charlton, Alnwick, NE67 5HP, if you have not already done so, as Mr Armstrong sub lets Shiel Dykes and modification of the track will directly affect him.

"We do not dispute that public vehicular rights exist on the U3051, we assume the ideology of the modification is to open the countryside up to the public, and we are fully supportive of this. However, on this occasion we really fail to see any advantages of referring to the track as "open to all traffic", only disadvantages.

"Although our concerns are speculative, they are very real and could have significant consequences. Whilst we very much hope that none of the potential scenarios mentioned occur, should you proceed with the modifications and they do happen, we will refer back to our correspondence with yourselves, and will expect NCC to take full responsibility."

"I trust our comments will be included and would appreciate being advised of the outcome of review. Please confirm receipt of this email."

8. DISCUSSION

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

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

- 8.2 When considering an application / proposal for a modification order Section 32 of the Highways Act 1980 provides for "any map, plan or history of the locality or other relevant document" to be tendered in evidence and such weight to be given to it as considered justified by the circumstances, including the antiquity of the tendered document, the status of the person by whom and the purpose for which it was made or compiled, and the custody in which it has been kept and from which it is produced.

- 8.3 The representation of a path or track on an Ordnance Survey Map is not evidence that it is a public right of way. It is only indicative of its physical existence at the time of the survey.
- 8.4 The route of alleged Byways Open to All Traffic Nos 24 and 21 is identified on the County Council's current List of Streets as being the U3051 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. In the Book of Reference, accompanying the First Edition 25" Ordnance Survey Map, the middle section of the route is identified as a public road. On the plan, prepared under the Finance Act 1910, the route is clearly identified as a Public Cartway.
- 8.6 Although other public rights of way were identified nearby, and four public bridleways were identified either beginning or ending on the route, the route itself 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 Byways Nos 24 and 21. 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 very western end of this route (through the farm yard at Shiel Dykes) has a reasonable driveable surface. This part of the route will be used by those living at the dwelling at Shield Dykes, their visitors and also by farm traffic. The remainder of the route 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.
- 8.13 Mr Ord, of Hitchcroft Farm voiced legitimate safety concerns regarding the byway's junction with the A1 road. Not all users of the byway would necessarily choose to use that junction. I believe the two horse riders which I encountered proceeding eastwards along the route turned off, along Bridleway No 1, just before the A1. The potential for gates to be left open, allowing animals to stray onto A1 is an understandable worry, but this situation is not unique to this route, and neither the suitability of the route nor concerns regarding stock security are considered to be relevant when seeking to determine what public rights actually exist over a route.
- 8.14 The Northumberland Estates has suggested that it is not necessary for this route to be recorded as a byway open to all traffic; public rights over the route not being in doubt, by virtue of it already being recorded on the Council's List of Streets. Of course, being recorded on the List of Streets does not prove a route's status - it is more a statement about maintenance liability. A number of landowners in Northumberland (including The Northumberland Estates) have, in the recent past, argued that certain routes on the Council's List of Streets have no public rights of way over them, whatsoever,
- 8.15 Commenting on the draft sub-committee report, the Northumberland Estates suggests that the proposal to record the route as a byway open to all traffic would reduce the Council's maintenance responsibility, that since the route route was already a public highway the Council was effectively downgrading it and that the route should retain its adopted highway status. In reality, however, the route's status is currently uncertain. As addressed in paragraphs 2.4, 8.7 and 8.8 of this report, inclusion in the List of Streets is a statement

about maintenance responsibility - it does not define the status of the route. The Definitive Map, on the other hand, is a document which establishes the status of a public right of way (and generally says nothing about maintenance responsibility). The route is not being downgraded (it currently has no confirmed status); it will remain on the List of Streets as the U3051 road. Although the Northumberland Estates has asserted that this route is already a public highway, it should be made clear that this does not necessarily mean that the public have vehicular rights over it. Public footpaths and bridleways are public highways over which no public vehicular rights (are known to) exist.

- 8.16 Mr & Mrs Ord also provided comments in relation to the draft report. Officers would agree with Mr & Mrs Ord's assessment that it would be very difficult (if not impossible) for this route to be driven from one end to the other in a 'normal' car. The Ords are concerned that recording the route as a byway **open to all traffic** will invite the public to use this route with 'normal' vehicles, resulting in damaged and stranded vehicles. As sub-committee members will be aware, the definition of a byway open to all traffic is a public motor vehicular right of way which is nevertheless used by the public more on foot, horseback and with pedal cycle than it is with vehicles. One of the main reasons why byways open to all traffic are primarily used by pedestrians, equestrians and cyclists is that they are generally unsuitable for passage with motor vehicles. "Open to all traffic" is a statement about the public rights which exist, not the physical suitability of the route for motor vehicles. The Ords do not dispute that public vehicular rights exist on this route. Their concerns, which include the potential for gates being left open leading to the risk of livestock straying onto the A1 and also problems of poaching, are all understandable, practical ones, but are not factors which are considered to be relevant when determining what public rights actually exist.
- 8.17 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. Usually there is a boundary to boundary presumption for public highways. However, where no defined corridor exists, and there is no (usually) documentary evidence to establish width, the Council has adopted a standard width of 5 metres (wide enough for two vehicles travelling in opposite directions to pass each other) for vehicular rights of way. On this basis it is proposed to record Byways Open to All Traffic Nos 24 and 21 with a width varying from 6.7 to 9 metres, for the enclosed sections, as identified in paragraph 6.1 above, and 5 metres for the remaining (majority) of the route.

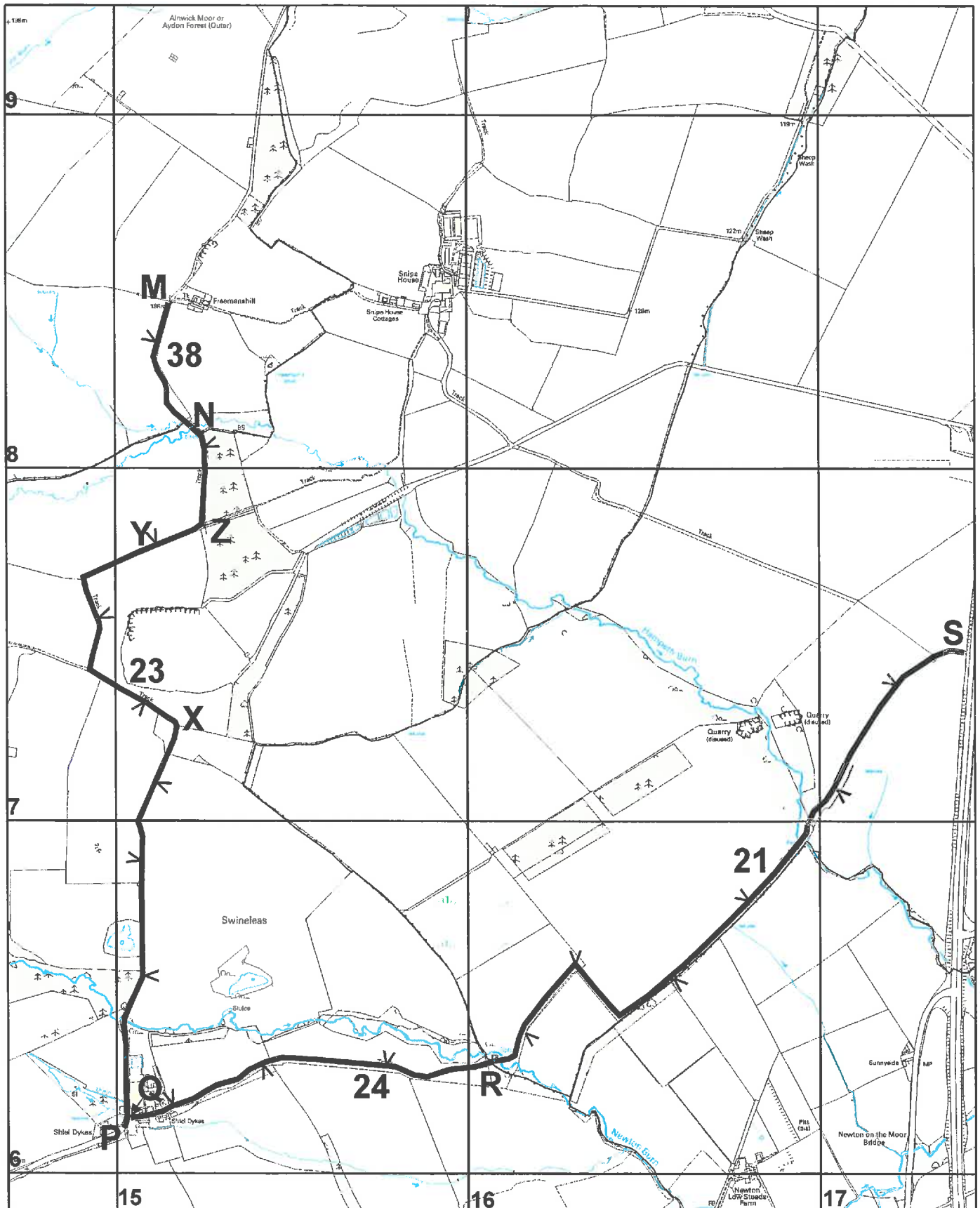
9. CONCLUSION

- 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 Byways Open to All Traffic Nos 24 and 21.
- 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 would be appropriate to recognize the public's rights over the route by recording it on the Definitive Map as a byway open to all traffic.

BACKGROUND PAPERS

Local Services Group File: A/41/24z & A/32/21z

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Wildlife and Countryside Act 1981 Public Rights of Way



Alleged Byway Open to All Traffic

Former District(s)
Alnwick

Def. Map No.
81/82

Parish(es) Alnwick Town/
Denwick(Det)/Shilbottle

O.S. Map
NU 10 NW/NE

Scale
1:15,000

Date
August 2019




Northumberland
 County Council

Contact: Alex Bell
 Telephone: 01670 624133
 Email: Alex.Bell@northumberland.gov.uk

Legend

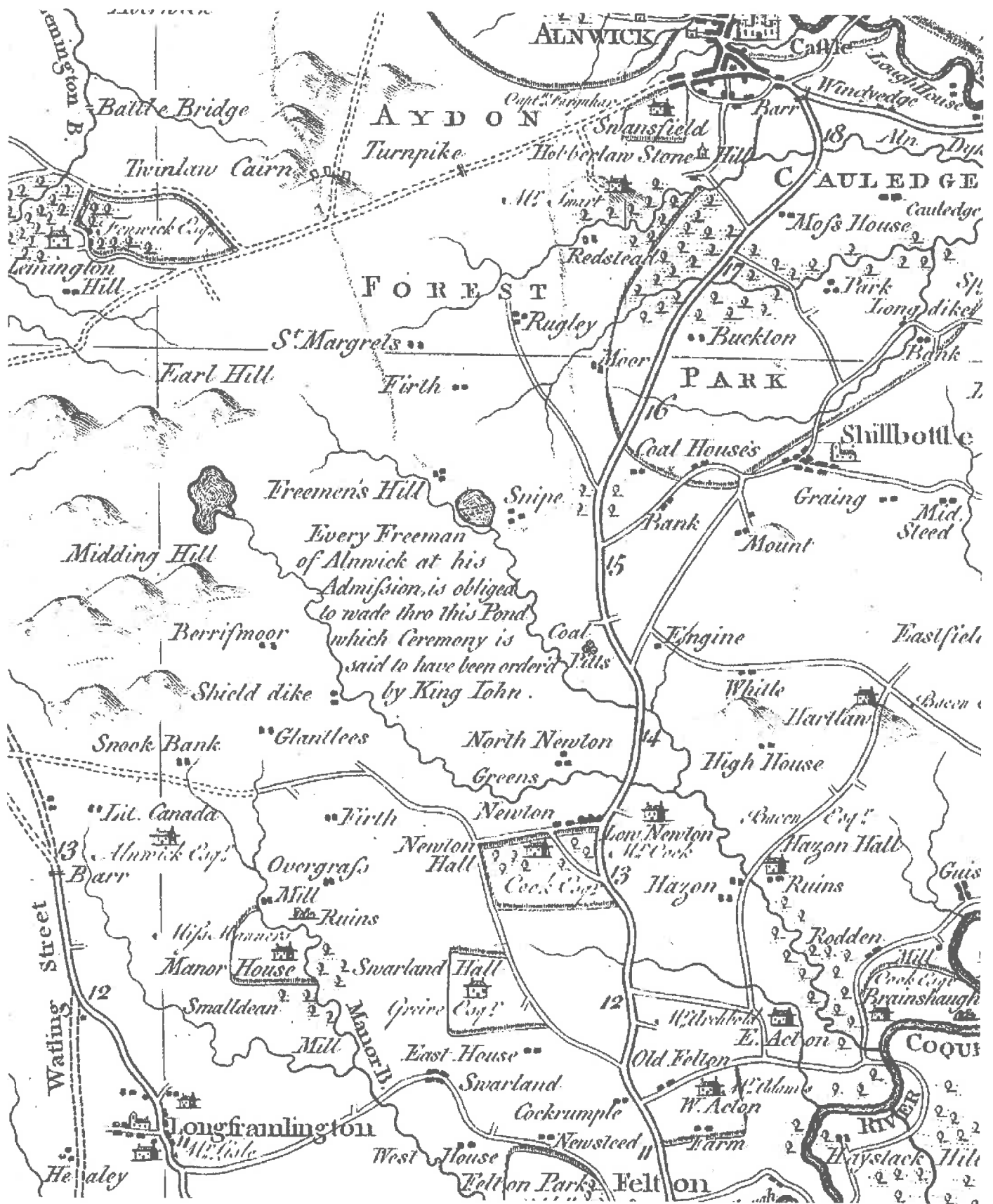
- Footpath
- Bridleway
- Restricted Byway
- Byway Open to All Traffic

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

Scale: 1:15,000

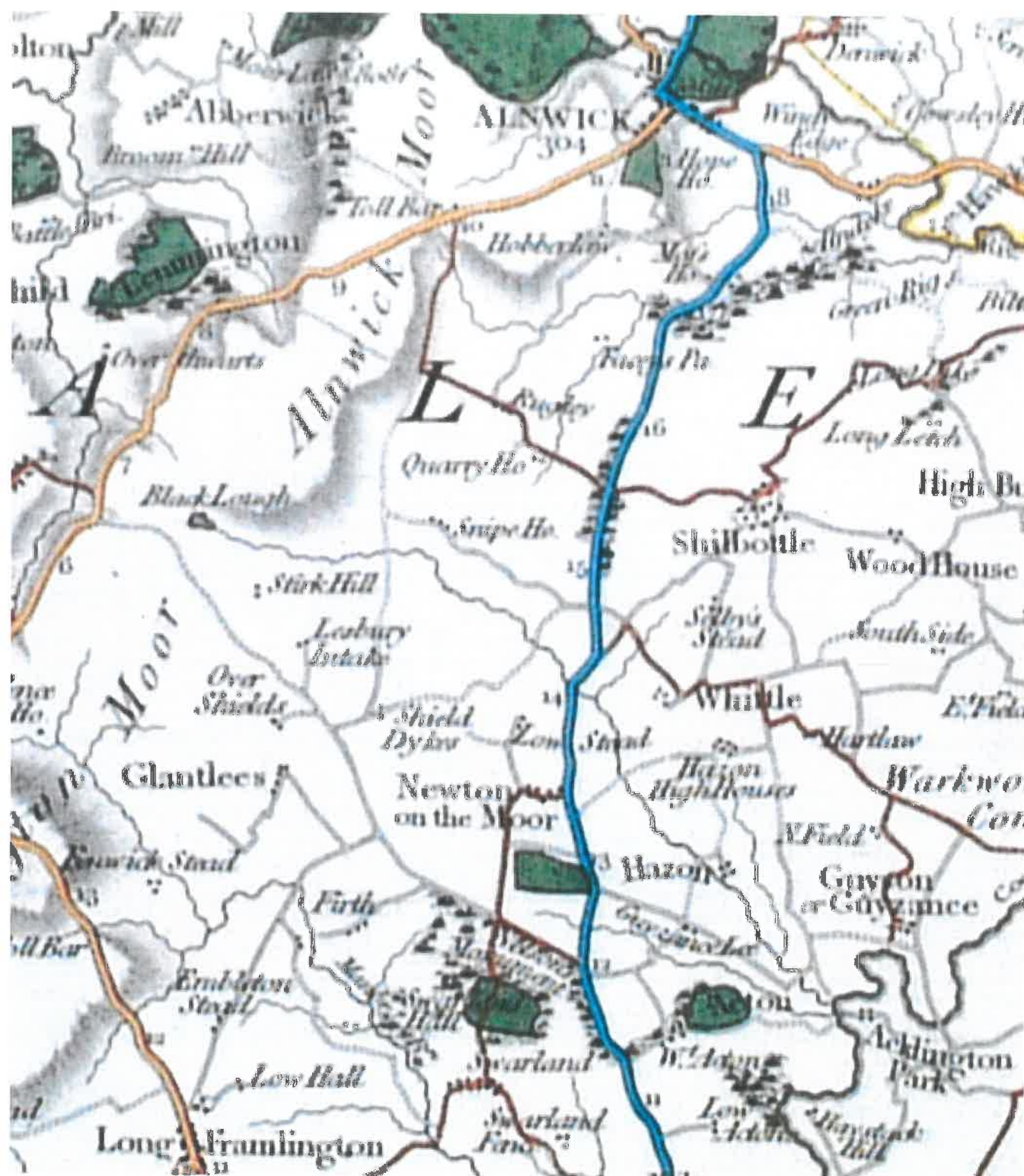
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Armstrong's County Map 1769



Fryer's County Map 1820

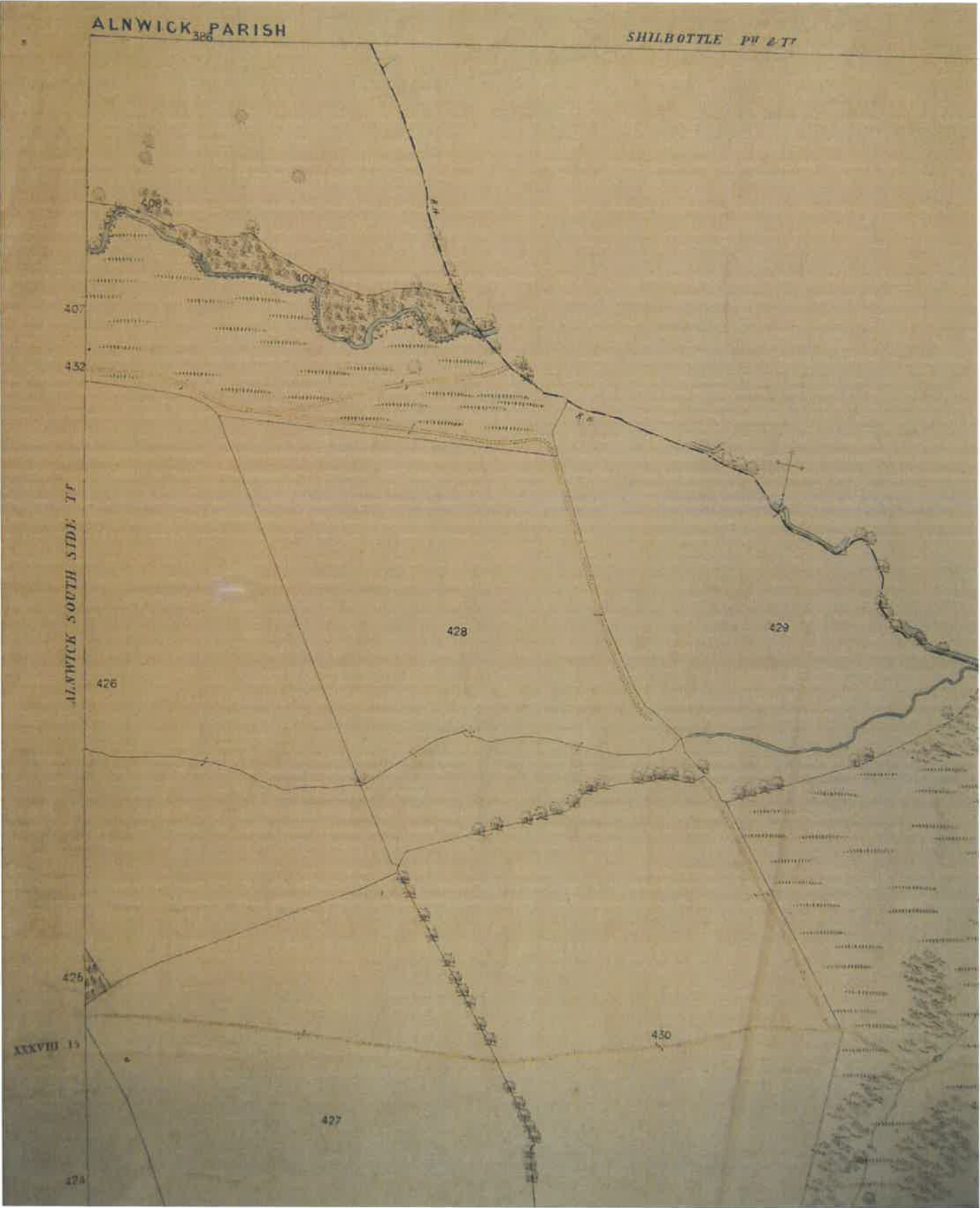




Greenwood's County Map

1828





5

No. on Plan.	Area in Acres.	Description.	No. on Plan.	Area in Acres.	Description.
	4158·870	<i>Brought forward.</i>			
338	3·983	Arable & shed.	380	1641·287	<i>Brought forward.</i>
339	4·229	Arable.		25·436	Rough pasture, furze, &c.
340	4·926	Arable & shed.	381	·769	Houses, yards, gar-
341	2·940	Arable & shed.			dens, &c. (Frec-
342	2·977	Arable.			manshill).
343	5·027	Arable.	382	10·384	Arable & quarry.
344	3·298	Arable, &c.	383	8·692	Arable.
345	3·291	Arable.	384	·299	Public road.
346	2·441	Arable.	385	5·393	Arable, &c.
347	11·289	Pasture & house.	386	·346	Pasture, &c.
348	7·358	Arable, &c.	387	24·309	Arable.
349	2·125	Pasture, &c.	388	18·124	Arable.
350	1·565	Gardens.	389	3·150	Rough pasture.
351	3·070	Arable.			
352	2·704	Pasture, &c.		4738·189	
353	3·743	Arable.			
354	5·900	Arable.			
355	5·175	Arable.			
356	1·171	Pasture.			
357	·658	Public road.			
358	·131	Houses and garden (Willowtree Inn).			
359	·005	House.			
360	4·876	Pasture.			
361	2·540	Public road.			
362	·396	Houses, yards, gar-			
		dens, &c. (Intake).			
363	2·069	Pasture.			
364	13·489	Arable.			
365	8·918	Arable.			
366	4·243	Public road.			
367	85·382	Rough pasture, furze, &c.			
368	11·045	Arable.			
369	3·758	Public road.			
370	6·720	Arable.			
371	4·239	Arable, &c.			
372	·189	Houses, gardens, &c. (Freeman's Arms P.H.)			
373	10·614	Pasture, &c.			
374	1·029	Public road.			
375	·101	Garden.			
376	233·630	Rough pasture, furze, &c.			
377	10·923	Arable.			
378	·130	Houses, &c. (Moor House).			
379	·120	Pasture.			
	4641·287	<i>Carried forward.</i>			

RECAPITULATION.		
4655·151	Land.	
59·111	Public roads.	
9·395	Railways.	
14·632	Water.	
4738·189	Total area of the Tp. Alnwick.	

TP. OF ALNWICK SOUTH SIDE.		
1	1·127	Pasture, quarry, &c.
2	6·375	Arable.
3	·150	Pasture.
4	·122	Garden.
5	·070	Garden.
6	·162	Garden.
7	·041	Garden.
8	9·015	Pasture, waste, &c.
9	·129	Houses & garden.
10	·128	Pond.
11	·284	Wood.
12	·187	Pasture.
13	·369	Pasture, &c.
14	·065	Garden.
15	1·203	Houses, gardens, &c. (High Hobberlaw).
16	5·513	Arable, &c.
	24·940	<i>Carried forward.</i>

No. on Plan.	Area in Acres	Description.	No. on Plan.	Area in Acres.	Description.
	4490·588	<i>Brought forward.</i>		5022·241	<i>Brought forward.</i>
385	·882	Wood.	432	·949	Public road.
386	32·149	Pasture.		5023·190	
387	22·288	Pasture.			
388	1·356	Wood.			
389	2·364	Wood.			
390	20·634	Pasture.			
391	21·444	Pasture, &c.			
392	1·092	Wood.			
393	·433	Pond.			
394	10·177	Pasture, &c.			
395	2·327	Wood, &c.			
396	6·659	Public road.			
397	·268	Rough pasture, &c.			
398	3·174	Rough pasture.			
399	1·247	Stackyard.			
400	·749	Houses, yards, &c.			
401	·206	Wood.			
402	·080	House & yard.			
403	·282	Wood.			
404	1·727	Wood.			
405	·149	Pasture.			
406	·479	Wood, &c.			
407	28·536	Rough pasture, &c.			
408	·168	Wood.			
409	1·822	Wood, &c.			
410	2·041	Wood.			
411	1·274	Wood.			
412	·137	House & yard (Aver-shield).			
413	37·499	Arable.			
414	27·542	Pasture.			
415	2·421	Wood.			
416	·331	Wood.			
417	·290	Gardens.			
418	·087	Garden.			
419	·499	Pasture, &c.			
420	·159	Houses, &c.			
421	·973	Houses, gardens, &c. (Shield Dyke).			
422	1·692	Pasture.			
423	57·311	Pasture, &c.			
424	73·144	Pasture, &c.			
425	2·779	Wood, &c.			
426	34·820	Pasture, &c.			
427	25·022	Pasture, &c.			
428	19·399	Pasture, &c.			
429	14·669	Pasture, &c.			
430	24·193	Pasture, &c.			
431	44·679	Rough pasture, furze, &c.			
	5022·241	<i>Carried forward.</i>		205·905	<i>Carried forward.</i>

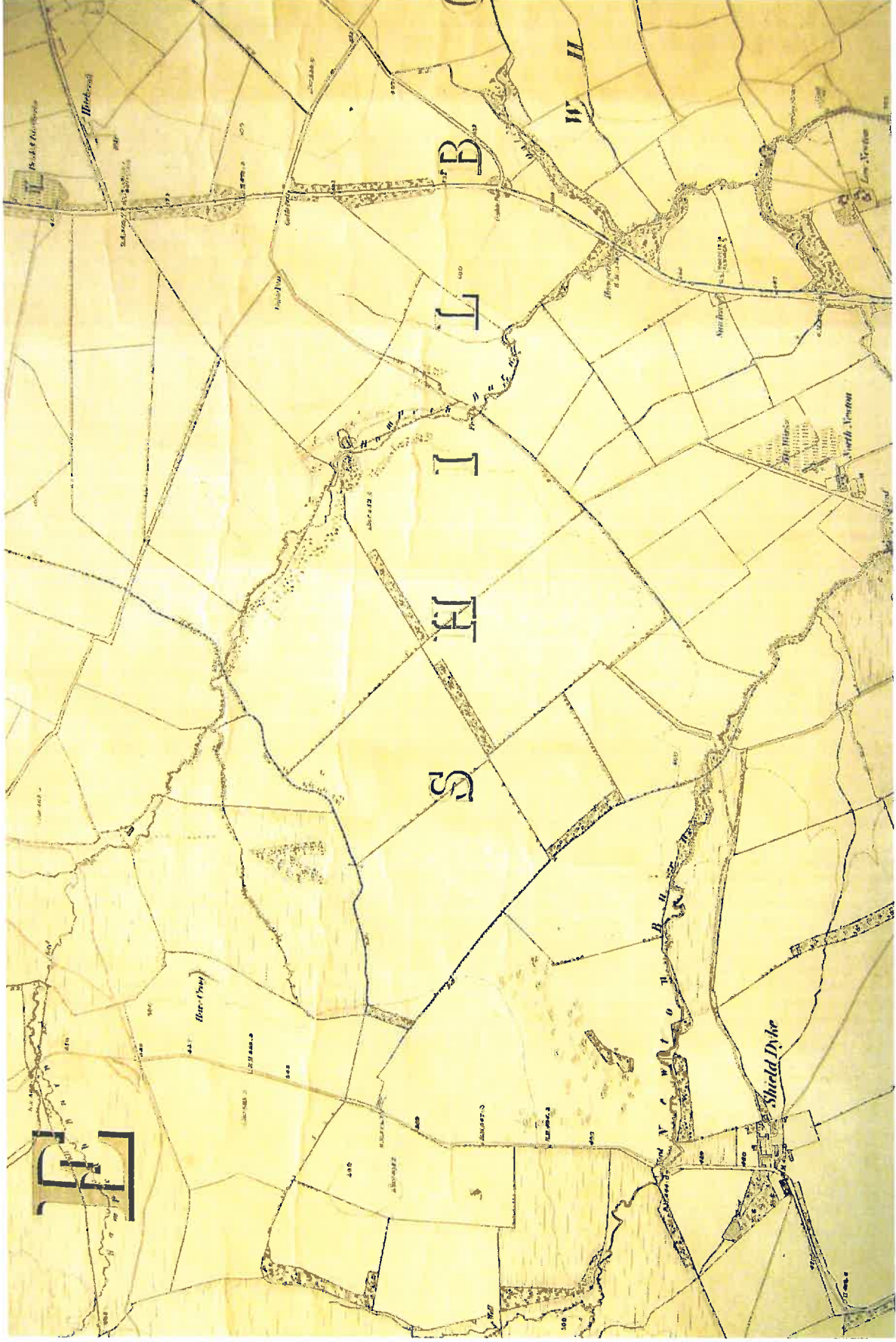
RECAPITULATION.

4970·361	Land.
32·201	Public roads.
10·874	Railways.
9·754	Water.
5023·190	Total area of the Tp. of Alnwick South Side.

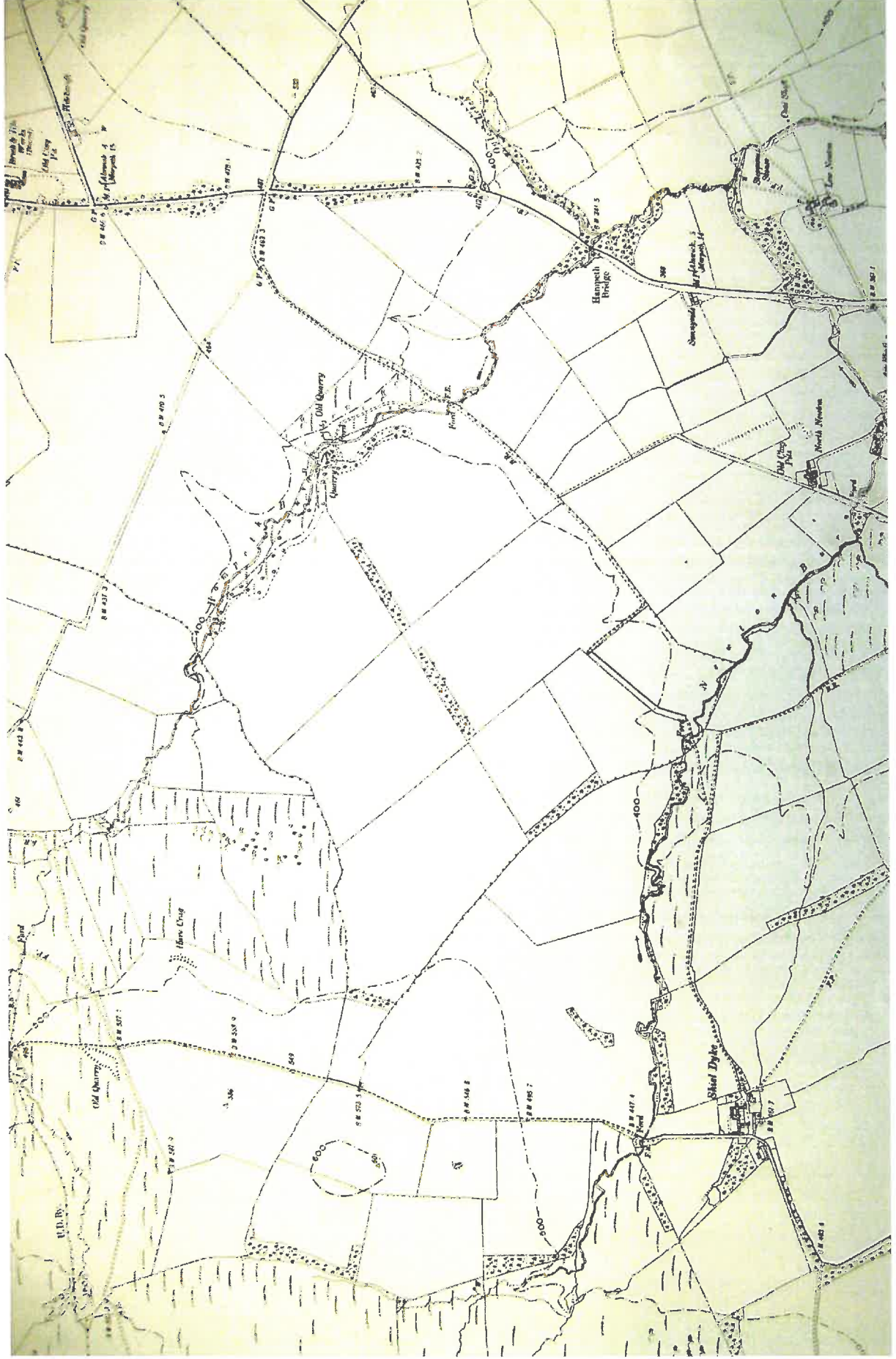
TOWNSHIP OF ABBEY LANDS.

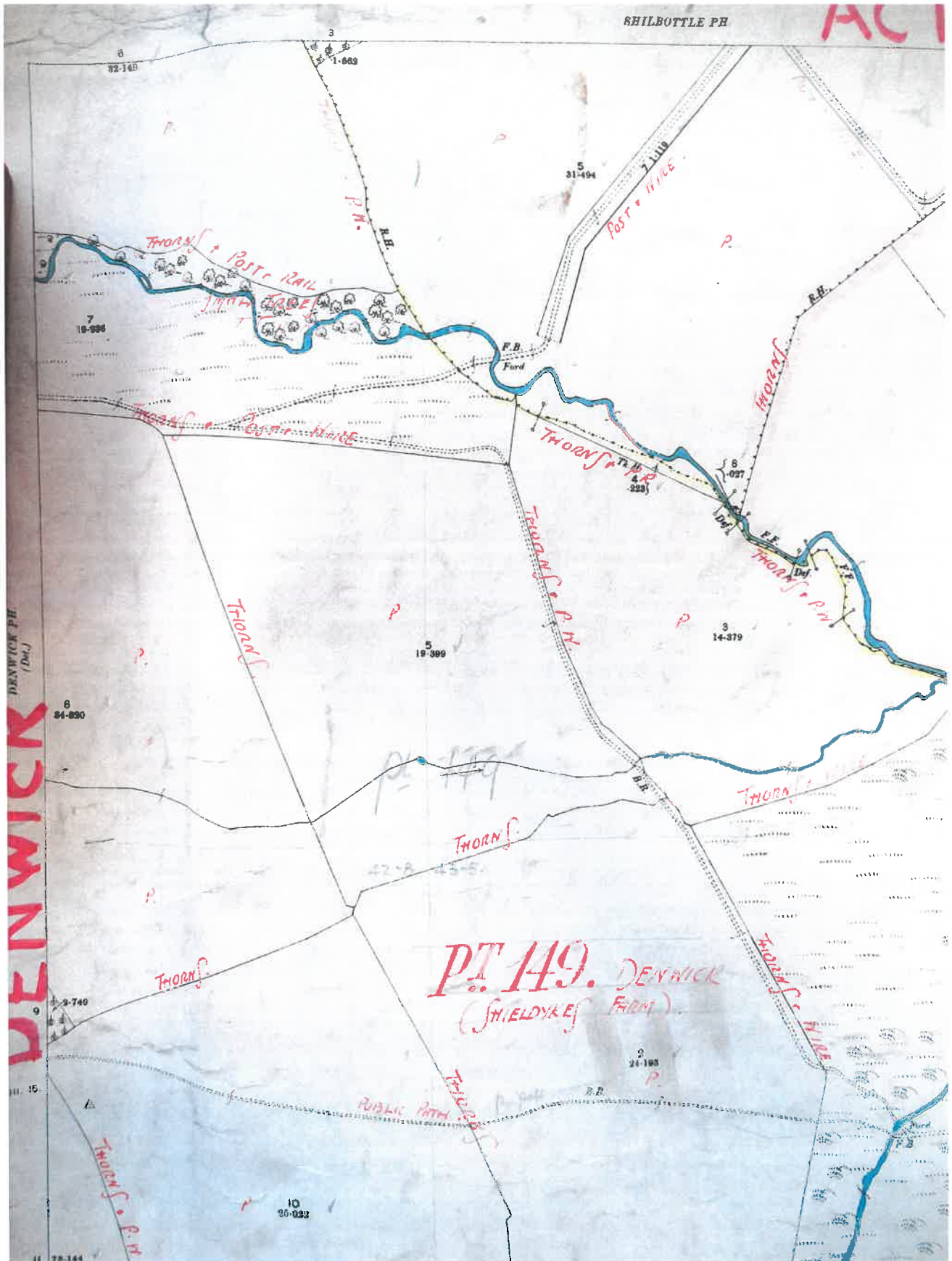
1	1·767	Wood.
2	·091	Pasture.
3	·218	Pasture & ruins.
4	·138	Pasture.
5	4·244	Wood.
6	·080	Pasture.
7	·078	Pasture.
8	7·021	Arable.
9	13·644	Public road.
10	·249	Houses, garden, &c. (Travellers' Rest P.H.)
11	14·609	Arable, &c.
12	23·831	Arable, &c.
13	20·622	Arable.
14	20·054	Pasture.
15	16·421	Pasture.
16	20·173	Pasture.
17	11·345	Arable.
18	10·461	Arable.
19	·029	Garden.
20	·059	Wood.
21	·079	Waste.
22	6·505	Pasture.
23	10·837	Wood.
24	1·868	Houses, yards, garden, &c.
25	11·354	Arable.
26	10·038	Arable.

1st Edition 6" O.S. Map
1866



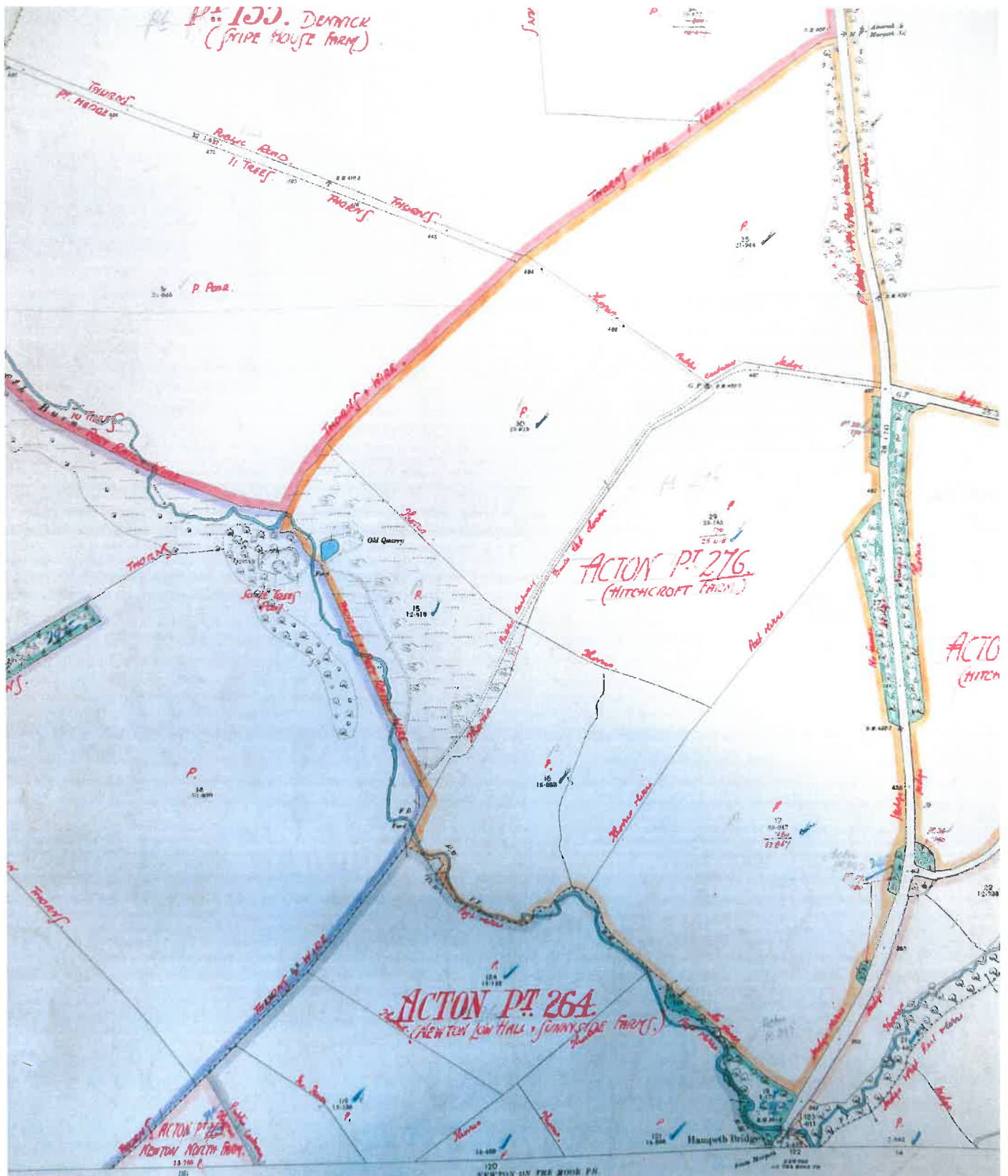
2nd Edition 6" O.S. Map
1899



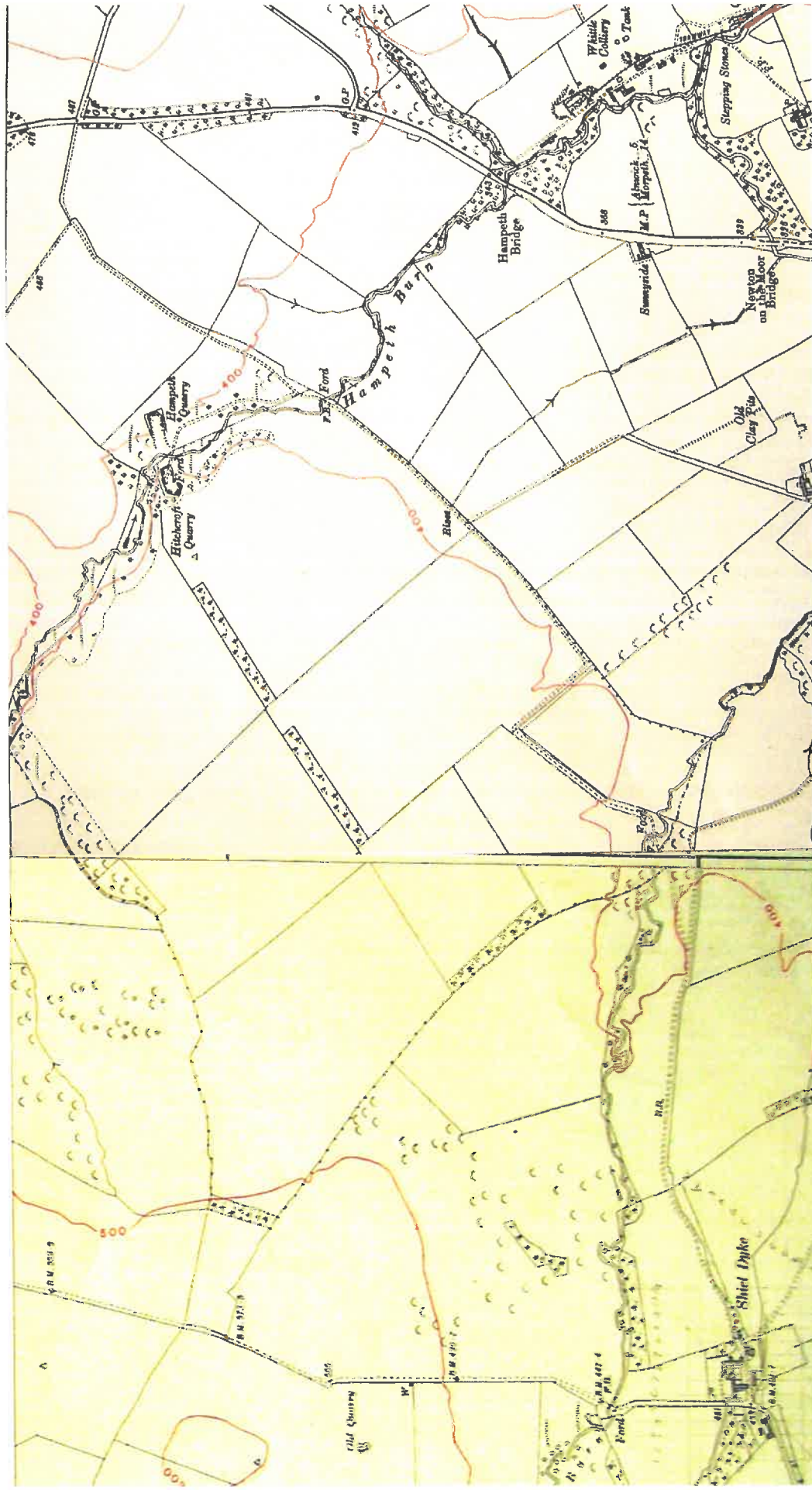


(Middle section)

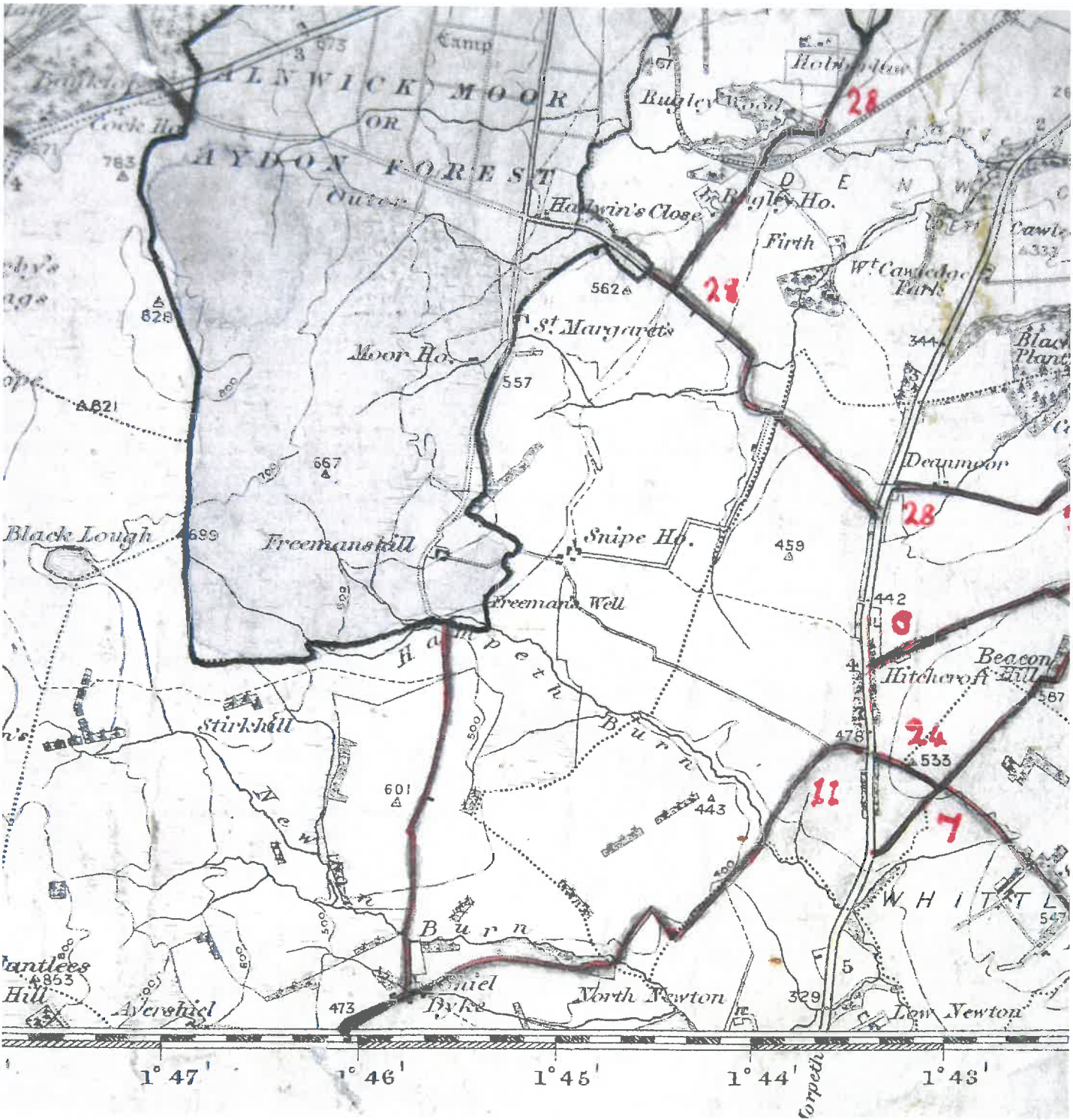
Finance Act 1910 Plan



(East section)

3rd Edition 6" O.S. Map
1926

Alnwick RDC Handover Map
1932



Alswick

**ALNWICK RURAL DISTRICT
COUNCIL**

**SCHEDULE
OF
REPUTED
PUBLIC RIGHTS
OF WAY**

Right of No. Way.	Description.
10. F.	From Denwick Bridge running in an E. direction through Plantation Nos. 408, 409, then along River side through field Nos. 414, 415, 453, to Denwick Mill (Peters Mill) crossing River Aln at the Alnwick Urban District boundary.
11. F.	Denwick to Snableazes from public road known as the Rabbit Leaning, running in an E. direction through field Nos. 442, 458, 438, to the Longhoughton Parish Boundary, joining footpath No. 10 in that Parish.
12. F.	Denwick to Harlow Hill from main road north of Denwick Bridge end running in an N.E. direction through field Nos. 215, 212, 203, 208, to the Longhoughton Parish Boundary, joining footpath No. 13 in that Parish.

20. PARISH OF DENWICK. (SOUTH).

1. B.R.	Shield Dykes to Newton-on-the-Moor from the public road at Shield Dykes then running in a S.E. direction through field Nos. 11, 10, 2, and 1, to the Newton-on-the-Moor Parish Boundary, joining bridle road No. 1 in that Parish.
2. B.R.	From bridle road No. 1 to the Shield Dykes-Hampeth public road running in a N.W. direction through field Nos. 1, 2, 5, then W. through field No. 7, joining the public road.
3. B.R.	Snipe House to Edlingham from Snipe House running in a S. direction through field No. 67 to the Hampeth Burn then running in a W. direction over the moor crossing over the public road and passing N. of Phylliss' Plantation and Sprithill Plantation to the Edlingham Parish Boundary, joining bridle road No. 11 in that Parish.
4. B.R.	From Snipe House running in a S.W. direction across field No. 67 to bridle road No. 3.
5. F.	From Snipe House to Freemanshill running in a W. direction across field No. 67 to the Alnwick Urban District Boundary.
6. B.R.	Snipe House to Hampeth running in a S.E. direction along cart road to the Shilbottle Parish Boundary, joining bridle road No. 1 in that Parish.
7. F.	Snipe House to Hitchcroft running in an E. direction along cart road then S.W. through field No. 71 to the Shilbottle Parish Boundary, joining footpath No. 2 in that Parish.
8. F.	Snipe House to Rugley running in a N. direction along cart road then N.E. through field Nos. 86, 84, 110, 111, 112, and 114, to the Rugley public road.
9. F.	From Rugley Ford to the Firth and Newcastle main road from public road at Rugley Ford running in a S. direction passing under L.N.E.R., then through field Nos. 171, 169, 162a, to the Firth Cottages then going over the Firth Burn and through field Nos. 135, 128, to the Shilbottle Parish Boundary, joining footpath No. 22 in that Parish.
10. F.	Rugley Wood to High Hoberlaw from public road W. of Rugley Ford running in a N. direction through Rugley Wood and field No. 206, then N.W. through field No. 205, to Hoberlaw Farm, then N. through field No. 205, to the Alnwick Urban District Boundary at High Hoberlaw.
11. B.R.	West Cawledge Park Farm to Colliery Farm from Newcastle main road running in a S.E. direction through field Nos. 334, 129, to the Smallpox Hospital at Shilbottle Parish Boundary, joining bridle road No. 5 in that Parish.
12. F.	Greensfield Moor House to Cawledge Moorhouse running in a S.E. direction through field No. 318, then through Cawledge Wood crossing the Cawledge Burn, then S. through field Nos. 310, 343a, to Cawledge Middle Park, then through field Nos. 340, 349, to the Shilbottle Parish Boundary, joining footpath Nos. 6 and 9 in that Parish.
13. F.	West Cawledge Park to Shilbottle from Newcastle main road running in an E. direction through field Nos. 334, 334a, then S.E. through field No. 334a, and Black Plantation to the Shilbottle Parish Boundary, joining footpath No. 10 in that Parish.

Right of No. Way.	Description.
3. B.R.	South Charlton to West Linkhall from public road, running in a N.E. direction over cart road in Kirk Crott, then through field No. 33, to the North Charlton Parish Boundary, joining bridle road No. 7 in that Parish.
4. B.R.	East Ditchburn to Shipley Hill from the Ditchburn Parish Boundary being continuation of bridle road No. 4 in that Parish, running in a south direction through field Nos. 116, 106a, to bridle road No. 1 at the Shipley Parish Boundary, joining bridle road No. 4 in that Parish.

18. PARISH OF CRASTER.

1. F.	From the public road at South Farm running S. to Howick East Lodge through field Nos. 36, 42, 46, and 45, to the Howick Parish Boundary, joining footpath No. 1 in that Parish.
2. F.	From the public road at South Farm running N.E. to Craster Village through field No. 10, and thence along the foot of the Hough past Quarry Plant to the Coastguard Station.
3. F.	From the Coastguard Station running S. through field Nos. 3, 7, and 54, past Gullernose Point and joining the public road, thence to the Howick Parish Boundary.
4. C.R.	From the public road at Howick Scar running S.W. along fence of field No. 47, and joining footpath No. 1.
5. C.R.	From the public road at Howick Scar running E. past farm to join footpath No. 3 in field No. 54.
6. F.	From the public road E. of Arch at Craster Tower, running N.W. towards Dunstan in field No. 12, to the Dunstan Parish Boundary, and joining footpath No. 16, in that Parish.

19. PARISH OF CRAWLEY.

1. F.	From Crawley Tower, running S. through field No. 32 and plantation No. 33 thence across L.N.E.R. to main road in Crawley Dean, to Glanton Parish Boundary.
-------	--

20. PARISH OF DENWICK (NORTH).

1. F.	To Shipley from Eglingham main road running in a W. direction through field No. 72, to the Shipley Parish Boundary, joining footpath No. 9 in that Parish at the Shipley Burn.
2. B.R.	From Eglingham main road running in a N. direction through field No. 88 to White House then through field No. 61 to the public road S. of White House Folly.
3. F.	From main road at Friars Well Lodge running in a N.E. direction through field No. 130 past Chester Cottage to Hindling Lane.
4. F.	Chester Cottage to Holy Well, from Hindling Lane running in a N.E. direction through Chester Plantation, then through field Nos. 109, 108, 141, to Holy Well then over cart road past Holywell Cottage to Berwick main road.
5. F.	Holy Well to Rock South Farm, from main road running in a N.E. direction through field Nos. 11, 10, 4, to the Rock Parish Boundary, joining footpath No. 7 in that Parish.
6. F.	Broome House to Broxfield from the main road running in a N.E. direction through field Nos. 255, 258, 228, 229, to the Broxfield Parish Boundary, joining footpath No. 1 in that Parish.
7. F.	From main road near Malcolms Well running in a N. direction through field Nos. 277, 278, to the main road at Loarning Head.
8. F.	Pennywells Path, from main road N. of Lion Bridge running in an E. direction through field Nos. 279, 285a, 385, 377, then over road from Abbey Cottages to main road.
9. F.	Pastures Path from the Lion Bridge running in an E. direction through field No. 388 to Denwick Bridge.

Right of
No. Way.

Description.

From the Ambleside Urban District Boundary running in a N.W. direction across field No. 38 to bridge road No. 5.

45. PARISH OF NEWTON-ON-THE-MOOR.

1. B.R. From Newton-on-the-Moor to North Newton, from public road W. of school, running in a N. direction over cart road past North Newton, then through field Nos. 120, 119, joining Shield Dykes public road at the Shilbottle Parish Boundary S. of Hampeth Quarry.
2. B.R. From Green's Farm to Blue House, from the Greens and Glantlees Parish Boundary, joining bridge road No. 3 in that Parish, running in a N.E. direction through field Nos. 81, 85, 89, 92, joining the public road at Blue House.
3. F. From public road opposite school to public well in field No. 74.
4. F. From public road opposite Blue House to Whittle, running in an E. direction over road to Low Newton then in a N.E. direction across field No. 105 to the Whittle Parish Boundary, joining footpath No. 2 in that Parish.
5. B.R. From Newton-on-the-Moor to High Hazon running in an E. direction through field Nos. 59, 54, to the Hazon and Hartlaw Parish Boundary, joining bridge road No. 1 in that Parish.
6. F. From Newton-on-the-Moor to Hazon, from public road near Quarry House running in an E. direction through Quarry and field No. 55 then S.E. through field Nos. 49, 38, 42, to the Hazon and Hartlaw Parish Boundary, joining footpath No. 7 in that Parish.

46. PARISH OF NEWTON-BY-THE-SEA.

1. F. From the Suspension Footbridge at the Boundary with Belford Rural District, running in a S.E. direction over Newton Links No. 90 to the public road at Newton Links House.
2. F. From the public road opposite Newton Links House running in a S.E. direction over Newton Links and thence in a S. direction along fence of field No. 49 and across field No. 19 to the public road at Newton Seahouses.
3. B.R. From Newton Seahouses running in a S. direction across Links No. 15 to Risemoor Cottage at the Embleton Parish Boundary, and joining bridge road No. 11 in that Parish.
4. F. From the Post Office at Newton-by-the-Sea running in a S. direction through field Nos. 35a, 31, 12, 10, to the Embleton Parish Boundary, and joining footpath No. 9 in that Parish.
5. F. From the houses near Post Office to the Public Well in field No. 24 to the public road to Newton Seahouses.
6. F. From the public road N. of the Joiners Arms running in a W. direction across field Nos. 55, 57, 58, 73, and joining the public road S. of Newton Barns.
7. F. From the public road N. of Newton Barns running in a W. direction across field Nos. 79, 80, to the Brunton Parish Boundary, joining footpath No. 6 in that Parish.
8. C.R. From the public road at the junction of the North end of Lamberts Lane running W. to Low Brunton as far as the Brunton Parish Boundary, and joining cart road No. 5 in that Parish.
9. O.R. From the public road at Newton Links House running in a N. direction across Newton Links to the Sea.
10. F. From the public road near Newton House running E. past High Newton Farm through field Nos. 47, 48, to Newton Links, and joining footpath No. 2.
11. F. From Brunton Bridge running in a N.W. direction to the Belford Rural District Boundary.

Right of
No. Way.

Description.

47. PARISH OF RENNINGTON.

1. F. From the public road at Rennington going past end of houses near War Memorial then in a N.E. direction across field No. 6 and over Stamford Burn to the public road at Stamford Cottages.
2. F. From the public road at the Horse Shoe Inn and running E. to the public road at the Vicarage.
3. F. From the public road at North Farm and running in a W. direction across field Nos. 30, 77, 101, 102, 103, and joining footpath No. 4 in field No. 105.
4. F. From the public road N. of Rennington Moor running in a N. direction to Rock South Farm across field Nos. 117, 116, 115, 106, 105, 97, to the Rock Parish Boundary and joining footpath No. 6 in that Parish.
5. F. From the public road opposite the Dam and running in a S.W. direction across field Nos. 43, 42, 74, 73, 12, then over public road and across field Nos. 133, 120, 127, to the public road at Rennington Moor.
6. B.R. From the Bridge at the bottom of the Orchard Leaning running in an E. direction to Little Mill Station through field Nos. 13, 12, 11, to the Stamford Parish Boundary and joining bridge road No. 4 in that Parish.
7. F. From the Plantation at Little Mill Road running in a S.W. direction to Denwick Lane End along the fences of field Nos. 149, 153, to the Hocket Road End.
8. F. Continuation of footpath No. 7 from Hocket Back Road over field No. 159, to the Loughoughton Parish Boundary, joining footpath No. 1 in that Parish.

48. PARISH OF ROCK.

1. B.R. From Rock Moor House to Rock Road running in a N. direction to the West Faldon Road past Stonedye Plantation and through field Nos. 43, 22, 5.
2. F. From Ralston's Plantation on the Rock Road, running N. to Rock Mill through field Nos. 40, 38, 37.
3. F. From last mentioned footpath running in a W. direction across field No. 38 to the Embleton Parish Boundary, and joining footpath No. 2 in that Parish.
4. F. From Rock to Rock Lodge on the Main North Road running in a W. direction from Rock so far along the avenue to No. 86 then along the S. side of the avenue.
5. F. From Rock South Farm to Rock running in a N.E. direction through field Nos. 119, 118, 117, 106, to Plantation Cottage and then through Pond Plantation to public road at Rock.
6. C.R. From Rock South Farm running in a S.E. direction to Rennington through field No. 150 as far as the Rennington Parish Boundary and joining footpath No. 4 in that Parish.
7. F. From Rock South Farm running in a S.W. direction to Heifferlaw Bank through field Nos. 150, 155, 156, to the Denwick Parish Boundary and joining footpath No. 5 in that Parish.

49. PARISH OF SHAWDON.

1. F. Commencing at the main road in field No. 65 through which it continues in an E. direction, then through field 72 to the Kennels.
2. B.R. Commencing at the main road from Hedgeley Hall to Tittington, N.E. of Shawdon Wood House, running N.E. then N. to join the main road and be continued by bridge road No. 2 in the Parish of Bearley.
3. F. Ganton Station to Tittington, from main road over field Nos. 65, 72, in an E. direction to the Kennels and Parish Boundary.

Description.

Right of
No. Way.

50. PARISH OF SHILBOTTLE.

1. B.R. From the Shield Dykes public road E. of Hampeth Quarry to Snipe House running in a N.W. direction through field No. 30 then along cart road to the Denwick Parish Boundary joining bridle road No. 6 in that Parish.
2. F. From public road at County Quarry Plant to Snipe House, running in a W. direction by side of Tramway to the Denwick Parish Boundary, joining footpath No. 7 in that Parish.
3. C.R. From Hitchcroft public road joining Beacon public road at Beacon Quarry.
4. F. From public road at Hillhead Corner running in a N. direction through field No. 259 to the Beacon public road.
5. B.R. From public road at Colliery Farm to West Cawledge, running in a N.W. direction through field No. 70 and Black Plantation to the Denwick Parish Boundary, joining bridle road No. 11 in that Parish.
6. F. From public road at Percy Cottage, Shilbottle, to Cawledge Middle Park, running in a N. direction through field Nos. 164, 149, 74, 74b, 77, joining footpath Nos. 9, 10, at the Denwick Parish Boundary, joining footpath No. 12 in that Parish.
7. F. From bridle road No. 5 at Colliery Farm running in an E. direction to join footpath No. 6.
8. F. From Dean Moor public road S. of Colliery Farm running in an E. direction through field Nos. 149, 148, 145, 136, to public road at Milburns Bank.
9. F. From public road W. of the Camoun, Shilbottle, to Cawledge Middle Park, running in an N. direction through field Nos. 144, 145, 146, 75, 77, to the Denwick Parish Boundary, joining footpath No. 12 in that Parish.
10. F. From public road at Milburns Bank, Shilbottle, to West Cawledge Park, running in a N. direction over cart road then through field Nos. 76, 78, 77, to the Denwick Parish Boundary, joining footpath No. 13 in that Parish.
11. F. Shilbottle Grange to Alnwick from the Woodhouse Parish Boundary at the Tyelaw Burn joining footpath No. 1 in that Parish, running in a N. direction through field Nos. 113, 93, crossing public road, then through field Nos. 92, 90, to the Denwick Parish Boundary, joining footpath No. 14 in that Parish.
12. B.R. From public road N. of Percy Road, running in a N.E. direction over cart road to Townfoot Farm.
13. B.R. From Townfoot Farm running in a N.W. direction over cart road to public road.
14. F. From Townfoot Farm to Bilton Banks, running in a N.E. direction over cart road then through field Nos. 108, 106, passing Longdyke to the Lesbury Parish Boundary, joining footpath No. 15 in that Parish.
15. B.R. From Grange Road to Townfoot running in a N. direction over cart road in front of Council Houses, then through field Nos. 205, 203, 126, 127, joining bridle road No. 12.
16. F. From N. end of Percy Road running in a W. direction to public road on N. side of Shilbottle.
17. F. From public road at Aged Miners' Homes running in a S. direction over cart road then through Church Yard to public road near Parish Room.
18. F. From footpath No. 17 running in a E. direction to Percy Road.
19. F. From public road at Hillhead running in an E. direction over cart road to Hillhead Farm, then over field No. 277 joining bridle road No. 20.
20. B.R. From public road E. of Farriers Arms, Shilbottle, to Hartlaw, running in a S. direction over Green Lane, then through field Nos. 226, 261, 277, 275, then E. through field No. 301 then again S. through field Nos. 269, 301a, 301b, 308, crossing Sturton Grange public road, then through field No. 306 to the Hazon and Hartlaw Parish Boundary, joining bridle road No. 3 in that Parish.

Description.

Right of
No. Way.

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

51. PARISH OF SHIPLEY.

1. B.R. From the Wooler public road and E. of Bannamoor Bridge running in a N. direction to the Ditchburn Parish Boundary, joining bridle road No. 1 in that Parish.
2. B.R. From the South Charlton public road running over cart road in a N.W. direction, then N. past Shipley Hill to the South Charlton Parish Boundary, joining bridle road Nos. 1, 4, in that Parish.
3. F. From South Charlton public road W. of bridge, running in a W. direction through field Nos. 48, 47, passing through Shipley Hill, then through field Nos. 43, 9, 12, 13, joining the West Ditchburn public road.
4. F. Smallburns to Shipley Hill, from footpath No. 5 near Smallburns, running in a N.E. direction through field Nos. 60, 58, 42, 43, joining footpath No. 3 at Shipley Hill.
5. F. From the South Charlton public road near Old Shipley, running in a W. direction to Shipley Lane and Smallburns, through field Nos. 80, 59, 60, to West Ditchburn public road.
6. F. From the South Charlton public road below Old Shipley, running in a W. direction through field Nos. 79, 78, 76, 75, to the Wooler Road opposite Bolton road end.
7. B.R. From Bolton public road opposite the Plantation, running in a N.W. direction through field Nos. 94, 98, to the Eglington Parish Boundary, joining bridle road No. 13 to Eglington in that Parish.
8. C.R. To Shipley from Wooler Road at Shipley Lodge, running in a S. direction to Shipley, then W. through field No. 110a, crossing the Eglington Burn, then N.W. through field Nos. 137, 130, 131, 94 to the Bolton Road near bridge over Tillington Burn.
9. F. From Shipley cart road No. 8 running in a N.E. direction through field Nos. 115, 115b, to the Denwick Parish Boundary, joining footpath No. 1 in that Parish at footbridge over Shipley Burn.

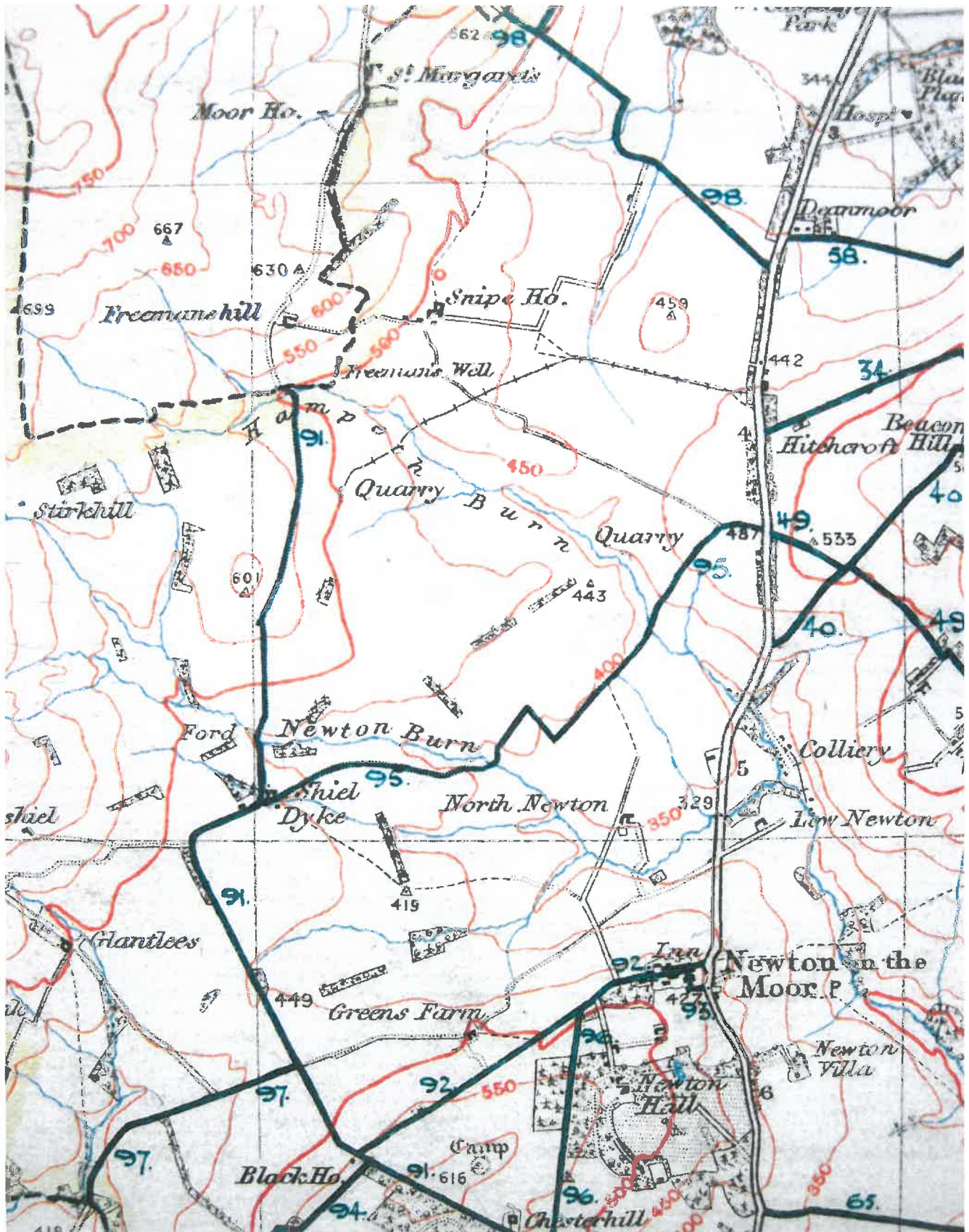
52. PARISH OF STAMFORD.

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

53. PARISH OF STURTON GRANGE.

1. F. Commencing at main road at Sturton Grange and running in a N. direction along cart road past cottages through field No. 11 to Woodhouse Parish Boundary, joining footpath No. 3 in that Parish.
2. F. From Sturton Grange road end across field No. 23 in a N.E. direction to Low Buston Parish Boundary, joining footpath No. 8 in that Parish.

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



Alnwick RD

COUNTY OF NORTHUMBERLAND.

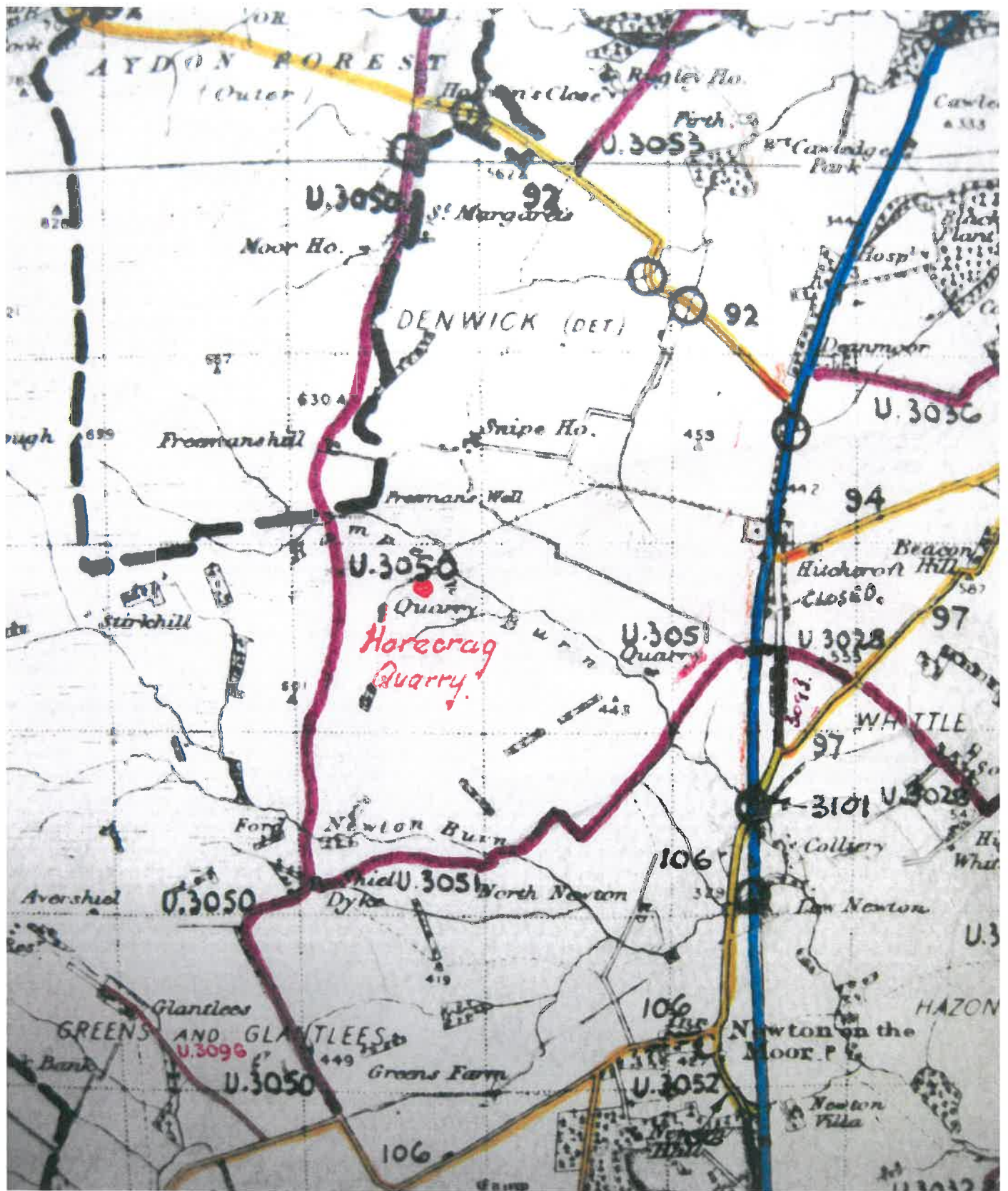
Restriction of Ribbon Development Act, 1935

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.

- ✓ 87. Road from the Antile-Togston Barns road at Togston East Farm southwards to a point 100 yds. north of the road leading to High Coldrife.
- ✓ 88. Road from a point on the Togston East Farm-South Broomhill road 200 yds. south of Togston East Farm to the coast at Togston Links.
- ✓ 89. Road from a point on the Felton-Longframlington road B.6345 $\frac{1}{2}$ -mile south west of Swarlandence via Elybaugh to the ford at the River Coquet.
- ✓ 90. Road from the Felton-Longframlington road B.6345 at Felton to St. Michael's Church, Felton.
- ✓ 91. Road from a point on the Morpeth-Alnwick road A.1 100 yds. north of Rushycap via Leamington Lane, Chesterhill, Black House and Shiel Dyke to its crossing of the Hampeth Burn near Freemanshill.
- ✓ 92. Road from the Morpeth-Alnwick road A.1 at Newton-on-the-Moor to the Rushycap-Shiel Dyke road at Black House.
- ✓ 93. Road from the Memorial Fountain south eastwards to the Newcastle-Berwick road A.1 at Newton-on-the-Moor.
- ✓ 94. Road from a point on the Rushycap-Shiel Dyke road 100 yds. south east of Black House via Overgrass to its crossing of the Swarland Burn near Newmoor Hall.
- ✓ 95. Road from a point on the Morpeth-Alnwick road A.1 $\frac{1}{2}$ -mile north of Hampeth Bridge to the Rushycap-Freemanshill road at Shiel Dyke.
- ✓ 96. Road from a point on the Newton-on-the-Moor to Black House road 400 yds. west of Newton-on-the-Moor Schools via the West Lodge of Newton Hall and Swarland Hall to the Felton-Longframlington road B.6345 at Swarland.
- ✓ 97. Road from a point on the Rushycap-Shiel Dyke road 600 yds. north west of Black House via Alnwick Fords to its crossing of the Swarland Burn on the road to Longframlington.
- ✓ 98. Road from a point on the Morpeth-Alnwick road A.1 200 yds. south of Deanmoor Cottages via Rugley Cottages to a point thereon 400 yds. north west of Rugley Cottages.
- ✓ 99. Road from a point on the Deanmoor-Lemington Bank road 200 yds. north west of Rugley Cottages via Rugley House to the entrance to Hoberlaw.
- ✓ 100. Road from a point on the Alnwick-Rothbury road B.6341 350 yds. north of Widehope Bridge via Edlingham, Hillhead, Broome Park and Bridge End to the Glanton-Bolton road at Bolton.
- ✓ 101. Road from a point on the Morpeth-Wooler road A.697 $\frac{1}{2}$ -mile north of Wandy Bridge via Newtown to a point on the Edlingham-Bolton road $\frac{1}{2}$ -mile south of Edlingham Hut.
- ✓ 102. Road from the Bolton-Edlingham road at Bridge End via the east side of Broome Park to a point on the Alnwick-Whittingham road 350 yds. west of Battle Bridge.
- ✓ 103. Road from a point on the Alnwick-Whittingham road 500 yds. east of Battle Bridge via Glenallan and Broomhill to the eastern boundary of Rodside Wood.
- ✓ 104. Road from a point on the Alnwick-Rothbury road B.6341 $\frac{1}{2}$ -mile south west of Banktop via Lemington Hall to the Alnwick-Whittingham road at the foot of Lemington Bank.
- ✓ 105. Road from a point on the Alnwick-Glenallan road 750 yds. east of Broomhill via Abberwick Ford, Tittington and Hedgeley Hall to a point on the Egingham-Hedgeley station road $\frac{1}{2}$ -mile south west of Beasley.

- ✓ 106. Road from a point on the Alnwick-Hedgeley Hall road 300 yds. west of Abberwick Ford to Bolton Mill.
- ✓ 107. Road from Abberwick to a point on the Alnwick-Hedgeley Hall road $\frac{1}{2}$ -mile north of its junction with the Alnwick-Glenallan road.
- ✓ 108. Road from the Alnwick-Whittingham Road at the foot of Garminthedge Bank via Low Learchild and High Learchild to a point on the Morpeth-Wooler road A.697 400 yds. north of Learchild Moor House.
- ✓ 109. Road from the Edlingham-Bolton road at Hillhead via Lemington Mill to the Banktop-Lemington Bank road at Lemington Hall.
- ✓ 110. Road from the Edlingham-Bolton road at Hillhead to a point on the Garminthedge Bank-High Learchild road $\frac{1}{2}$ -mile north east of High Learchild.
- ✓ 111. Road from the Alnwick-Rothbury road B.6341 at Banktop eastwards for a distance of 200 yds. along Red Road.
- ✓ 112. Road from a point on the Glanton-Great Ryle road 200 yds. west of Mile End via Glanton, Glanton station, Bolton and East Bolton to a point on the Alnwick-Wooperton road B.6346 $\frac{1}{2}$ -mile north west of Shipley Bridge.
- ✓ 113. Road from the Glanton-Bolton road at Shawdon Hall Lodge via Shawdon Hill to a point 300 yds. south west of its intersection with the Morpeth-Wooler road A.697.
- ✓ 114. Road from the Morpeth-Wooler road A.697 at Powburn via Glanton to the Glanton-Whittingham road at St. Mary's R.C. Church, Glanton.
- ✓ 115. Road from the Glanton-Bolton road at Glanton via Dean House and Beasley Wood House to a point on the Egingham-Hedgeley Station road $\frac{1}{2}$ -mile east of Beasley.
- ✓ 116. Road from the Morpeth-Wooler road A.697 at Powburn via Crawley Tower to a point on the Hedgeley-Tittington road 500 yds. south of Hedgeley Hall.
- ✓ 117. Road from the Alnwick-Wooperton road B.6346 at Egingham via Beasley to the Morpeth-Wooler road A.697 at Hedgeley Station.
- ✓ 118. Road from a point on the Morpeth-Wooler road A.697 150 yds. north of Hedgeley West Cottages to Low Hedgeley.
- ✓ 119. Road from a point on the Glanton-Egingham road 1 $\frac{1}{4}$ miles north west of Dean House via Beasley to Waterside Plantation.
- ✓ 120. Road from the Alnwick-Wooperton road B.6346 at Egingham via Tarry to a point thereon 500 yds. north east of the entrance to Tarry.
- ✓ 121. Road from Harehope to the Alnwick-Wooperton road B.6346 at Harehope East Lodge.
- ✓ 122. Road from Tittington Farm to the Hedgeley-Alnwick road.
- ✓ 123. Road from a point on the Alnwick-Wooperton road B.6346 $\frac{1}{2}$ -mile east of Egingham Church via Eginghamhill and West Ditchburn to a point on the Alnwick-Wooperton road B.6346 $\frac{1}{2}$ -mile north west of Shipley Bridge.
- ✓ 124. Road from a point on the Shipley-Charlton Mires road B.6347 700 yds. south west of Charlton House via Whitehouse Folly to a point on the Alnwick-Egingham road B.6346 $\frac{1}{2}$ -mile south east of Shipley Bridge.
- ✓ 125. Road from East Ditchburn to the Shipley-Charlton Mires road B.6347 at South Charlton.

Extract from the Council's 1951 Highways Map



1958 County Road Schedule

ALNWICK DIVISION

Unclassified Roads in Alnwick Rural District

		Brought Forward	26.269
U.3036	Deanmoor Road	From A.L. at Deanmoor Cottages via Deanmoor to C.94 at Shilbottle	1.08
U.3037	Shilbottle Road	Old School Road. Widow's Road, Middle Ord.	0.307
U.3038	Markworth Moor - Old Barnes Road	From C.101 near Markworth Moor via Black Bridge wood to C.103 at Old Barnes including approach to Howlet Hall.	1.64
U.3039	South Side - Stourton Grange Road	From C.100 via South Side to C.98 at Stourton Grange.	1.29
U.3040		From C.102 to B.6345 at Acklington Station.	0.34
U.3041	Lanehead - Acton Hall - Brainshaugh Road.	From A.L. at Lanehead via Acton Hall to C.102 at Brainshaugh Bridge.	1.94
U.3042	Acklington Park - Cheeveley Road.	From C.102 at Acklington Park via Low Farm and High Park to R.D. Boundary near Cheeveley.	1.89
U.3043	Markworth Roads	The Butts, Cemetery Bank, Church Lane, Berne Road, Dial Place, Markworth Avenue, The Stanners, Brewery Lane.	0.969
U.3044	Gloster Hill Road	From C.105 via Gloster Hill to the Wynd, Amble.	0.59
U.3045	Morwick Mill Road	From C.103 at Morwick to Morwick Mill.	0.48
U.3046	Togston Farm - Coast Road	From C.110 near Togston Farm to Togston Links.	0.89
U.3049	New Moor Hall - Black House-Rushy Cap Road	From R.D. boundary at New Moor Hall via Back House crossing C.390 near Chester Hill to A.L. at Rushycap.	2.35
U.3050	Hawden Grange - Black House Road	From B.6341 near Hawden Grange via St. Margaret's and Shield Dyke to C.106 near Black House (Urban 2.42 - Rural 2.36)	4.78
U.3051	Shiel Dyke - Hampeth Road	From U.3050 at Shiel Dyke to A.L. near Hampeth Bridge (Reduced for diversion)	1.97
U.3052	Newton-on-the-Moor Road	From C.106 at Memorial Fountain to A.L. Newton-on-the-Moor.	0.102
U.3053	Rugley Road.	From C.92 near Rugley Cottage via Rugley to B.6341 at Clayport Bank Top. (Urban 0.94 - Rural 1.14)	2.08
		Forward	48.967 miles

Survey Map (Alnwick RD)



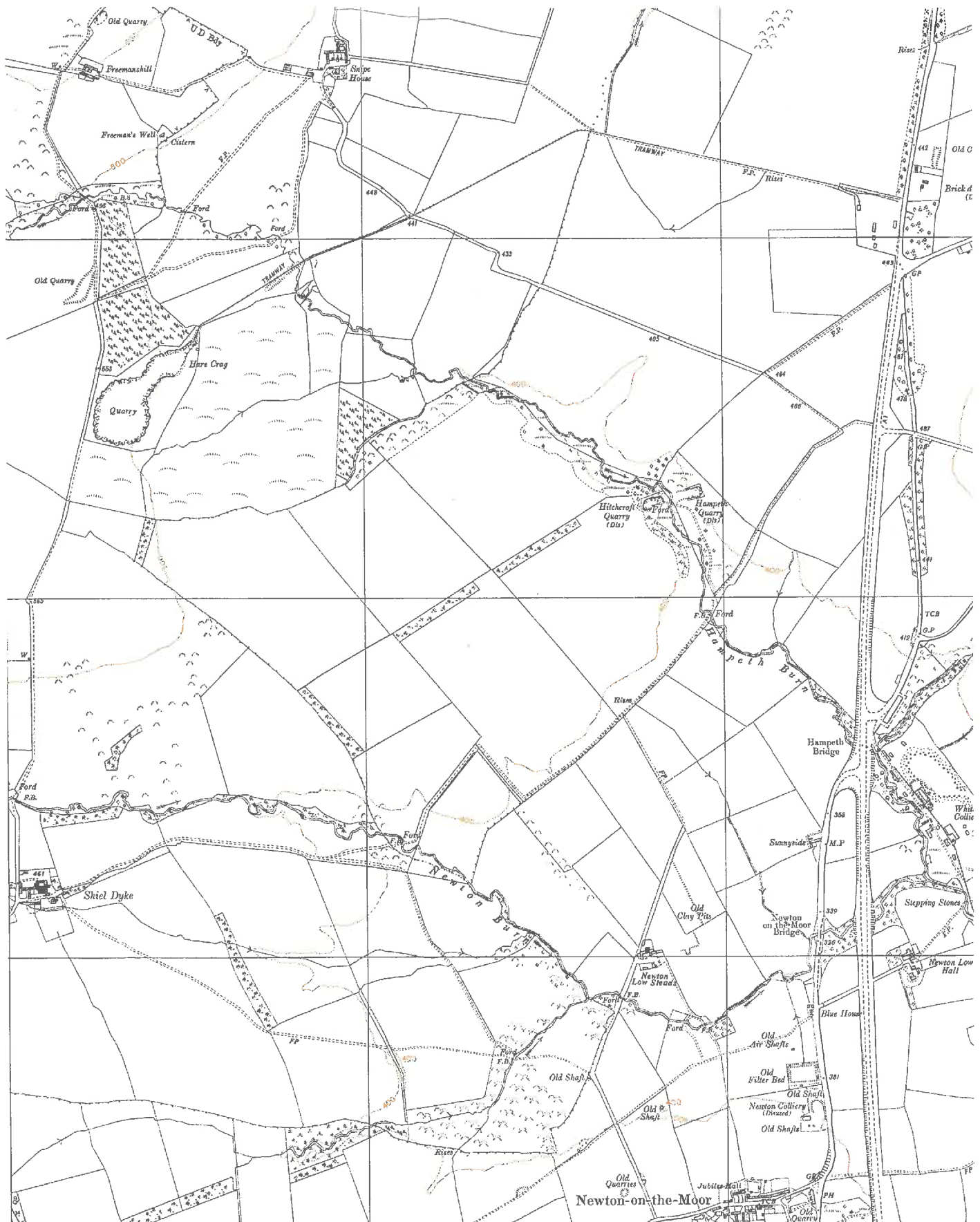
Draft Map (Alnwick RD)



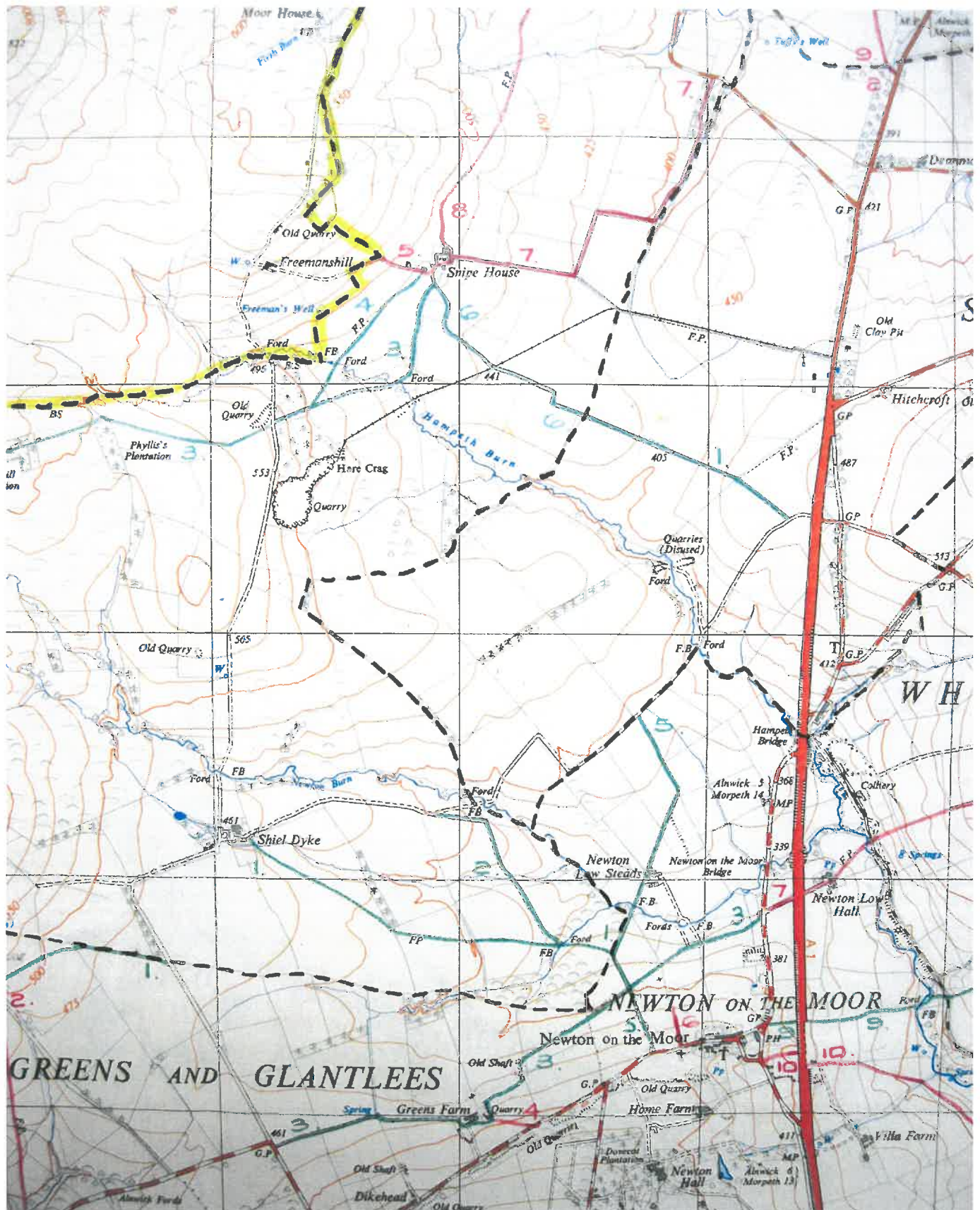
Provisional Map (Alnwick RD)



1:10,560 O.S. Map
1957



Original Definitive Map



NORTHUMBERLAND COUNTY COUNCIL.

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

PUBLIC RIGHTS OF WAY - STATEMENT.

1. Borough
Urban District
Rural District ALNWICK
2. Parish DENWICK (DETACHED)
3. Number of Footpath on Map 1
4. Name of Path
5. Kind of Path (i.e. FP/BR) B.R.
6. General Description of Path From the public road at Shiel Dyke in a
..... south-westerly direction to join B.R. 5 at the Newton-on-the-Moor Parish..
..... boundary.
.....
.....
.....
7. Other relevant information
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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 DENWICK (DETACHED)
3. Number of Footpath on Map 2
4. Name of Path
5. Kind of Path (i.e. FP/BR) B.R.
6. General Description of Path From the public road east of Shiel Dyke in a
south-easterly direction crossing the bridge over the Swanlea to join
B.R. 1 at the burn.
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7. Other relevant information Footbridge at Swan Lea recorded on County
Council Schedule as F.B. 3090.
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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 5 ✓

4. Name of path GAW LAW

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

6. General Description of Path From the Shiel Dyke-Hitchereft road south-west
of the Hampeth Burn in a southerly direction by Newton Low Steads crossing
the bridge over the Low Stead to join the Longframlington-Newton-on-the-Moor
road west of Newton-on-the-Moor School.
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7. Other relevant information Footbridge at Low Stead No. 1 recorded on
County Council Schedule as F.B. 3086.
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NORTHUMBERLAND COUNTY COUNCIL

NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949

PART IV

PUBLIC RIGHTS OF WAY - STATEMENT

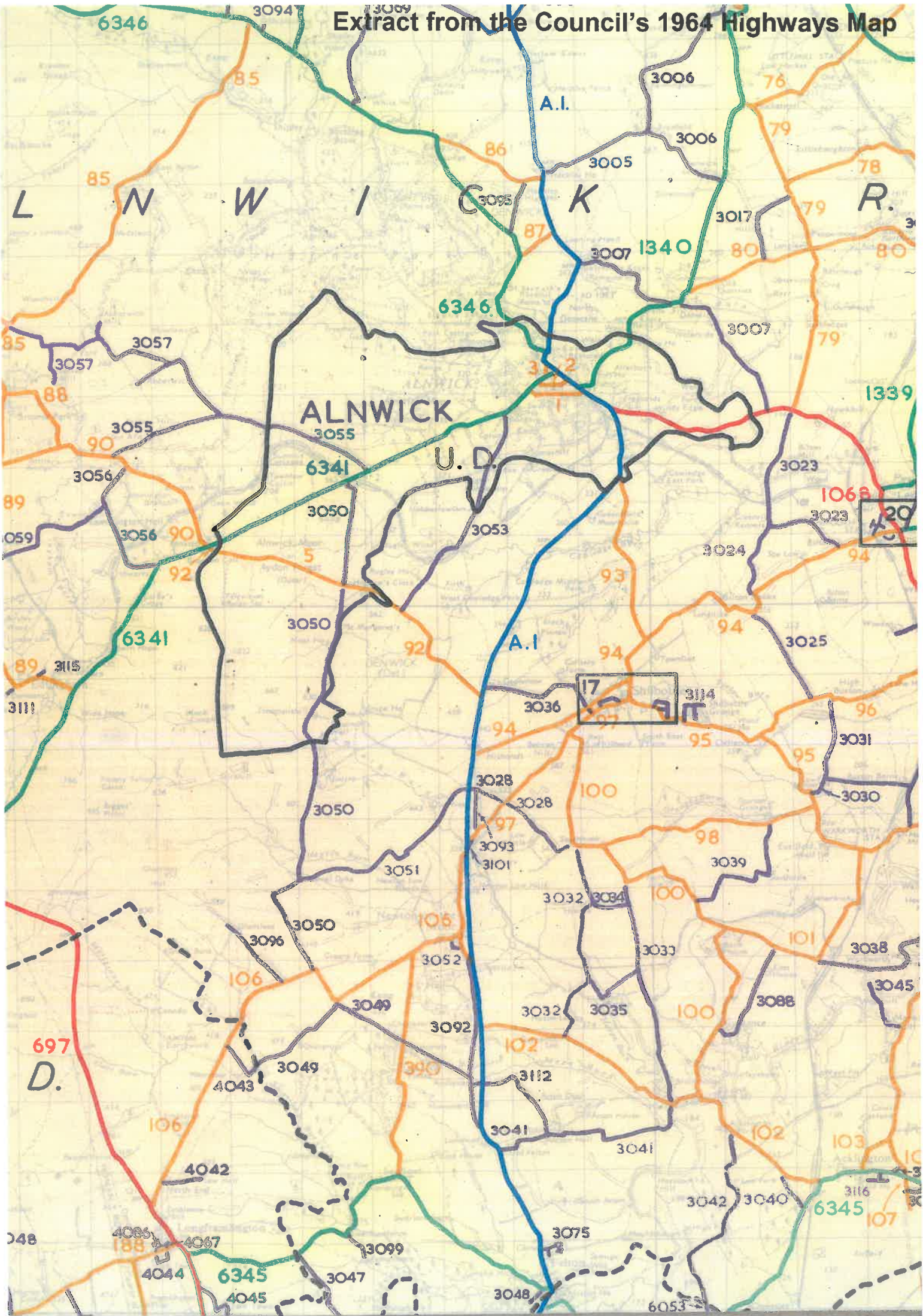
1. Borough
Urban District
Rural District **ALNWICK**
2. Parish **SHILBOTTLE**
3. Number of Footpath on Map **1** ✓
4. Name of path
5. Kind of Path (i.e. FP/BR) **B.R.**
6. General Description of Path **From the Shiel Dyke-Hitchcraft road north-east**
of where it crosses the Hampeth Burn in a north-westerly direction to join
B.R. 6 at the Denwick (Detached) Parish boundary.
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7. Other relevant information
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1964 County Road Schedule

- 81 -

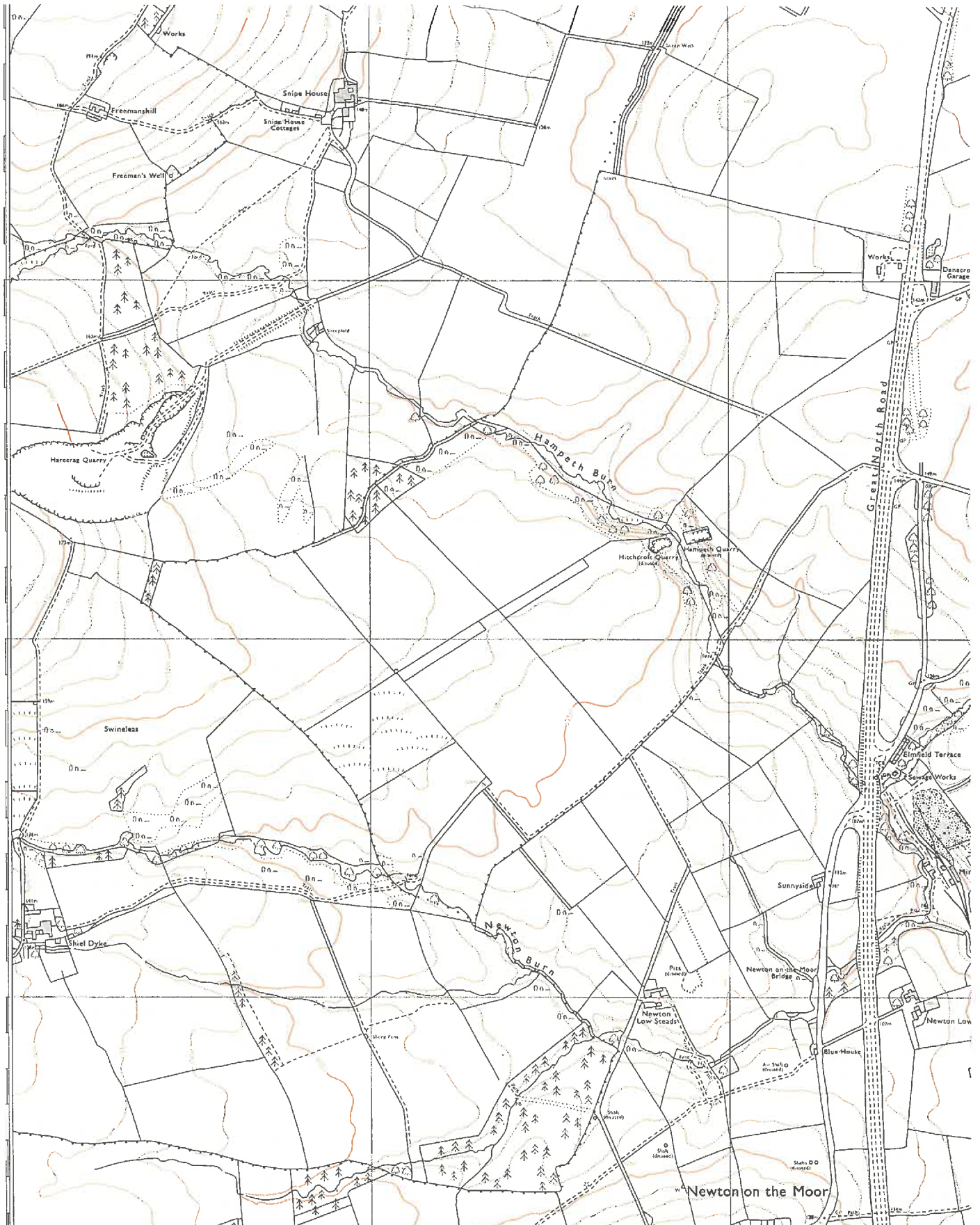
Route No.	Name of Road.	Description.	Responsible Division or Authority.	Mileage.	Total Mileage.
U. 3049	Newmoor Hall-Overgrass-Rushycap Road.	From Rural District boundary at Newmoor Hall via Overgrass, crossing C.390 near Chester Hill to A.1 at Rushycap. (Continues in Rothbury Rural District as U.4043).	Alnwick.	2.35	
U. 3050	Hawdon Grange-Black House Road.	From B.6341 near Hawden Grange southwards via St. Margaret's and Shiel Dyke to C.106 near Black House. (Urban 2.42 - Rural 2.36).	Alnwick.	4.78	
U. 3051	Shiel Dyke-Hampeth Road.	From U.3050 at Shiel Dyke north-eastwards to A.1 near Hampeth Bridge. (Reduced for diversion).	Alnwick.	1.97	
U. 3052	Newton-on-the-Moor Road.	From C.106 at Memorial Fountain to rejoin C.106 at Newton-on-the-Moor.	Alnwick.	0.10	
U. 3053	Rugley Road.	From C.92 near Rugley Cottage, north-eastwards via Rugley to B.6341 at Clayport Bank Top, Alnwick. (Urban 0.94 - Rural 1.14).	Alnwick.	2.08	
U. 3054	Wandy Bridge-Edlingham.	From A.697 near Wandy Bridge north-eastwards via Newtown to C.89 near Edlingham.	Alnwick.	1.72	
U. 3055	Glen Aln-Broom Hill and Hawden Grange Road.	From C.90 near Battle Bridge eastwards via Glen Aln, Broom Hill and Redside Wood to B.6341 near Hawden Grange. (Urban 0.98 - Rural 1.50).	Alnwick.	2.48	
U. 3056	Lemington Hall Road.	From C.90 east of Battle Bridge southwards via Lemington Hall to B.6341 near Lemington Banktop.	Alnwick.	1.23	
U. 3057	Bolton-Abberwick Road.	From C.85 near Bolton via Abberwick Ford to U.3055 east of Broom Hill, including Bolton Mill Road, (580 yards), Abberwick Road, (460 yards) and Abberwick Mill Road, (170 yards).	Alnwick.	3.09	
U. 3058	Garminledge Bank-Learchild	From C.90 near Garminledge Bank southwards via Low Learchild to A.697 near Learchild Moor House.	Alnwick.	1.36	
U. 3059	Learchild-Lemington Hall	From U.3058 near High Learchild crossing C.89 at Hillhead via Lemington Hill to U.3056 near Lemington Hall.	Alnwick.	1.78	

Extract from the Council's 1964 Highways Map

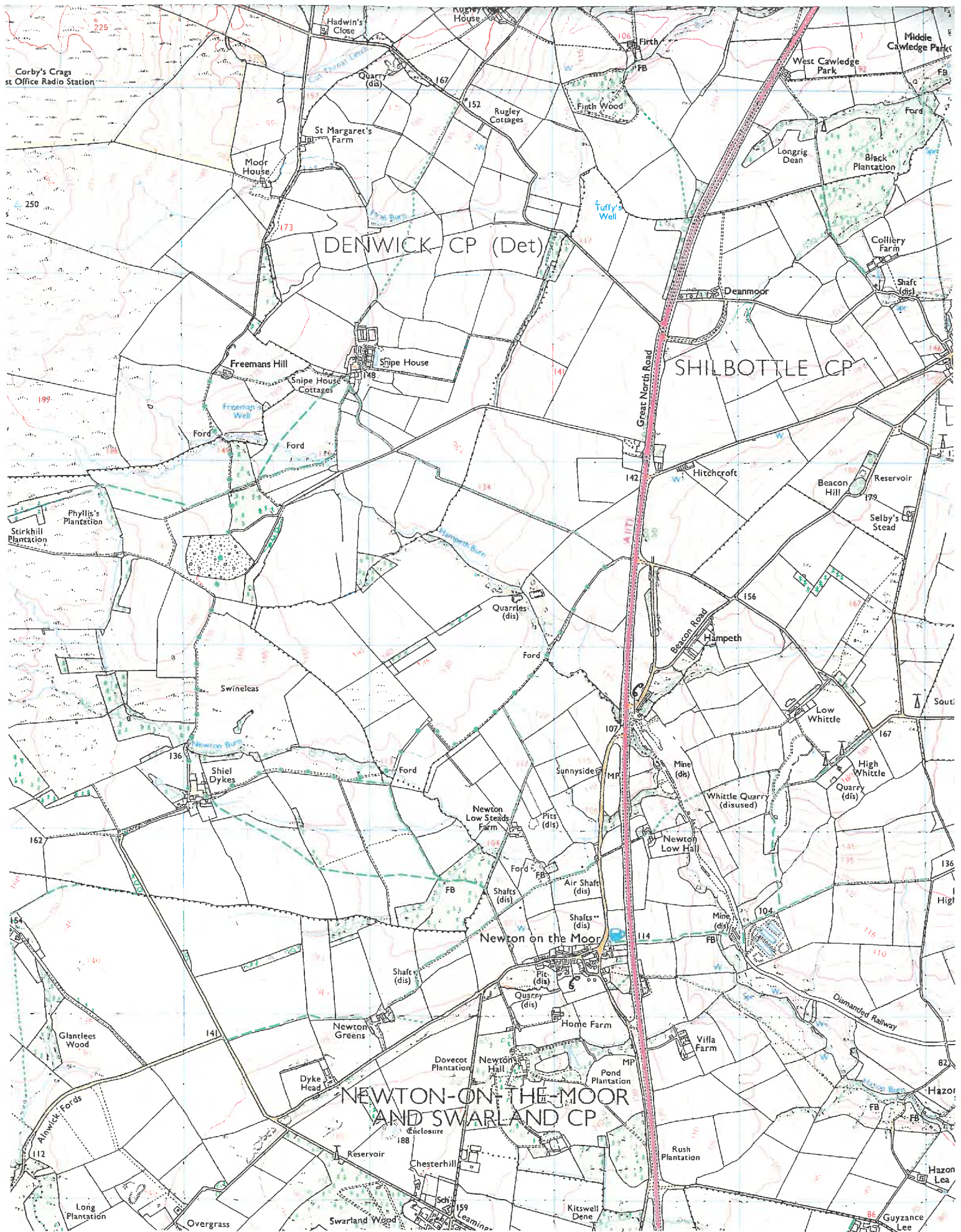


1974 County Road Schedule

Route No.	Name of Road	Description	Responsible Division or Authority	Mileage	Total Mileage
U. 3051	Shiel Dyke-Hampeth Road.	From U. 3050 at Shiel (NU. 150062) north-eastwards to join A. 1 near Hampeth bridge (NU. 174074).	Alnwick Division.		1.97
U. 3052	Newton-on-the-Moor Road.	From C. 106 at Memorial Fountain (NU. 172053) southwards and eastwards to rejoin C. 106 at Newton-on-the-Moor (NU. 173052).	Alnwick Division.		0.10
U. 3053	Rugley Road.	From C. 92 near Rugley Cottage, (NU. 165099) north-eastwards via Rugley to B. 6341 at Clayport Bank Top, Alnwick (NU. 180127).	Alnwick Division.		2.08
U. 3054	Wandy Bridge-Edlingham.	From A. 697 near Wandy Bridge (NU. 093071) north-eastwards via Newtown to C. 89 near Edlingham (NU. 107093).	Alnwick Division.		1.72
U. 3055	Glen Aln-Broom Hill and Hawden Grange Road.	From C. 90 near Battle Bridge (NU. 124122) eastwards via Glen Aln, Broom Hill and Redside Wood to B. 6341 near Hawden Grange (NU. 160119).	Alnwick Division.		2.48
U. 3056	Lemington Hall Road.	From C. 90 east of Battle Bridge (NU. 126120) southwards via Lemington Hall to B. 6341 near Lemington Banktop (NU. 131106).	Alnwick Division.		1.23
U. 3057	Bolton-Abberwick Road.	From C. 85 near Bolton (NU. 110140) eastwards via Abberwick Ford to U. 3055 east of Broom Hill (NU. 139127) including Bolton Mill Road, (580 yards), Abberwick Road, (460 yards) and Abberwick Mill Road, (170 yards).	Alnwick Division.		3.09
U. 3058	Garminctedge Bank-Learchild.	From C. 90 near Garminctedge Bank (NU. 103120) southwards via Low Learchild to A. 697 near Learchild Moor House (NU. 094103).	Alnwick Division.		1.36
U. 3059	Learchild-Lemington Hall.	From U. 3058 near High Learchild (NU. 099106) eastwards crossing C. 89 at Hillhead via Lemington Hill to U. 3056 near Lemington Hall (NU. 123114).	Alnwick Division.		1.78



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
U3050		
	C106 JCT TO U3051 JCT	1,653
	U3051 JCT TO FREEMANS HILL ACCESS	2,810
	FREEMANS HILL ACCESS TO C92 (SOUTH)	1,947
	C92 (NORTH) TO B6341 JCT	1,578
	<i>Total length for U3050</i>	<i>7,987</i>
U3051		
	U5030 JCT TO A1(T) JCT	3,169
	<i>Total length for U3051</i>	<i>3,169</i>
U3052		
	C106 (SOUTH) TO C106 (NORTH)	170
	<i>Total length for U3052</i>	<i>170</i>
U3053		
	C92 JCT TO B6341 JCT	3,388
	<i>Total length for U3053</i>	<i>3,388</i>
U3054		
	A697 JCT TO C89 JCT	2,763
	<i>Total length for U3054</i>	<i>2,763</i>
U3055		
	C90 JCT TO U3057 JCT	1,706
	U3057 JCT TO B6341 JCT	2,287
	<i>Total length for U3055</i>	<i>3,993</i>
U3056		
	U3059 JCT TO C90 JCT	552
	B6341 JCT TO U3059 JCT	1,442
	<i>Total length for U3056</i>	<i>1,994</i>
U3057		

