Northumberland
County Council

NORTH NORTHUMBERLAND LOCAL AREA COUNCIL
RIGHTS OF WAY SUB-COMMITTEE
17 December 2019

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

ALLEGED BYWAY OPEN TO ALL TRAFFIC No 25 PARISH OF WHITTINGHAM

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 U4003 road, from the C90 road east of Whittingham, south-eastwards to Footpath No 11 at Thrunton Mill.

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 G-H;

(ii) the Natural Environment and Rural Communities Act 2006 would not appear to have extinguished the public's motorized vehicular rights over the route;

(iii) the route be included in a future Definitive Map Modification Order as a byway open to all traffic.

1.0 BACKGROUND

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

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

> "the discovery by the authority of evidence which (when considered with all other relevant evidence available to them) shows:
>
> > "that a right of way which is not shown in the map and statement subsists or is reasonably alleged to subsist over land in the area to which the map relates, being a right of way such that the land over which the right subsists is a public path, a restricted byway or, subject to section 54A, a byway open to all traffic;"

1.3 All the relevant statutory provisions and competing rights and interests have been considered in making this report. The recommendations are in accordance with the law and proportionate, having regard to individuals' rights and the public interest.

2.0 PUBLIC EVIDENCE

2.1 In the late 1980s the County Council carried out consultations regarding proposals to add a number of unsealed tracks in the north of the County to the Definitive Map as byways open to all traffic on the basis that the routes were included in the County Council's "List of Streets" as unclassified County roads (UCR). The rationale for doing so was that it would not be obvious to members of the public (particularly horse riders, walkers and cyclists) that they were legally entitled to use routes such as these (which were considered to have vehicular status), because their physical appearance might suggest otherwise.

2.2 The view, held by those officers of the Council responsible for maintaining the 'List of Streets' for the County of Northumberland was (and still is) that only public roads (not public bridleways or public footpaths) were shown on this List. The only exceptions to this are the surfaced paths and alleyways providing pedestrian links between roads, in urban streets. Thus, tracks in rural settings, which have their own unique reference numbers (e.g. the 'U4003" 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 U4003 unclassified County road based upon more than simply its inclusion in the List of Streets.

3. LANDOWNER EVIDENCE

3.1 By note, received 13 June 2018, Ms S Miller of Thrunton Mill responded to the consultation stating:

> "It is a Council road used by cars to visit house. Occasional walkers. May 2001 to May 2006 mainly used by vehicles."

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 13th April 2018, Ms S Rogers responded to the consultation, on behalf of the British Horse Society, stating:

> "Alleged Byway Open to all Traffic 25 (Thrunton Mill)
> This is a track that provides the access to Thrunton Mill. It leads to two public footpaths, both of which may have higher rights as they will have provided access to the mill when it was working from nearby farms. At present it is not used by horse riders."

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 25.

1820 Fryer's County Map

There is no evidence of a road or track approximating to the route of alleged Byway No 25.

1827 Cary's Map

There is no evidence of a road or track approximating to the route of alleged Byway No 25.

1828 Greenwood's County Map

There is clear evidence of a road or track over the route of alleged Byway No 25.

c.1860 Ordnance Survey Map: Scale 1:2500

There is clear evidence of an unenclosed road / track over the route of alleged Byway No 25. West of Thrunton Mill it is identified as parcel number "140" in Whittingham township. In the accompanying Book of Reference, this parcel is identified as "Public road".

c.1865 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an unenclosed road / track over the route of alleged Byway No 25.

c.1897 Ordnance Survey Map: Scale 1:2500

There is clear evidence of an unenclosed road / track over the route of alleged Byway No 25.

1899 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an unenclosed road / track over the route of alleged Byway No 25.

Finance Act 1910 plan

There is clear evidence of an unenclosed road / track over the route of alleged Byway No 31. The route is not, therefore, identified as being separate from the adjacent land by coloured boundaries. If it had been, this would have been a good indication that the road was considered to be public at that time. The route is, however, labelled as "Public Road".

1926 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an unenclosed road / track over the route of alleged Byway No 25.

1951 Highways Map

The route of alleged Byway Open to All Traffic No 25 is coloured so as to identify it as a publicly maintainable road. It is labelled as the "U4003".

c.1952 Definitive Map – original Survey Schedules & Map

The route of alleged Byway Open to All Traffic No 25 exists on the base map, and is coloured brown. Known public roads were generally coloured brown to indicate what the extent of the road network was considered to be.

Draft Map

The route of alleged Byway Open to All Traffic No 25 exists on the base map. It is not identified for inclusion on the Definitive Map as either a public footpath, public bridleway or Road Used as a Public Path (RUPP).

Provisional Map

The route of alleged Byway Open to All Traffic No 25 exists on the base map. It is not identified for inclusion on the Definitive Map as either a public footpath, public bridleway or Road Used as a Public Path (RUPP).

1957 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an unenclosed road / track over the route of alleged Byway No 25.

1962 Original Definitive Map

The route of alleged Byway No 25 exists on the base map, but is not identified as a public footpath, public bridleway or Road Used as a Public Path (RUPP), despite two public footpaths beginning / terminating on it.

1964 Highways Map

The route of alleged Byway Open to All Traffic No 25 is coloured so as to identify it as a publicly maintainable road. It is labelled as the "U4003".

1982 Ordnance Survey Map: Scale 1:10,000

There is clear evidence of an unenclosed road / track over the route of alleged Byway No 25.

2005 Ordnance Survey Explorer 332 Map: Scale 1:25,000

There is clear evidence of an unenclosed road / track over the route of alleged Byway No 25. The initial north-south section is identified as a

yellow road, but the remainder of the route is marked with green dots, signifying that it is an "Other route with public access" (i.e. an ORPA).

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

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

5.2 The entry for the U4003 road, in the 1958 County Road Schedule, states:

"U4003 Thrunton Mill Road
From C90 west of Mount Holly to the Swine Burn at Thrunton Mill."

The length of the U4003 road is identified as 0.36 miles.

5.3 The entry for the U4003 road, in the 1964 County Road Schedule, states:

"U4003 Thrunton Mill Road
From C90 west of Mount Hooly to the Swine Burn at Thrunton Mill."

The length of the U4003 road is identified as 0.36 miles.

5.4 The entry for the U4003 road, in the 1974 County Road Schedule states:

"U4003 Thrunton Mill Road
From C90 west of Mount Hooly (NU 080117) southwards and eastwards to the Swine Burn at Thrunton Mill (NU 084116)."

The length of the U4003 road is identified as 0.36 miles.

5.5 The original Definitive Statements for the public rights of way intersecting with the alleged byway open to all traffic state:

Public Footpath No 10
"From the Whittingham Lane - Thrunton Road north of Whittingham Lane in a north-easterly direction to join the Thrunton Mill Road west of Thrunton Mill."

Public Footpath No 11
"From the Thrunton Mill Road at Thrunton Mill in a south-easterly direction to join the whittingham Lane - Thrunton Road at Thrunton."

6. SITE INVESTIGATION

6.1 At Point G on the C90 road, 260 metres south-west of Mount Hooley, a 2.7 metre wide rough tarmac / stone surfaced track in a 5 to 6 metre wide corridor (between hedge to the west and ploughed field to the east) proceeds in a south-easterly direction for a distance of 300 metres to a 10.4 metre wide cattle grid and field gate combination. Beyond the cattle grid, a 2.7 metre wide rough tarmac / stone surfaced track, with a grass strip up the middle proceeds in an easterly direction for a distance of 200 metres, having passed through a field gate at the entrance to the farm yard. Thereafter, a 2.7 metre wide stone

track, mainly in an 8 to 9 metre wide corridor, heads in a south-easterly direction for a distance of 60 metres, to join the north end of Public Footpath No 11, at the Swine Burn, 20 metres north of Thrunton Mill (point H). At the Swine Burn there is a short, 2.7 metre wide, timber vehicle bridge (presumably private) with 0.9 metre wide concrete footbridge (presumably public) alongside.

7. COMMENTS RECEIVED ON THE DRAFT REPORT

7.1 In November 2019, a draft copy of the report was circulated to those landowners / occupiers who responded to the initial consultation for their comments. No further comments were received.

8. DISCUSSION

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

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

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

8.3 The representation of a path or track on an Ordnance Survey Map is not evidence that it is a public right of way. It is only indicative of its physical existence at the time of the survey.

8.4 The route of alleged Byway Open to All Traffic No 25 is identified on the County Council's current List of Streets as being the U4003 road. 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. No 1932 Handover Maps or Maps / Schedules produced under the Restriction of Ribbon Development Act 1935 appear to have survived for the former Rothbury Rural District Council area.

8.5 The route has been consistently identified as an unenclosed road / track on Ordnance Survey maps since c.1860. Although the route is not shown on Armstrong's County Map of 1769 or Fryer's County Map of 1820, or on Cary's Map of 1827, it is depicted on Greenwood's County Map of 1828. It is clearly identified as a public road on the plan produced in relation to the Finance Act 1910.

8.6 Although other public rights of way were identified nearby, and two public footpaths actually begin / terminate on the alleged byway route itself, that route was not included on the Draft, Provisional or original Definitive Maps as a footpath, bridleway or Road Used as Public Path (RUPP). On the Survey Map the route is coloured brown in the same way that other public roads were identified.

8.7 The County Council accepts that, given the way the regulations were written with regard to the way highway authorities could include publicly maintainable highways in the List of Streets, there was no impediment to public bridleways and public footpaths also being included. That is not to say that any bridleways or footpaths were so shown – just that they could be. It must, therefore, be entirely proper to consider each UCR on a case by case basis, but that does not mean that we should begin with the assumption that each UCR is no more than a public footpath unless higher rights can be proven by other means. In Northumberland there is no evidence to suggest that public footpaths and public bridleways were deliberately shown on the 1958, 1964 or 1974 County Road Schedules (forerunners of the modern day List of Streets). The fact that a route is shown on these schedules must, therefore, be evidence of some weight that public vehicular rights exist.

8.8 Letters from DEFRA, dated 2003 and November 2006, and Rights of Way Circular 1/09 set out the approach Inspectors and order making authorities should take in determining the status of routes included on the List of Streets. In summary, the guidance states that the inclusion of a route on the List of Streets is not a record of what legal rights exist over that highway but may provide evidence of vehicular rights. However, this must be considered with all other relevant evidence in order to determine the nature and extent of those rights. Highway Authorities are recommended to examine the history of such routes and the rights that may exist over them on a case by case basis in order to determine their status.

8.9 The Natural Environment and Rural Communities Act 2006 (NERC Act 2006) had a major impact upon the recording of byways open to all traffic based upon historical documentary evidence. Under section 67 of the Act, any existing, but unrecorded, public rights of way for mechanically propelled vehicles were extinguished unless one of the 'saving' provisions applied. In brief, these saving provisions were: (a) if the main lawful public use between 2001 and 2006 was with motor vehicles; (b) if the route was on the List of Streets (on 2 May 2006) and not also on the Definitive Map as something less than a byway open to all traffic; (c) the route was legally created expressly for motor vehicular use; (d) the route was a road deliberately constructed for public motor vehicular use; or (e) the vehicular highway came about as a result of unchallenged motor vehicular use before December 1930.

8.10 Of the saving provisions above, (b) will apply to the route of alleged Byway No 25. 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 Although this route has a drivable surface, it is not in a very good condition, and the middle section has quite a wide grass strip growing along its centre line. Being a short vehicular cul-de-sac, the road is only likely to be driven by the occupiers of Thrunton Mill and their visitors. It is not known how much equestrian, pedestrian or bicycle use the route gets. Ms Miller, at Thrunton Mill, suggests that (private) vehicular traffic to the Mill exceeds other types of users and the BHS consultation response indicates that the route is not currently used by equestrians, but use of the route, by the general public, is much more likely to be pedestrian than anything else. The route is not signposted and does not have the appearance of being a public road.

8.13 Advice from the Planning Inspectorate in their 'consistency guidelines' states that it is important to have the correct width, where known, recorded in the definitive statement. Where no width can be determined by documentary means (such as an Inclosure Award, Highway Order or dedication document), there is usually a boundary to boundary presumption for public highways. On that basis, it is proposed to record the first half of Byway Open to All Traffic No 25 with a width varying from 5 to 6 metres, and the eastern end with a width of 8 to 9 metres, as identified in paragraph 6.1, above. For the unenclosed east-west section lying in between these two, it is proposed to adopt the Council's standard default width of 5 metres (i.e. wide enough for two vehicles travelling in opposite directions to pass each other).

9. CONCLUSION

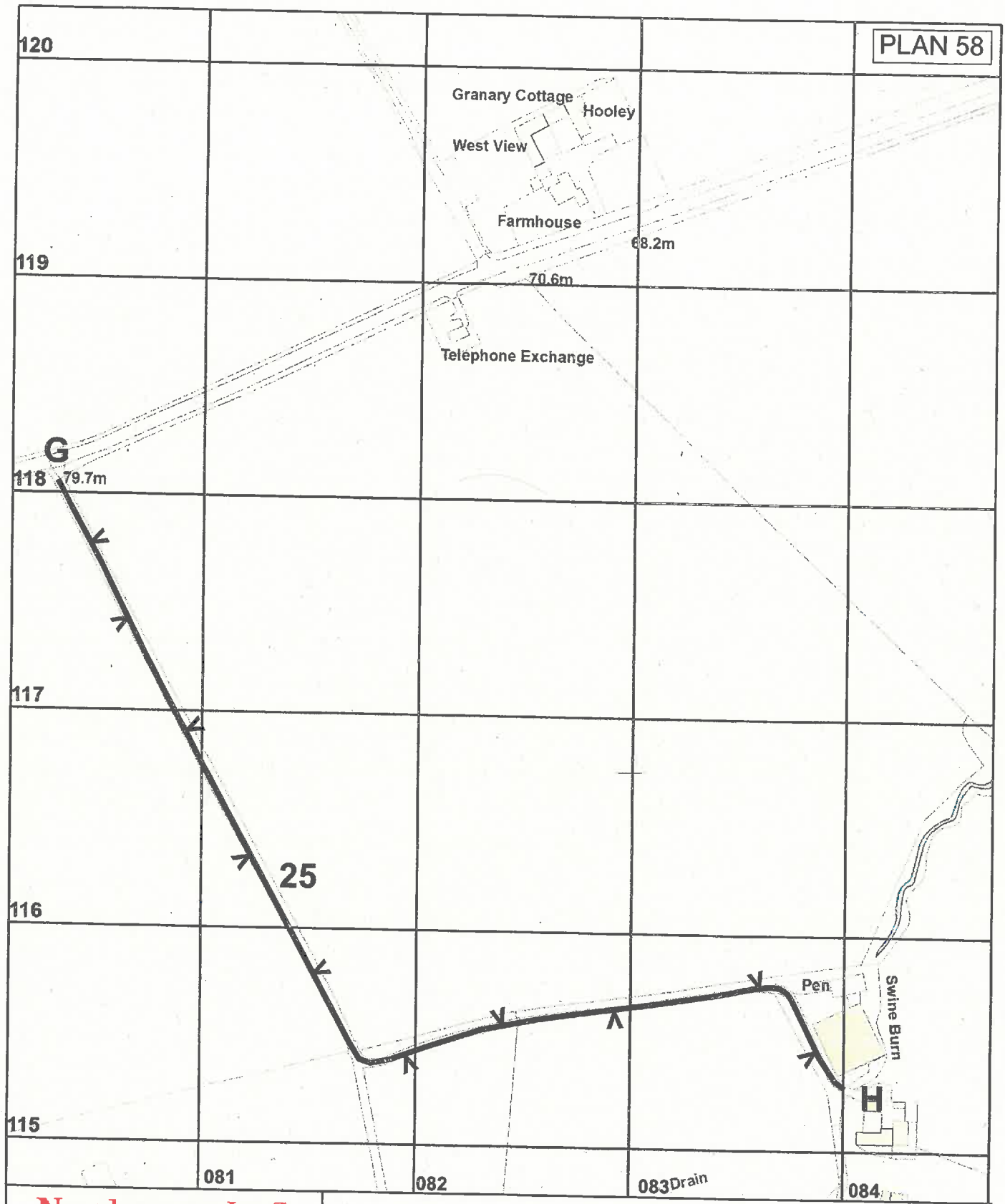
9.1 In light of the documentary evidence submitted, it appears that public vehicular rights have been reasonably alleged to exist over the route of alleged Byway Open to All Traffic No 25.

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/38/25z

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



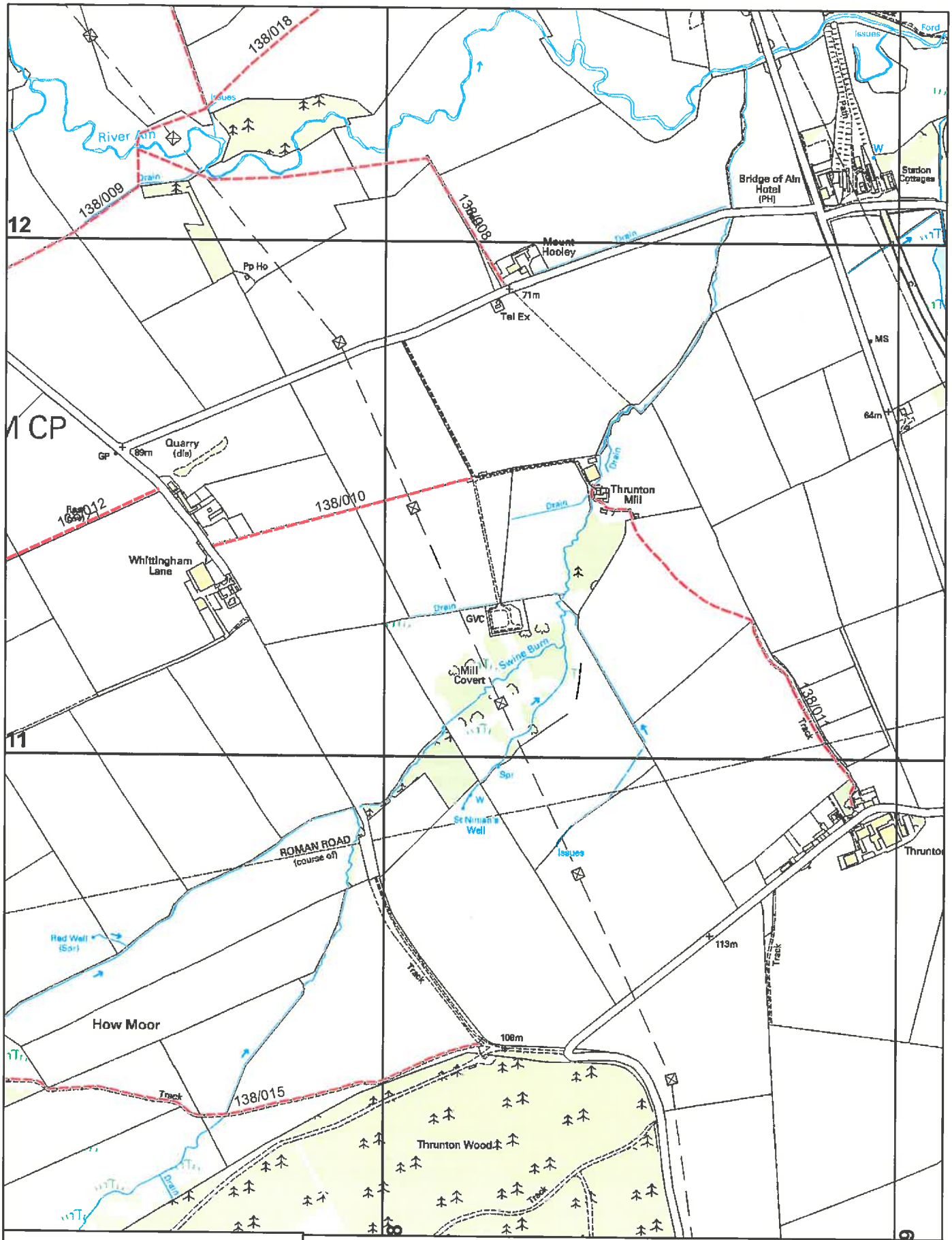
NORTHUMBERLAND
Northumberland County Council
Infrastructure
Local Services
County Hall Morpeth Northumberland
NE61 2EF
Telephone 0845 600 6400

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

Wildlife and Countryside Act 1981
Public Rights of Way

Alleged Byway Open to All Traffic

Former District(s)	Parish(es)	Scale
Alnwick	Whittingham	1:2500
Def. Map No.	**O.S. Map**	**Date**
67	NU 01 SE	October 2016



Northumberland County Council

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

Legend

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

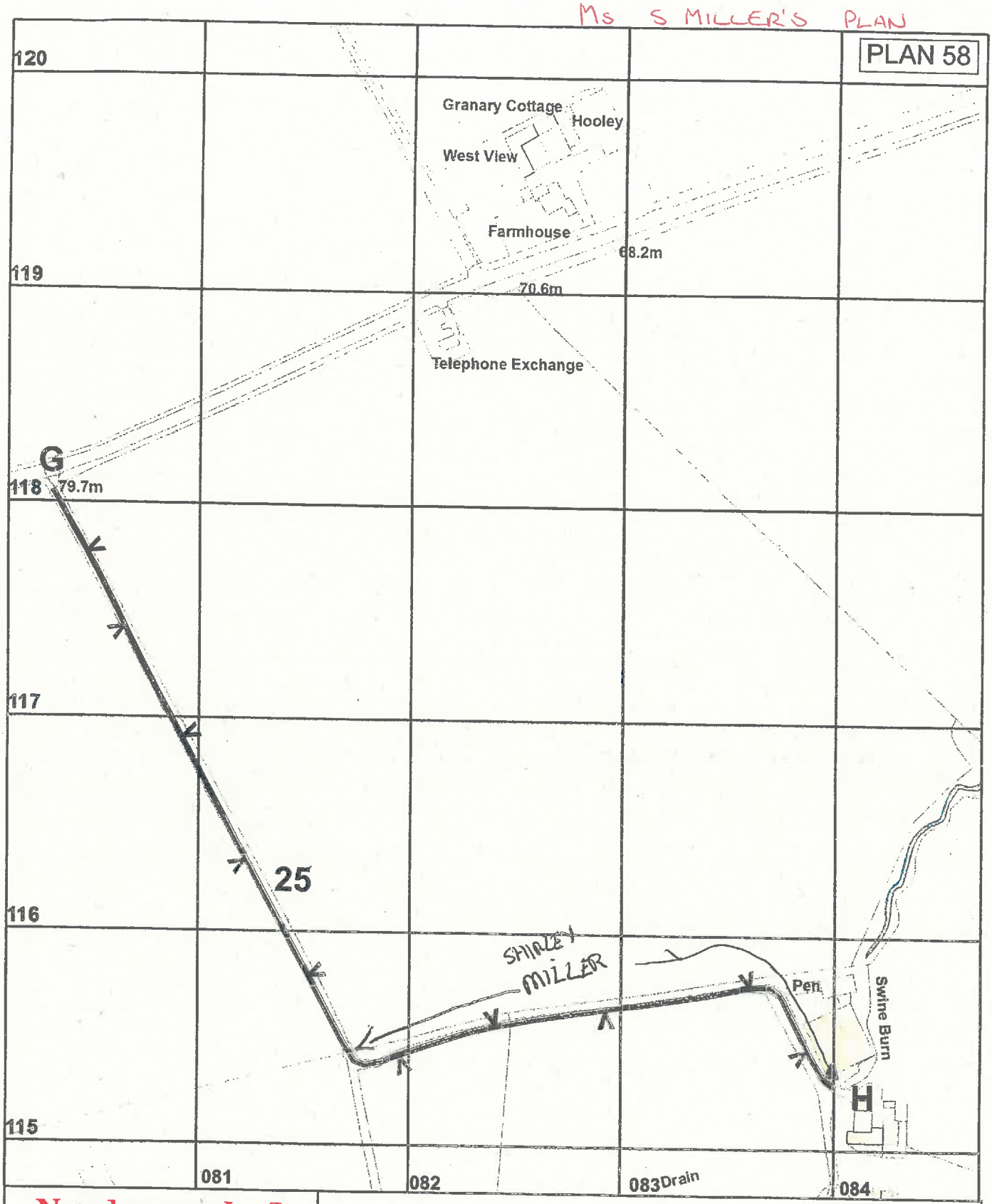
This is a computer generated extract of the Working Copy of the Definitive Map of Public Rights of Way

Scale: 1:10,000

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

Ms S MILLER'S PLAN

PLAN 58



NORTHUMBERLAND
Northumberland County Council

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

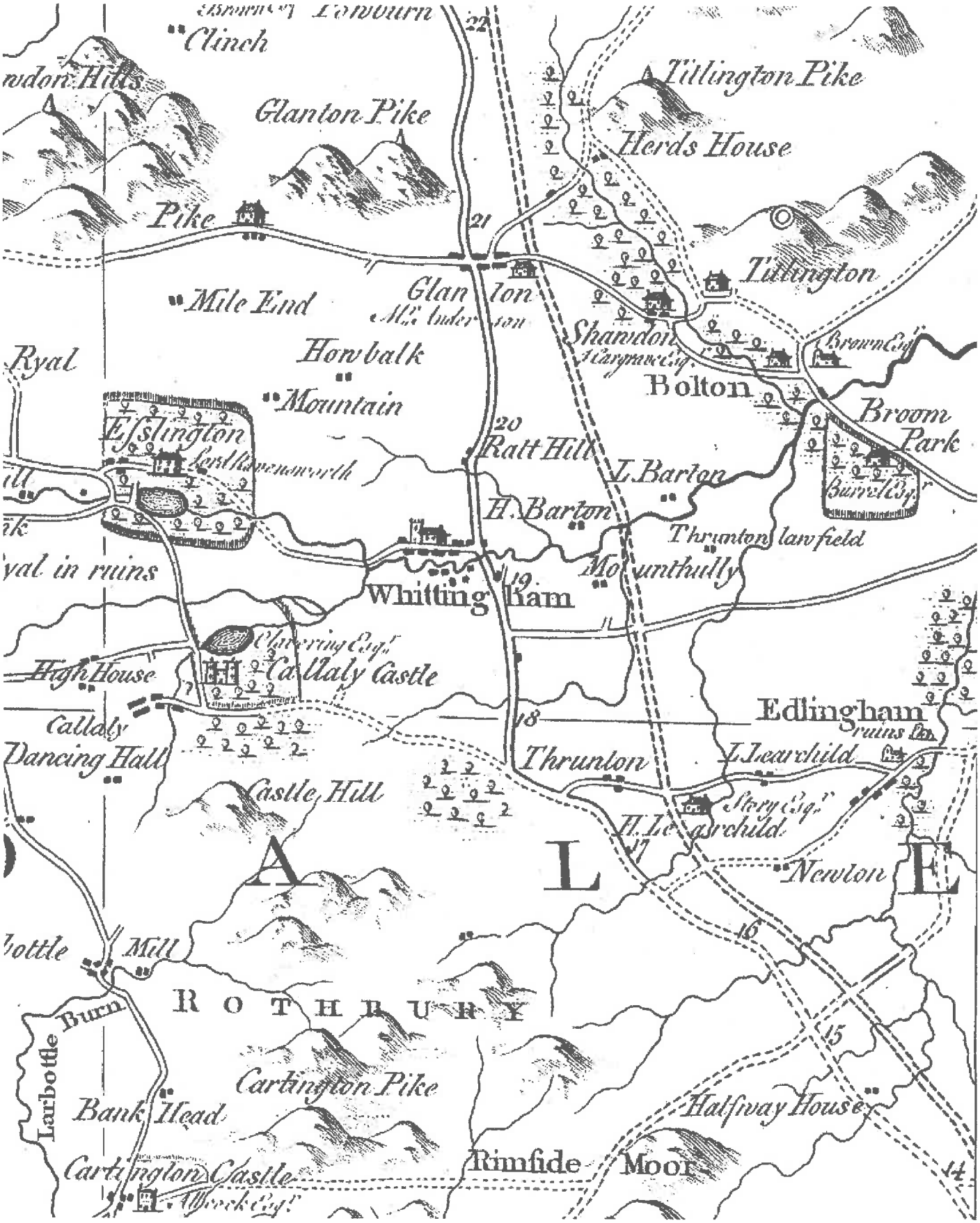
Reproduced from / based upon Ordnance Survey material with the permission of Ordnance Survey on behalf of the Controllerof H.M.S.O. Crown Copyright . Unauthorised reproduction infringes Crown Copyright and may lead to prosecution or civil proceedings. Northumberland County Council O.S. Licence No 100049048

Wildlife and Countryside Act 1981
Public Rights of Way

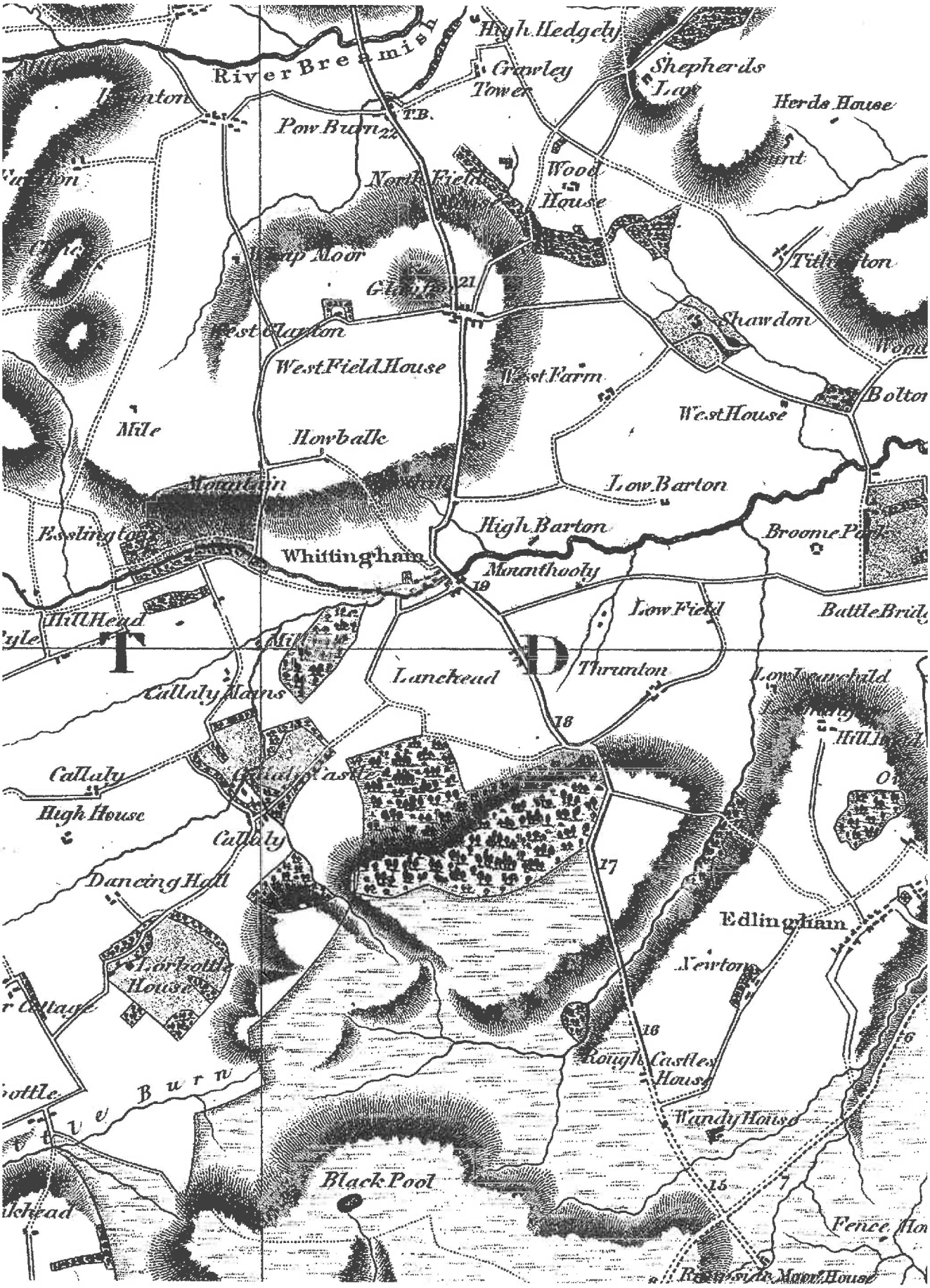
Alleged Byway Open to All Traffic

Former District(s)	Parish(es)	Scale
Alnwick	Whittingham	1:2500
Def. Map No. 67	O.S. Map NU 01 SE	Date October 2016

Armstrong's County Map
1769

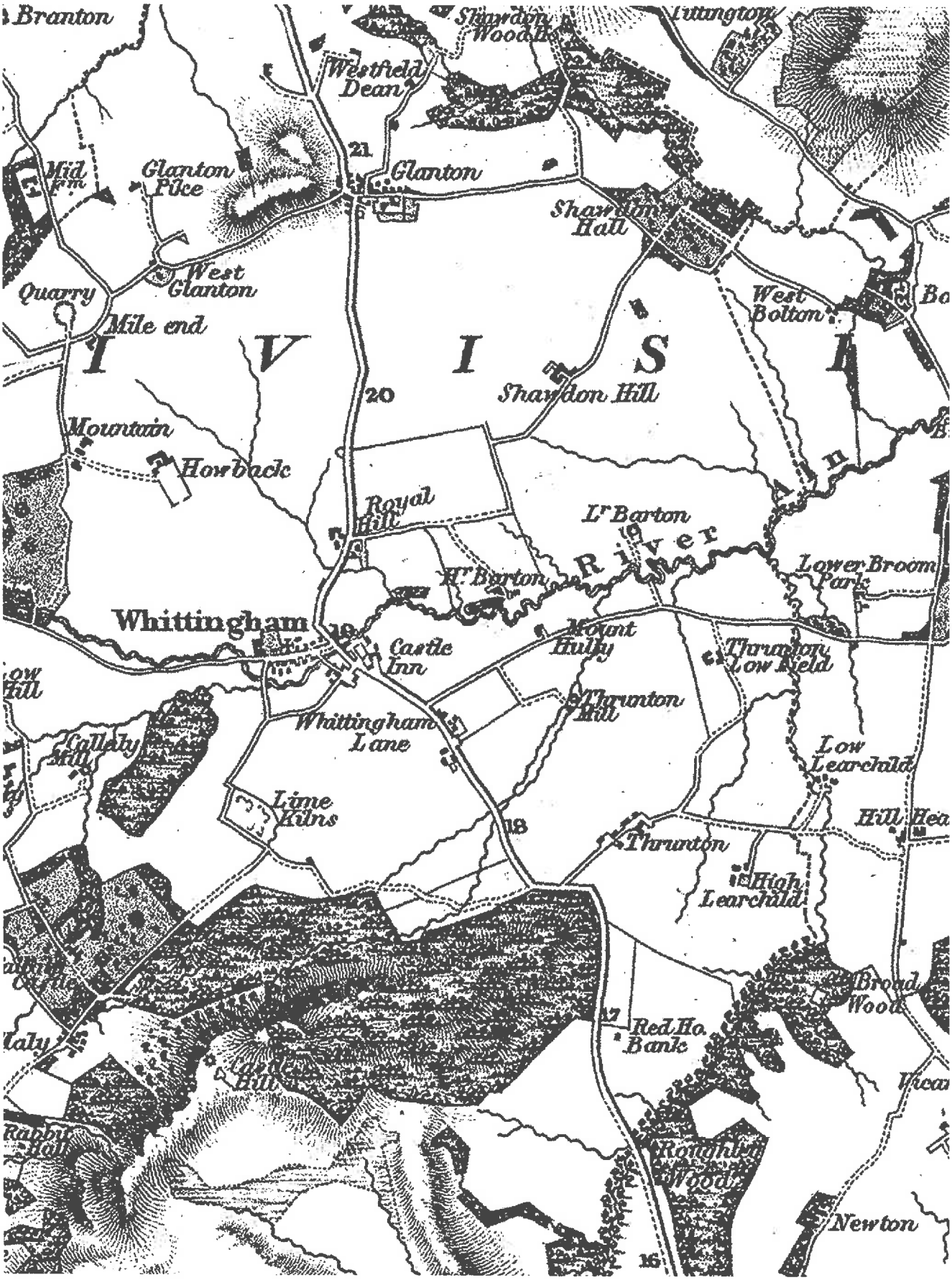


Fryer's County Map
1820



Cary's Map
1827

Greenwood's County Map
1828



1st Edition 25" O.S. Map
c.1860

No. on Plan.	Area in Acres.	Remarks.
	449·865	*Brought forward.*
28	10·655	Arable, &c.
29	15·191	Arable, &c.
30	1·575	Wood.
31	14·203	Arable.
32	27·339	Arable, &c.
33	9·483	Pasture.
34	·336	Garden.
35	3·692	Pasture, &c.
36	1·773	Houses, yards, &c.
37	3·984	Pasture, &c.
38	1·184	Houses, yard, gardens, &c. (Rothill).
39	2·087	Pasture, &c.
40	5·879	Pasture, &c.
41	1·454	Public road.
42	16·819	Arable.
43	·120	House and garden (smithy).
44	12·715	Pasture, &c.
45	26·376	Pasture, &c.
46	1·396	Wood.
46a	·139	Wood.
47	2·507	Pasture and bushes.
47a	·098	Pasture, &c.
48	1·378	Wood.
49	16·225	Pasture.
50	55·667	Pasture, &c.
51	8·910	Pasture, &c.
52	3·739	Public road.
53	2·487	Pasture, &c.
54	4·783	Pasture, &c.
55	19·472	Pasture, shed, &c.
56	10·811	Pasture, &c.
57	·171	Wood.
58	3·188	Houses, gardens, &c. (Vicarage).
59	·308	Wood.
60	·032	Pasture, &c.
61	2·645	Pasture, &c.
62	·958	St. Bartholomew's Church (vicarage) and graveyard.
63	·610	Pasture.
64	13·196	Arable, &c.
65	·840	Pasture.
66	2·052	Houses, gardens, &c.
67	·633	Pasture.
68	·509	Pasture.
69	1·405	Pasture and shed.
	748·979	*Carried forward.*

No. on Plan.	Area in Acres.	Remarks.
	748·979	*Brought forward.*
70	·459	Houses, gardens, &c.
71	·727	Pasture, &c.
72	·059	Garden.
73	16·109	Pasture, &c.
74	14·840	Pasture, &c.
75	12·487	Pasture, &c.
76	12·568	Pasture, &c.
77	7·153	Pasture, &c.
78	14·570	Arable, &c.
79	16·940	Arable.
80	·914	Houses, yard, gardens, &c. (Mount Holly).
81	2·832	Arable.
82	28·467	Pasture, &c.
83	5·207	Public road.
84	·970	Pasture, &c.
85	6·300	Arable, &c.
86	·293	Pasture, &c.
87	1·071	Public road.
88	11·519	Arable.
89	·679	Houses, yards, gardens, &c. (Bridge of Aln Inn).
90	1·514	Pasture.
91	19·800	Pasture, &c.
92	16·726	Arable, &c.
93	19·975	Pasture, &c.
94	15·990	Arable, &c.
95	23·935	Pasture, &c.
96	·695	Pasture, &c.
97	·819	Pasture, &c.
98	3·034	Pasture, &c.
99	3·862	Houses, yards, gardens, &c. (Whittingham, part of).
100	2·622	Pasture.
101	2·453	Pasture, &c.
102	1·169	Pasture and trees.
103	·688	Pasture.
104	1·507	Pasture.
105	1·345	Pasture and shed.
106	1·790	Pasture, &c.
107	·566	Pasture.
108	·299	Gardens.
109	·264	Gardens.
110	·614	Pasture.
111	2·016	Houses, yards, gardens, &c. (Whittingham (part of))
112	1·771	Houses, gardens, &c. (Whittingham (part of))
	1026·637	*Carried forward.*

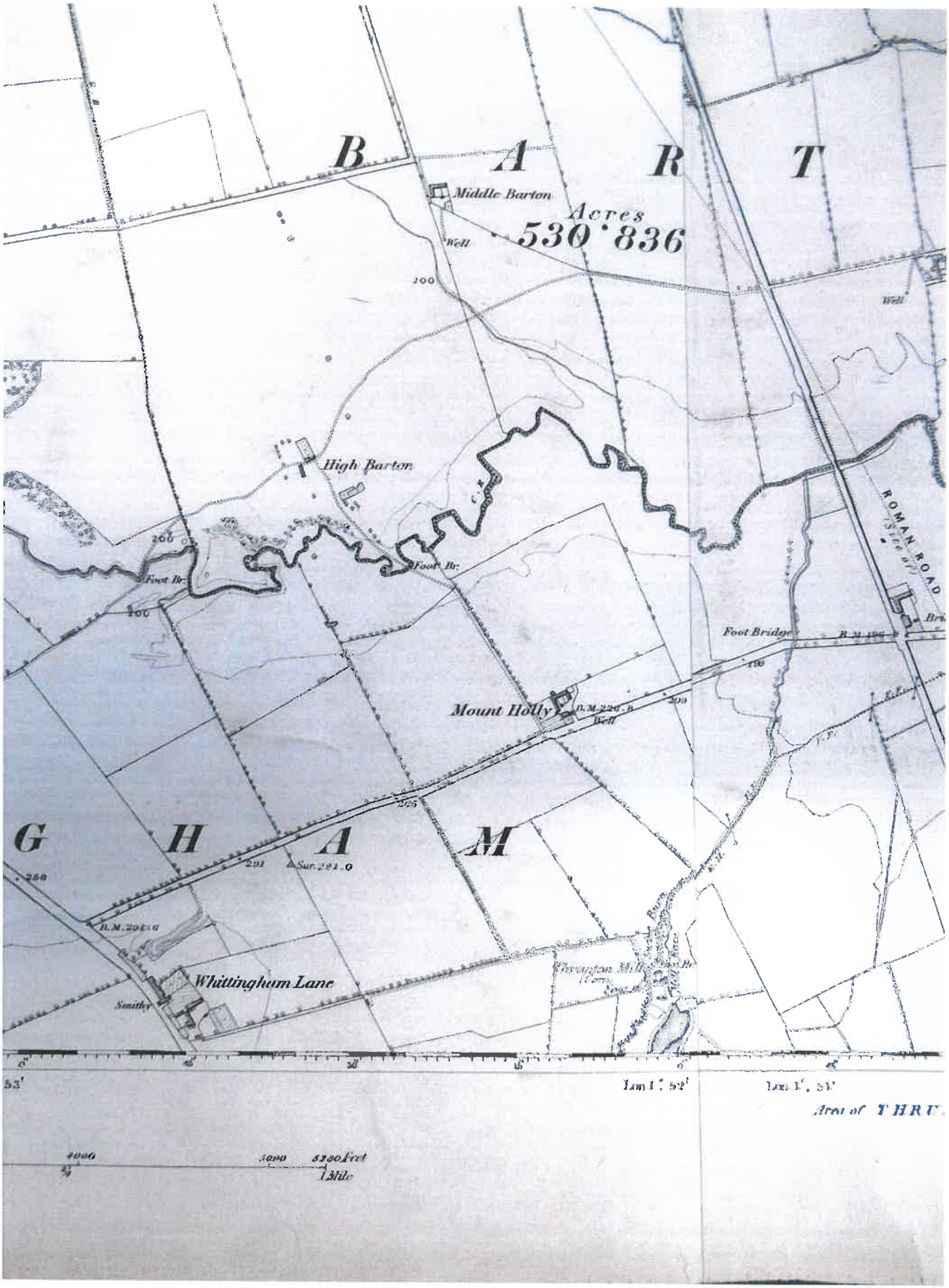
No. on Plan.	Area in Acres.	Remarks.
	1026·637	*Brought forward.*
	·704	Pasture.
113	1·417	Pasture, &c.
114		
115	2·795	Houses, yards, gardens, &c.
116	23·105	Pasture, &c.
117	10·085	Arable.
118	11·921	Arable.
119	16·788	Arable.
120	6·617	Pasture.
121	7·860	Pasture.
122	8·996	Pasture.
123	10·150	Arable.
124	15·789	Arable, &c.
125	·461	Wood, &c.
126	3·584	Pasture.
127	·888	Public road.
128	3·596	Pasture, shed, &c.
129	11·515	Arable.
130	·203	Pasture.
131	·045	Garden.
132	3·203	Arable, quarry, &c.
133	1·548	Arable.
134	2·492	Houses, yards, gardens, &c. (Whittingham Lane).
135	5·799	Arable.
136	6·507	Arable.
137	7·276	Pasture, shed, &c.
138	3·031	Pasture.
139	·439	Pasture.
140	·786	Public road.
141	101·094	Whittingham Wood.
142	3·841	Pasture.
143	17·016	Arable.
144	17·488	Arable.
145	5·679	Public road.
146	10·856	Arable.
147	11·955	Arable, &c.
148	16·277	Pasture.
149	35·453	Pasture, &c.
150	24·507	Arable.
151	23·718	Arable, &c.
152	1·026	Houses, yards, gardens, &c.
153	14·796	Arable.
154	7·555	Pasture.
155	4·151	Pasture, &c.
156	1·430	Pasture.
157	13·873	Pasture, &c.
	1504·397	*Carried forward.*

No. on Plan.	Area in Acres.	Remarks.
	1504·397	*Brought forward.*
158	15·027	Arable.
159	10·075	Pasture, &c.
159a	6·774	Arable.
160	19·191	Pasture, quarry, &c. (Whittonlea Quarry)
161	11·023	Arable.
162	21·847	Arable, &c.
163	11·413	Arable, &c.
164	26·077	Arable, &c.
165	9·330	Arable, &c.
166	9·790	Arable.
167	17·275	Arable.
168	10·388	Arable.
169	12·555	Arable, &c.
170	18·914	Arable, &c.
171	21·537	Pasture, arable, &c.
172	14·168	Pasture.
173	16·410	Pasture and shed.
174	10·351	Wood.
175	1·290	Wood, &c.
176	13·116	Pasture.
177	12·061	Arable.
178	11·774	Pasture, &c.
179	13·759	Arable, &c.
180	13·189	Pasture, &c.
181	22·074	Arable, quarry, &c.
182	·214	Houses, gardens, &c. (Reynard's Lodge).
183	·078	Garden.
184	13·919	Arable.
185	7·546	Arable.
186	·052	Garden.
187	·152	House, garden, &c.
188	10·337	Rough pasture, &c.
189	1·231	Public road.
190	15·572	Arable, &c.
191	10·821	Rough pasture.
192	24·280	Rough pasture, &c.
193	9·363	Rough pasture, &c.
	1947·870	

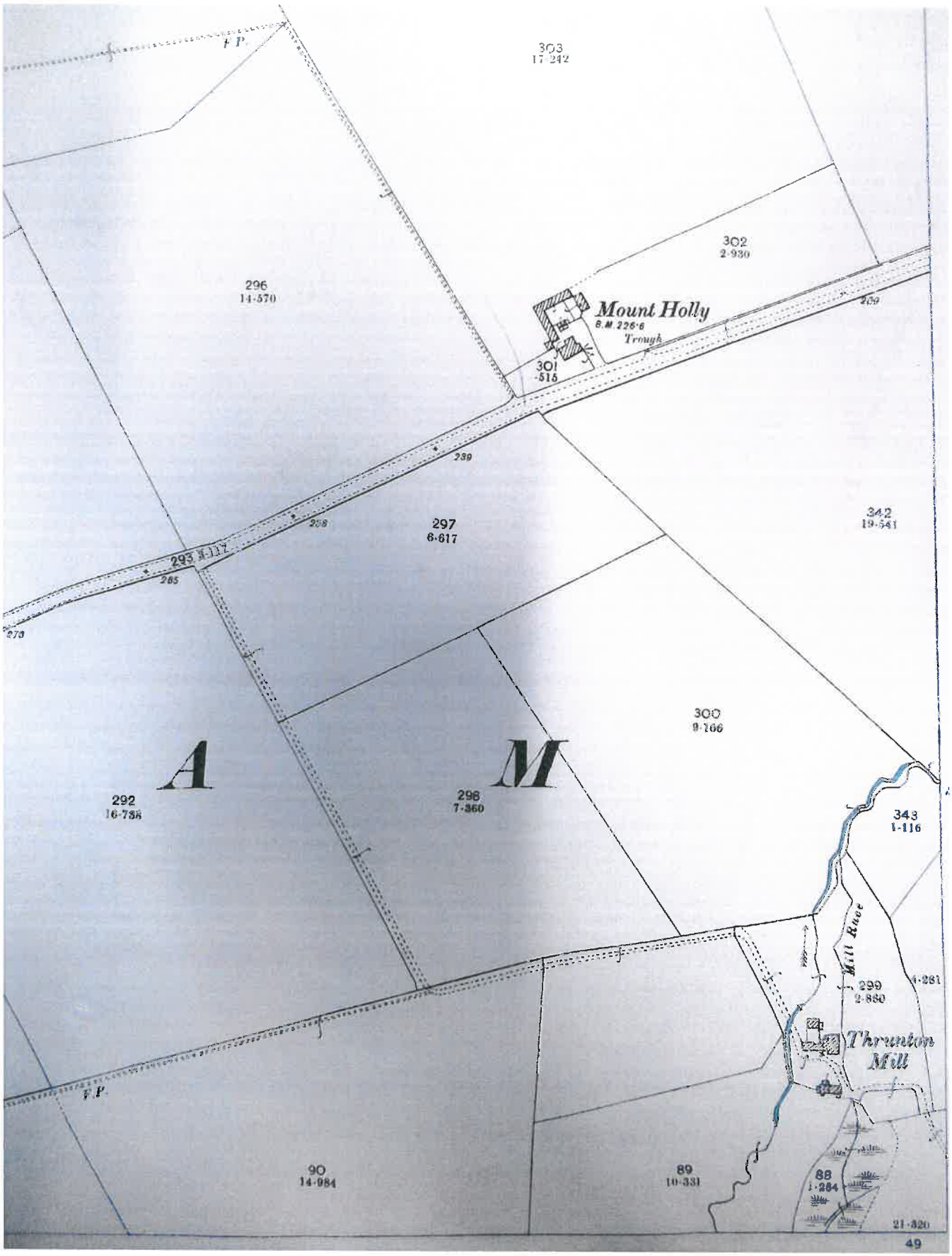
RECAPITULATION.

1911·771	Land.
35·719	Public roads.
·380	Water.
1947·870	Total area of the Township of Whittingham.

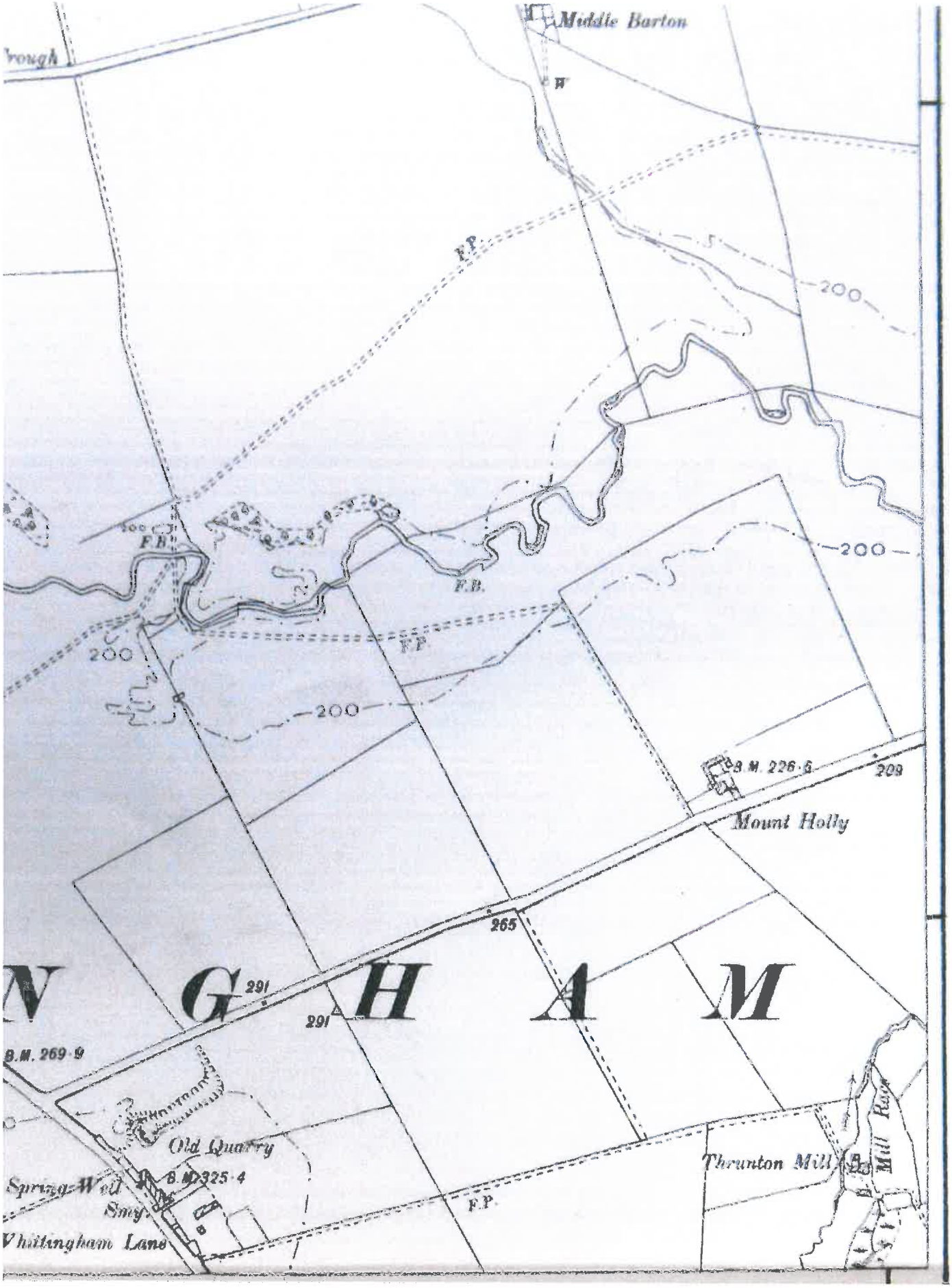
1st Edition 6" O.S. Map
c.1865



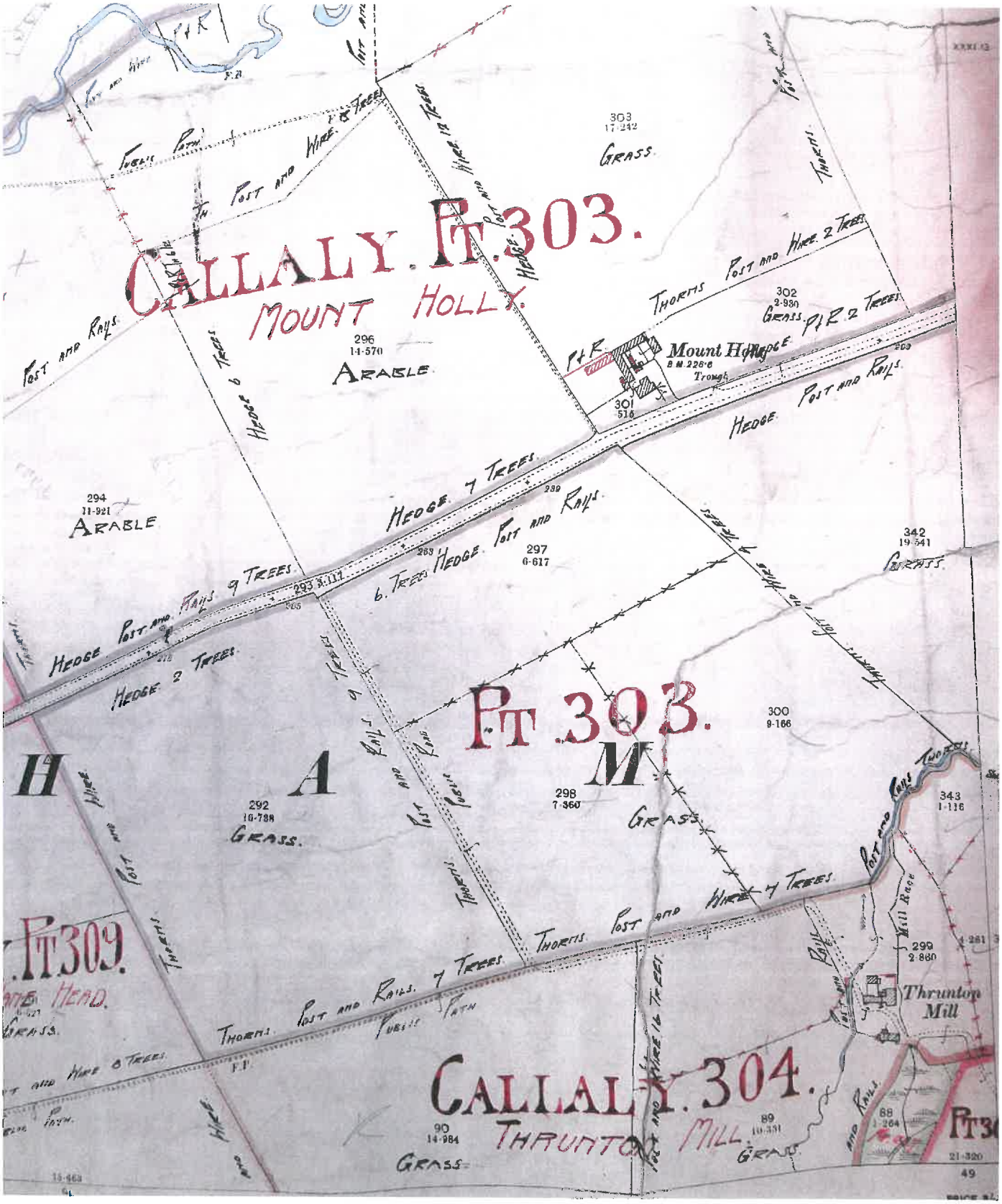
2nd Edition 25" O.S. Map c.1897



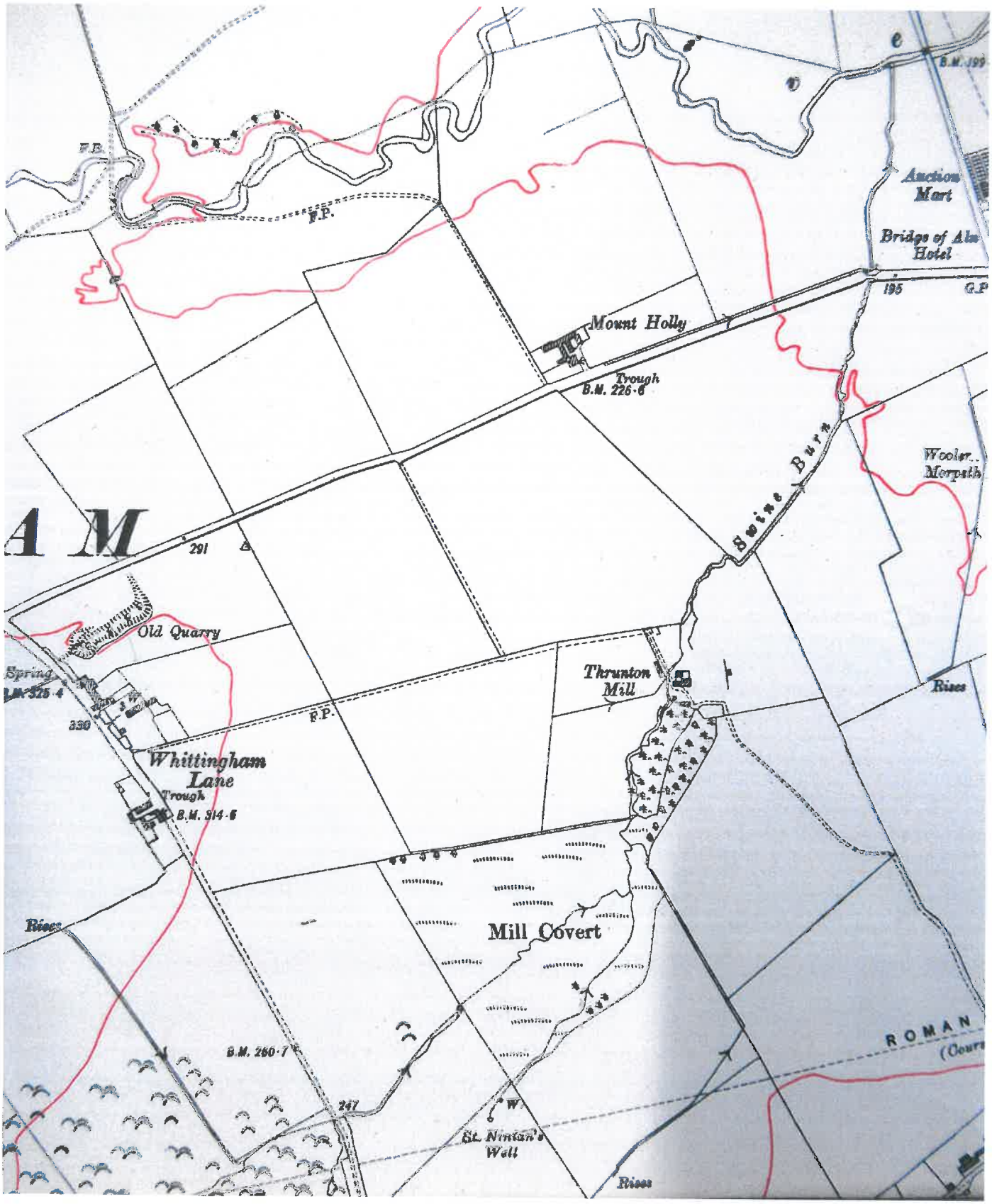
2nd Edition 6" O.S. Map
1899



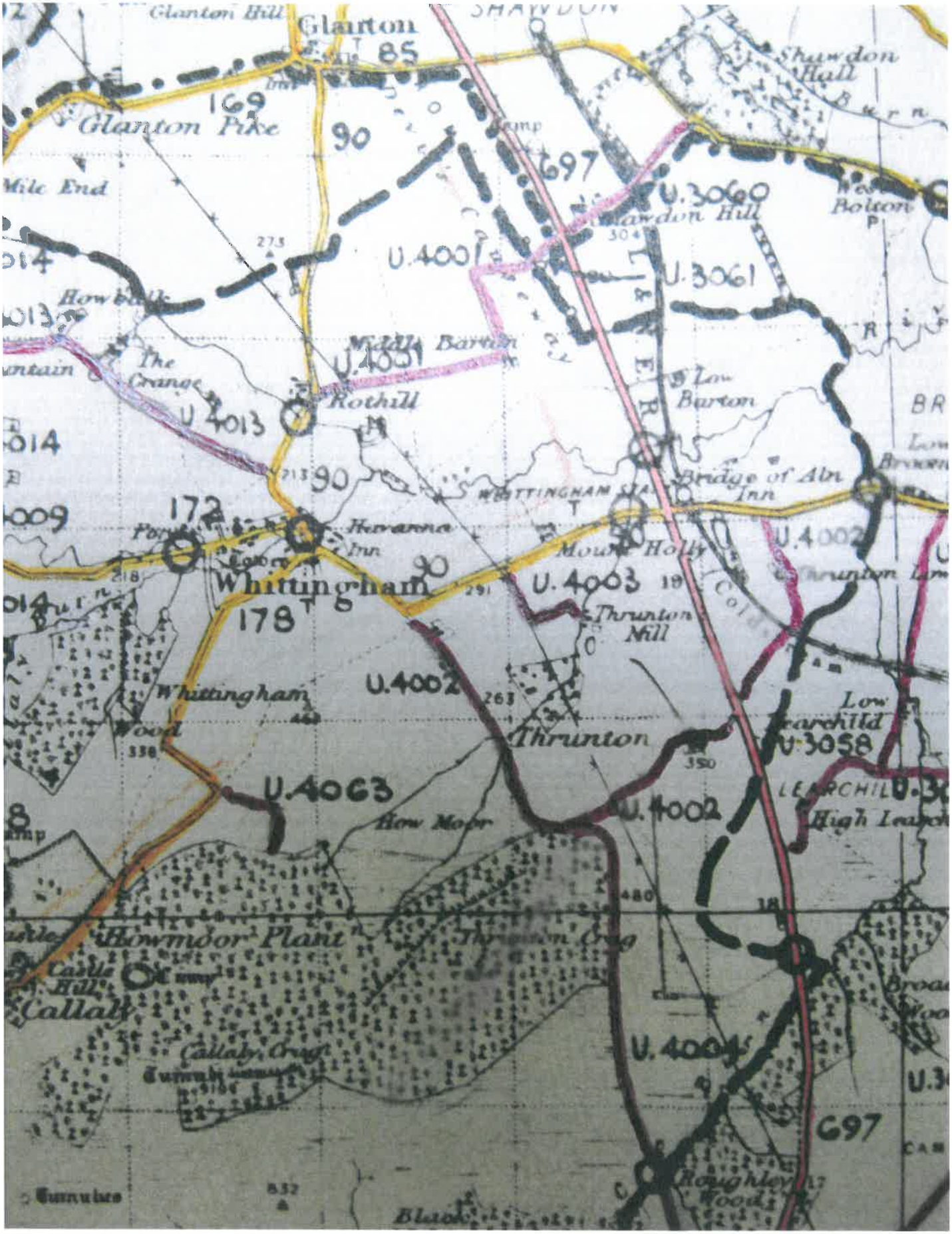
Finance Act 1910 Plan



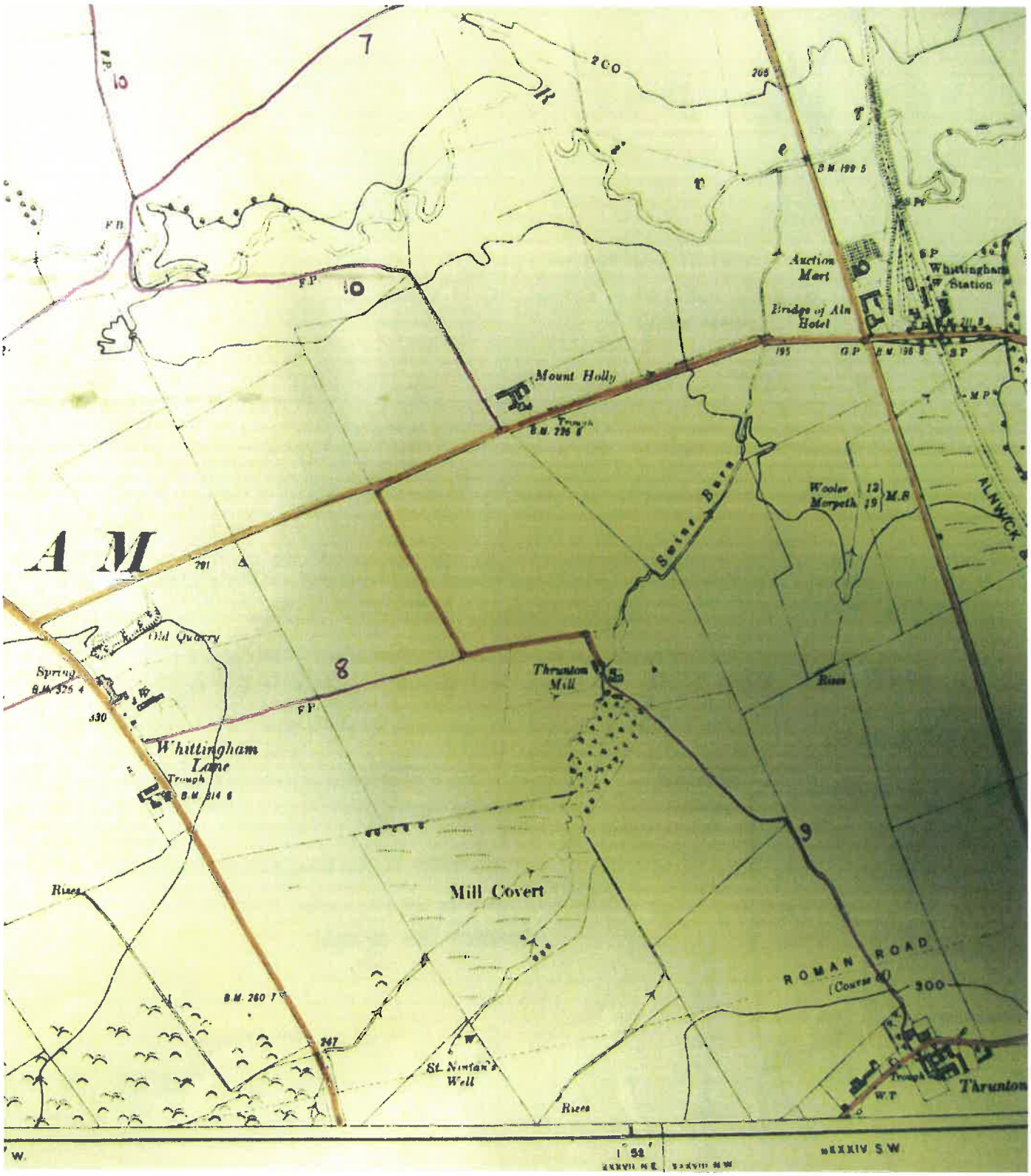
3rd Edition 6" O.S. Map 1926



Extract from the Council's 1951 Highways Map

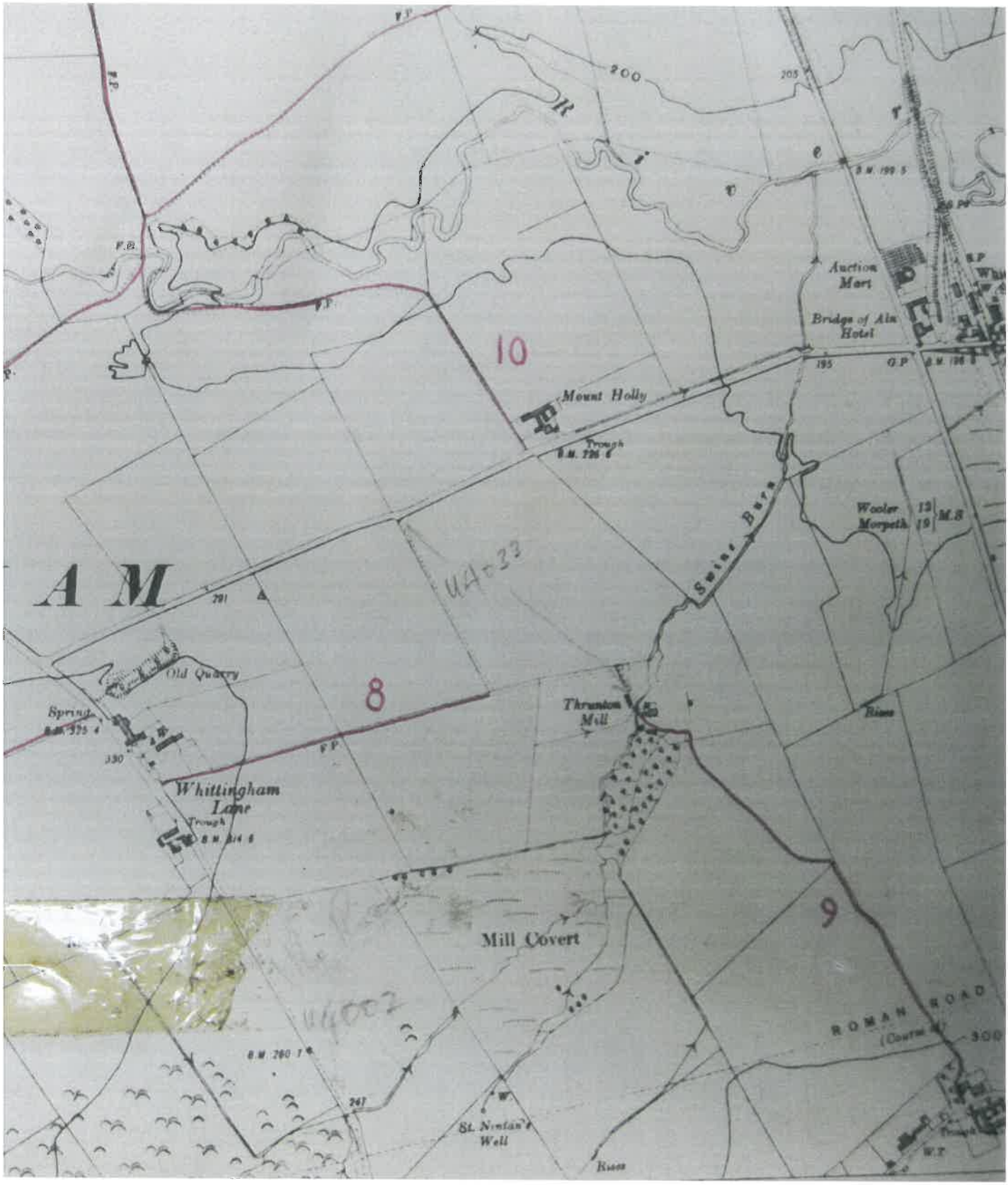


Survey Map



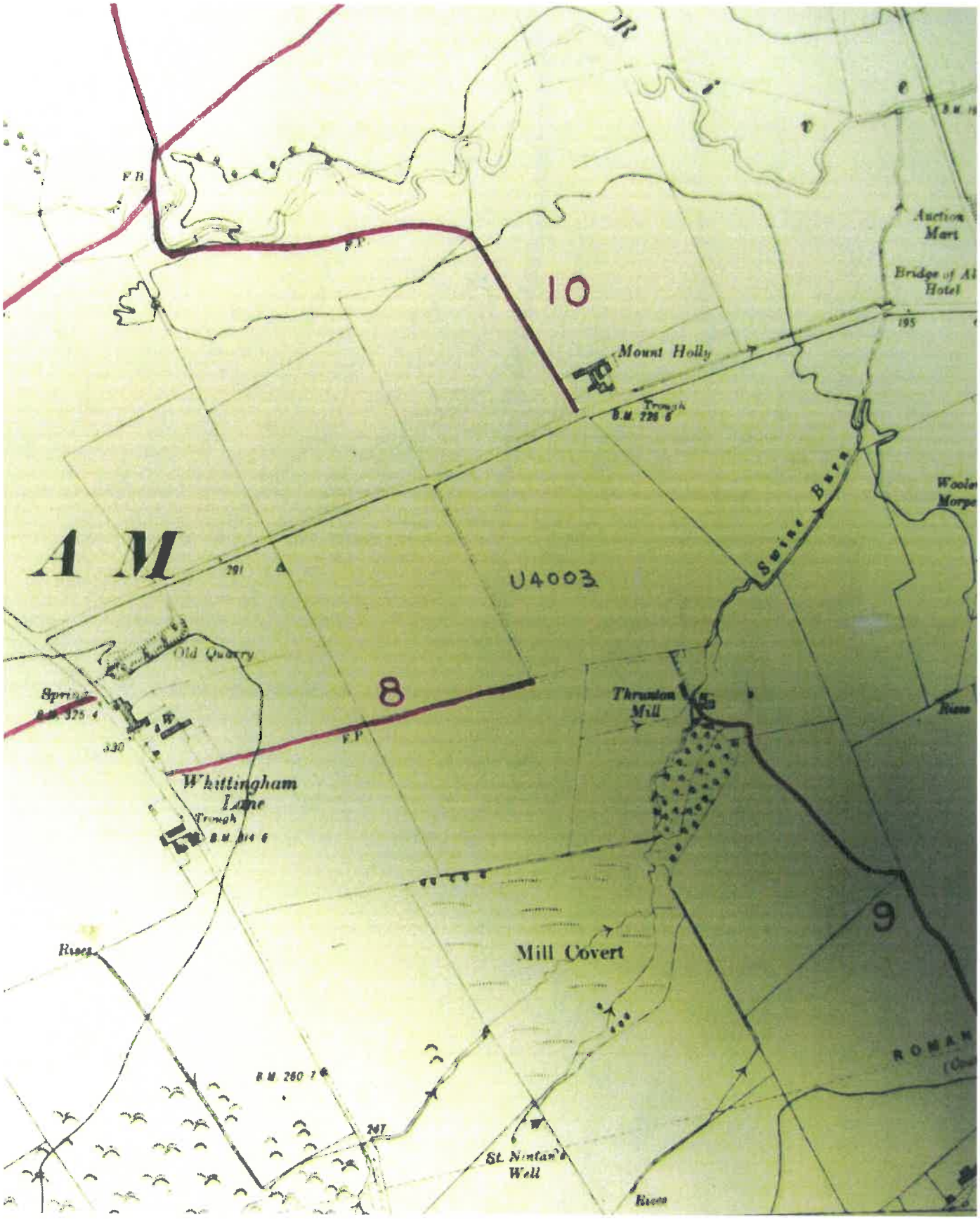
Auction Mart
Bridge of Aln Hotel
Whittingham Station
Mount Holly
Swine Burn
Wooler 12
Morpeth 19
M.S
ALNWICK
A M
Old Quarry
Spring
Thrunton Mill
Whittingham Lane
Trough
Mill Covert
ROMAN ROAD
(Course of)
St. Ninian's Well
Rises
Thrunton

Draft Map

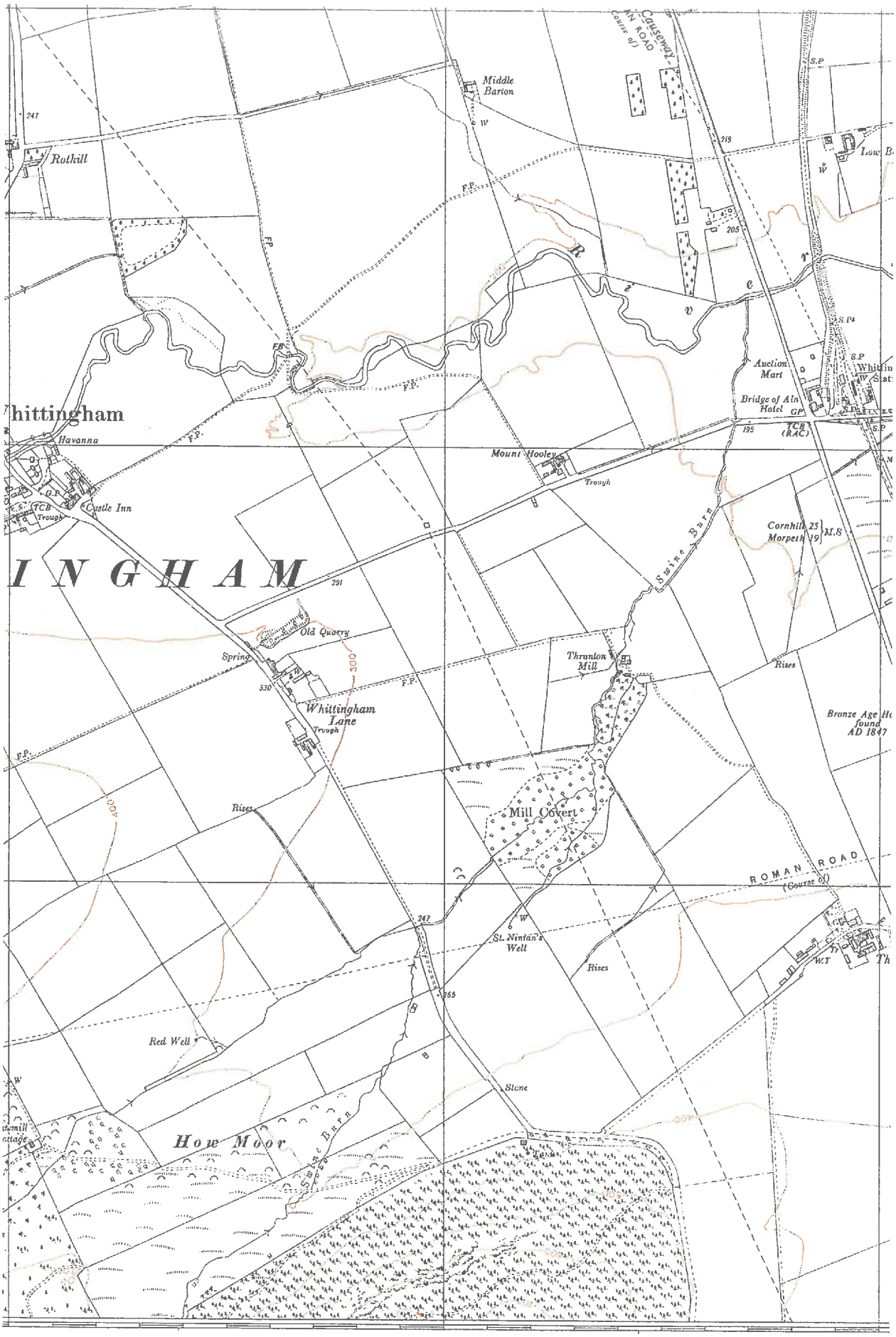


Auction Mart
Bridge of Aln Hotel
Mount Holly
Trough
Swine Burn
Wooler
Morpeth
M.S
A M
Old Quarry
Spring
Whittingham Lane
Trough
Thrunton Mill
Mill Covert
St. Ninian's Well
ROMAN ROAD
10
8
9

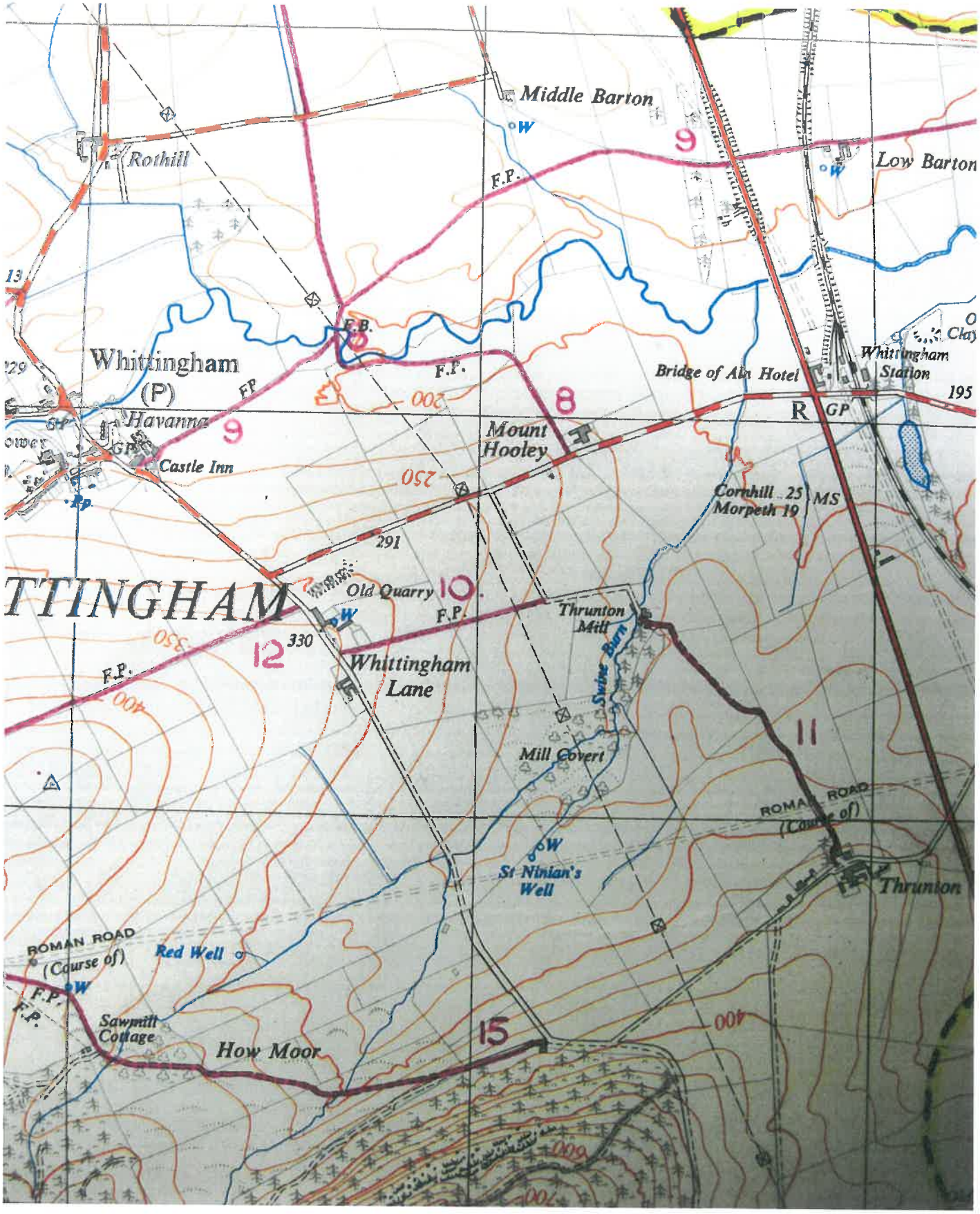
Provisional Map



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 ROTHBURY

2. Parish WHITTINGHAM

3. Number of Footpath on Map 10

4. Name of Path .....

5. Kind of Path (i.e. (FP/BR) F.P.

6. General Description of Path From the Whittingham Lane - Thrunton Road north of Whittingham Lane in a north-easterly direction to join the Thrunton Mill Road west of Thrunton Mill.

7. Other relevant information .....

NORTHUMBERLAND COUNTY COUNCIL.

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

PUBLIC RIGHTS OF WAY - STATEMENT.

1. ~~Borough~~ .....

~~Urban district~~ .....

Rural district ..... ROTHBURY .....

2. Parish ..... WHITTINGHAM .....

3. Number of Footpath on Map ..... 11 .....

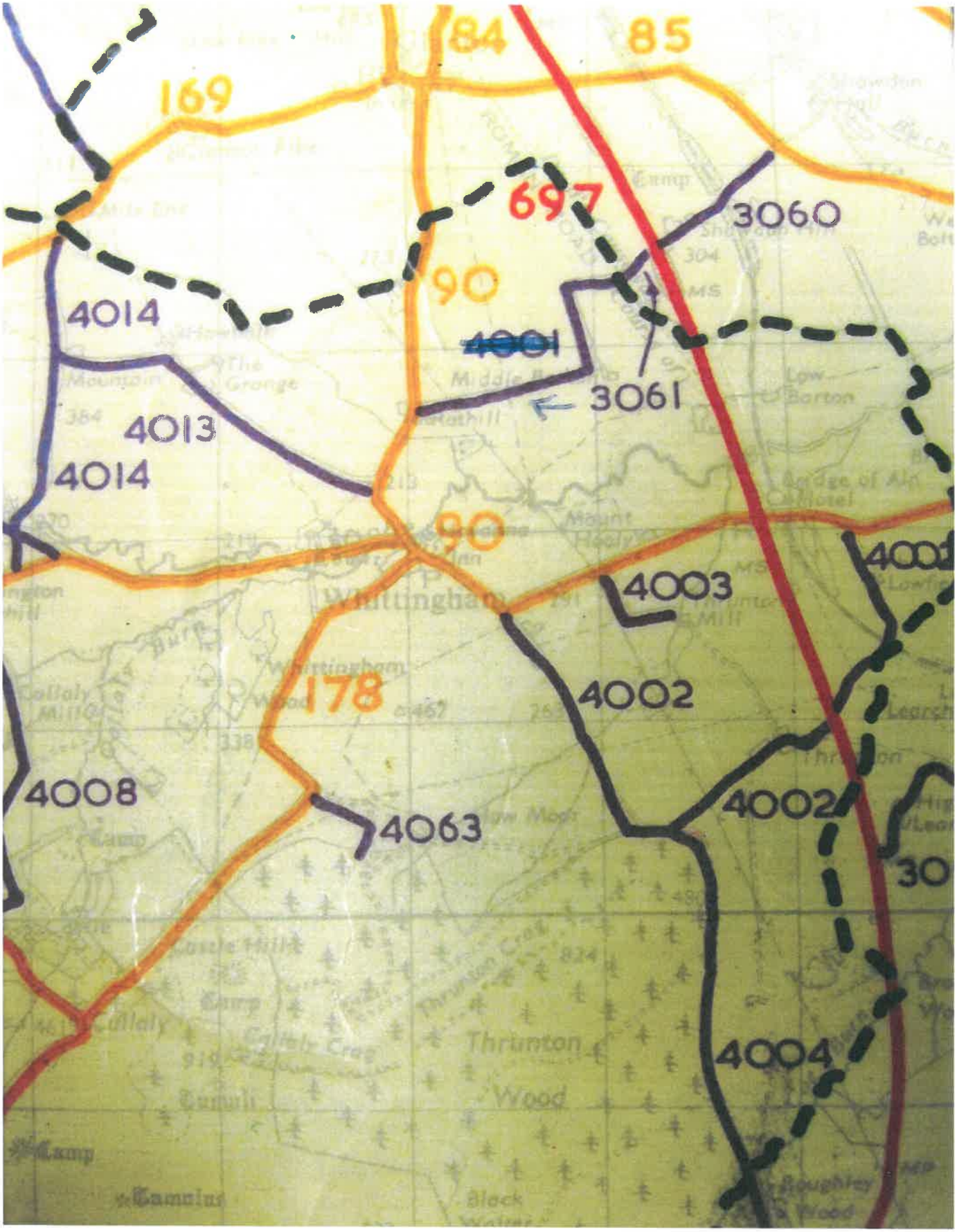
4. Name of Path .....

5. Kind of Path (i.e. (FP/BR) ..... F.P. .....

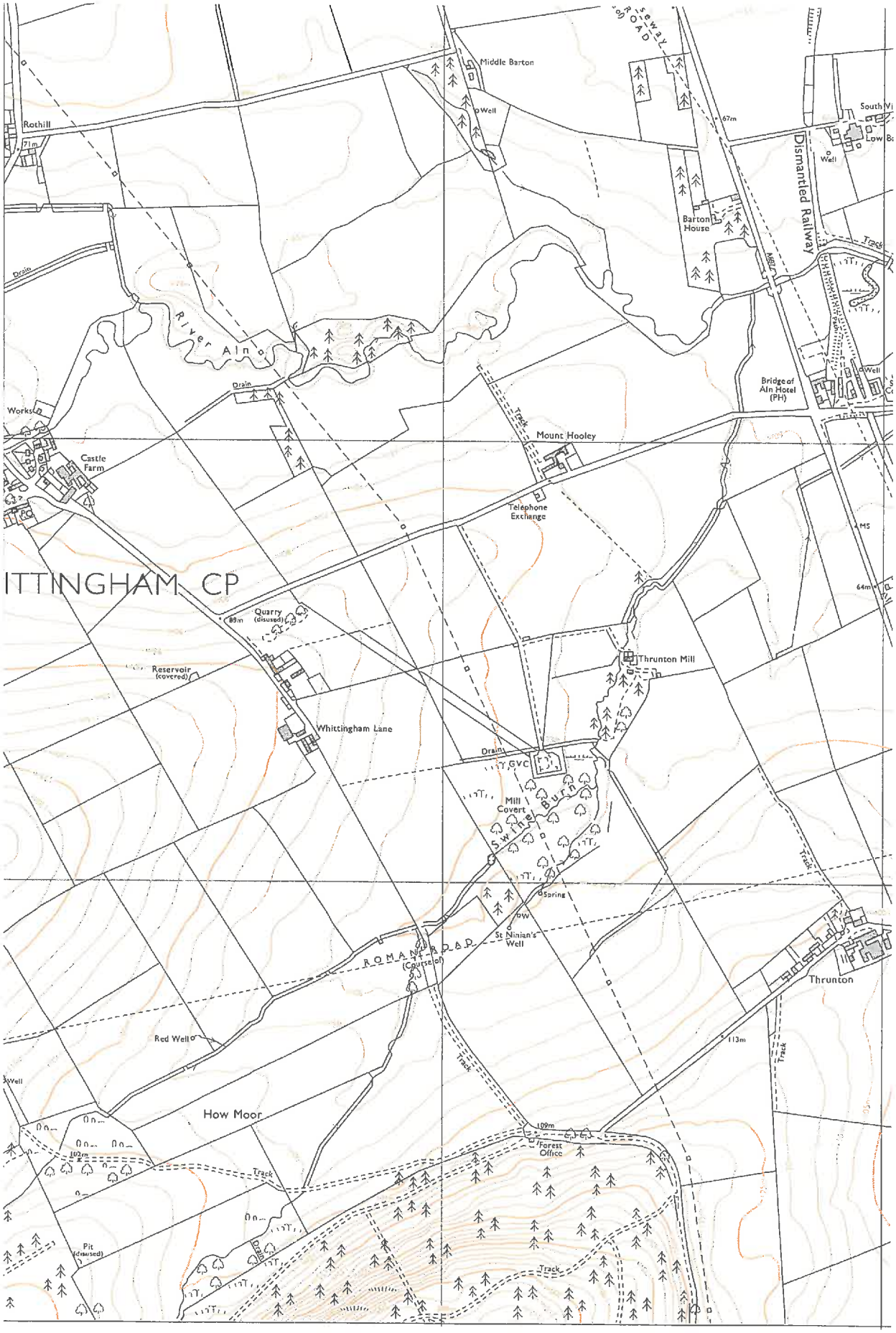
6. General Description of Path ..... From the Thrunton Mill Road at .....
Thrunton Mill in a south-easterly direction to join the Whittingham .....
Lane - Thrunton Road at Thrunton. .....
.....
.....
.....

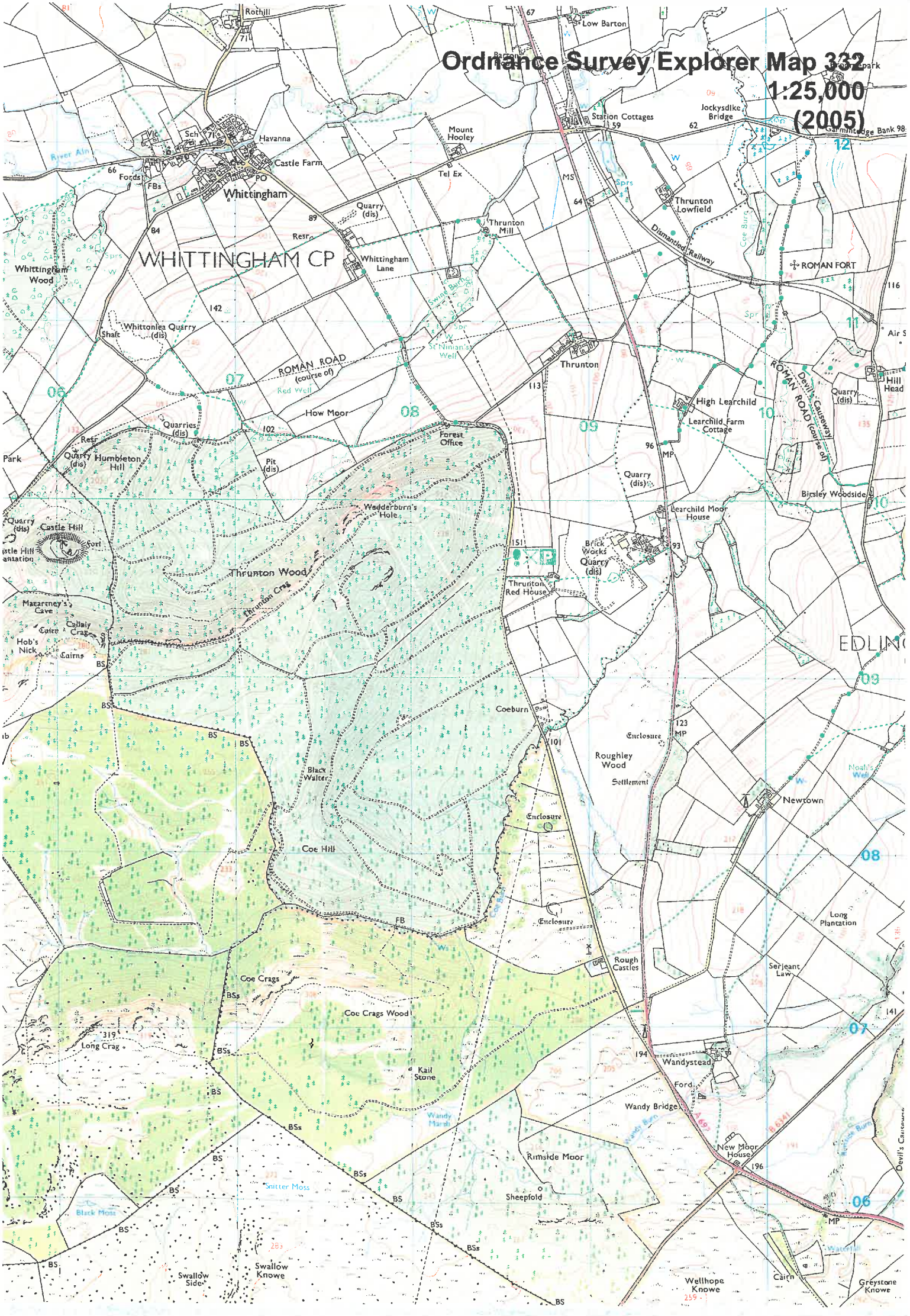
7. Other relevant information .....
.....
.....
.....
.....
.....

Extract from the Council's 1964 Highways Map



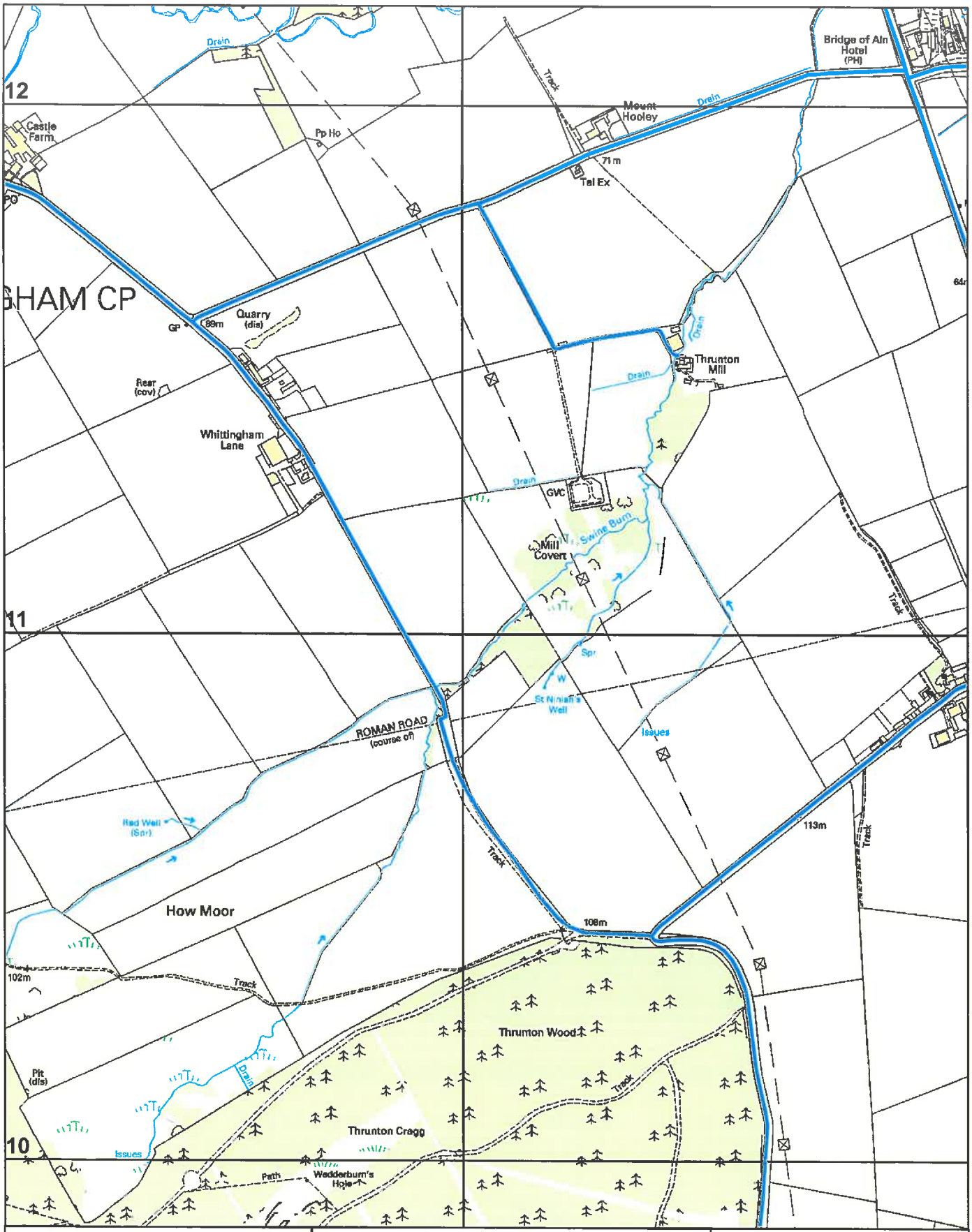
1:10,000 O.S. Map 1982




Ordnance Survey Explorer Map 332
1:25,000
(2005)
WHITTINGHAM CP
Whittingham
Havanna
Castle Farm
Mount Hooley
Thrunton Mill
Thrunton Lowfield
Dismantled Railway
ROMAN FORT
Whittingham Lane
Whittonlea Quarry (dis)
ROMAN ROAD (course of)
Red Well
How Moor
Quarries (dis)
Quarry Humbleton Hill
Forest Office
Thrunton
High Learchild
Learchild Farm Cottage
Learchild Moor House
Quarry (dis)
Brick Works
Thrunton Red House
Wedderburn's Hole
Thrunton Wood
Thrunton Crag
Castle Hill
Macartney's Cave
Hob's Nick
Cairns
Callaly Crags
Coburn
Enclosure
Roughley Wood
Settlement
Newtown
Black Walter
Coe Hill
Coe Crags
Coe Crags Wood
Long Crag
Kail Stone
Wandy Marsh
Wandystead
Ford
Wandy Bridge
Rough Castles
Long Plantation
Serjeant Law
Rimside Moor
Sheepfold
New Moor House
Sitter Moss
Black Moss
Swallow Side
Swallow Knowe
Wellhope Knowe
Greystone Knowe
Cairn
Hill Head
Birsley Woodside
Jockysdike Bridge
Station Cottages
Low Barton
Rothill
Fords
Whittingham Wood
Shaft
Pit (dis)
Resr
Tel Ex
MS
Sprs
Spr
Coe Burn
Devil's Causeway
Air S
Park
Quarry (dis)
Castle Hill Plantation
Surt
Hob's Nick
Callaly Crags
Cairns
Thrunton Crag
Black Walter
Coe Hill
Coe Crags
Coe Crags Wood
Long Crag
Kail Stone
Wandy Marsh
Wandystead
Ford
Wandy Bridge
Rough Castles
Long Plantation
Serjeant Law
Rimside Moor
Sheepfold
New Moor House
Sitter Moss
Black Moss
Swallow Side
Swallow Knowe
Wellhope Knowe
Greystone Knowe
Cairn
Hill Head
Birsley Woodside
Jockysdike Bridge
Station Cottages
Low Barton
Rothill
Fords
Whittingham Wood
Shaft
Pit (dis)
Resr
Tel Ex
MS
Sprs
Spr
Coe Burn
Devil's Causeway
Air S
Park
Quarry (dis)
Castle Hill Plantation
Surt
Hob's Nick
Callaly Crags
Cairns
Thrunton Crag
Black Walter
Coe Hill
Coe Crags
Coe Crags Wood
Long Crag
Kail Stone
Wandy Marsh
Wandystead
Ford
Wandy Bridge
Rough Castles
Long Plantation
Serjeant Law
Rimside Moor
Sheepfold
New Moor House
Sitter Moss
Black Moss
Swallow Side
Swallow Knowe
Wellhope Knowe
Greystone Knowe
Cairn
Hill Head
Birsley Woodside

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
U40		
	Total length for U40	*549*
U4000		
	HARDEN VIEW	22
	HARDEN VIEW	92
	Total length for U4000	*114*
U4001		
	THE GRANGE	89
	Total length for U4001	*89*
U4002		
	C90 JCT TO U4004 JCT	1,534
	U4004 JCT TO A697 JCT	1,074
	A697 JCT TO C90 JCT	1,262
	Total length for U4002	*3,871*
U4003		
	C90 JCT TO THRUNTON MILL	577
	Total length for U4003	*577*
U4004		
	A697 JCT TO U4002 JCT	3,860
	Total length for U4004	*3,860*
U4005		
	U4005 JCT TO C178 JCT	807
	U4005 JCT TO LORBOTTLE STEADS FARM	941
	C176 JCT TO U4005 LORBOTTLE STEADS	2,079
	Total length for U4005	*3,827*
U4006		
	C178 TO MOUNT PLEASANT CATTLEGRID	1,101



Northumberland County Council

Network Management Information System

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

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

Drn:	Date:	Scale:
AB	Nov 2019	1:10,000