



# Northumberland County Council

NORTH NORTHUMBERLAND LOCAL AREA COUNCIL  
RIGHTS OF WAY SUB-COMMITTEE  
26 February 2020

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

### ALLEGED BYWAY OPEN TO ALL TRAFFIC No 13 PARISH OF CALLALY

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

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#### **Purpose of report**

In this report, the North Northumberland Local Area Council Rights of Way Sub-Committee is asked to consider all the relevant evidence gathered in support and in rebuttal of the existence of public vehicular rights over the U4076 road, from the C174 road east of Yetlington, south-westwards to Crosshill. Consideration will also be given to the status of two short spurs from the southern end of this road.

#### **Recommendation**

**It is recommended that the sub-committee agrees that:**

- (i) there is sufficient evidence to indicate that, on a balance of probability, public vehicular rights have been shown to exist over the route N-P and over the short extension P-Y;**
- (ii) there is sufficient evidence to indicate that public vehicular rights have been reasonably alleged to exist over the route P-X;**
- (iii) the Natural Environment and Rural Communities Act 2006 would appear to have extinguished the public's motorized vehicular rights over the N-P, PX and P-Y routes;**
- (iv) the N-P, P-X and P-Y routes be included in a future Definitive Map Modification Order as restricted byways;**
- (v) the same Definitive Map Modification Order be used to correct the Definitive Statement for existing Public Footpath No 6.**

## **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 The relevant statutory provision which applies where an existing public footpath, on the Definitive Map and Statement, is being upgraded to byway open to all traffic / restricted byway status, on the basis of historical documentary evidence, is Section 53(3)(c)(ii) of the Wildlife and Countryside Act, 1981. This requires the County Council (as Surveying Authority) to modify the Definitive Map and Statement following:

“the discovery by the authority of evidence which (when considered with all other relevant evidence available to them) shows that a highway shown in the map and statement as a highway of a particular description ought to be there shown as a highway of a different description”

1.4 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 'U4076' 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 U4076 unclassified County road based upon more than simply its inclusion in the List of Streets.
- 2.5 The entire length of the U4076 road has been recorded on the Definitive Map of Public Rights of Way as (the northern end of) Public Footpath No 6 since 1962. If, as seems likely, higher public rights than footpath exist, it is important these rights are recognised and the Definitive Map modified to reflect this.

### **3. LANDOWNER EVIDENCE**

- 3.1 To date no landowner / rebuttal evidence has been received.

### **4. CONSULTATION**

- 4.1 In February 2018, the Council carried out a consultation with the Parish Council, known owners and occupiers of the land, the local County Councillor and the local representatives of the "prescribed and local organisations" listed in the Council's "Code of Practice on Consultation for Public Path Orders". Two replies were received and are included below.
- 4.2 By email, on 26<sup>th</sup> February 2018, Ms H Evans responded to the consultation, on behalf of Cycling UK, stating:

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

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

- 4.3 By email, on 22<sup>nd</sup> February 2018, Ms S Rogers responded to the consultation, on behalf of the British Horse Society, stating:

“I am not able to give you an indication of the balance between motorised and other use, I am afraid. But, as I say, there is a real danger that these short UCRs which lead to farms and on-going footpaths and bridleways may be seen by the public to be private. I don't think many farmers realise how reticent the public are to use anything that might be private specially if it goes right past the farmhouse or buildings. Sadly this results in many ROW not being used as the public are put off from accessing them.

“I am not sure if that counts legally but it is certainly a point to bear in mind from the users' point of view.

“Alleged Byway Open to All Traffic no 13 (Crosshill)

This is a narrow tarmac track leading to the farm and to a footpath to Dancing Halls. It is suspected that this footpath may have higher rights. At the roadside there is a signpost saying ' Crosshill Farm Only'. This would lead the public to believe it is a private access road so the addition of this track to the definitive map is in the interest of the public who may want to use the ROW to Dancing Halls.”

## 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 13.

1820 Fryer's County Map

There is no evidence of a road or track approximating to the route of alleged Byway No 13.

1827 Cary's Map

There is no evidence of a road or track approximating to the route of alleged Byway No 13.

1828 Greenwood's County Map

There is evidence of a road or track approximating to the route of alleged Byway No 13, with a general south-easterly continuation via “Dancing Hall” to the Larbottle House - Callaly road.

c.1860 Ordnance Survey Map: Scale 1:2500

There is clear evidence of an enclosed road / track over a route from the C174 road, west of High Houses, southwards to Crosshill. There is no evidence of a track over the N-P route, however. The north-south route which is shown is identified as parcel number "139" in Callaly and Yetlington township. In the accompanying Book of Reference, this parcel is identified as "Private road".

1866 Ordnance Survey Map: Scale 1:10,560

There is no evidence of a road / track over the route of alleged Byway No 13. Crosshill is, instead, accessed by a north-south route. The route P-X is clearly shown, as is the route P-Y.

1884 Quarter Sessions - highway diversion

The diversion order and (in particular) the diversion order plan make it clear that the old north-south route (which is the one depicted on the c.1860 OS map) linking Crosshill with the C174 road is being stopped up and replaced by a slightly longer, though more commodious, public highway; the current route of the U4076 / alleged Byway No 13. The new route is stated to be " .... for all the liege subjects of our Lady the Queen using and travelling along the said highway with or without horses carts and carriages ...". On the Order plan, the new route is identified as being 30 feet wide. It is also clear that although the A-C length of existing road, shown on the Order plan, was being stopped up, and that a new length of highway B-D was being created to replace it, a short length of existing public road C-D must also exist, and that this was unaffected by the diversion order. It might also be inferred that the public road extended southwards beyond point D (this being a somewhat arbitrary point for the original road to have ended). Possibly it may have extended southwards passed Dancing Hall to the C178 road (see Greenwood's map, above). If not that far, then it may have extended slightly further southwards to the farm entrance, or to Crosshill Cottages.

1899 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an enclosed road / track over the route of alleged Byway No 13. The route P-X is also clearly shown, and so is the route P-Y.

Finance Act 1910 plan

There is clear evidence of an enclosed road / track over the route of alleged Byway No 13. The route is not, however, 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. There are no other notations against the route which might indicate that it was considered to be a public road.

1926 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an enclosed road / track over the route of alleged Byway No 13. The route P-X is also clearly shown, and so is the route P-Y.

1951 Highways Map

The route of alleged Byway Open to All Traffic No 13 is coloured so as to identify it as a publicly maintainable road. The road number labelling is in purple (rather than black) suggesting that this route was a later addition.

c.1952 Definitive Map – original Survey Schedules & Map

The route of alleged Byway Open to All Traffic No 13 exists on the base map. It is neither coloured brown (known public roads were generally coloured brown to indicate what the extent of the road network was considered to be) nor is it identified for inclusion as a public right of way despite a footpath (numbered “6”) coming up from the south, terminating at point P.

Draft Map

The route of alleged Byway Open to All Traffic No 13 exists on the base map and is identified for inclusion on the Definitive Map as part of a public footpath (numbered “5”).

Provisional Map

As with the Draft Map, the route of alleged Byway Open to All Traffic No 13 exists on the base map and is identified for inclusion on the Definitive Map as part of a public footpath (numbered “5”).

1957 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an enclosed road / track over the route of alleged Byway No 13.

1962 Original Definitive Map

The route of alleged Byway No 13 exists as a road / track on the base map, and is identified as a public footpath (the northern end of Public Footpath No 6). There is a pencilled annotation to the map identifying the N-P section with cross bars and the label “U4076”.

1964 Highways Map

The route of alleged Byway Open to All Traffic No 13 is coloured so as to identify it as a publicly maintainable road. It is labelled as the “U4076”.

First Review Definitive Map (Relevant Date 1 Nov 1963)

The route of alleged Byway No 13 exists as a road / track on the base map, and is identified as a public footpath (the northern end of Public Footpath No 6).

1979 Ordnance Survey Map: Scale 1:10,000

There is clear evidence of an enclosed road / track over the route of alleged Byway No 13.

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

There is clear evidence of what appears to be an enclosed road / track over the route of alleged Byway No 13. The route is depicted as a yellow road.

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 Council's Highways Committee minutes from 14 March 1960 state:

“(36) Tenders Sub-Committee

“At their meetings on the 5th January and 2nd February, 1960, the Sub-Committee considered a number of matters and make the following recommendations:

(i) Rothbury Rural District - Road to Crosshill Farm  
That in view of the evidence of previous maintenance by the District Council, this road be accepted as a County Road.”

The “Decision of the Committee” (in relation to this route and two others) is stated to be:

“Approved.”

5.3 There is no entry for the U4076 road, in the 1958 County Road Schedule.

5.4 The entry for the U4076 road, in the 1964 County Road Schedule, states:

“U4076 Crosshill Farm Road  
From C174 at High Houses southwards for 368 yards towards Crosshill Farm.”

The length of the U4076 road is identified as 0.21 miles.

5.5 The entry for the U4076 road, in the 1974 County Road Schedule states:

“U4076 Crosshill Farm Road

From C174 at High Houses (NU 037097) southwards for 368 yards towards Crosshill Farm.”

The length of the U4076 road is identified as 0.21 miles.

- 5.6 The original Definitive Statement for the public right of way ‘intersecting’ with the alleged byway open to all traffic states:

Public Footpath No 6

“From the Yetlington - Callaly Road at High Houses in a south-westerly, south-easterly and northerly direction to join the County Road U4076 at Crosshill.”

The end point identified in this Definitive Statement was clearly incorrect. The Statement for Footpath No 6, by its directions (south-westerly, south-easterly then northerly) describes the whole 1800 metre long path, between the C174 road at High Houses and the C178 road south of Dancing Hall. Whilst the start point (“the Yetlington - Callaly Road at High Houses”) is the C174, the end point (“the County Road U4076 at Crosshill”) is clearly incorrect, and ignores the fact that the footpath extends generally southwards for a further 1455 metres! This Definitive Statement has never been amended by a Definitive Map Modification Order, so the current Definitive Statement says exactly the same as the original.

## **6. SITE INVESTIGATION**

- 6.1 From Point N, on the C174 road, opposite 1-2 Callaly High Houses, a 3 metre wide tarmac road with a 2 to 2.5 metre wide grass verge down the eastern side of it, proceeds in a southerly direction for a distance of 345 metres, to a Point P, 20 metre west of Crosshill Farmhouse.
- 6.2 Continuing southerly from Point P, a 3.5 metre wide tarmac road within a 7.2 metre wide corridor continues in a southerly direction for a distance of 50 metres to the farmyard entrance, and for a further 25 metres to Crosshill Cottages.
- 6.3 The short section of alleged highway proceeding north-westwards from Point P, to Point X, appears now to be part of a lawn area. It does not seem to be used (either by public or private traffic), having been superceded by a more direct track proceding westerly from Point P.

## **7. DISCUSSION**

- 7.1 Sections 53 (3)(c)(i) and (ii) of the Wildlife and Countryside Act 1981, require 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 [53(3)(c)(i)];

and

that a highway shown in the map and statement as a highway of a particular description ought to be there shown as a highway of a different description [53(3)(c)(ii)].

- 7.2 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.
- 7.3 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.
- 7.4 The route of alleged Byway Open to All Traffic No 13 is identified on the County Council’s current List of Streets as being the U4076 road. The whole route appears to have been identified on both the Council’s 1951 Highways Map and the later 1964 Highways Map (though on the 1951 map, it certainly appears to be a later addition). It was also included in the 1964 and 1974 County Road Schedules (though not the 1958 Schedule). 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.
- 7.5 The route has been consistently identified as an unenclosed road / track on Ordnance Survey maps since 1899 (the earlier OS maps show the road on a different alignment). 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 not identified as a public road on the plan produced in relation to the Finance Act 1910.
- 7.6 The piece of evidence of the greatest significance is the highway diversion, passed at the Midsummer Quarter Sessions in 1884. This diversion clearly established that the N-P route became a 30 foot wide public vehicular right of way. It was created to replace the (then) existing road running north from Point P. The highway diversion established that the short P-X route was part of the existing public road, but that this section would be unaffected by the diversion.
- 7.7 When the Definitive Map and Statement of Public Rights of Way came to be prepared under the National Parks and Access to the Countryside Act 1949, at each formal stage (i.e. Draft, Provisional and Definitive Maps) and also at the preliminary Survey stage, a public footpath was identified as beginning on the ‘main’ C174 road at High Houses, then proceeding along the U4076 to Crosshill before continuing southwards to the C178 road south of Dancing Hall.
- 7.8 The County Council accepts that, given the way the regulations were written

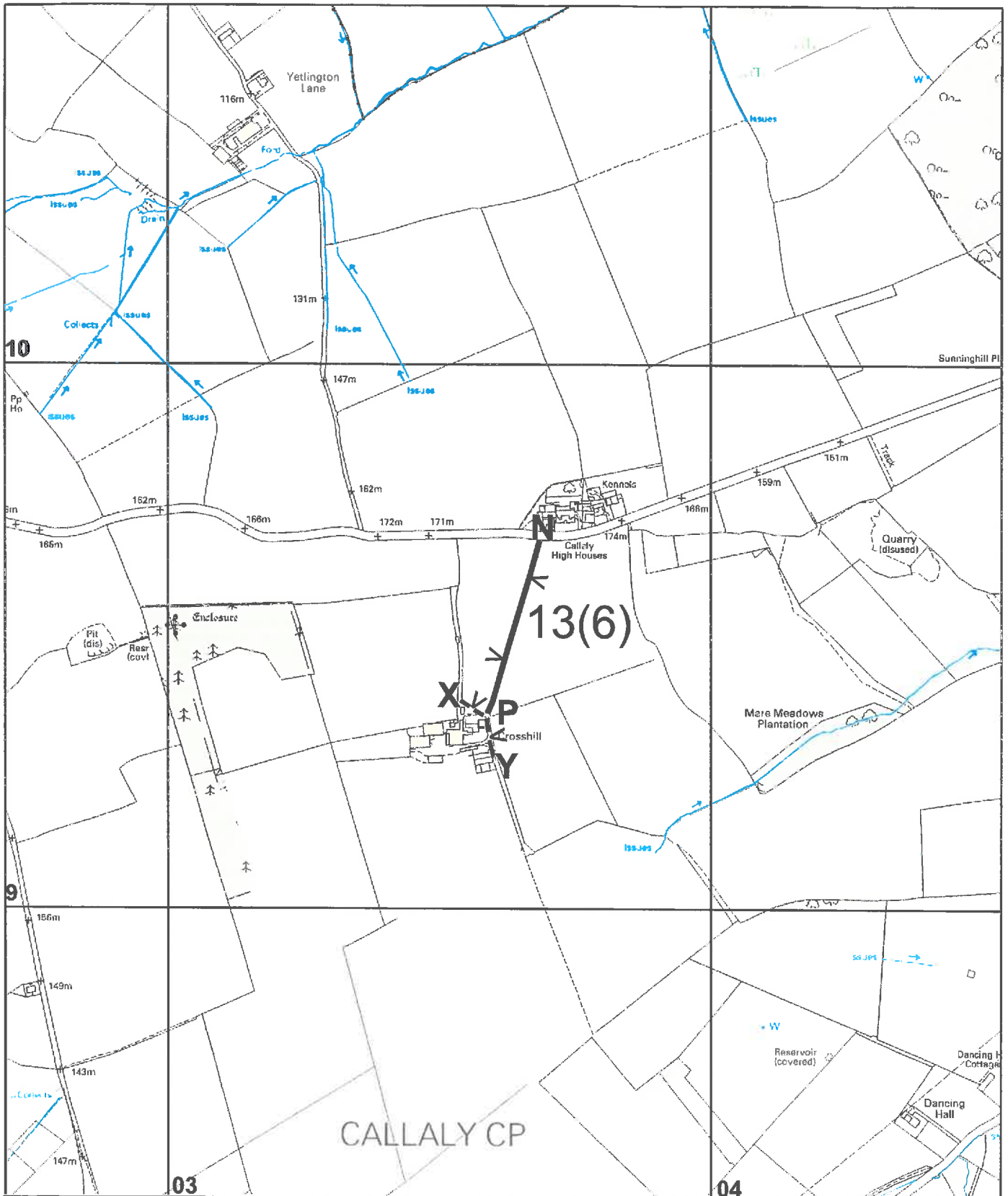
with regard to the way highway authorities could include publicly maintainable highways in the List of Streets, there was no impediment to public bridleways and public footpaths also being included. That is not to say that any bridleways or footpaths were so shown – just that they could be. It must, 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.

- 7.9 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.
- 7.10 The Natural Environment and Rural Communities Act 2006 (NERC Act 2006) had a major impact upon the recording of byways open to all traffic based upon historical documentary evidence. Under section 67 of the Act, any existing, but unrecorded, public rights of way for mechanically propelled vehicles were extinguished unless one of the 'saving' provisions applied. In brief, these saving provisions were: (a) if the main lawful public use between 2001 and 2006 was with motor vehicles; (b) if the route was on the List of Streets (on 2 May 2006) and not also on the Definitive Map as something less than a byway open to all traffic; (c) the route was legally created expressly for motor vehicular use; (d) the route was a road deliberately constructed for public motor vehicular use; or (e) the vehicular highway came about as a result of unchallenged motor vehicular use before December 1930.
- 7.11 Of the saving provisions above, the main one (b), will clearly not apply to the U4076 road. Where a route is shown on the Definitive Map as a footpath or bridleway, then the fact that it is shown on the List of Streets will not be sufficient to prevent the public's motor vehicular rights from being extinguished. It is necessary to see whether or not one of the other saving provisions might apply.
- 7.12 Under section 67(2)(c) of NERCA 2006, the public's motor vehicular rights would not be extinguished if those rights had been created on terms that expressly provided for a right of way for mechanically propelled vehicles. Officers are not aware of any documents associated with dedicating the U4076 as a public road.
- 7.13 Under section 67(2)(a) of NERCA 2006, the public's motor vehicular rights would not be extinguished if they are over a way whose main lawful use by the public during the period of 5 years between 2<sup>nd</sup> May 2001 and 2<sup>nd</sup> May 2006 was with mechanically propelled vehicles. The difficulty here is that the

Council has no evidence regarding the balance of public user during this 5 year period. Although the U4076 is a reasonably well made up tarmac road, it is a vehicular cul-de-sac. It is clearly used on an everyday basis by residents and farm traffic but it seems doubtful that this use constitutes "use by the public". Public use of this route is considered likely to be predominantly pedestrian.

- 7.14 Under section 67(2)(e) of NERCA 2006, the public's motor vehicular rights would not be extinguished if they are over a way that had been in long use by mechanically propelled vehicles before 1930, when it first became an offence to drive 'off-road'. There is no evidence of long-standing public motor vehicular use before 1930 in this instance.
- 7.15 Finally, under section 67(2)(d) of NERCA 2006, the public's motor vehicular rights would not be extinguished if they are over a way that had been created by construction of a road intended to be used by MPVs. The modern day tarmac road was clearly constructed with motor vehicular use in mind but, based upon the historical documentary evidence available, it would appear that this route was a public road long before any tarmac surface was applied. On that basis this saving provision will not apply.
- 7.16 For a route to be a byway open to all traffic, it has to be (i) a public motor vehicular right of way and (ii) a route which is nevertheless used (or is likely to be used) by the public mainly for the reasons which footpaths and bridleways are used.
- 7.17 Although this route has a drivable surface, it is a short vehicular cul-de-sac, which is only likely to be driven by the occupiers of Crosshill, Crosshill Cottages and their visitors. It is not known how much pedestrian use the route gets. The route's southerly continuation is Public Footpath No 6, so equestrian and bicycle use is likely to be very light to non-existent. The consultation responses did not offer any estimates regarding the balance of public user. The road would provide access to existing Public Footpath No 6, so public use of the route is considered most likely to be predominantly pedestrian.
- 7.18 Advice from the Planning Inspectorate in their 'consistency guidelines' states that it is important to have the correct width, where known, recorded in the definitive statement. 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 N-P part of Restricted Byway No 12 with a width of 9.14 metres (the metric equivalent of 30 feet). The P-X section is no longer a route defined by boundaries, but it was previously an enclosed route (see c.1860 1:2500 scale OS map). If this P-X route is included, it is proposed to identify this part with a width of 7 metres. Similarly, if the Order route is extended southwards to the farmyard entrance or to the cottages, it is proposed to identify a width of 7.2 metres based on the current (and apparently long standing) width between the boundary walls.





# NORTHUMBERLAND

Northumberland County Council

Infrastructure

Local Services

County Hall Morpeth Northumberland

NE61 2EF

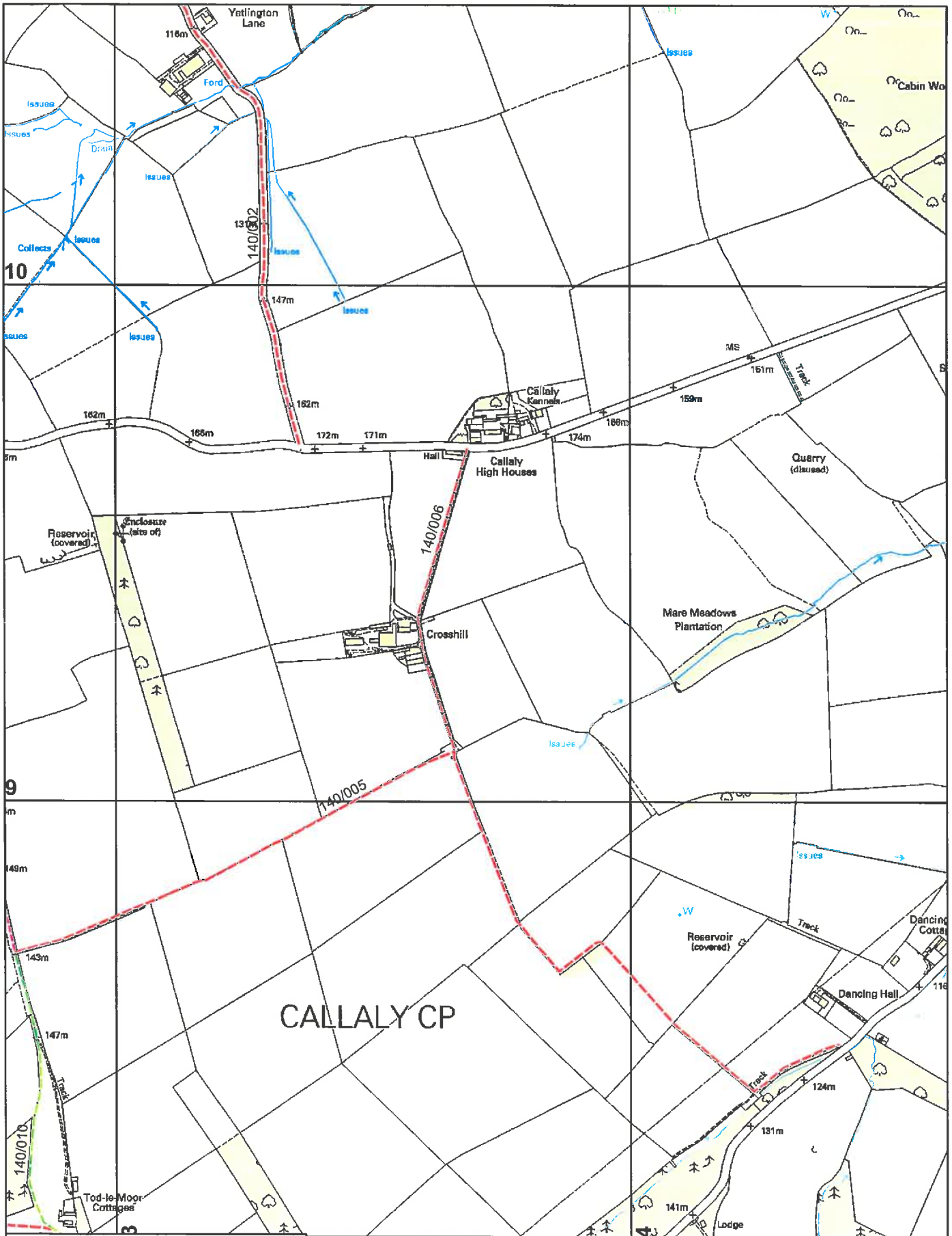
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## Wildlife and Countryside Act 1981 Public Rights of Way

- Alleged Byway Open to All Traffic
- Alleged Restricted Byway

Former District(s) Alnwick	Parish(es) Callaly	Scale 1:10,000
Def. Map No. 79	O.S. Map NU 00 NW	Date February 2020



  
**Northumberland**  
 County Council

Contact: Alex Bell  
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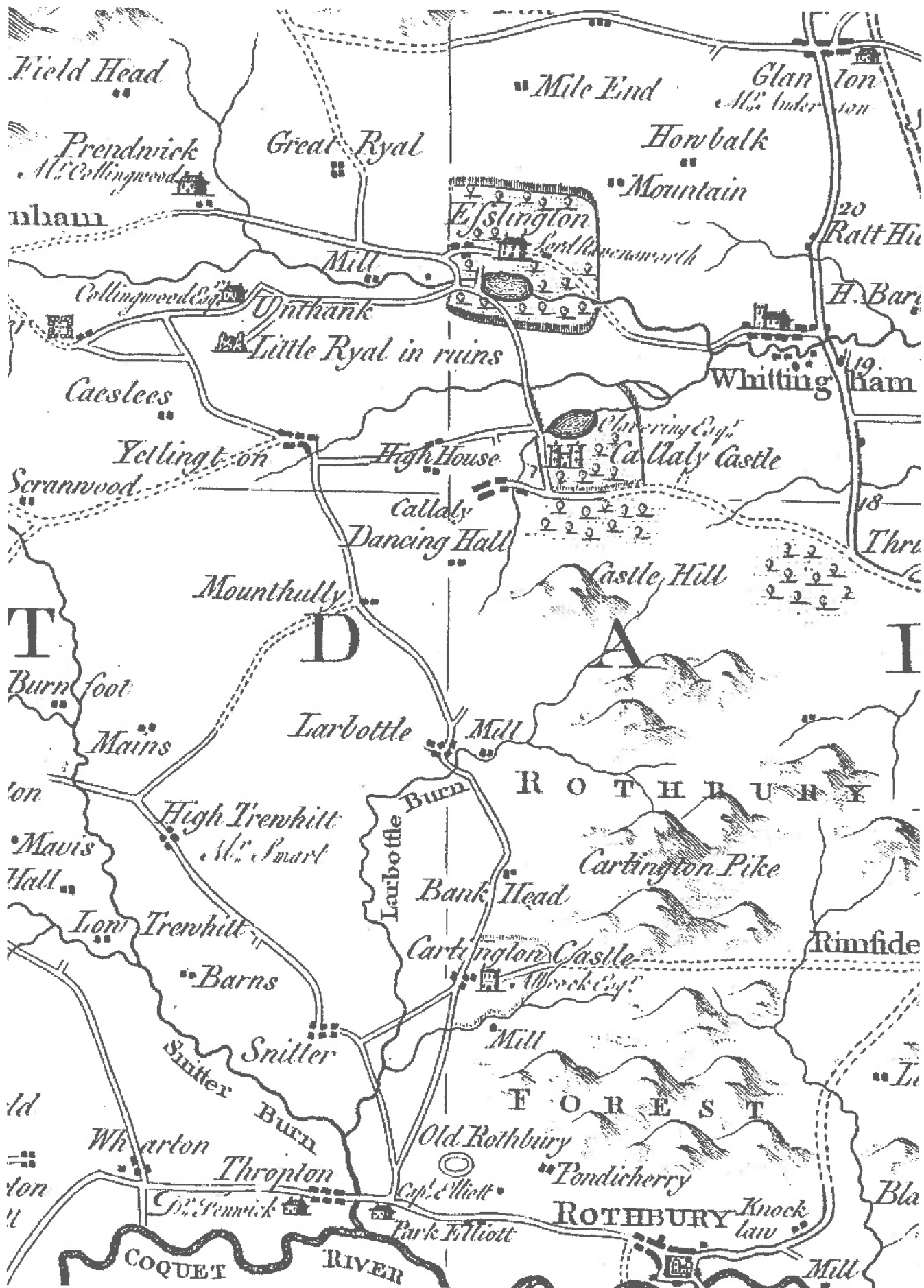
**Legend**

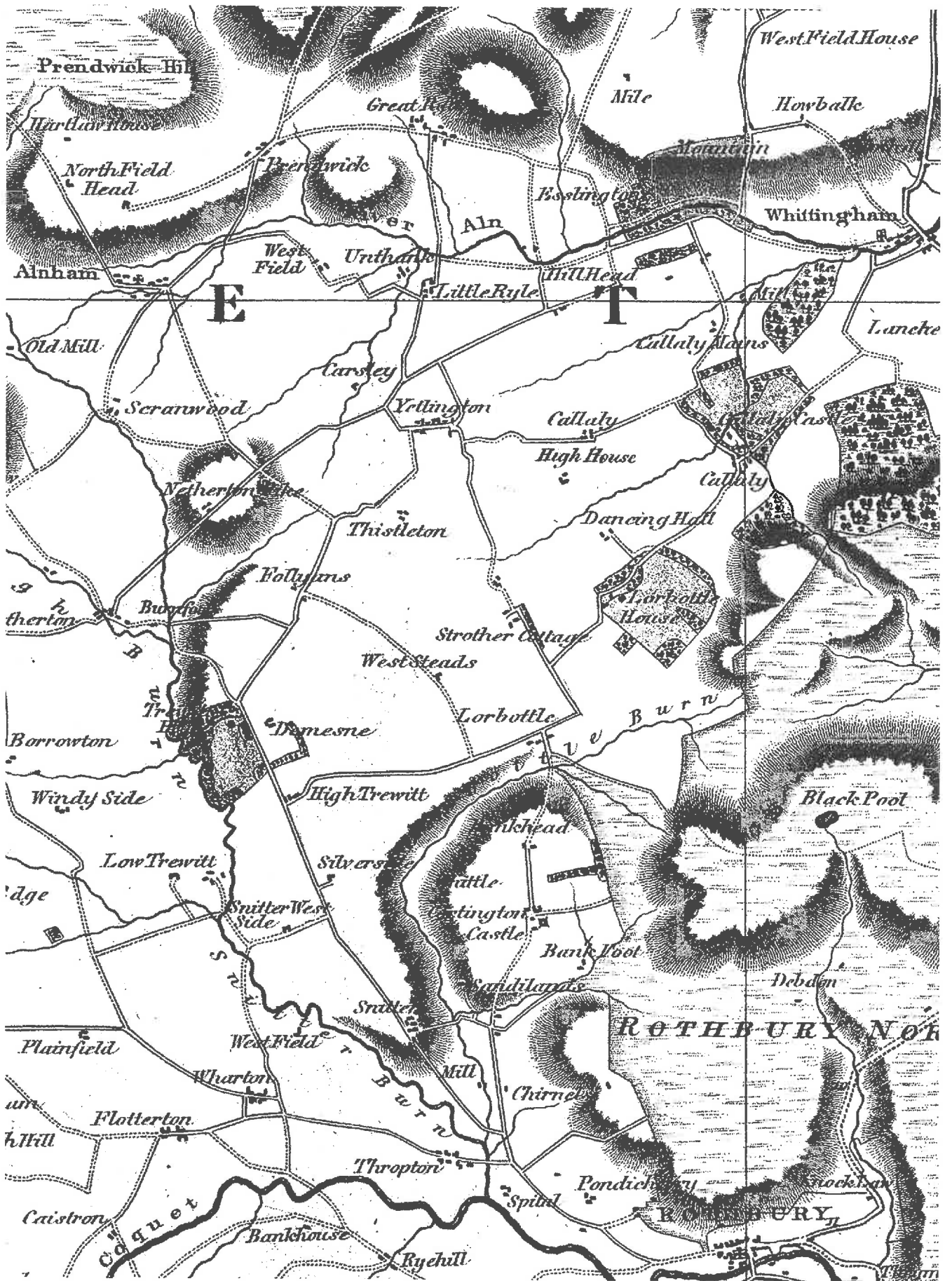
- Footpath
- Bridleway
- Restricted Byway
- Byway Open to All Traffic

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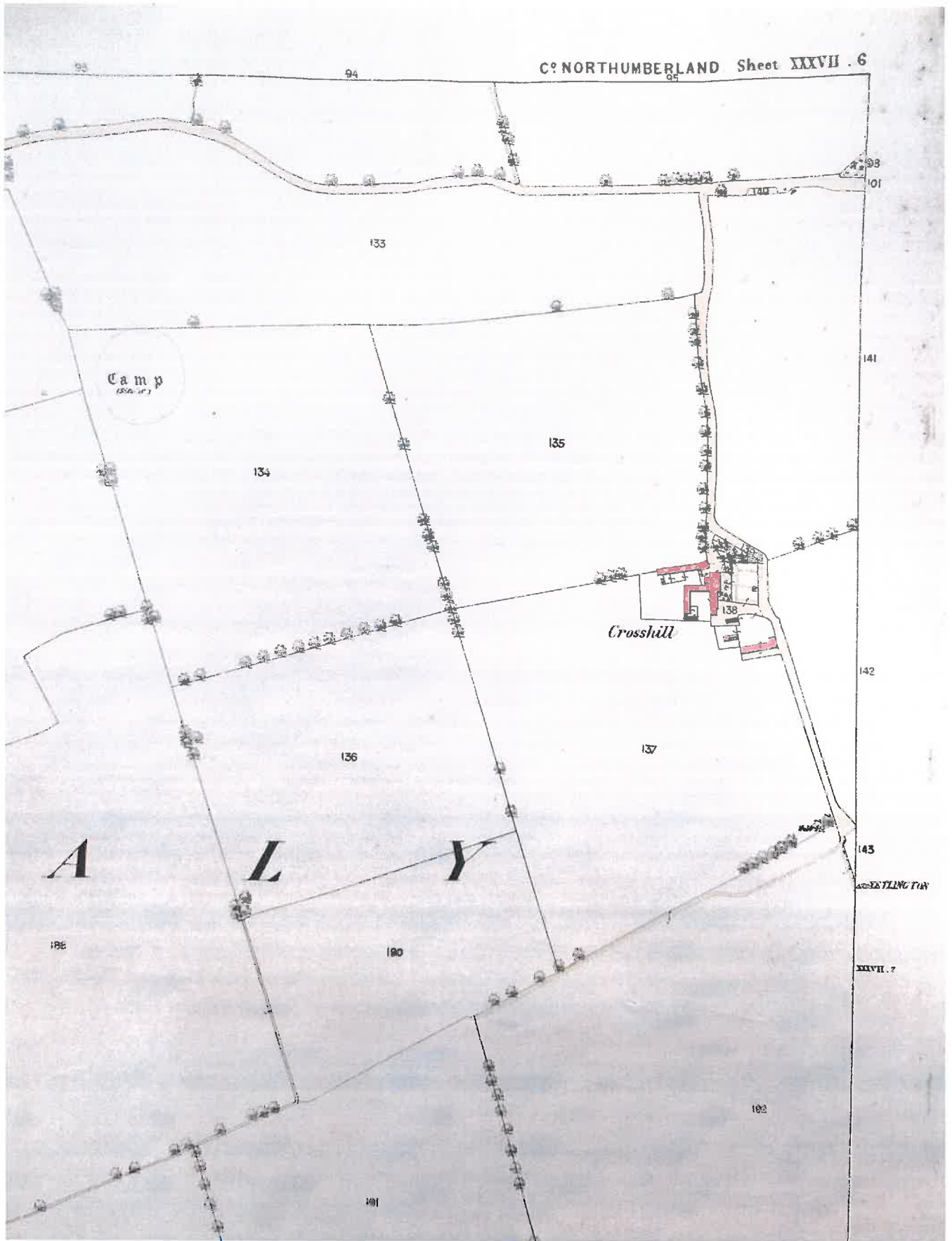












# PARISH OF WHITTINGHAM,

IN THE

COUNTY OF NORTHUMBERLAND--(NORTHERN DIVISION).

## COQUETDALE WARD.

No. on Plan.	Area in Acres.	Remarks.	No. on Plan.	Area in Acres.	Remarks.
<b>TOWNSHIP OF BARTON.</b>					
1	27.945	Arable, &c.			
2	28.089	Pasture, &c.			
3	22.108	Arable, &c.			
4	24.889	Arable, &c.			
5	21.868	Pasture, &c.			
6	34.628	Arable.			
7	3.328	Public road.			
8	39.134	Arable.			
9	32.671	Pasture, &c.			
10	13.388	Pasture.			
11	13.549	Pasture.			
12	14.593	Arable.			
13	4.655	Pasture, &c.			
14	12.058	Arable.			
15	7.006	Arable.			
16	.320	Houses, yds., gardens, &c. (Middle Barton).			
17	78.953	Pasture, &c.			
18	.180	House and garden (High Barton).			
19	.032	House.			
20	.131	Gardens.			
21	1.038	Wood.			
22	.571	Pasture, &c.			
23	18.600	Pasture, shed, &c.			
24	24.501	Pasture, &c.			
25	9.407	Pasture.			
26	2.139	Public road.			
27	16.427	Pasture, &c.			
28	1.085	Houses, yards, gardens, &c. (Low Barton).			
29	10.458	Arable.			
30	11.843	Arable.			
31	15.097	Arable, &c.			
32	8.374	Arable.			
33	14.307	Arable, &c.			
34	17.954	Arable, &c.			
	530.836				
<b>TOWNSHIP OF CALLALY AND YETTINGTON.</b>					
1	20.403	Pasture, &c.			
2	21.276	Arable, &c.			
3	1.730	Wood.			
4	32.261	Pasture.			
5	.670	Houses, yards, gardens, &c. (Mains).			
6	18.623	Arable, &c.			
7	1.080	Pasture, &c.			
8	5.426	Arable.			
9	.863	Houses, yards, and garden (Callaly Mill).			
10	.026	House and ruin.			
11	10.592	Pasture, &c.			
12	23.847	Pasture.			
13	18.164	Pasture.			
14	16.446	Arable.			
15	33.614	Pasture.			
16	12.980	Arable, &c.			
17	13.902	Arable, &c.			
18	16.060	Pasture, &c.			
19	4.200	Pasture.			
20	12.280	Pasture.			
21	23.135	Pasture, &c.			
	286.513				Carried forward.

N.B.—To convert Decimal Fractions of an Acre into Rods and Perches, multiply the decimal first by 4 and then by 40, preserving the same number of decimals in the product.

Examples—

633	1	17	120
A. R. P.		A. R. P.	
527	0	527	0
2	2	2	2

527	0	13	4
A. R.		A. R.	
527	0	527	0
4	4	4	4

### TABLE

FOR CONVERTING DECIMAL PARTS OF AN ACRE INTO RODS AND PERCHES

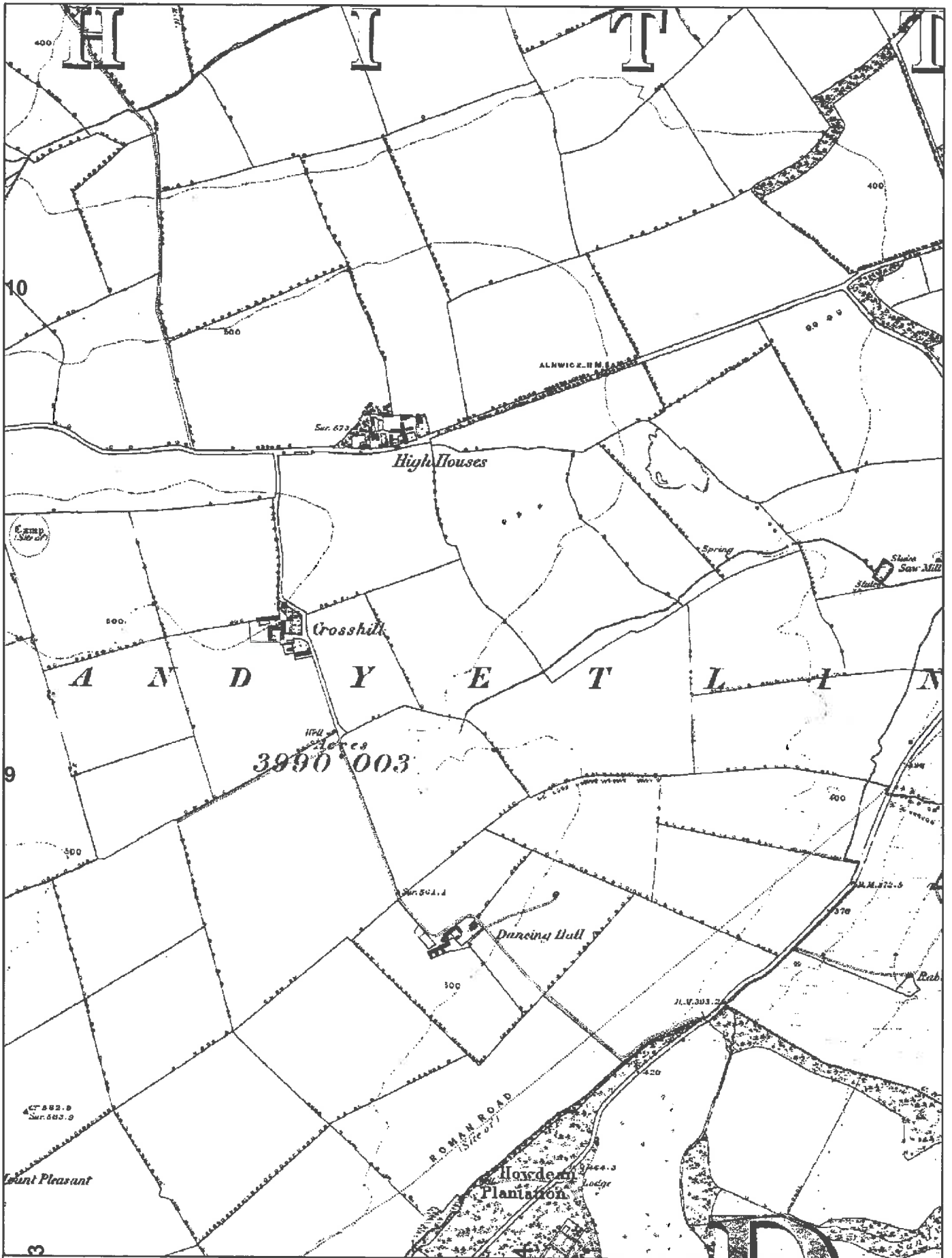
Perch.	0 Rod.	1 Rod.	2 Rods.	3 Rods.	Perch.	0 Rod.	1 Rod.	2 Rods.	3 Rods.
0	.000	.250	.500	.750	21	.131	.381	.631	.881
1	.006	.256	.506	.756	22	.137	.387	.637	.887
2	.012	.262	.512	.762	23	.144	.394	.644	.894
3	.019	.269	.519	.769	24	.150	.400	.650	.900
4	.025	.275	.525	.775	25	.156	.406	.656	.906
5	.031	.281	.531	.781	26	.162	.412	.662	.912
6	.037	.287	.537	.787	27	.169	.419	.669	.919
7	.044	.294	.544	.794	28	.175	.425	.675	.925
8	.050	.300	.550	.800	29	.181	.431	.681	.931
9	.056	.306	.556	.806	30	.187	.437	.687	.937
10	.062	.312	.562	.812	31	.194	.444	.694	.944
11	.069	.319	.569	.819	32	.200	.450	.700	.950
12	.075	.325	.575	.825	33	.206	.456	.706	.956
13	.081	.331	.581	.831	34	.212	.462	.712	.962
14	.087	.337	.587	.837	35	.219	.469	.719	.969
15	.094	.344	.594	.844	36	.225	.475	.725	.975
16	.100	.350	.600	.850	37	.231	.481	.731	.981
17	.106	.356	.606	.856	38	.237	.487	.737	.987
18	.112	.362	.612	.862	39	.244	.494	.744	.994
19	.119	.369	.619	.869	40	.250	.500	.750	1.000
20	.125	.375	.625	.875					

PARISH OF WHITTINGHAM.

No. on Plan.	Area in Acres.	Remarks.	No. on Plan.	Area in Acres.	Remarks.
22	285.518	Brought forward.	67	733.189	Brought forward.
23	7.30	Pasture, &c.	68	23.358	Arable.
24	9.888	Arable.	69	24.807	Arable.
25	12.312	Pasture.	70	2.225	Wood.
26	13.561	Arable.	71	1.882	Pasture and shed.
27	1.277	Houses, yards, gar-	72	2.233	Pasture.
		dens, &c. (Velling-	73	3.672	Pasture.
		ton Lane.)	74	3.610	Wood.
27	9.060	Arable.	75	1.276	Pasture.
28	16.153	Pasture.	76	1.071	Private road.
29	14.596	Arable, &c.	77	2.955	Gardens, &c.
30	17.571	Arable, &c.	78	1.604	Pond.
31	10.232	Pasture.	79	.974	Wood.
32	14.761	Pasture, &c.	80	.123	Pond.
33	11.202	Arable, &c.	81	.154	Wood.
34	23.865	Pasture, &c.	82	.240	Wood.
35	10.729	Pasture, &c.	83	.899	Houses, &c.
36	16.164	Arable, &c.	84	.510	Wood.
37	10.014	Pasture, &c.	85	1.429	Public road.
38	7.504	Pasture.	86	18.092	Arable.
39	19.498	Pasture.	87	3.642	Public road.
40	28.715	Pasture.	88	33.526	Pasture.
41	16.867	Pasture.	89	1.554	Houses, yards, garden, &c. (Vellington, part of).
42	17.650	Pasture.	90	5.357	Arable.
43	3.281	Wood.	91	36.380	Pasture and trees.
44	23.354	Arable.	92	4.241	Public road.
45	2.461	Wood.	93	8.496	Pasture.
46	27.258	Pasture, trees, &c.	94	18.189	Arable, &c.
47	3.546	Wood.	95	29.527	Pasture.
48	7.102	Wood, &c.	96	.247	Wood.
49	.606	Pond.	97	1.919	Houses, yard, gar-
50	.086	Private road.			dens, &c. (High
51	.497	Pond.			Houses).
52	3.548	Wood.	98	.506	Wood and shed.
53	.017	Wood (island).	99	24.197	Arable.
54	1.498	Wood.	100	20.416	Arable.
55	40.357	Ornamental ground.	101	9.020	Public road.
56	1.864	Wood.	102	10.680	Pasture.
57	4.075	Public road.	103	6.199	Arable.
58	35.010	Arable, quarry, &c.	104	16.384	Arable.
59	1.024	Houses, gardens, &c.	105	23.805	Arable and trees.
60	.140	Pond.	106	5.085	Arable and trees.
61	.488	Houses, garden, &c.	107	.130	Wood.
62	.572	Houses, garden, &c.	108	22.132	Pasture, &c.
63	3.639	Pasture.	109	7.138	Ornamental ground.
64	3.437	Pasture.	110	3.755	Wood, &c.
65	14.918	Pasture, &c.	111	17.198	Ornamental ground.
66	9.672	Arable.			Carried forward.
759-189	Carried forward.		1187.045	Carried forward.	

PARISH OF WHITTINGHAM.

No. on Plan.	Area in Acres.	Remarks.	No. on Plan.	Area in Acres.	Remarks.
112	1187.045	Brought forward.	123	1921.431	Carried forward.
113	.633	Houses and gardens (Wood).	124	6.163	Pasture, &c.
114	1.393	Pasture.	125	5.647	Arable, &c.
115	2.042	Public road.	126	8.013	Pasture.
116	.015	Arable, quarry, &c.	127	2.281	Wood, &c.
117	90.827	Wood, &c.	128	.212	House, &c.
118	14.688	Pasture.	129	.454	Houses, &c.
119	41.386	Pasture, &c.	130	2.111	Wood, &c.
120	28.043	Pasture, &c.	131	1.331	Wood, &c.
121	29.888	Arable.	132	.428	Pasture.
122	21.124	Arable.	133	1.357	Arable, &c.
123	17.968	Pasture.	134	1.138	Arable.
124	4.085	Public road.	135	2.450	Houses, yards, &c. (Vellington, part of).
125	29.166	Pasture.	136	22.889	Pasture, &c.
126	.480	Wood.	137	10.814	Pasture, &c.
127	20.662	Pasture.	138	56.519	Wood, &c.
128	27.571	Pasture, &c.	139	98.833	Arable, quarry, &c.
129	14.654	Pasture.	140	23.898	Pasture, &c.
130	17.283	Pasture.	141	.305	Wood.
131	24.360	Arable and quarry.	142	23.144	Pasture.
132	22.527	Arable.	143	21.291	Arable, &c.
133	19.715	Arable and trees.	144	.027	Pasture.
134	19.707	Arable, &c.	145	.025	Pasture.
135	16.766	Arable.	146	1.532	Houses, yard, gar-
136	14.229	Arable.			dens, &c. (Velling-
137	19.458	Arable.			ton).
138	1.948	Houses, yards, gar-	147	4.023	Pasture, &c.
		dens, &c. (Cross-	148	15.813	Arable.
		hill).	149	5.447	Private road.
139	1.264	Private road.	150	23.300	Arable.
140	.033	Garden.	151	23.934	Arable.
141	23.757	Arable.	152	15.118	Pasture, &c.
142	9.575	Pasture.	153	39.089	Arable, &c.
143	21.501	Arable, &c.	154	13.608	Pasture.
144	16.740	Arable, &c.	155	10.311	Arable.
145	32.502	Arable, &c.	156	16.515	Arable.
146	26.881	Pasture, &c.	157	39.170	Arable.
147	11.318	Arable, &c.	158	7.538	Arable, &c.
148	13.186	Pasture, old quarry, &c.	159	.310	Gardens, yards, gar-
149	16.711	Arable.	160	1.029	dens, &c. (Dancing
150	23.656	Pasture, &c.	161	1.029	Hill).
151	24.261	Pasture, &c.	162	11.943	Arable.
152	.283	Pond.	163	14.229	Pasture, &c.
153	.017	Houses (saw mill).	164	.089	Wood.
154	8.979	Arable.	165	19.942	Arable and trees.
155	.910	Pasture.	166		Carried forward.
156	.121	Private road.	167	309.611	Carried forward.
157	.071	Wood.			
1821.431	Carried forward.				



Northumberland  
County Council

SCALE 1:10,560

Ordnance Survey 1st Edition 6" map (1866)



therein mentioned of the length of three hundred and sixty three yards (little more or less) starting from the point where the said highway so proposed to be diverted joins the said highway leading from and to Getlington aforesaid to and from Whittingham aforesaid and by making a new highway of the length of three hundred and eighty five yards (little more or less) through the land belonging to Alexander Henry Rowne of Ballaly Waste in the parish of Whittingham aforesaid Begun in lieu of the portion of the said existing highway so proposed to be stopped up as aforesaid which proposed new highway would be situated in the parish of Whittingham aforesaid and would lie between a point in the said highway leading from and to Getlington aforesaid to and from Whittingham aforesaid situate near to premises known as "High House" and being one hundred and eighty five yards (little more or less) eastward from the place where the said highway proposed to be diverted as aforesaid joins the said highway leading from and to Getlington aforesaid to and from Whittingham aforesaid and a point in the existing highway situate near to Crosshill aforesaid and being four hundred and eighteen yards (little more or less) from the place where the said highway proposed to be diverted as aforesaid joins the said highway leading from and to Getlington aforesaid to and from Whittingham aforesaid and that the certificate of two justices having viewed the same and upon such view found that the proposed new highway would be more for the main traffic and more commodious to the public than the portion of the said existing highway so proposed to be stopped up as aforesaid together with the plan of the old and proposed new highways would be lodged with the clerk of the peace for the said borough on or before the second day of June then next And where the said highway was



executing the office of surveyor of the highways of the said parish of Whittingham in pursuance of the like directions to them by us given in that behalf for four successive weeks next after we the said justices so viewed the said public highway herebefore described namely on the nineteenth and twenty sixth days of April last and the third and fourth days of May instant respectively inserted the same notice as last aforesaid and the same notice for the said four successive weeks appeared in a certain newspaper called the "Alnwick and County Gazette" published on the said four last mentioned days the said "Alnwick and County Gazette" then and still being a newspaper published and generally circulated in the said County of Northumberland and also on four successive Sundays next after the making such view by us the said justices as aforesaid namely on Sunday the thirteenth twentieth and twenty seventh days of April last and the fourth day of May instant the said highway board executing the office of surveyor of the highways of the said parish of Whittingham affixed a like notice as last aforesaid on the door of the parish church of the said parish of Whittingham **And Whereas**

proof hath now this day been here given unto and before and to the satisfaction of us the said justices that the said several notices herebefore mentioned have been respectively given made affixed and published in the manner and at the times and places herebefore particularly mentioned and recited **And Whereas** now this day there hath been delivered to us a plan particularly describing the said old and proposed new highways by routes bounds and admeasurements which said plan hath this day been verified before us by Geoffrey Wilson a competent surveyor in that behalf

**Now** we the said justices having heard and understood the premises do hereby by this writing under our hands certify that we did on the eighth day of April last aforesaid together and in the presence of each other at the same time jointly view the said public

J.M.P.  
H.L.

highway hereinbefore described and so proposed to be diverted and a  
portion thereof stopped up as aforesaid as unnecessary and the line of  
the said new highway so proposed to be made on line of that portion so  
proposed to be stopped up as aforesaid which are wholly situated in the said  
parish of Whittingham And we hereby further certify that upon such joint  
view so had as aforesaid it appeared to us and we then and there upon each view  
found and adjudged that the said public highway hereinbefore described and  
firstly hereinbefore mentioned and so proposed to be diverted and stopped up  
as aforesaid may be diverted and turned so as to make the same nearer for  
the main traffic and more commodious for the public by stopping up the said  
portion thereof so proposed to be stopped up as aforesaid being unnecessary  
when the proposed alterations are completed and by making in lieu  
thereof the said proposed new highway hereinbefore particularly described.  
And we do hereby certify that the proposed new highway is nearer for the  
main traffic that is to say for all the large subjects of our lady the Queen  
using and travelling along the said highway with or without horses carts  
and carriages leading from the said messuage or tenement and premises  
called or known as "Broschill" to and from Whittingham aforesaid by one  
hundred and eight yards or thereabouts which is particularly shown on  
the plan hereto annexed and marked "A" and that the same is more commodious  
to the public that is to say for all the said large subjects using and travelling  
along the said highway with or without horses carts and carriages leading  
from and to the said messuage or tenement and premises called or known as  
"Broschill" to and from the said highway leading from and to Yestington  
aforesaid to and from Whittingham aforesaid because that portion of the  
said old highway so proposed to be stopped up as aforesaid is uneven and hilly  
and is therefore at all times unfit for traffic of every description whereas the said  
proposed new highway is almost level and traffic of every description  
will be greatly facilitated. And that that portion of the old highway so proposed  
to be stopped up as aforesaid will be unnecessary when the said proposed new  
highway is completed and in good condition and repair Given under our  
hands at Whittingham in the County of Lincoln this twenty sixth day of May 1884

M.H.P.  
H.L.

Signed by the above named George  
Garratt Lambert and William  
Margrave Hanson in the presence of

Wm. ...  
J. ...  
S.W. ...

I Charles Percy of Alnwick in the County of  
Northumberland Solicitor do solemnly and sincerely declare  
as follows.

1 I was present and saw George Craster Lambert and  
William Hargrave Rawson Esquires two of Her  
Majesty's Justices of the Peace for the County of  
Northumberland sign the Certificate herewith annexed  
and marked "X" and also the plan therewith annexed  
and marked "I" on the twenty ninth day of May one  
thousand eight hundred and eighty four.

2 The name "Chas<sup>r</sup> Percy" subscribed to the said  
Certificate as that of the witness attesting the  
signing by the said George Craster Lambert and  
William Hargrave Rawson is in the proper handwriting  
of me the Declarant.

And I make this solemn Declaration conscientiously  
believing the same to be true and by virtue of the  
provisions of the Statutory Declarations Act 1835.

Subscribed and taken at Alnwick  
in the County of Northumberland  
this 29<sup>th</sup> day of May 1884

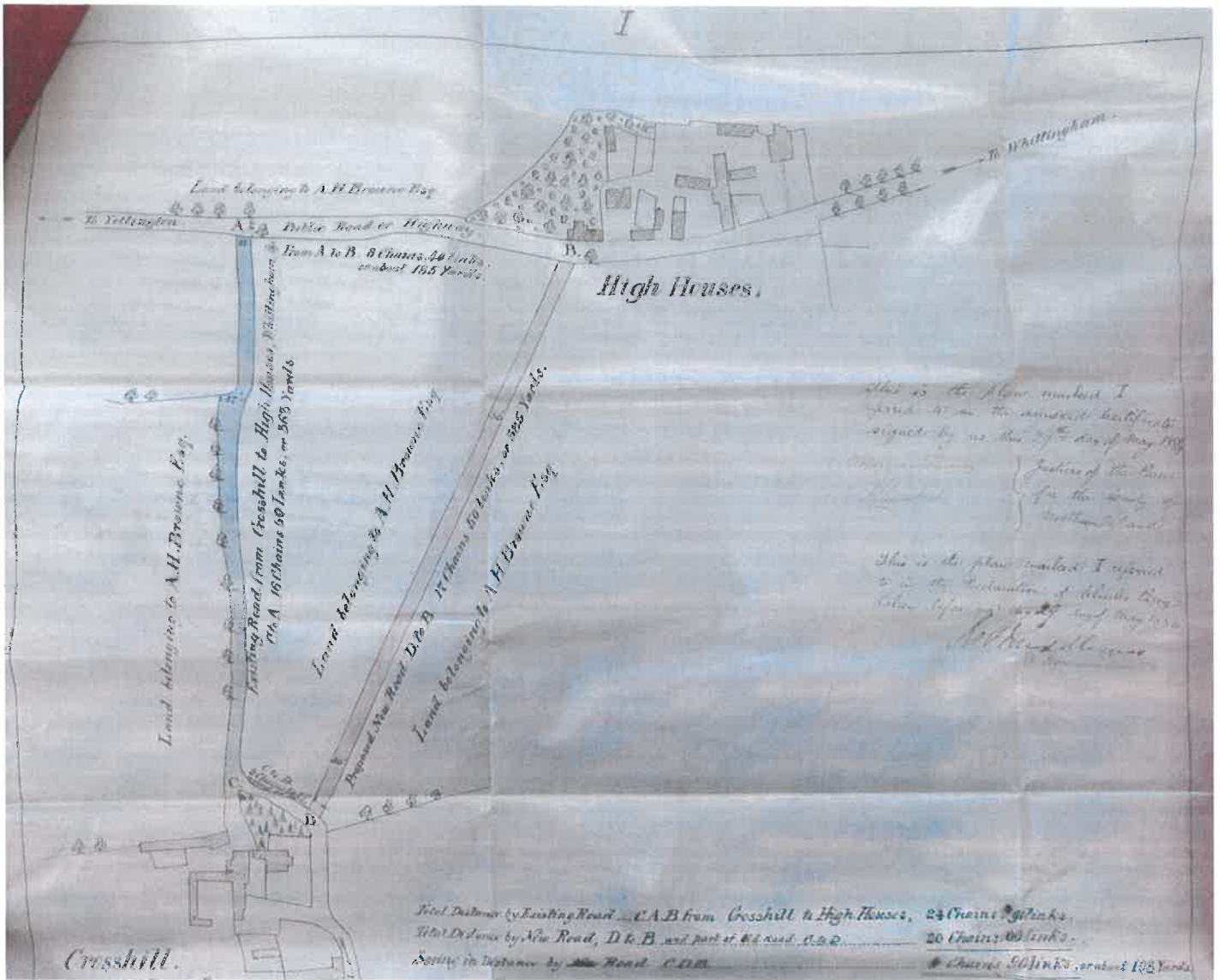
Chas Percy

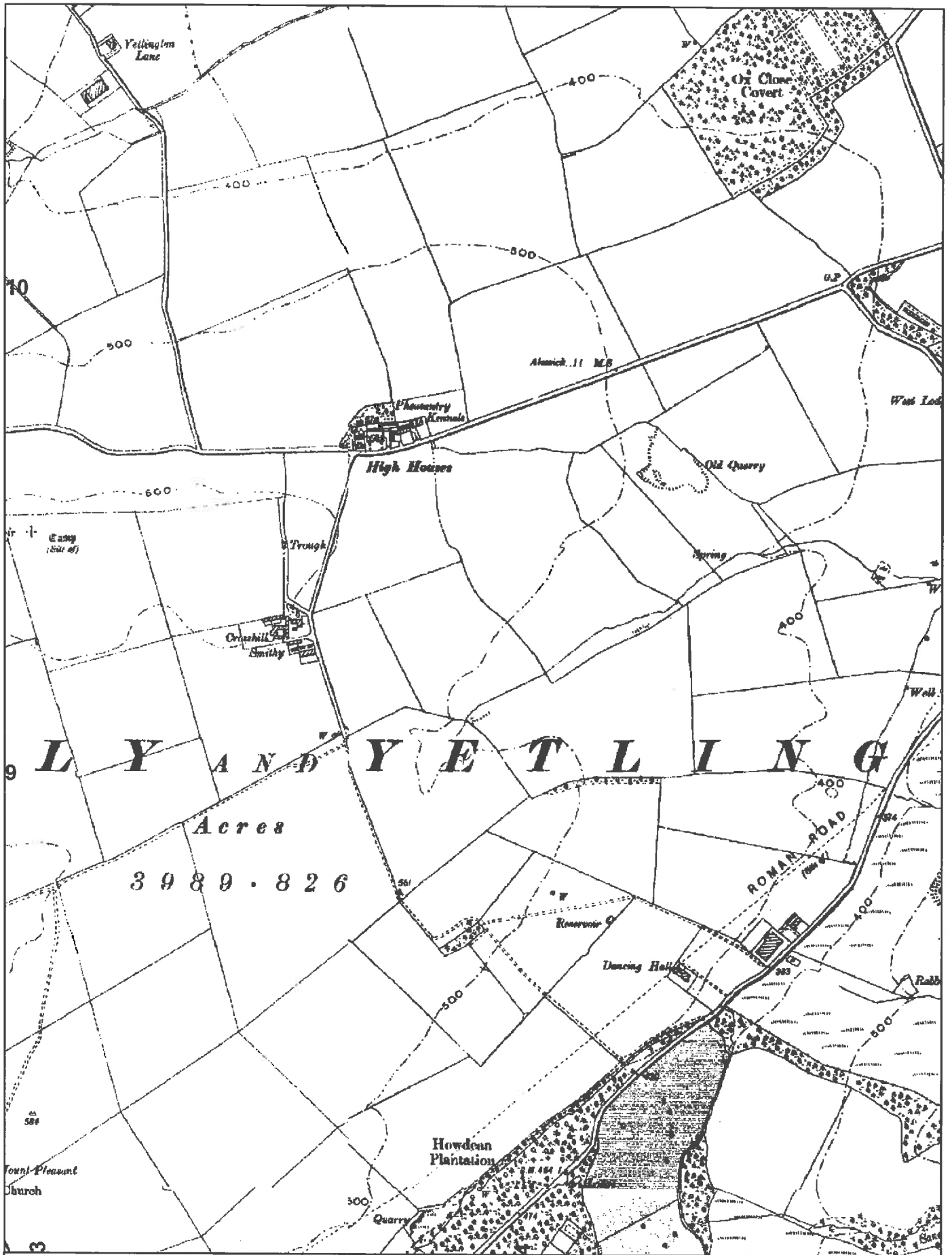
Before me

A. B. Meddleson

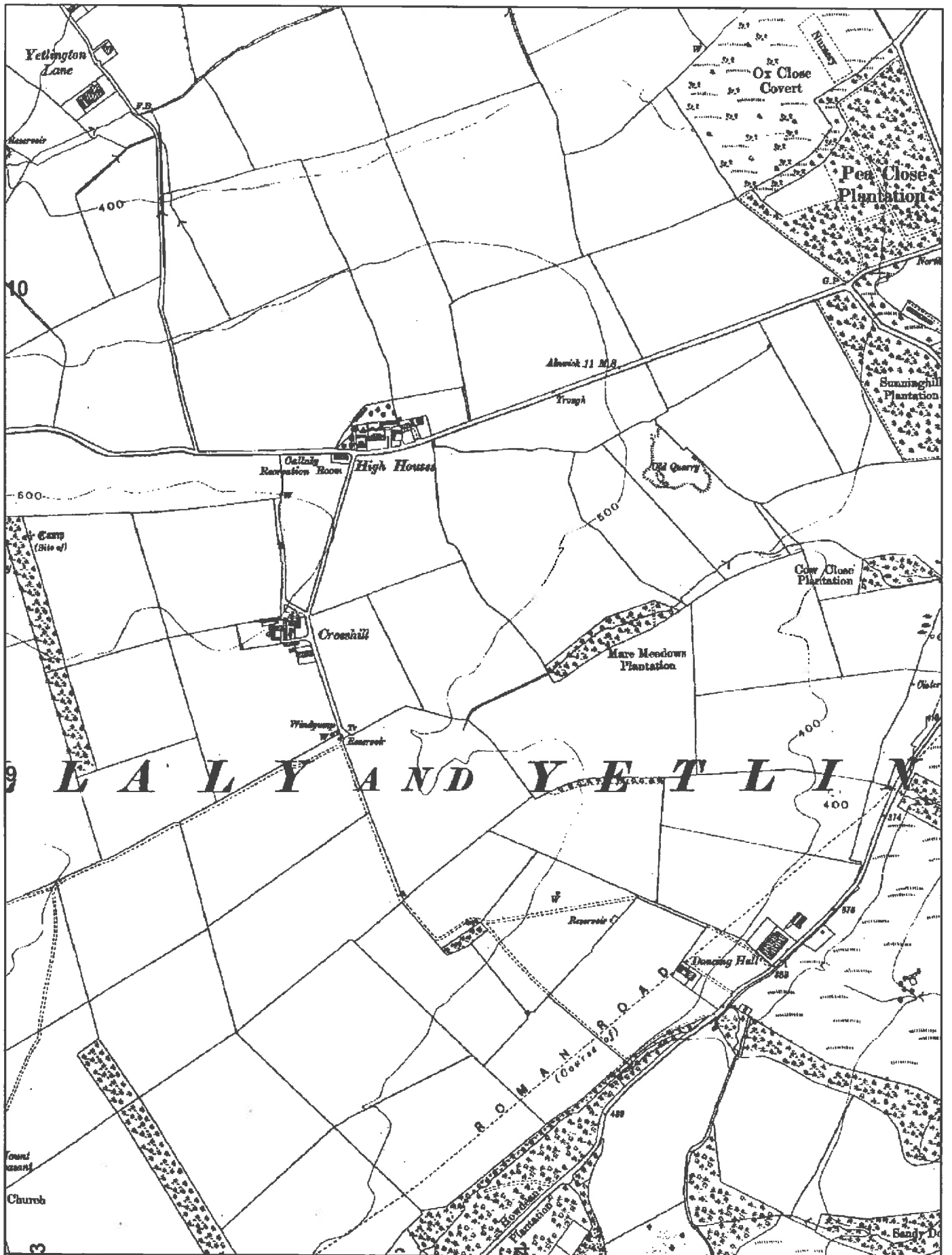
A Commissioner to administer oaths in the Supreme  
Court of Judicature in England.

Quarter Sessions diversion  
1884

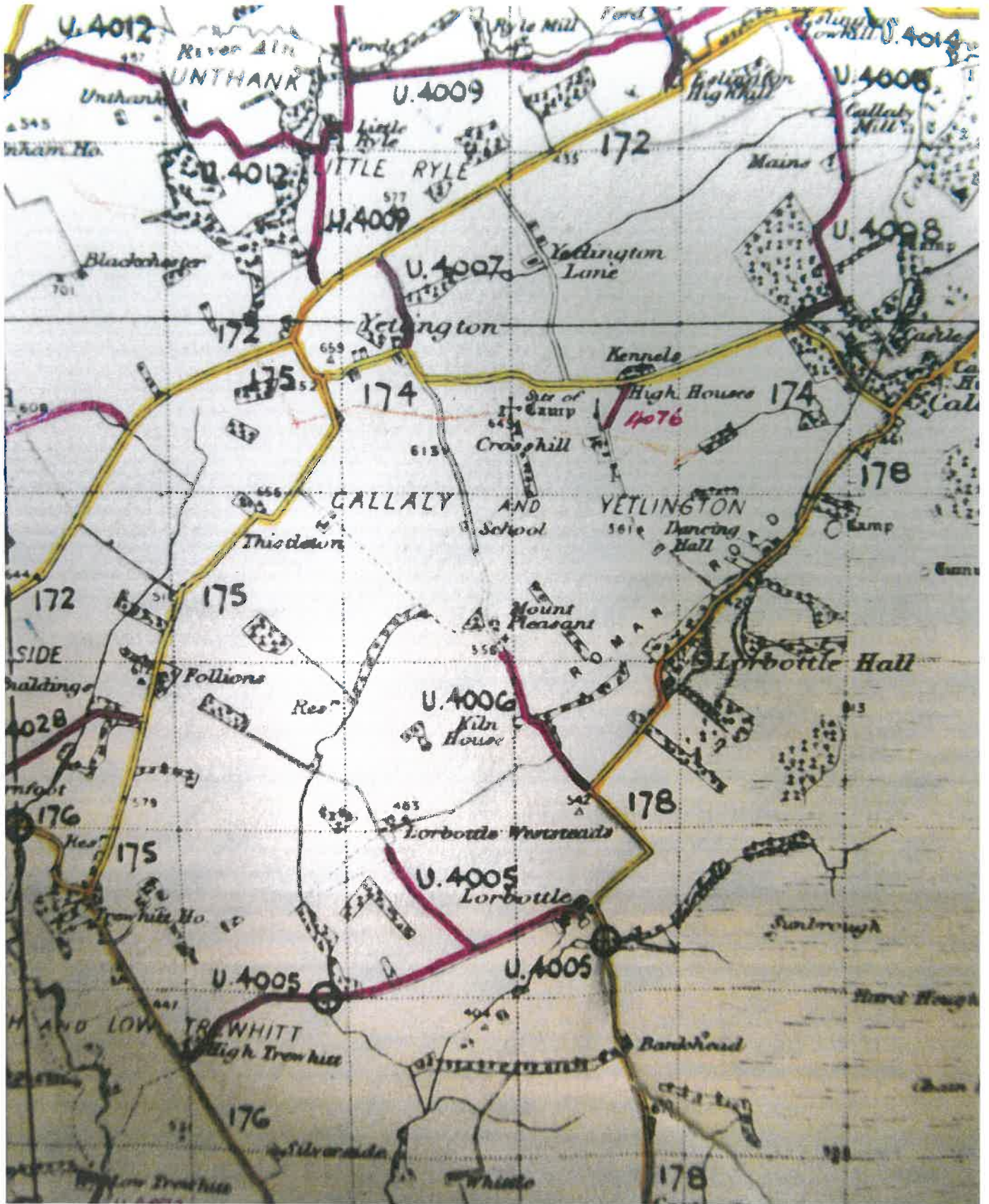






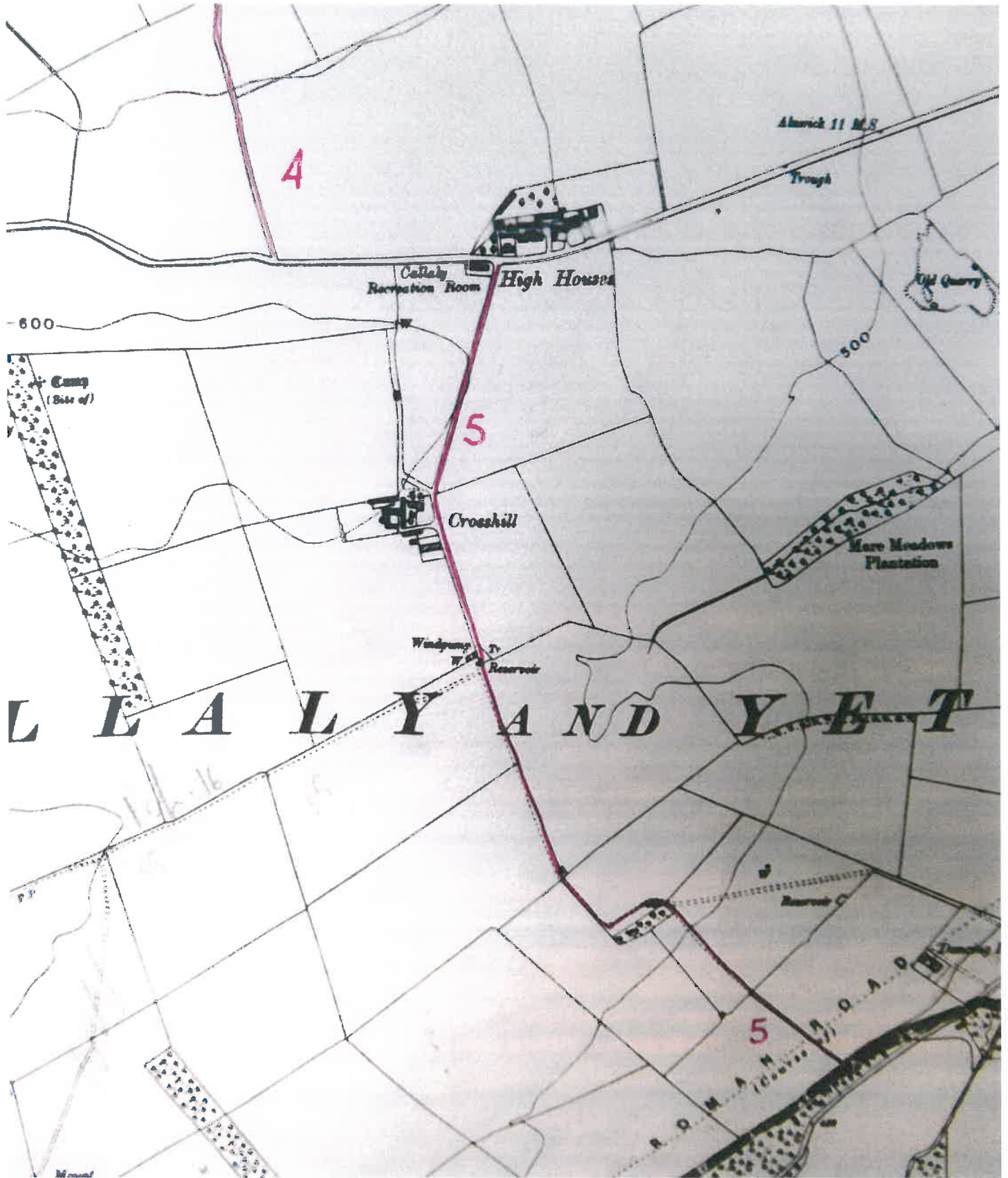


Extract from the Council's 1951 Highways Map

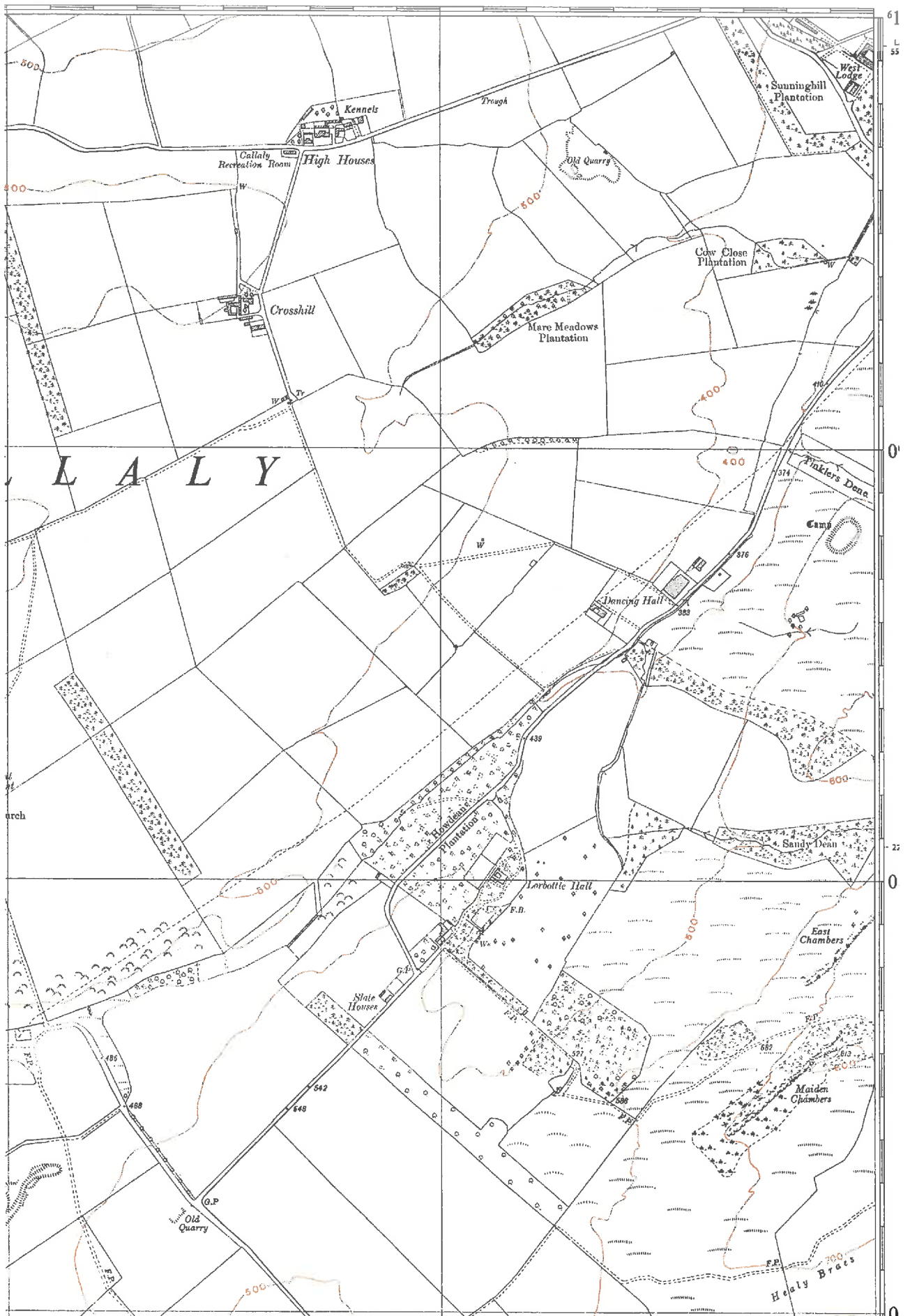














NORTHUMBERLAND COUNTY COUNCIL.

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 CALLALY .....

3. Number of Footpath on Map 6 .....

4. Name of Path .....

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

6. General Description of Path From the Yetlington - Callaly Road at High Houses  
.....  
in a south-westerly, south-easterly and northerly direction to join the County  
.....  
Road U.4076 at Crosshill  
.....

7. Other relevant information .....

.....  
.....  
.....  
.....  
.....

## REPORTS OF COUNTY SURVEYOR—continued.

**(34) Accident to Mrs. R. Watson at Merton Way, Ponte land.**

Mr. R. Watson suffered an accident in November last caused by a fall at a point on a footpath where a paving flag was missing. Reinstatement of a sewer trench had been carried out, but the trench crossed a flagged footpath some distance from the main road and unfortunately the reinstatement at this point was missed.

The Clerk of the Council considers that it would be difficult to escape liability in this case. Mrs. Watson (a widow), suffered some injury, but has not formulated any claim for this. She states that damage to clothing amounting to £2 0s. 10d. was caused and I recommend that reimbursement of this amount be made.

**(35) A.192 Stobhill Diversion, Morpeth—Surplus Land.**

Before the war, an area of land was acquired at Stobhill adjoining Morpeth Council's housing development, for a diversion. The land was acquired for a 100 feet road, but it is proposed that the approach into Morpeth will not be more than 60 feet so that a width of 40 feet will be surplus to requirements.

Housing development is now taking place on the west side of the proposed diversion and Messrs. William Leech (Builders) Limited have offered to acquire the surplus area of 0.54 of an acre.

Subject to the approval of the Ministry of Transport and to the terms being approved by the District Valuer, I recommend that the Committee approve the sale of this land.

**(36) Tenders Sub-Committee.**

At their meetings on the 5th January and 2nd February, 1960, the Sub-Committee considered a number of matters and make the following recommendations:—

**(i) Rothbury Rural District—Road to Crosshill Farm.**

That in view of the evidence of previous maintenance by the District Council, this road be accepted as a County road.

**(ii) Accident to Mrs. Jeffrey at Dimington.**

That as there appears to be no evidence of negligence on the part of the County Council, liability be not accepted.

**(iii) Railway Passengers Assurance Company.**

That an Immobile Property Agreement on the usual terms be approved.

Decision of the Committee.

Approved.

That the Council be recommended to sell the surplus land, subject to the approval of the Ministry of Transport, at a price to be negotiated by the District Valuer.

Approved.

Approved.

Approved.

## REPORTS OF COUNTY SURVEYOR—continued.

Decision of the Committee.

**(iv) Increases in prices of road materials.**

That the following increases which result from a wages award be approved as from the 1st January, 1960:—

	Tarred.	Dry.	Rough.
	Per ton.	Per ton.	Per ton.
Various Northumberland Quarries . . . . .	7d.	5d.	3½d.
Tarslag Ltd. . . . .	3d.	3d.	

**(v) B.6318 Repair of boundary wall.**

That a contribution of half cost (£13 14s. 8d.) be made towards the cost of repairing a boundary wall, half a mile west of Limestone Bank, where the wall supports the road.

Approved.

**(37) The Institution of Municipal Engineers.**

The Annual Conference of this Institution will be held at Blackpool from the 15th to 18th June, 1960.

That the Chairman and the County Surveyor be authorised to attend.

**(38) Public Works and Municipal Services Congress and Exhibition, 1960.**

This Congress and Exhibition, which is held every other year, takes place at Olympia, London, from the 14th to 19th November, 1960.

That the Chairman, the County Surveyor, the Deputy Surveyor and the Chief Mechanical Engineer be authorised to attend.

Received.

**(39) Road Traffic Act, 1930—Temporary Closure of Roads.**

With the approval of the Chairman, the Clerk of the County Council has made Orders under Section 47 of the Road Traffic Act, 1930, as amended, providing for the temporary closing of the roads below, at the request of the British Transport Commission and the National Coal Board respectively:—

C.363 Stannington Station Road. Stannington Station Level Crossing, from 6.0 a.m. to 6.0 p.m. on the 14th February, 1960.

A.189 Westmoor-Burradon Road. Killingsworth Level Crossing, from 0.01 a.m. to 6.0 p.m. on the 14th February, 1960.

A.189 Westmoor-Burradon Road. Killingsworth Level Crossing, from 0.01 a.m. to 6.0 p.m. on the 6th March, 1960.

# 1964 County Road Schedule

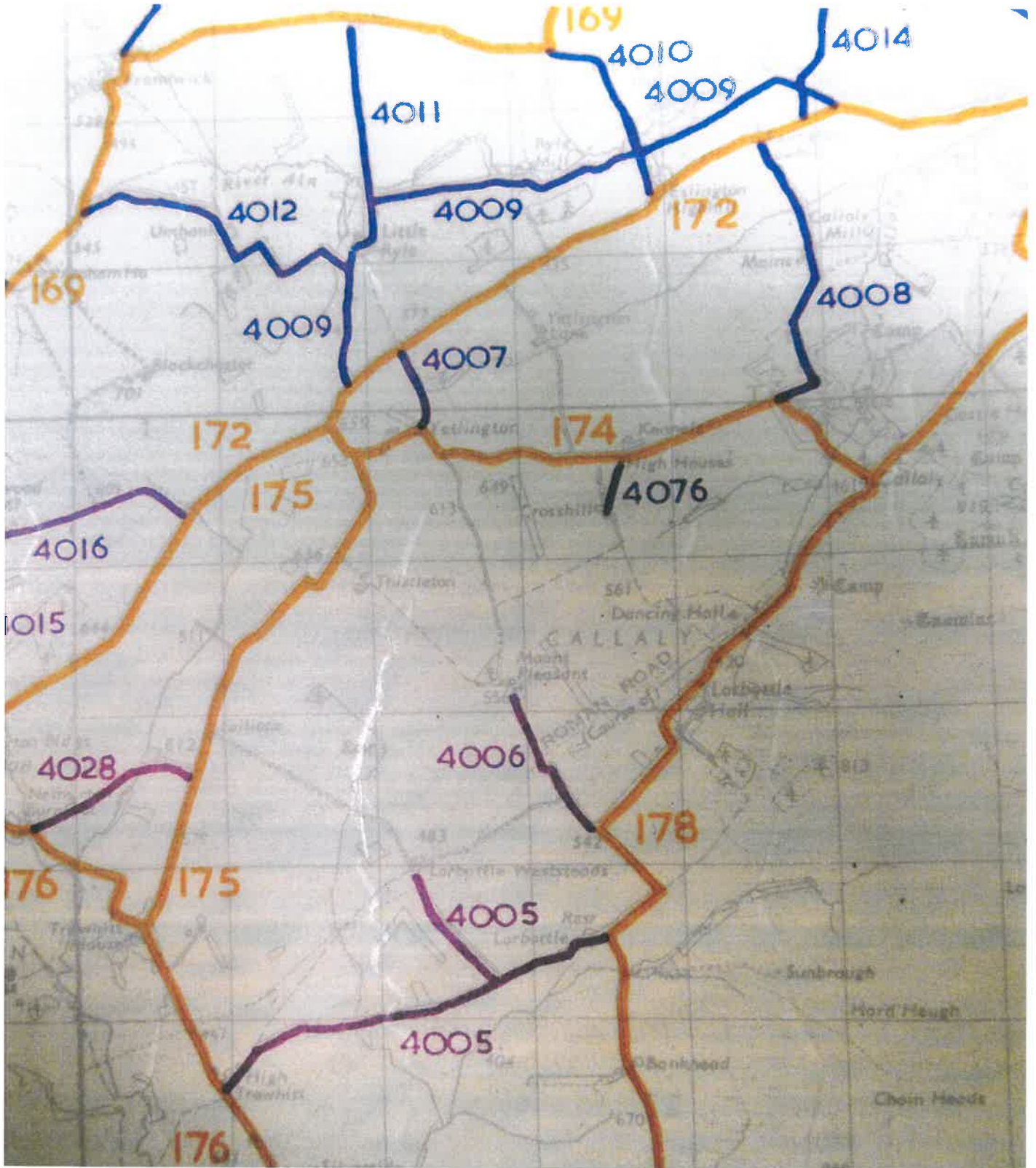
- 94 -

Route No.	Name of Road.	Description.	Responsibility Division or Authority.	Mileage.	Total Mileage.
U.4070	Scottish Ford Road.	From B.6342 at Rothbury Railway Station northwards via the Scottish Ford to B.6341.	Alnwick.	0.13	0.13
U.4071	Jubilee Crescent, Rothbury.	Off Croft Road, U.4081, for a distance of 399 yards.	Alnwick.	0.23	0.23
U.4072	Physic Lane, Thropton.	From B.6341 130 yards east of the Cross Keys Public House, Thropton in a north-easterly direction for 200 yards.	Alnwick.	0.11	0.11
U.4073	Road to Low Trehwitt.	From U.4026 at Low Trehwitt Bridge northwards to gate at Low Trehwitt Farm.	Alnwick.	0.27	0.27
U.4074	Todholes Road.	From C.187 three-quarters of a mile south of Elsdon north-eastwards to and including culvert at Todholes.	Morpeth.	0.30	0.30
U.4075	Alnham-Shankhouse Road.	From C.169 at Castle Farm, Alnham, westwards via Alnham Vicarage to Shankhouse.	Alnwick.	3.37	3.37
U.4076	Crosshill Farm Road.	From C.174 at High Houses southwards for 368 yards towards Crosshill Farm.	Alnwick.	0.21	0.21
U.4077	High Street, Rothbury.	From B.6341 at County Hotel eastwards to Providence Lane, including 3 No. connections to Market Street, (600 yards).	Alnwick.	0.34	0.34
U.4078	Providence Lane, Rothbury.	From east end of High Street northwards to High Street Back, (91 yards), and Woodlands Estate Road, (excluding path beyond turning space), (178 yards).	Alnwick.	0.15	0.15
U.4079	Brewery Lane, Rothbury.	From B.6341 At Queen's Hotel northwards to Thomlinson's School, (141 yards).	Alnwick.	0.08	0.08
U.4080	Church Street, Lower Market Street and Low Main Street, Rothbury.	From B.6342 at north end of Rothbury Bridge westwards and northwards to B.6341 at Newcastle Hotel, including link on south-west side of Cross, (305 yards). Also from Church Street westwards via Bus Station to Well's Strand, (178 yards). Also off Lower Market Street southwards for 71 yards.	Alnwick.	0.32	0.32

13

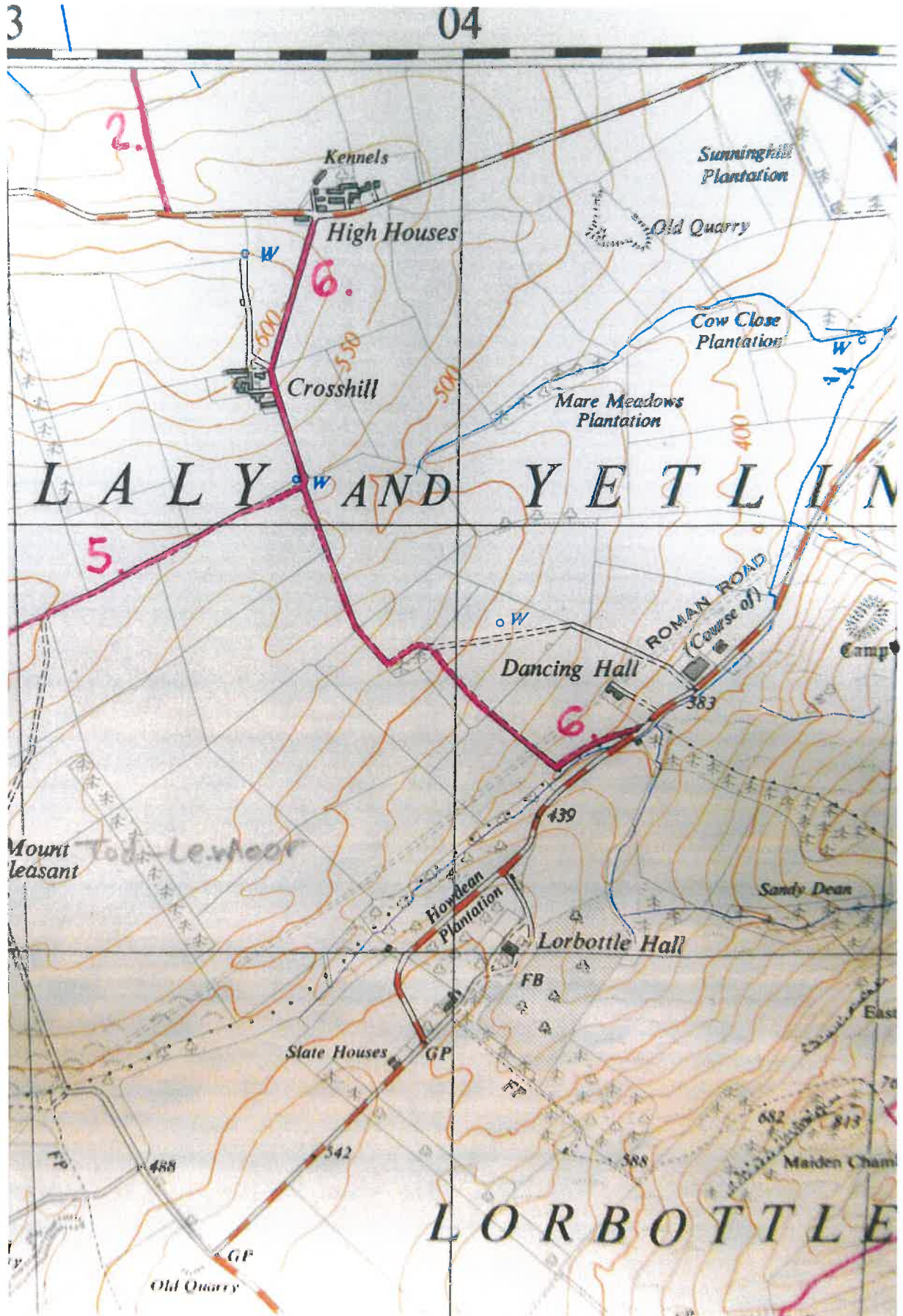


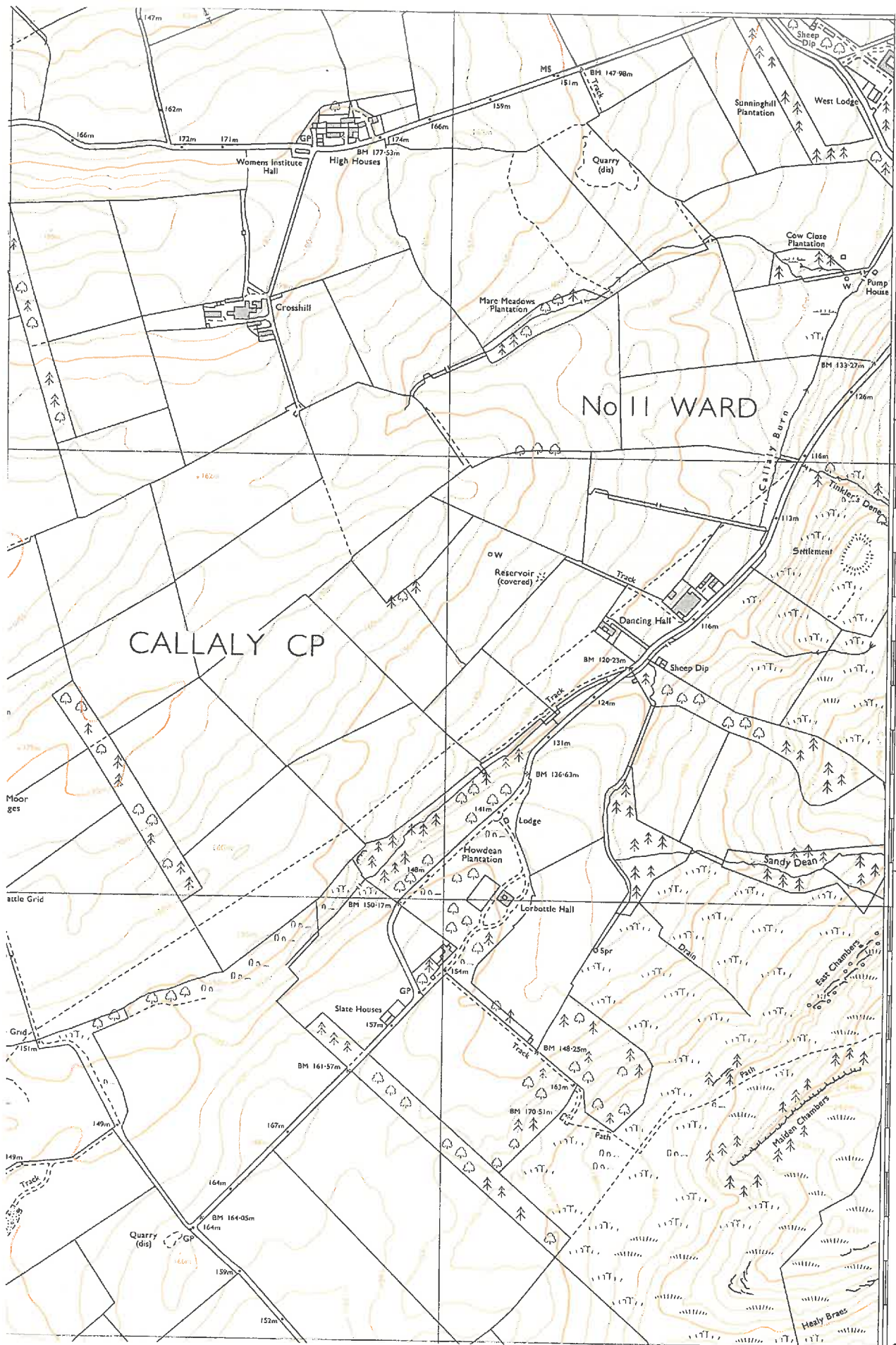
# Extract from the Council's 1964 Highways Map



# 1974 County Road Schedule

Route No.	Name of Road	Description	Responsible Division or Authority	Mileage	Total Mileage
J.4070	Scottish Ford Road.	From B.6342 at former Rothbury Railway Station (NU 061016) northwards via the Scottish Ford to B.6341. (NU 061017).	Alnwick Division.		0.13
J.4071	Jubilee Crescent, Rothbury.	Off Croft Road, U.4081, for a distance of 399 yards. (NU 061014).	Alnwick Division.		0.23
J.4072	Physic Lane, Thropton.	From B.6341 140 yards east of the Cross Keys Inn, Thropton (NU 032021) in a north-easterly direction for 200 yards.	Alnwick Division.		0.11
J.4073	Road to Low Trewitt.	From U.4026 at Low Trewitt Bridge (NU 003045) northwards to gate at Low Trewitt Farm. (NU 003048).	Alnwick Division.		0.27
J.4074.	Tocholes Road.	From C.187 three-quarters of a mile south of Elsdon (NY 942923) north-eastwards to and including culvert at Tocholes. (NY 945924).	Morpeth Division.		0.30
J.4075	Alnham-Shankhouse Road.	From C.169 at Castle Farm, Alnham, (NT 996109) westwards via Alnham Vicarage to Shankhouse. (NT 962134).	Alnwick Division.		3.37
J.4076	Crosshill Farm Road.	From C.174 at High Houses (NU 037097) southwards for 368 yards towards Crosshill Farm.	Alnwick Division.		0.21
J.4077	High Street Rothbury.	From B.6341 at County Hotel (NU 053017) eastwards to Providence Lane, (NU 057016) including 3 No. connections to Market Street, (600 yards).	Alnwick Division.		0.34

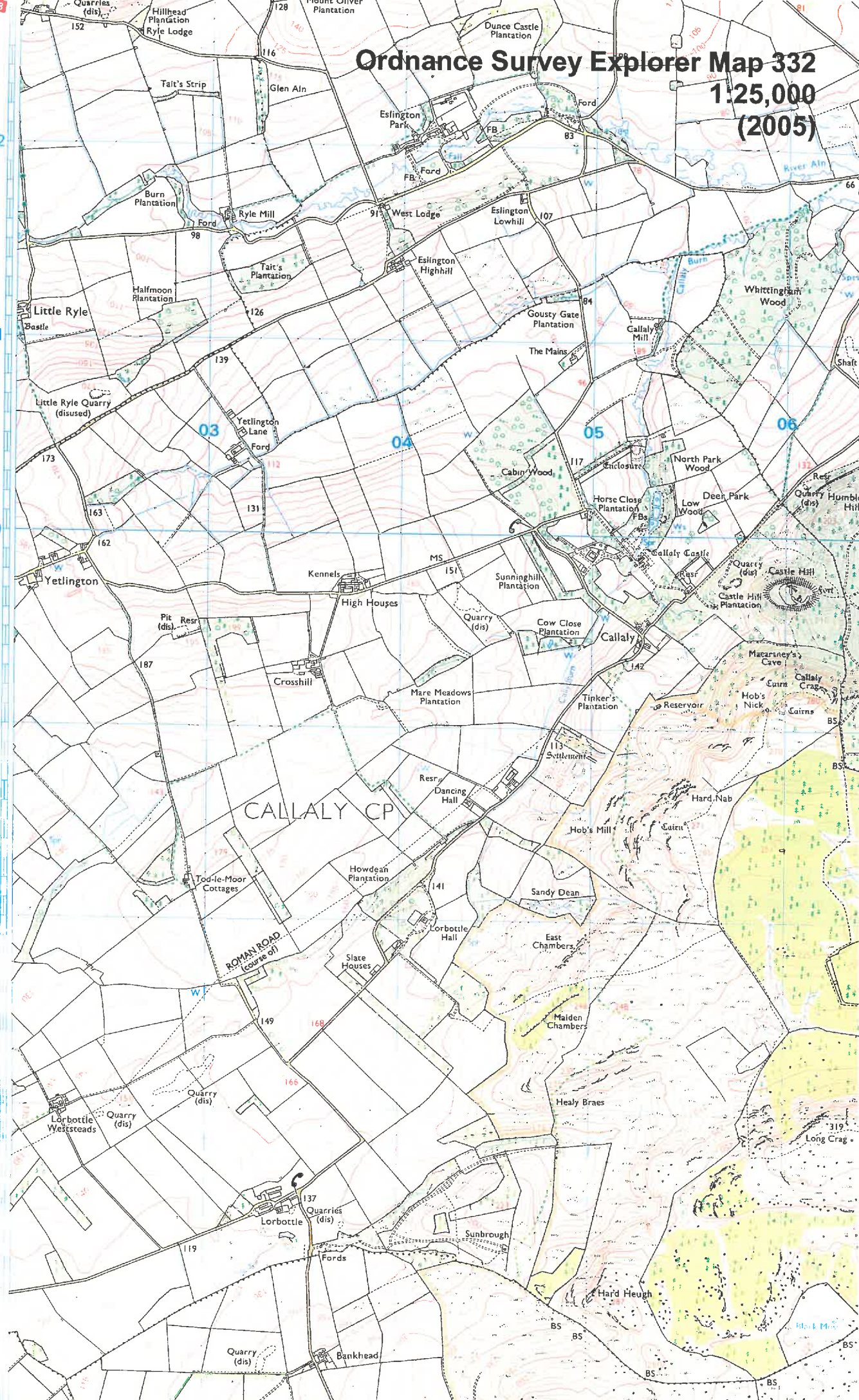




**Ordnance Survey Explorer Map 332**  
**1:25,000**  
**(2005)**

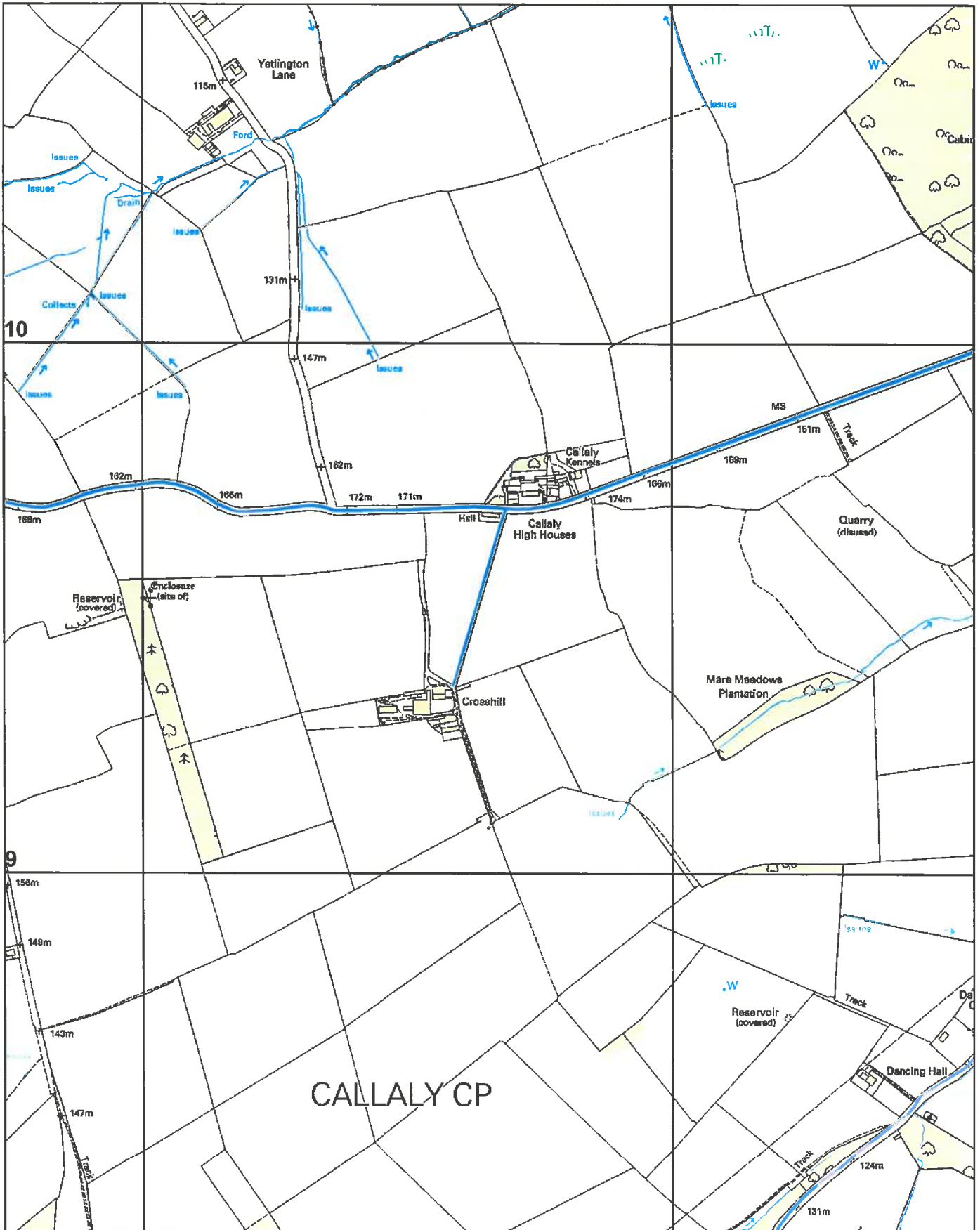
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**Highways Act 1980 Section 36(6)**  
**County Of Northumberland**  
**List of Streets which are highways maintainable at the public expense**  
**As at 02-May-2006**

<b>Road Number</b>	<b>Description</b>	<b>Length - Metres</b>
<b>U4070</b>		
	U4070 RIVER BANK TO B6341 JCT	52
	<i>Total length for U4070</i>	230
<b>U4071</b>		
	U4081 CROFT ROAD TO U4071 JUBILEE C	63
	U4071 CUL-DE-SAC (W) TO U4071 CUL-DE-	300
	<i>Total length for U4071</i>	363
<b>U4072</b>		
	B6341 TO ROAD END PHYSIC LANE THROP	196
	<i>Total length for U4072</i>	196
<b>U4073</b>		
	U4026 TO LOW TREWITT CATTLE GRID	421
	<i>Total length for U4073</i>	421
<b>U4074</b>		
	C187 JCT TO TODHOLES CULVERT	488
	<i>Total length for U4074</i>	488
<b>U4075</b>		
	CASTLEHILL TO SHANKHOUSE	3,688
	C169 JCT TO CASTLEHILL FARM	1,800
	<i>Total length for U4075</i>	5,488
<b>U4076</b>		
	C174 JCT TO CROSSHILL FARM	348
	<i>Total length for U4076</i>	348
<b>U4077</b>		
	U4077 TURKS HEAD (W) TO B6341 MARKE	36
	B6341 MARKET STREET TO U4077 LINK RO	23
	U4077 LINK ROAD TO U4077 TURKS HEAD	12



CALLALY CP



Network Management  
Information System

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

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