



# Northumberland County Council

NORTH NORTHUMBERLAND LOCAL AREA COUNCIL  
RIGHTS OF WAY SUB-COMMITTEE  
28 October 2020

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

### ALLEGED BYWAY OPEN TO ALL TRAFFIC No 29 PARISH OF EDLINGHAM

Report of the Executive Director of Local Services  
Cabinet Member: Councillor Jeff Watson, Healthy Lives

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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 U3054 road, from the A697 road, south-west of Newtown, in a north-easterly direction through Newtown, to the C89 road north-west of Edlingham village.

#### **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 F-E;**
- (ii) the Natural Environment and Rural Communities Act 2006 would not appear to have extinguished the public's motorized vehicular rights over the F-E 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 areas. Thus, tracks in rural settings, which have their own unique reference numbers (e.g. the 'U3054' 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 U3054 unclassified County road based upon more than simply its inclusion in the List of Streets.

### **3. LANDOWNER EVIDENCE**

- 3.1 By note, received 14 March 2018, J Herdman of Edlingham Newtown responded to the consultation stating:

“The route is only used by 4x4 driving clubs at present and is not suitable for any other types of vehicles. Walkers and horseriders also use it as a through route.”

### **4. CONSULTATION**

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

- 4.2 By email, on 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 4<sup>th</sup> May 2018, Ms S Rogers responded to the consultation on behalf of the British Horse Society, stating:

“Alleged byway open to all traffic 29 (Newtown)  
This provides tarmac access from the A697 to the farm so this section will be used by vehicles. It then continues as a rough track to F where it joins the minor road network not far from the village of Edlingham. So it will also be used by horse riders, cyclists and walkers as it provides an important link between Edlingham and Thrunton Wood, which is popular with the public. For this reason the BHS supports its addition to the definitive map.”

- 4.4 By email, on 24<sup>th</sup> February 2020, Edlingham Parish Council responded to the consultation, stating:

“Edlingham Parish Council have been made aware of proposals to downgrade the U3111 road within Edlingham Parish and would strongly object to this decision.

“Further to consultation February 2018 regarding this road and also the U3115, U3509, U3508, U3507 and U3054, the Parish Council would also strongly object to any downgrading of these roads.”

## 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 evidence of a road or track loosely approximating to the route of alleged Byway No 29. “Newton” is clearly identified.

1820 Fryer's County Map

There is clear evidence of a road or track approximating to the route of alleged Byway No 29.

1827 Cary's Map

There is clear evidence of a road or track approximating to the route of alleged Byway No 29.

1828 Greenwood's County Map

There is clear evidence of a road or track approximating to the route of alleged Byway No 29.

c.1860 Ordnance Survey Map: Scale 1:2500

There is clear evidence of a mainly unenclosed road / track over the whole route of alleged Byway No 29. The track is identified as parcel number “146” in Edlingham township. In the accompanying Book of Reference, this parcel is identified as “Public road”. The width of the short, enclosed highway corridor south of Newtown appears to correspond with the circa 40 foot width that exists at the present day.

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

There is clear evidence of a predominantly unenclosed road / track over the route of alleged Byway No 29. Only the short section immediately south-west of Newtown appears to be enclosed.

1899 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a predominantly unenclosed road / track over the route of alleged Byway No 29. Only the short section immediately south-west of Newtown appears to be enclosed.

## Finance Act 1910 plan

There is clear evidence of a mainly unenclosed road / track over the route of alleged Byway No 29. The short enclosed section south of Newtown is identified as being separate from the adjacent land by coloured boundaries. This is a good indication that the road was considered to be public at that time. The unenclosed sections, north and south of Newtown are both annotated (in pencil) as "Public Bye Road".

## 1926 Ordnance Survey Map: Scale 1:10,560

As with the 1899 map, there is clear evidence of a predominantly unenclosed road / track over the route of alleged Byway No 29. Only the short section immediately south-west of Newtown appears to be enclosed.

## 1932 Alnwick RDC Handover Map

The route of alleged Byway Open to All Traffic No 29 is coloured so as to identify it as a publicly maintainable road.

## c.1938 Restriction of Ribbon Development Act 1935 Map

The route of alleged Byway Open to All Traffic No 29 is identified on the base map, and it is coloured so as to identify it as a publicly maintainable road to be protected from ribbon development. The route is numbered as "101".

## .1951 Highways Map

The route of alleged Byway Open to All Traffic No 29 is coloured purple so as to identify it as a publicly maintainable road. It is labelled as the "U3054".

## c.1952 Definitive Map – original Survey Schedules & Map

The route of alleged Byway Open to All Traffic No 29 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 29 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), though two public footpaths (numbered "6" and "8") are identified connecting with the alleged byway.

### Provisional Map

As with the Draft Map, the route of alleged Byway Open to All Traffic No 29 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), though two public footpaths (numbered "6" and "8") are identified connecting with the alleged byway.

1957 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a mainly unenclosed road / track over the route of alleged Byway No 29.

1962 Original Definitive Map

The route of alleged Byway No 29 exists on the base map, but it is not identified as a public footpath, public bridleway or Road Used as a Public Path (RUPP).

1964 Highways Map

The route of alleged Byway Open to All Traffic No 29 is coloured purple so as to identify it as a publicly maintainable road. It is labelled as the "U3054".

1977 Ordnance Survey Map: Scale 1:10,000

There is clear evidence of a mainly unenclosed road / track over the route of alleged Byway No 29.

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

There is clear evidence of a mostly unenclosed road / track over the route of alleged Byway No 29. The road south of Newtown is coloured yellow. The route north of Newtown 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 (the U3054) is clearly identified as a publicly maintainable highway.

- 5.2 In the Schedule of reputed Public Rights of Way prepared by Alnwick Rural District Council, under the Rights of Way Act 1932 the following routes appear to be identified as terminating on the of the route of alleged Byway No 29 (as opposed to proceeding along the route itself):

"Parish of Edlingham

.....

6. F. Rough Castles to Newtown, from the old turnpike at Rough Castles running in a NE direction through field Nos 1, 133, 132, to the public road at the top of Long Plantation."

8. F. Demesne to Newtown from bridle road No 7 running in a W direction through field Nos 35, 34, 39, joining public road N of Newtown."

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

“101. Road from a point on the Morpeth - Wooler road A697  $\frac{3}{8}$  mile north of Wandy Bridge via Newton to a point on the Edlingham - Bolton road  $\frac{1}{2}$  mile south of Edlingham Hut.”

- 5.4 The entry for the U3054 road, in the 1958 County Road Schedule, states:

“U3054 Wandy Bridge - Edlingham  
From A697 near Wandy Bridge via Newton to C89 near Edlingham.”

The length of the U3054 road is identified as 1.72 miles.

- 5.5 The entry for the U3054 road, in the 1964 County Road Schedule, states:

“U3054 Wandy Bridge - Edlingham  
From A697 near Wandy Bridge north-eastwards via Newton to C89 near Edlingham.”

The length of the U3054 road is identified as 1.72 miles.

- 5.6 The entry for the U3054 road, in the 1974 County Road Schedule states:

“U3054 Wandy Bridge - Edlingham  
From A697 near Wandy Bridge (NU 093071) north-eastwards via Newton to C89 near Edlingham (NU 107093).”

The length of the U3054 road is identified as 1.72 miles.

- 5.6 The original Definitive Statements for the public right of way intersecting with the alleged byway open to all traffic state:

Public Footpath No 15  
“From the public road north-east of Newtown in a north-easterly direction to join BR 16 south-west of Edlingham Demesne.”

Public Footpath No 18  
“From the Thrunton - New Moor House road at Rough Castles in a north-easterly direction across the Morpeth - Cornhill road to join the Wandy Bridge - Edlingham road south-west of Newtown.”

## 6. SITE INVESTIGATION

- 6.1 From Point F, at a field gate on the C89 road, 660 metres west of Edlingham church, a 2.5 metre wide grass track in a circa 5 metre wide headland / raised terrace proceeds in a south-westerly direction for a distance of 445 metre to another field gate. A 2.5 metre wide mainly grass / earth track continues in a general south-westerly direction for 250 metres to another field gate, then a 2.5 metre wide stone track (with a grass / earth strip up the middle) continues

in a south-westerly direction for a further 510 metres to another field gate. The route continues as a 2.5 metre wide tarmac road in a 6.5 metre wide corridor, in a south-westerly direction for 20 metres, then in a 12.8 metre wide corridor for an additional 35 metres to another field gate. A 2.5 metre wide road, in no defined corridor, proceeds through the farm yard for 120 metres to a 7 metre wide cattle grid and field gate combination. Thereafter a 2.7 to 3 metre wide tarmac road in a 12.19 to 12.5 metre wide corridor continues in a south-westerly direction for a distance of 300 metres. An unenclosed 2.5 to 2.7 metre wide tarmac road continues in a south-westerly direction for a distance of 160 metres, then in a southerly direction for 460 metres, then south-westerly direction for 325 metres to another 7 metre wide cattle grid and field gate combination. A 2.7 metre wide tarmac road then proceeds in a south-westerly direction for 20 metres, then southerly direction for 105 metres to join the A697 road at Point E, 400 metres south-east of Rough Castles.

## **7. COMMENTS RECEIVED ON THE DRAFT REPORT**

- 7.1 In September 2020, a draft copy of the report was circulated to those landowners / occupiers who responded to the initial consultation for their comments. No additional comments have been 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 29 is identified on the County Council’s current List of Streets as being the U3054 road. The route was identified on the Council’s 1951 and 1964 Highways Maps and on the 1958, 1964 and 1974 County Road Schedules. The route was identified on the 1932 Handover Map and on the Map and Schedule produced under the Restriction of Ribbon Development Act 1935.



- 8.5 The route has been consistently identified as a mainly unenclosed road / track on Ordnance Survey maps since c.1860. The route would appear to be shown on Armstrong's County Map of 1769 and is clearly depicted on Fryer's County Map of 1820, Cary's Map of 1827, and on Greenwood's County Map of 1828. Only the short section of road south-west of Newtown is identified as an enclosed road on the plan produced in relation to the Finance Act 1910, and this section is clearly separated from the surrounding land by coloured boundaries in the way that we would expect an acknowledged public road to be shown. The unenclosed sections north and south of this are annotated as "Public Bye Road".
- 8.6 In the Schedule of Reputed Public Rights of Way, prepared by Alnwick Rural District Council (under the Rights of Way Act 1932), the public footpath joining from the direction of Rough Castles is identified as terminating on "the public road at the top of Long Plantation" and the public footpath joining from the direction of Demesne, Edlingham, is identified as terminating on the "public road N of Newtown"; which would be consistent with the alleged byway route being considered to be a public road.
- 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

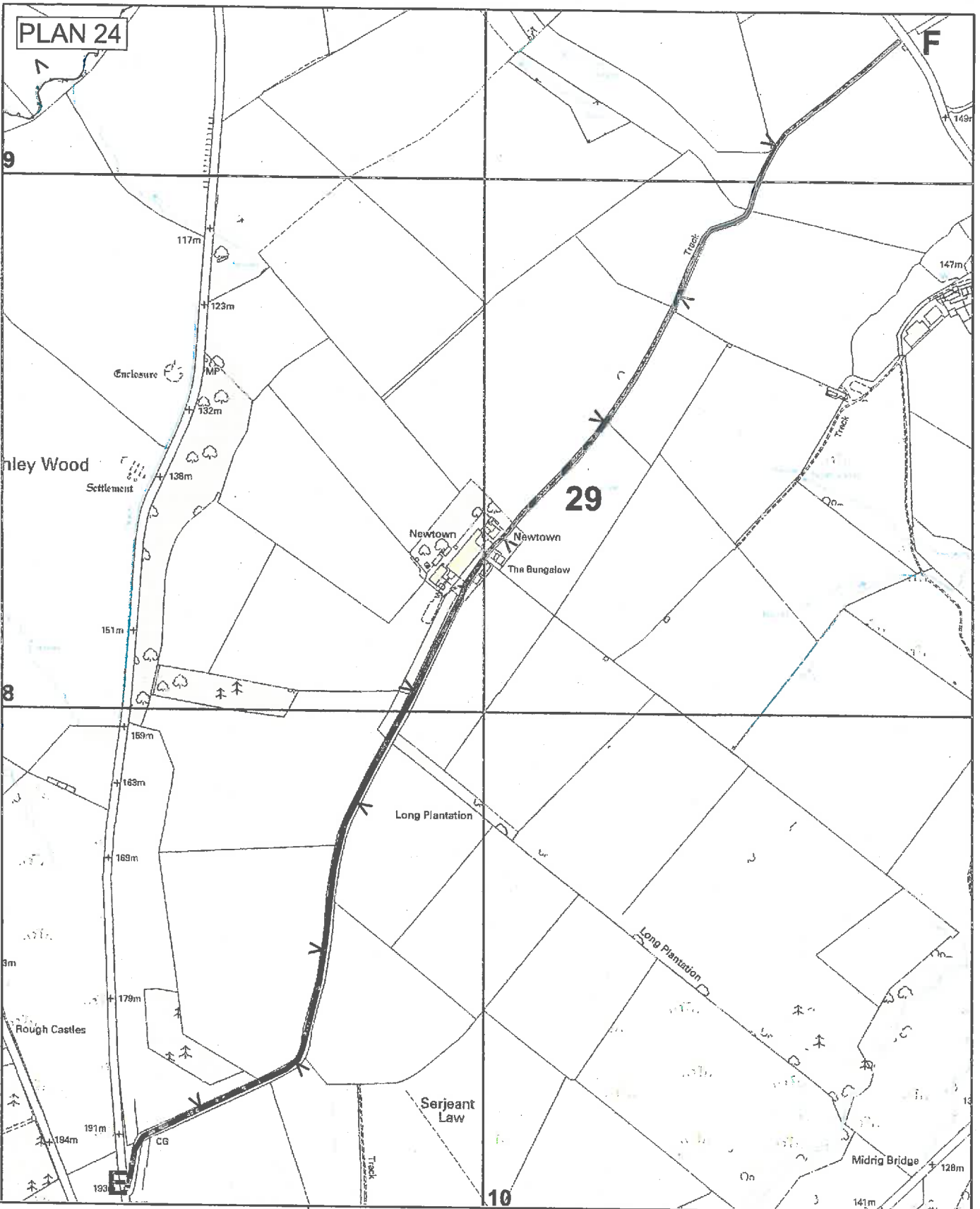
motor vehicular use; (d) the route was a road deliberately constructed for public motor vehicular use; or (e) the vehicular highway came about as a result of unchallenged motor vehicular use before December 1930.

- 8.10 Of the saving provisions above, the main one (b), will apply to the U3054 road. Where a route is not shown on the Definitive Map as a footpath, bridleway or restricted byway, then the fact that it is shown on the List of Streets will be sufficient to prevent the public's motor vehicular rights from being extinguished.
- 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. The southern part of this route, as far as Newtown, has a drivable tarmac surface, and is clearly in regular use by the farm and by the occupiers of the two other dwellings at Newton, and their visitors. Apart from the most southerly 100 metres, the land crossed by the tarmac road is the same land parcel (i.e. ownership) as the land at Newtown itself. The section north of Newtown is grass / earth / stone surfaced and we would not anticipate this section to be driven by 'normal' motor vehicles. From the consultation responses, it seems clear that the route is used by pedestrians, horse riders and by 4x4 vehicles. The relative proportion of these types of public use isn't known but, setting aside the landowner user of the route, use by the general public is considered likely to be predominantly non-motor vehicular.
- 8.12 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. The short section of Byway Open to All Traffic No 29 south of Newtown has physical boundaries (or the remains of them) on both sides. It is proposed to record this part of the route with a width varying from 9.14 to 9.5 metres, as identified in paragraph 6.1, above. The road immediately north of the farm yard is also enclosed; it is proposed to identify this short section with a uniform width of 6.5 metres (accepting that the 35 metre long, 12.8 metre wide part was not defined by a historical highway boundary. For the unenclosed, majority of the route of Byway No 29, 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 available, it appears that public vehicular rights have been reasonably alleged to exist over the route of alleged Byway Open to All Traffic No 29.
- 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.
- 9.3 The route would appear to satisfy the balance of user / character test for being recorded on the Definitive Map as a byway open to all traffic and it would,





**NORTHUMBERLAND**

Northumberland County Council

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NE61 2EF

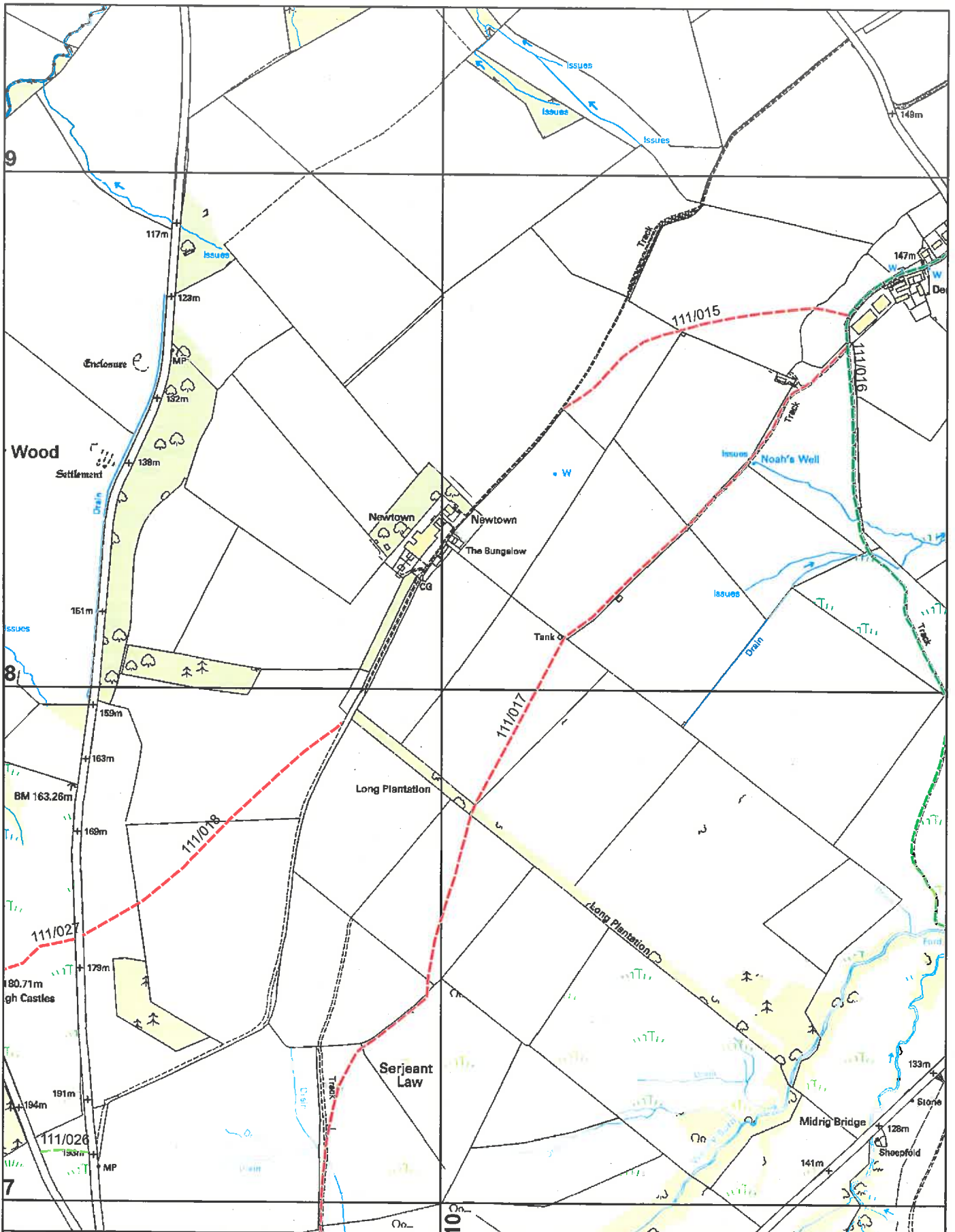
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## Wildlife and Countryside Act 1981 Public Rights of Way

 Alleged Byway Open to All Traffic

Former District(s) Alnwick	Parish(es) Edlingham	Scale 1:10,000
Def. Map No. 80/81	O.S. Map NU 00 NE/ NU 10 NW	Date October 2016



**Northumberland**  
County Council

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

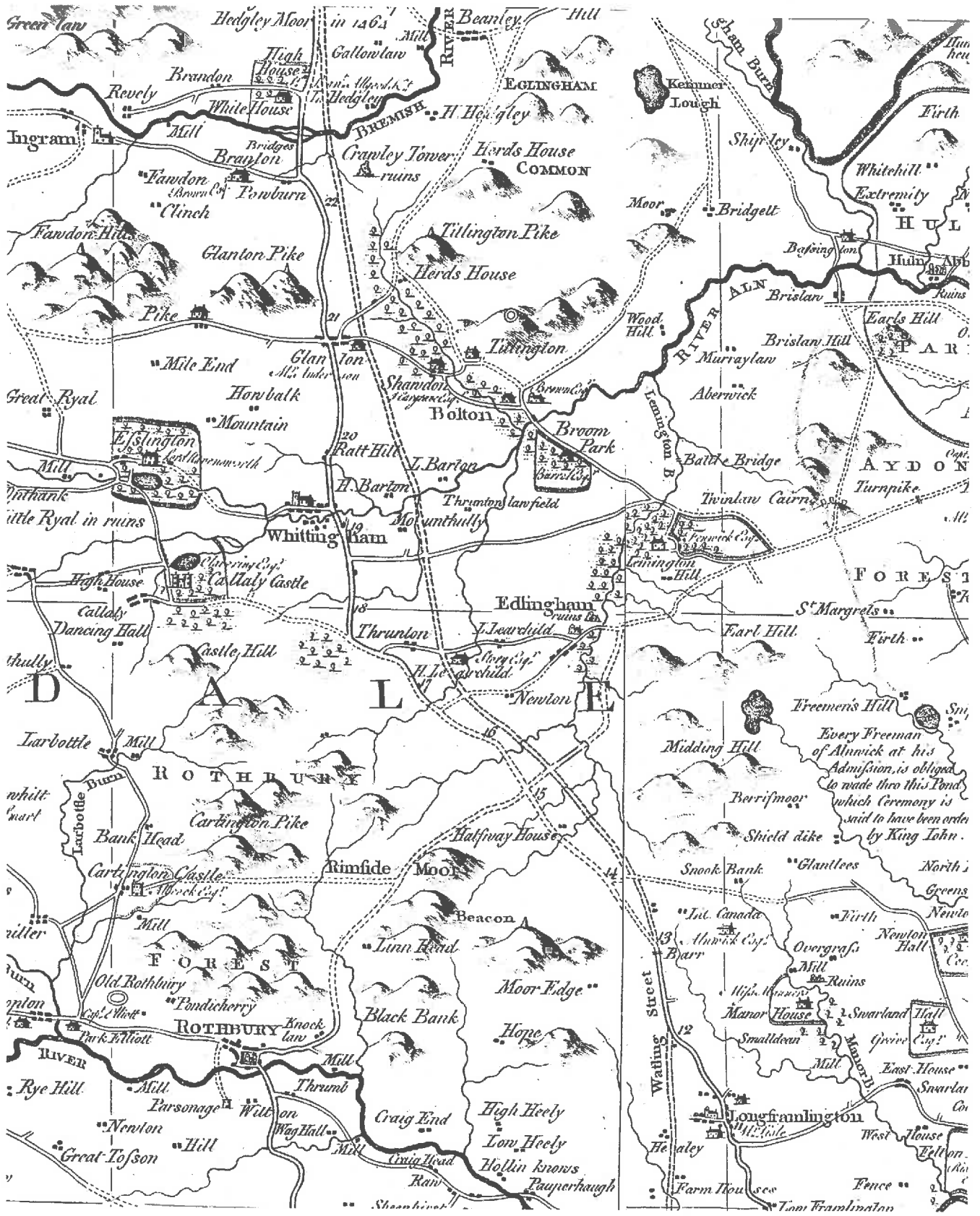
**Legend**

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

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

Scale: 1:10,000

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# Greenwood's County Map 1828





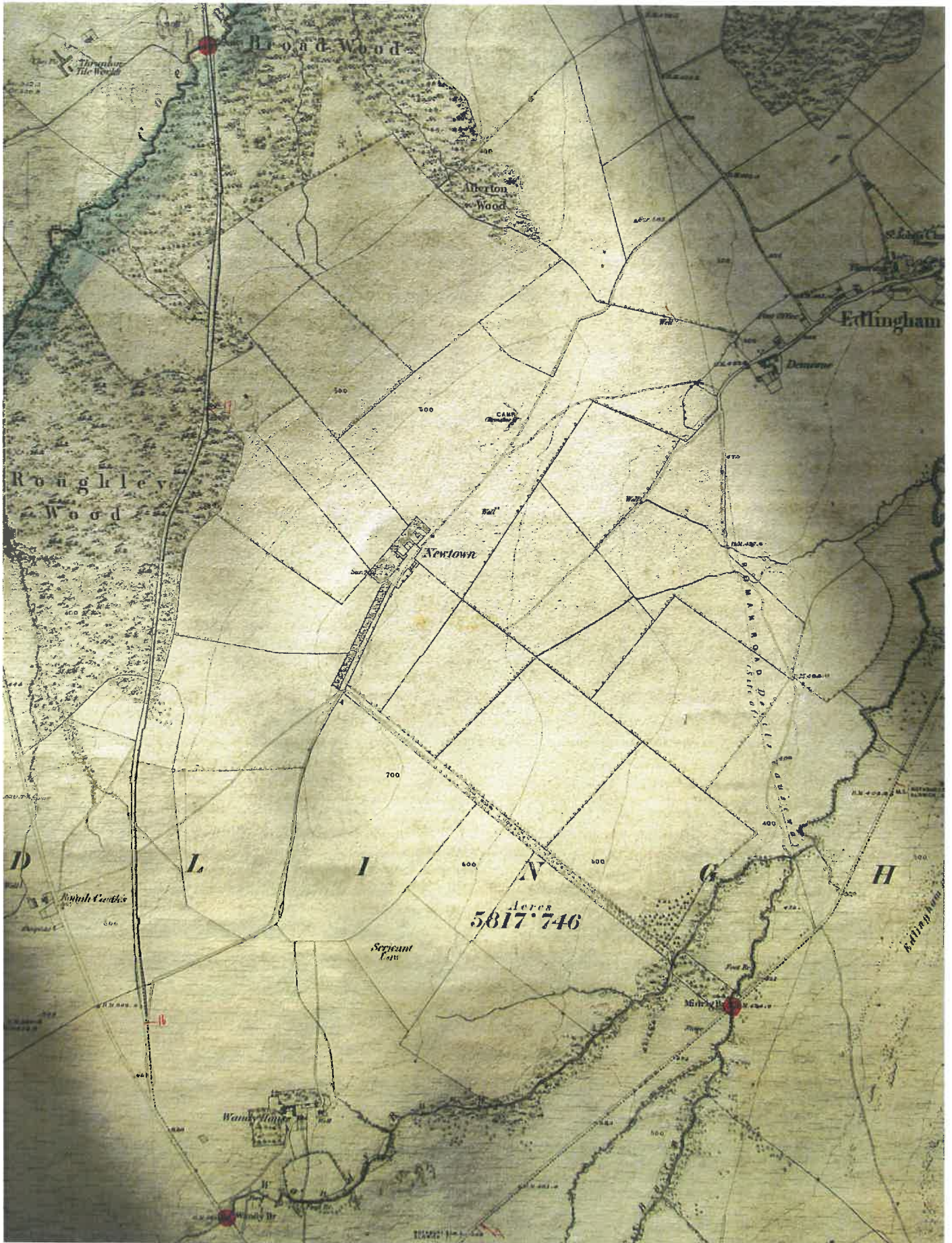
(southern section)

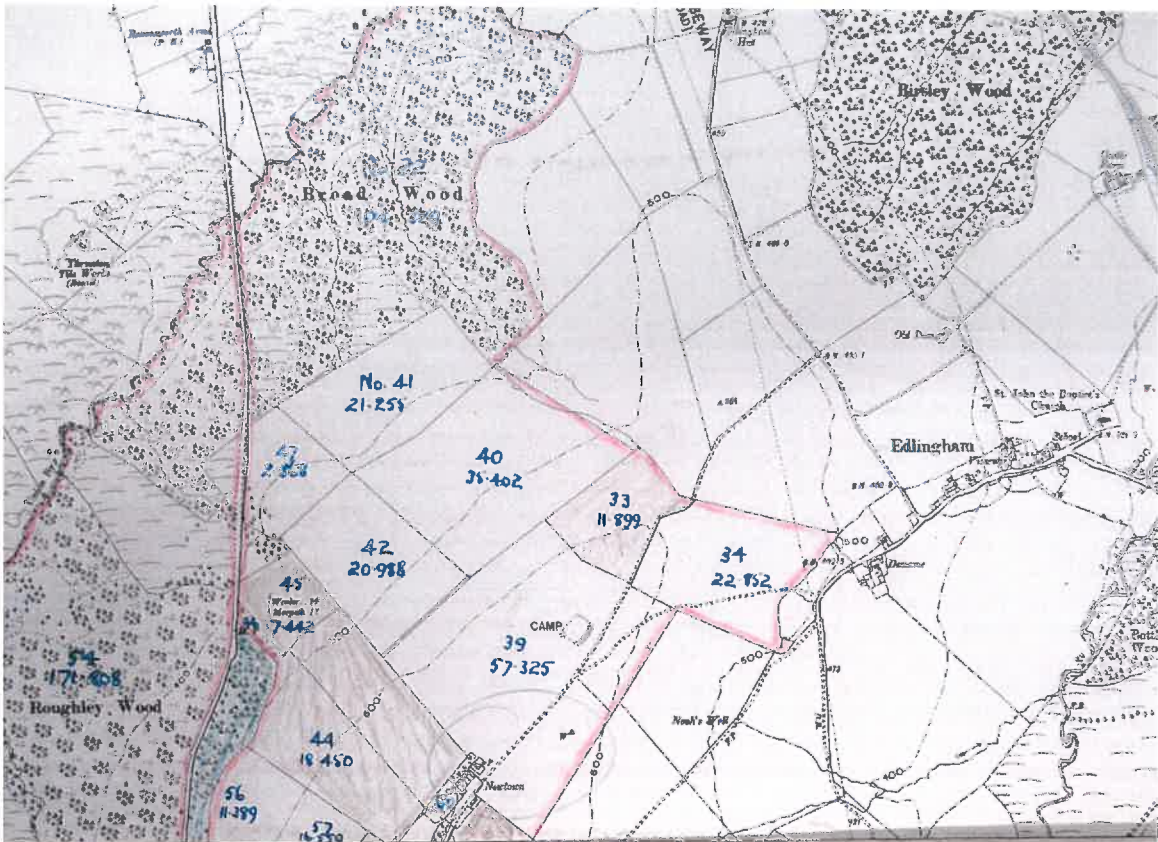
PARISH OF EDLINGHAM.

No. on Plan.	Area in Acres.	Remarks.	No. on Plan.	Area in Acres.	Remarks.
	2595-488	<i>Brought forward.</i>		5136-339	<i>Brought forward.</i>
98	15-331	Wood, &c.	143	27-939	Pasture.
99	-502	Wood.	144	18-450	Pasture.
100	5-167	Pasture, &c.	145	1-518	Wood.
101	-187	Wood.	146	3-918	Public road.
102	16-606	Pasture, &c.	147	12-462	Arable.
103	-051	Yard and shed.	148	19-329	Arable.
104	-480	Wood.	149	25-148	Arable, &c.
105	-397	Wood.	150	8-553	Pasture, &c.
106	-038	Yard and shed.	151	34-932	Pasture, &c.
107	-440	Wood.	152	32-242	Pasture, &c.
108	-174	Wood.	153	14-549	Pasture.
109	-863	Wood.	154	-371	Wood, &c.
110	7-442	Arable.	155	-139	Garden, &c.
111	20-988	Pasture.	156	-067	Garden.
112	16-814	Arable.	157	-101	House and garden.
113	79-729	Pasture, &c.			} Rough Castles.
114	11-650	Arable.	158	-132	
115	1-773	Pasture, &c.			
116	1-737	Pasture, &c.	159	-295	Gardens.
117	1-303	Houses, yards, gar- dens, &c. (Demesne).	160	-251	Pasture, &c.
118	2-989	Public road.	161	1-165	Wood, &c.
119	-591	Rough pasture.	162	-100	Garden.
120	-632	Rough pasture.	163	1-018	Wood.
121	1-435	Arable.	164	4-071	Arable.
122	13-986	Wood, &c. (Bottle Wood).	165	-406	Wood.
123	-370	Rough pasture, &c.	166	4-380	Pasture, shed, &c.
124	14-569	Rough pasture.	167	18-272	Rough pasture, &c.
125	1-384	Rough pasture.	168	30-749	Pasture, &c.
126	-229	Garden, &c.	169	27-535	Pasture, &c.
127	-624	Wood.	170	46-477	Arable.
128	-592	Houses, yards, gar- den, &c.	171	14-562	Pasture, &c.
129	-328	Pasture.	172	14-141	Pasture.
130	-545	Pasture.	173	5-849	Pasture and bushes.
131	-086	House and garden.	174	28-062	Arable, &c.
132	-689	Wood.	175	32-024	Arable.
133	-188	Pasture.	176	34-071	Arable, &c.
134	17-363	Pasture.	177	2-602	Wood, &c.
135	84-398	Pasture, &c.	178	-075	Garden.
136	9-319	Black Lough.	179	2-036	Wood.
137	18-762	Wood, &c.	180	1-349	Houses, yards, garden, &c. (Wandy House).
138	2059-198	Rough pasture, &c.	181	-984	Wood.
139	7-170	Public road.	182	-221	Houses, garden, &c.
140	18-278	Rough pasture, &c.	183	-768	Pasture, &c.
141	82-392	Wood, &c. (Roughley Wood).	184	4-055	Pasture, &c.
142	12-112	Wood, &c.	185	-956	Rough pasture, &c.
			186	26-687	Pasture, &c.
			187	2-441	Wood.
			188	9-131	Wood, &c.
	5136-339	<i>Carried forward.</i>		5651-122	<i>Carried forward.</i>

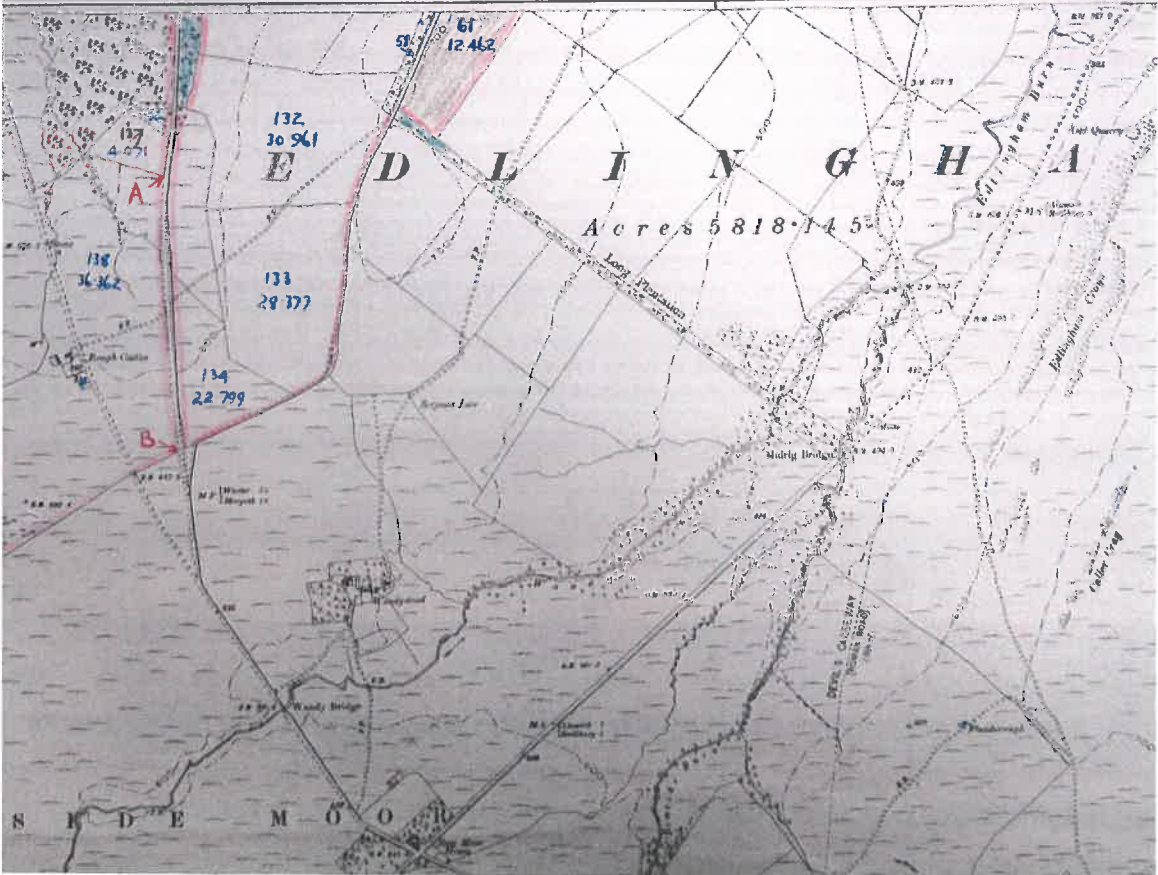


(northern section)

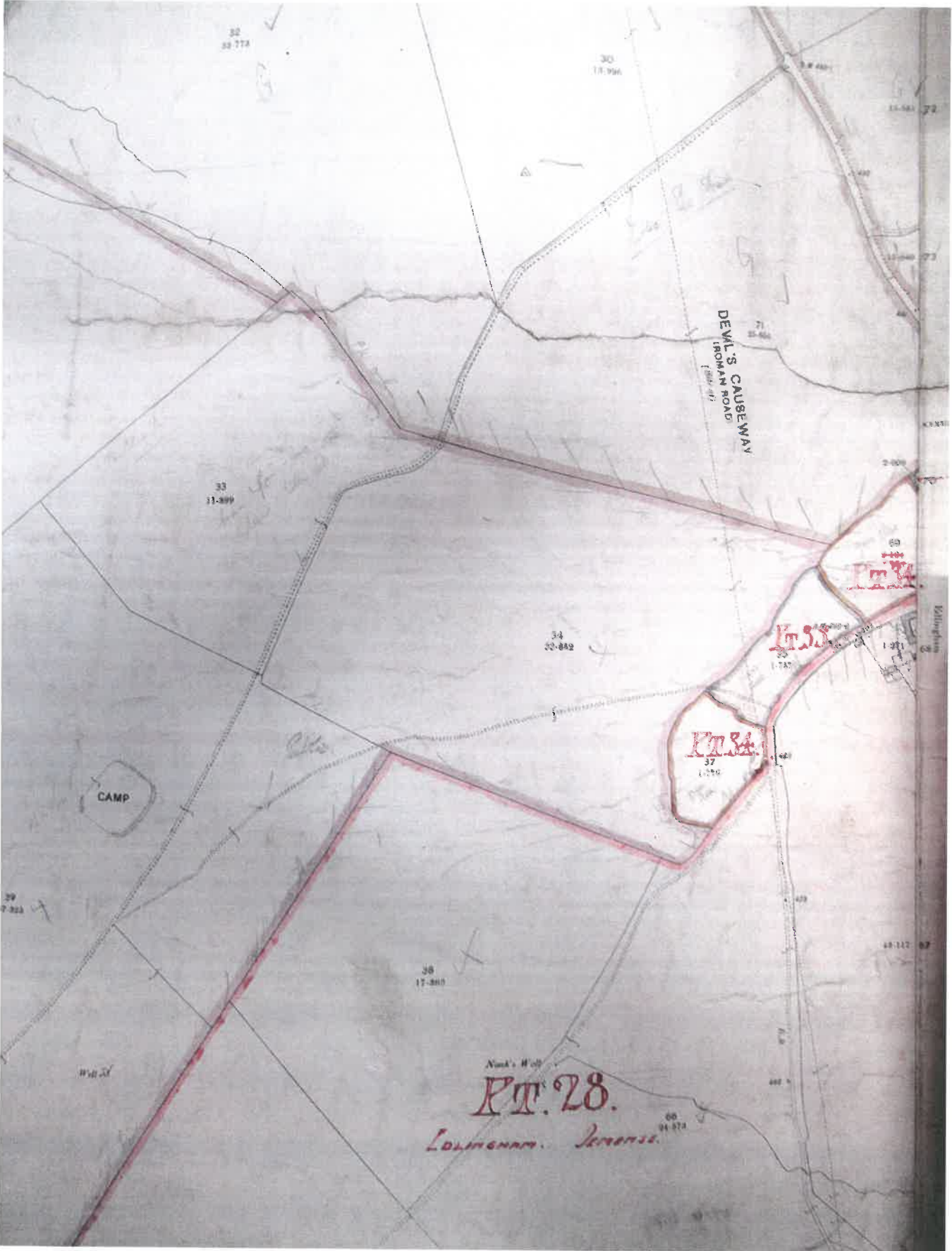




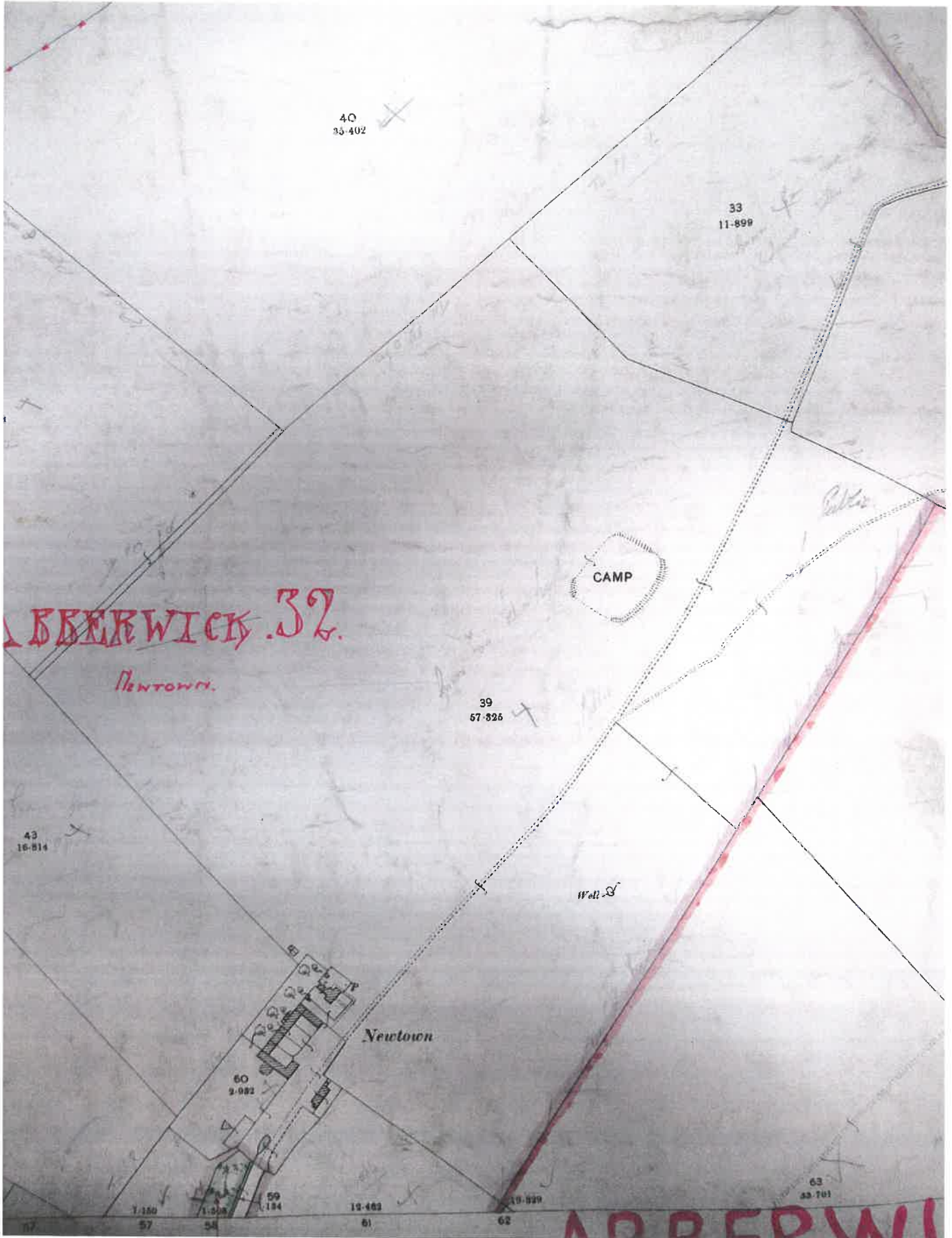
SECOND EDITION, 1899.  
BERWICK UPON TWEED DIVISION ALN WICK UNION



Finance Act 1910 Plan

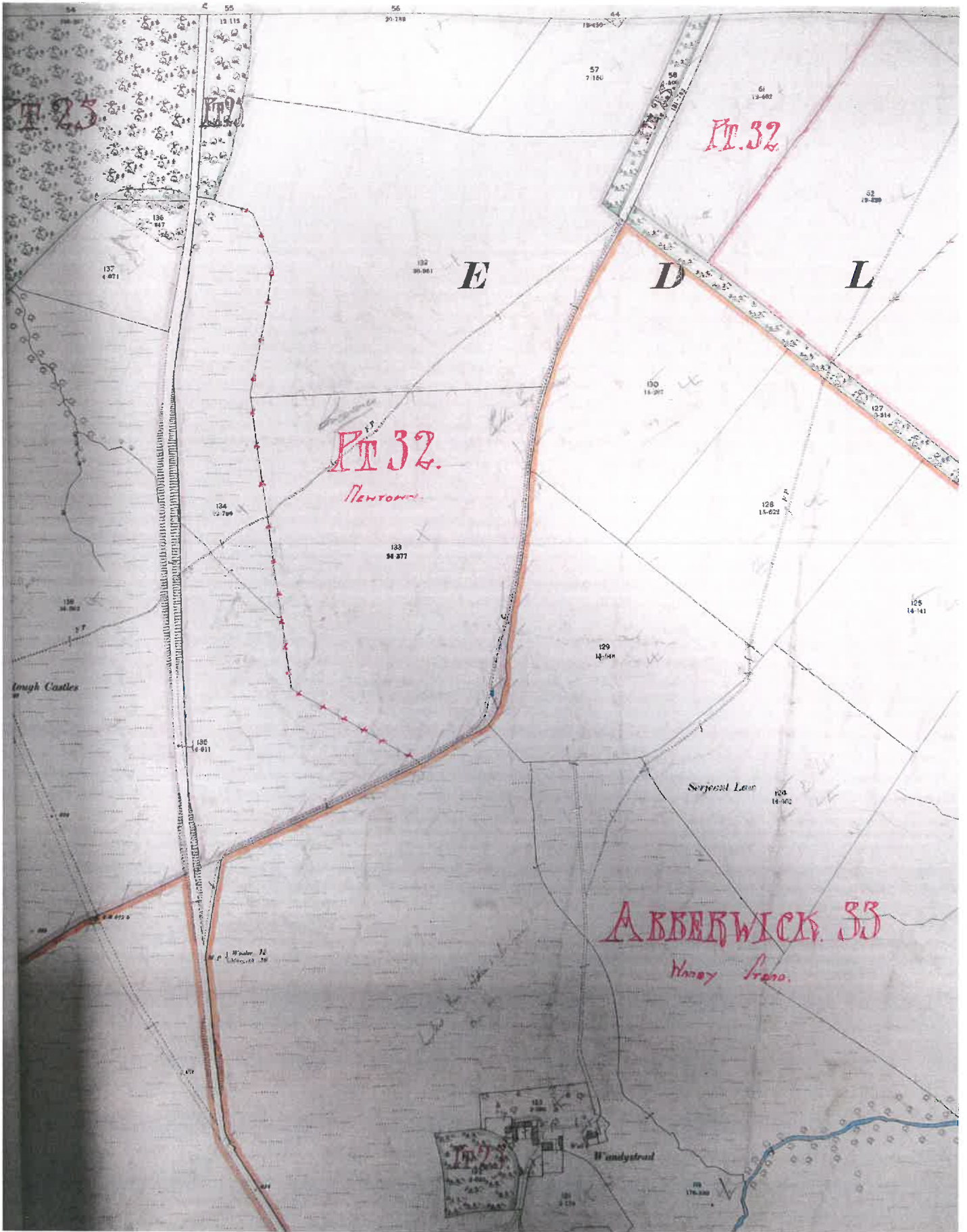


(Northern end)

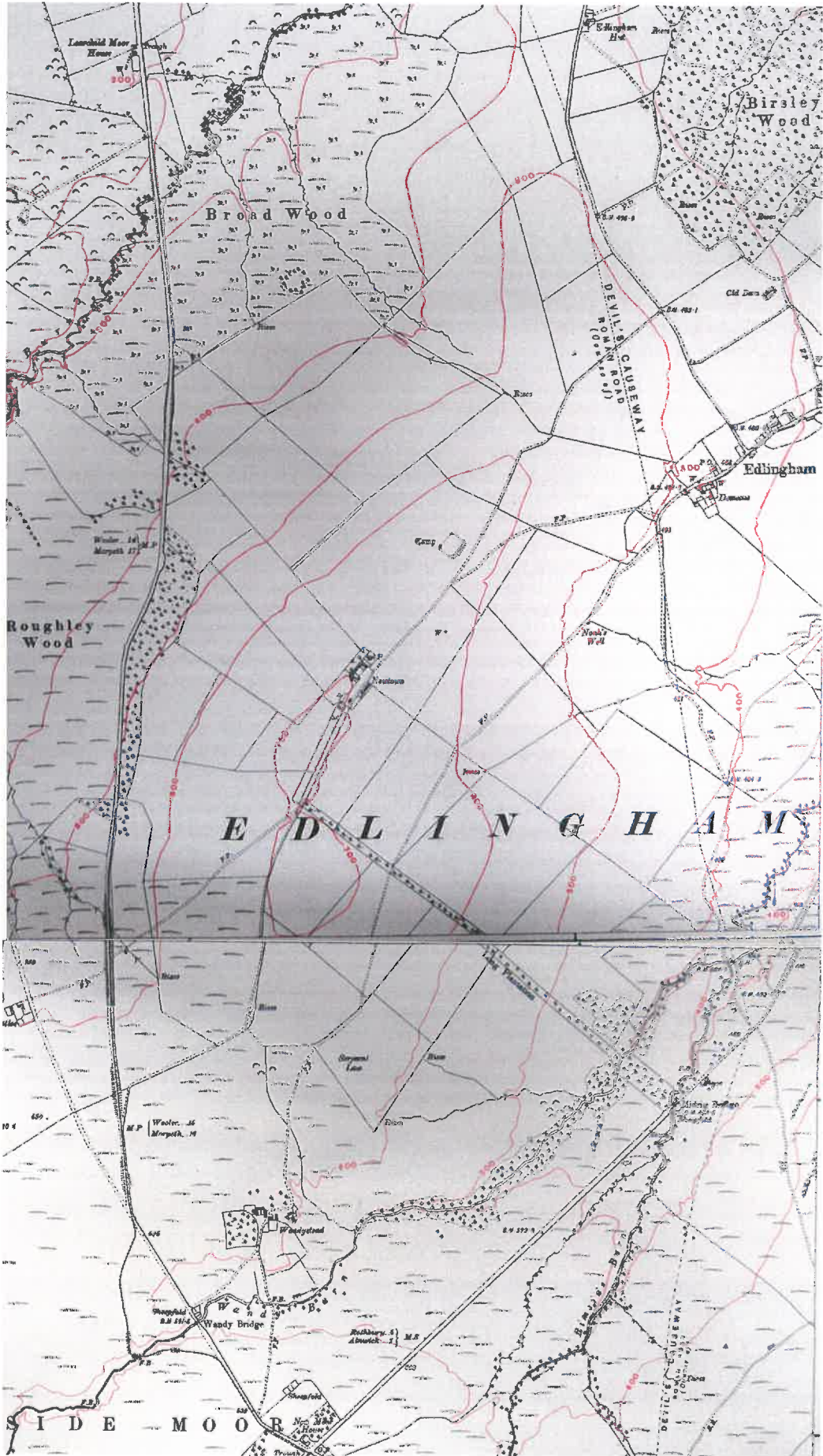


(Middle section)

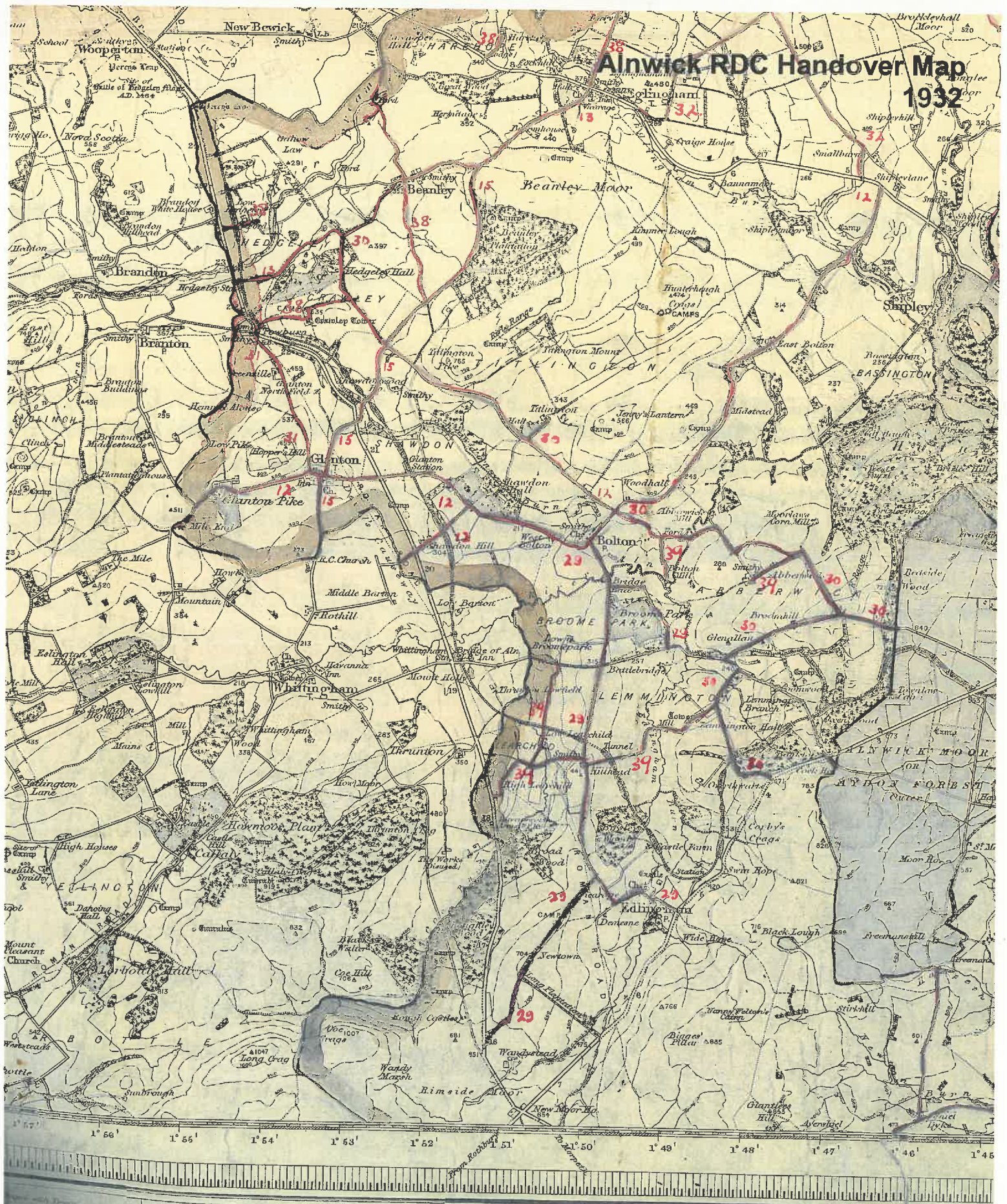




(Southern end)



# Ainwick RDC Handover Map 1932

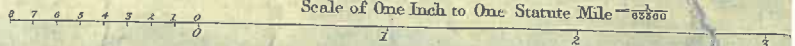


28° of the adjoining Sheets of the One Inch Map

3	4
5	6
8	10

9  
(ROTHBURY)

Scale of One Inch to One Statute Mile = 63360



The Altitudes are given in Feet above the assumed Mean Level of the Sea at Liverpool, which is 0.650 of a Foot below the general Mean Sea Level.  
The Contours in feet of Sea are given in Feet below the assumed Mean Level of the Sea at Liverpool, and are taken from sources.

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*Alswick*

**ALNWICK RURAL DISTRICT  
COUNCIL**

**SCHEDULE  
OF  
REPUTED  
PUBLIC RIGHTS  
OF WAY**

- Right of Way.
14. F. Greensfield Moorhouse to Longlyke Road from Newcastle road N.E. of Greensfield Moorhouse running in a S.E. direction through field Nos. 257, 233, 304, 259, to the Old Tramway then S. by the side of the Tramway in field No. 280, through Cawledge Wood crossing Cawledge Burn then along Old Tramway through field Nos. 294, 289, then S. through Nabs Plantation to the Shilbottle Parish Boundary, joining footpath No. 11 in that Parish.
15. F. Alnwyke to Bilton Banks from Alnwyke Urban District Boundary near Cemetery running in a S. direction through field No. 237, then along cart road to East Cawledge Park then through Cawledge Wood and field Nos. 263, 293, 295, to the Lesbury Parish Boundary, joining footpath No. 16 in that Parish.
16. F. Alndyke Farm to Lesbury from the Alnwyke Urban District Boundary, running in a S.E. direction through field Nos. 273, 278, 280, to the Lesbury Parish Boundary, joining footpath No. 9 in that Parish.
17. F. Alnwyke to Greensfield Moorhouse from the Alnwyke Urban District Boundary running in a S.E. direction through field No. 231 to the Newcastle main road.
18. F. From Newcastle main road running through field No. 257 to Shilbottle Road next to Three Corner Plantation S. of Willowtree Cottage.
19. F. From Newcastle main road running in a N.W. direction over cart road, passing under L.N.E.R. and past Greensfield Farm Steading then through field No. 217 to the Alnwyke Urban District Boundary N. of Greensfield Quarry.
20. F. From Alnwyke Urban District Boundary at entrance to Greensfield running in a S.W. direction over cart road past farm cottages to join footpath No. 21 at the L.N.E.R.
21. F. From Newcastle main road to Intake road running in a W. direction through plantation, crossing Firth Burn, then N.W. by side of Rugley Burn in field No. 194 then crossing the Rugley Burn passing hemmel, then over cart road to L.N.E.R. and on through field No. 201 to the Alnwyke Urban District Boundary.

#### 21. PARISH OF DITCHBURN.

1. B.R. Eggham Hill to South Charlton, from Eggham Parish Boundary E. of Coalburn Cottages, being continuation of bridle road No. 9 in that Parish, running in an E. direction through field Nos. 73, 74, 71, to the South Charlton Parish Boundary, joining bridle road No. 1 in that Parish.
2. B.R. West Ditchburn to Hagdon running in a N.W. direction through field No. 10, passing along the side of Beatrice Wood to the Glendale Rural District Boundary.
3. B.R. West Ditchburn to East Ditchburn, from public road near West Ditchburn running in a N. and then W. direction over cart road, then N.W. through field Nos. 76, 58, crossing the Black Burn then through field No. 54, then over cart road and joining public road E. of East Ditchburn.
4. B.R. From East Ditchburn to Shipley Hill running in a S.E. direction through field Nos. 51, 62, to the South Charlton Parish Boundary, joining bridle road No. 4 in that Parish.
5. B.R. From public road near East Ditchburn to Haughterslaw running in a N. direction through field Nos. 36, 35, 33, 32, 26, to the North Charlton Parish Boundary, joining bridle road No. 2 in that Parish.
6. B.R. From East Ditchburn to North Charlton from public road near East Ditchburn running in a N.E. direction to the North Charlton Parish Boundary, joining bridle road No. 4 in that Parish.
1. F. Continuing footpath No. 4 in Parish of Falldon at the Cowhill Plantation over field No. 57, then along the western boundary of field No. 54, and following the cart road to Doxford, through which it runs in a northerly direction in field Nos. 47, 48, crossing Charlton Burn. It then skirts to the west side of Dunstan Hill Camp along the eastern boundary of field No. 27, to cross the Tyneley to Doxford road.

- Right of Way.
2. B.R. Commencing at the road from North Charlton to Doxford and continuing N. through field No. 16 to Belford Rural District Boundary, again to finish at Tyneley to Doxford Road, after running through field No. 6.
3. C.R. From Tyneley to Doxford road at Doxford to Belford Rural District Boundary.
23. PARISH OF DUNSTAN.
1. F. Proctor Steads to Spital Ford, commencing at main road N. of Proctor Steads and continuing in a N. direction through field Nos. 91, 51, 31, 21, 14, 15, to Embleton Parish Boundary continued by footpath No. 15 in that Parish.
2. F. From the main road S. of Spital Ford across field No. 34, to join field No. 1. Dunstan Hill to main road. From Dunstan Hill road through the Old Quarry and field Nos. 107, 45, 46, to the main Embleton road.
3. F. Dunstan Hill to Hoddleton Plantation. From Dunstan Hill in a S. direction through field Nos. 111, 112, 114, to join bridle road No. 5 in this Parish.
4. F. From Parish Boundary to Hoddleton Plantation to main Embleton-Dunstan road via field Nos. 1, 117, in an E. direction.
5. B.R. From Parish Boundary extending footpath No. 6 in the Parish of Craster to the main road over Dunstan Common.
6. F. From the Craster Parish Boundary over field No. 139, in a N. direction to join the main road over Dunstan Common beside the Old Public House.
7. F. Dunstan to Dunstan Square commencing at the foot of the Smithy Bank through field Nos. 76a, 86, 80, to Dunstan Square.
8. F. Dunstan Square to the beach. Commencing at the road at Dunstan Square through field Nos. 83, 55, 79a, through the Little Shaard to join bridle road No. 10 in field No. 66.
9. F. Links bridle road. Continuing from Craster and running N., skirting the W. side of Dunstanborough Castle, over the Embleton Golf Course to the ford at Embleton Parish Boundary, to be continued by bridle road No. 13 in that Parish.
10. B.R. From bridle road No. 10 to Embleton Parish Boundary continuing footpath No. 14 in that Parish.
11. F. Edlingham Hut to Learchild from the public road N. of Edlingham Hut running in a W. direction through field No. 18 to the Learchild Parish Boundary, joining bridle road No. 2 in that Parish.
12. F. Edlingham road to Learchild, from the public road running in a W. direction through field No. 31, then N. and W. through field No. 24, then crossing Broadwood to the Learchild Parish Boundary joining footpath No. 1 in that Parish at the Coe Burn.
13. F. Edlingham Hut to Edlingham from the public road S. of Edlingham Hut running in a S.E. direction through field Nos. 13, 26, 27, 29, 72, 73, 76, to the public road near Edlingham Vicarage.
14. F. From footpath No. 3 running in a S.W. direction through field No. 29 to the public road.
15. F. Edlingham Church to Overthwards running in a N.E. direction through Church Yard, then through field Nos. 90, 87, passing under L.N.E.R., then through field Nos. 10, 6, to the Lemington Parish Boundary, joining footpath No. 3 in that Parish at the Edlingham Burn.
16. F. Rough Castles to Newtown, from the old turnpike at Rough Castles running in a N.E. direction through field Nos. 138, crossing the main road, then through field Nos. 134, 133, 132, to the public road at the top of Long Plantation.

Description.

27. PARISH OF EMBLETON.

- | Right of Way. | Description.   |
|---------------|--|
| 1. B.R.       | Prickley Bridge to Rock Mill from public road near Prickley Bridge, running in a W. direction through field Nos. 186, passing under L.N.E.R. thence through field Nos. 183, 184, 182, 181, 180, to the Rock Parish Boundary at Rock Mill.  |
| 2. F.         | Embleton to Rock, from public road near W. end of Council Houses running in a S.W. direction through field Nos. 73, 141, 513, crossing public road near L.N.E.R. thence through field Nos. 164, 166, 175, 178, 180, 181, to the Rock Parish Boundary, joining footpath No. 3 in that Parish. |
| 3. F.         | From Christon Bank Farm to footpath No. 2 in field No. 73 running in a W. direction through field Nos. 71, 68, crossing public road and L.N.E.R. then passing along cart road through Christon Bank Farm to the public road at Falloodon Parish Boundary.                                    |
| 4. F.         | Embleton to Christon Bank from public road near Slaughter House running in a N.W. direction through field Nos. 72d, 72e, 31, 30, 34, 35, 15, 41, joining the Christon Bank public road opposite the Falloodon road end.  |
| 5. F.         | From footpath No. 4 running in a W. direction through field Nos. 31, 31b, 32, 37, 67, 66 (passing Old Limekilns on the way) joining public road near Red Stead.  |
| 6. B.R.       | From public road (Station Road) to Red Stead running in a W. direction passing Woodstead, through field Nos. 30, 34, 35, 36, 40, 42, joining public road at Red Stead.   |
| 7. F.         | From footpath No. 5 to footpath No. 6 through plantation at disused lime works.  |
| 8. F.         | From public road near Lamberts Lane to Brunton, running in a N.W. direction through field Nos. 2, 1, 5, to the Brunton Parish Boundary, joining footpath No. 12 in that Parish.  |
| 9. F.         | From public road S. of North Farm to Newton-by-the-Sea, running in a N. direction through field Nos. 78, 80, 82, passing Kelseo Hill to the Newton Parish Boundary, joining footpath No. 4 in that Parish.   |
| 10. F.        | From public road S. of North Farm to Newbiggan through field Nos. 78, 82, 84a, 84, joining bridle road No. 11.   |
| 11. B.R.      | From public road near Golf Club House to Newton Seahouses, running in a N. direction over the Skaith and Embleton Links to the Newton Parish Boundary, joining bridle road No. 3 in that Parish.   |
| 12. F.        | From public road near Golf Club House running in a N.E. direction across the Skaith to the Shore.  |
| 13. C.R.      | From public road near Golf Club House to Craster, running in an E. direction to the Ford in the Embleton Burn at the Dunstan Parish Boundary, joining cart road No. 10 in that Parish.   |
| 14. F.        | From public road near Golf Club House to Craster, running in a S.E. direction to the footbridge over the burn at the Dunstan Parish Boundary, joining footpath No. 11 in that Parish.  |
| 15. F.        | From Dunstansteads public road to Proctor Steads, running in a S. direction through field No. 126 to Low Mill at the Dunstan Parish Boundary, joining footpath No. 1 in that Parish.   |
| 16. F         | Sea Lane.  |

28. PARISH OF FALLODON.

- |       |   |
|-------|---|
| 1. F. | N. from Rock Mill through field Nos. 87, 83, across West Falloodon to Cold Harbour road, passing plantation and skirting fence of field No. 72, ending at Cold Harbour. |
|-------|---|

Description.

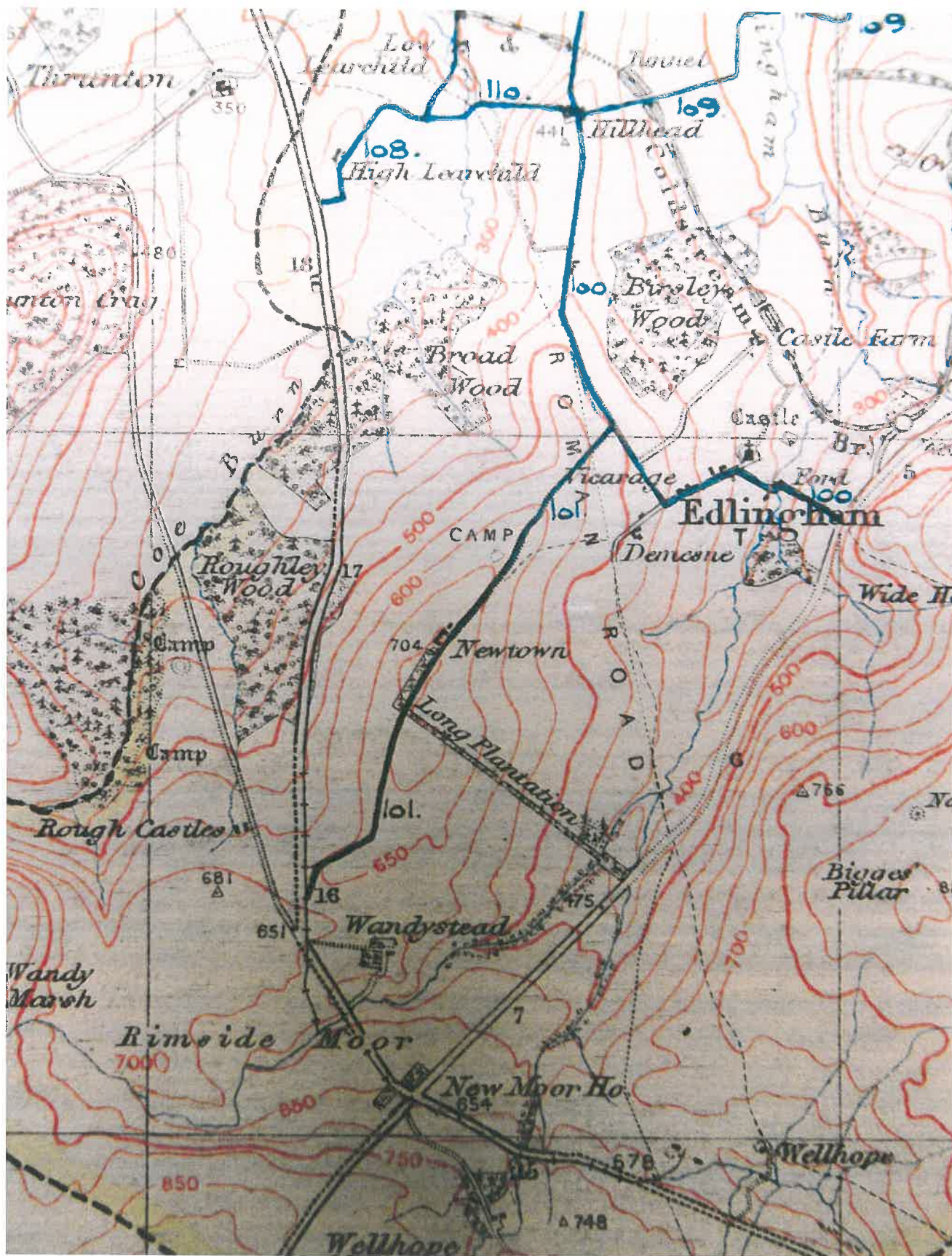
25. PARISH OF EGLINGHAM.

- | Right of Way. | Description.  |
|---------------|---|
| 7. B.R.       | Eglingham Demesne to Wellhope, from the public road at the Demesne running in a W. direction over cart road, then S. through field Nos. 60, 107, crossing Edlingham Burn and main road E. of Midrigg Bridge, then over Moor passing Wellhope, and on to the Rothbury Rural District Boundary. Demesne to Newtown from bridle road No. 7 running in a W. direction through field Nos. 35, 34, 39, joining public road N. of Newtown. |
| 9. F.         | Demesne to New Moor House, from bridle road No. 7 running in a S.W. direction through field Nos. 66, 63, 62, passing through Long Plantation, then on S. past Wandystead crossing the Wandy Burn, joining the main road N.W. New Moor House.  |
| 10. B.R.      | From bridle road No. 7 running in a S.W. direction past Flamborough to the main road.   |
| 11. B.R.      | Eglingham to Freemans Hill, from main road, running in a S.E. direction over Moor to the Denwick Parish Boundary S. of Black Lough.   |
| 1. F.         | Beanley Road to Eglingham Cottage, from Beanley Parish Boundary, running in a N. direction through field No. 79, then through Cockhall Plantation and field Nos. 109, 105, to the public road at Eglingham Cottage.   |
| 2. F.         | From footpath No. 1 at Harehope running in a N. direction through field No. 109, to the Harehope Parish Boundary, joining footpath No. 3 in that Parish.  |
| 3. B.R.       | From Beanley Road to Cockhall, running in a N. direction through field Nos. 84, 105.  |
| 4. B.R.       | From Cockhall running in a N. direction through field No. 114, then N.E. through field No. 138 (Ticket Hill) joining bridle road No. 5.   |
| 5. B.R.       | From Eglingham Hill running in a W. direction through field Nos. 173, 155, then over cart road and through field No. 130 to the Glendale Rural District Boundary.   |
| 6. F.         | From public road at Tarry to Curleheugh running in a N. direction to the Glendale Rural District Boundary.  |
| 7. F.         | From Tarry to Eglingham Hill, running in an E. direction through field Nos. 141, 154, then S.E. through field Nos. 173, 155, joining bridle road No. 5.   |
| 8. B.R.       | From Eglingham to Eglingham Hill running in a N.E. direction through field Nos. 54, 50, 49, 158, joining public road at Eglingham Hill.   |
| 9. B.R.       | From Eglingham Hill to South Charlton, running in an E. direction from public road at Eglingham Hill past Coalburn Cottage to the Ditchburn Parish Boundary, joining bridle road No. 1 in that Parish.  |
| 10. F.        | From Eglingham to Tittington, from public road opposite Post Office, running in a S. direction through field Nos. 59, 60, 62, to the Beanley Parish Boundary, joining footpath No. 4 in that Parish.  |
| 11. F.        | Joining footpath No. 10 and bridle road No. 12 in field No. 59.   |
| 12. B.R.      | From Eglingham to East Bolton, from bridge on public road at Eglingham, running in a S.E. direction through field Nos. 59, 60, 18, 17, 16, 3, passing E. of Kimmer Lough to the Tittington Parish Boundary, joining bridle road No. 4 in that Parish.   |
| 13. B.R.      | From bridle road No. 12 running in a S.E. direction through field No. 3 to the Shipley Parish Boundary, joining bridle road No. 7 in that Parish.   |

26. PARISH OF ELYHAUGH.

- |         |  |
|---------|--|
| 1. B.R. | Elyhaugh to Weldon Bridge, from public road at Elyhaugh running in a W. direction through field Nos. 20, 11, then through plantation to the Brinkburn Low Ward Parish Boundary in the Rothbury Rural District. |
| 2. F.   | From public road near River Coquet running in a W. direction past Elyhaugh House, then through field No. 18a, joining bridle road No. 1.   |

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



Alnwick RD

COUNTY OF NORTHUMBERLAND.

Restriction of Ribbon Development Act, 1935

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

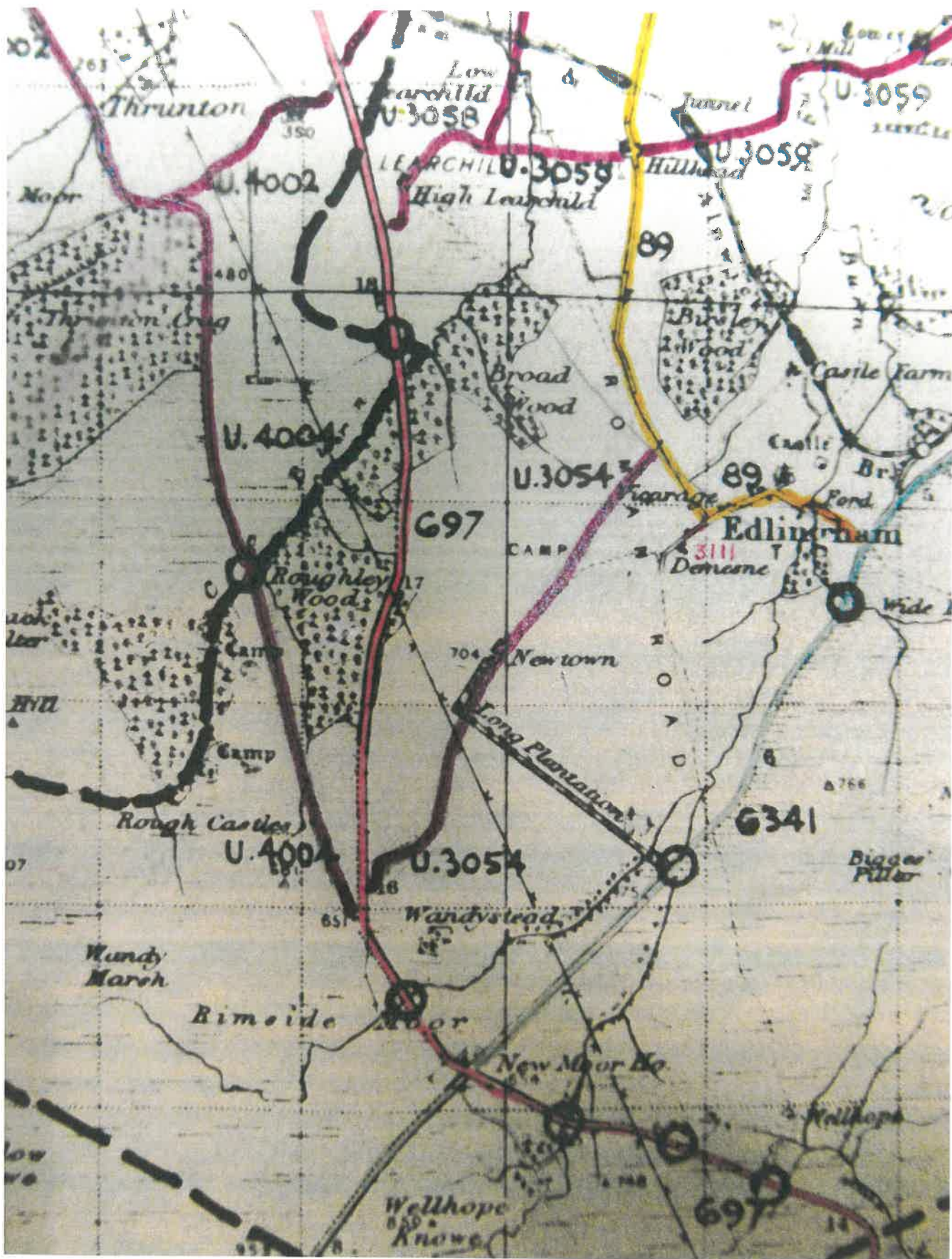
CH076

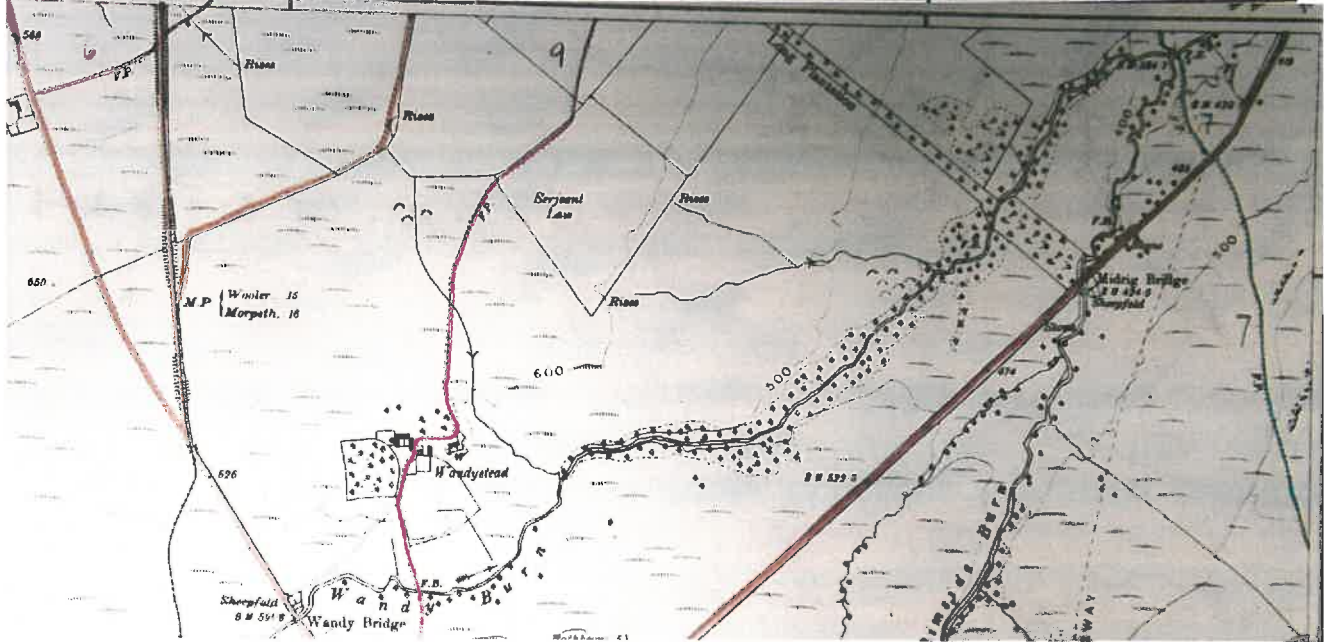
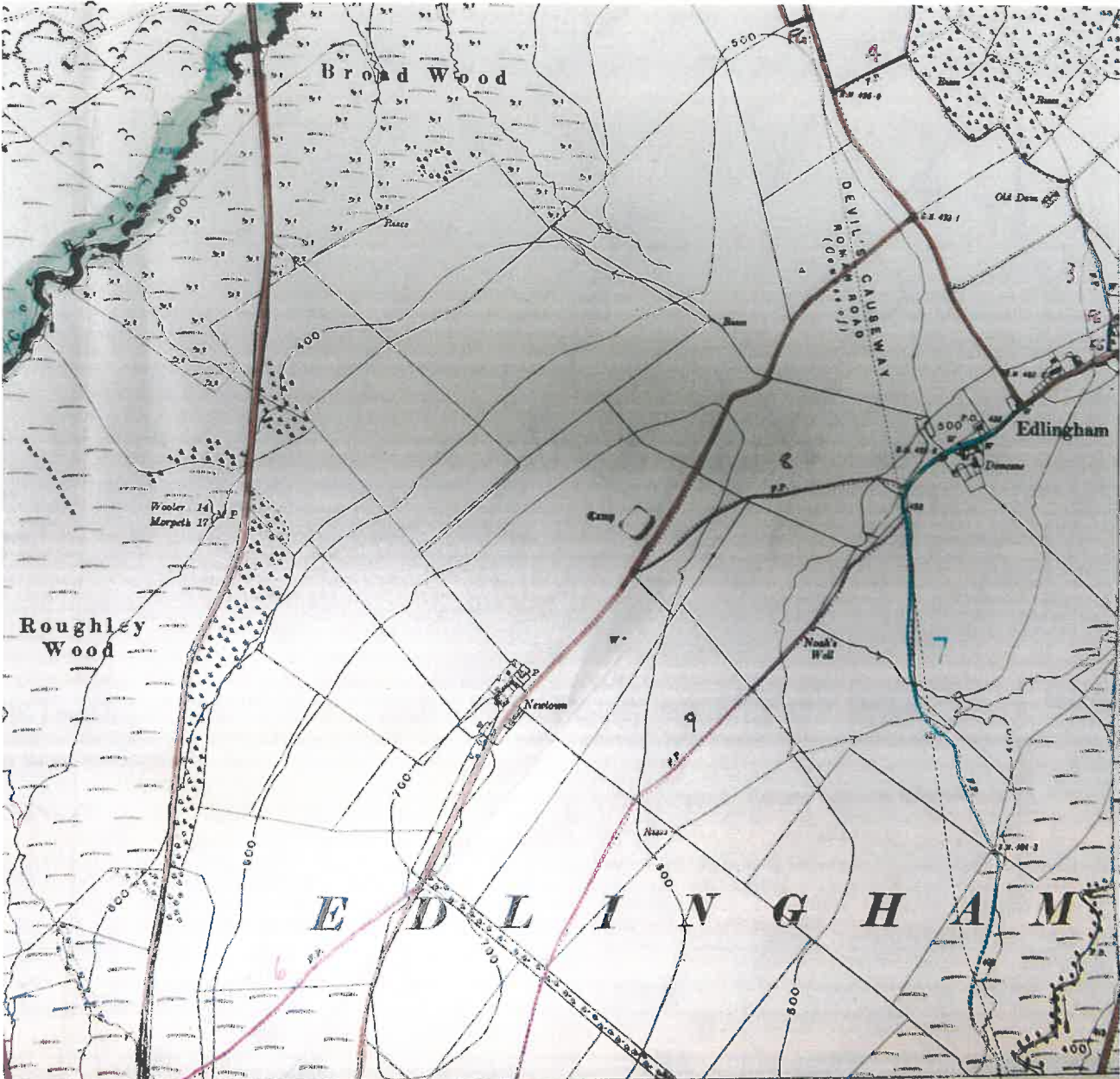


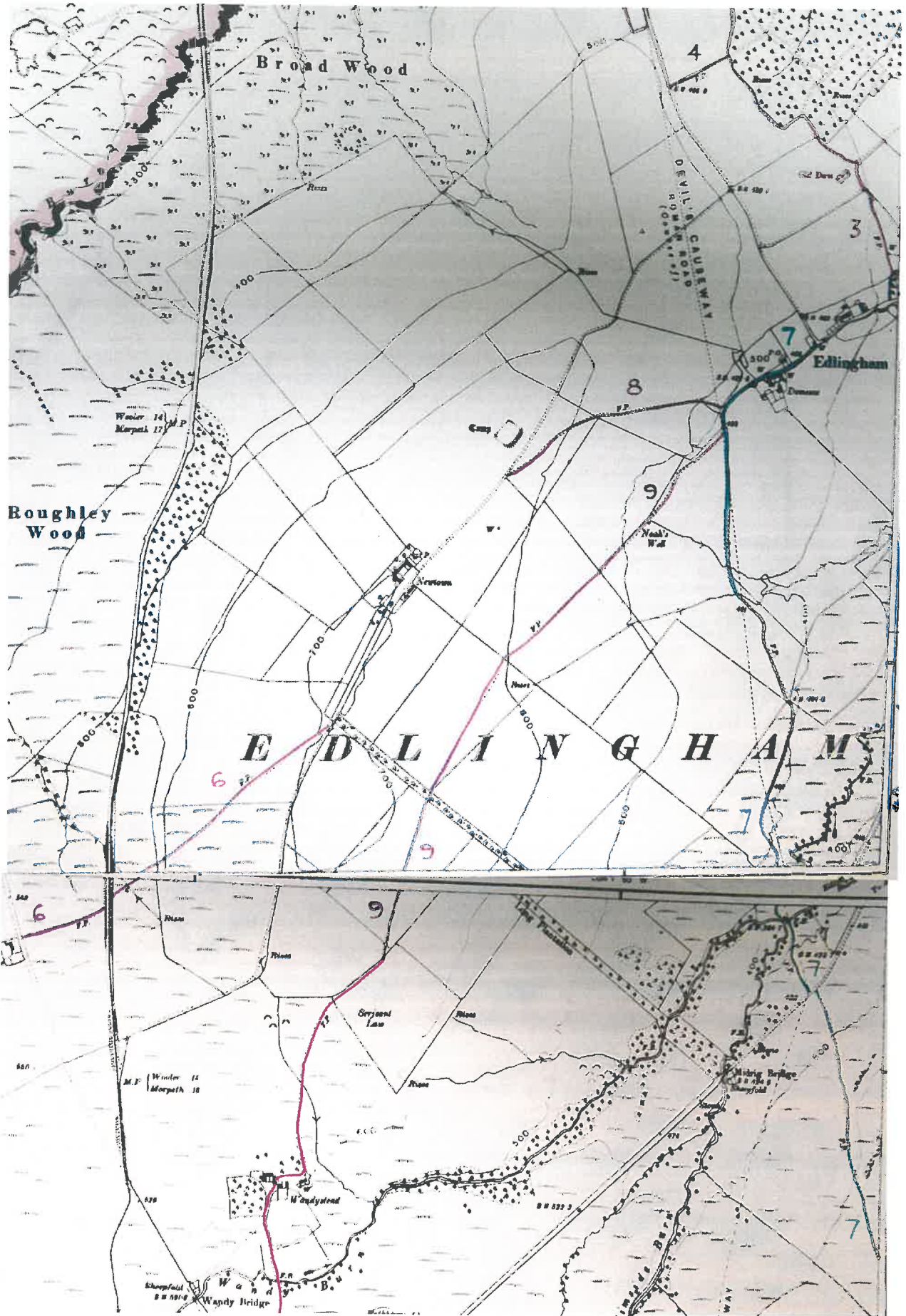
87. Road from the Amble-Togston Barns road at Togston East Farm southwards to a point 100 yds. north of the road leading to High Coldrife.
88. Road from a point on the Togston East Farm-South Broomhill road 200 yds. south of Togston East Farm to the coast at Togston Links.
89. Road from a point on the Felton-Longframlington road B.6345  $\frac{1}{2}$ -mile south west of Swarlandence via Elyhaugh to the ford at the River Coquet.
90. Road from the Felton-Longframlington road B.6345 at Felton to St. Michael's Church, Felton.
91. Road from a point on the Morpeth-Alnwick road A.1 100 yds. north of Rushycap via Ieamington Lane, Chesterhill, Black House and Shiel Dyke to its crossing of the Hampeth Burn near Freemanshill.
92. Road from the Morpeth-Alnwick road A.1 at Newton-on-the-Moor to the Rushycap-Shiel Dyke road at Black House.
93. Road from the Memorial Fountain south eastwards to the Newcastle-Berwick road A.1 at Newton-on-the-Moor.
94. Road from a point on the Rushycap-Shiel Dyke road 100 yds. south east of Black House via Overgrass to its crossing of the Swarland Burn near Newmoor Hall.
95. Road from a point on the Morpeth-Alnwick road A.1  $\frac{1}{2}$ -mile north of Hampeth Bridge to the Rushycap-Freemanshill road at Shiel Dyke.
96. Road from a point on the Newton-on-the-Moor to Black House road 400 yds. west of Newton-on-the-Moor Schools via the West Lodge of Newton Hall and Swarland Hall to the Felton-Longframlington road B.6345 at Swarland.
97. Road from a point on the Rushycap-Shiel Dyke road 600 yds. north west of Black House via Alnwick Fords to its crossing of the Swarland Burn on the road to Longframlington.
98. Road from a point on the Morpeth-Alnwick road A.1 200 yds. south of Deanmoor Cottages via Rugley Cottages to a point thereon 400 yds. north west of Rugley Cottages.
99. Road from a point on the Deanmoor-Lemington Bank road 200 yds. north west of Rugley Cottages via Rugley House to the entrance to Hobbetlaw.
100. Road from a point on the Alnwick-Rothbury road B.6341 350 yds. north of Widehope Bridge via Edlingham, Hillhead, Broome Park and Bridge End to the Glanton-Bolton road at Bolton.
101. Road from a point on the Morpeth-Wooler road A.697  $\frac{3}{4}$ -mile north of Wandy Bridge via Newtown to a point on the Edlingham-Bolton road  $\frac{1}{2}$ -mile south of Edlingham Hut.
102. Road from the Bolton-Edlingham road at Bridge End via the east side of Broome Park to a point on the Alnwick-Whittingham road 350 yds. west of Battle Bridge.
103. Road from a point on the Alnwick-Whittingham road 500 yds. east of Battle Bridge via Glenallen and Broomhill to the eastern boundary of Redside Wood.
104. Road from a point on the Alnwick-Rothbury road B.6341  $\frac{1}{2}$ -mile south west of Banktop via Lemington Hall to the Alnwick-Whittingham road at the foot of Lemington Bank.
105. Road from a point on the Alnwick-Glenallen road 750 yds. east of Broomhill via Abberwick Ford, Tittington and Hedgeley Hall to a point on the Eglingsham-Hedgeley station road  $\frac{3}{4}$ -mile south west of Beanley.

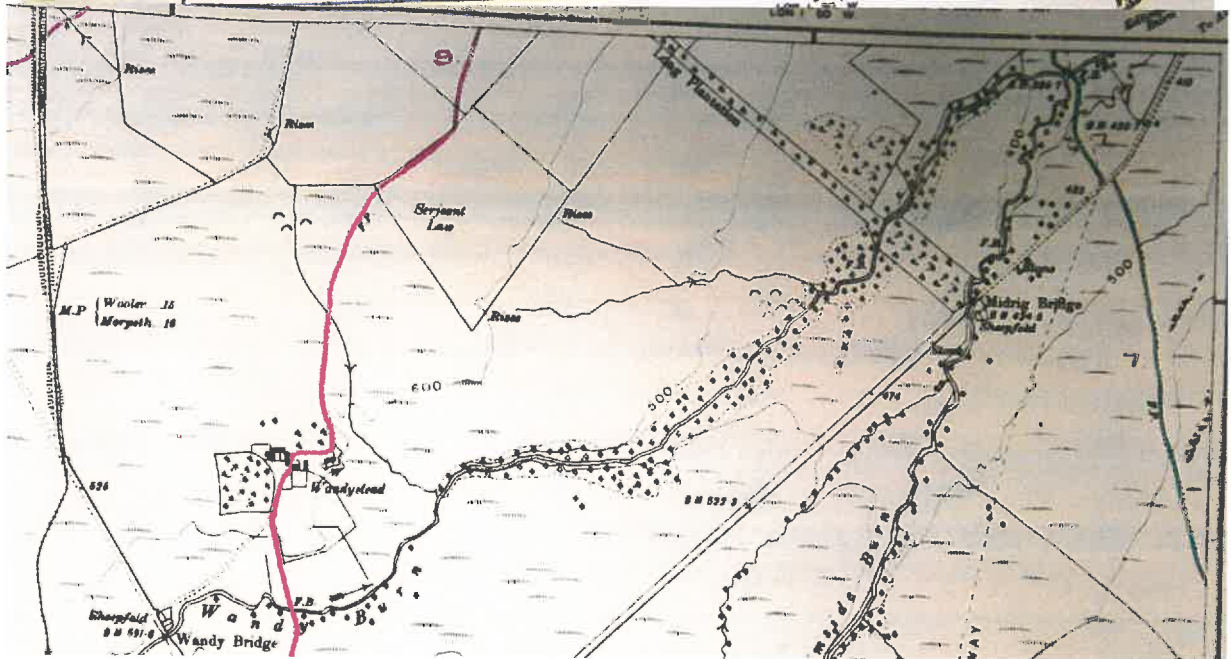
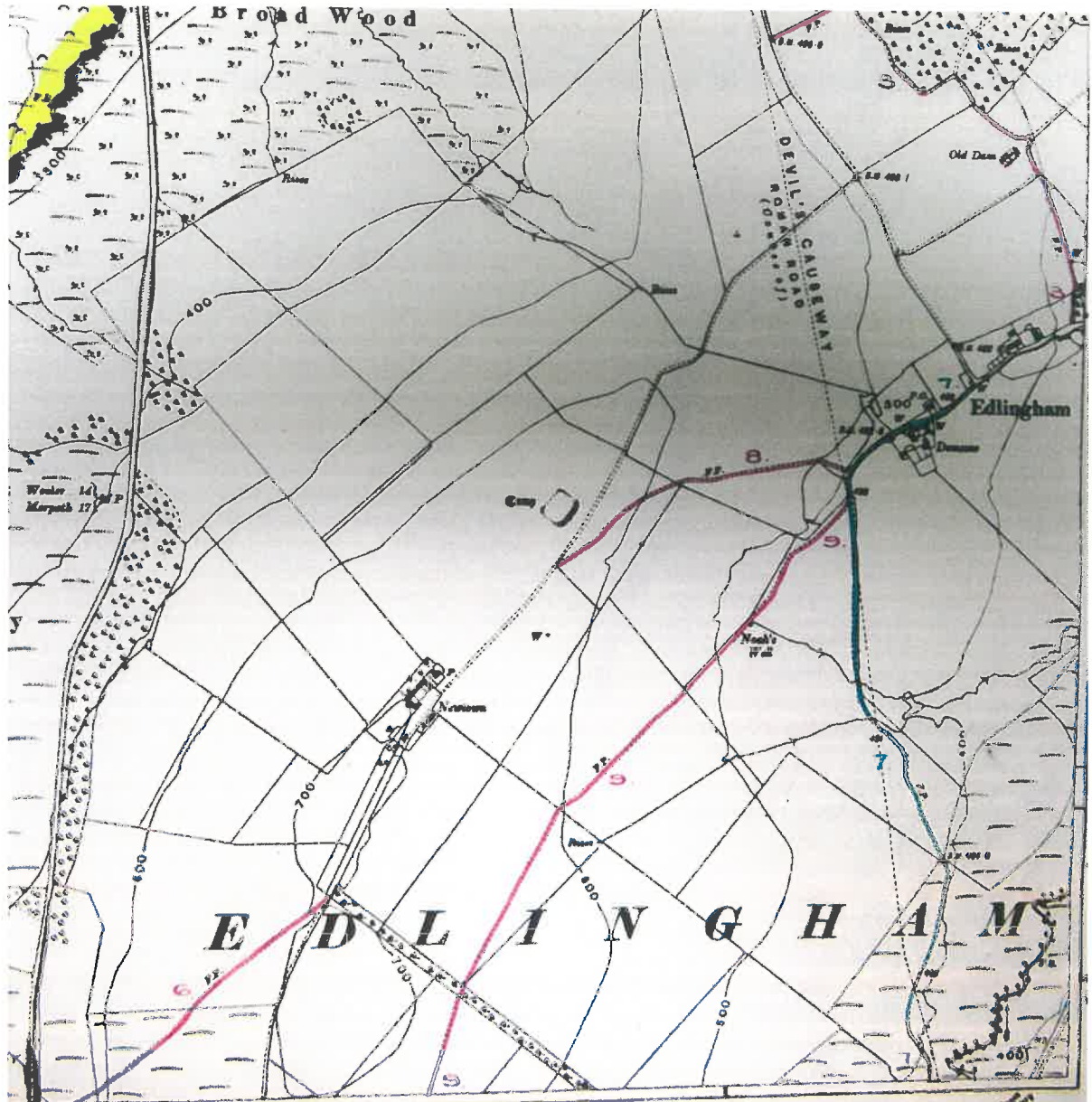
106. Road from a point on the Alnwick-Hedgeley Hall road 300 yds. west of Abberwick Ford to Bolton Mill.
107. Road from Abberwick to a point on the Alnwick-Hedgeley Hall road  $\frac{3}{4}$ -mile north of its junction with the Alnwick-Glenallen road.
108. Road from the Alnwick-Whittingham Road at the foot of Garmindege Bank via Low Learchild and High Learchild to a point on the Morpeth-Wooler road A.697 400 yds. north of Learchild Moor House.
109. Road from the Edlingham-Bolton road at Hillhead via Lemington Mill to the Banktop-Lemington Bank road at Lemington Hall.
110. Road from the Edlingham-Bolton road at Hillhead to a point on the Garmindege Bank-High Learchild road  $\frac{1}{4}$ -mile north east of High Learchild.
111. Road from the Alnwick-Rothbury road B.6341 at Banktop eastwards for a distance of 200 yds. along Red Road.
112. Road from a point on the Glanton-Great Ryle road 200 yds. west of Mile End via Glanton, Glanton station, Bolton and East Bolton to a point on the Alnwick-Wooperton road B.6346  $\frac{1}{2}$ -mile north west of Shipley Bridge.
113. Road from the Glanton-Bolton road at Shawdon Hall Lodge via Shawdon Hill to a point 300 yds. south west of its intersection with the Morpeth-Wooler road A.697.
114. Road from the Morpeth-Wooler road A.697 at Powburn via Glanton to the Glanton-Whittingham road at St. Mary's R.C. Church, Glanton.
115. Road from the Glanton-Bolton road at Glanton via Dean House and Beanley Wood House to a point on the Eglingsham-Hedgeley Station road  $\frac{1}{2}$ -mile east of Beanley.
116. Road from the Morpeth-Wooler road A.697 at Powburn via Crawley Tower to a point on the Hedgeley-Tittington road 500 yds. south of Hedgeley Hall.
117. Road from the Alnwick-Wooperton road B.6346 at Eglingsham via Beanley to the Morpeth-Wooler road A.697 at Hedgeley Station.
118. Road from a point on the Morpeth-Wooler road A.697 150 yds. north of Hedgeley West Cottages to Low Hedgeley.
119. Road from a point on the Glanton-Eglingsham road  $1\frac{1}{4}$  miles north west of Dean House via Beanley to Waterside Plantation.
120. Road from the Alnwick-Wooperton road B.6346 at Eglingsham via Tarry to a point thereon 500 yds. north east of the entrance to Tarry.
121. Road from Harehope to the Alnwick-Wooperton road B.6346 at Harehope East Lodge.
122. Road from Tittington Farm to the Hedgeley-Alnwick road.
123. Road from a point on the Alnwick-Wooperton road B.6346  $\frac{1}{2}$ -mile east of Eglingsham Church via Eglingshamhill and West Ditchburn to a point on the Alnwick-Wooperton road B.6346  $\frac{3}{4}$ -mile north west of Shipley Bridge.
124. Road from a point on the Shipley-Charlton Mires road B.6347 700 yds. south west of Charlton House via Whitehouse Folly to a point on the Alnwick-Eglingsham road B.6346  $\frac{3}{4}$ -mile south east of Shipley Bridge.
125. Road from East Ditchburn to the Shipley-Charlton Mires road B.6347 at South Charlton.

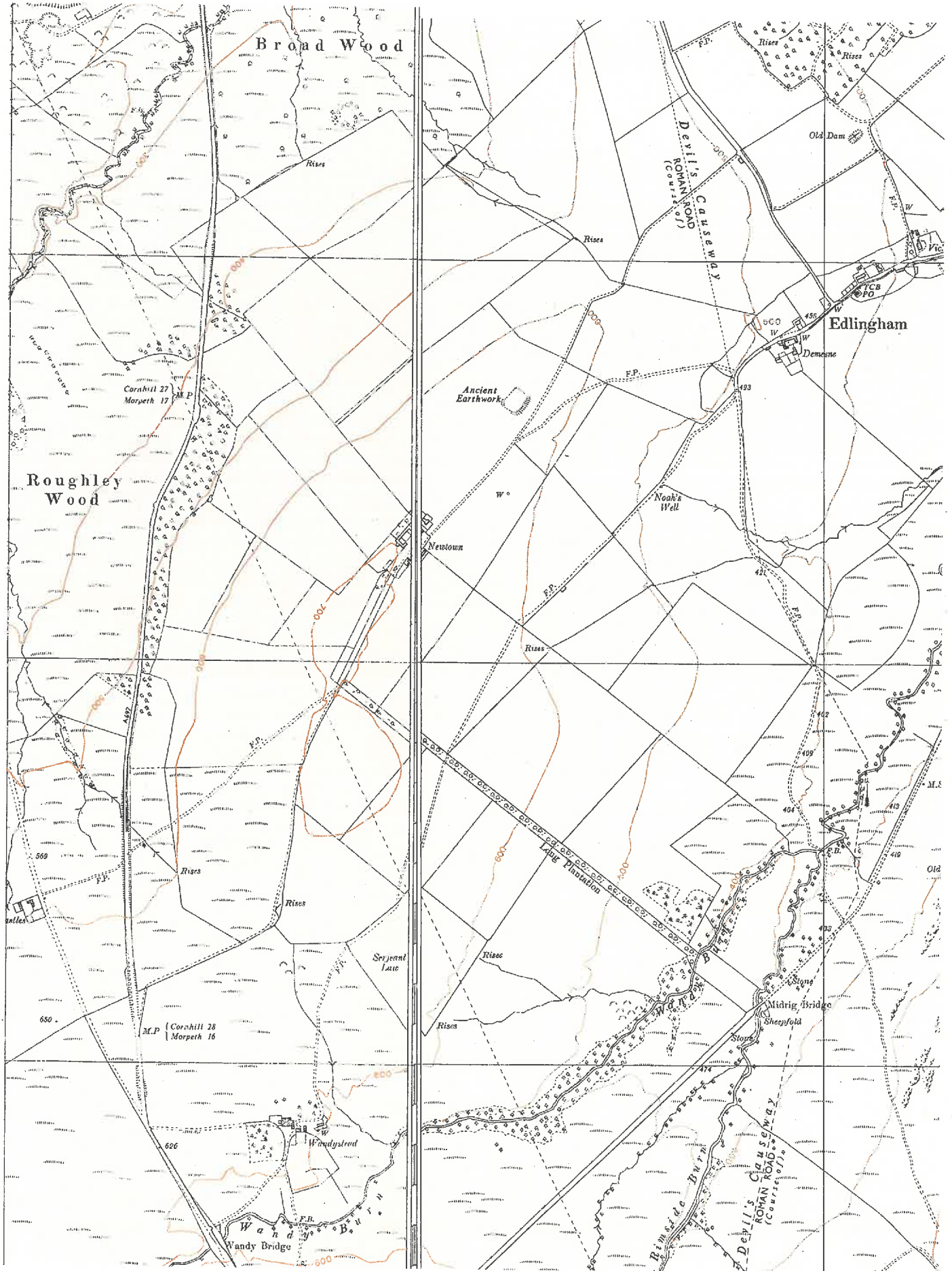
Extract from the Council's 1951 Highways Map











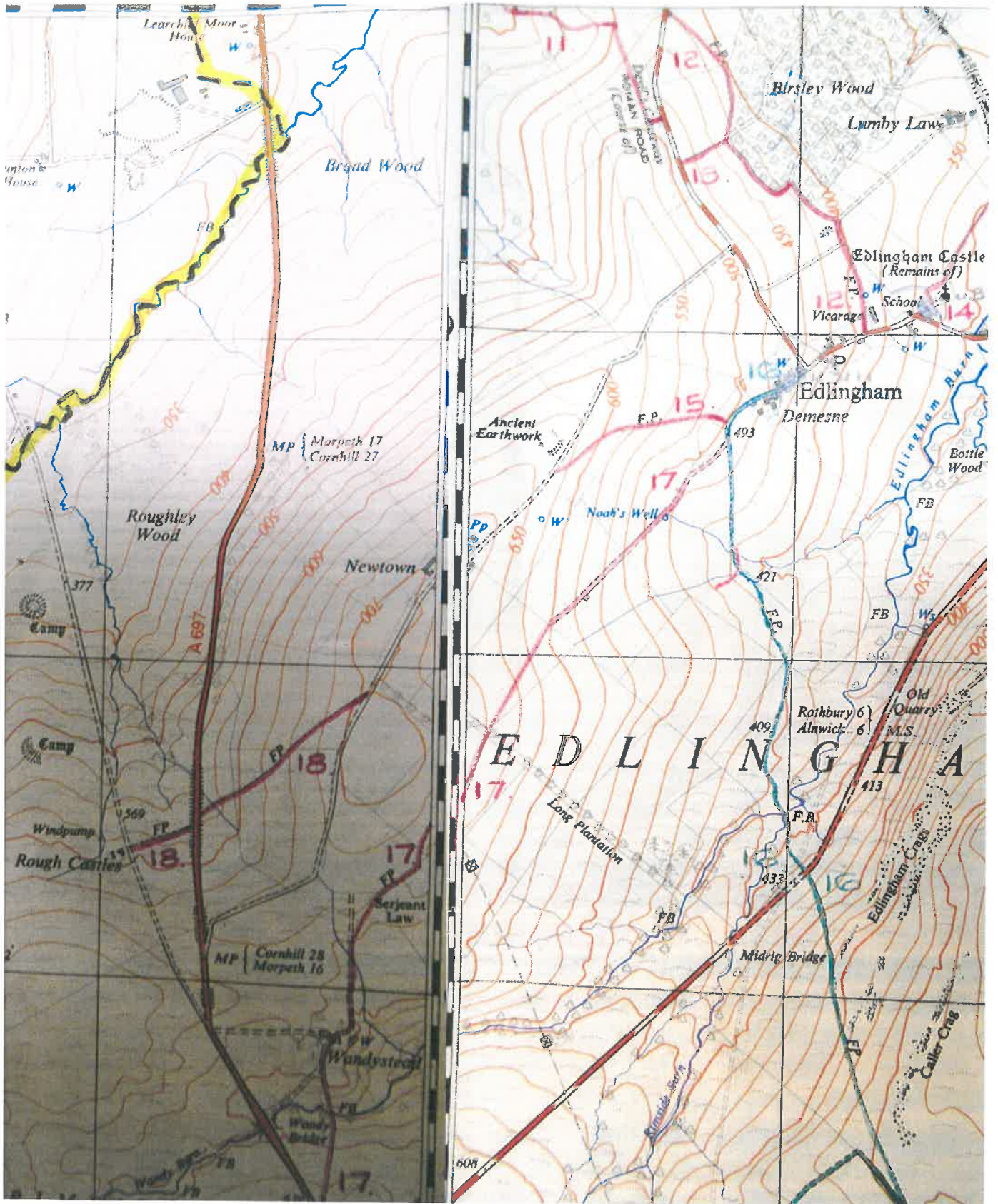
# 1958 County Road Schedule

## ALNWICK DIVISION

### Unclassified Roads in Alnwick Rural District

		Brought Forward	48.967
U.3054	Wendy Bridge - Edlingham.	From A.697 near Wendy Bridge via Newtown to C.89 near Edlingham.	1.72
U.3055	Glenallen - Broomhill and Hawden Grange Road	From C.90 near Bettle Bridge via Glenallen Broomhill and Redside Wood to B.6341 near Hawden Grange. (Urban 0.98 - Rural 1.50)	2.48
U.3056	Lemington Hall Road	From C.90 at Lemington Bank via Lemington Hall to B.6341 near Banktop.	1.23
U.3057	Bolton - Abberwick Road	From C.85 near Bolton via Abberwick Ford to U.3055 east of Broomhill including Bolton Mill Road and Abberwick Road.	3.05
U.3058	Garminbedge Bank - Learchild Moor Road	From C.90 near Garminbedge Road via Low Learchild to A.697 near Learchild Moor House.	1.36
U.3059	Learchild - Lemington Hill Road	From U.3058 near High Learchild crossing Class C.89 at Hillhead via Lemington Mill to U.3056 near Lemington Hall.	1.78
U.3061	Shawdon Hill - Rothill Road	From A.697 near Shawdon Hill south-west to R.D. boundary.	0.15
U.3069	White House Folly Road	From B.6347 near Cherlton House via White House Folly to B.6346	1.50
U.3071	South Cherlton - Heiferlaw Bank Road.	From B.6347 South Charton via Humblebough to A.I. at Heiferlaw Bank.	1.76
U.3074	Hipsburn Crescent Lesbury		0.08
U.3075	Devison Avenue, Felton.		0.114
U.3076	Fallden Avenue and cul-de-sac Shilbottle.		0.108
U.3077	Acklington Broomhill Old Road	From B.6345 at Acklington to C.104, east of Acklington.	0.106
		Forward	<u>64.405</u> miles

# Original Definitive Map





NORTHUMBERLAND COUNTY COUNCIL.

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

PUBLIC RIGHTS OF WAY - STATEMENT.

1. Borough .....  
Urban District .....  
Rural District ..... ALNWICK
2. Parish ..... EDLINGHAM
3. Number of Footpath on Map ..... 15.
4. Name of Path .....
5. Kind of Path (i.e. FP/BR) ..... F.P.
6. General Description of Path From the public road north-east of Newtown in  
A north-easterly direction to join B.R. 16 south-west of Edlingham Demesne,....  
.....  
.....  
.....  
.....
7. Other relevant information .....  
.....  
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NORTHUMBERLAND COUNTY COUNCIL.

NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949.

PART IV.

PUBLIC RIGHTS OF WAY - STATEMENT.

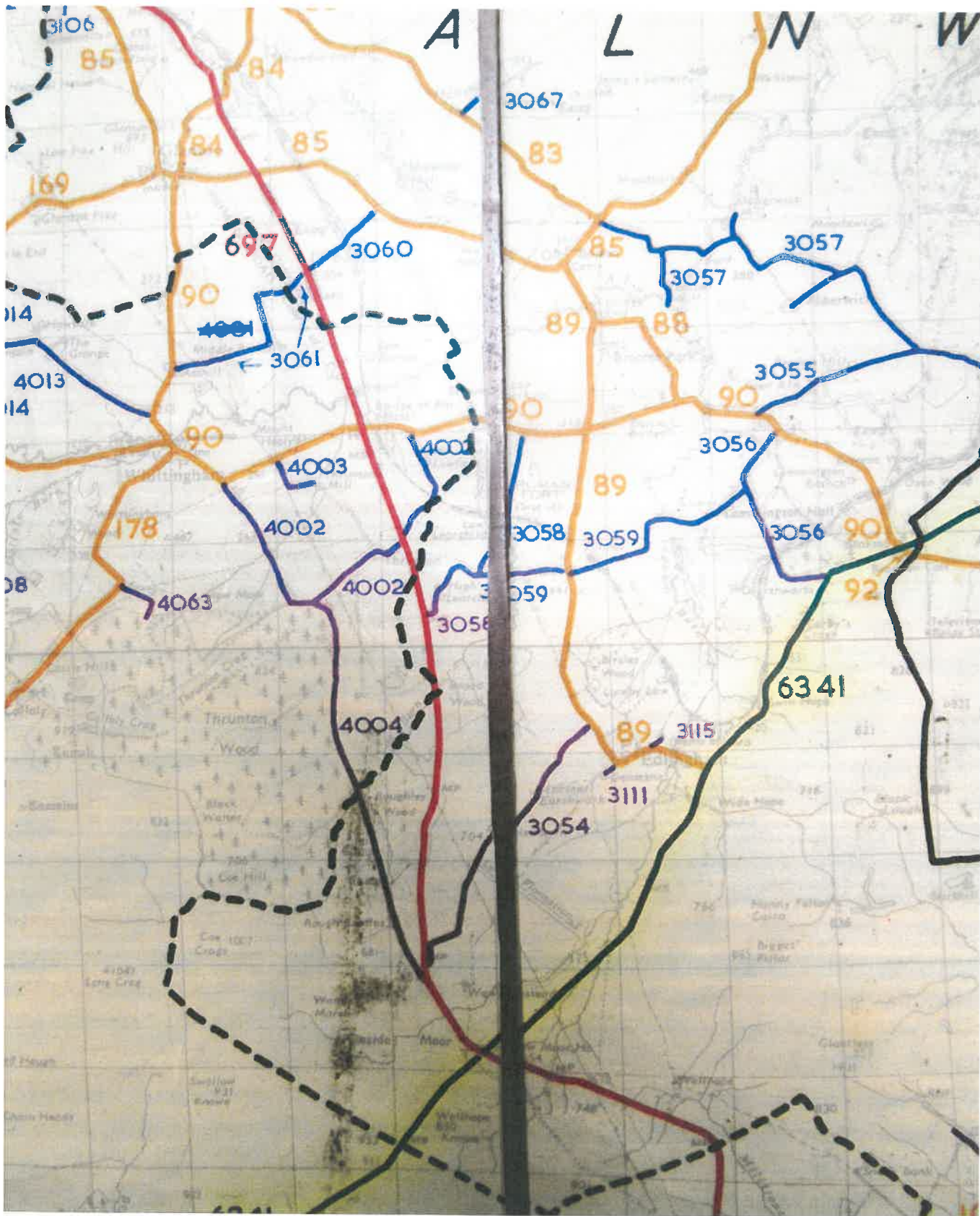
1. Borough .....  
Urban District .....  
Rural District ..... **ALNWICK**
  
2. Parish ..... **EDLINGHAM.**
  
3. Number of Footpath on Map ..... **18.**
  
4. Name of Path .....
  
5. Kind of Path (i.e. FP/BR) ..... **F.P.**
  
6. General Description of Path **From the Thrunton - New Moor House road at** .....  
**Rough Castles in a north-easterly direction across the Morpeth - Cornhill road** .....  
**to join the Wandy Bridge - Edlingham road south-west of Newtown.** .....  
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.....
  
7. Other relevant information .....  
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# 1964 County Road Schedule

- 81 -

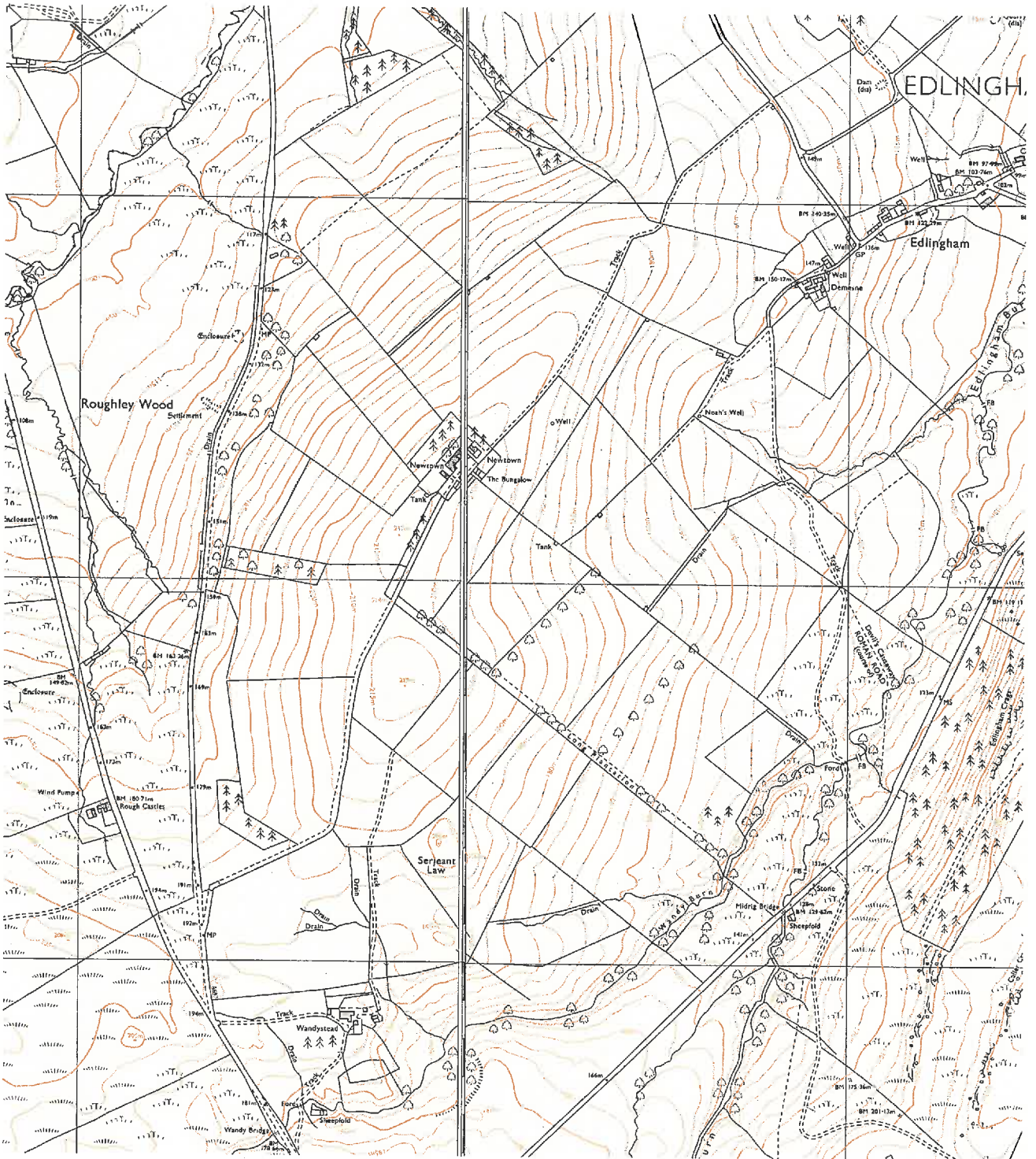
Route No.	Name of Road.	Description.	Responsible Division or Authority.	Mileage.	Total Mileage.
U.3049	Newmoor Hall-Overgrass-Rushycap Road.	From Rural District boundary at Newmoor Hall via Overgrass, crossing C.390 near Chester Hill to A.1 at Rushycap. (Continues in Rothbury Rural District as U.4043).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

Extract from the Council's 1964 Highways Map



# 1974 County Road Schedule

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



# Ordnance Survey Explorer Map 332

1:25,000

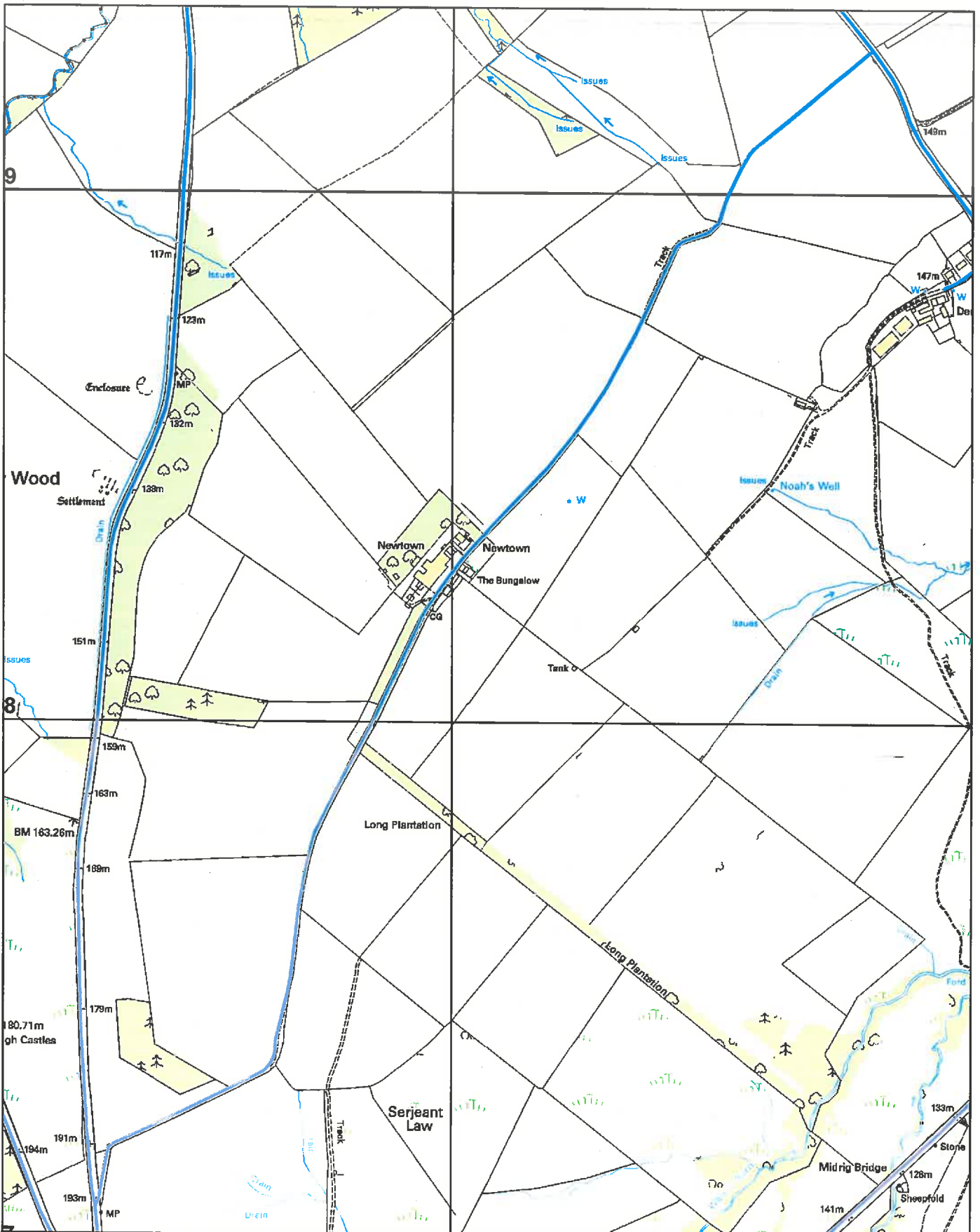
(2005)



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

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





**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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Drm:

Date:

Scale:

AB

Mar 2020

1:10,000