



Northumberland

County Council

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

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

ALLEGED BYWAY OPEN TO ALL TRAFFIC No 33 PARISH OF EDLINGHAM

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

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 U3059 road, from the C89 road, at Lemmington Hill Head, in a general easterly direction, via Lemmington, to the C90 road (Lemmington Bank).

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 Q-X-R;**
- (ii) the Natural Environment and Rural Communities Act 2006 would not appear to have extinguished the public's motorized vehicular rights over the Q-X-R route;**
- (iii) the Q-X part of 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 'U3059' 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 U3059 unclassified County road based upon more than simply its inclusion in the List of Streets.

3. LANDOWNER EVIDENCE

3.1 To date, no landowner 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". Four replies were received and are included below.

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

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

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

4.3 By email, on 4th May 2018, Ms S Rogers responded to the consultation on behalf of the British Horse Society, stating:

"Alleged byway open to all traffic 33 (Lemmington Mill)

"Starting at R, this is a narrow tarmac road down to Lemmington Mill. It then turns into a rough track and crosses a satisfactory ford over the Edlingham Burn where there is a footbridge as well. This track becomes an unwaymarked grass track and crosses the old railway line by a fine bridge to cross another pasture to meet the road beside Hill Head.

"Besides being in a rideable condition, it also links to a bridleway and a footpath which may have higher rights. So it has the potential to provide circular routes. There is evidence of it being used by local horse riders. The BHS supports its addition to the definitive map."

4.4 By email on 9th May 2018, Mr P Hanmer, of East Cottage, Lemmington, responded in relation to this route and several others stating:

"I can't speak as the owner of any of these pieces of land. However, I can speak as some one who does walk and drive (via 4x4 vehicle for legitimate purposes of Nature Conservation) on many byways and farm tracks (with permission) in the county. I can confirm that I have always understood for approx. the last 30 years that the 'byways' on the

following Plans were all legitimate rights of way suitable for vehicles and have used them as such.”

“Plans 17, 18, 20, 22, 23, 25, 26, 27, 28, 50, 52 &57”

- 4.5 By email, on 24th 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 no evidence of a road or track approximating to the route of alleged Byway No 33.

1820 Fryer's County Map

There is clear evidence of a road or track approximating to the eastern end of the route of alleged Byway No 33 (as far as Lemmington Mill).

1827 Cary's Map

Except, perhaps, for a short road to Lemmington itself (i.e. the very eastern end), there is no evidence of a road or track approximating to the route of alleged Byway No 33.

1828 Greenwood's County Map

There is clear evidence of a road or track approximating to the route of alleged Byway No 33.

c.1860 Ordnance Survey Map: Scale 1:2500

There is clear evidence of a partly enclosed road / track over the whole route of alleged Byway No 33. The track is identified as part of parcel number “73” in Lemmington township. In the accompanying Book of Reference, this parcel is identified as “Public road”.

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

There is clear evidence of a partly enclosed road / track over the route of alleged Byway No 33.

1881 North East Railway deposited plan

There is clear evidence of a track over the route of alleged Byway No 33, east of Hillhead. The track is identified as being within the land parcel numbers "17" and "18". In the accompanying Book of Reference both of these parcels are identified as being "Field and Occupation road".

1899 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a mainly unenclosed road / track over the route of alleged Byway No 33.

Finance Act 1910 plan

There is clear evidence of a mostly unenclosed road / track over the route of alleged Byway No 33. The enclosed sections of the route are not identified as being separate from the adjacent land by coloured boundaries. If they had been, this would have been a good indication that the road was considered to be public at that time. The east-west section of road on the east side of the railway is annotated (in red ink) as "Public Bye Road" and the north-south section, west of Lemmington Mill, is annotated (in pencil) as "Public Bye Road". East of Hillhead, a path coming up from the south which joins the alleged byway route is annotated (in red ink) as "Public Footpath".

1926 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a mainly unenclosed road / track over the route of alleged Byway No 33.

1932 Alnwick RDC Handover Map

The route of alleged Byway Open to All Traffic No 33 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 33 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 "109".

1951 Highways Map

The route of alleged Byway Open to All Traffic No 33 is coloured so as to identify it as a publicly maintainable road. It is labelled as being part of the "U3059".

c.1952 Definitive Map – original Survey Schedules & Map

The route of alleged Byway Open to All Traffic No 33 exists on the base map, and is (for the most part) coloured brown. Known public roads were generally coloured brown to indicate what the extent of the road network was considered to be. The short section of road depicted on the top left map sheet is not coloured brown - almost certainly this was an oversight; not a deliberate omission.

Draft Map

The route of alleged Byway Open to All Traffic No 33 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 "1" and "4") and one public bridleway (numbered "2") are identified connecting with the alleged byway.

Provisional Map

As with the Draft Map, the route of alleged Byway Open to All Traffic No 33 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 "1" and "4") and one public bridleway (numbered "2") 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 33.

1962 Original Definitive Map

The route of alleged Byway No 33 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 33 is coloured so as to identify it as a publicly maintainable road. It is labelled as part of the "U3059".

1977 Ordnance Survey Map: Scale 1:10,000

There is clear evidence of a mainly unenclosed road / track over the majority of the route of alleged Byway No 33. There isn't a track depicted over the section between the dismantled railway and Lemmington Mill.

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

There is clear evidence of an enclosed road / track over the route of alleged Byway No 33. All but the eastern end of route is marked with green dots, signifying that it is an "Other route with public access" (i.e. an ORPA).

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

The route of the alleged byway (the U3059) is clearly identified as publicly maintainable highway.

- 5.2 In the Schedule of reputed Public Rights of Way prepared by Alnwick Rural District Council, under the Rights of Way Act 1932 the following routes appear to be identified starting / terminating on (rather than proceeding along) the of the route of alleged Byway No 33:

"Parish of Lemmington

.....

1. F. Lemmington Hall to Battle Bridge, running in a NW direction through field Nos 66, 100, 99, 116, passing through Battle Bridge Farm then through field No 128 to the public road."
2. BR. From Railway Bridge to Overthwarts and Hill Head running in a SW direction over cart road to Overthwarts, then NW through field Nos 32, 41, 40, 47, 46, joining public road to Hill Head."
4. F. Lemmington to Edlingham, from the public road leading to Lemmington Mill, in field No 51, SW of Lemmington Hall, running in a S direction through field Nos 52, 39, 41, 32, joining footpath No 3."

- 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:

"109. Road from the Edlingham - Bolton road at Hillhead via Lemmington Mill to the Banktop - Lemmington Bank road at Lemmington Hall."

- 5.4 There is no entry for the U3059 road, in the 1958 County Road Schedule.

"U3059 Learchild - Lemmington Hall Road
From U3058 near High Learchild crossing Class C89 at Hillhead via Lemmington Mill to U3056 near Lemmington Hall."

The length of the U3059 road is identified as 1.78 miles.

- 5.5 The entry for the U3059 road, in the 1964 County Road Schedule, states:

"U3059 Learchild - Lemmington Hall
From U3058 near High Learchild crossing C89 at Hillhead via Lemmington Hill to U3056 near Lemmington Hall."

The length of the U3059 road is identified as 1.78 miles.

- 5.6 The entry for the U3059 road, in the 1974 County Road Schedule states:

“U3059 Learchild - Lemmington Hall

From U3058 near High Learchild (NU 099106) eastwards crossing C89 at Hillhead via Lemmington Hill to U3056 near Lemmington Hall (NU 123114).”

The length of the U3059 road is identified as 1.78 miles.

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

Public Footpath No 6

“From the public road to Lemmington Mill opposite Lemmington Hall in a north-westerly and northerly direction across the Eglington Burn by the footbridge and by Battle Bridge to join the Whittingham - Banktop road west of the Eglington Burn.”

Public Footpath No 7

“From the public road to Lemmington Mill in a southerly direction to join FP 14.”

Public Bridleway No 8

“From the Hillhead - Lemmington Hall road south-west of Lemmington Mill in a south-easterly and north-easterly direction across the Eglington [sic] Burn and by Overthwarts to join the Edlington - Lemmington Hall road north of the London North Eastern Railway.”

6. SITE INVESTIGATION

- 6.1 From Point Q, on the C89 road, at Hill Head, a 7.6 to 9.5 metre wide stone surfaced track proceeds in an easterly direction for a distance of 40 metres to a field gate. The alleged byway then continues as a 2 to 3 metre wide, unenclosed stone / grass surfaced track in an easterly direction for a further 220 metres to another field gate. It then continues as a 3.7 metre wide stone / grass track for a further 50 metres on a bridge over a dismantled railway. Across the bridge, a 3 metre grass track in what appears to have once been a 12.19 metre (i.e. 40 foot) wide corridor (now just a headland) continues in an easterly direction for 475 metres. An unenclosed 2 to 3 metre wide grass track then proceeds in a northerly direction for a distance of 60 metres to another field gate. Thereafter, a 2 to 3 metre wide stone / earth / grass surfaced track continues in a northerly direction for 185 metres, then north-easterly direction for 20 metres. From this point, a 2.5 metre wide stone / grass surfaced track, in a 6 to 9 metre wide corridor, continues in a north-easterly direction for a distance of 75 metres, then easterly direction for 85 metres. It then continues in a less well defined 8.5 to 10.5 metre wide 'corridor' in a south-easterly then north-easterly direction for a total of 80 metres to a ford through the Edlington Burn (with a footbridge approximately

15 metres to the south of that). The Edlingham Burn is approx 5 metres wide at the ford. On the other side, a 2.5 metre wide stone / grass surfaced track in an 8.5 to 9.5 corridor proceeds in a north-easterly direction for a distance of 40 metres, arriving at Lemmington Mill. At this point, the surface changes to tarmac and the road enters a tarmac yard area.

- 6.2 A 2.5 to 3 metre wide tarmac road, in a 5.5 to 9 metre wide corridor, proceeds in an easterly direction, passing Lemmington Mill, for a distance of 285 metres, then in a northerly direction, within a very variable 5 to 13.5 metre corridor (therefore probably not enclosed with reference to the highway) for a distance of 105 metres. Then it continues as a 2.5 metre wide rough tarmac road within a 4.7 to 5.5 metre wide corridor in a north-easterly direction for 115 metres, then unenclosed for a further 20 metres to the corner of Mill Cottage. From this point a 2.5 metre wide tarmac road within a 7 metre wide, reducing to 4 metre wide, corridor continues in a north-easterly direction for a further 50 metres to the northern corner of Forge Cottage. A 3 metre wide tarmac road within a 6.25 metre wide corridor continues in the same direction for a further 10 metres, to Point X, where it has a junction with road providing access to the rear of the Lemmington Hall properties.
- 6.3 From Point X, a 2.5 to 3 metre wide tarmac road, within a 7.2 to 9.1 metre wide corridor, proceeds in a north-easterly direction for a distance of 270 metres to Point R, on the U3056 road, 40 metres north-east of Garden Cottage.

7. DISCUSSION

- 7.1 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.

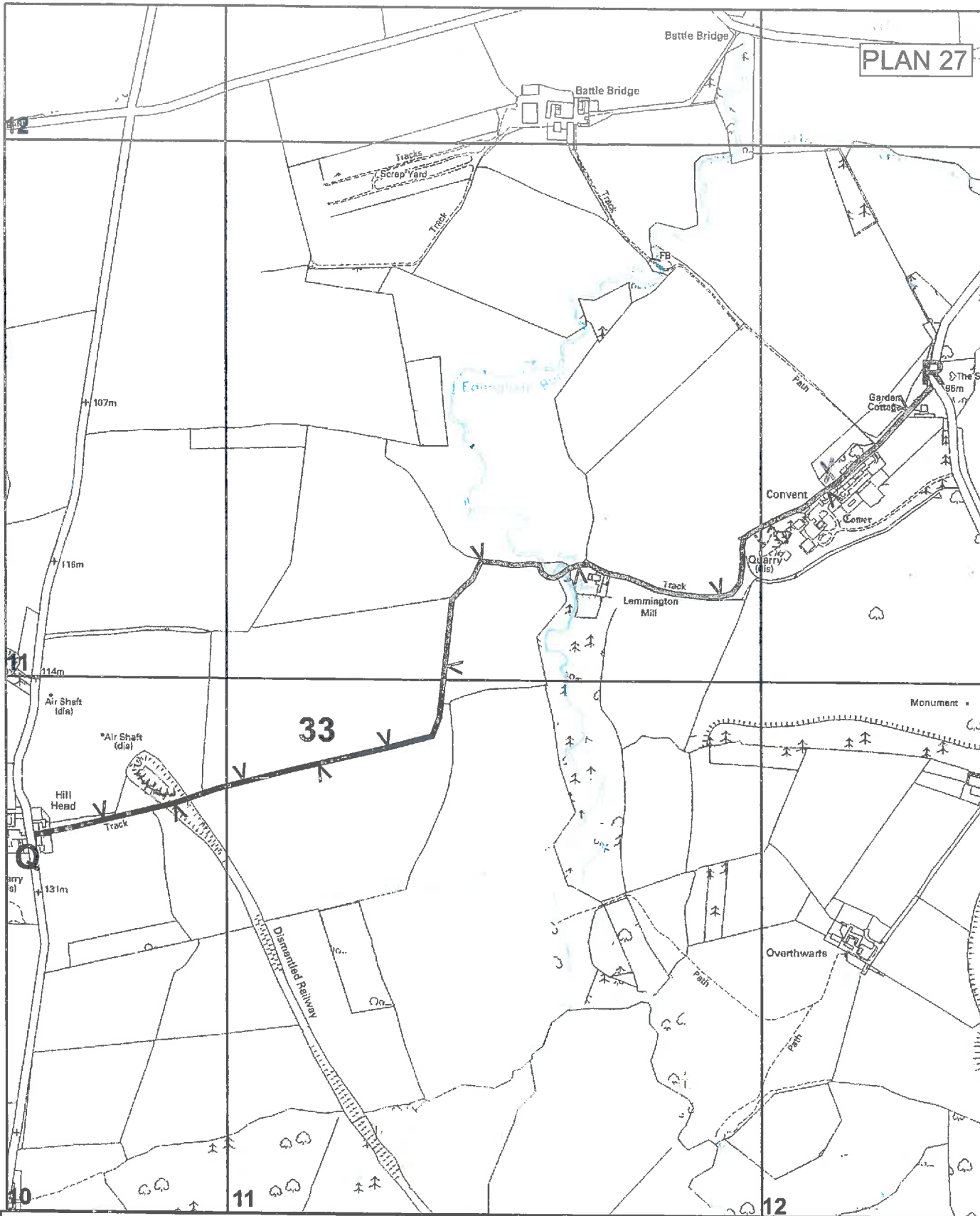
- 7.2 When considering an application / proposal for a modification order, Section 32 of the Highways Act 1980 provides for "any map, plan or history of the locality or other relevant document" to be tendered in evidence and such weight to be given to it as considered justified by the circumstances, 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 33 is identified on the County Council's current List of Streets as being part of the U3059 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 / Schedule produced under the Restriction of Ribbon Development Act 1935.

- 7.5 The route has been consistently identified as a road / track on Ordnance Survey maps since c.1860, although the extent to which it was enclosed appears to have varied over time. Although the route is not shown on Armstrong's County Map of 1769 and only the eastern end is shown on Fryer's County Map of 1820, and (possibly) on Cary's Map of 1827, the whole route is clearly depicted on Greenwood's County Map of 1828. Only the eastern end, at Lemmington, is identified as an enclosed road on the plan produced in relation to the Finance Act 1910, and this section is not separated from the surrounding land by coloured boundaries in the way that we might have expected an acknowledged public road to be shown. It is, in fact, identified with its own coloured boundary. That said, the section east of the railway is annotated in red pen as "Public Bye Road" on the Finance Act plan, and the section on the adjoining farm, south-west of Lemmington Mill, is annotated in pencil as a "Public Bye Road". Set against that, the North East Railway deposited plans (from 1881) identify the section of the route east of Hillhead as an "Occupation road".
- 7.6 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 proceeding south-eastwards to Lemmington is identified as terminating on "the public road", the public bridleway heading north-west from Overthwarts is identified as "joining public road to Hill Head", and the public footpath proceeding southwards (from between Lemmington Hall and Lemmington Mill) is identified as starting "from public road leading to Lemmington Mill" which would be consistent with the alleged byway route being considered to be a public road.
- 7.7 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.
- 7.8 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.

- 7.9 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.
- 7.10 Of the saving provisions above, the main one (b), will apply to the U3059 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.
- 7.11 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 eastern part of this route, as far as Lemmington Mill, has a drivable tarmac surface, and is clearly in regular use by the occupiers of the various properties at Lemmington (as far as Lemmington itself), and by the occupiers of Lemmington Mill (all the way to the Mill). The section west of Lemmington Mill is stone / earth / grass surfaced and we would not anticipate this section to be driven by 'normal' motor vehicles. Whilst it is understood that the public nevertheless make both motorised and non-motorised use of the route between Hill Head and Lemmington, the relative proportions of this use aren't known. Setting aside landowner use of the route, the physical condition of the route between Hill Head and Lemmington Mill suggests that public use is likely to be predominantly non-motor vehicular. Certainly, the grass / earth / stone surfaced nature of this section would appear to satisfy any character test. Vehicular use of the section of road between Point R and Point X, at Lemmington, is likely to be significantly greater than it is for the remainder of the route. There are believed to be around 10 dwellings at Lemmington taking access from this section of the road, and given its width and the condition of the carriageway, it is less likely to be mistaken for anything other than a public road. The section of road west of point X is significantly narrower and is much less obviously a part of the ordinary road network.
- 7.12 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. On that basis, if this route were to be included in a future Definitive Map Modification Order as either a byway open to all traffic or restricted byway, it is proposed to record it with a width varying from 3.7 to 12.19 metres, as



NORTHUMBERLAND

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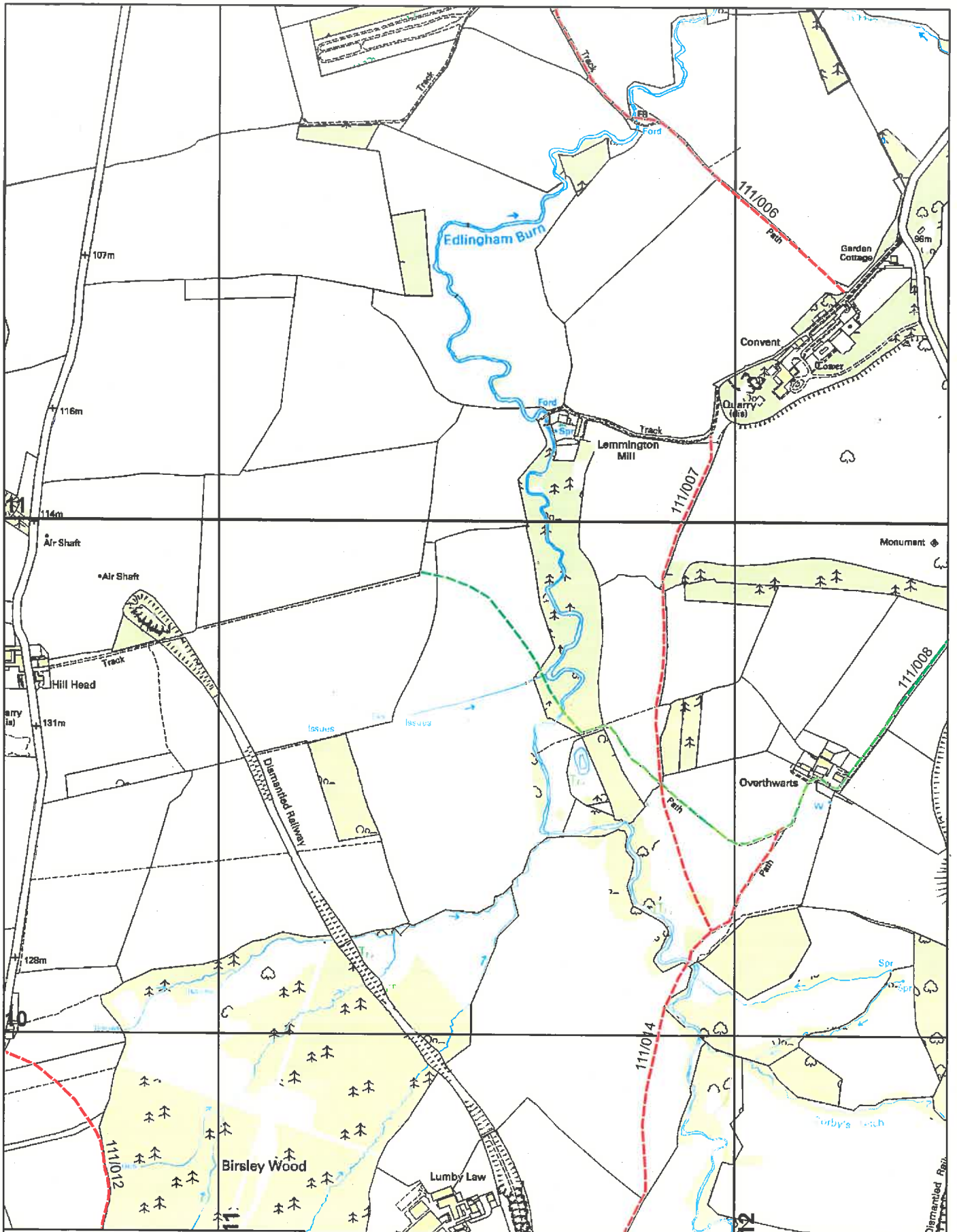
Wildlife and Countryside Act 1981 Public Rights of Way



Alleged Byway Open to All Traffic

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Former District(s) Alnwick	Parish(es) Edlingham	Scale 1:10,000
Def. Map No. 68	O.S. Map NU 11 SW	Date October 2016




Northumberland
 County Council

Contact: Alex Bell
 Telephone: 01670 624133
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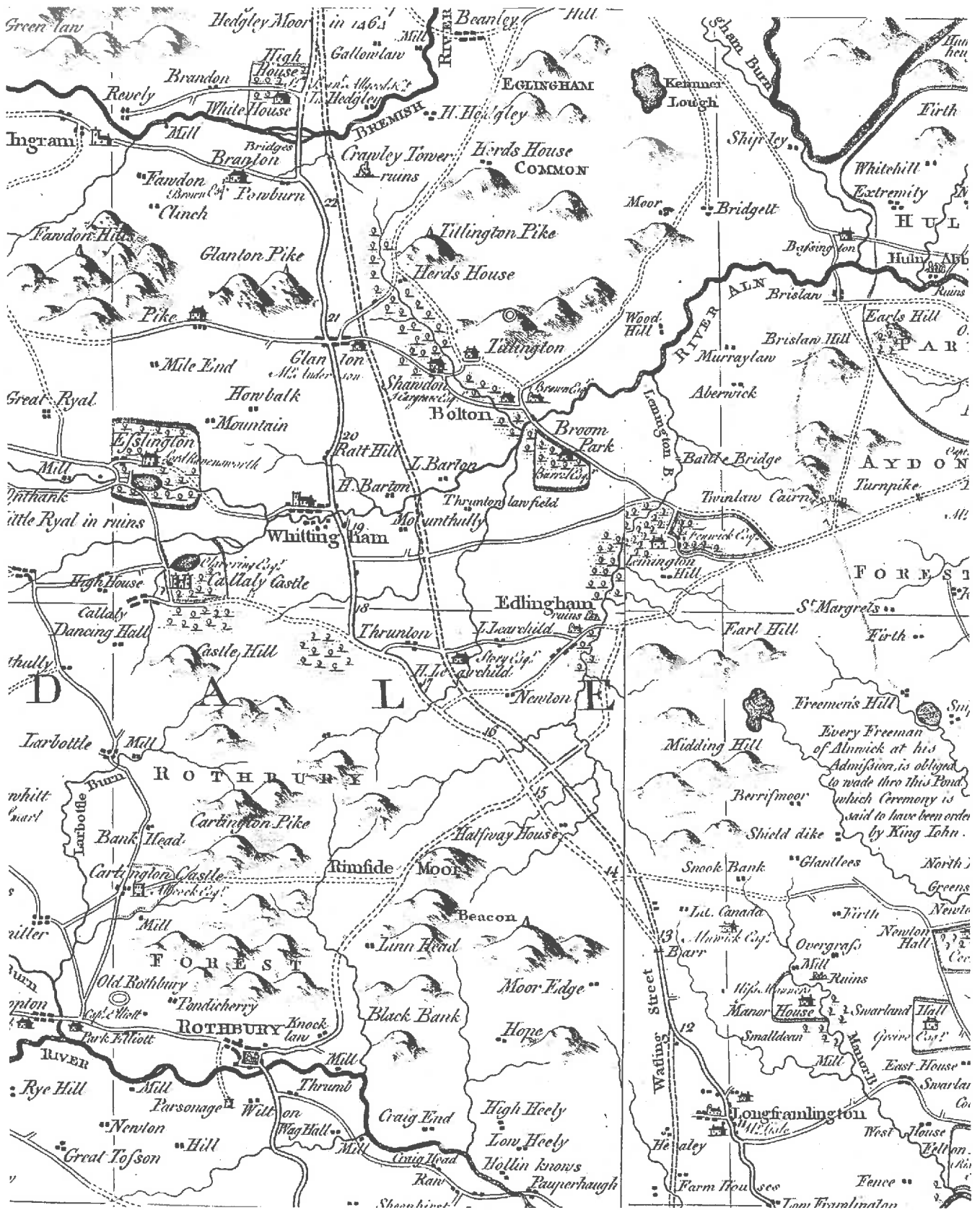
Legend

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

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

Scale: 1:10,000

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Fryer's County Map
1820





Greenwood's County Map 1828



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

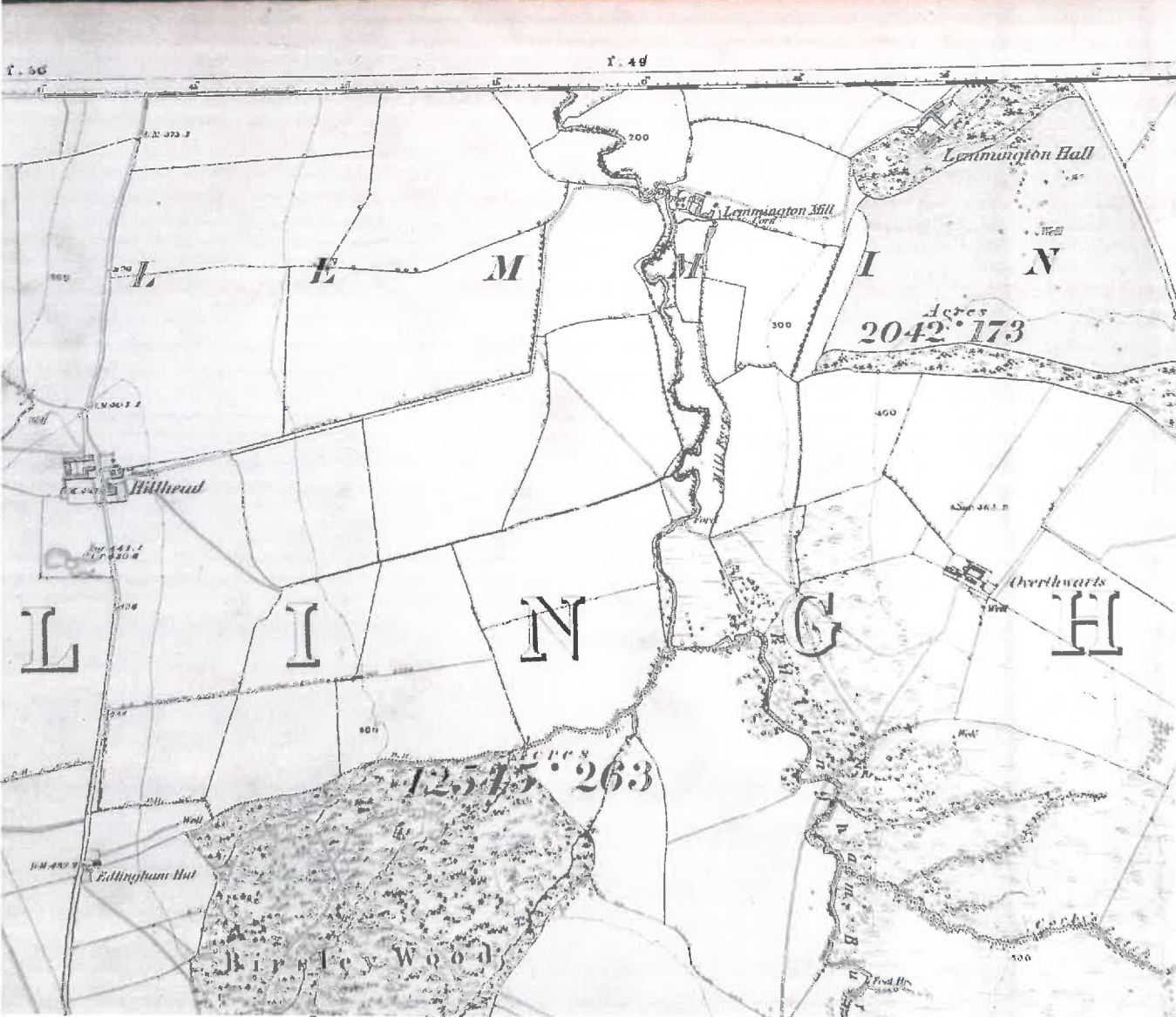


PARISH OF EDLINGHAM.

No. on Plan.	Area in Acres.	Remarks.	No. on Plan.	Area in Acres.	Remarks.	
	488-348	<i>Brought forward.</i>		1077-417	<i>Brought forward.</i>	
56	.522	Houses, gardens, &c.	98a	.614	Houses, yards, garden, &c. (Lemington Mill, corn).	
57	.509	Arable, &c.				
58	17-540	Rough pasture, &c.				
58a	.391	Pond.				
59	.234	Wood.		99	7-495	Pasture, &c.
60	.453	Houses and yards, &c. (Lemington Branch).		100	10-056	Arable.
61	.074	Garden.	101	2-899	Pasture.	
62	.191	House and garden.	102	17-662	Pasture, &c.	
63	1-292	Wood.	103	9-296	Arable.	
64	18-767	Pasture.	104	46-564	Ornamental ground.	
65	16-953	Arable, &c.	105	9-418	Wood.	
66	19-352	Pasture.	106	11-933	Arable.	
67	3-383	Public road.	107	11-392	Pasture.	
68	24-339	Pasture.	108	23-018	Arable, furze, &c.	
69	35-164	Pasture, &c.	109	10-149	Pasture, &c.	
70	9-558	Arable, &c.	110	5-480	Pasture, &c.	
71	13-351	Arable.	111	.473	Brushwood, &c.	
72	16-127	Arable.	112	92-677	Wood, &c.	
73	3-050	Public road.	113	.867	House and gardens.	
74	.182	Wood.	114	3-476	Public road.	
75	1-851	Gardens, &c.	115	1-962	Pasture, &c.	
76	8-976	Wood, &c.	116	.713	Houses and gardens (Cock House).	
77	.391	Garden.	117	.378	House and gardens (Banktop).	
78	.938	Houses, yards, &c. (Lemington Hall).	118	.262	Gardens.	
79	.742	Wood.	119	3-067	Wood.	
80	6-793	Public road.	120	5-133	Pasture, &c.	
81	25-600	Pasture, &c.	121	1-092	Houses, yards, garden, &c.	
82	29-500	Pasture.	122	.321	Houses, gardens, &c.	
83	12-970	Arable, &c.	123	.301	Houses, garden, &c.	
84	1-357	Wood.				
85	15-150	Pasture.	124	3-886	Pasture, &c.	
86	64-100	Rough pasture, &c.	125	26-279	Arable.	
87	12-216	Public road.	126	26-244	Pasture, &c.	
88	25-094	Rough pasture, &c.	127	9-376	Arable.	
89	35-912	Wood, &c. (Oxen Wood).	128	14-093	Arable.	
90	15-629	Arable.	129	9-172	Pasture.	
91	16-040	Arable.	130	10-183	Arable.	
92	19-841	Arable.	131	9-454	Pasture.	
93	26-723	Arable.	132	12-587	Pasture.	
94	27-922	Pasture.	133	14-981	Pasture, &c.	
95	18-914	Pasture, &c.	134	15-613	Pasture, &c.	
96	10-550	Arable.	135	12-647	Rough pasture, &c.	
97	18-206	Pasture, &c.	136	7-270	Pasture, furze, &c.	
98	11-959	Pasture, &c.	137	4-631	Wood, &c.	
			138	21-755	Pasture, furze, &c.	
	1077-417	<i>Carried forward.</i>		1552-297	<i>Carried forward.</i>	

Hillhead.

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



North Eastern Railway (Alnwick and Cornhill Branch)
 Book of Reference
 1881

NUMBER ON PLAN	DESCRIPTION OF PROPERTY	OWNERS OR REPUTED OWNERS	LESSEES OR REPUTED LESSEES	OCCUPIERS
14	Field and stream	William John Rawton	Robert Gibson	Robert Gibson
15	Field	William John Rawton	Jane Stephenson, John Stephenson, George Stephenson and Thomas Stephenson	Jane Stephenson, John Stephenson, George Stephenson and Thomas Stephenson
16	Field	William John Rawton	Jane Stephenson, John Stephenson, George Stephenson and Thomas Stephenson	Jane Stephenson, John Stephenson, George Stephenson and Thomas Stephenson
17	Field and Corporation road	William John Rawton	Jane Stephenson, John Stephenson, George Stephenson and Thomas Stephenson	Jane Stephenson, John Stephenson, George Stephenson and Thomas Stephenson
18	Field and Corporation road	William John Rawton	Jane Stephenson, John Stephenson, George Stephenson and Thomas Stephenson	Jane Stephenson, John Stephenson, George Stephenson and Thomas Stephenson
19	Field	William John Rawton	Jane Stephenson, John Stephenson, George Stephenson and Thomas Stephenson	Jane Stephenson, John Stephenson, George Stephenson and Thomas Stephenson
20	Field	William John Rawton	Jane Stephenson, John Stephenson, George Stephenson and Thomas Stephenson	Jane Stephenson, John Stephenson, George Stephenson and Thomas Stephenson

15.

2nd Edition 6" O.S. Map 1899

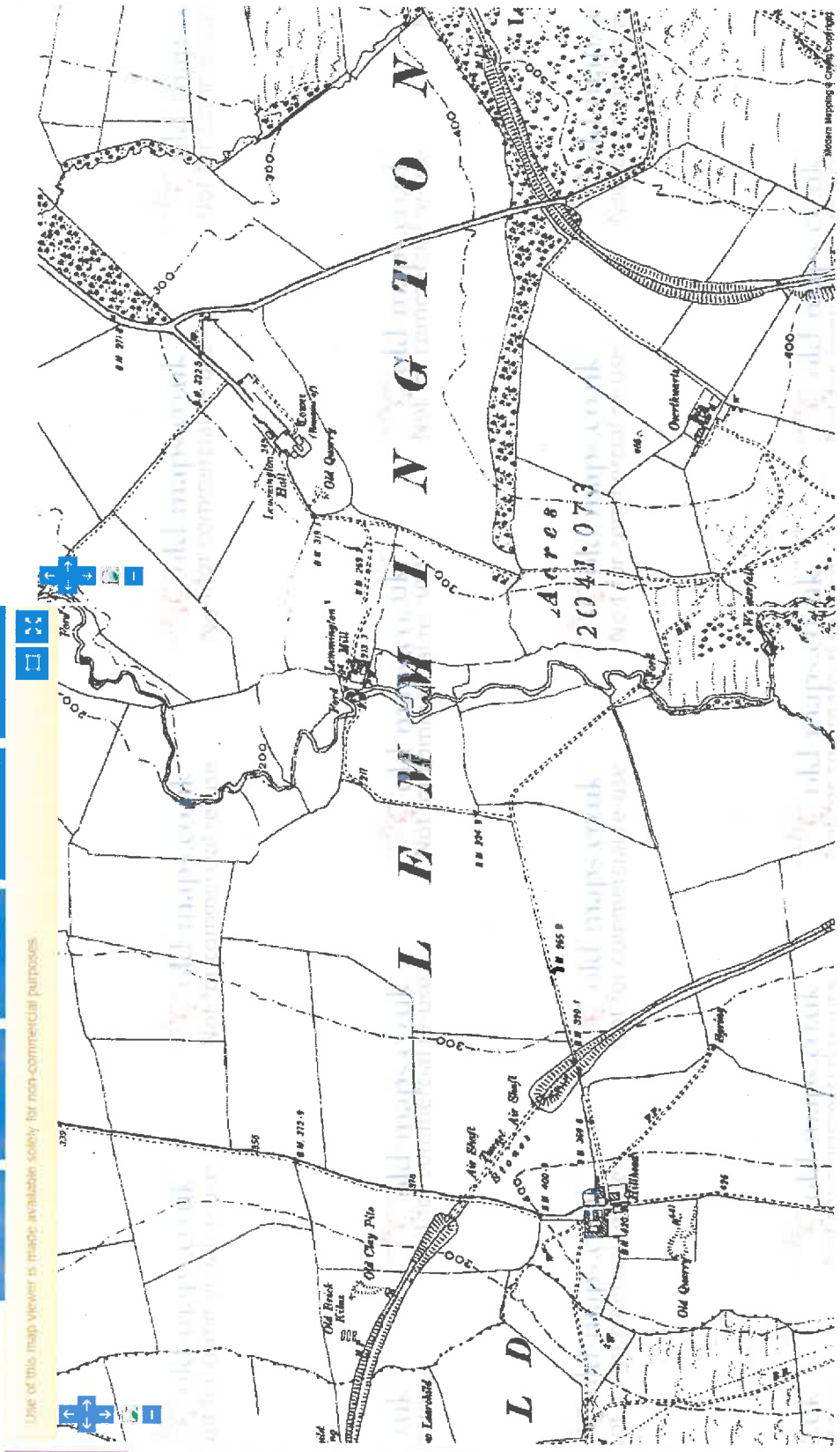
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Available Maps

All Map Types OS County Series NORTHUMBERLAND 1866 1:10,560	<input type="button" value="Enlarge View"/> <input type="button" value="Add to Cart"/>	OS County Series NORTHUMBERLAND 1866-1895 1:2,500	<input type="button" value="Enlarge View"/> <input type="button" value="Add to Cart"/>	OS County Series NORTHUMBERLAND (partial) 1895 1:2,500	<input type="button" value="Enlarge View"/> <input type="button" value="Add to Cart"/>	OS County Series NORTHUMBERLAND 1897 1:2,500	<input type="button" value="Enlarge View"/> <input type="button" value="Add to Cart"/>	OS County Series NORTHUMBERLAND 1899 1:10,560	<input type="button" value="Enlarge View"/> <input type="button" value="Add to Cart"/>
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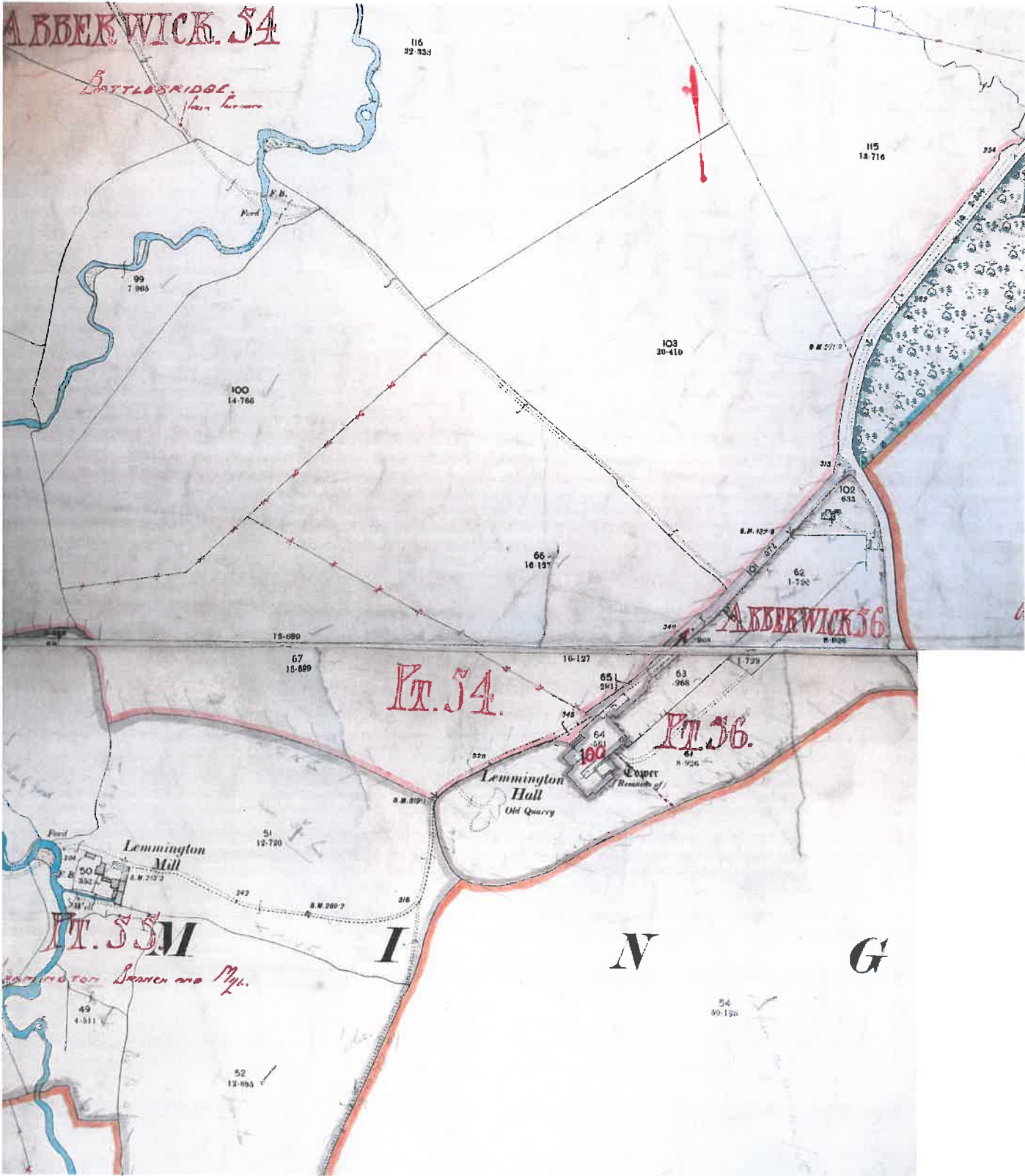


Finance Act 1910 Plan



(Middle section)

Finance Act 1910 Plan



(Eastern end)

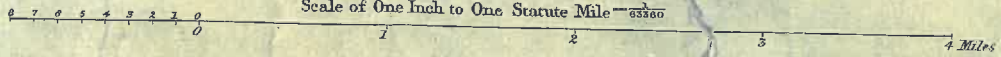


Alnwick RDC Handover Map 1932



9
(ROTHBURY)

Scale of One Inch to One Statute Mile — 63360



Index to the Six Inch Maps in this Sheet

25	26	27
30	31	32
37	38	39

Northumberland

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 Level of the Sea, and are indicated thus (528)

The Contours or Feet of Sea are given in Feet below the assumed Mean Level of the Sea at Liverpool, and are taken from Soundings of Admiralty Surveys.

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Prov. 2/- net

Alsup

**ALNWICK RURAL DISTRICT
COUNCIL**

**SCHEDULE
OF
REPUTED
PUBLIC RIGHTS
OF WAY**

Right of
No. Way.

Description.

35. PARISH OF HAUXLEY.

1. C.R. Continuing cart road No. 11 in the Parish of Togston and running E. of Bondicar Farm along the Lanks to Low Hauxley and on to the Parish Boundary.
2. F. From Bondicar Farm following western boundary of field No. 77, then over into field No. 75, through field Nos. 65, 54, to join Highway at Hauxley.
3. F. From Hauxley Cottage continuing N. along the edge of field No. 5 then along the eastern boundary of field No. 8 to join cart road No. 1.
4. F. From Hauxley through field No. 7 then along the northern boundary of and through field No. 11 then continuing N.W. crossing the wagonway to join the highway from Ambie to Moorhouse.
5. F. Continuing footpath No. 10 in Togston Parish at stream, following stream in field Nos. 50, 55, along W. boundary of field No. 34 to join the Moorhouse to Hauxley main road.

36. PARISH OF HAZON AND HARTLAW.

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

37. PARISH OF HEDGELEY.

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

Right of
No. Way.

Description.

38. PARISH OF HOWICK.

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

39. PARISH OF LEARCHILD.

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

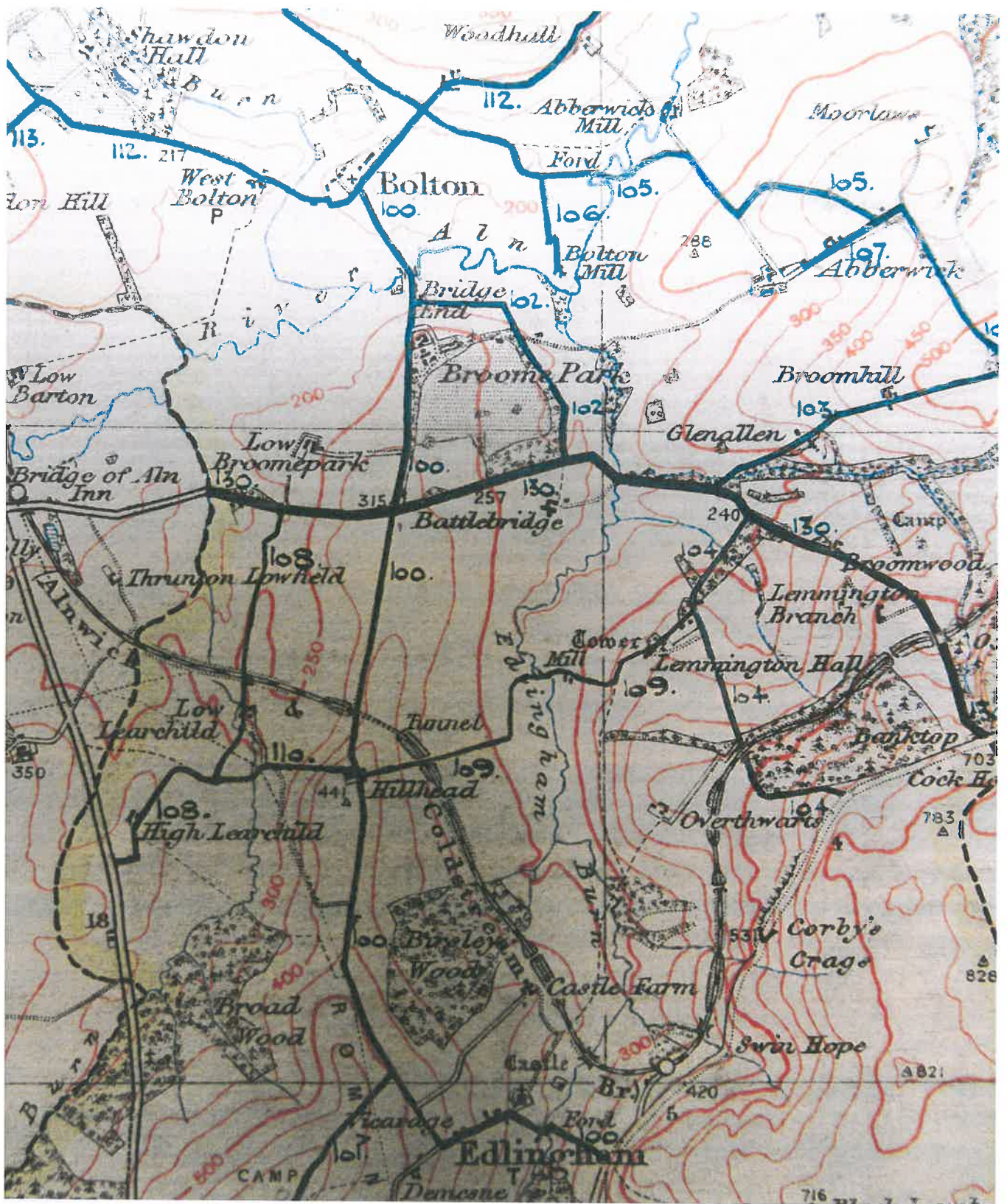
40. PARISH OF LEMMINGTON.

1. F. Lemmington Hall to Battle Bridge, running in a N.W. direction through field Nos. 66, 100, 99, 116, passing through Battle Bridge Farm then through field No. 128 to the public road.
2. B.R. From Railway Bridge to Overthwards and Hill Head running in a S.W. direction over cart road to Overthwards, then N.W. through field Nos. 32, 41, 40, 47, 46, joining public road to Hill Head.
3. F. Overthwards to Edlingham from bridle road No. 2 S. of Overthwards, running in a S.W. direction through field No. 32 to the Edlingham Parish Boundary, joining footpath No. 5 in that Parish.
4. F. Lemmington to Edlingham, from the public road leading to Lemmington Mill, in field No. 51, S.W. of Lemmington Hall, running in a S. direction through field Nos. 52, 39, 41, 32, joining footpath No. 3.
5. F. From Railway Bridge to Broome Wood, running in a N.E. direction through plantation on north side of railway then N. through field Nos. 13a, 13, passing kennels to the public road opposite Broome Wood.

41. PARISH OF LESBURY.

1. F. From public road opposite Rabbit Loaming road end, running in a S. direction to Old Hawkhill through field Nos. 378, 369, 365, then E. to public road.
2. F. From public road N. of Longhoughton Mill Cottages running in a W. direction through Plantation and field No. 334 then under railway viaduct, and along north side of River Aln, through field Nos. 373, 372, 371, 354, to the Greenrigg public road.
3. B.R. Lesbury to Dunsheugh, from public road at Longhoughton Mill, running in a N. direction over cart road leading to Look Out as far as L.N.E.R., then N.W. through field Nos. 331, 406, to the Longhoughton Parish Boundary, joining bridle road No. 3 in that Parish.
4. B.R. East End of Lesbury to Longhoughton Road, from the Boulmer Road running in a N.E. direction through field Nos. 275, 314, then N. through field Nos. 325, 419, to the Longhoughton Parish Boundary, joining bridle road No. 14 in that Parish.
5. F. From opposite Church to Footbridge over River Aln.
6. F. Town Foot Farm to Cemetery at Alnmouth, running in an E. direction through field Nos. 227, 267, then S.E. along north side of River Aln through field Nos. 225, 224, 192, to the Alnmouth Parish Boundary, joining footpath No. 5 in that Parish.

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



Alnwick RD

COUNTY OF NORTHUMBERLAND.

Restriction of Ribbon Development Act, 1935

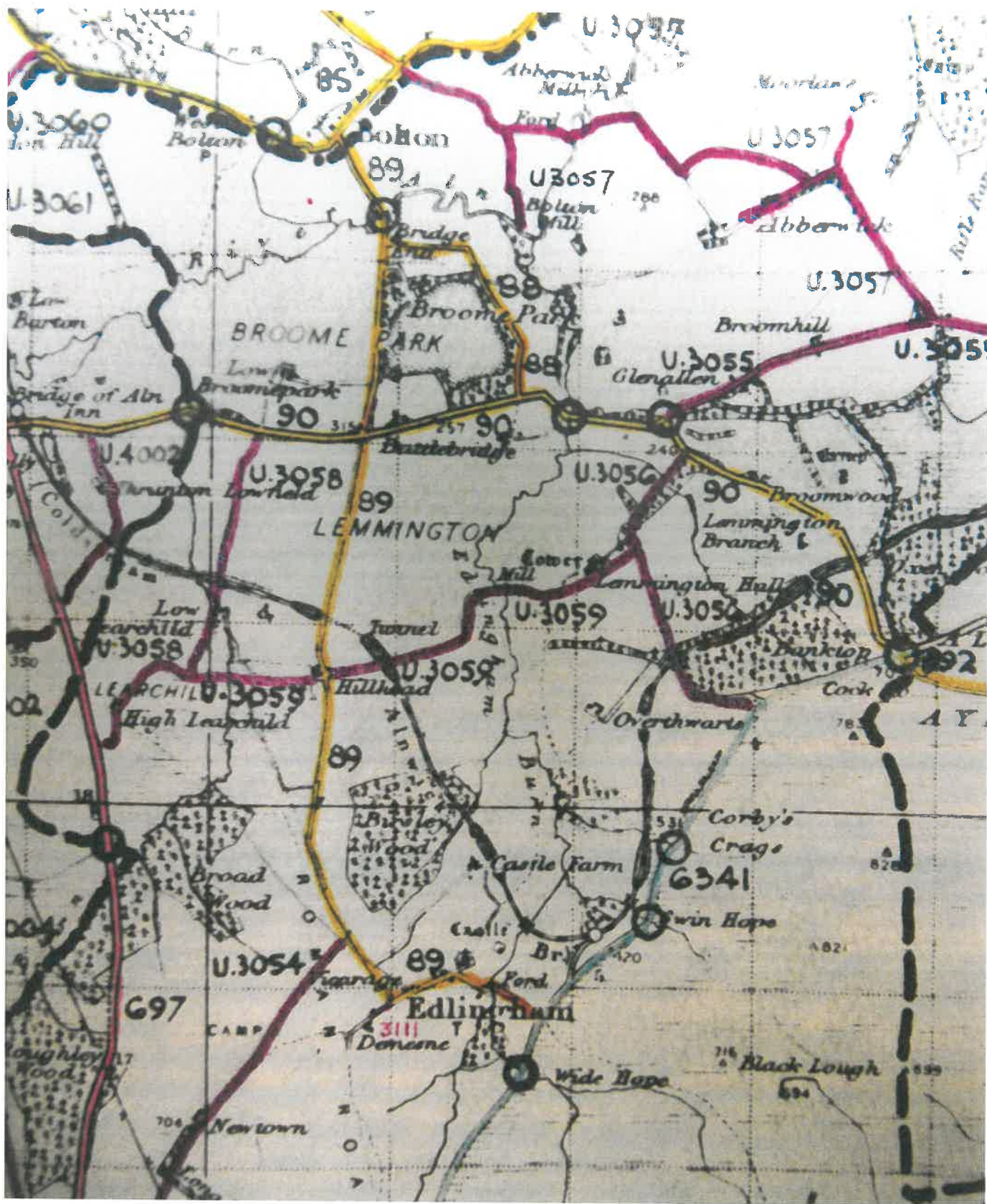
LIST OF UNCLASSIFIED ROADS IN THE RURAL DISTRICT OF ALNWICK IN RESPECT OF WHICH THE PROVISIONS OF SECTION 2 OF THE RESTRICTION OF RIBBON DEVELOPMENT ACT 1935 WERE ADOPTED ON 28TH JUNE 1937 BY RESOLUTION OF THE BRIDGES AND ROADS COMMITTEE ACTING UNDER DELEGATED POWERS.

CB076

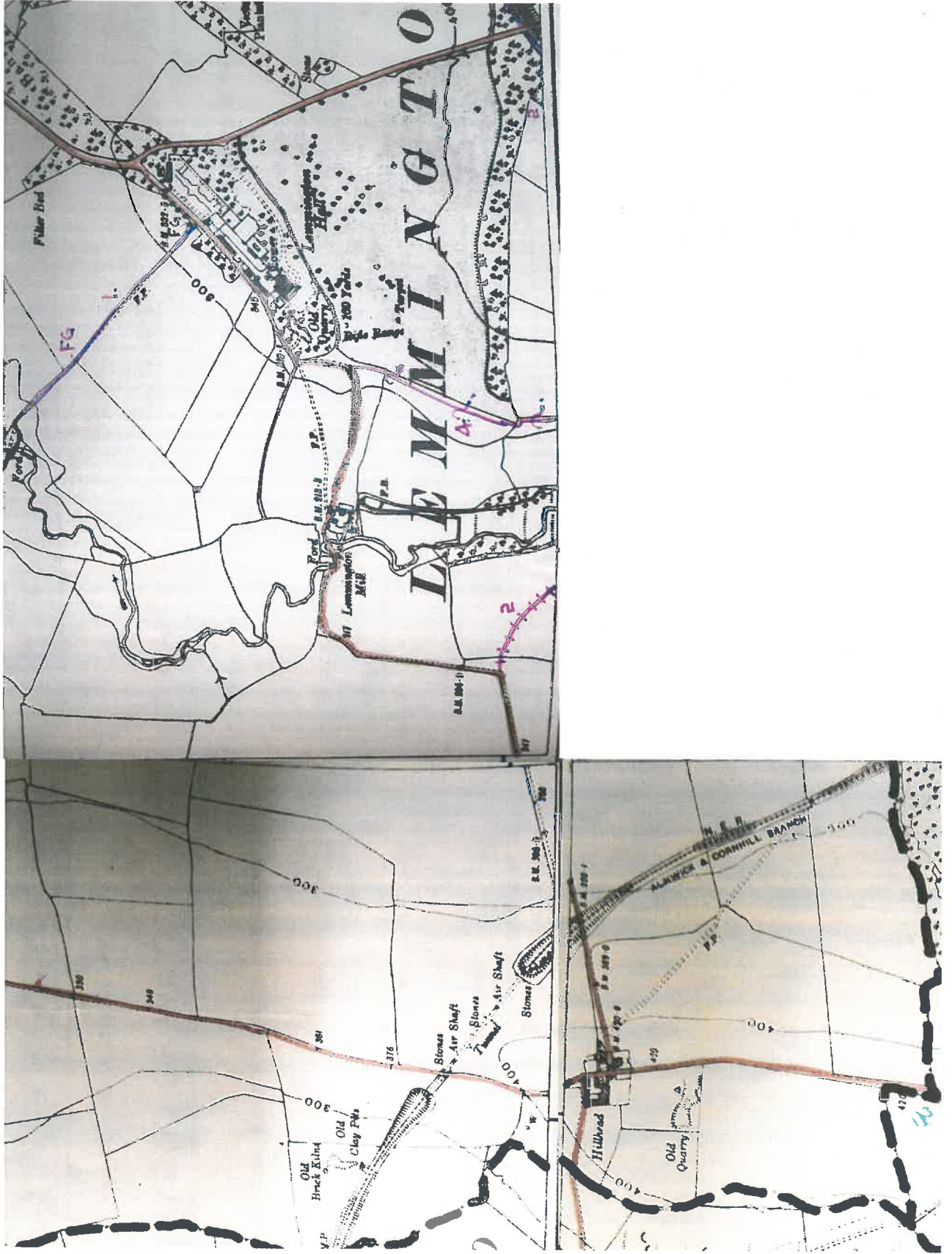
87. Road from the Anble-Togston Barns road at Togston East Farm southwards to a point 100 yds. north of the road leading to High Coldrife.
88. Road from a point on the Togston East Farm-South Broomhill road 200 yds. south of Togston East Farm to the coast at Togston Links.
89. Road from a point on the 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 Lemington Lane, Chesterhill, Black House and Shiel Dyke to its crossing of the Hampeth Burn near Freemanhill.
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-Freemanhill 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 Glenallan 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-Glenallan 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 Beasley.

106. Road from a point on the Alnwick-Hedgeley Hall road 300 yds. west of Abberwick Ford to Bolton Mill.
107. Road from Abberwick to a point on the Alnwick-Hedgeley Hall road $\frac{3}{4}$ -mile north of its junction with the Alnwick-Glenallan road.
108. Road from the Alnwick-Whittingham Road at the foot of Garminledge 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 Garminledge 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 $\frac{1}{4}$ -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 Deau House and Beasley Wood House to a point on the Eglingsham-Hedgeley Station road $\frac{1}{2}$ -mile east of Beasley.
116. Road from the Morpeth-Wooler road A.697 at Powburn via Crawley Tower to a point on the Hedgeley-Tittington road 500 yds. south of Hedgeley Hall.
117. Road from the Alnwick-Wooperton road B.6346 at Eglingsham via Beasley to the Morpeth-Wooler road A.697 at Hedgeley Station.
118. Road from a point on the Morpeth-Wooler road A.697 150 yds. north of Hedgeley West Cottages to Low Hedgeley.
119. Road from a point on the Glanton-Eglingsham road $1\frac{1}{4}$ miles north west of Deau House via Beasley 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 Eglingsham Hill 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.

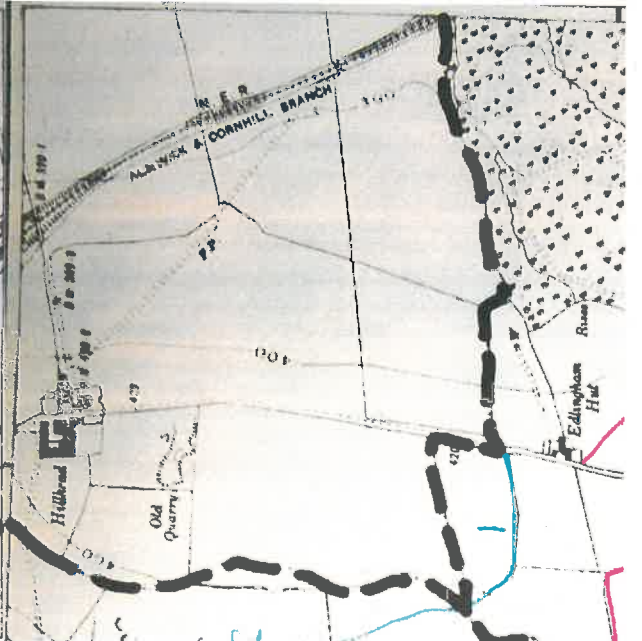
Extract from the Council's 1951 Highways Map



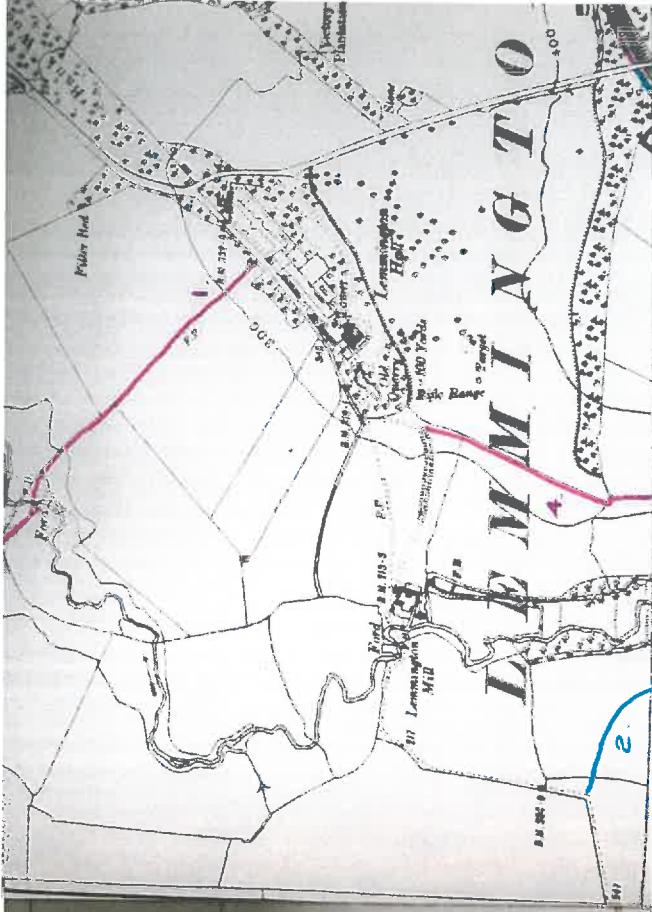
Survey Map

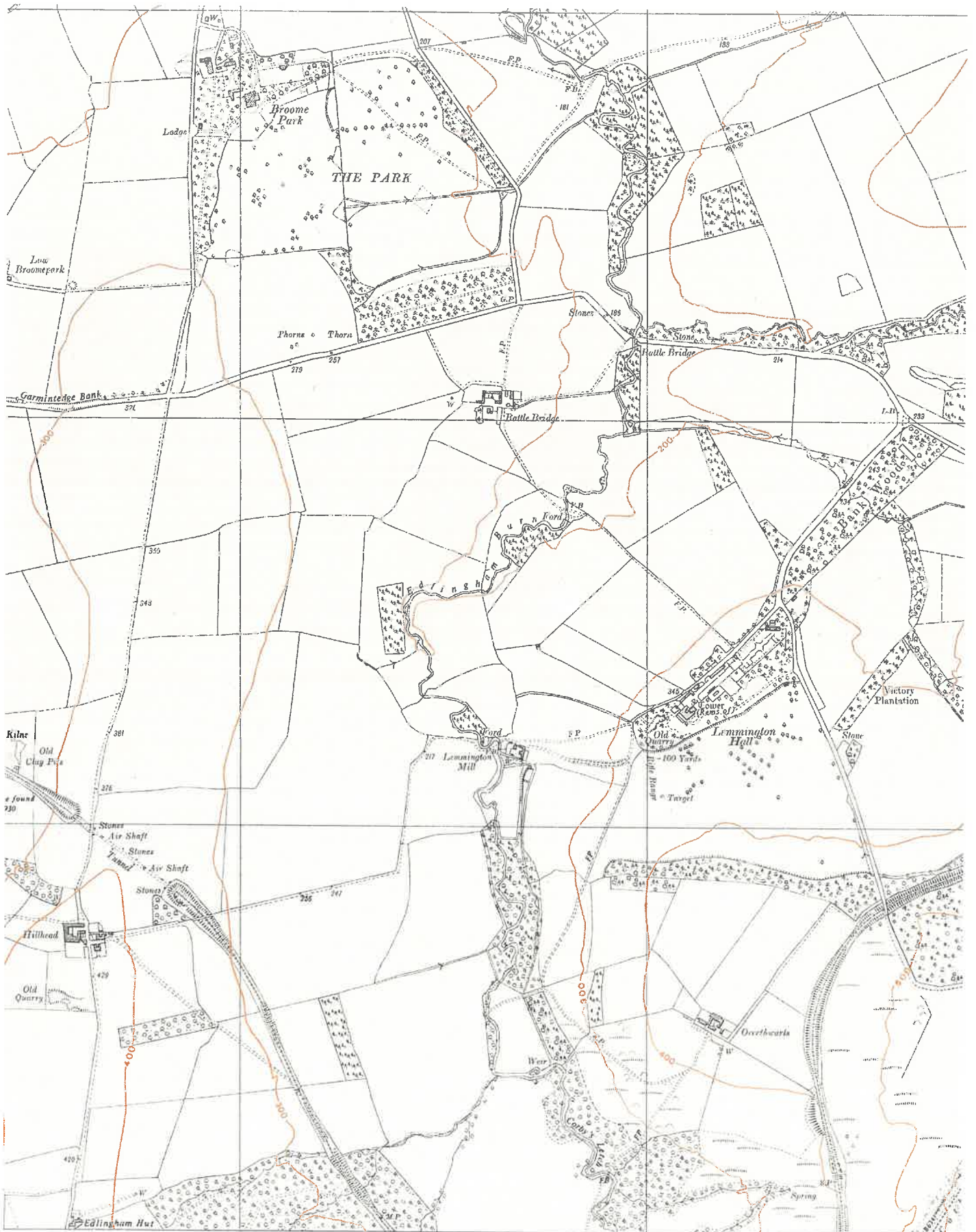


Draft Map



Provisional Map



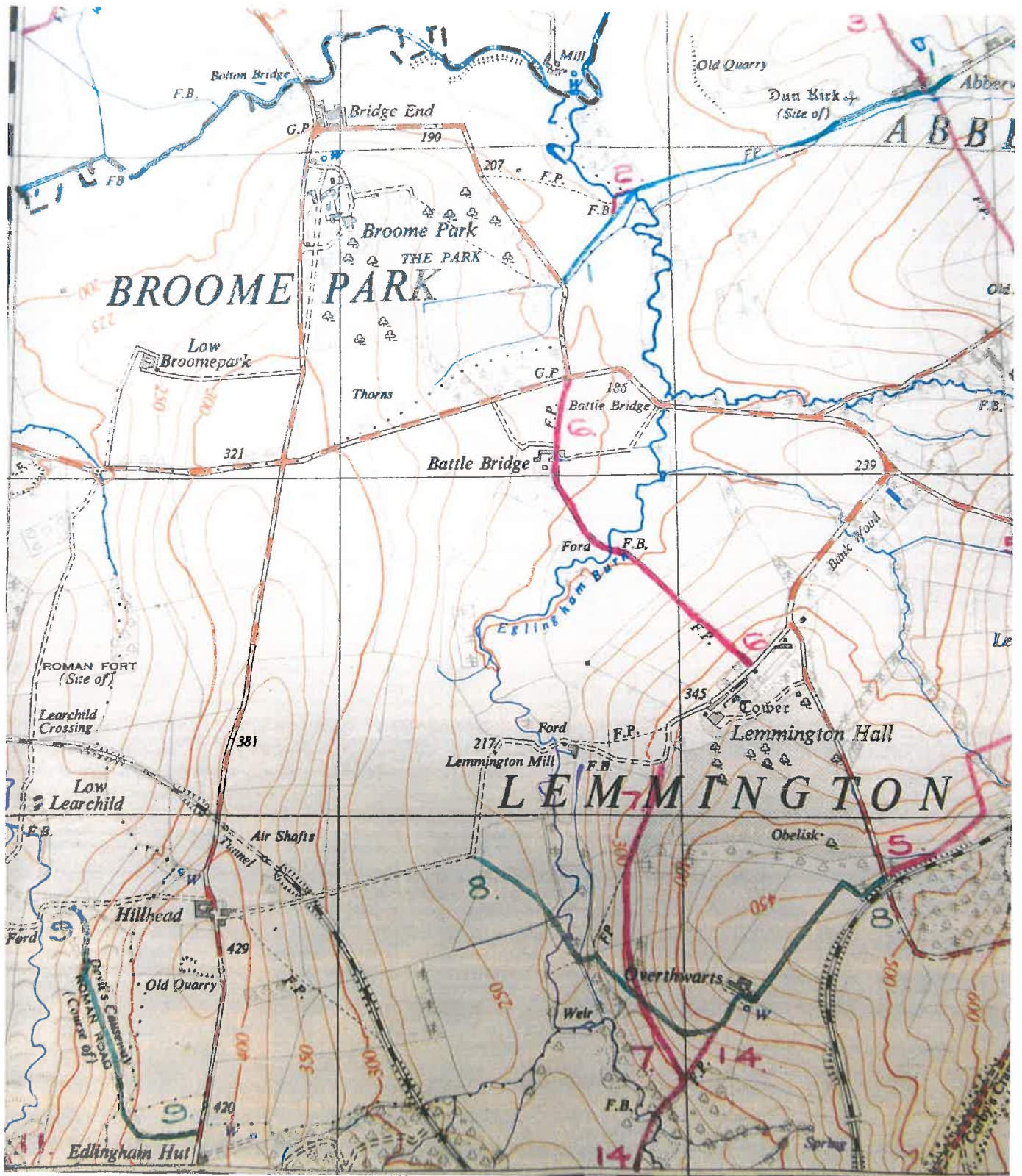


1958 County Road Schedule

ALNWICK DIVISION

Unclassified Roads in Alnwick Rural District

		Brought Forward	48.967
U.3054	Mandy Bridge - Edlingham.	From A.697 near Mandy Bridge via Newtown to C.89 near Edlingham.	1.72
U.3055	Glenallan - Broomhill and Hawden Grange Road	From C.90 near Bettle Bridge via Glenallan Broomhill and Redside Wood to B.6341 near Hawden Grange. (Urban 0.98 - Rural 1.50)	2.48
U.3056	Lemmington Hall Road	From C.90 at Lemmington Bank via Lemmington 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	Garmintedge Bank - Learchild Moor Road	From C.90 near Garmintedge Road via Low Learchild to A.697 near Learchild Moor House.	1.36
U.3059	Learchild - Lemmington Hall Road	From U.3058 near High Learchild crossing Glass C.89 at Hillhead via Lemmington Mill to U.3056 near Lemmington Hall.	1.78
U.3061	Shewdon Hill - Rothill Road	From A.697 near Shewdon 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 Charlton - Heiferlaw Bank Road.	From B.6347 South Charlton via Humblehough to A.I. at Heiferlaw Bank.	1.76
U.3074	Hipsburn Crescent Lesbury		0.08
U.3075	Devison Avenue, Felton.		0.114
U.3076	Faloden 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



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 6

4. Name of Path Battle Bridge

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

6. General Description of Path From the public road to Lemington Mill opposite
Lemington Hall in a north-westerly and northerly direction across the Eglington
Burn by the footbridge and by Battle Bridge to join the Whittingham Banktop
road west of the Eglington Burn.
.....
.....

7. Other relevant information Footbridge at Battlebridge recorded on County
Council Schedule as FB.3067.
.....
.....
.....
.....

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 7
4. Name of Path
5. Kind of Path (i.e. FP/BR) F.P.
6. General Description of Path From the public road to Lemington Mill in
a southerly direction to join FP.14.
.....
.....
.....
.....
7. Other relevant information
.....
.....
.....
.....

NORTHUMBERLAND COUNTY COUNCIL.

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

PUBLIC RIGHTS OF WAY - STATEMENT.

1. Borough
Urban District
Rural District **SLWICK**
2. Parish **EDLINGHAM**
3. Number of Footpath on Map **8.**
4. Name of Path
5. Kind of Path (i.e. FP/BR) **B.R. Width 6'0"**
6. General Description of Path **From the Hillhead - Lemmington Hall road.....**
south-west of Lemmington Mill in a south-easterly and north-easterly direction
across the Eglington Burn and by Overthwarts to join the Edlington - Lemmington
Hall road north of the London North Eastern Railway.....
.....
.....
7. Other relevant information
.....
.....
.....
.....

1964 County Road Schedule

- 81 -

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

Extract from the Council's 1964 Highways Map



1974 County Road Schedule

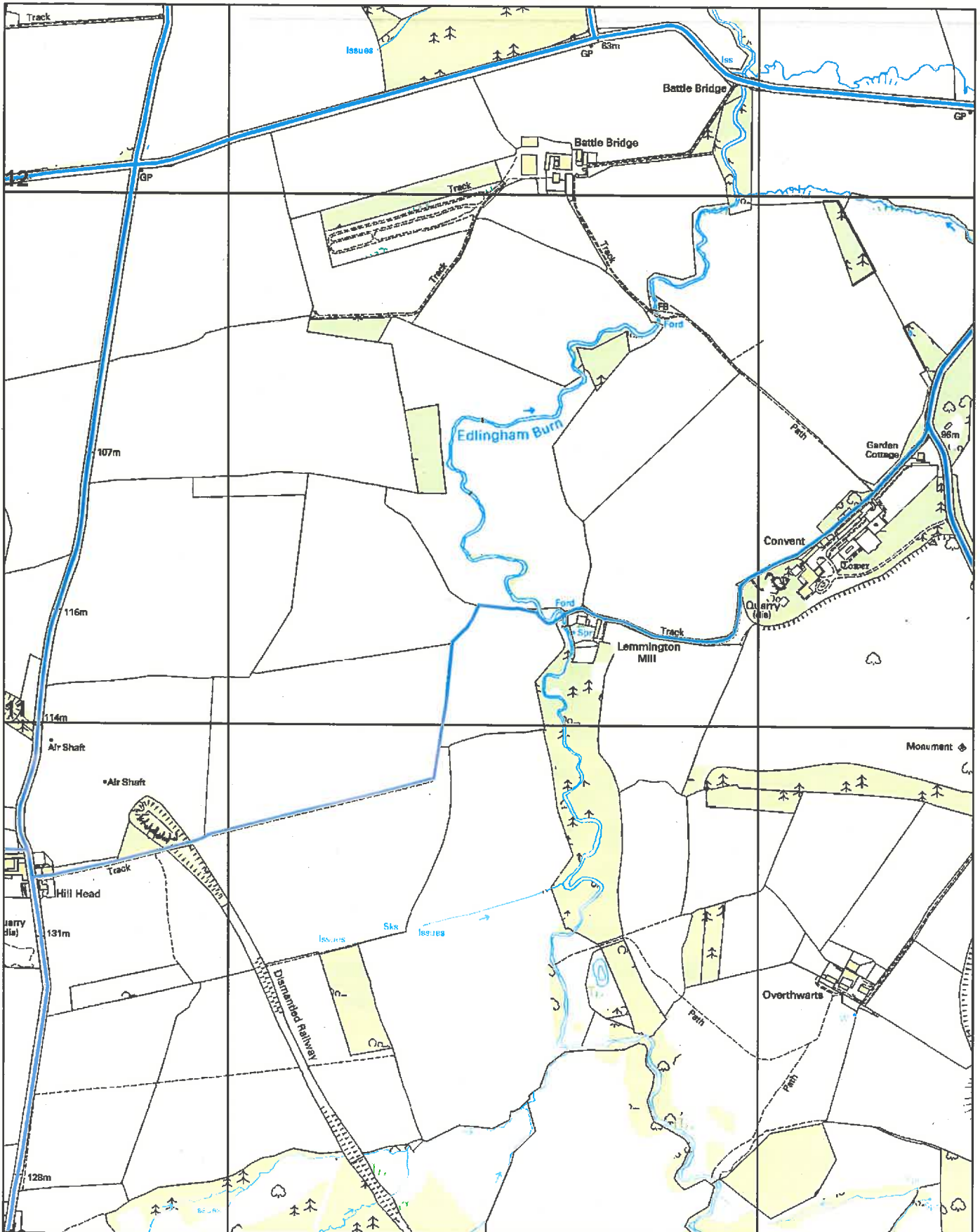
Route No.	Name of Road	Description	Responsible Division or Authority	Mileage	Total Mileage
U. 3051	Shiel Dyke-Hampeth Road.	From U. 3050 at Shiel (NU. 150062) north-eastwards to join A. 1 near Hampeth bridge (NU. 174074).	Alnwick Division.		1.97
U. 3052	Newton-on-the-Moor Road.	From C. 106 at Memorial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

1:10,000 O.S. Map
1977



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

Road Number	Description	Length - Metres
U3057		
	BOLTON MILL ROAD TO ABBERWICK MILL	774
	ABBERWICK MILL ROAD TO ABBERWICK R	1,192
	ABBERWICK ROAD TO U3055 JCT	1,169
	U3057 TO ABBERWICK MILL	213
	U3057 TO ABBERWICK	422
	U3057 TO BOLTON MILL	527
	C85 JCT TO BOLTON MILL ROAD	773
	<i>Total length for U3057</i>	5,070
U3058		
	A697 JCT TO U3059 JCT	855
	U3059 JCT TO C90 JCT	1,425
	<i>Total length for U3058</i>	2,279
U3059		
	U3058 JCT TO C89 JCT	739
	C89 JCT TO U3056 JCT	2,217
	<i>Total length for U3059</i>	2,956
U3060		
	A697 JCT TO C85 JCT	908
	<i>Total length for U3060</i>	908
U3061		
	C90 JCT TO A697 JCT	2,013
	<i>Total length for U3061</i>	2,013
U3062		
	A697 JCT TO C83 JCT	1,456
	<i>Total length for U3062</i>	1,456
U3063		
	A697 JCT TO LOW HEDGLEY	489



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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Drn:

AB

Date:

Mar 2020

Scale:

1:10,000