



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 BYWAYS OPEN TO ALL TRAFFIC Nos 1 & 29 ALNWICK TOWN

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 part of existing Public Bridleway No 1 (which is recorded as being part of the U3129 road), and over part of existing Public Footpath No 29 (which is recorded as being part of the U3155 road and also as part of the U3129 road), at Willowburn, in Alnwick.

Recommendation

It is recommended that the Sub-Committee agrees that:

- (i) there is sufficient evidence to indicate, on a balance of probabilities, that public vehicular rights exist over the routes X-Y and Q-Z-A;**
- (ii) the Natural Environment and Rural Communities Act 2006 would not appear to have extinguished the public's motorized vehicular rights over these routes;**
- (iii) the routes are unlikely to satisfy the balance of user / character test necessary for them to be included on the Definitive Map as a byways open to all traffic;**
- (iv) when the law is amended to allow it, an Order be made to delete the X-Y section of Public Bridleway No 1 and the Q-Z-A section of Public Footpath No 29 from the Definitive Map.**

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 byway open to all traffic to the Definitive Map and Statement based on historical documentary evidence is Section 53(3)(c)(i) of the Wildlife and Countryside Act, 1981, which require 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 Alternatively, in a case where the route is already shown on the Definitive Map as a highway of a lesser status than Section 53(3)(c)(ii) covers situations where:

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

“that a highway shown in the map and statement as a highway of a particular description ought to be there shown as a highway of a different description;”

- 1.4 However, where what is actually being proposed is the removal of a public right of way from the Map altogether, then Section 53(3)(c)(iii) would seem to be the only available option. This covers situations where:

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

“that there is no public right of way over the land shown in the map and statement as a highway of any description, or any other particulars contained in the map and statement require modification.”

- 1.5 Unfortunately, it would seem that the Court of Appeal’s decision in relation to *Masters versus the Secretary of State* (2000) established a limited set of circumstances in which the “or any other particulars contained in the map and statement require modification” could be made to apply. Unless the law is changed, there appears to be no mechanism currently available which would permit the deletion of footpaths and bridleways from the definitive map on the basis that these routes have subsequently become a part of the ‘normal’ road network.

- 1.6 Nevertheless, it is considered worthwhile examining the evidence in cases such as these for two reasons. Firstly, it is sensible to establish that the Natural Environment and Rural Communities Act 2006 has not, in fact, extinguished the public's motor vehicular rights. The more time that elapses before these cases get considered, the harder it may become to establish what the effect of the 2006 Act really was, particularly in more marginal circumstances. Secondly, there is a hope that at some point in the future, the law will be amended to address this recognized shortcoming.
- 1.7 All the relevant statutory provisions and competing rights and interests have been considered in making this report. The recommendation is in accordance with the law and proportionate, having regard to individuals' rights and the public interest.

2.0 PUBLIC EVIDENCE

- 2.1 The route of Bridleway No 1 has appeared as a track on historical maps from the 1860s onwards, and has been recorded on the Definitive Map of Public Rights of Way since the original map was prepared, with a relevant date of 22 September 1952.
- 2.2 The current route of Footpath No 29 did not appear on maps until the footpath was diverted onto this alignment in 1980.
- 2.3 Over three installments, between 1981 and 1986, Alnwick District Council dedicated the route between the roundabout, north of point Y, and the A1068 road, at point A, as public highway. The route between point X and the roundabout north of point Y appears to have evolved into a public vehicular right of way without, apparently, leaving a paper trail to support this transformation. The route between Q-Z was only adopted as publicly maintainable highway (of presumably vehicular status) in December 2018. Since the Q-Z section of road post-dates the 2006 Natural Environment and Rural Communities Act, it is considered that this particular section of highway will not be affected by the extinguishing powers of that Act.
- 2.4 The Definitive Map and Statement of Public Rights of Way are legal documents which identify the existence of public highway rights (footpaths, bridleways, restricted byway and byways open to all traffic), but the Definitive Map and Statement do not usually identify who has the maintenance responsibility for those rights of way. The List of Streets is a document which identifies which routes the County Council acknowledges it has a maintenance responsibility for, but a route's inclusion on that list does not establish its status (i.e. it need not necessarily be a vehicular rights of way).
- 2.5 Whilst there is no obstacle to a publicly maintainable public bridleway or footpath being identified on the Council's List of Streets, it is not believed that the U3129 road was recorded on that basis, or that this or any other part of the U3129 is in fact no more than a public bridleway / footpath. This report will consider the available evidence to determine what the correct status of the X-Y section of existing Public Bridleway No 1 and the Q-Z-A section of existing Public Footpath No 29 is, and explore whether or not it is appropriate for these section of bridleway / footpath to be upgraded so as to accurately reflect any higher rights which might exist.

3. LANDOWNER EVIDENCE

- 3.1 Since the paths in question appear to form part of the ordinary road network, and the only known landowner (for the southern part) was Northumberland County Council, no landowner consultations were carried out in this instance.

4. CONSULTATION

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

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

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

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

- 4.3 By email, on 14th May 2018, Ms S Rogers responded to the consultation on behalf of the British Horse Society, in respect of other paths in Alwick Town, but without making any observations regarding these two paths.

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 routes of either existing Public Bridleway No 1 or Public Footpath No 29.

1820 Fryer's County Map

There is no evidence of a road or track approximating to the routes of either existing Public Bridleway No 1 or Public Footpath No 29.

1827 Cary's Map

There is no evidence of a road or track approximating to the routes of either existing Public Bridleway No 1 or Public Footpath No 29.

1828 Greenwood's County Map

There is no evidence of a road or track approximating to the routes of either existing Public Bridleway No 1 or Public Footpath No 29.

c.1860 Ordnance Survey Map: Scale 1:2500

There is clear evidence of a mainly enclosed road / track over the route of existing Public Bridleway No 1. The track seems to provide access to the surrounding agricultural land. The track is identified as parcel number "250" in Edlingham township. In the accompanying Book of Reference, this parcel is identified as "Private road". There is very little evidence of a path or track over the route of existing Public Footpath No 29. The only obvious continuation, beyond the Willow Burn, is a south-easterly one, to join the Great North Road.

1867 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a mainly enclosed road / track over the route of existing Public Bridleway No 1. The track seems to provide access to the surrounding agricultural land. As with the 25" O.S. Map, there is very little evidence of a path or track over the route of existing Public Footpath No 29. The only obvious continuation, beyond the Willow Burn, is a south-easterly one, to join the Great North Road.

1881 North Eastern Railway Deposited Plan

There is clear evidence of a mainly enclosed road / track over the route of existing Public Bridleway No 1. It is identified as being parcel number "14". In the accompanying Book of Reference, this parcel is identified as "Public Highway".

1899 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a mainly enclosed road / track over the route of existing Public Bridleway No 1. There is no evidence of a path or track over the route of existing Public Footpath No 29. The only obvious continuation, beyond the Willow Burn, is a south-easterly one, to join the Great North Road.

1923 Ordnance Survey Map: Scale 1:2500

There is clear evidence of an enclosed road / track over the route of existing Public Bridleway No 1. There is no evidence of a path or track over the route of existing Public Footpath No 29. There is evidence of a south-easterly continuation, beyond the Willow Burn, to the Great North Road. This continuation is annotated "Foot Path".

1926 Ordnance Survey Map: Scale 1:10,560

As with the 25" map, there is clear evidence of an enclosed road / track over the route of existing Public Bridleway No 1. There is no evidence of a path or track over the route of existing Public Footpath No 29.

There is evidence of a south-easterly continuation, beyond the Willow Burn, to the Great North Road. This continuation is annotated "F.P."

c.1952 Definitive Map – original Survey Schedules & Map

The route of existing Public Bridleway No 1 exists on the base map, and is identified with a solid turquoise line to indicate that the route is a public bridleway. Footpath No 29 is not shown. The south-easterly continuation to the Great North Road is shown on the base map but it is not identified as a public right of way (much of it lies outside the Alnwick Urban District area).

Draft Map

The route of existing Public Bridleway No 1 exists on the base map, and is identified with a solid turquoise line to indicate that the route is a public bridleway. Footpath No 29 is not shown. The south-easterly continuation to the Great North Road is shown on the base map but it is not identified as a public right of way (a pencilled annotation indicates that part of it is a public footpath, lying within Alnwick Urban District, not in the Rural District area).

Provisional Map

The route of existing Public Bridleway No 1 exists on the base map, and is identified with a solid turquoise line to indicate that the route is a public bridleway. Footpath No 29 is not shown. The south-easterly continuation to the Great North Road is shown on the base map and the northern half of that link is identified as Public Footpath No 1.

1957 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of an enclosed road / track over the route of existing Public Bridleway No 1. There is no evidence of a path or track over the route of existing Public Footpath No 29. There is evidence of a south-easterly continuation, beyond the Willow Burn, to the Great North Road. This continuation is annotated "F.P."

1961 Ordnance Survey Map: Scale 1:2500

There is clear evidence of an enclosed road / track over the route of existing Public Bridleway No 1. The St James Estate, north of point Y, would now appear to have been completed.

1962 Original Definitive Map

The route of existing Public Bridleway No 1 exists on the base map, and is identified with a solid turquoise line to indicate that the route is a public bridleway. Footpath No 29 is not shown. The south-easterly continuation to the Great North Road is shown on the base map and the northern half of that link is identified as Public Footpath No 1.

First Review Definitive Map

The route of existing Public Bridleway No 1 exists on the base map, and is identified with a solid turquoise line to indicate that the route is a public bridleway. Footpath No 29 is not shown. The south-easterly continuation to the Great North Road is shown on the base map and the northern half of that link is identified as Public Footpath No 1.

1977 Ordnance Survey Map: Scale 1:10,000

There is clear evidence of an entirely enclosed road / track over the route of existing Public Bridleway No 1, and also over the western half of existing Public Footpath No 29.

1981 Highway Dedication Plans signed on behalf of Alnwick District Council

The two plans (signed on 22nd April 1981) by "R Hughes, District Secretary" set out to dedicate one section of public highway in the vicinity of point Y and another section of public highway between point A and a point about 30 metres south-east of point Z.

1985 Definitive Map Modification Order (No 1) 1985

This 'Legal Event' Definitive Map Modification Order shows that Alnwick Town Footpath No 29 (then still known as Footpath No 1), along with Denwick (Detached) Footpath No 17, was diverted onto its current alignment by a public path diversion order, confirmed on 23 October 1980.

1986 Highway Dedication Plans signed on behalf of Alnwick District Council

The plan (signed on 19 May 1986) by "R Hughes" set out to dedicate a section of public highway between a point just south of point Y and a point about just to the south-east of point Z (thereby linking the two sections of highway previously dedicated by the District Council in 1981).

2005 Definitive Map Modification Orders (No 2 & 2A) 2005

In this Definitive Map Modification Order, Bridleway / Footpath No 1 was divided into two separate parts (one exclusively bridleway, the other exclusively footpath). The Bridleway part 'stayed' as Public Bridleway No 1, whereas the footpath part was renumbered as Public Footpath No 29.

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

The route of the alleged byway (the U3054) is clearly identified as publicly maintainable highway.

2018 Highway Adoption - Final Certificate

This plan shows the extent of highway adopted by Northumberland County Council upon issue of a final certificate, dated 20 December

2018. The north-eastern end of this route incorporates the Q-Z part of existing Public Footpath No 29.

5.2 The Survey Schedule for this route, completed in association with the Survey Map (produced at the very beginning of the original Definitive Map process) states that the route starts at Sea View Terrace and proceeds to the Willow Burn. The route was apparently repaired at public expense.

5.3 The original Definitive Statement for Public Bridleway / Footpath No 1 states:

“From the West end of Sea View Terrace in a southerly direction past St Jame’s [sic] Park, under the Alnwick - Cornhill Railway to the Alnwick Urban District Boundary at the Willow Burn, turning south-east along this boundary for about 160 yards to join Path No 17 in the Parish of Denwick Detached).”

The route’s status and character is described as:

“F.P. and Bridle Road varying in width from 20 feet to 3 feet - About 430 yards metalled.”

And in the Other Relevant Information section it states:

“(a) Repaired at Public expense.

“(b) Rights of Way Act, 1932 - Map deposited with Alnwick Urban District Council.”

6. SITE INVESTIGATION

6.1 The northern part of the U3129 road (i.e. from point X, northwards) would appear to have been already accepted as part of the ‘ordinary road network’ at the time the Definitive Map of Public Rights of Way started being prepared in the early 1950s. It was not, therefore, identified for inclusion on the Map.

6.2 From Point X (west of number 9 Augur Terrace), the route of existing Bridleway No 1 is now a two lane tarmac carriageway, with associated footways on both sides (a width of at least 10 metres). This carriageway proceeds in a southerly direction for a distance of 210 metres to a point west of number 25 St James Estate, and just north of the roundabout. This point is also the northern extent of the District Council’s 1981 highway dedication.

6.3 The route of Bridleway No 1 now continues in a southerly direction for a distance of 70 metres, across the roundabout and diagonally across Willowburn Avenue to the western boundary of the U3129 road, 170 metres north-west of Willowburn Leisure Centre (point Y).

6.4 The section of existing Public Bridleway No 1 south of point Y, to the Willow Burn, then the section of existing Public Footpath No 29 proceeding north-eastwards, from it, along the the north bank of the Willow Burn to point Q, are not affected by these proposals.

- 6.5 From point Q, the 80 metre long section of Footpath No 29 that continued eastwards, to point Z, has now been subsumed within the new public road which provides access to the new Duchess Community High School and the new housing estate beyond that. The two lane tarmac carriageway, with associated footways on both sides, is over 15 metres wide.
- 6.6 From point Z, the 195 metre long section of Footpath No 29 that continued in a south-easterly direction to a junction with the A1068 road at point A has been subsumed within the 2 to 3 lane tarmac carriageway with two associated footways that was dedicated in 1981. This section of road is typically 15 to 24 metres wide.

7. DISCUSSION

- 7.1 Section 53 (3)(c) 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; or
that a highway shown in the map and statement as a highway of a particular description ought to be there shown as a highway of a different description; or
that there is no public right of way over the land shown in the map and statement as a highway of any description, or any other particulars contained in the map and statement require modification.

- 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 maps from the 1800s (with the exception of the 1881 North Eastern Railway deposited plans) suggest that this route was not considered to be a public vehicular right of way during that time. The Railway plan indicated that the route was a "Public Highway". Public footpaths and public bridleways are public highways, though when this term is used in the deposited railway plans, it is typically reserved for highways over which the public have vehicular rights.
- 7.5 The X-Y section was identified as a public bridleway during the Definitive Map preparation process, begun in the early 1950s. The Survey, Draft and Provisional maps, all appear to have been drawn on the 6" Ordnance Survey base map that was published in 1938. This base map indicates that Augur

Terrace (then labelled as Queen's Road) and the eastern half of Greensfield Avenue already existed, before the Definitive Map process started. It is curious, therefore, to find that the road providing access to these properties was still being identified only as a public bridleway. One could speculate that residents were content to rely on private rights of access at this time, or simply that the adoption process was a particularly long and drawn out one in this case. Either way, the public bridleway has clearly been very deliberately drawn to extend northwards beyond these two streets, and the Definitive Statement explicitly states that the bridleway starts at the west end of Sea View Terrace.

- 7.6 The original Definitive Map for the Alnwick Urban District area has a Relevant Date of 22 September 1952. Although the Definitive Map process as a whole was not actually completed until around ten years later, the 1952 date represents the particular moment in time where the Map would be correct. This date is significant. What it meant was that any changes to the rights of way network, that took place after 22 September 1952, couldn't be incorporated within the Definitive Map process. The 6" Ordnance Survey map that was published in 1957, indicates that the western half of Greensfield Avenue has now been completed, and that Augur Terrace has been extended further to the east, behind the allotments. Access to both of these additions was presumably over the northern end of Bridleway No 1. The 1961 Ordnance Survey map shows that the St James Estate has now been built (the access being along an even longer section of Public Bridleway No 1), and this situation seems to be essentially unchanged on the 1977 OS map.
- 7.7 Thus far, for the section of road between point X, and the roundabout entrance to the St James Estate, no vehicular highway dedication or formal adoption documentation has been found within the Council's highway records. Precisely when various sections of this road acquired vehicular status isn't at all clear, but the route is identified on the Council's List of Streets as a publicly maintainable highway (part of the U3129 road); it is a two lane tarmac surfaced highway that is used by hundreds of vehicles every day, and is indistinguishable from the rest of the ordinary road network. Notwithstanding the lack of supporting documentation, its current vehicular status would not apparently appear to be in any doubt.
- 7.8 In 1980, the section of public footpath which continued in a south-easterly direction from the current southern end of Bridleway No 1 was diverted onto its present alignment (which includes the length Q-Z-A). In April 1981, Alnwick District Council appears to have dedicated public vehicular rights over most of the Z-A section (that was almost certainly their intention, but paragraph 7.12, below, explores some complications in relation to this). The County Council's public rights of way section could have chosen not to show the new road section as part of Footpath No 29, when it made legal event Definitive Map Modification Order (No 1) 1985, but they did. Possibly they were not aware of the 1981 highway dedication. Also in 1981, the District Council appears to have dedicated public vehicular rights over part of Bridleway No 1 (between point Y and the roundabout to the north); again see paragraph 7.12, below, for complications.
- 7.9 In 1986, the 'missing' section of Willowburn Avenue (from just south of point Y to just south of point Z) was dedicated as public highway by Alnwick District Council. Once again, see paragraph 7.12, below, for complications.

- 7.10 On 22nd April 1981, two documents / plans were signed on behalf of Alnwick District Council upon which it was stated:

“We Alnwick District Council of Allerburn House, Alnwick, Northumberland, NE66 1YY do hereby declare that We have dedicated to the use of the public as a highway that portion of land situated adjacent to St James Housing Estate Alnwick in the County of Northumberland, which is coloured red hereon as from today’s date.”

and

“We Alnwick District Council of Allerburn House, Alnwick, Northumberland, NE66 1YY do hereby declare that We have dedicated to the use of the public as a highway that portion of land situated adjacent to South Road (Sterling Winthrop) Alnwick in the County of Northumberland, which is coloured red hereon as from today’s date.”

The St James Estate roundabout to point Y part of existing Public Bridleway No 1 is highlighted in red on the first plan. The south of point Z to point A part of existing Public Footpath No 29 is highlighted in red on the second plan. The width of the highways being dedicated is not given, but the highlighting is not limited to the width of the carriageway - adjacent footways and / or verges are also included.

- 7.11 On 19th May 1986, a further document / plan was signed on behalf of Alnwick District Council upon which it was stated:

“I, R Hughes of Alnwick District Council, We Alnwick District Council of Allerburn House, Denwick Lane, Alnwick, do hereby declare that I / We have dedicated to the use of the public as a highway that portion of land situated at Willowburn Avenue, Alnwick in the County of Northumberland which is coloured red hereon as from today’s date.”

A section of Willowburn Avenue, that connects the earlier two 1981 highway dedications, is highlighted in red on the plan. The south of point Z to point A part of existing Public Footpath No 29 is highlighted in red on the second plan. The width of the highway being dedicated is not given, but again the highlighting is not limited to the width of the carriageway - adjacent footways and / or verges are also included.

- 7.12 Unfortunately, in none of the three dedication documents was it specified, precisely, what public highway rights were being dedicated. Those highway rights need not, necessarily, be vehicular ones. Public footpaths and public bridleways are also “highways”. There are a number of reasons why it could reasonably be argued that the landowner’s’ actual intention was to dedicate a public vehicular highway:

- Firstly, persons unfamiliar with highway law are unlikely to be aware that public footpaths and bridleways are public highways; the term “highway” – in everyday usage – is generally used to refer to a vehicular route.
- Secondly, given the width of the highways being dedicated (two lanes of carriageway with associated footways (and in one case, a roundabout)), it seems unlikely that the landowners were dedicating something less than a public vehicular right of way.
- Thirdly, since the roundabout to point Y section was already recorded as being a publicly maintainable public bridleway, there would be no need for the landowners to dedicate public footpath or bridleway rights over this section.
- Fourthly, since the point Z to point A section was already a publicly maintainable public footpath, there would be no need for the landowners to dedicate public footpath rights over this section (though a bridleway dedication might be conceivable).
- Fifthly, if the landowners had simply been intending to upgrade the existing public footpath to a public bridleway, this would almost certainly have been achieved through negotiations with the Council’s Countryside Service (not its ‘roads’ section), the dedication would have explicitly mentioned the creation of public bridleway rights, and the Definitive Map would then have been amended to reflect the route’s new status.

7.13 In December 2018, the County Council appears to have issued a final certificate in relation to the adoption of a section of new road (Taylor Drive), proceeding from a new roundabout on Willowburn Avenue, south-westerly towards the new Duchess Community High School and new housing estate beyond that. The section of highway being adopted is a two lane tarmac carriageway with associated footways and verges. This section of road was constructed over the Q- Z part of existing Public Footpath No 29.

7.14 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 Unclassified County Road 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 this instance, it seems unlikely that Bridleway No 1 and Footpath No 29 were identified on the List of Streets as parts of the U3129 and U3155, simply because they were (still) considered to be just a publicly maintainable bridleway and publicly maintainable footpath.

- 7.15 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.
- 7.16 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.
- 7.17 Of the saving provisions above, (b) will clearly not apply to the X-Y or Z-A sections of the U3129 road. Where a route is shown on the Definitive Map as a footpath or bridleway, then the fact that it is shown on the List of Streets will not be sufficient to prevent the public's motor vehicular rights from being extinguished. It is necessary to see whether or not one of the other saving provisions might apply.
- 7.18 Under section 67(2)(c) of NERCA 2006, the public's motor vehicular rights would not be extinguished if those rights had been created on terms that expressly provided for a right of way for mechanically propelled vehicles. Officers are not aware of any documents dedicating the northern part of Bridleway No 1 (i.e. north of the St James Estate roundabout) as a public road. For the roundabout to point Y and the point Z to point A sections we do have the 1981 and 1986 Alnwick District Council highway dedications, however, whilst the District Council's intentions are relatively clear, the wording of the dedication documents themselves is considered to be insufficiently precise to satisfy this requirement.
- 7.19 Under section 67(2)(a) of NERCA 2006, the public's motor vehicular rights would not be extinguished if they are over a way whose main lawful use by the public during the period of 5 years between 2nd May 2001 and 2nd May 2006 was with mechanically propelled vehicles. The difficulty here is that the Council has no evidence regarding the balance of public user during this 5 year period. That said, the U3129 road is a well made up tarmac road which

is clearly now being used by the public with 'normal' motor vehicles many hundreds of times, every day. The initial 1981 dedications produced two cul-de-sacs, but the 1986 dedication, created a through route. Whilst recent residential and commercial development of this area will almost certainly have increased the volume of motor vehicular traffic along this route now, there can be little doubt that it is also the case that during the 5 year period, May 2001 to May 2006, motor vehicles were the dominant type of user. On a balance of probabilities, therefore, it is believed that this balance of user saving provision will apply to the X-Y and Z-A sections of the U3129 road.

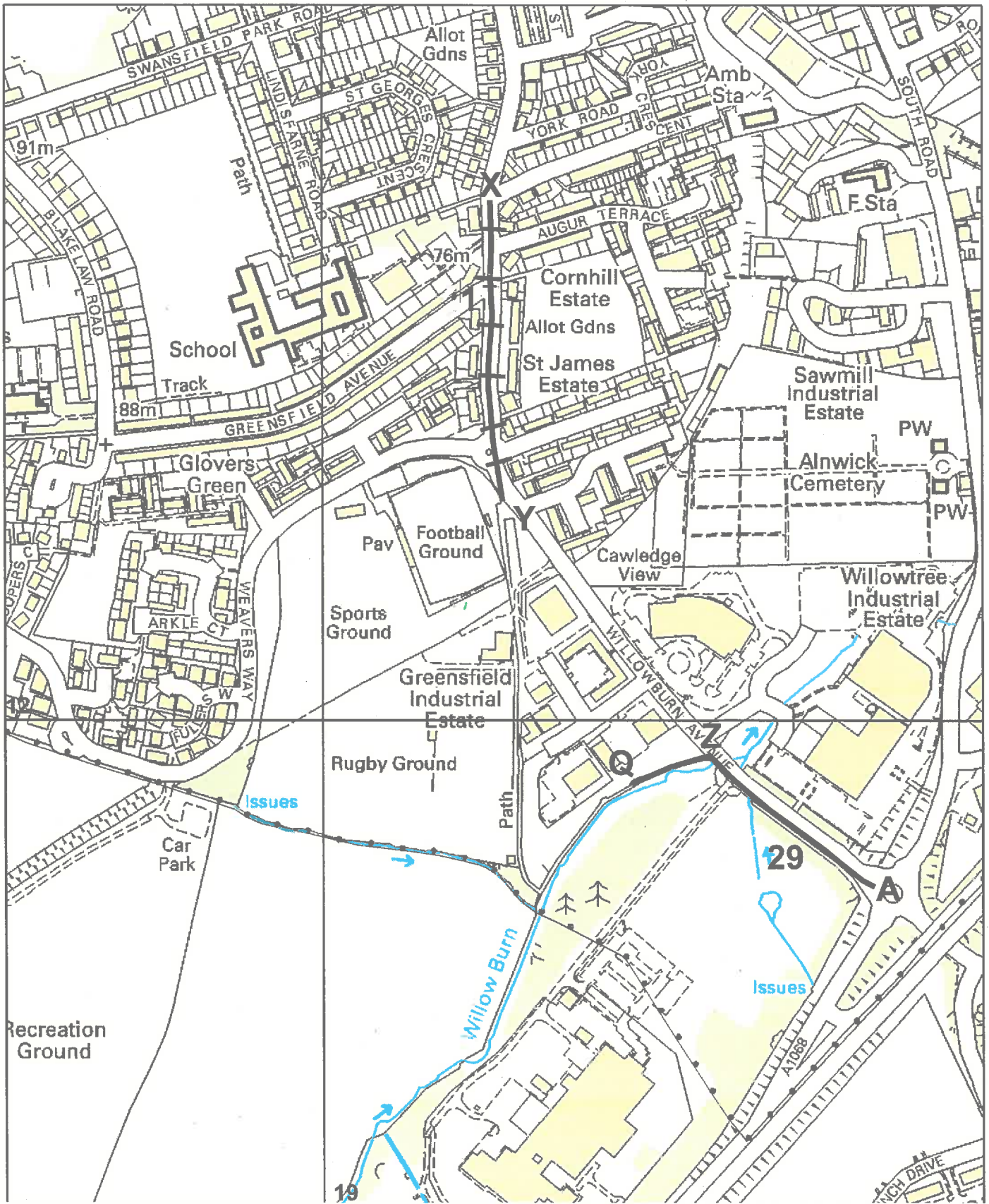
- 7.20 Under section 67(2)(e) of NERCA 2006, the public's motor vehicular rights would not be extinguished if they are over a way that had been in long use by mechanically propelled vehicles before 1930, when it first became an offence to drive 'off-road'. There is no evidence of long-standing public motor vehicular use before 1930 in this instance.
- 7.21 Finally, under section 67(2)(d) of NERCA 2006, the public's motor vehicular rights would not be extinguished if they are over a way that had been created by construction of a road intended to be used by MPVs. The modern day tarmac road was clearly constructed with motor vehicular use in mind but, based upon the historical documentary evidence available, this route has evolved in stages. The section between point X and the St James Estate roundabout (in particular) may have become a public road, ahead of any 'proper' road construction taking place. This saving provision might possibly apply to the section of road between the St James Estate roundabout and the A1068 road.
- 7.22 For a route to be a byway open to all traffic, it has to be (i) a public motor vehicular right of way and (ii) a route which is nevertheless used (or is likely to be used) by the public mainly for the reasons which footpaths and bridleways are used.
- 7.23 Both the U3129 and the U3155 roads have an excellent tarmac surface and are heavily used, every day, by the public, with motor vehicles. Based on the historical documentary evidence available, and the pattern of public user it seems clear that the routes are public vehicular rights of way. As discussed in paragraph 7.19 above, it seems to be the case that public motor vehicular use of these routes will exceed the combined total of pedestrian, equestrian and bicycle use, and for that reason, it would not be appropriate to record either the X-Y or Z-A sections of the U3129 road or the Q-Z section of the U3155 road as byways open to all traffic.
- 7.24 Since the X-Y section of existing Public Bridleway No 1 does not appear to fit the character / balance of user criteria for being recorded as a byway open to all traffic, but is clearly more than just a public bridleway, the most appropriate course of action would seem to be to delete this length of public bridleway from the Definitive Map. Since the Q-Z-A section of existing Public Footpath

No 29 does not appear to fit the character / balance of user criteria for being recorded as a byway open to all traffic, but is clearly more than just a public footpath, the most appropriate course of action would seem to be to delete this length of Public Footpath No 29 from the Definitive Map. It had been considered that section 53(3)(c)(iii) of the Wildlife & Countryside Act 1981 might provide a mechanism to delete bridleways and footpaths such as these, from the Definitive Map. This appeared to be a catch-all provision to cover unspecified situations where "any other particulars contained in the map and statement require modification". Unfortunately, Paragraphs 36 and 37 of Lord Justice Roch's judgment, when *Masters v Secretary of State for Transport* was considered by the Court of Appeal in 2000, appears to rule out this course of action.

- 7.25 The only alternative to deleting these sections of bridleway and footpath from the Definitive Map is to leave them unchanged. Doing so would have the effect of continuing to identify the routes with a status that is not just incorrect, but known to be so; a somewhat misleading state of affairs. Given that the main exception which is being relied upon to 'save' the U3129 road's status as motor vehicular highways relates to patterns of use during the 5 years prior to commencement of the Act in 2006 it is considered desirable to ask the Rights of Way Sub-Committee to determine the correct status of this 'dual-classified' route sooner rather than later, even if no mechanism for updating the Definitive Map currently exists.

9. CONCLUSION

- 9.1 In light of the user and documentary evidence submitted, it appears that, on a balance of probability, public vehicular rights have been shown to exist over the X-Y section of existing Public Bridleway No 1.
- 9.2 In light of the user and documentary evidence submitted, it appears that, on a balance of probability, public vehicular rights have been shown to exist over the Q-Z-A section of existing Public Footpath No 29.
- 9.3 The Natural Environment and Rural Communities Act 2006 would not appear to have extinguished the public's motor vehicular rights over either of these routes.
- 9.4 It would not be appropriate to recognize the public's motor vehicular rights over the X-Y section of Bridleway No 1 or the Q-Z-A section of Footpath No 29 by upgrading either of them to be byways open to all traffic, because these lengths would not appear to satisfy the necessary balance of user test (see 7.23 above).
- 9.5 Although the most appropriate course of action would seem to be to delete these sections of Public Bridleway No 1 and Public Footpath No 29 from the Definitive Map altogether, at present no mechanism for doing so currently exists. They must, therefore, remain on the Definitive Map as a public bridleway and public footpath (effectively, in error) until such time as the law is suitably amended.




Northumberland
 County Council

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

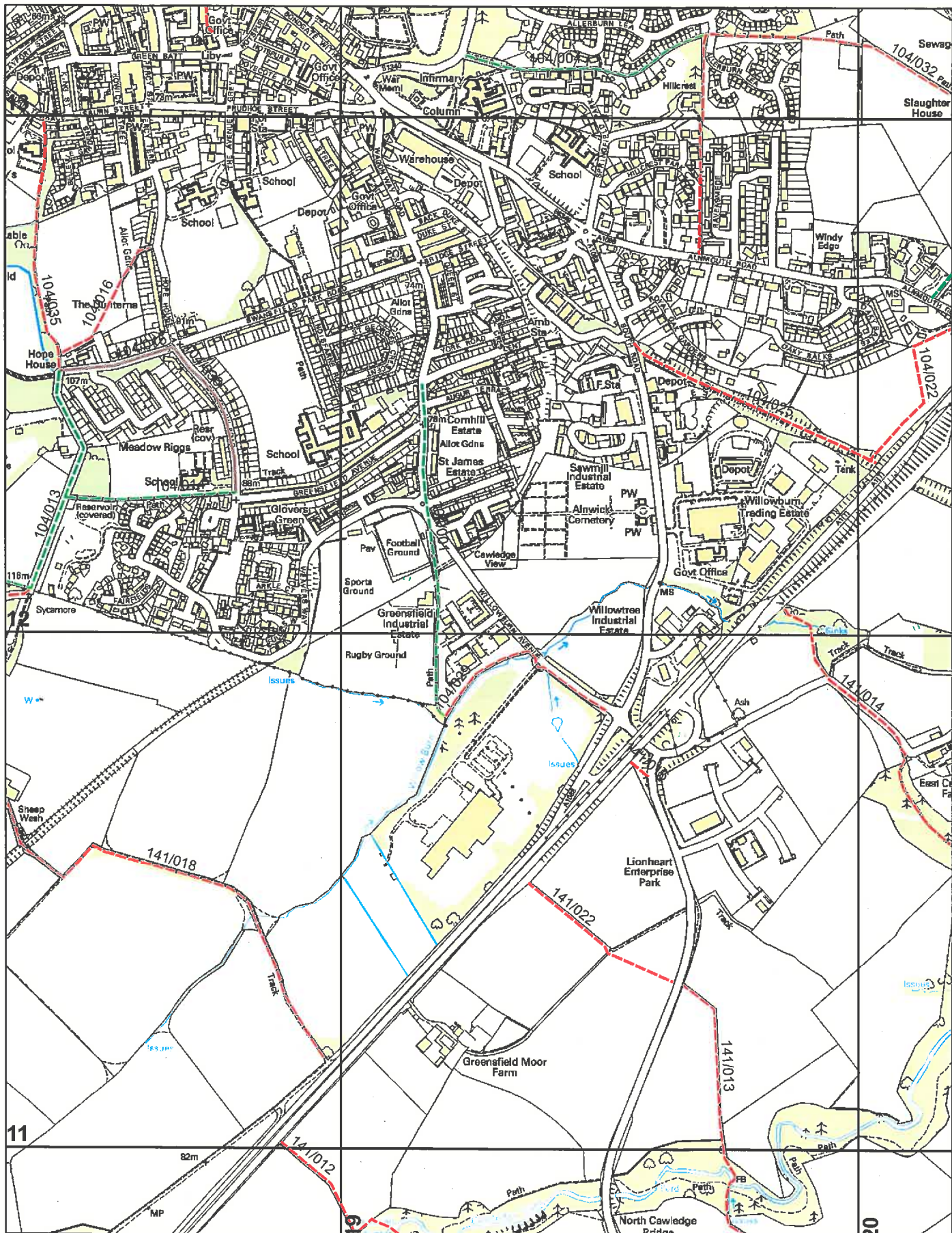
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Wildlife and Countryside Act 1981 Public Rights of Way



Public Bridleway now part of Vehicular Highway
 Public Footpath now part of Vehicular Highway

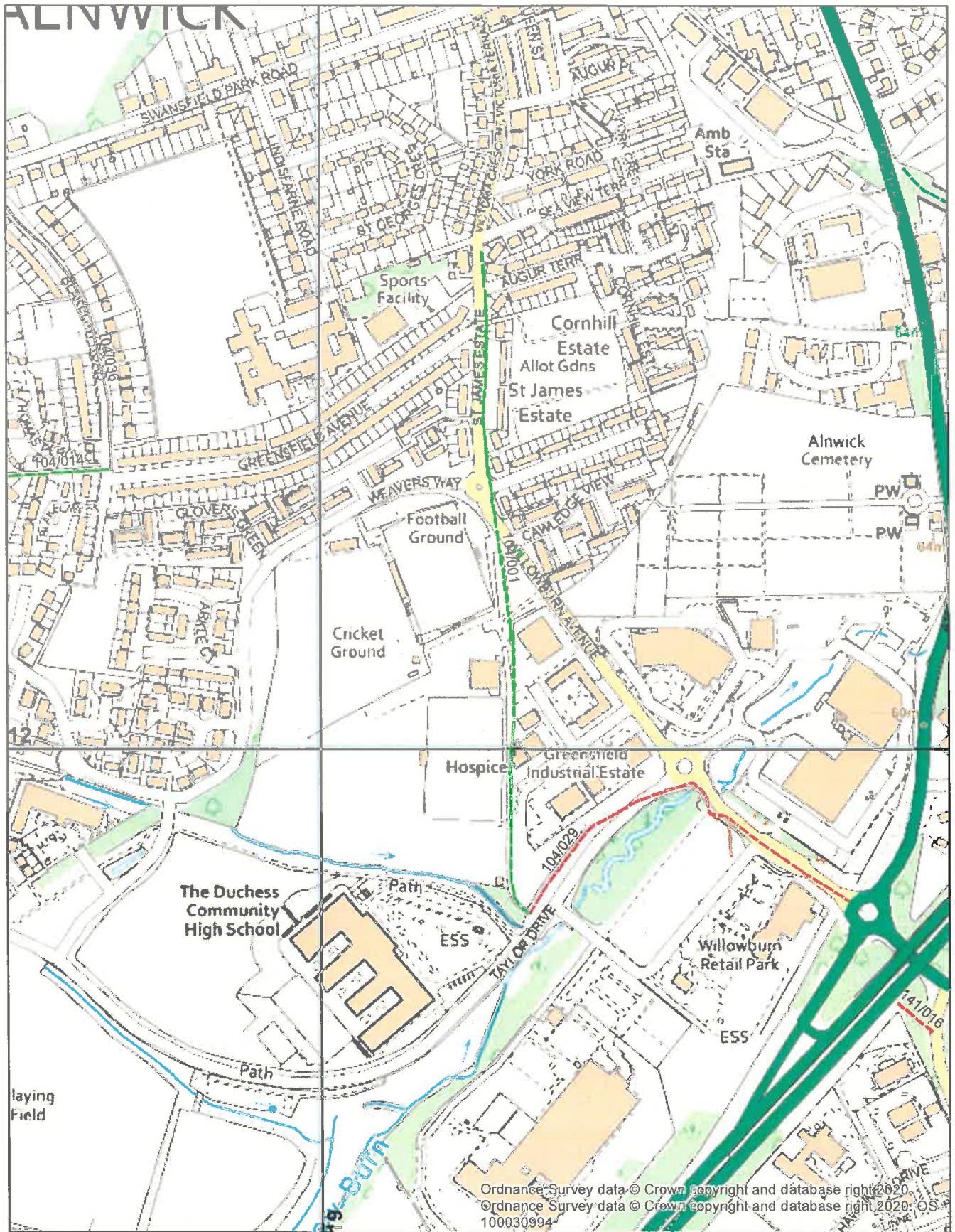
Former District(s) Alnwick	Parish(es) Alnwick	Scale 1:5,000
Def. Map No. 69	O.S. Map NU 11 SE	Date October 2020




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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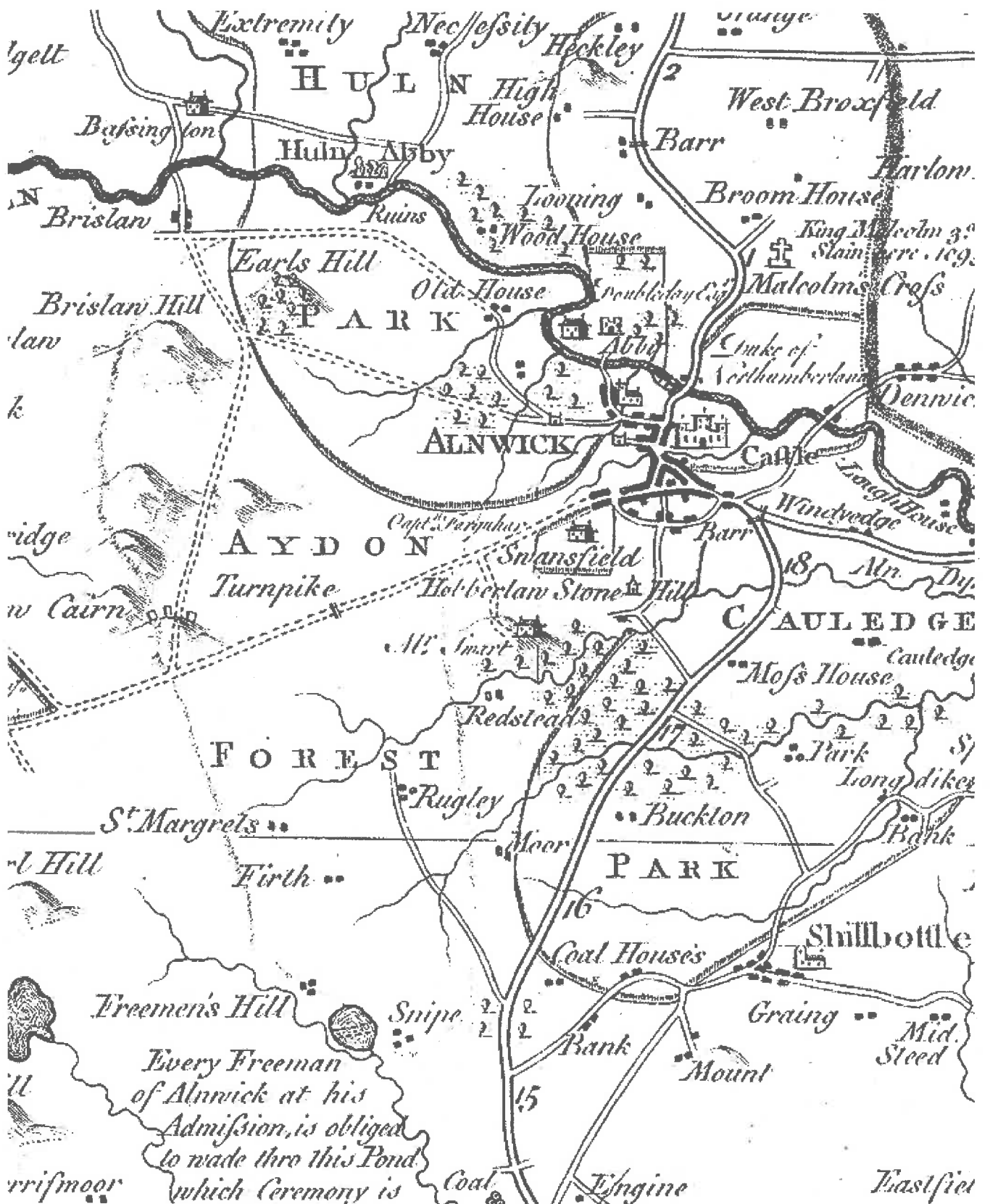


Modern Location Map

(with RoW information overlaid)

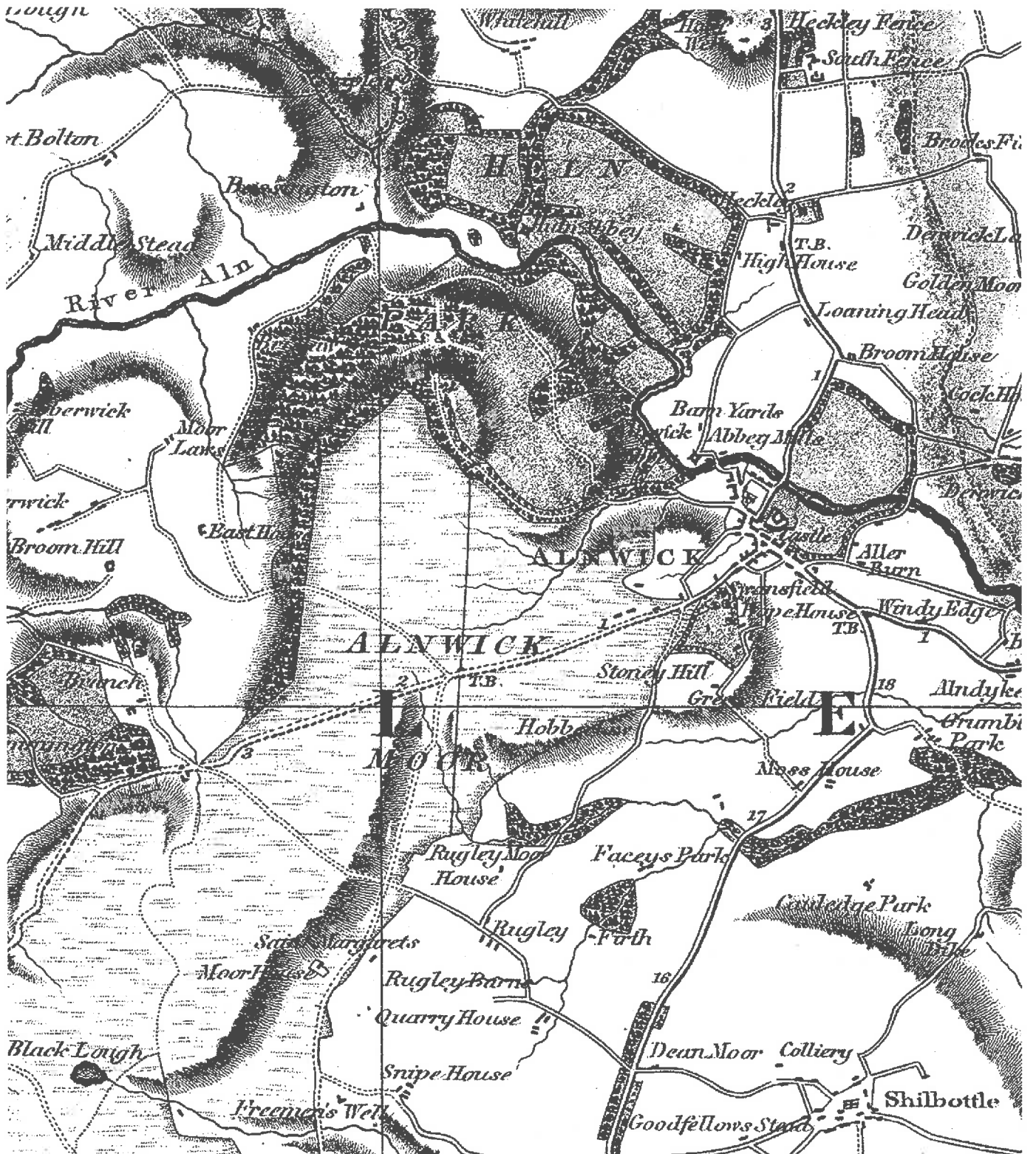
Contact: Alex Bell
 Telephone: 01670 624133
 Email: Alex.Bell@northumberland.gov.uk

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Every Freeman of Alnwick at his Admission, is obliged to wade thro this Pond which Ceremony is

Fryer's County Map
1820





Greenwood's County Map
1828



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



Book of Reference for 1st Edition 25" O.S. Map

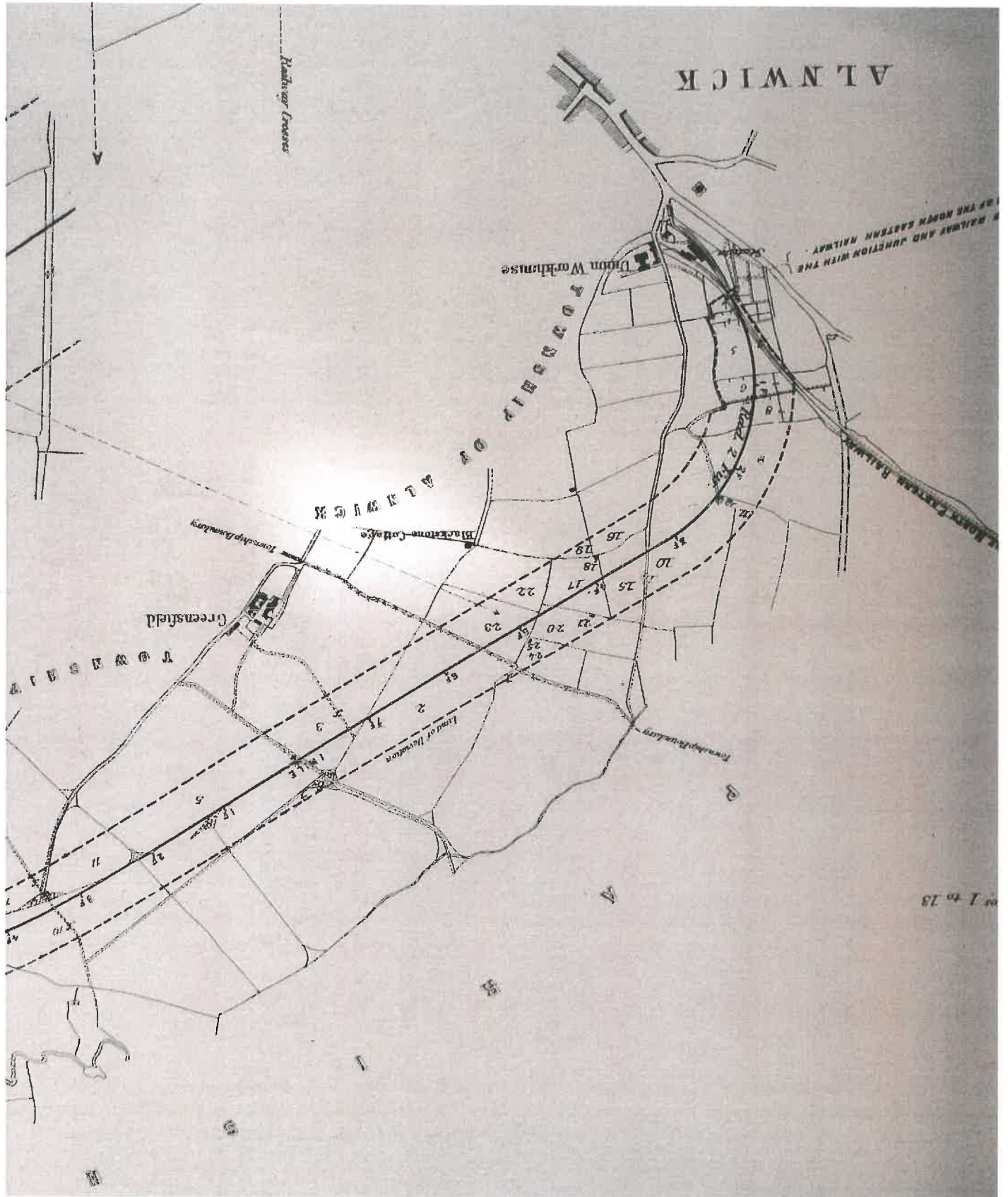
4

PARISH OF ALNWICK.

No. on Plan.	Area in Acres.	Description.	No. on Plan.	Area in Acres.	Description.
	3744-246	<i>Brought forward.</i>		3913-864	<i>Brought forward.</i>
248	8-093	Arable.	293	0-979	Wood.
249	6-128	Pasture.	294	0-162	Houses, yard, & garden (Camphill Cottage).
250	0-930	Private road.			
251	4-942	Arable, &c.	295	0-010	House.
252	15-038	Arable.	296	1-564	Private road.
253	0-861	Pasture.	297	1-498	Wood.
254	4-665	Garden, &c.	298	7-056	Arable.
255	3-063	Pasture & shed.	299	4-743	Arable, &c.
256	4-004	North Eastern Railway (Alnwick Branch).	300	7-316	Arable.
		Arable, &c.	301	3-129	Pasture.
257	4-660	House, &c. (Stoophill).	302	5-914	Cemetery.
258	0-056	Rough pasture.	303	1-904	Garden.
259	2-476	Arable.	304	17-746	Arable, &c.
260	2-761	Arable, &c.	305	6-449	Arable, &c.
261	3-856	House & garden.	306	0-020	House (Moorgate T.P.).
262	0-47	Arable, &c.	307	14-354	Public road.
263	17-436	Arable, &c.	308	32-851	Arable, &c.
264	14-704	Arable, &c.	309	5-544	Arable, &c.
265	21-982	Arable, &c.	310	26-445	Arable, &c.
266	3-312	Quarry, &c. (Reham Quarry).	311	3-812	Arable, &c.
266a	0-010	House.	312	9-070	Arable, quarry, &c.
267	20-720	Arable, quarry, &c.	313	7-437	Arable, &c.
267a	0-080	House, gardens, &c.	314	10-924	Arable, quarry, &c.
268	5-202	Arable, &c.	315	0-787	Arable.
269	0-011	House.	316	16-558	Arable, &c.
270	0-070	Garden.	317	12-019	Arable.
271	1-914	Arable.	318	0-031	House & garden (Skinners' Arms F.H.).
272	0-089	Wood.	319	3-220	Arable.
273	0-020	Wood.	320	0-301	Private road.
274	0-041	Wood.	321	0-218	Gardens.
275	2-217	Wood, &c.	322	0-480	Wood.
276	0-025	Wood.	323	3-553	Pasture, &c.
277	0-021	Wood.	324	0-740	Wood.
278	0-022	Wood.	325	0-085	Wood.
279	0-020	Wood.	326	1-141	Pasture, &c.
280	27-316	Ornamental ground.	327	0-384	Wood, &c.
281	0-009	Wood.	328	0-371	Garden, &c.
282	0-016	Wood.	329	0-902	Houses, yards, &c. (Stonyhill).
283	0-072	Wood.			
284	0-020	Wood.	330	0-020	House.
285	0-054	Wood.	331	6-154	Pasture, &c.
286	0-180	Wood.	332	0-159	Wood.
287	0-009	Wood.	333	5-142	Arable.
288	0-019	Wood.	334	8-540	Arable.
289	0-270	Wood.	335	0-099	House, garden, &c. (Blackstone Cottage).
290	0-143	Wood.			
291	0-207	Wood.	336	5-783	Arable.
292	0-010	House (Stonyhill Tower).	337	6-496	Arable.
			337a	0-046	Pasture.
	3913-864	<i>Carried forward.</i>		4158-870	<i>Carried forward.</i>



North Eastern Railway (Alnwick and Cornhill Branch)
Deposited Plan
1881



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

1881

NUMBER ON PLAN.	Parish of Alnwick	Township of Alnwick	in the County of Northumberland.	DESCRIPTION OF PROPERTY.	OWNERS OR REPUTED OWNERS	LESSEES OR REPUTED LESSEES	OCCUPIERS.
1.	The Alnwick Branch of the North Eastern Railway Sidings and Landing Wharves -	The North Eastern Railway Company		The North Eastern Railway Company			The North Eastern Railway Company
2.	Corruption Road and Bridge	The Duke of Northumberland and The North Eastern Railway Company					James Holt, William George Macfarlane and John Macfarlane The North Eastern Railway Company James Holt
3.	Signal Cabin	The Duke of Northumberland					William George Macfarlane
4.	Masonry Ground	The Duke of Northumberland					John Macfarlane
5.	Market Garden	The Duke of Northumberland					John Macfarlane
6.	Market Garden	The Duke of Northumberland					James Patterson William Lake
7.	Shed	The Duke of Northumberland					James Patterson
8.	Market Garden	The Duke of Northumberland					James Patterson
9.	Field	The Duke of Northumberland					James Patterson
10.	Field	The Duke of Northumberland					James Patterson
11.	Field	The Duke of Northumberland					James Patterson
12.	Shed	The Duke of Northumberland					James Patterson
13.	Shed	The Duke of Northumberland					James Patterson
14.	Public Highway	The Local Board of Health for the District of the Townships of Alnwick and Lamington. Robert Middleton, West Geoffrey Wilson, Surgeon.					

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1897 1:2,500



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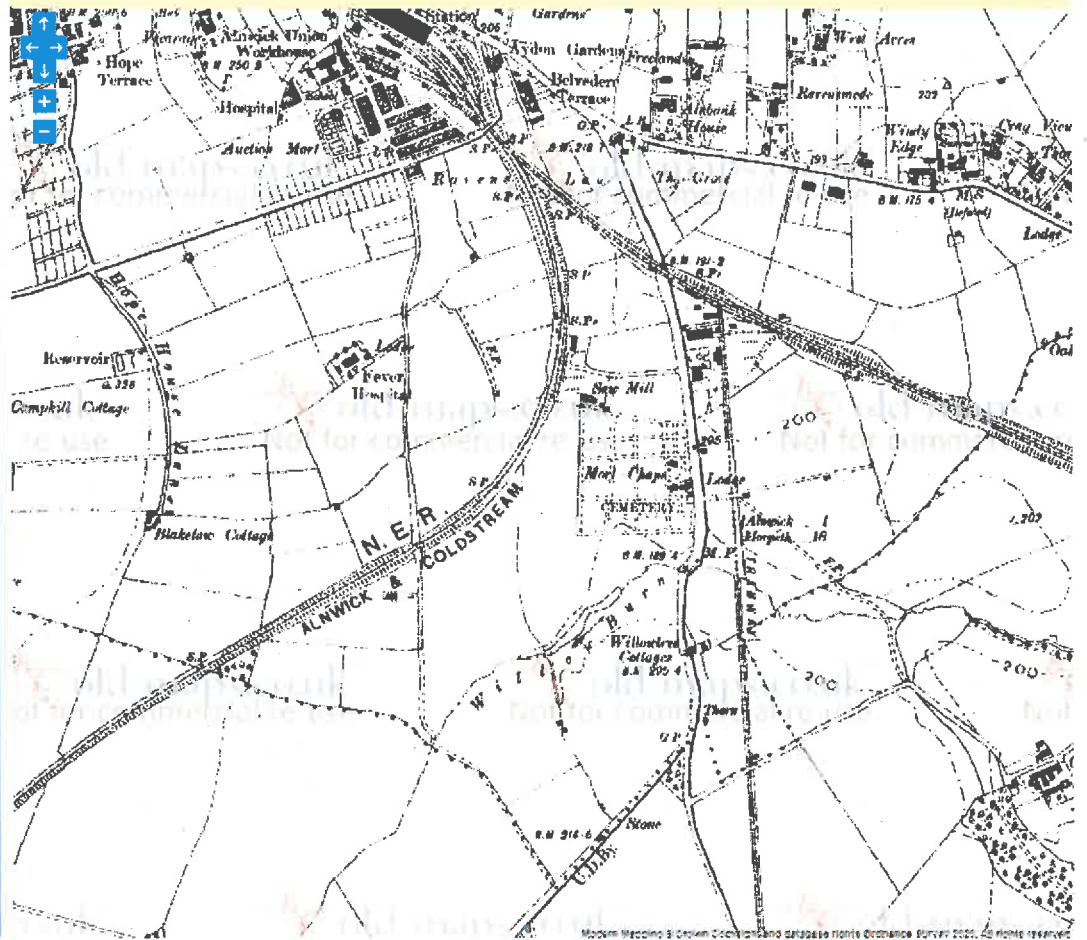
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NORTHUMBERLAND
1923 1:2,500



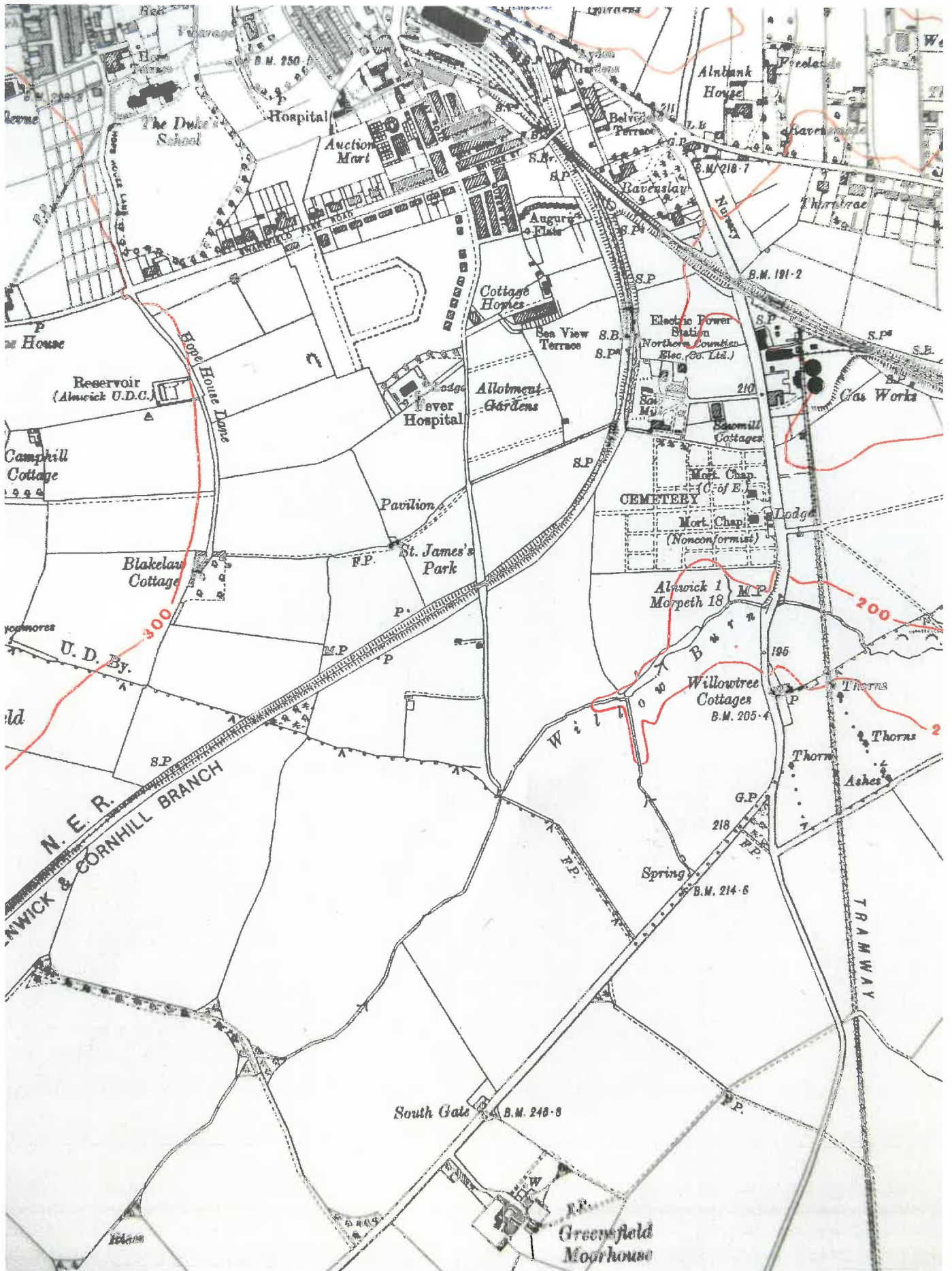
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3rd Edition 6" O.S. Map
1926



Survey Map



**NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949.
SCHEDULE ACCOMPANYING SURVEY MAPS.**

Parish of _____ in the Rural District of _____

Borough }
Urban District } of ALDWICK
(Delete whichever is inapplicable).

1. Number of highway on Map 1
2. Kind of Path (i.e., F.P., B.R.) B.R.
3. Starts at Sea View Terrace to Willow Burn
4. Name of Path (if any) _____
5. Is the Path well defined? Yes
6. Is the Path metalled? If so, define length Yes 4.30 yds.
7. If its width can be stated, insert here. Varies max. 20" min 30"
8. What is the present condition of the path, stiles, etc.? Good
9. Is it subject to being ploughed out? No
10. Details of any notice boards, direction signs or warning signs against trespassers, stating their location, wording on them, their condition and date of erection, if known
None
11. Grounds for believing the path to be public (if known), e.g. "Awarded," "Repaired at Public Expense" (with date) or "mentioned in Minutes of Parish Council" or any other evidence such as that of an old inhabitant
Repaired at Public expense.
12. Have persons been prevented using the highway? None
13. Give particulars of any obstructions. None
14. Names of owners of freehold and previous owners, if known, for past 30 years. _____
15. What maps have been consulted, and where are they deposited?
Map of rights of way under Rights of way Act 1932. Deposited with Aldwick U.D.C.
16. What records have been consulted, and where are they deposited? _____
17. Any other relevant information _____

Surveyed by	Address	Dates of Survey
<u>J. Peaty</u>	<u>Green Terrace Aldwick U.D.C.</u>	<u>5-5-51</u>

Important :—Sheet No. of Map on which Highway is shown
75 | 35 NH. | 5.



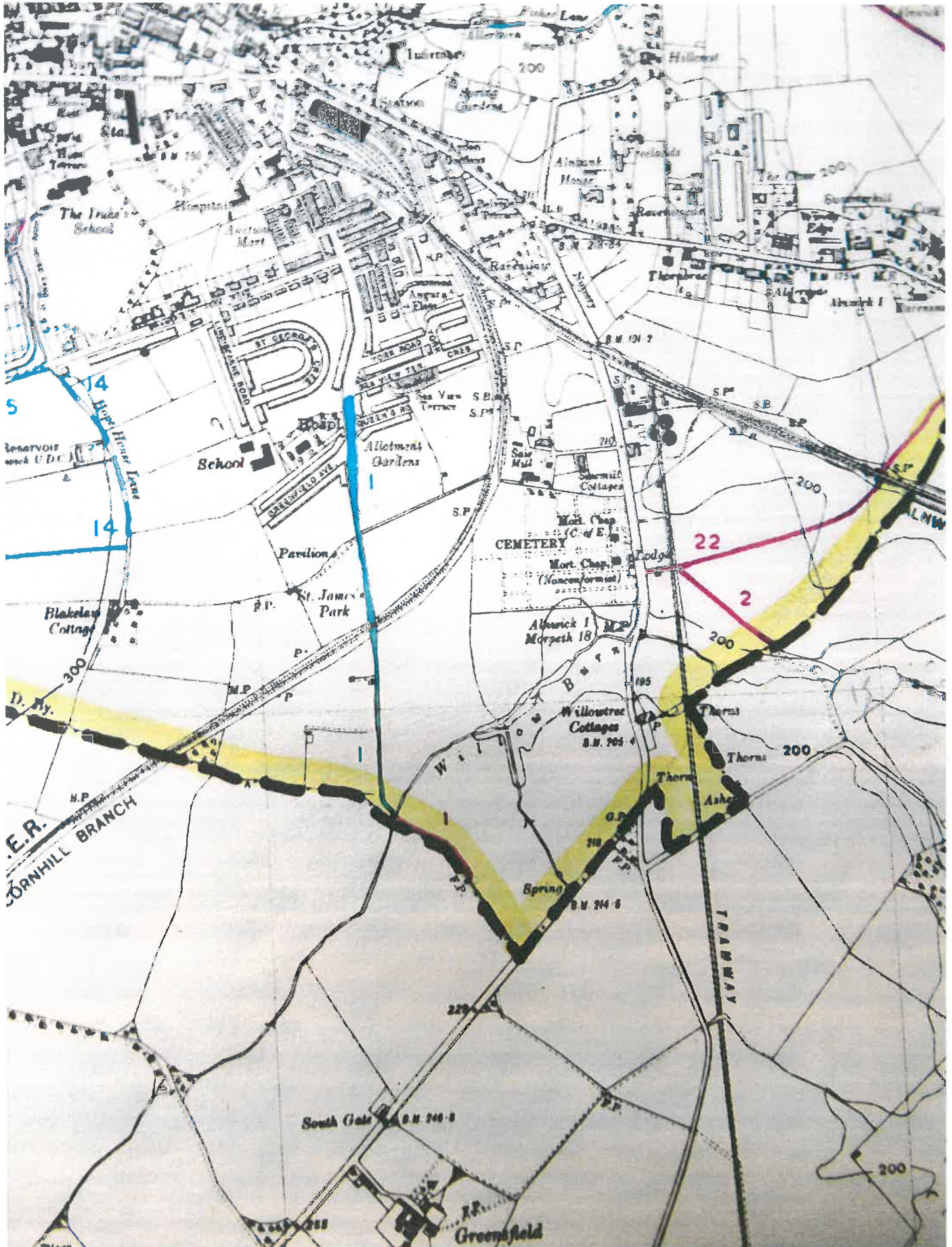
*Take
scheduled
abff in VD
not in RD*

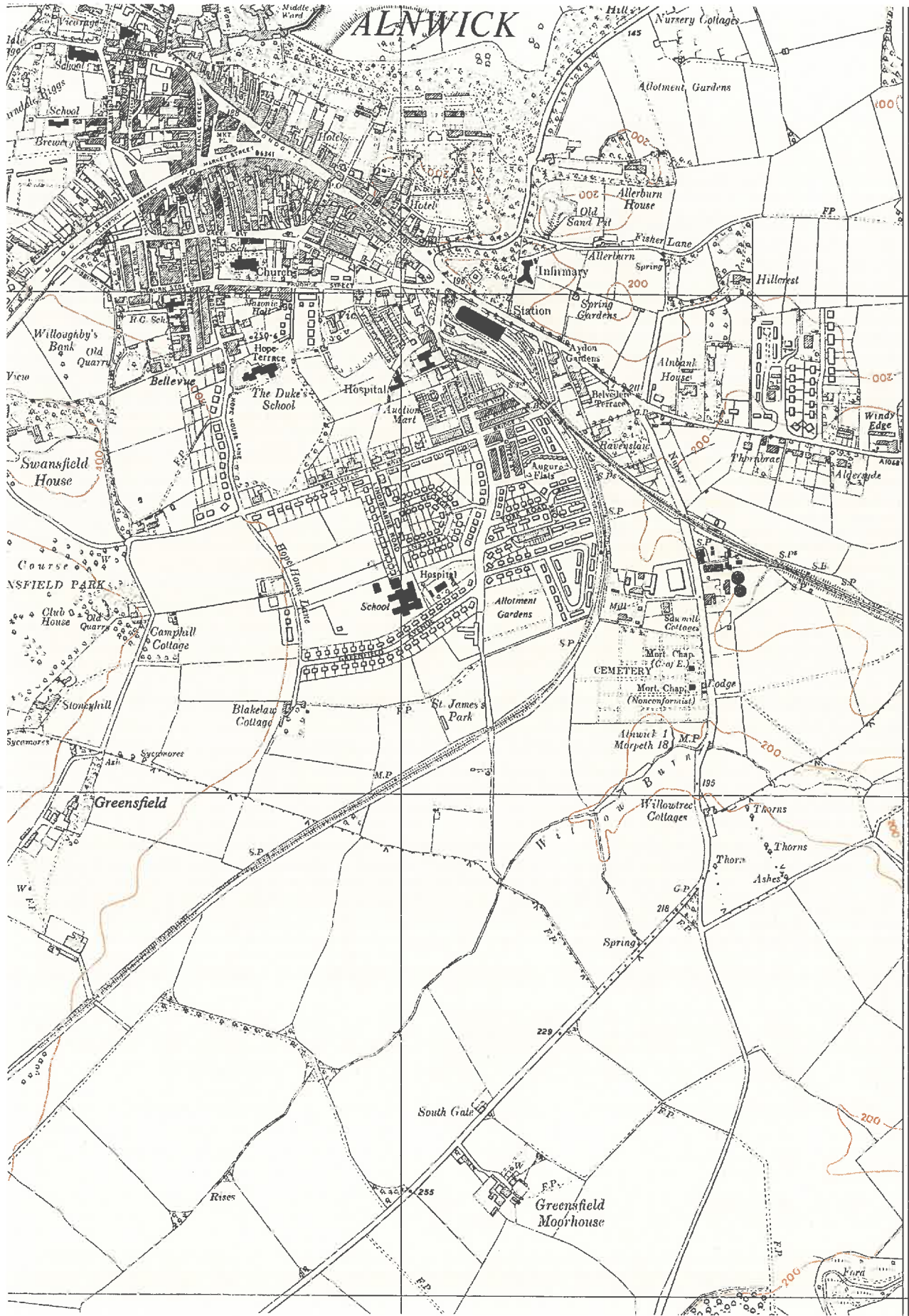
AT 26° 24'

OLD ROAD
SHEET LINE
100 FEET



Provisional Map





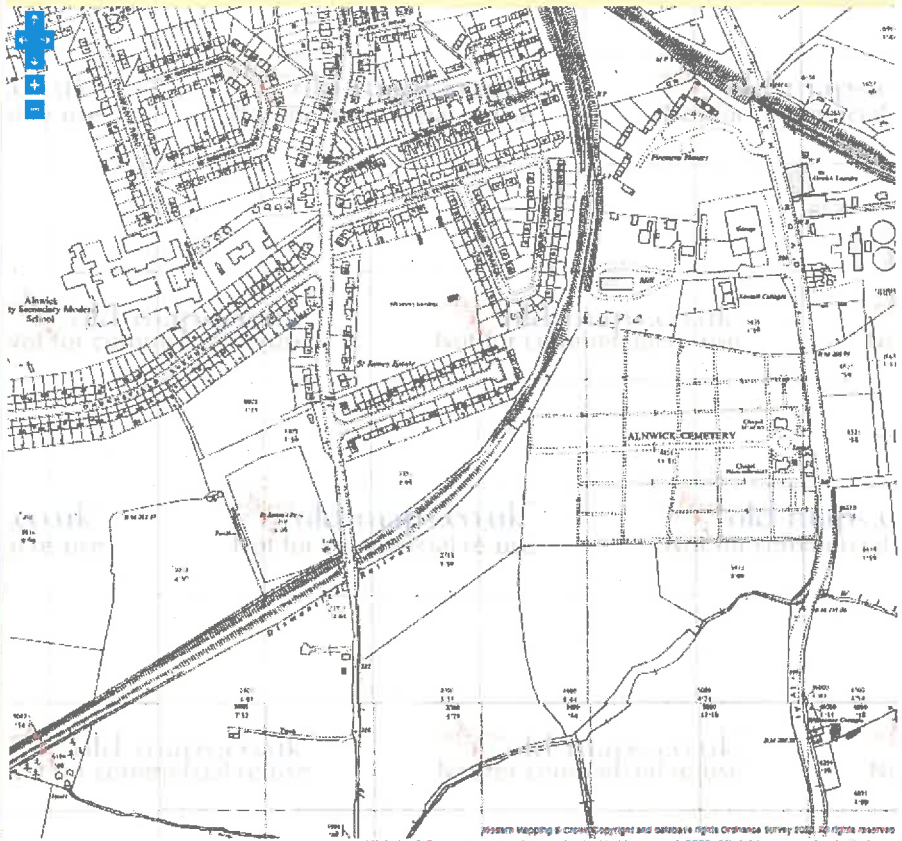
1:2500 Ordnance Survey Map 1961

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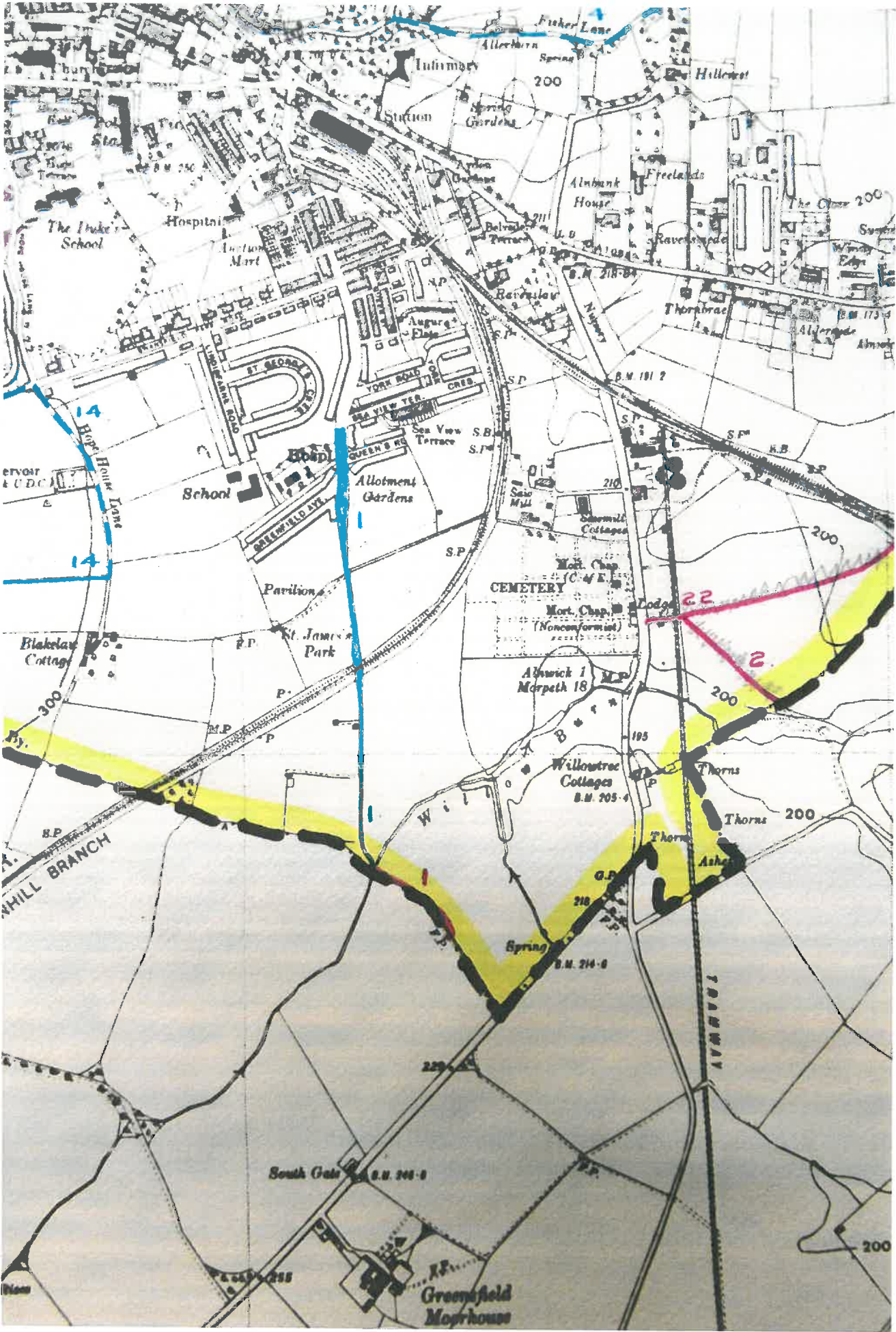
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Original Definitive Map



NORTHUMBERLAND COUNTY COUNCIL.

NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949.

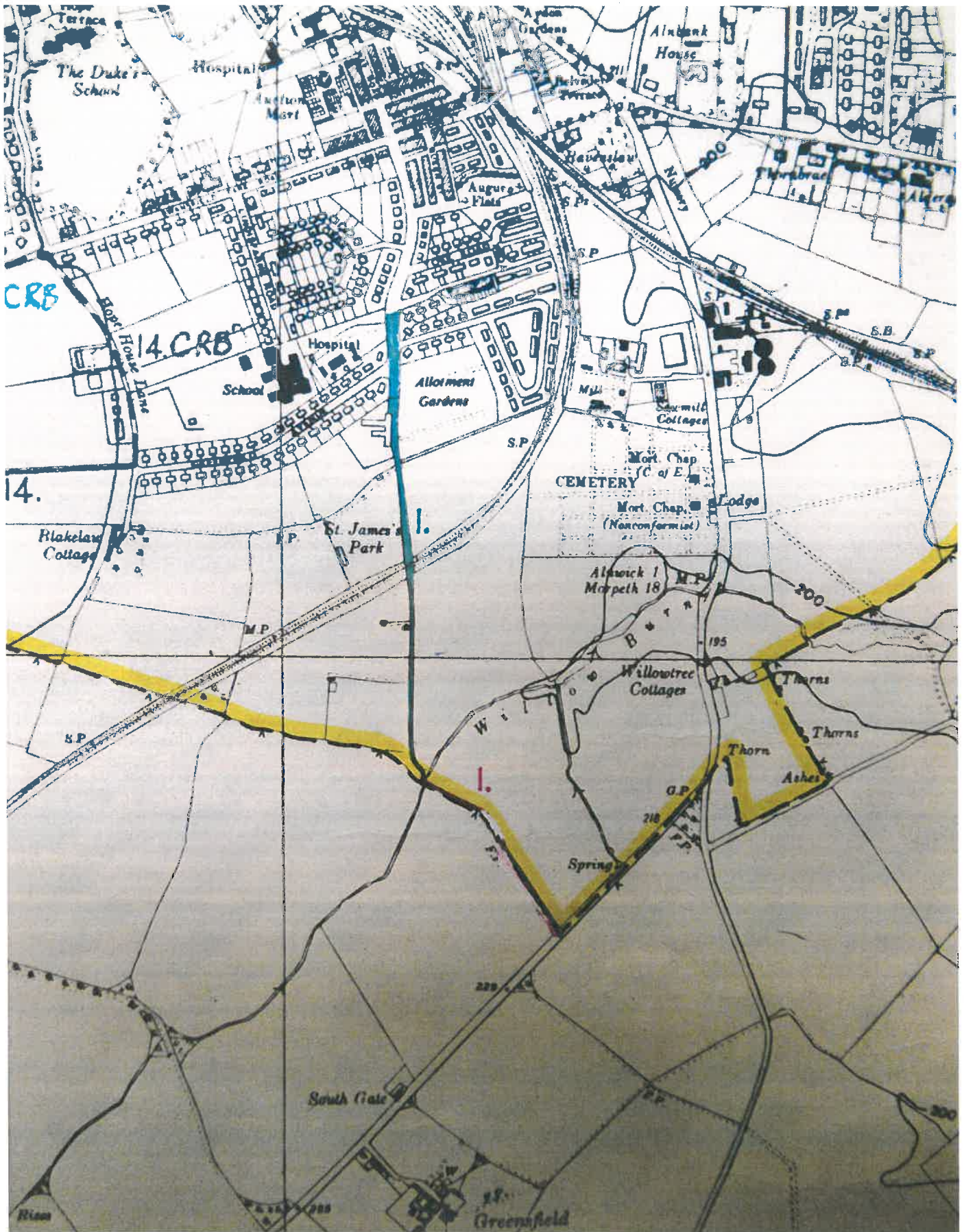
PART IV.

PUBLIC RIGHTS OF WAY - STATEMENT.

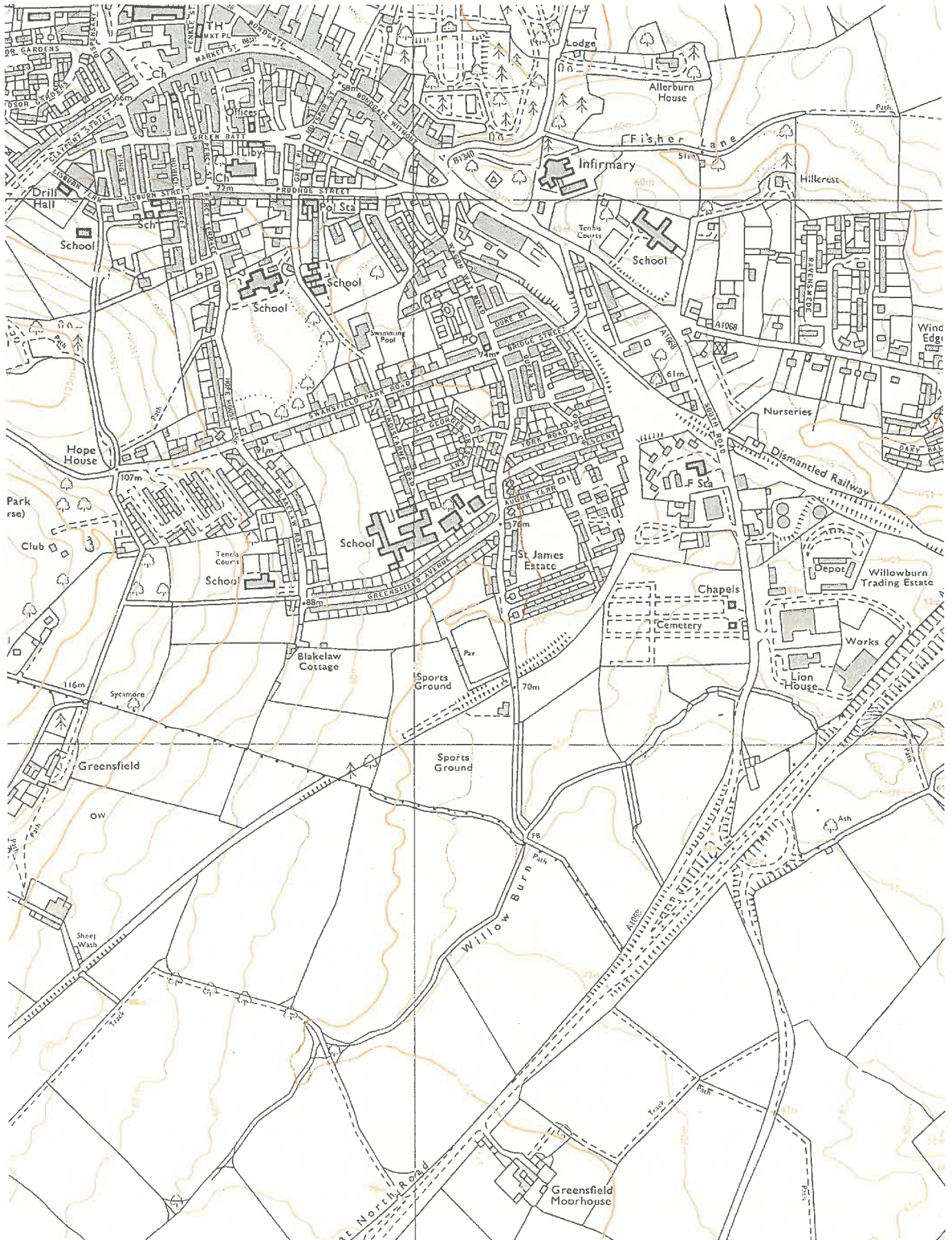
1. Borough-
Urban District ALNWICK.
Rural-District
2. Parish-
3. Number of Footpath on Map 1.
4. Name of Path
F.P. and Bridle Road varying in width from
20 feet to 3 feet - About 430 yards metalled.
5. Kind of Path, (i.e. FP/BR)
6. General Description of Path From the West end of Sea View Terrace in a
southerly direction past St. Jame's Park, under the Alnwick - Cornhill Railway
to the Alnwick Urban District Boundary at the Willow Burn, turning south-east
along this boundary for about 160 yards to join Path No. 17 in the Parish of
Denwick (Detached).
.....
.....
7. Other relevant information
..... (a) Repaired at Public expense.
..... (b) Rights of Way Act, 1932 - Map deposited with Alnwick
Urban District Council.
.....
.....
.....
.....

FP 200 yds. BR 777 yds.

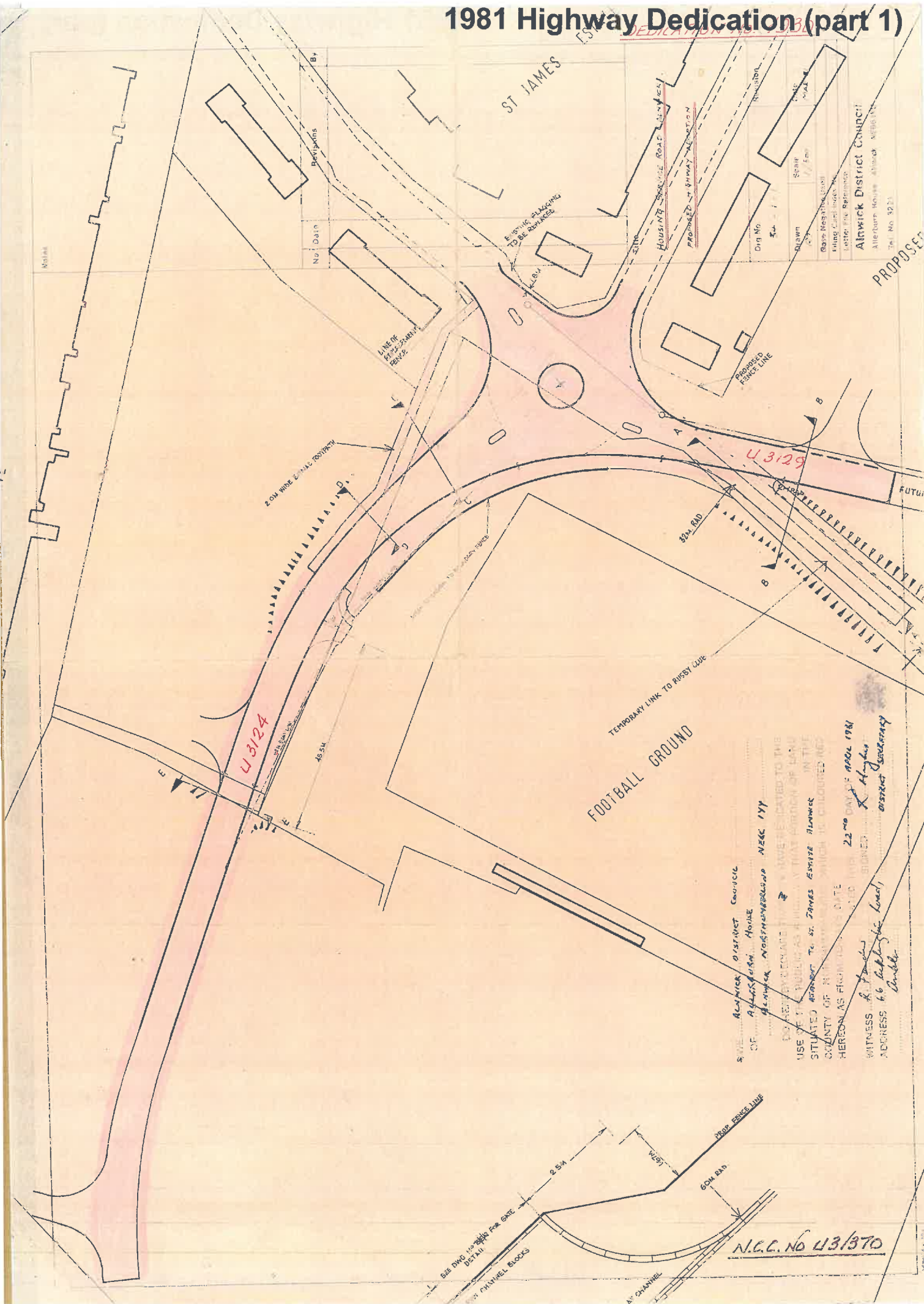
First Review Definitive Map



1:10,000 O.S. Map
1977



1981 Highway Dedication (part 1)



PROPOSED

Alnwick District Council
 Allerton House, Allerton, NE66 4JL
 Tel. No. 3221

Letter No. Ref: 100/100
 Letter No. Ref: 100/100
 Date: 10/10/81
 Date: 10/10/81

Drawn: [Name]
 Scale: 1/1000
 Date: 10/10/81

U 3129

U 3124

FOOTBALL GROUND

TEMPORARY LINK TO RUSBY LANE

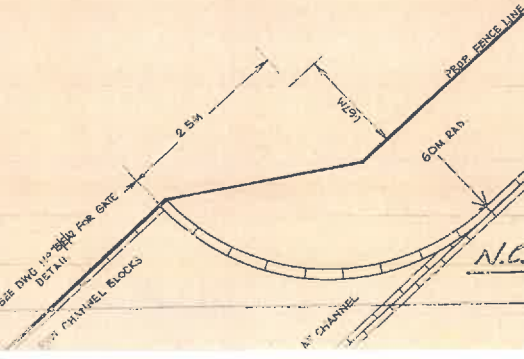
BY ORDER OF THE ALNICK DISTRICT COUNCIL
 ALNICK HOUSE
 ALNICK, NORTHUMBRIA, NE66 1YU

DO NOT SIGN THIS INSTRUMENT UNTIL YOU HAVE RECEIVED TO THE
 USE OF THE PUBLICS A NOTICE THAT A PROVISION OF LAW
 SITUATED AGAINST THE ST. JAMES ESTATE PLANNING
 COUNTY OF NORTHUMBRIA WHICH IS REQUIRED

HEREON AS FURNISHED TO THE DISTRICT COUNCIL ON 22ND DAY OF APRIL 1981

WITNESS *R. P. [Name]* CLERK
 ADDRESS *66 [Address]*
[Signature] DISTRICT SECRETARY

N.C.C. NO U31370



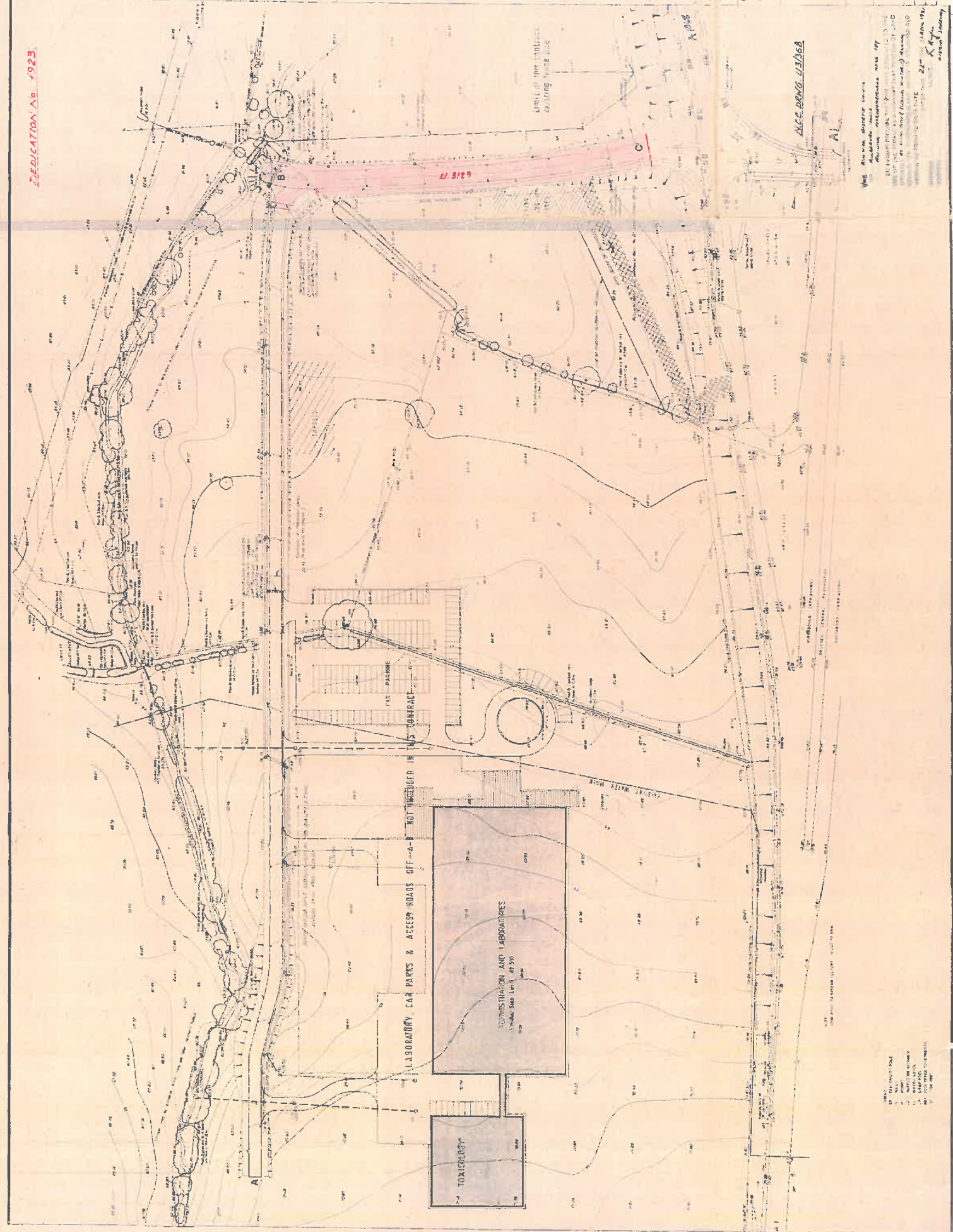
SEE DWG NO. [Number] FOR GATE
 DETAIL

PROP. FENCE LINE

PROP. FENCE LINE

PROP. FENCE LINE

DEDICATION No. 1923



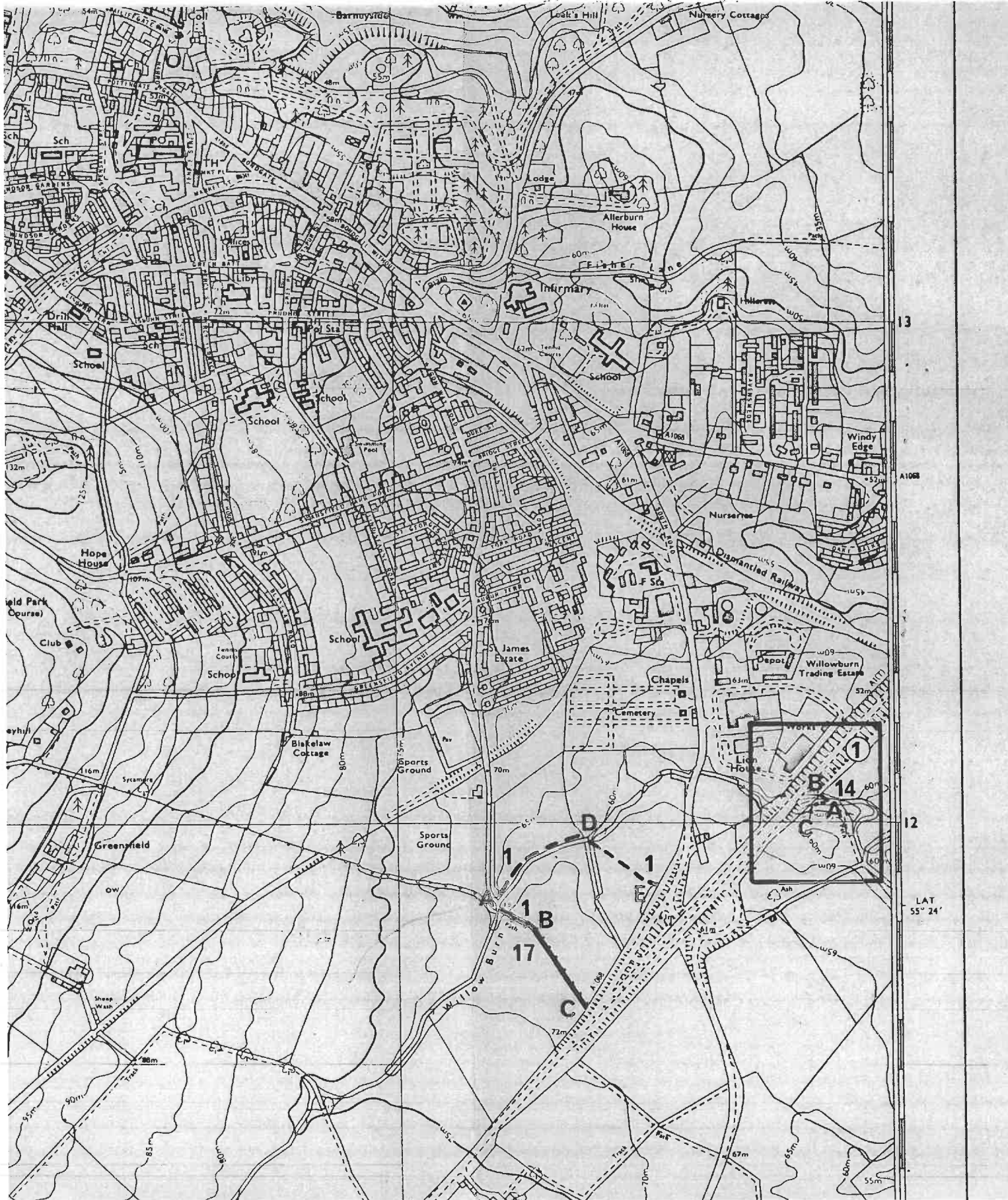
Notes:
 1. All roads shown on this plan are to be dedicated to the Highway.
 2. The proposed roads are shown in red.
 3. The proposed roads are shown in red.

Project Name: Alnwick District Council
 Alnwick House
 Alnwick
 Telephone 3221
 Drawn: [Name]
 Scale: 1:1000
 Date: [Date]
 Title: 1981 Highway Dedication (part 2)

Project Number: [Number]
 Drawing Name: [Name]
 Drawing Date: [Date]
 Drawing Scale: [Scale]
 Drawing Title: [Title]
 Drawing Author: [Name]
 Drawing Checker: [Name]
 Drawing Date: [Date]

Legend:
 1. Proposed Road
 2. Proposed Footpath
 3. Proposed Cycleway
 4. Proposed Drainage
 5. Proposed Fencing
 6. Proposed Planting
 7. Proposed Lighting
 8. Proposed Street Furniture
 9. Proposed Street Lighting
 10. Proposed Street Furniture

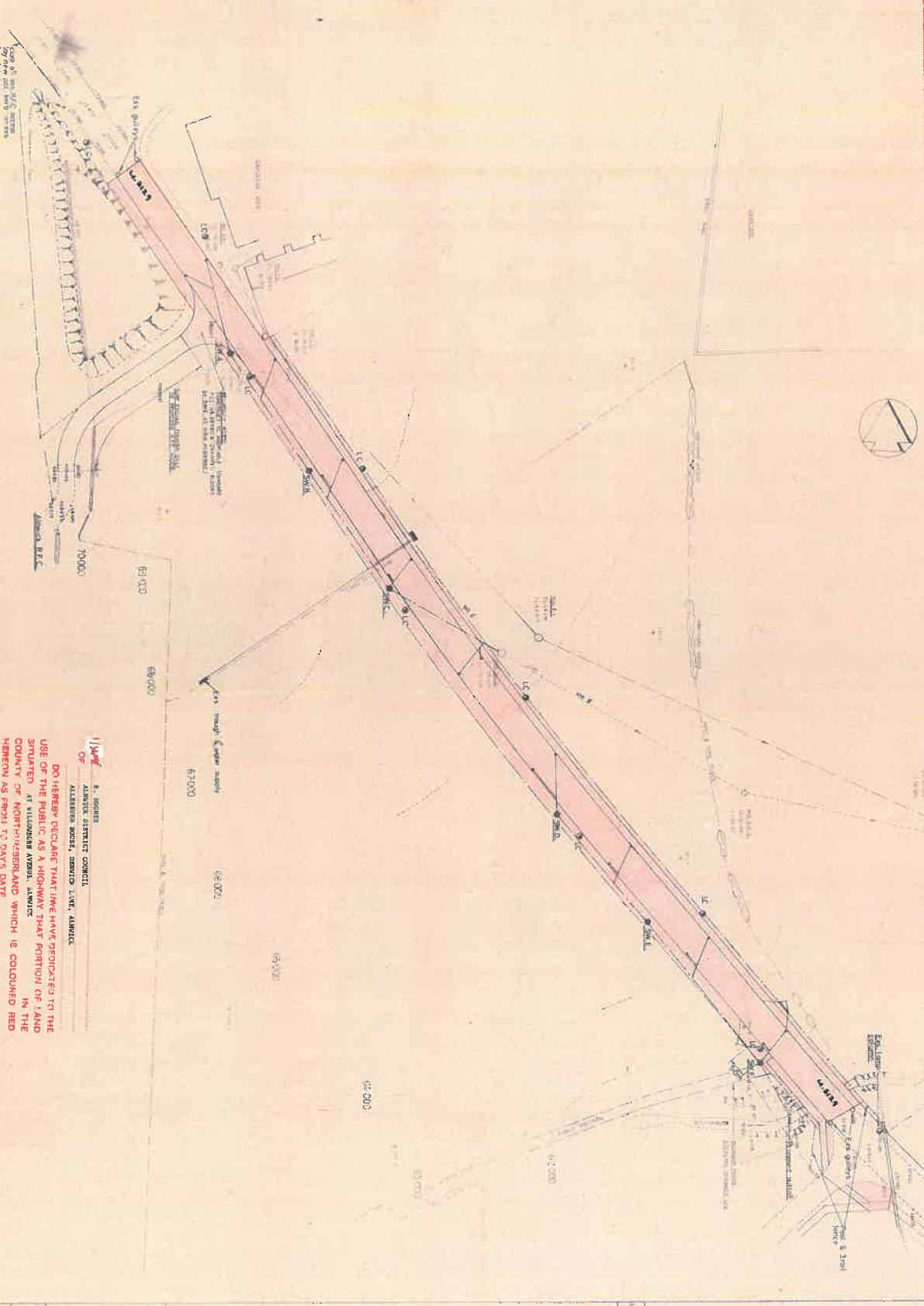
Definitive Map Modification Order (No 1) 1985



1986 Highway Dedication

NCC DRWG U3/394
 Dedication Number 1982

295 meters c/w
288 meters f/w



1/16" = 1' HORIZ
 OF ALLENDALE DISTRICT COUNCIL
 ALLENDALE ROAD, DENVER LINE, ALLENDALE

DO HEREBY DECLARE THAT I HAVE DEDICATED TO THE USE OF THE PUBLIC AS A HIGHWAY THAT PORTION OF LAND SHOWN AT ALLENDALE AVENUE, ALLENDALE COUNTY OF NORTHUMBRIA WHICH IS COLOURED RED HEREON AS FROM 10 DAYS DATE

WRITERS *Stanley R. Hynes*
ADDRESS *Alford, Lincolnshire*
SIGNED *R. Hynes*
DATED THIS 19th DAY OF May 1986

- LEGEND
- Proposed Comp. Admin.
- Proposed Road Quality
- Proposed S.M. (metals)

Ref. Date	Rev. Value	By

ALLENDALE DISTRICT COUNCIL
 GENERAL LAYOUT
 06.001/1986

Drawn	Checked	Approved
P. B.	L. S.	May 1986

Author: S. R. Hynes
 Drawing: S. R. Hynes
 Alford District Council
 Alford, Lincolnshire
 (Ref. 06.001)



NORTHUMBERLAND

COUNTY COUNCIL

Director of Community & Environmental Services
 Community & Environmental Services Directorate
 County Hall Morpeth Northumberland
 Telephone (01670) 533000 NE61 2EF

Definitive Map of
 Public Rights of Way
 for the
 County of Northumberland

Wildlife and Countryside Act,
 1981

The Northumberland
 County Council
 (Public Rights of Way)
 Modification Order
 (No. 2) 2005

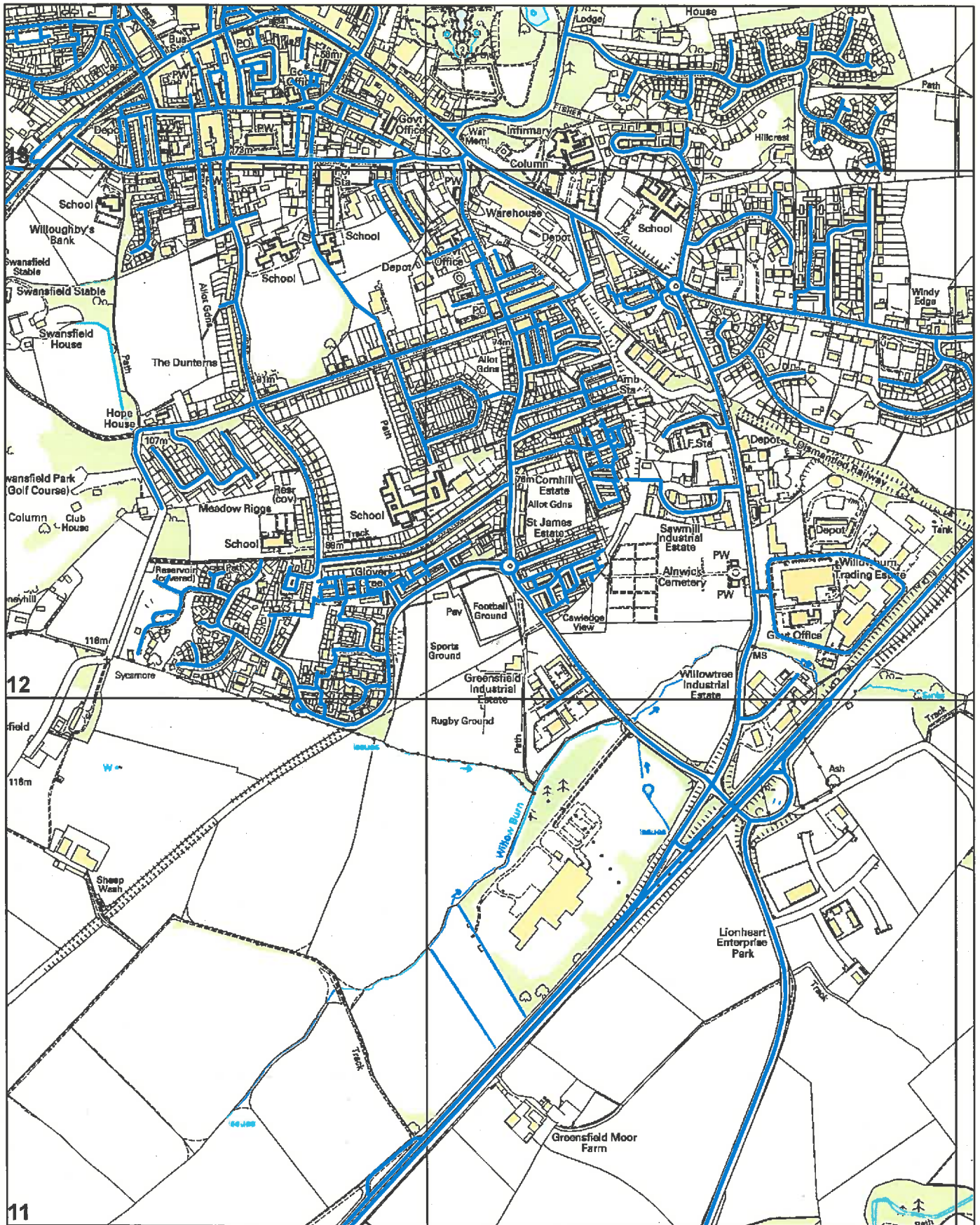
- Alnwick.shp
- Public Footpath
 - Public Bridleway
 - Byway Open to All Traffic
 - Parish Boundary

District: Alnwick
 Parish(es): Alnwick Town
 O.S. Map(s): NU 11 SE
 Definitive Map No(s): 69
 Date: April 2005
 Scale: 1:10,000

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

Road Number	Description	Length - Metres
U3127		
	ORCHARD TERRACE FOOTWAY	48
	MEADOWLANDS CUL-DE-SAC - LESBURY	61
	MEADOWLANDS - LESBURY	48
	ORCHARD TERRACE	48
	OLD ALNWICK ROAD - LESBURY	134
	U3127 TOWNFOOT STEADING - LESBURY	60
	B1339 JCT TO CROFTLANDS LESBURY	137
	B1339 JCT TO LEALANDS LESBURY	229
	LEALANDS ESTATE LESBURY	109
	LEALANDS ESTATE LESBURY	89
	<i>Total length for U3127</i>	<i>1,057</i>
U3128		
	C110 JCT TO TOGSTON LINKS	696
	<i>Total length for U3128</i>	<i>696</i>
U3129		
	A1/A1068 JCT TO 30MPH SOUTH - ALNWIC	29
	ST JAMES RBT TO BRIDGE STREET/SWAN	461
	BRIDGE STREET / SWANFIELD AVENUE T	320
	ST JAMES ROUNDABOUT ALNWICK	92
	30MPH ALNWICK SOUTH TO ST JAMES RO	526
	<i>Total length for U3129</i>	<i>1,428</i>
U3130		
	B6345 JCT TO END OF OLD ROAD	86
	<i>Total length for U3130</i>	<i>86</i>
U3131		
	B6345 JCT TO HOPE HOUSE FARM	340
	<i>Total length for U3131</i>	<i>340</i>



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

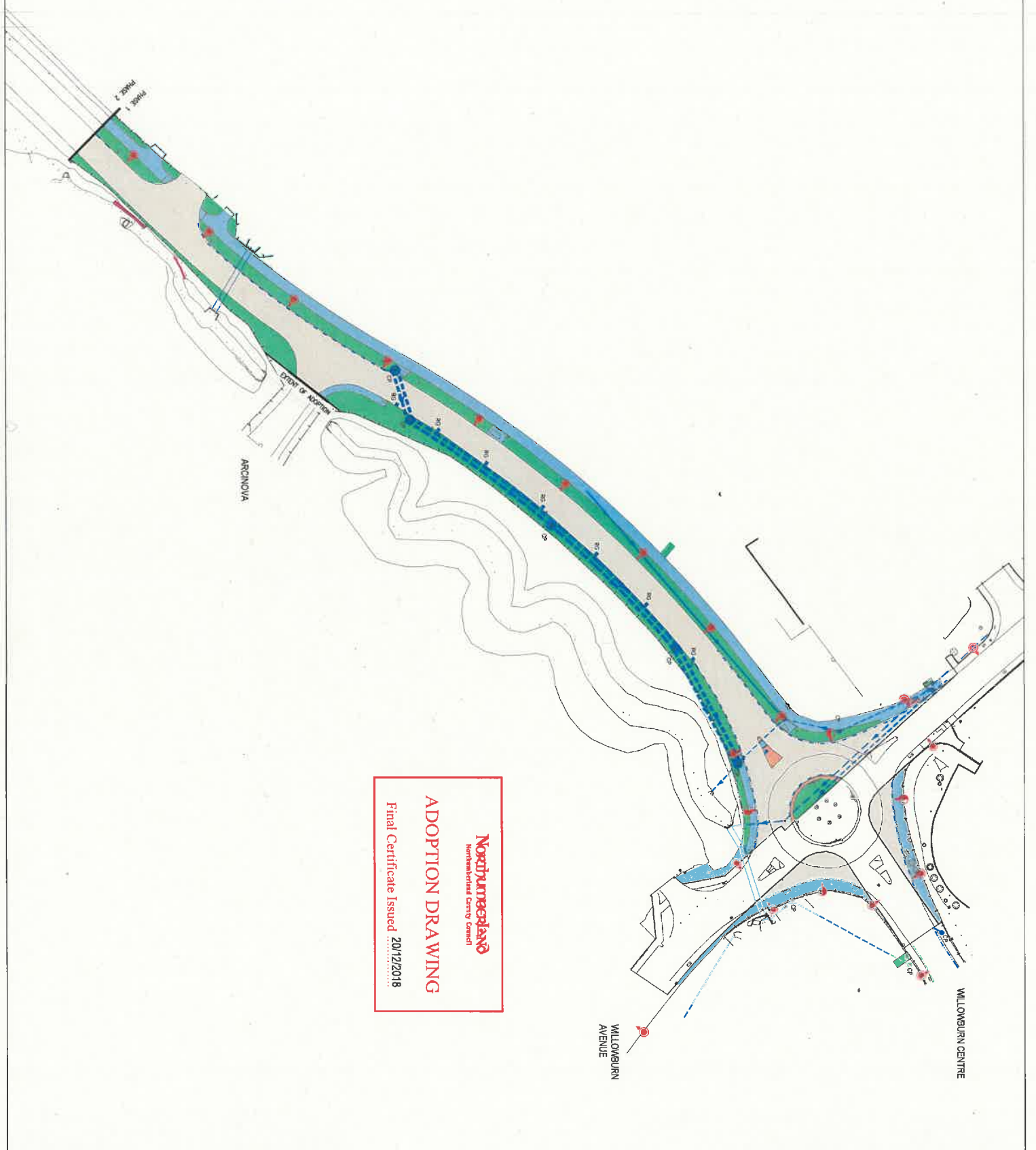
Date:

Oct 2020

Scale:

1:10,000

2018 Highway Adoption



Northumberland
 Northumberland County Council
ADOPTION DRAWING
 Final Certificate Issued 20/12/2018

CONTRACT No.		DRAWING No.		A1	
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LEGEND					
	CHERTSEYWAY		FOOTWAY - TARMAC PAVED		SINTER ISLAND - BLOCKWORK PAVED
	FOOTWAY		FENCE		KERB
	KERB		LINING COLUMN		ROUNDABOUT
	ROUNDABOUT		CATCH PIT		GULLY
	COMBINED ROAD DRAIN		REMAINING STRUCTURE		

AS BUILT		PG 0001 Z	
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ADOPTION PLAN			
AS BUILT			
NORTHUMBERLAND COUNTY COUNCIL HIGHWAYS & HIGHWAYS SERVICES NORTHUMBERLAND COUNTY COUNCIL			
Job No: 15129 - ALMICK GREENFIELD			
Drawing Title: ADOPTION PLAN			
Scale: 1:500			
Drawing No: 15129/10/09			
Drawing Date: 10/09/15			
Drawing Author: P9			
Drawing Checker: CH			
Drawing Approver: Z			