

RIGHTS OF WAY COMMITTEE

13 March 2018

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

ALLEGED BYWAY OPEN TO ALL TRAFFIC No 42 PARISH OF EGLINGHAM

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

Purpose of report

In this report, the Committee is asked to consider all the relevant evidence gathered in support and in rebuttal of the existence of public vehicular rights over the U3065 road, between the B6346 road at the western end of Eglingham, and the southern end of existing Bridleway No 16 in the Parish of Bewick, west of West Ditchburn.

Recommendation

It is recommended that the Committee agree that:

- (i) there is sufficient evidence to indicate that public vehicular rights have been reasonably alleged to exist over the route T-U;**
- (ii) the Natural Environment and Rural Communities Act 2006 would not appear to have extinguished the public's motorized vehicular rights over the route;**
- (iii) the route be included in a future Definitive Map Modification Order as a byway open to all traffic.**

1.0 BACKGROUND

- 1.1 By virtue of section 53 of the Wildlife and Countryside Act, 1981 the County Council is required to keep the Definitive Map and Statement under continuous review and make modification orders upon the discovery of evidence, which shows that the map and statement need to be modified.
- 1.2 The relevant statutory provision which applies to adding a public right of way to the Definitive Map and Statement, based on historical documentary evidence, is Section 53(3)(c)(i) of the Wildlife and Countryside Act, 1981. This requires the County Council (as Surveying Authority) to modify the Definitive Map and Statement following:

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

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

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

2.0 PUBLIC EVIDENCE

- 2.1 In the late 1980s the County Council carried out consultations regarding proposals to add a number of unsealed tracks in the north of the County to the Definitive Map as byways open to all traffic on the basis that the routes were included in the County Council's "List of Streets" as unclassified County roads (UCR). The rationale for doing so was that it would not be obvious to members of the public (particularly horse riders, walkers and cyclists) that they were legally entitled to use routes such as these (which were considered to have vehicular status), because their physical appearance might suggest otherwise.
- 2.2 The view, held by those officers of the Council responsible for maintaining the 'List of Streets' for the County of Northumberland was (and still is) that only public roads (not public bridleways or public footpaths) were shown on this List. The only exceptions to this are the surfaced paths and alleyways providing pedestrian links between roads, in urban streets. Thus, tracks in rural settings, which have their own unique reference numbers (e.g. the 'U3065' 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 U3065 unclassified County road based upon more than simply its inclusion in the List of Streets.

3. LANDOWNER EVIDENCE

- 3.1 By email, on 6 August 2014, Mr I Grant of Cockhall, Eglingham, responded to the consultation, stating:

"I own and farm land to the West of the tarry road.I use the road as a means of access to my fields to check or feed the sheep and cattle.I therefore feel it is imperative that the road is maintained.I object strongly to any down grading that would allow the council to further neglect the said road as this would be come an animal welfare issue, be it flood control or snow clearance .The bridge over the Eglingham Burn and the road surface itself are already in need of maintenance .

"I would be obliged if you could convey these facts to Mr Garnock and Miss Hayward as I have yet to receive a reply on this same matter."

- 3.2 By note / plan, received on 27 August 2014, Mr I Grant of Cockhall, Eglingham, further responded to the consultation identifying the land adjacent to the western side of the road farmed by Cockhall farm and stating:

"I can affirm that "The Tarry Road" (U3065) (shown over from points 'T' to 'U') has been used by all traffic regularly, by both private and commercial traffic since my family took over the property in 1938. The road is also used for recreational use and access by several vehicles on a daily basis. A new bridge was built, replacing the ford (and foot bridge) over the Eglingham Burn (circa 1970) to enable the road to be open to all traffic when the burn was in flood.

- 3.3 By note / plan, received on 8 September 2014, Ms A Potts of Eglingham Hall, responded to the consultation identifying an interest in the land adjacent to the eastern side of the road.

4. CONSULTATION

- 4.1 In July 2014, 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 letter, dated 28th October 2014, Mr D Roberts responded to the consultation, on behalf of the Cyclists' Touring Club, indicating he had no comment regarding this particular proposal.
- 4.3 By email, on 27th October 2014, Ms S Rogers responded to the consultation, on behalf of the British Horse Society, stating:

"EGLINGHAM PARISH

Alleged Byway Open to All Traffic no 42

This route shown on map 7 and known locally as 'Tarry Lane', is a narrow tarmac lane whose surface is in very poor condition. Besides

providing motorised access for the occupants of Tarry and Hagdon, it is used as a means for the public on foot, horse and cycle to access the public path network on Bewick Moor.

“It is an integral part of the ridden network of this parish. It has been regularly ridden by local horse riders for many years. The BHS supports NCC’s proposal to add this route to the definitive map.”

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 clear evidence of a road or track approximating to the southern half of the route of alleged Byway No 42 (as far as the present east-west public bridleway which crosses the road).

1820 Fryer’s County Map

There is clear evidence evidence of a road or track approximating to the route of alleged Byway No 42.

1820-32 Cary’s Map

There is no evidence evidence of a road or track approximating to the route of alleged Byway No 42.

1828 Greenwood’s County Map

There is clear evidence evidence of a road or track approximating to the route of alleged Byway No 42.

c.1864-5 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a mainly enclosed road / track over the route of alleged Byway No 42.

1899 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a mainly enclosed road / track over the route of alleged Byway No 42.

Finance Act 1910 plan

There is clear evidence of a mainly enclosed road / track over the route of alleged Byway No 42. The southern half of the route is clearly identified as being separate from the adjacent land by coloured

boundaries. This is a good indication that this portion of the road (at least) was considered to be public at that time.

1925-6 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a mainly enclosed road / track over the route of alleged Byway No 42.

1932 Alnwick RDC Handover Map

The route of alleged Byway Open to All Traffic No 42 is coloured so as to identify it as a publicly maintainable road.

c.1939 Restriction of Ribbon Development Act (1935) Map

The route of alleged Byway Open to All Traffic No 42 is coloured in green identifying it as a publicly maintainable road to be protected from ribbon development, and labelled with the number "120".

1951 Highways Map

The route of alleged Byway Open to All Traffic No 42 is coloured (in purple) so as to identify it as a publicly maintainable road. It is labelled as being the U3065 road.

c.1951 Definitive Map – original Survey Schedules & Map

The route of the U3065 road (i.e. alleged Byway Open to All Traffic No 42) exists on the base map, and is coloured brown. Known public roads were generally coloured brown to indicate what the extent of the road network was considered to be.

Draft Map

The route of the U3065 roads 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), although other public rights of way are identified as having junctions with the route.

Provisional Map

The route of the U3065 roads 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), although other public rights of way are identified as having junctions with the route.

1957 Ordnance Survey Map: Scale 1:10,560

There is clear evidence of a mainly enclosed road / track over the route of alleged Byway No 42.

1962 Original Definitive Map

The route of the U3065 roads 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), although Public Footpaths Nos 13 and 14 are identified as terminating on the route and Public Bridleway No 15 forms a cross-roads with it.

1964 Highways Map

The route of alleged Byway Open to All Traffic No 42 is coloured (in purple) so as to identify it as a publicly maintainable road. It is labelled as being the U3065 road.

1976-78 Ordnance Survey Map: Scale 1:10,000

There is clear evidence of an enclosed road / track over the route of alleged Byway No 42.

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

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

- 5.2 The 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:

“120. Road from the Alnwick - Wooperton road B6346 at Eglington via Tarry to a point thereon 500 yds north east of the entrance to Tarry.”

- 5.3 The entry for the U3065 road, in the 1958 County Road Schedule is:

“U3065 Eglington Moor Road
From B6346 at Eglington via Tarry to Rural District Boundary
Eglington Moor.”

The length of the U3065 road is identified as being 0.86 miles.

- 5.4 The entry for the U3065 road, in the 1964 County Road Schedule is:

“U3065 Eglington Moor Road
From B6346 at Eglington north-eastwards via Tarry to the Rural
District boundary at Eglington Moor.”

The length of the U3065 road is identified as being 0.86 miles.

- 5.5 The entry for the U3065 road, in the 1974 County Road Schedule is:

“U3065 Eglington Moor Road

From B6346 at Eglington (NU 106195) north eastwards via Tarry to the Berwick District boundary at Eglington Moor (NU 111209).”

The length of the U3065 road is identified as being 0.86 miles.

- 5.6 The County Council's Bridges and Roads Committee minutes for the 18th June 1951 contain the following entry:

“(37) Road to Hagdon Farm, near Eglington.

The road to this farm is a continuation of the unclassified county road leading from Eglington, the last half-mile of which is in a very bad condition. The agent for the property states that the Ministry of Agriculture have approved a scheme under the hill farming Act, 1946, for the reconstruction of the private road to the farm, and he has asked that the section of County road to be put into reasonable repair. This request is supported by the Land Agent to the County Agricultural Executive Committee, who considers that the scheme for the farm will to some extent be rendered abortive if the County road is not repaired.

The estimated cost of repairing the County road is £1200.

The minutes report that the decision of the Committee was:

“That the repairs be carried out.”

- 5.7 The original Definitive Statements for the four public rights of way that connect with this road state:

Public Bridleway No 16 (Parish of Bewick)

“From the public road north of Tarry at the Alnwick Rural District boundary in a northerly direction by Hare Crag, Quarryhouse Moor and Cuddie's Knowe to join BR 13 at the Chatton Parish boundary.”

Public Footpath No 13 (Parish of Eglington)

“From the Eglington Moor road north-west of Tarry in a northerly direction to the Glendale Rural District boundary.”

Public Footpath No 14 (Parish of Eglington)

“From the Eglington Moor road at Tarry in a south-easterly direction to join BR 15 north-west of Eglington Moor.”

Public Bridleway No 15 (Parish of Eglington)

“From the Eglington-West Ditchburn road opposite Eglington Moor in a north-westerly direction crossing the public road and Eglington Moor to the Glendale Rural District boundary joining BR 15 in the Parish of Bewick.”

6. SITE INVESTIGATION

- 6.1 From a point marked T on the B6346 road, 115 metres east of Eglington Hall, a 3 metre wide tarmac road, in a 6 to 7.3 metre wide corridor proceeds in a

general northerly direction for a distance of 150 metres, to cross the Eglington Burn by means of a 4.6 metre wide bridge. Thereafter a 2.5 to 3 metre wide tarmac road within a 9 to 9.75 metre wide corridor proceeds in a north-easterly direction for a distance of 555 metres to a junction with Public Bridleway No 15. The tarmac road then continues within a 13 to 11 metre wide corridor, in a north-easterly direction for a distance of 340 metres, then within a 9 metre wide corridor for a further 115 metres. Then a 3 metre wide stone / tarmac surfaced track, within a 10 metre wide corridor continues in a north-easterly direction for a distance of 225 metres to join the southern end of existing Public Bridleway No 16 in the Parish of Bewick, at a field gate, 395 metres north of Tarry. (Point U).

7. COMMENTS RECEIVED ON THE DRAFT REPORT

- 7.1 In January 2018, a copy of the report was circulated to those landowners / occupiers who responded to the initial consultation for their comments. No additional comments have been received.

8. DISCUSSION

- 8.1 Section 53 (3)(c)(i) of the Wildlife and Countryside Act 1981, requires the County Council to modify the Definitive Map when evidence is discovered which, when considered with all other relevant evidence available to them shows:
- that a right of way, which is not shown in the Map and Statement, subsists or is reasonably alleged to subsist over land in the area to which the Map relates, being a right of way such that the land over which the right subsists is a public path, a restricted byway or; subject to section 54A, a byway open to all traffic.
- 8.2 When considering an application / proposal for a modification order Section 32 of the Highways Act, 1980 provides for “any map, plan or history of the locality or other relevant document” to be tendered in evidence and such weight to be given to it as considered justified by the circumstances, including the antiquity of the tendered document, the status of the person by whom and the purpose for which it was made or compiled, and the custody in which it has been kept and from which it is produced.
- 8.3 The representation of a path or track on an Ordnance Survey Map is not evidence that it is a public right of way. It is only indicative of its physical existence at the time of the survey.
- 8.4 The route of alleged Byway Open to All Traffic No 42 is identified on the County Council’s current List of Streets as being the U3065 road. The route was identified as being publicly maintainable on the 1932 Alnwick Rural District Council Handover Map, and is identified in the schedule of roads produced in relation to the Restriction of Ribbon Development Act 1935. The route is clearly identifiable on the Council’s 1951 Highways Map and is recorded in the 1958 County Road Schedule and in the 1964 County Road Schedule and on

the Highways Map, produced at that time, to accompany that schedule. It is also recorded in the 1974 County Road Schedule.

- 8.5 The route has been consistently identified as a mainly enclosed road / track on Ordnance Survey maps since circa 1864/5. The southern part of the route is shown on Armstrong's County Map of 1769 and the whole route is shown on Fryer's and Greenwood's County Maps of 1820 and 1828, though the route is not shown on Cary's Map of 1820-32. On the plans produced in relation to the Finance Act of 1910, the southern part of the route is separated from the surrounding farmland by coloured boundaries, suggesting that the route was considered to be a public vehicular highway at that time.
- 8.6 The route does not appear to have been considered for inclusion on the original Definitive Map of Public Rights of Way (as footpath, bridleway or Road Used as Public Path) in the 1950s, although there were other connecting public rights of way identified for inclusion.
- 8.7 The County Council accepts that, given the way the regulations were written with regard to the way highway authorities could include publicly maintainable highways in the List of Streets, there was no impediment to public bridleways and public footpaths also being included. That is not to say that any bridleways or footpaths were so shown – just that they could be. It must, therefore, be entirely proper to consider each UCR on a case by case basis, but that does not mean that we should begin with the assumption that each UCR is no more than a public footpath unless higher rights can be proven by other means. In Northumberland there is no evidence to suggest that public footpaths and public bridleways were deliberately shown on the 1958, 1964 or 1974 County Road Schedules (forerunners of the modern day List of Streets). The fact that a route is shown on these schedules must, therefore, be evidence of some weight that public vehicular rights exist.
- 8.8 Letters from DEFRA, dated 2003 and November 2006, and Rights of Way Circular 1/09 set out the approach Inspectors and order making authorities should take in determining the status of routes included on the List of Streets. In summary, the guidance states that the inclusion of a route on the List of Streets is not a record of what legal rights exist over that highway but may provide evidence of vehicular rights. However, this must be considered with all other relevant evidence in order to determine the nature and extent of those rights. Highway Authorities are recommended to examine the history of such routes and the rights that may exist over them on a case by case basis in order to determine their status.
- 8.9 It is not known on precisely what basis this route was added to the List of Streets. It has appeared on all the available maps produced since Fryer's County Map of 1820, and on the Council's Highway records from 1932 onwards.





- 8.10 The Natural Environment and Rural Communities Act 2006 (NERC Act 2006) had a major impact upon the recording of byways open to all traffic based upon historical documentary evidence. Under section 67 of the Act, any existing, but unrecorded, public rights of way for mechanically propelled vehicles were extinguished unless one of the 'saving' provisions applied. In brief, these saving provisions were: (a) if the main lawful public use between 2001 and 2006 was with motor vehicles; (b) if the route was on the List of Streets (on 2 May 2006) and not also on the Definitive Map as something less than a byway open to all traffic; (c) the route was legally created expressly for motor vehicular use; (d) the route was a road deliberately constructed for public motor vehicular use; or (e) the vehicular highway came about as a result of unchallenged motor vehicular use before December 1930.
- 8.11 Of the saving provisions above, (b) will apply to this route. The public's motor vehicular rights would not have been extinguished by the NERC Act 2006.
- 8.12 For a route to be a byway open to all traffic, it has to be (i) a public motor vehicular right of way and (ii) a route which is nevertheless used (or is likely to be used) by the public mainly for the reasons which footpaths and bridleways are used.
- 8.13 The majority of this route has a reasonable tarmac surface. Although drivable with a 'normal' family car, the route is a vehicular cul-de-sac, serving farmland and one residential property towards its northern end and another well beyond its northern end. From the consultation responses, the route would appear to be ridden by horse riders and driven by some members of the public who park along the route before heading out onto the surrounding moorland. This report writer observed one couple parking their car close to the northern end of the route before getting out to exercise their dogs along the route itself. Given that the road is a vehicular cul-de-sac, but that public bridleways proceed westwards, northwards and eastwards from it, and public footpaths proceed northwards and eastwards from it, it is considered likely that the alleged byway will be used by the general public mainly for the purposes for which footpaths and bridleways are so used; thereby satisfying the criteria for being recorded as a byway open to all traffic.
- 8.14 Mr Grant's consultation response suggests that he has concerns that recording this route as a byway open to all traffic will mean it receives even less Council maintenance than it does at present. Recording the route as a byway open to all traffic will unambiguously identify this route as a public motor vehicular right of way. The route will remain on the Council's List of Streets as a maintainable highway. Being recorded on both documents will, therefore, show that (a) the route is a public vehicular right of way which is (b) publicly maintainable. The Council does not reduce the amount of maintenance it carries out on a route as a result of it being recorded on the Definitive Map as



Northumberland

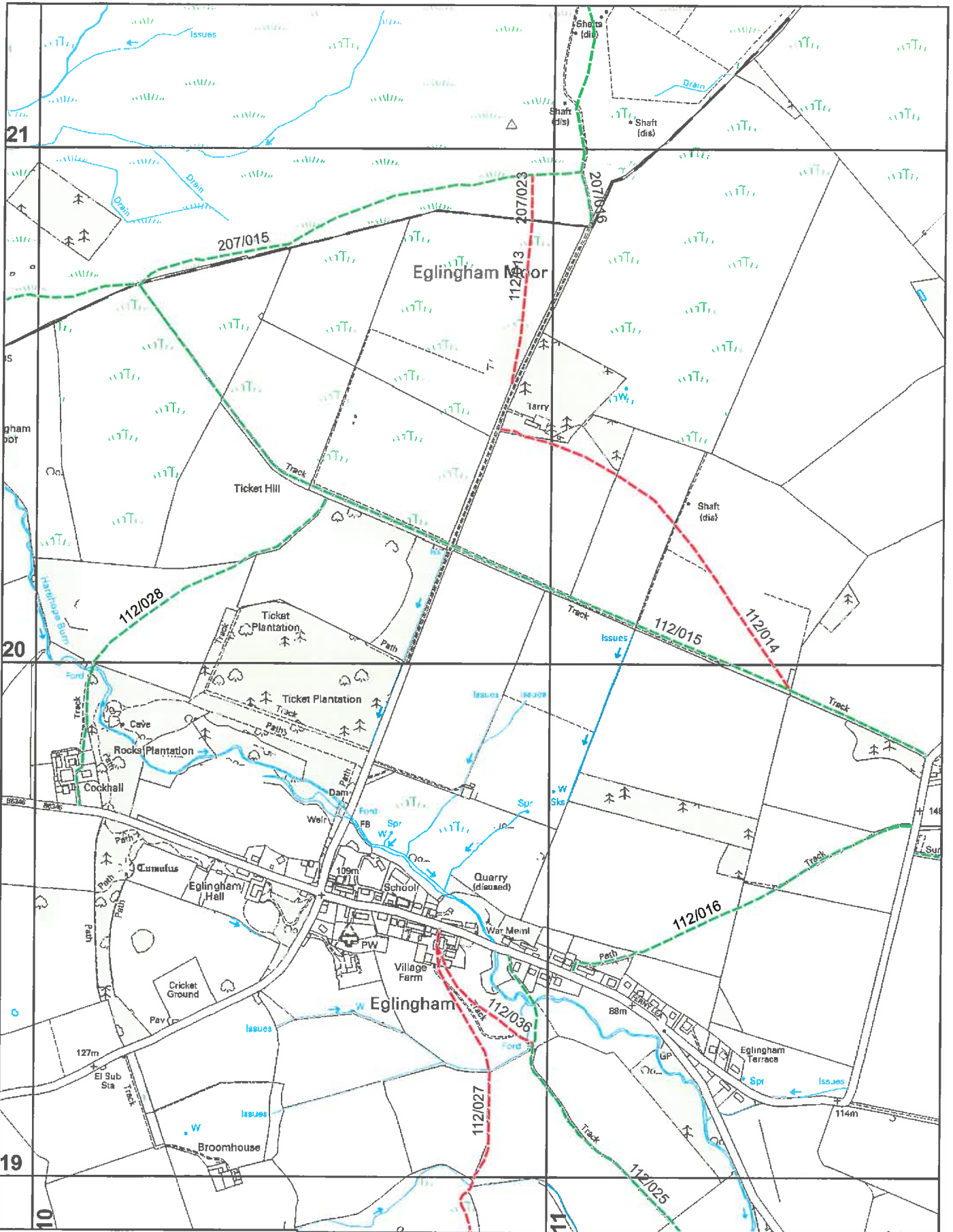
Northumberland County Council
 Sustainable Transport
 Local Services
 County Hall Morpeth Northumberland
 NE61 2EF
 Telephone 0845 600 6400

Wildlife and Countryside Act 1981 Public Rights of Way

-  Selected Existing Public Footpaths
-  Selected Existing Public Bridleways
-  Public Footpath that may be Public Bridleway
-  Alleged Byway Open to All Traffic

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Former District(s) Alnwick/Berwick	Parish(es) Eglington/Bewick	Scale 1:25,000
Def. Map No. 48/57	O.S. Map NU 12 SW/ 11 NW	Date December 2013



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

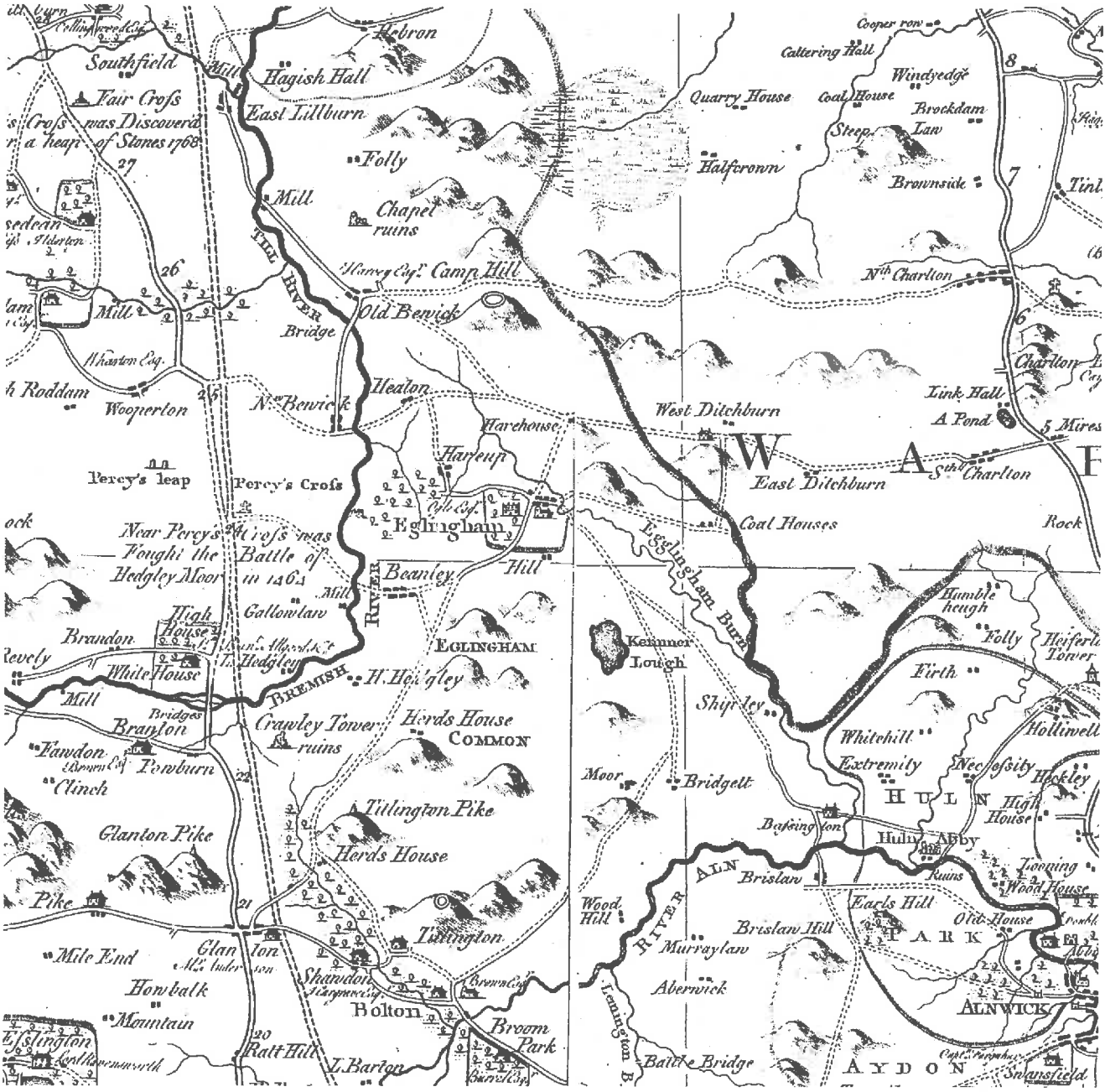
- Legend**
- Footpath
 - Bridleway
 - Restricted Byway
 - Byway Open to All Traffic

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

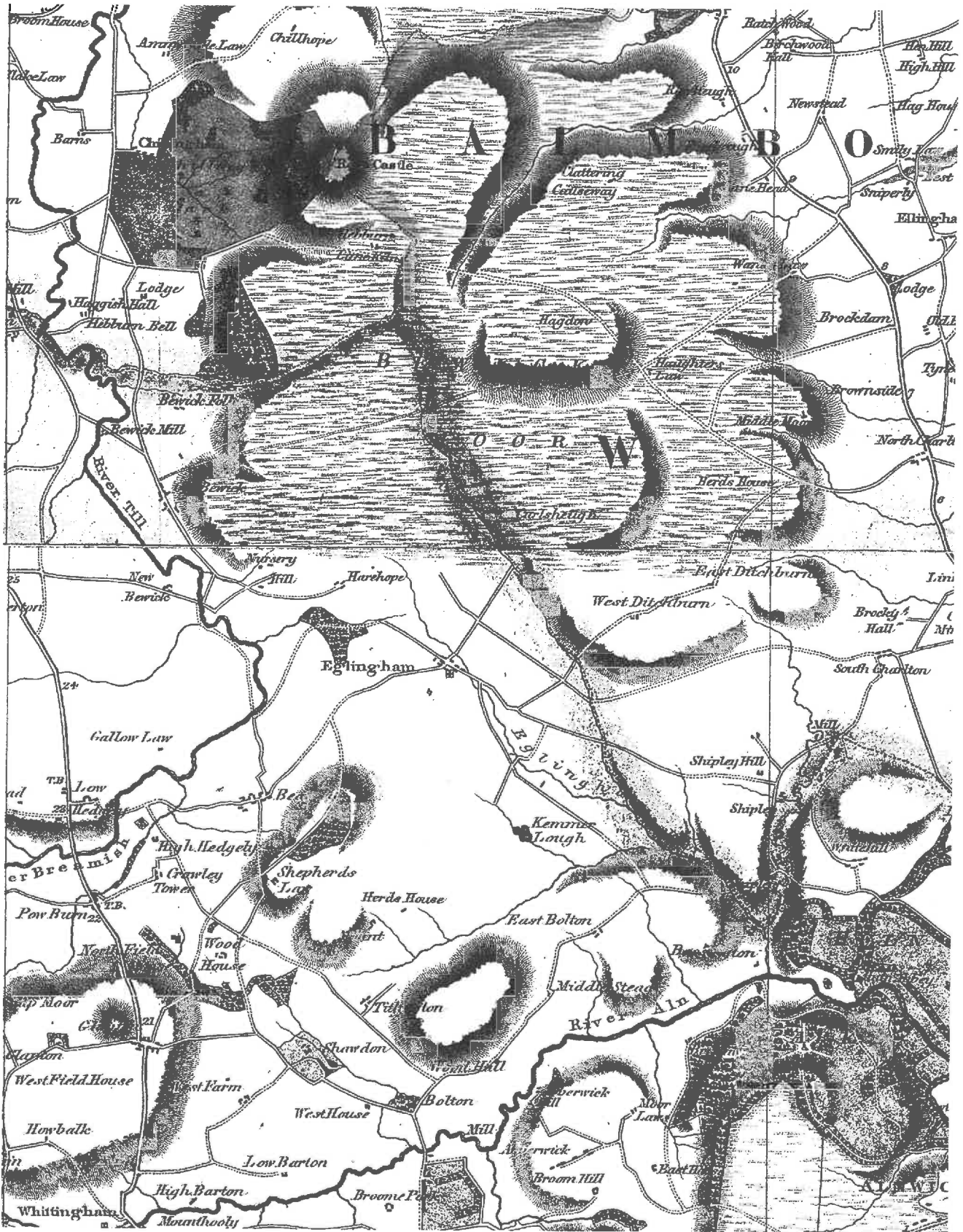
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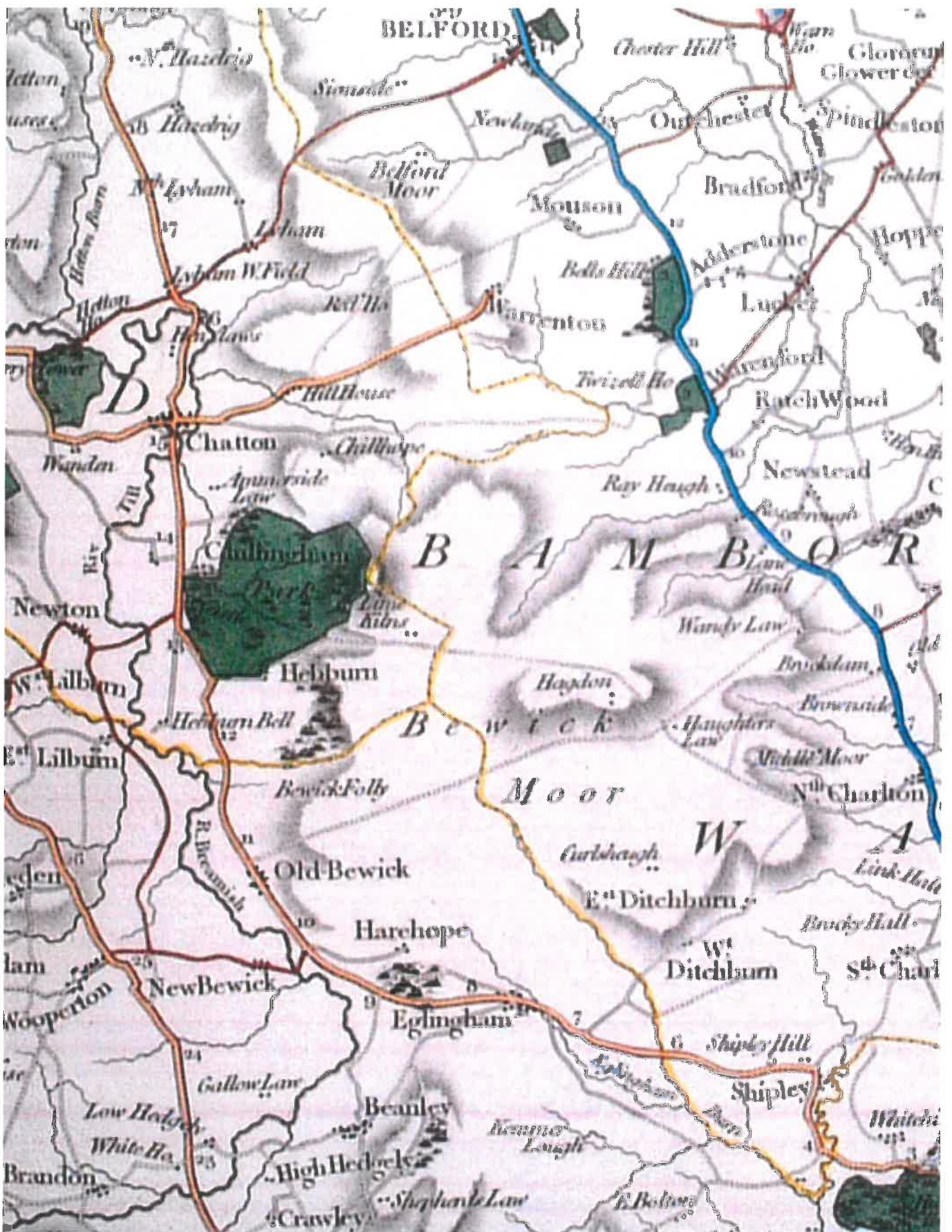
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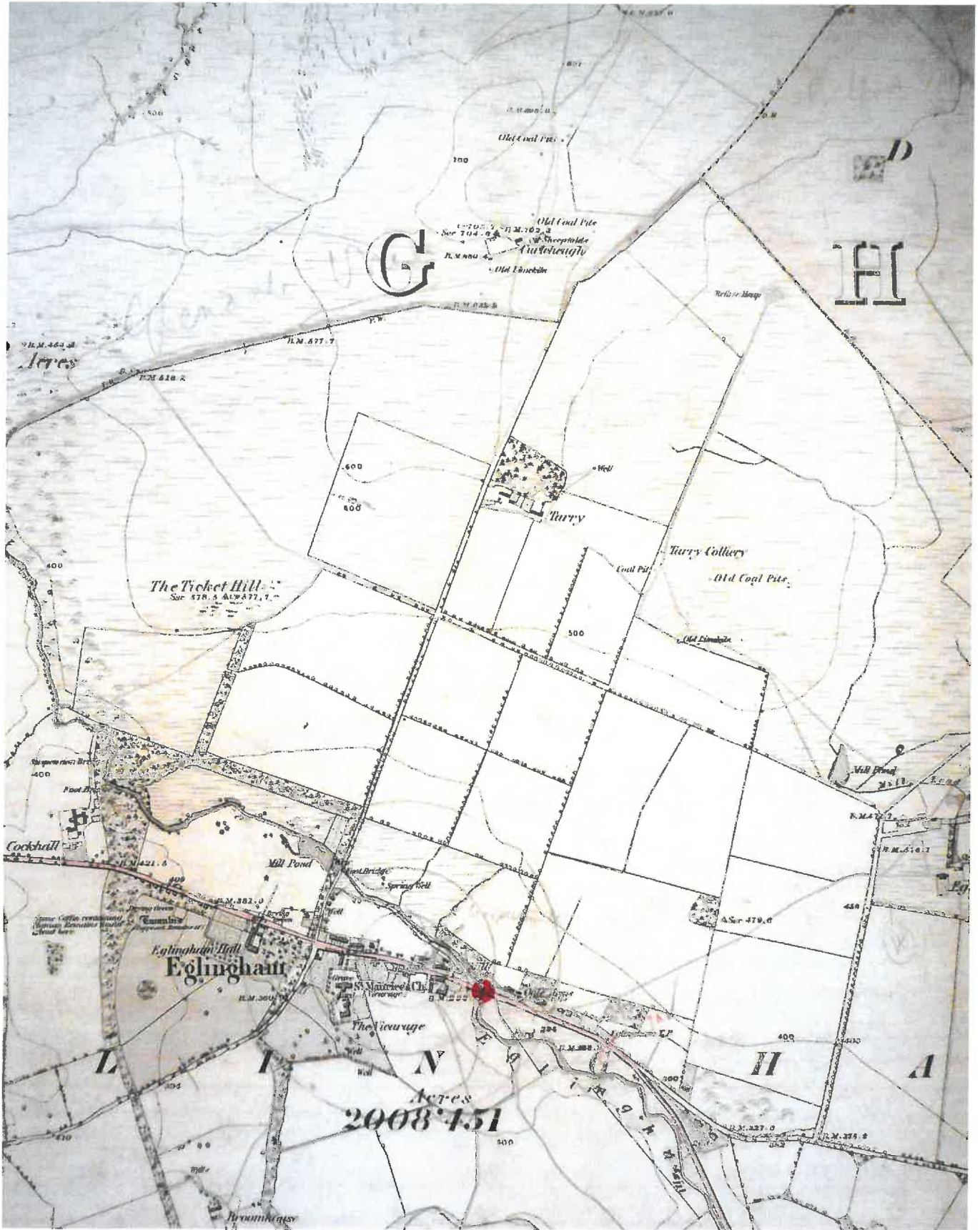
Armstrong's County Map
1769



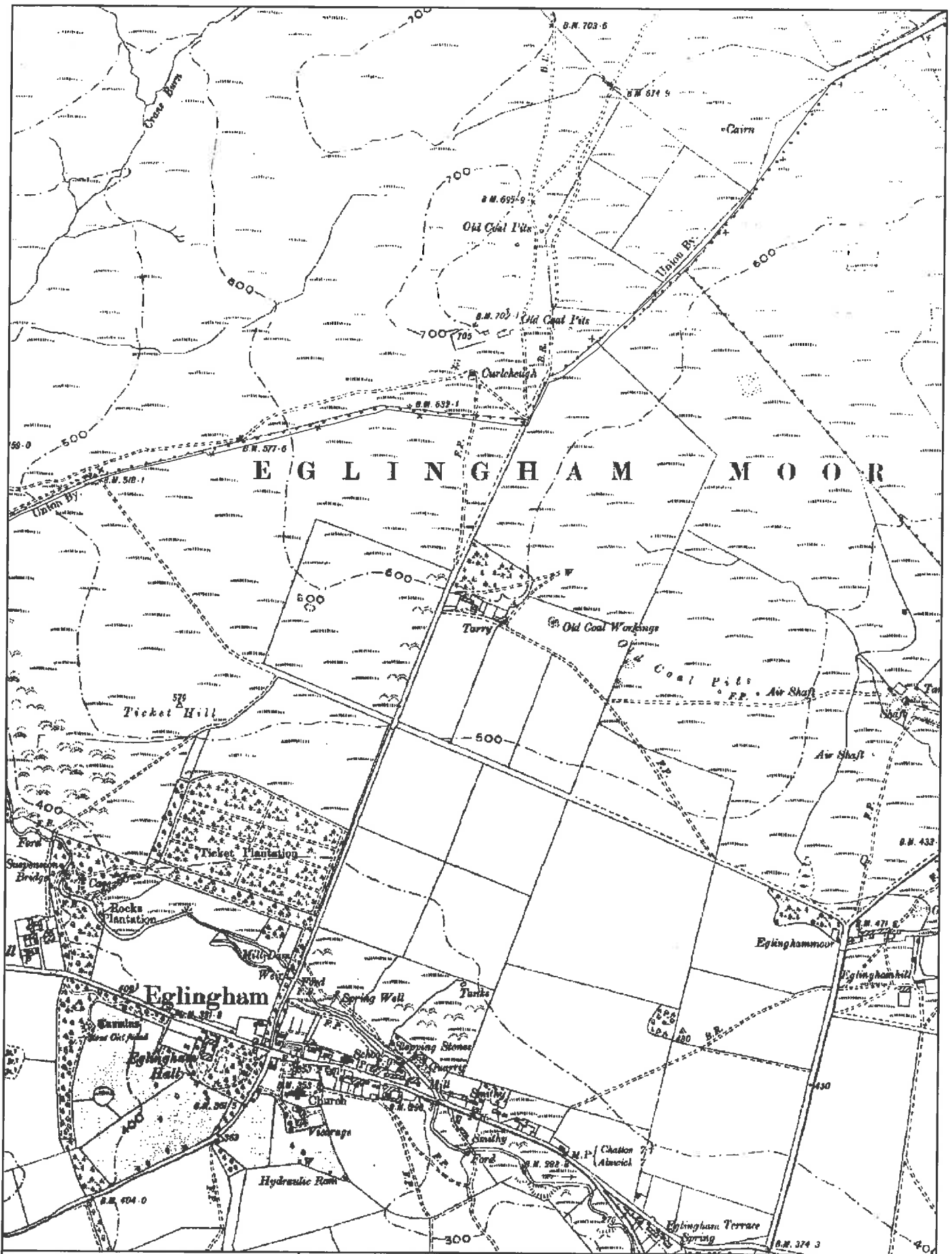
Fryer's County Map
1820







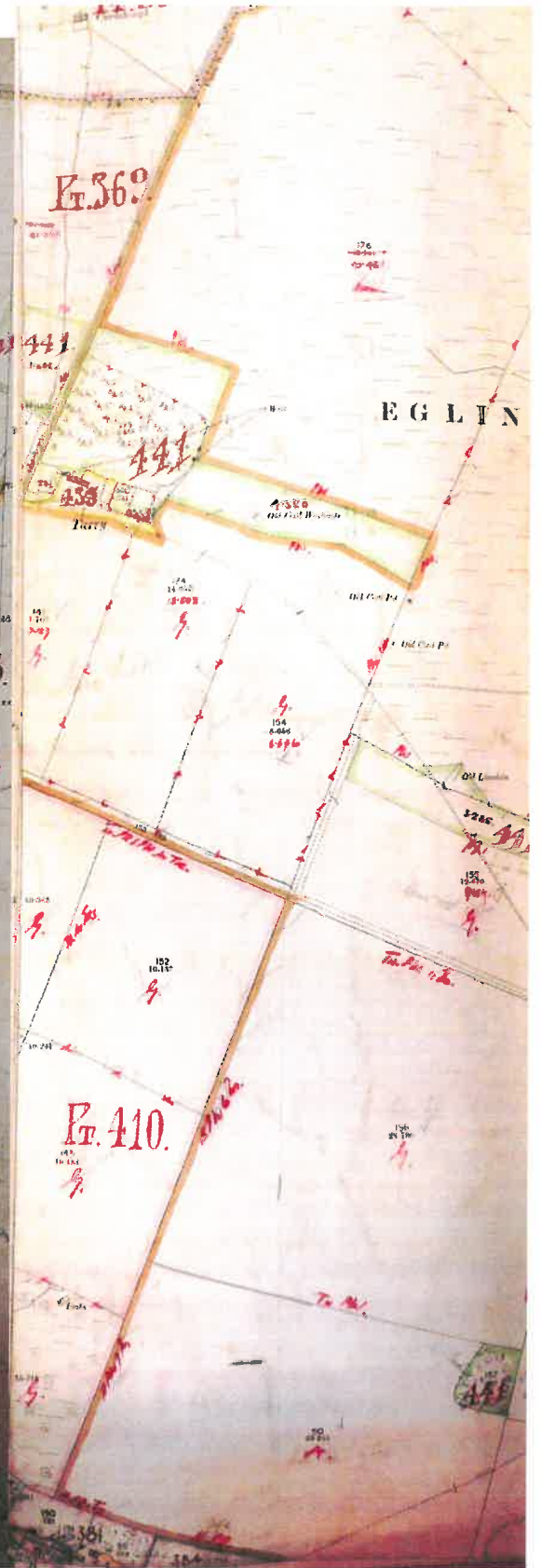
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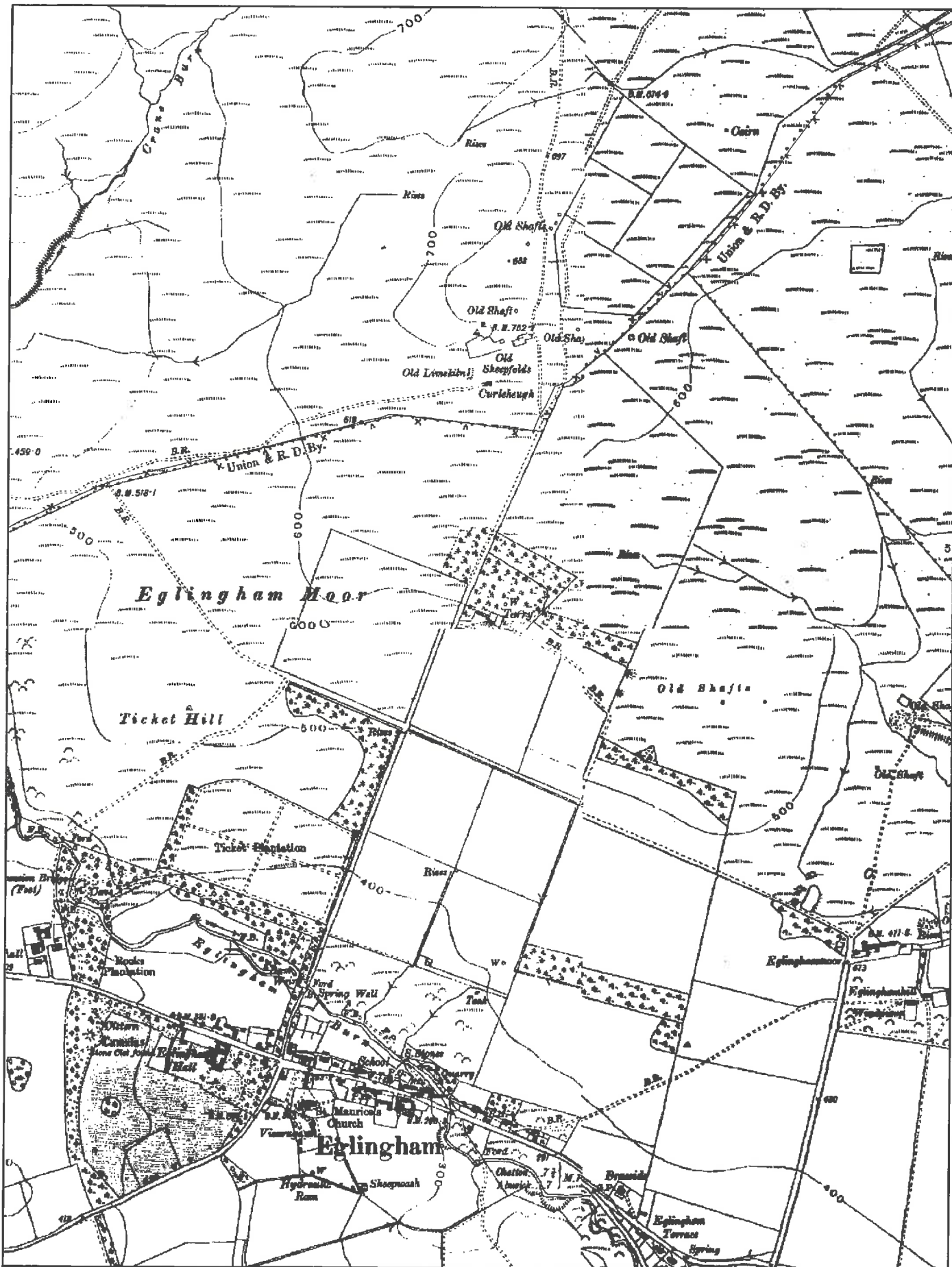


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SCALE 1:10,560

Ordnance Survey 2nd Edition 6" map (1899)





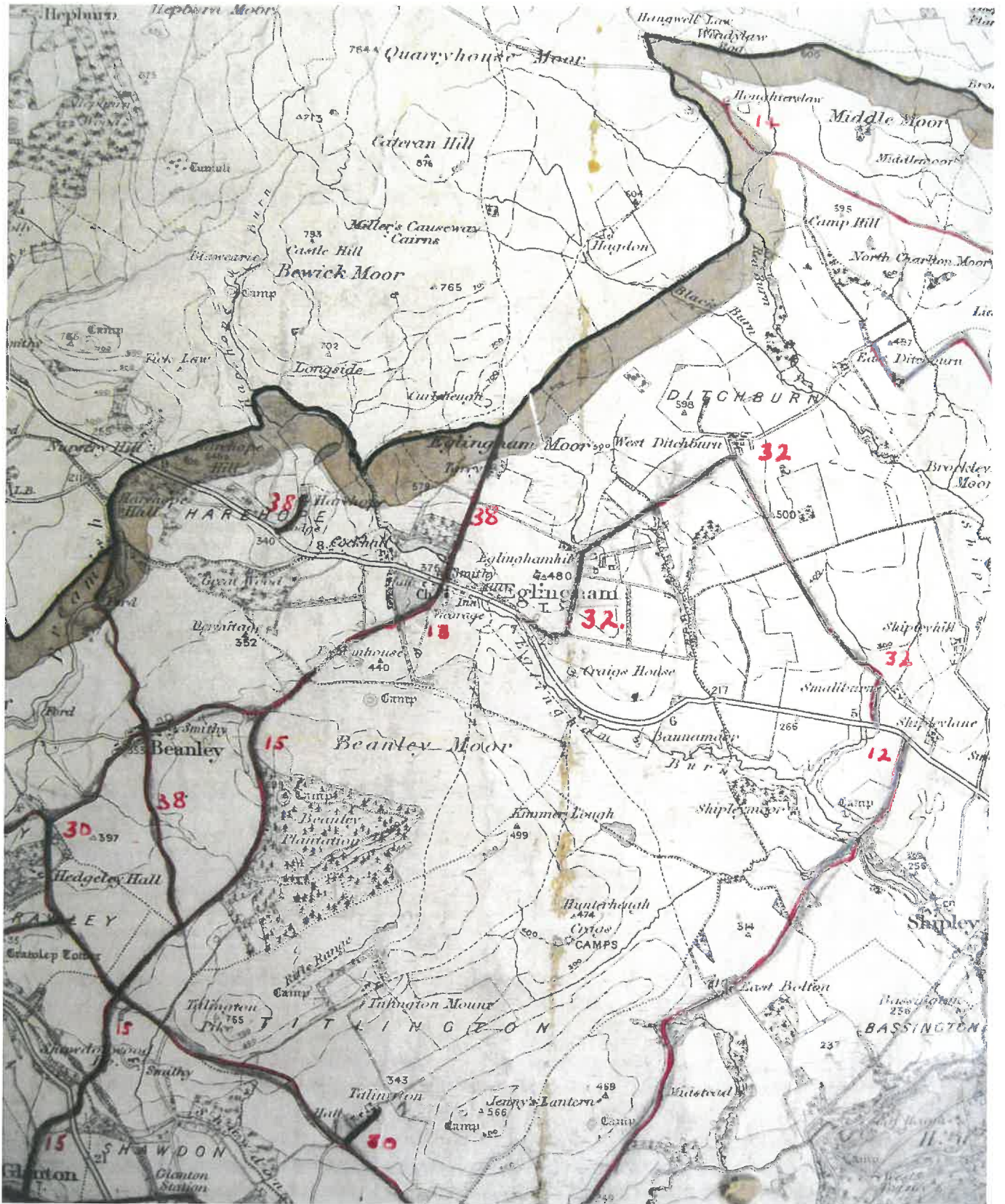
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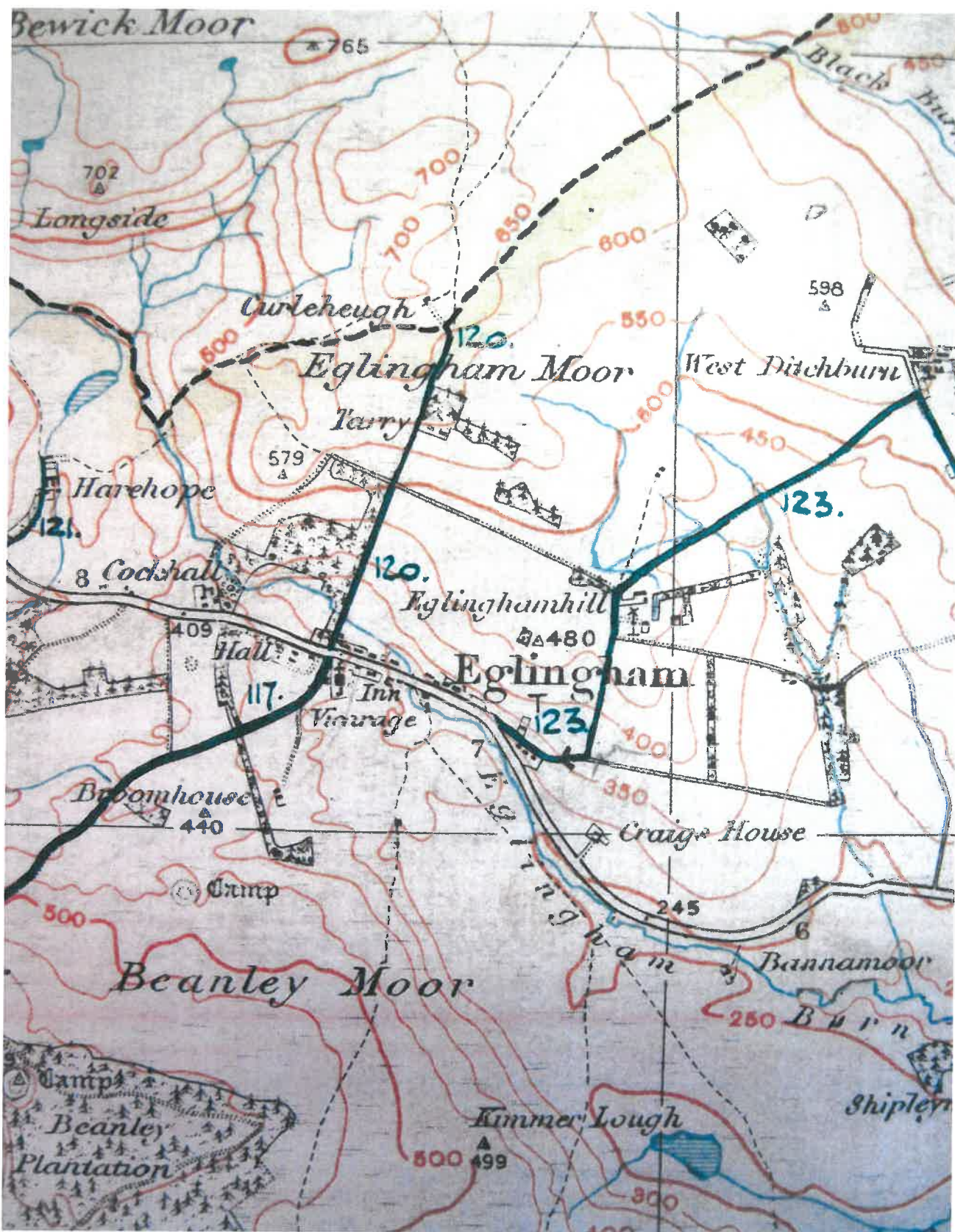
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Ordnance Survey 3rd Edition 6" map (1925-26)

Alnwick RDC Handover Map 1932



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



Reproduced plan is not to scale

Alnwick RD

COUNTY OF NORTHUMBERLAND.

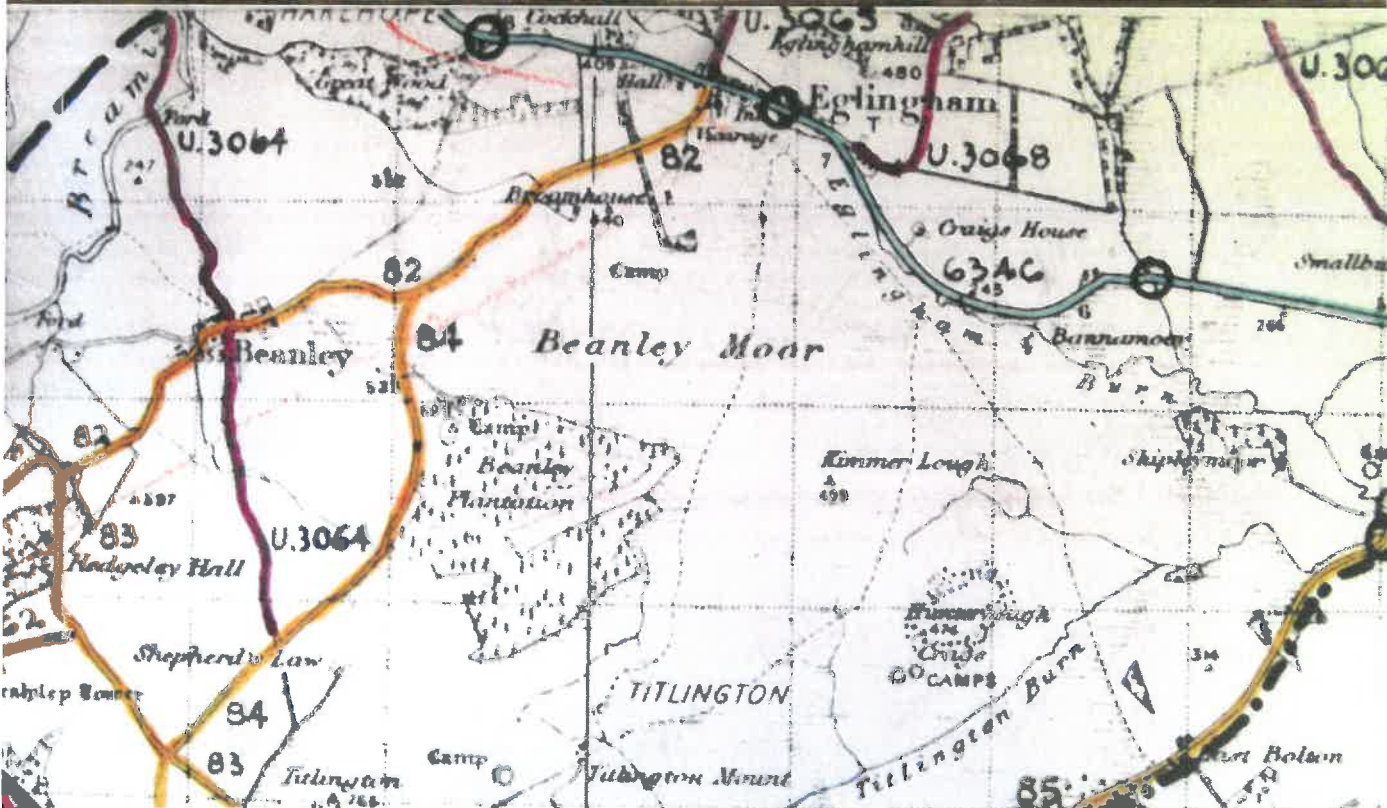
Restriction of Ribbon Development Act, 1935

LIST OF UNCLASSIFIED ROADS IN THE RURAL DISTRICT OF ALNWIKE IN RESPECT OF WHICH THE PROVISIONS OF SECTION 2 OF THE RESTRICTION OF RIBBON DEVELOPMENT ACT 1935 WERE ADOPTED ON 28TH JUNE 1967 BY RESOLUTION OF THE BRIDGE AND ROADS COMMITTEE ACTING UNDER DELEGATED POWERS.

87. Road from the Aunble-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 Swarlandfence via Elyhaught 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 Learnington Lane, Chestershill, Black House and Shiel Dyke to its crossing of the Hampeth Burn near Freemanshill.
92. Road from the Morpeth-Alnwick road A.1 at Newton-on-the-Moor to the Rushycap-Shiel Dyke road at Black House.
93. Road from the Memorial Fountain south eastwards to the Newcastle-Berwick road A.1 at Newton-on-the-Moor.
94. Road from a point on the Rushycap-Shiel Dyke road 100 yds. south east of Black House via Overgrass to its crossing of the Swarland Burn near Newmoor Hall.
95. Road from a point on the Morpeth-Alnwick road A.1 $\frac{1}{2}$ -mile north of Hampeth Bridge to the Rushycap-Freemanshill road at Shiel Dyke.
96. Road from a point on the Newton-on-the-Moor to Black House road 400 yds. west of Newton-on-the-Moor Schools via the West Lodge of Newton Hall and Swarland Hall to the Felton-Longframlington road B.6345 at Swarland.
97. Road from a point on the Rushycap-Shiel Dyke road 600 yds. north west of Black House via Alnwick Fords to its crossing of the Swarland Burn on the road to Longframlington.
98. Road from a point on the Morpeth-Alnwick road A.1 200 yds. south of Deannoor Cottages via Rugley Cottages to a point thereon 400 yds. north west of Rugley Cottages.
99. Road from a point on the Deannoor-Lemington Bank road 200 yds. north west of Rugley Cottages via Rugley House to the entrance to Hoberlaw.
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 Eglingham-Hedgeley station road $\frac{3}{4}$ -mile south west of Beaulley.

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 $\frac{3}{8}$ -mile north of its junction with the Alnwick-Glenallan road.
108. Road from the Alnwick-Whittingham Road at the foot of (tarn)ridge 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 Garnintedge Bank-High Learchild road $\frac{1}{4}$ -mile north east of High Learchild.
111. Road from the Alnwick-Rothbury road B.6341 at Banktop eastwards for a distance of 200 yds. along Red Road.
112. Road from a point on the Glanton-Great Ryle road 200 yds. west of Mile End via Glanton, Glanton station, Bolton and East Bolton to a point on the Alnwick-Wooperton road B.6346 $\frac{1}{2}$ -mile north west of Shipley Bridge.
113. Road from the Glanton-Bolton road at Shawdon Hall Lodge via Shawdon Hill to a point 300 yds. south west of its intersection with the Morpeth-Wooler road A.697.
114. Road from the Morpeth-Wooler road A.697 at Powburn via Glanton to the Glanton-Whittingham road at St. Mary's R.C. Church, Glanton.
115. Road from the Glanton-Bolton road at Glanton via Dean House and Beaulley Wood House to a point on the Eglingham-Hedgeley Station road $\frac{1}{2}$ -mile east of Beaulley.
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 Eglingham via Beaulley 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-Eglingham road $1\frac{1}{2}$ miles north west of Dean House via Beaulley to Waterside Plantation.
120. Road from the Alnwick-Wooperton road B.6346 at Eglingham 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 Eglingham Church via Eglinghamhill and West Ditchburn to a point on the Alnwick-Wooperton road B.6346 $\frac{1}{4}$ -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-Eglingham 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



REPORTS OF COUNTY SURVEYOR—continued.

Decision
of the
Committee.

south. In view of this, it was considered that the expense of providing a new footbridge is not justified and that the needs of the area would be better served by the provision of a vehicular bridge, which might be regarded as a long-term project.

(35) Newburn Bridge Toll House.

Mrs. Humble, the tenant of Newburn Bridge Toll House, left the house on the 14th April, and it was then found that she had been sub-letting part of the house to Mrs. Bradley without the knowledge or consent of the County Council. The Chairman has interviewed Mrs. Bradley and informed her that the County Council do not admit her right to the tenancy of the house, and that they reserve the right, if they so decide, to claim any amounts which may be due for its use and occupation.

After inspecting the house the Chairman suggested that consideration should be given to the possibility of rehabilitating the ground floor, which has been unoccupied, and carrying out improvements to the first floor. I do not consider, however, that the ground floor could be converted satisfactorily into a self-contained flat, and the County Architect is of opinion that it could not be made habitable owing to the high ground levels at the north and west sides and the difficulty of connecting to existing drains.

The preliminary estimate for the improvements to the first floor and the painting and necessary renovations to the outside of the building amounts to £500.

(36) Haltwinstle Rural District Council.—Town Green, Slaggyford.

The Haltwinstle Rural District Council have suggested that this road, which is about 30 yards in length and runs across the village green between two County roads, should be maintained by the public.

It appears that in 1904 or 1905, the Rural District Council agreed to take over the road if it was made up to their satisfaction. This was done, and they resolved that the necessary steps be taken to adopt it, but the procedure was not carried through to completion.

The Clerk of the Council is of opinion that, as the street works were in fact executed to the satisfaction of the then highway authority, the street should be taken over as a highway repairable by the inhabitants at large, and that if the Committee approve, this could be done by a formal adoption under Section 19 of the Private Street Works Act, 1892.

That the improvements, including the sub-letting, be carried out in the event of the house being vacated, and that it be then let to a member of the Council's staff.

That the road be taken over as a highway repairable by the inhabitants at large as from the 1st September, 1951, and that the necessary notices under Section 19 of the Private Street Works Act, 1892, be signed by the Clerk of the Council and fixed up therein.

REPORTS OF COUNTY SURVEYOR—continued.

Decision
of the
Committee.**(37) Road to Hagdon Farm, near Eglingham.**

The road to this farm is a continuation of the unclassified County road leading from Eglingham, the last half-mile of which is in very bad condition. The Agent for the property states that the Ministry of Agriculture have approved a scheme under the Hill Farming Act, 1946, for the reconstruction of the private road to the farm, and he has asked that the section of the County road be put into reasonable repair. This request is supported by the Lead Agent to the County Agricultural Executive Committee, who considers that the scheme for the farm will to some extent be rendered abortive if the County road is not repaired.

The estimated cost of repairing the County road is £1,200.

(38) Private Street Works.

I submit the report of the Private Street Works Sub-Committee.

That the report be referred to the Accounts Sub-Committee with power to act.

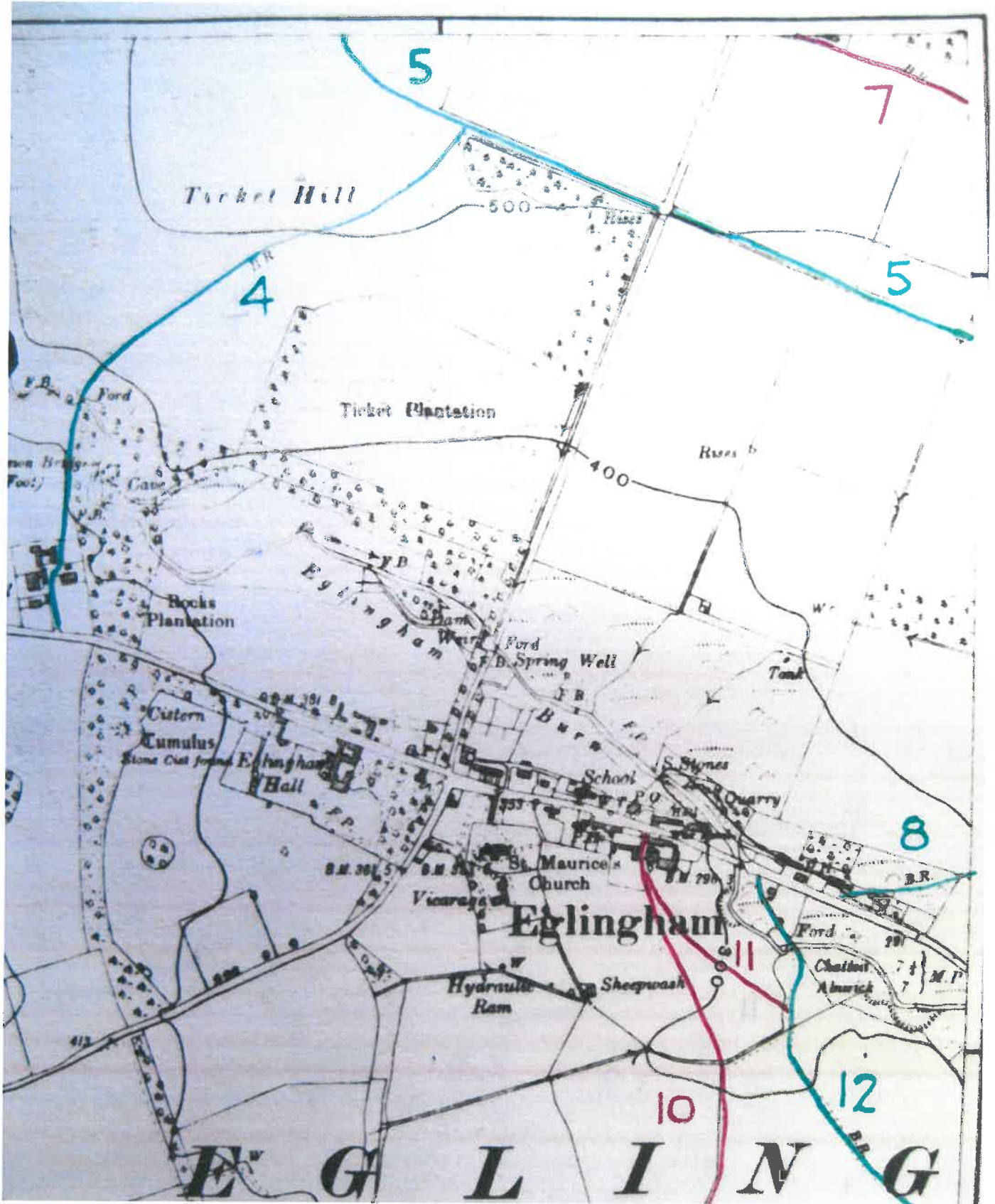
125.—Councillor Nevin referred to the Local Inquiry to be held by the Allendale Ministry of Agriculture and Fisheries into the application for a Provisional Common, Order for the inclosure of the Hexhamshire and Allendale Stinted Pastures.

Resolved that the Ministry be asked to provide, in any Order which is made, for the reservation of the land required for the widening of the existing roads and for the construction of new roads.

Survey Map (Alnwick RD area)
(Annotated c. 1951)

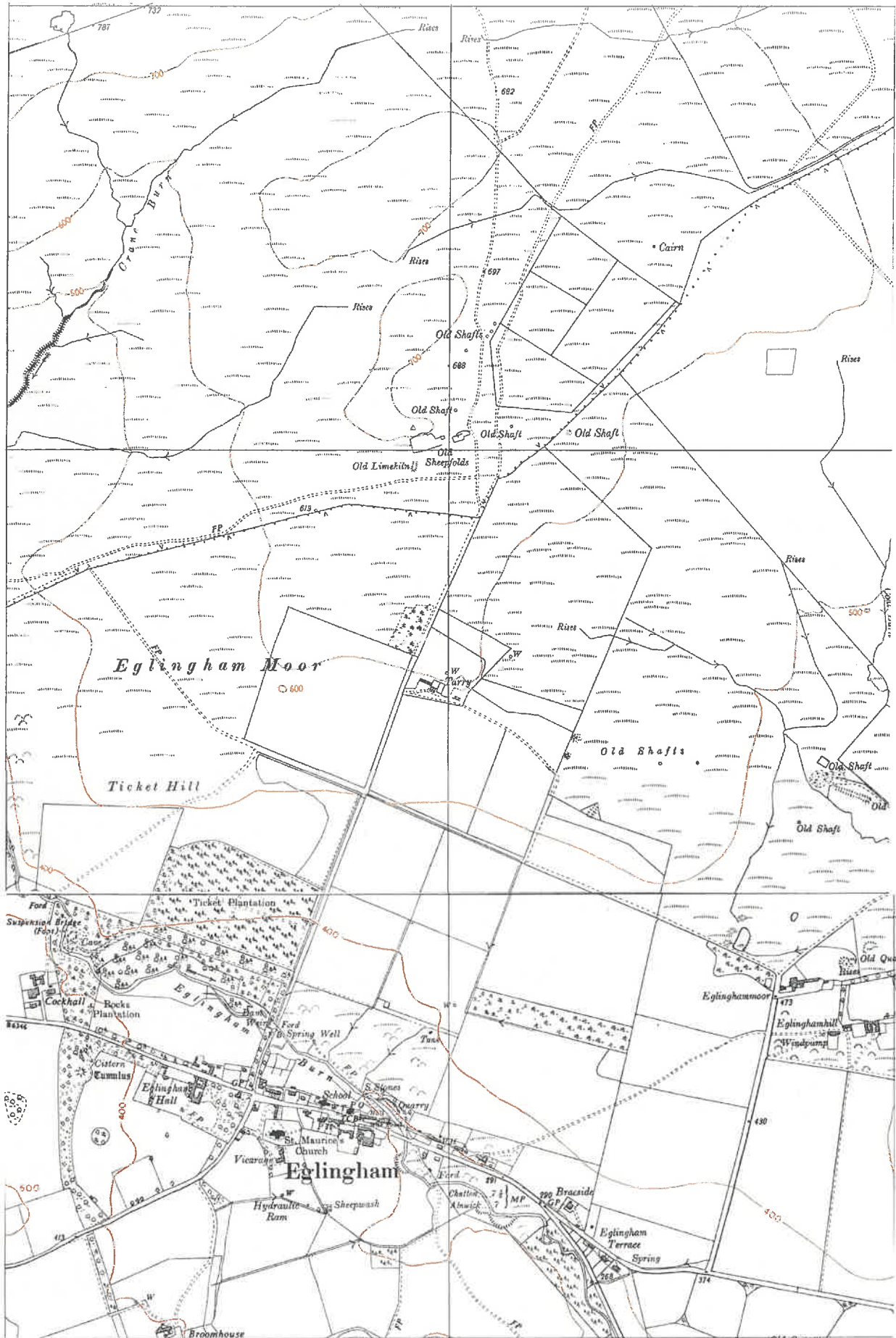


Draft Map (Alnwick RD area)



Provisional Map (Alnwick RD area)





1958 County Road Schedule

BELFORD DIVISION

Unclassified Roads in Alwrick Rural District

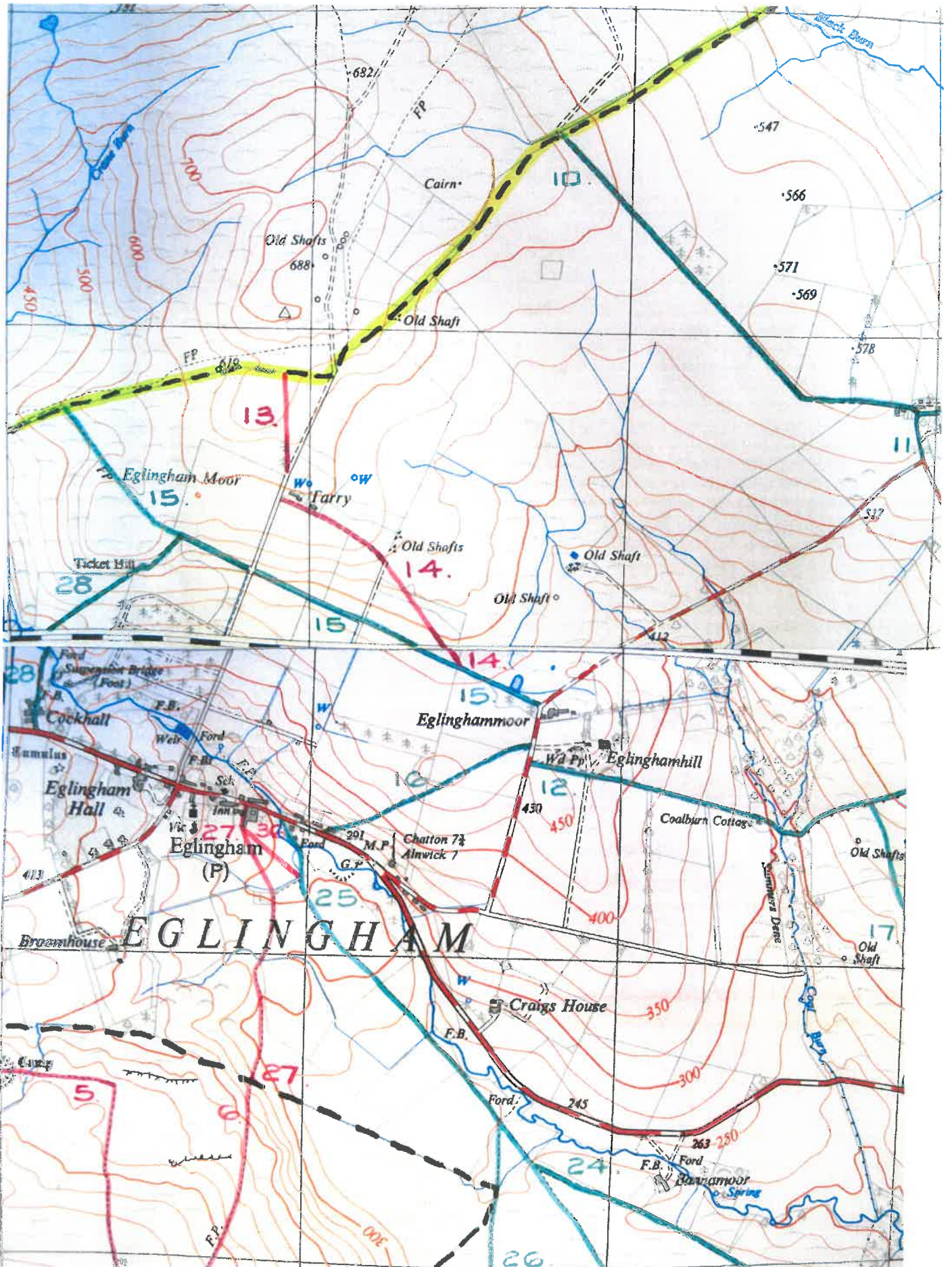
Brought Forward 11.855

U.3062	Crawley Tower Road	From A.697 at Powburn via Crawley Tower to C.83 near Hedgeley Hall.	0.90
U.3063	Low Hedgeley Road	From A.697 to Low Hedgeley.	0.21
U.3064	Shepherd's Law - Beenley Harehope Road	From C.84 near Shepherd's Law crossing C.82 at Beanley to Rural District Boundary at Waterside Plantation near Harehope.	2.11
U.3065	Eglington Moor Road	From B.6346 at Eglington via Tarry to Rural District Boundary Eglington Moor.	0.86
U.3066	Harehope Road	From B.6346 to Harehope.	0.28
U.3067	Titlington Farm Road	From C.83 to Titlington Farm.	0.36
U.3068	Eglington - Ditchburn Smallburns Road.	From B.6346 near Eglington Church via West Ditchburn to B.6346 at Smallburn.	3.16
U.3070	East Ditchburn Road	From B.6347 at South Charlton towards East Ditchburn, farm gate.	2.174
U.3072	Links Road Newton	From C.72 at Newton by the Sea to Newton Links House.	0.57
U.3073	Road to Post Office See View.	From C.74 Craster at Post Office, northwards.	0.11
U.3089	Burnhouses Rock	From C.73 at a point 70 yards northy U.3009 westwards for 152 yards.	0.087
U.3090	Main Street, Craster	From C.74 at junction with U.3073, southwards into Haugh Estate to House No. 34, and including link to west serving houses No. 7-16.	0.41
U.3091	Butchers Lane, Craster.	From U.3090 at Jolly Fisherman, 250 feet westwards.	0.047
U.3094	Shipley Lane.	From B.6346, 260 yards east of junction with C.85 northwards for 150 yards.	0.085

Carried forward

23.218

Original Definitive Map (Alnwick RD area)



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 **GLENDALE**
2. Parish **BEWICK**
3. Number of Footpath on Map **16** ✓
4. Name of Path
.....
5. Kind of Path (i.e. FP/BR) **B.R.**
6. General Description of Path **From the Public road north of Tarry**
..... **at the Alwick Rural District boundary in a northerly direction by**
..... **Hare Crag, Quarryhouse Moor and Cuddie's Knowe to join B.R.13 at the Chatton**
..... **Parish boundary.**
.....
.....
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 ALNWICK
..... EGLINGHAM
2. Parish
..... 13
3. Number of Footpath on Map
4. Name of Path
5. Kind of Path (i.e. FP/BR) F.P.

6. General Description of Path From the Eglington Moor road north-west of
Tarry in a northerly direction to the Glendale Rural District boundary.
.....
.....
.....
.....

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 **ALNWICK**

2. Parish **EGLINGHAM**

3. Number of Footpath on Map **14**

4. Name of Path

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

6. General Description of Path **From the Eglington Moor road at Tarry in a**
south-easterly direction to join B.R. 15 north-west of Eglingtonmoor.
.....
.....
.....
.....

7. Other relevant information

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

NORTHUMBERLAND COUNTY COUNCIL.

NATIONAL PARKS AND ACCESS TO THE COUNTRYSIDE ACT, 1949.

PART IV.

PUBLIC RIGHTS OF WAY - STATEMENT.

1. Borough
~~Urban District~~
Rural District **ALNWICK**

2. Parish **EGLINGHAM**

3. Number of Footpath on Map **15**

4. Name of Path **TARRY LANE**

5. Kind of Path (i.e. FP/BR) **B.R. Metalled.**

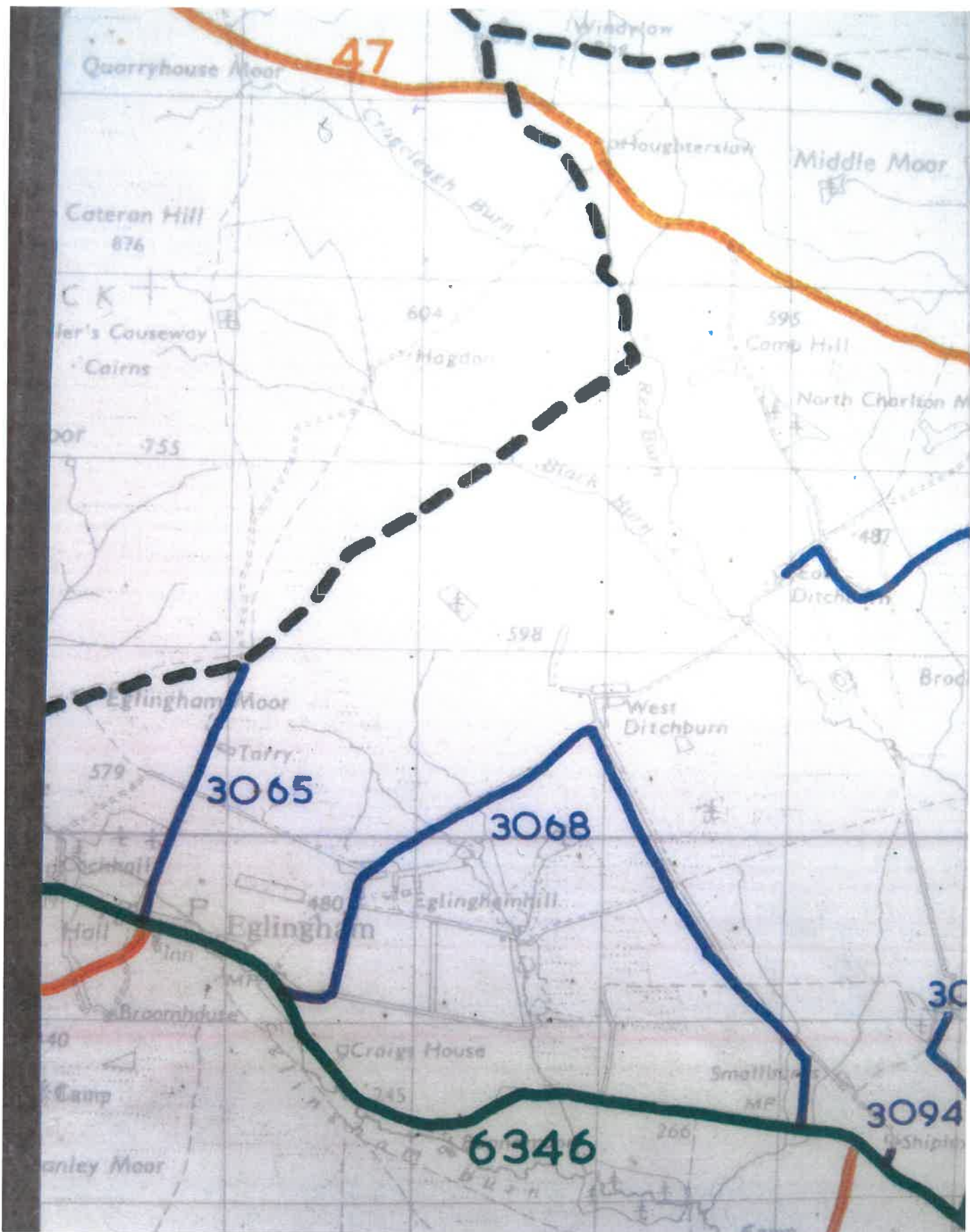
6. General Description of Path **From the Eglington-West Ditchburn road opposite
Eglington Moor in a north-westerly direction crossing the public road and
Eglington Moor to the Glendale Rural District boundary joining B.R. 15 in the
Parish of Bewick.**

7. Other relevant information

1964 County Road Schedule

<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.3060	Shawdon Hill Road.	From A.697 near Shawdon Hill north-eastwards to C.85 near Shawdon Hall.	Alnwick.	0.56	0.56
U.3061	Shawdon Hill-Rothill Road.	From A.697 near Shawdon Hill south-westwards to Rural District boundary. (Continues in Rothbury Rural District as U.4001).	Alnwick.	0.15	0.15
U.3062	Crawley Tower Road.	From A.697 at Powburn eastwards via Crawley Tower to C.83 near Hedgeley Hall.	Alnwick.	0.90	0.90
U.3063	Low Hedgeley Road.	From A.697 near Brandon White House eastwards to Low Hedgeley.	Alnwick.	0.21	0.21
U.3064	Shepherd's Law-Beanley-Harehope Road.	From C.84 near Shepherd's Law northwards, crossing C.82 at Beanley to the Rural District boundary at Waterside Plantation near Harehope Hall. (Continues in Glendale Rural District as U.1074).	Alnwick.	2.11	2.11
U.3065	Eglington Moor Road.	From B.6346 at Eglington north-eastwards via Tarry to the Rural District boundary at Eglington Moor.	Alnwick.	0.86	0.86
U.3066	Harehope Road.	From B.6346 west of Eglington, north-eastwards to Harehope.	Alnwick.	0.20	0.20
U.3067	Titlington Farm Road.	From C.83 to Titlington Farm.	Alnwick.	0.17	0.17
U.3068	Eglington-Ditchburn-Smallburns Road.	From B.6346 near Eglington Terrace via West Ditchburn to B.6346 at Smallburns.	Alnwick.	3.16	3.16
U.3069	White House Folly Road.	From B.6347 south of Charlton House southwards via White House Folly to join B.6346 near White House.	Alnwick.	1.50	1.50
U.3070	East Ditchburn Road.	From B.6347 at South Charlton north-westwards via Brockleyhall Moor to East Ditchburn Farm Gate.	Alnwick.	2.17	2.17
U.3071	South Charlton-Heiferlaw Bank Road.	From B.6347 at South Charlton, southwards via Humbleheugh to join A.1 at Heiferlaw Bank.	Alnwick.	1.76	1.76
U.3072	Newton Links Road.	From C.72 at Newton-by-the-Sea northwards to Newton Links House.	Alnwick.	0.57	0.57

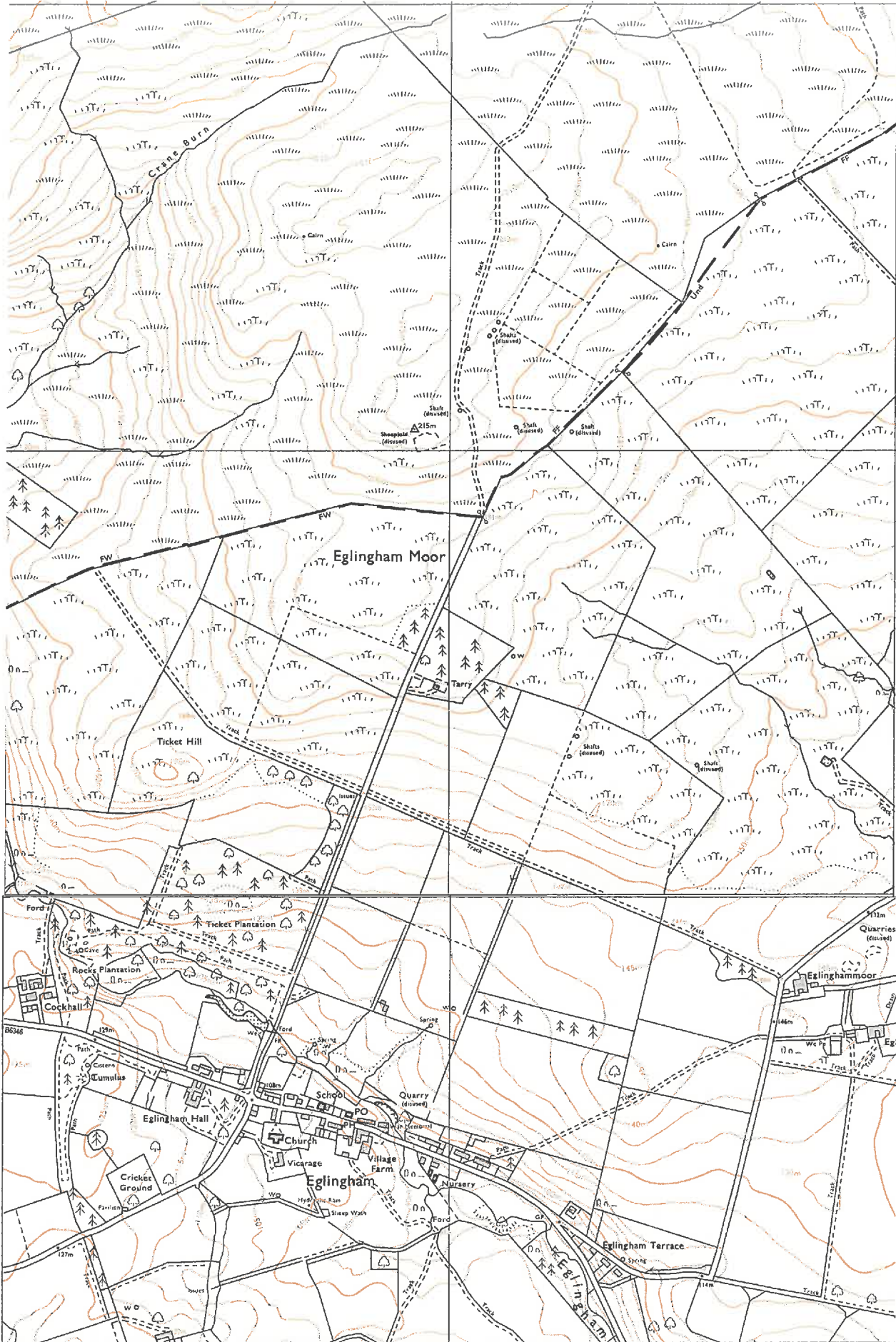
Extract from the Council's 1964 Highways Map



1974 County Road Schedule

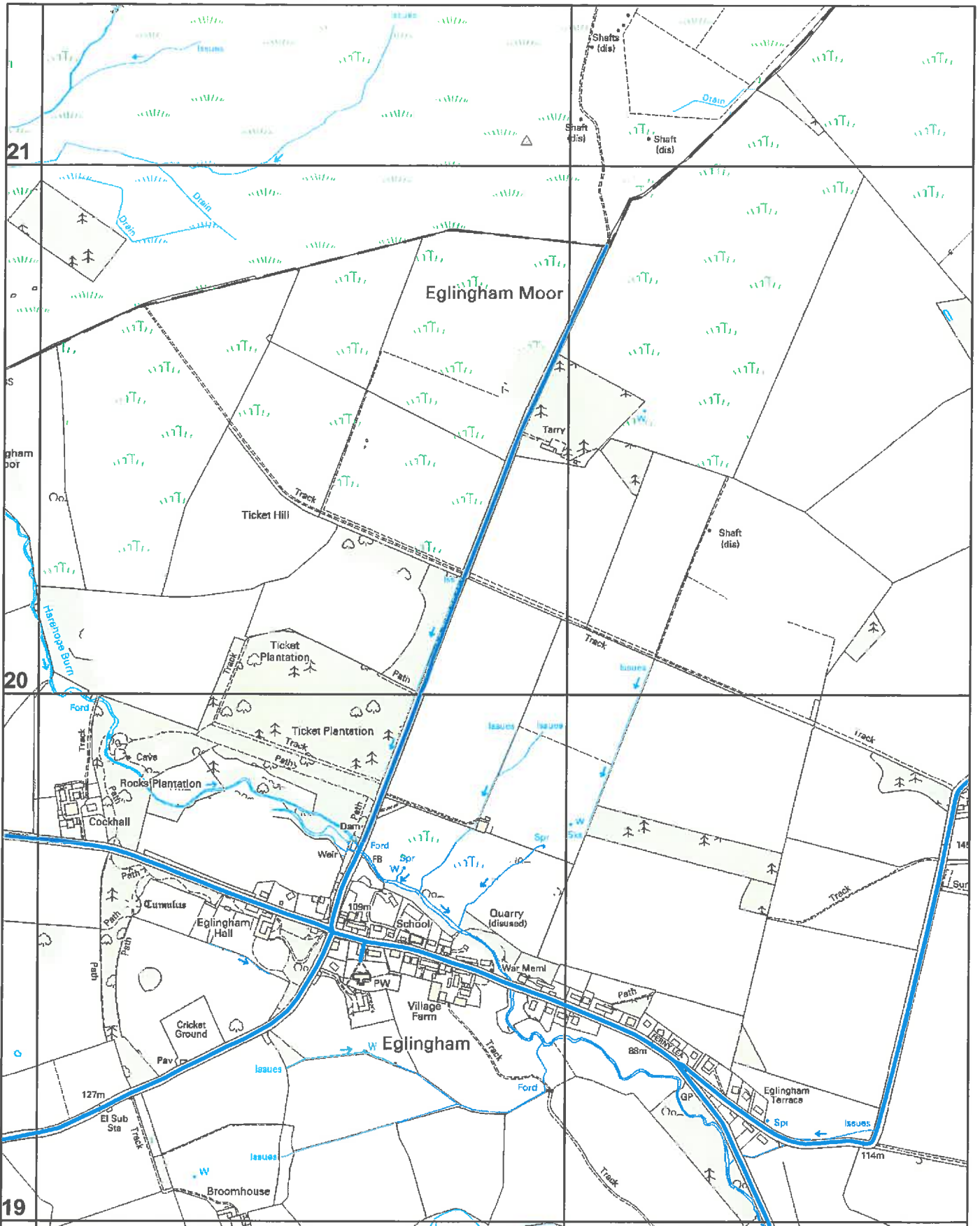
Route No.	Name of Road	Description	Responsible Division or Authority	Mileage	Total Mileage
U. 3060	Shawdon Hill Road.	From A.697 near Shawdon Hill (NU 084136) north-eastwards to C.85 near Shawdon Hall (NU 090141).	Alnwick Division.		0.56
U. 3061	Shawdon Hill-Middle Barton-Rothill Road.	From A.697 near Shawdon Hill (NU 084136) south-westwards via Middle Barton to join C.90 at Rothill. (NU 071127).	Alnwick Division.		1.26
U. 3062	Crawley Tower Road.	From A.697 at Powburn (NU 063164) eastwards via Crawley Tower to C.83 near Hedgeley Hall. (NU 073168).	Alnwick Division.		0.90
U. 3063	Low Hedgeley Road.	From A.697 near Brandon White House (NU 057176) eastwards to Low Hedgeley. (NU 062178).	Alnwick Division.		0.21
U. 3064	Shepherd's Law-Beanley-Harehope Road.	From C.84 near Shepherd's Law (NU 084167) northwards, crossing C.82 at Beanley to the Berwick District boundary at Waterside Plantation near Harehope Hall. (NU 078198). (Continues in Berwick District as U. 1074.)	Alnwick Division.		2.11
U. 3065	Eglington Moor Road.	From B.6346 at Eglington (NU 106195) north-eastwards via Tarry to the Berwick District boundary at Eglington Moor. (NU 111209).	Alnwick Division.		0.86
U. 3066	Harehope Road.	From B.6346 west of Eglington (NU 092200) north-eastwards to Harehope. (NU 093202).	Alnwick Division.		0.20
U. 3067	Titlington Farm Road.	From C.83 at NU 098150 north-eastwards to Titlington Farm. (NU 100151).	Alnwick Division.		0.17
U. 3068	Eglington-Ditchburn-Smallburns Road.	From B.6346 near Eglington Terrace (NU 113192) north-eastwards and south-eastwards via West Ditchburn to rejoin B.6346 near Smallburns. (NU 141184).	Alnwick Division.		3.16

1:10,000 O.S. Map
1976-78



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
U3063		
	<i>Total length for U3063</i>	489
U3064		
	C84 JCT TO C82 JCT	1,677
	C82 JCT TO DISTRICT BOUNDARY	1,768
	<i>Total length for U3064</i>	3,445
U3065		
	B6346 JCT TO EGLINGHAM MOOR	1,401
	<i>Total length for U3065</i>	1,401
U3066		
	B6346 JCT TO HAREHOPE	456
	<i>Total length for U3066</i>	456
U3067		
	C83 JCT TO TITLINGTON FARM	262
	<i>Total length for U3067</i>	262
U3068		
	B6346 JCT TO WEST DITCHBURN	2,569
	WEST DITCHBURN TO B6346 JCT NR SMA	2,602
	<i>Total length for U3068</i>	5,171
U3069		
	B6346 JCT TO B6347 JCT	2,425
	<i>Total length for U3069</i>	2,425
U3070		
	B6347 JCT TO EAST DITCHBURN FARM GA	3,501
	<i>Total length for U3070</i>	3,501
U3071		
	A1(T) JCT TO B6341 JCT	475



Northumberland
Northumberland County Council

**Network Management
Information System**

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

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Drn:	Date:	Scale:
AB	Jan 2018	1:10,000