



## CHAPTER lxxii.

An Act to confirm certain Provisional Orders of the Local Government Board under the Highways and Locomotives (Amendment) Act, 1878, relating to the Counties of Durham, Hertford, and Westmorland. [5th July 1888.]

A.D. 1888.

**W**HEREAS the Local Government Board have made the Provisional Orders set out in the schedule hereto, under the provisions of the Highways and Locomotives (Amendment) Act, 1878, and have therein declared that the roads mentioned therein shall cease to be main roads, but the said Board are not empowered to make such Orders as to parts only of such roads :

41 & 42 Vict.  
c. 77.

And whereas it is requisite that the said Orders should be confirmed by Parliament; and it is expedient that certain parts of the said roads should be excepted from the operation of the said Orders, and should, subject to the said Act, continue to be main roads :

Be it therefore enacted by the Queen's most Excellent Majesty, by and with the advice and consent of the Lords Spiritual and Temporal, and Commons, in this present Parliament assembled, and by the authority of the same, as follows :

1. The Orders set out in the schedule hereto annexed shall be and the same are hereby confirmed, and all the provisions thereof shall, subject as herein-after mentioned, and from and after the passing of this Act, have full validity and force.

Orders in  
schedule  
confirmed.

2. Notwithstanding anything contained in the said Orders, the following parts of roads; that is to say :—

Parts of the  
roads men-  
tioned in  
the Orders  
to continue  
main roads.

(1.) The roads numbered one and two in the schedule to the Durham Order, except,

(a) the part of the road numbered one which lies between the site of Birtley Old Toll Bar at or near the junction of

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*Provisional Orders Confirmation (Highways) Act, 1888.*

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the Durham and Tyne Bridge Old Road with the main road from Gateshead by Chowdean and the southern boundary of the borough of Gateshead ; and

(b) the part of the road numbered two which lies between Saint Helens Auckland and Greenfield Lane :

(2.) The parts of the road referred to in the Hertford Order which are situate without the boundaries of the Borough of Saint Alban as it existed immediately prior to the thirty-first day of October one thousand eight hundred and seventy-nine :

(3.) The parts of the road referred to in the Westmorland Order which extend from Bridge Inn Lyth through Bowness, and from Bowness Bay to the west end of the new road leading through Rayrigg Wood, in the Local Government District of Bowness, and from Windermere Station to the east end of the new road leading through the said Wood, in the Local Government District of Windermere,

shall, subject to the provisions of the Highways and Locomotives (Amendment) Act, 1878, continue to be main roads.

Short title

**3.** This Act may be cited as the Local Government Board's Provisional Orders Confirmation (Highways) Act, 1888.

SCHEDULE.

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COUNTY OF DURHAM.

A.D. 1888.

Durham  
Order.

*Provisional Order as to certain Disturnpiked Roads.*

To the Justices of the County of Durham, in General or Quarter Sessions assembled, being the County Authority for that County within the meaning of the Highways and Locomotives (Amendment) Act, 1878;—

And to all others whom it may concern.

WHEREAS the roads (herein-after referred to as "the roads") which are described in the first column of the schedule hereto were respectively included amongst the several roads to be repaired, maintained, and improved under the provisions of the Local Acts of Parliament respectively mentioned in the second column of that schedule, and those Acts, so far as they related to the roads, expired or were repealed in pursuance of the provisions of the Acts mentioned in the third column of the same schedule;

And whereas the roads, having ceased to be turnpike roads, became main roads in pursuance of the Highways and Locomotives (Amendment) Act, 1878;

And whereas it appeared to the County Authority for the County of Durham that the roads ought to cease to be main roads and to become ordinary highways, and the County Authority have accordingly made application to the Local Government Board for a Provisional Order in that behalf:

Now therefore, We, the Local Government Board, in pursuance of the powers given to Us by Section 16 of the Highways and Locomotives (Amendment) Act, 1878, do, by this Order, declare that from and after the date of the Act of Parliament confirming this Order the roads shall cease to be main roads and shall become ordinary highways.

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*Provisional Orders Confirmation (Highways) Act, 1888.*

A.D. 1888.

The SCHEDULE above referred to.

*Durham*  
*Order.*

1.	2.	3.
Description of Road.	Title of Local Turnpike Act.	Title of Act by which the Road ceased to be a Turnpike Road.
1. The Durham and Tyne Bridge Old Road - -	An Act for repairing the road from the City of Durham to Tyne Bridge, and for making and maintaining a collateral branch and certain other branches to communicate respectively with certain parts of the said road in the Parishes of Chester-le-Street and Gateshead, all in the County of Durham. (5 Geo. IV. cap. cii.)	The Annual Turnpike Acts Continuance Act, 1871. (34 & 35 Vict. c. 115.)
2. The road leading from the Boroughbridge and Durham road at the west end of Bondgate, in Darlington, and also from the last-mentioned road at the five cross lanes at or near the Angel Inn, to a point opposite to a blacksmith's shop formerly belonging to Thomas Pickering Pick, and occupied by Thomas Booth, at or near the east end of Cockerton Bridge; and from the north side of the Stockton and Barnard Castle road, near Piercebridge, to the sign of the Royal Oak, and from the said blacksmith's shop through the west end of the Town of West Auckland, over the River Gaundless to the Red House at Etherley, formerly occupied by Henry Stobart; and also through the east end of the Town of West Auckland over the River Gaundless to the west end of the village of Saint Helen's, Auckland, and from thence to Greenfield Lane.	An Act for more effectually repairing the Darlington and West Auckland and the Cockerton bridge and Staindrop roads, in the County of Durham, and for consolidating the Trusts thereof. (5 Will. IV. cap. xxv.)	The Annual Turnpike Acts Continuance Act, 1873. (36 & 37 Vict. c. 90.)
3. The road which commences at a point at or near Haggin Gap, in the highway leading from the west end of the Town of Middleton in Teesdale, to the Parish of Saint Andrew's, Auckland, and continues in a north-easterly direction for seven hundred and ten yards or thereabouts to a point at or near Burn Beck foot-bridge, at which the continuation of the said road turns southward.	The Egleston Roads Act, 1860. (23 & 24 Vict. c. cxii.)	The Annual Turnpike Acts Continuance Act, 1882. (45 & 46 Vict. c. 52.)
4. The new road wholly situate in the Township of Egleston, commencing out of the road numbered 3 in this schedule at or near Burn Beck foot-bridge, and proceeding thence through lands belonging or reputed to belong to Timothy Hutchinson to and terminating in and by a junction with the road leading from Egleston toll-gate to Stanhope.	ditto - -	ditto.

Given under the Seal of Office of the Local Government Board, this Eighth day of May, One thousand eight hundred and eighty-eight.

(L.S.)

CHAS. T. RITCHIE, President.  
 HUGH OWEN, Secretary.

COUNTY OF HERTFORD.

A.D. 1888.

*Provisional Order as to a Disturnpiked Road.*

*Hertford  
Order.*

To the Justices of the County of Hertford, in General or Quarter Sessions assembled, being the County Authority for that County within the meaning of the Highways and Locomotives (Amendment) Act, 1878;—

And to all others whom it may concern.

WHEREAS by an Act of Parliament passed in the first and second years of the reign of His late Majesty King William the Fourth, intituled "An Act for more effectually improving the road from the Pondyards, in the County of Hertford, to the Town of Chipping Barnet, in the same County," provision was made for more effectually repairing and keeping in repair the road leading from the Pondyards, in the County of Hertford, to the Town of Chipping Barnet, in the same County;

And whereas in pursuance of the Annual Turnpike Acts Continuance Act, 1871, the said Act was repealed on and after the First day of November, One thousand eight hundred and seventy-one, and the said road having ceased to be a turnpike road, became a main road, in pursuance of the Highways and Locomotives (Amendment) Act, 1878;

And whereas it appeared to the County Authority for the County of Hertford that the said road ought to cease to be a main road and to become an ordinary highway, and the County Authority have accordingly made application to the Local Government Board for a Provisional Order in that behalf:

Now therefore, We, the Local Government Board, in pursuance of the powers given to Us by Section 16 of the Highways and Locomotives (Amendment) Act, 1878, do, by this Order, declare that, from and after the date of the Act of Parliament confirming this Order, the said road shall cease to be a main road and shall become an ordinary highway.

Given under the Seal of Office of the Local Government Board, this Twentieth day of April, One thousand eight hundred and eighty-eight.

(L.S.)

CHAS. T. RITCHIE, President.  
HUGH OWEN, Secretary.

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COUNTY OF WESTMORLAND.

*Westmor-  
land Order.*

*Provisional Order as to a Main Road.*

To the Justices of the County of Westmorland, in General or Quarter Sessions assembled, being the County Authority for that County within the meaning of the Highways and Locomotives (Amendment) Act, 1878;—

And to all others whom it may concern.

WHEREAS the road from Bridge Inn, Lyth, to Bowness and Bowness Bay, and forward to Windermere Station, in the County of Westmorland (herein-after

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*Provisional Orders Confirmation (Highways) Act, 1888.*

A.D. 1888. referred to as "the road"), has become a main road in pursuance of the Highways and Locomotives (Amendment) Act, 1878;

Westmor-  
land Order.

And whereas the County Authority for the County of Westmorland have made application to the Local Government Board to declare that the road has ceased to be a main road and has become an ordinary highway:

Now therefore, We, the Local Government Board, in pursuance of the powers given to Us by Section 16 of the Highways and Locomotives (Amendment) Act, 1878, do, by this Order, declare that, from and after the date of the Act of Parliament confirming this Order, the road shall cease to be a main road and shall become an ordinary highway.

Given under the Seal of Office of the Local Government Board, this  
Seventeenth day of April, One thousand eight hundred and eighty-eight.

(L.S.)

CHAS. T. RITCHIE, President.  
HUGH OWEN, Secretary.

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